

# NAAS TOWN DEVELOPMENT PLAN 2011-2017

Plean Forbartha an Nás



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Following the formation of the new Government changes in the functions and titles of individual departments arise. Transfer of Functions Orders and Alteration of Title Orders under the Ministers and Secretaries (Amendment) Act 1939 required to implement the transfer of functions relevant to certain Departments announced by the Taoiseach on Wednesday 9th March 2011 are being prepared by the Department of Finance in consultation with the various Departments involved in functional changes. Until the formal Governmental procedures have been completed and the appropriate Government Orders transferring functions have been made, the Department of the Taoiseach has advised that each Department should continue to use its existing title and branding. A number of Government Departments have been referenced in this Plan and as the functions of certain departments may change reference should be made as appropriate to the Press and Information Office of the Department of the Taoiseach [www.taoiseach.gov.ie](http://www.taoiseach.gov.ie).

**STATEMENT PURSUANT TO SECTION 28  
OF THE PLANNING  
AND DEVELOPMENT ACTS 2000 - 2011**

**STATEMENT PURSUANT TO SECTION 28 OF THE PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED)**

Pursuant to Section 28 of the Planning and Development Act 2000 (as amended) it is a requirement of the Planning Authority to append a statement to the development plan demonstrating:

- (i) How the planning authority has implemented the policies and objectives of the Minister contained in the guidelines when considering their application to the area or part of the area of the development plan, or
- (ii) If applicable, that the planning authority has formed the opinion that it is not possible, because of the nature and characteristics of the area or part of the area of the development plan, to implement certain policies and objectives of the Minister contained in the guidelines when considering the application of those policies in the area or part of the area of the draft development plan or the development plan and shall give reasons for the forming of the opinion and why policies and objectives of the Minister have not been so implemented.

<b>Guidelines pursuant to Section 28 of the Planning and Development Act 2000 (as Amended)</b>	<b>Naas Town Development Plan 2011-2017</b>
<b>(a) Architectural Heritage Protection Guidelines (2004)</b>	<p>Chapter 11 of the Plan addresses architectural and archaeological protection and conservation. Policies and objectives contained within this plan have had regard to various legislative provisions and policy guidance documents, including the <i>Planning and Development Acts 2000-2010</i>, <i>Architectural Heritage Protection Guidelines 2004</i>, <i>National Monuments Acts</i>, <i>Framework and Principles for the Protection of Archaeological Heritage 1999</i> and the <i>National Inventory of Architectural Heritage</i>.</p> <p>Chapter 11 identifies an ACA boundary and a Zone of Archaeological Potential. This chapter also includes policies in Sections 11.6 to 11.7 relating to the retention and re-use of older buildings not on the RPS, alterations/extensions to protected structures, development within the ACA, industrial and vernacular heritage. The Development Plan also lists 130 structures on the Record of Protected Structures set out in Appendix II.</p>
<b>(b) Childcare Facilities (2001)</b>	<p>Chapter 10, Social, Community, Recreation and Amenity and Chapter 13 Development Management both address the issue of Childcare Facilities. Section 10.5 and 10.10.4 of Chapter 10 outlines the most appropriate locations for childcare facilities in addition to policies which have regard to the recommendations and requirements of the <i>Childcare Facilities: Guidelines for Planning Authorities 2001</i> and the <i>Child Care (Pre- School Services) Regulations 1996</i>.</p> <p>Section 13.4 of Chapter 13 sets out the development management standards regarding the provision of childcare facilities and requires all childcare facilities to be provided in accordance with the <i>Childcare Facilities: Guidelines for Planning Authorities, 2001</i> (DoEHLG) and the <i>Child Care (Pre-School Services) Regulations 1996</i>.</p>



<p><b>(c) Design Standards for New Apartments (2007)</b></p>	<p>Chapter 4 Housing and Chapter 13 Development Management addresses design standards for new apartments. Section 4.7 and 13.3.4 states that all planning applications for apartments in Naas shall be assessed against the recommendations and requirements of the <i>DoEHLG Guidelines for Planning Authorities, Sustainable Urban Housing: Design Standards for New Apartments, 2007</i>. Standards for apartment developments are also set out under both of the abovementioned sections in relation to minimum floor area and storage requirements, access, public and private open space provision, car parking, management companies, etc.</p>
<p><b>(d) Development Management Guidelines (2007)</b></p>	<p>Chapter 13 Development Management has been prepared having reference to the <i>Development Management Guidelines</i>. Section 13.1.1 - 13.1.7 addresses issues arising in the Development Management Process in relation to enforcement, failure to comply with previous planning permissions, development contributions, environmental impact assessment, pre-application discussions, bonds and digitized planning applications.</p>
<p><b>(e) Development Plan- Guidelines for Planning Authorities (2007)</b></p>	<p>The Development Plan Guidelines for Planning Authorities have informed the preparation of this Development Plan. Section 4.13 of the guidelines requires that “the amount of land to be zoned for any particular land use must be clearly based on and justified by a realistic assessment of need. As identified in Section 2.9 and also in Table 2.4 of the development plan, the level of zoning for residential purposes as adopted complies with the projected demands over the period of the plan 2011-2017 and includes an over provision in accordance with Development Plan Guidelines.</p>
<p><b>(f) Provision of Schools and the Planning System (2008)</b></p>	<p>Section 10.6 of Chapter 10 Social, Community, Recreation and Amenity addresses education provision in Naas. Policies contained in this chapter have regard to the recommendations and requirements of <i>The Provision of Schools and the Planning System, a Code Practice for Planning Authorities, 2008</i> and also the <i>Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009</i>, which highlights the importance of schools and their provision in tandem with residential development. Section 10.9.3 recognises the policies and objectives set out in these guidelines as being of central importance to the provision of school facilities in the town.</p>
<p><b>(g) Retail Planning Guidelines (2005)</b></p>	<p>Chapter 6 of the Development Plan solely addresses retail in the context of Naas. The policies and objectives of the chapter have been informed by the <i>Retail Planning Guidelines 2005, The Retail Strategy for the Greater Dublin Area 2008-2016, the Draft Kildare County Retail Strategy 2010 and the County Development Plan 2011-2017</i>. In particular the chapter has regard to the town’s designation as a Level 2 Major Town Centre in the County Retail Hierarchy. The Retail Chapter seeks to fulfill Naas’ role in the GDA Retail Strategy through strategic policy recommendations in relation to the Core Retail Area, Sequential Approach, Retail Development and Enhancement, Retail Warehouse Parks, District and Neighbourhood Centres, Business Parks and Employment Areas, Innovation etc.</p>

<p><b>(h) Sustainable Rural Housing Guidelines (2005)</b></p>	<p>Section 4.9 of Chapter 4 Housing, sets out the rural housing policy which shall be applied to lands zoned for Agricultural uses. These policies incorporate the recommendations of the <i>DoEHLG, Sustainable Rural Housing: Guidelines for Planning Authorities, 2005</i>. The primary aim for the agricultural zone in Naas is to preserve the existing agricultural use of the areas zoned for this purpose and to prevent urbangenerated development which would interfere with the operation of farming/bloodstock or rural resource based enterprise.</p>
<p><b>(i) Sustainable Residential Development in Urban Areas (2009)</b></p>	<p><i>Guidelines for Planning Authorities: Sustainable Residential Development in Urban Areas, 2009</i> has been considered in the context of both Chapter 4 Housing and Chapter 13 Development Management. These chapters contain specific policies and objectives in relation to high quality design of residential areas, the use and development of infill, greenfield and brownfield sites etc.</p>
<p><b>(j) The Planning System and Flood Risk Management (2009)</b></p>	<p>A Strategic Flood Risk Assessment has been carried out for Naas town in accordance with <i>The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009</i>. The outcome of this study has informed strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the Town Development Plan. Specific policies and objectives in relation to flood risk are included in Sections 8.8.3 of the development plan.</p>
<p><b>(k) Wind Energy (2006)</b></p>	<p>Chapter 9 Energy and Communications has been formulated having regard to the <i>Wind Energy Guidelines for Planning Authorities, 2006</i>. Section 9.4.2 of the development plan references wind energy in the context of supporting the development of renewable energy resources in Naas.</p>

The Naas Town Development Plan 2011-2017 has been informed by the foregoing Guidelines and has implemented the relevant policies and objectives as contained therein.

# CHAPTER 1

## Introduction





# Introduction

## 1.1 INTRODUCTION

**This chapter outlines the statutory context for the preparation of the Naas Town Development Plan 2011-2017.**

## 1.2 STATUTORY CONTEXT

Under the Planning and Development Act, 2000, each Planning Authority is obliged to prepare a development plan for its functional area every six years. This Plan relates to the functional area of Naas within the Naas Town Council boundary.

This Plan has been prepared in accordance with the requirements of the Planning and Development Acts 2000-2010. Sections 9 – 12 of the Planning and Development Act 2000, as amended set out the timeframes under which the review must be carried out together with the mandatory objectives which should be contained in the Plan.

## 1.3 PURPOSE OF A DEVELOPMENT PLAN

The Development Plan sets out the Town Council's overall strategy for the proper planning and sustainable development of Naas together with policies and objectives for the future development of the town for the period 2011- 2017. The Plan seeks to develop and improve in a sustainable manner the social, economic, cultural, physical and environmental assets of Naas. Its successful implementation will have a positive impact on the town. It builds on the *Mid-term Review of the Naas Town Development Plan 2005-2011*, taking into account recent key development trends, national, regional and local policy developments and the EU requirement to include the application of Strategic Environmental Assessment.

The Plan covers a period of six years from the making of the Plan and covers the administrative area of Naas Town Council. That boundary is circular in shape extending to a radius of 2.4km from the Town Hall and covers approximately 1,831ha.

The Plan has been prepared having regard to those matters that must be included in a Development Plan (i.e. mandatory objectives) as well as those matters that may be included (discretionary objectives) as required by the Planning and Development Acts 2000-2010.

Consideration can only be given to matters that relate to the proper planning and sustainable development of the town. In summary, the main mandatory objectives of the Act for this Plan are:

- The zoning of land for particular purposes where the proper planning and sustainable development of the town requires land uses to be indicated;<sup>1</sup>
- The provision of infrastructure including transport, energy and communication facilities, water supplies, waste recovery and disposal facilities, waste water facilities, and ancillary facilities;
- The conservation and protection of the environment, including, in particular, the archaeological and natural heritage and protection of European sites and any other sites which may be prescribed;
- The integration of the planning and sustainable development of Naas with the social, community and cultural requirements of the town and its population;
- The preservation of the character of the landscape, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest;
- The protection of structures, or part of structures which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;
- The preservation of the character of architectural conservation areas;
- The development and renewal of areas in need of regeneration;
- The provision of accommodation for Travellers, and the use of particular areas for that purpose;
- The preservation, improvement and extension of amenities and recreational amenities;
- The control, having regard to the Major Accidents Directive for the purposes of reducing the risk, or limiting the consequences, of a major accident;
- The provision of services for the community including schools, crèches, and other educational and childcare facilities
- The encouragement, pursuant to Article 10 of the Habitats Directive, of the management of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species

<sup>1</sup> It should be noted that there shall be no presumption in law that any land zoned in a particular development plan (including a development plan that has been varied) shall remain so zoned in any subsequent development plan (Section 10(8) Planning and Development Act 2000).





- The promotion of compliance with environmental standards and objectives established;
  - (i) for bodies of surface water, by the European Communities (Surface Waters) Regulations 2009;
  - (ii) for groundwater, by the European Communities (Groundwater) Regulations 2010; which standards and objectives are included in River Basin Management Plans (within the meaning of Regulation 13 of the European Communities (Water Policy) Regulations 2003);
- The promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to;
  - (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources;
  - (ii) reduce anthropogenic greenhouse gas emissions, and;
  - (iii) address the necessity of adaptation to climate change; in particular, having regard to location, layout and design of new development;
- The preservation of public rights of way which give access to lakeshore, riverbank or other place of natural beauty or recreational utility, which public rights of way shall be identified both by marking them on at least one of the maps forming part of the development plan and by indicating their location on a list appended to the development plan,
- Landscape, in accordance with relevant policies or objectives for the time being of the Government or any Minister of the Government relating to providing a framework for identification, assessment, protection, management and planning of landscapes and developed having regard to the European Landscape Convention done at Florence on 20 October 2000.

In accordance with Section 15(1) of the Planning and Development Act 2000 as amended, there is a duty on the planning authority to take such steps within its powers as may be necessary for securing the objectives of this Plan. However, the achievement of many objectives, will depend on the availability of finances from the State and other sources.

#### 1.4 PLAN CONTEXT AND STRUCTURE

The Naas Town Development Plan 2011-2017 has been prepared in accordance with the requirements of the Planning and Development Acts 2000 – 2010 and has been prepared with reference to the Development Plan Guidelines for Planning Authorities issued by the Department of Environment, Heritage and Local Government (2007).

The Development Plan consists of a written statement, as detailed below, with accompanying maps. The Maps give a graphic representation of the proposals of the Plan, indicating land use and other control standards together with various objectives of the Council. Should any conflict arise between the written statement and the maps, the written statement shall take precedence.

The written statement contains 14 individual chapters and a number of appendices. Chapters 1 and 2 set out the introduction, strategic context and core strategy for the proper planning and sustainable development of Naas.

Chapters 3-12 set out detailed policies and objectives under a range of headings which the Town Council seeks to achieve over the six-year life of the Plan.

Chapter 13 sets out development management objectives and standards to be applied to future development proposals. The purpose of these standards and objectives is to guide and assist the formulation of development proposals and to regulate the impact of development on the environment.

Chapter 14 sets out the land use activities referred to under each zoning objective and indicates the acceptability or otherwise of specified land uses within each zone.

Appendices include the Housing Strategy and Record of Protected Structures (RPS).

## 1.5 MONITORING, REVIEW AND IMPLEMENTATION

The Council is obliged to monitor and review the operation and implementation of the Plan. The Council will seek to implement the aims, policies and objectives of the Plan in a proactive manner. The Council will engage with all relevant stakeholders, both statutory and nonstatutory agencies and organisations in seeking to achieve the objectives of the Plan. Not more than two years after the making of the Plan the Manager has to submit a report to the Elected Members on the progress achieved in securing the objectives of this Plan.

## 1.6 STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

The Strategic Environmental Assessment Directive (2001/42/EC), was transposed into Irish Law through the European Communities (Environmental Assessment of certain Plans and Programmes) Regulations 2004 (SI No 435 of 2004) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No 436 of 2004) which requires the Naas Town Development Plan to undergo Strategic Environmental Assessment (SEA) in order to improve planning and environmental management of future development in the town.

The Strategic Environmental Assessment (SEA) is the term which has been given to the environmental assessment of plans. It is a systematic process of predicting and evaluating the likely environmental effects of implementing a plan in order to insure that these effects are appropriately addressed at the

earliest appropriate stage of decision-making on a par with economic and social considerations. Strategic Environmental Assessment was carried out in parallel to the preparation of this Development Plan.

The environmental issues which are considered by the SEA include

- Biodiversity (flora, fauna)
- Landscape/Geology
- Soil
- Agriculture and Forestry
- Population
- Water Quality
- Air Quality
- Waste Management
- Cultural and Material Assets
- Climate

The Environmental Report of Strategic Environmental Assessment (SEA) of the Naas Town Development Plan 2011-2017 provides a clear understanding of the likely environmental consequences of decisions regarding the future accommodation of development in Naas.

The Environmental Report has guided the preparation of objectives, policies and development alternatives for the Development Plan with the aim of achieving sustainable development in the town without causing adverse harm to the environment.

## 1.7 APPROPRIATE ASSESSMENT (AA)

All land use plans require to be 'screened' for any potential impact on areas designated as Natura 2000 sites. In any case where, following screening, it is found that the Development Plan may have an impact on the objectives of a Natura site, or such an impact cannot be ruled out, an Appropriate Assessment (AA) under the EU Habitats Directive must be undertaken.

This AA process comprises the assessment, based on scientific knowledge, of the potential impacts of the plan on the conservation objectives of any Natura site and the development, where necessary, of mitigation or avoidance measures to preclude negative effects. The impacts assessed must include the indirect and cumulative impacts of the Plan, considered with any current or proposed activities, developments or policies impacting on the site. It informs plans of the environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan making.

A Stage One Appropriate Assessment was carried out on the Development Plan. It concluded that the Development Plan had been formulated to ensure that uses, developments and effects arising from permissions based upon the Development Plan (either individually or in combination with other plans or projects) would not give rise to significant effects on the integrity of any Natura 2000 sites.

## 1.8 STRATEGIC FLOOD RISK ASSESSMENT (SFRA)

Under Section 28 of the Planning and Development Act 2000, as amended statutory guidelines entitled "The Planning System and Flood Risk Management Guidelines for Planning Authorities" were published by the DoEHLG (November 2009). These guidelines require planning authorities to introduce flood risk assessment as an integral and leading element of the development plan process. The Draft SFRA carried out for Naas is an assessment of flood risk in the town to inform strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the Development Plan.

## 1.9 KEY CHALLENGES FOR THE PLAN PERIOD

This Development Plan has a critical role to play in ensuring that the needs of future population growth are planned for. It has been prepared at a time of unprecedented changes in the economy. Naas experienced significant population growth from 14,074 in 1996 to 20,044 in 2006. Having regard to the exceptional period of growth, the population targets indicated in the Regional Planning Guidelines 2010-2022, coupled with the significant changes to economic development, employment levels and Government finances, the following are key challenges facing Naas over the plan period (2011-2017) and beyond:

- I. Seeking to ensure that Naas meets its population target in order for the town to be a driver of balanced development within the county and the region.
- II. Promoting Naas as an Economic Growth Town by promoting significant new economic development in the town.
- III. Unlocking infrastructural constraints and ensuring adequate investment in infrastructure, to maintain and facilitate economic development.
- IV. Ensuring the availability of local employment opportunities, community and commercial services, recreation and amenity facilities for the existing and future population of Naas.

- V. Encouraging the development of Naas in a sequential manner providing for the expansion of the town from its central areas in a coherent way.
- VI. Consolidating Naas and retaining its separate physical identity, and avoiding coalescence with nearby towns and villages.
- VII. Promoting a sustainable transport network including the provision of roads, footpaths, cycle lanes, public transport infrastructure, and promoting inter-connectivity.
- VIII. Facilitating the provision of improved amenities within the town, securing and encouraging the appropriate redevelopment, renewal and improvement of areas within the town and encouraging high quality design in new development, making Naas town an attractive place to visit and do business in.
- IX. Protecting the built and natural heritage and biodiversity of the town for their intrinsic value and as a resource for the tourist economy of the future.
- X. Continuing the protection of the environment at all levels, including air and water quality.

The chapters that follow in this Plan set out the planning policy response of the Town Council to these challenges.

## 1.10 OVERALL VISION FOR NAAS

Through the public consultation process a number of key themes emerged for consideration regarding the overall vision for Naas over the period 2011-2017. These themes have been amalgamated and expressed in the following vision;

**“ To plan for and facilitate appropriate levels of sustainable development in Naas, building on its strengths and based on high quality employment, residential and recreational areas with a balanced range of facilities to meet the needs of those living, working or visiting the town, thereby improving the quality of life for all. ”**



# CHAPTER 2

# 2

## Strategic Context and Core Strategy





# Strategic Context and Core Strategy

**Aim: To respond in a coherent sustainable spatial fashion to the challenges facing Naas while building on its strengths and providing a more focused approach to planning for future development. The core strategy seeks to promote a more consolidated and compact urban form; to maintain and improve a sustainable economic base; to create new employment opportunities; to create sustainable and integrated communities together with the balancing of the natural environment with sustainable and appropriate development.**

## 2.1 STRATEGIC PLANNING CONTEXT

The following sections set out a brief summary of the main provisions of national and regional plans, policies and strategies, which relate to the proper planning and sustainable development of the area covered by this Plan.

### 2.1.1 Main Policy Considerations

The Planning and Development Acts 2000 - 2010, require that a Development Plan shall, so far as is practicable, be consistent with national plans, policies and strategies, which relate to the proper planning and sustainable development of the area covered by the Plan. Significant Government plans, policies and strategies influencing the preparation of this Development Plan in this chapter and elsewhere in the Plan are noted below. Other relevant documents include Guidelines for Planning Authorities issued by the Minister for the Environment, Heritage and Local Government and include;

- Sustainable Development in Urban Areas;
- Architectural Heritage Protection;
- Best Practice Urban Design Manual;
- Design Standards for New Apartments;
- Provision of Schools and the Planning System;
- Childcare Facilities Guidelines;
- Retail Planning Guidelines;
- Sustainable Rural Housing;
- Telecommunications Antennae and Support Structures;
- The Planning System and Flood Risk Management;
- Development Plan Guidelines for Planning Authorities.

These are dealt with in the relevant sections of this Development Plan.

## 2.2 NATIONAL PLANNING POLICIES AND STRATEGIES

The following paragraphs set out a summary of the main provisions of national plans, policies and strategies, which relate to the proper planning and sustainable development of the area covered by the Plan.

### i. National Spatial Strategy 2002-2020

The National Spatial Strategy provides a framework to promote and direct balanced regional development and sustainable growth and to guide policies, programmes and investment. The Strategy emphasises continued strong growth in the Greater Dublin Area (GDA) but with significant improvement in the regions outside the capital and more particularly in nine gateway cities and nine hub towns. The GDA is identified for consolidation and in strategic terms the following issues are of particular importance for County Kildare:

- Effective integration of land use and transportation.
- Supporting the region's capacity for innovation.
- Facilitating ease of movement of people and goods.
- Maintaining a high quality environment.

### ii. National Development Plan 2007 - 2013

Through the prioritisation of investment the National Development Plan (NDP) seeks to maintain national competitiveness within a sustainable economic and budgetary framework. The Plan focuses investment around the National Spatial Strategy, the regions and the network of gateways identified in the NSS. The Plan's direction is characterised by the aims of sustainable economic growth, greater social inclusion and balanced regional development. In acknowledging the importance of the spatial management of the country the NDP focuses upon regional development and environmental sustainability as central to the investment structure of the Plan. It establishes policy and a financial framework within which national and local physical planning can be formulated and its strategies advanced. Such an approach is stated to be environmentally sustainable, socially cohesive and will enhance international competitiveness.

### iii. Sustainable Development: A Strategy for Ireland (1997)

The national strategy for sustainable development provides a framework for the achievement of sustainability at the local level. It calls on planning authorities to incorporate the principles of sustainable development into their Development Plans and to ensure that planning policies support its achievement.

The most common definition of sustainable development comes from the Commission on Environment and Development, commonly known as the Brundtland Report (1987) - "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

The "Sustainable Development: A Strategy for Ireland" (1997) provides a framework for achievement of sustainability at local level. The strategy identifies for key ways in which development plans can contribute to the achievement of sustainability.

These are by;

- Encouraging efficiency in the use of energy, transport and natural resources through the careful location of residential, commercial and industrial development and by controls on the shape, structure and size of settlements,
- Promoting the most effective use of already developed areas,
- Securing the protection and enhancement of the natural environment, including unique or outstanding features, landscapes and natural habitats,
- Accommodating new development needs in an environmentally sustainable manner.

#### iv. Transport 21 and Smarter Travel

Transport 21, is the capital investment framework for the transport system under the NDP over the period 2006-2015. It addresses the twin challenges of past investment backlogs and continuing growth in transport demand and comprises two investment programmes – a national programme and a programme for the Greater Dublin Area. County Kildare will benefit from both programmes. They aim to increase accessibility, ensure sustainability, expand capacity, increase use of public transport, enhance quality, and create an efficient national road and rail network and strengthen national, regional and local public transport services.

*Smarter Travel, A Sustainable Transport Future*, (2009) is the new transport policy for Ireland for the period 2009-2020. The policy recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport.

Actions are proposed:

- To reduce distance travelled by car and encourage smarter travel;
- To ensure alternatives to the car are more widely available;
- To strengthen institutional arrangements to deliver the targets.

#### v. Ireland National Climate Change Strategy 2007-2012 (2007)

The National Climate Change Strategy outlines the measures that Ireland will take in order to meet its commitments to limit greenhouse gas emissions over the period 2008-2012. This is to be achieved through legally binding limits to the production of those gases with the strategy incorporating a programme of actions for achieving those limits. The main focus is on reducing transport emissions, encouraging renewable energy sources, changes in agricultural practices and changes in waste disposal policies and plans. The strategy recognises that decisions by Local Authorities on the location, design and construction of domestic and commercial developments and of related economic and social activity, can have a significant effect on greenhouse gas emissions.

#### vi. National Energy Efficiency Action Plan 2009-2020

The National Energy Efficiency Action Plan outlines Government proposals and actions to achieve its target of 20% energy savings across the economy by 2020. A strategy is outlined to reduce the country's dependency on imported fossil fuels, improve energy efficiency across a number of sectors and ensure a sustainable energy future. The Government's energy policy framework *Delivering a Sustainable Future for Ireland – The Energy Policy Framework for 2007-2020* is designed to steer Ireland towards a new and sustainable energy future, one that helps increase security of supply, makes energy more affordable, improves national competitiveness and reduces our green house gas emissions.

## 2.3 REGIONAL PLANNING POLICIES AND STRATEGIES

Regional policies and strategies provide the policy link between national policies, guidance documents and Local Authority planning policies and decisions. The most relevant are outlined in the following paragraphs:

### i. Regional Planning Guidelines for the Greater Dublin Area (RPGs) 2010-2022 (2010)

The Regional Planning Guidelines (RPGs) aim to direct the future growth of the Greater Dublin Area (GDA) and to implement the strategic planning framework set out in the National Spatial Strategy. The Guidelines provide an overall strategic context for the Development Plans of each local authority in the GDA, including that of Naas Town Council and also provide a framework for future investment in environmental services, transportation and other infrastructure. The core principles from the RPGs are:

- Dublin as the capital will serve a wide range of international, national, regional and local needs;
- The Dublin and Mid-East Regions will be attractive, vibrant locations for industry, commerce, recreation and tourism and will be a major focus for economic growth within the State. In this regard, Naas has been identified as a Primary Economic Growth Town;
- Development in the GDA will be directly related to investment in integrated high quality public transport services and focused on compact urban form; The RPGs identify a settlement strategy which reflects the different approaches needed within either the Metropolitan or Hinterland areas for towns within the hierarchy. In the settlement hierarchy for the GDA, Naas is identified as a Large Growth Town I.

The RPGs envisage that growth towns will accommodate significant new investment in transport, in economic and commercial activity and in housing. These towns will act as important self sustaining regional economic drivers for the GDA, capitalising on their connectivity and high quality connections to Dublin City Centre, whilst also supporting and servicing a wider local economy. Large Growth Towns are identified as being important centres for the delivery of public services, with hospitals, courts, local authority and civil service offices located within them; alongside IDA promoted companies, high order retail businesses, supported enterprise centres and active Chambers of Commerce providing a strong commercial hub within these towns and their environs.

### ii. Retail Strategy for the Greater Dublin Area 2008-2016 (2008)

The *Greater Dublin Area Retail Strategy* sets out a co-ordinated and sustainable approach to the assessment and provision of retailing within the Greater Dublin Area so that:

- Adequate and suitable provision is made to meet the needs of changing population patterns, and provide for healthy competition and consumer choice.
- Retail in suitable locations is provided and integrated within existing growth areas and public transport investment.
- Significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres, is avoided.

By setting out a strategic framework for retailing, the strategy seeks to give guidance on where future retail should be provided and what issues need to be addressed. To this end, the strategy proposes a retail hierarchy as a core spatial policy around which future growth, rejuvenation and expansion in the retail sector needs to be focused. The Retail Strategy for County Kildare is set within the context of the Retail Strategy for the Greater Dublin Area.

Naas is identified as a Hinterland Area Level 2 Twin Major Town Centre. The Regional Retail Strategy promotes the following in respect of Naas:

**‘To promote and encourage the enhancement and expansion of retail floorspace in the County Town of Naas to reflect its role as a major town centre and the significant population growth experienced in the past decade and to create a thriving active town centre’.**

The retail strategy for Naas contained in Chapter 6 of this Plan was undertaken to ensure that the retail policies in the Development Plan are in accordance with all national, regional and local planning frameworks, including the Department of the Environment, Heritage and Local Government’s (DoEHLG) 2005 *Retail Planning Guidelines for Planning Authorities* and the 2008 *GDA Retail Strategy*.

### iii. Transport Strategy for the Greater Dublin Area

The Dublin Transportation Office (DTO) A Platform for Change 2000-2016 seeks the development of an efficient and high quality system of public transport connections within the Greater Dublin Area. It comprises two interdependent objectives:

- Infrastructure and service improvements to expand the public transport network, some strategic road construction and traffic management.
- Demand management to reduce the growth in travel through the application of land use and other policies while maintaining economic progress.

The National Transport Authority (NTA) has issued a Draft Transport Strategy for the GDA which is linked to sustainable land use planning and is directed by the economic, social, cultural and environmental needs of the people of the GDA.



## 2.4 STRATEGIES AND STUDIES FOR COUNTY KILDARE AND NAAS

### i. Kildare County Development Plan 2011-2017

The Kildare County Development Plan 2011-2017 has been prepared in accordance with the NSS, the RPGs and various Government guidelines. It sets out the context for future development in County Kildare and includes a core strategy, development objectives, a settlement hierarchy and policies for the protection of the environment.

The settlement strategy for County Kildare ranks settlements from large growth towns to moderate sustainable growth towns consistent with the Regional Planning Guidelines 2010-2022.

Arising from the County Development Plan, the following strategic consideration informs the preparation of the Naas Development Plan 2011-2017:

- Naas is designated Large Growth Town I
- Naas is identified as a Primary Economic Growth Town and is promoted for local and regional enterprise and servicing its urban and rural hinterland areas.

### ii. Kildare Local Authorities Corporate Plan 2009-2014

The *Kildare Local Authorities Corporate Plan 2009-2014*, sets out the Mission Statement for the Kildare local authorities and a strategic framework for actions by the authorities. The plan outlines the core values of the local authorities and the key strategic objectives to be pursued over the five year period, subject to available resources. The plan also sets out the context for the preparation of the annual budget and business plans for each section of the local authorities.

### iii. County Kildare County Development Board Strategy

The County Development Board, *Kildare 2012 - An Economic, Social and Cultural Strategy* is a strategy for the development of Kildare based on a shared vision for the county over a ten year period. It seeks "to make Kildare a better place to live, learn, work, visit and do business" and is accompanied by a set of goals and objectives to achieve this vision together with actions that will build on the strengths and opportunities of the county. Strategic goals and objectives from the CDB strategy have been taken into account in the preparation of the Naas Development Plan 2011-2017.

#### iv. Naas Integrated Framework Plan for Land Use and Transportation (IFPLUT)

In 2003 Kildare County Council and Naas Town Council, in conjunction with the Dublin Transportation Office, prepared an 'Integrated Framework Plan for Land Use and Transportation' for Naas (IFPLUT Study). The IFPLUT Study has a timeframe until 2020, and will complement the Development Plan for the town. It is a framework plan that sets out the principles for future development, guiding the level, scale and location of future development within the wider area of Naas, ensuring a quality living environment.

The principal objective of the IFPLUT is;

**“To promote and encourage the development and growth of Naas in line with the principles of sustainable development. To promote an appropriate balance of employment, residential, service facilities (schools, retail, community facilities etc) and land uses that will increase the self-sufficiency of the town and support its role as a key part of a designated Primary Development Centre in the Greater Dublin Area.”**

The IFPLUT for Naas continues to inform the Council in the formulation of policies for the future development of the town.

Other plans and strategies which inform the preparation of this Plan include; Naas Traffic Management Plan and Kildare Open Space Strategy in addition to the following:

- The County Heritage Plan 2005-2009 outlines an action plan for the conservation, preservation and enhancement of Kildare's heritage including natural heritage. This Plan is due to be reviewed in 2011.
- The County Biodiversity Plan 2009-2013 provides a framework for conserving biodiversity and natural heritage at a local level. It consists of a number of practical actions which serve to raise awareness of and enhance the protection, conservation and management of our natural heritage.

## 2.5 CORE STRATEGY

The core strategy for Naas builds on the principles established in the previous Naas Town Development Plan 2005-2011 and the framework provided by the National Spatial Strategy 2002-2020, the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 and the core strategy of the Kildare County Development Plan 2011-2017. It sets out a strategic approach to the management of growth and resources in Naas and is expanded upon in the policies and objectives contained within the remainder of this Plan.

In developing a strategy for the future planning and sustainable development of the town it is recognised that Naas is the County Town of Kildare, is identified as a Large Growth Town I and Economic Growth Town in the Regional Planning Guidelines and is identified as a Level 2 Major Town Centre/County Town in the Retail Strategy for the Greater Dublin Area.

The Development Plan aims to respond in a coherent sustainable manner to the challenges facing Naas while building on its strengths and introducing resilience to wider effects of climate change. The Development Plan seeks to provide for the residents of Naas and to facilitate the sustainable development of the town as a vibrant and viable place in which to live, work and visit. The overall strategy for Naas should be seen in the context of the six year period for the Development Plan and beyond.

This Development Plan seeks to encourage the focus of new development on:

- I. Promoting population growth in Naas in line with the Regional Planning Guidelines population projections and the settlement strategy of the County Development Plan 2011-2017;
- II. Promoting sustainable economic development and supporting investment in physical and social infrastructure;
- III. Protecting local assets by preserving the quality of the architectural, archaeological and cultural heritage, the landscape, Canal, open spaces and material assets of the town and;



- IV. Promoting social inclusion and facilitating the delivery of objectives contained in the Kildare County Development Board Strategy “Kildare 2012, An Economic, Social and Cultural Strategy for the Development of Kildare”.
- V. Promoting a series of policies that will reduce the effects of climate change.

## 2.6 NAAS IN CONTEXT

### 2.6.1 Historical Context

The name Naas appears in three forms: An Nás, meaning “The Place of Assembly”, Nás Laighean, meaning “The Place of Assembly of the Leinstermen”, and Nás-na-Ríogh, meaning “The Place of Assembly of the Kings”. The last Naas King to be recognised as King of Leinster was Cearbhall who died in 909. In 1175 the Barony of Naas was granted by Strongbow to Maurice Fitzgerald. The town grew into a Norman stronghold with castles, walls and gates. These fell into decay and by the end of the 16th Century, Naas was a market town. In his account of his journey through Kildare in 1732, John Loveday described Naas as “a town of one street and a good Market House”.

The basic form of the town is linear, North Main Street being punctuated by Poplar Square, while South Main Street, which contains a wide space at Market Square, has a visually satisfying sense of enclosure. The town centre has an ancient street pattern of irregularity with continuous linked facades, which with the prevailing slated roofs gives an atmosphere of unity and urban quality.

The development of Naas has occurred around a relatively compact urban structure, where development and expansion opportunities are present. Naas also contains an outstanding natural resource in the form of the Canal, which enhances the built and natural heritage.

Like most Irish provincial towns Naas did not expand significantly during the late 19th and early 20th centuries. In recent decades Naas as the county town has continued to expand depending on economic and social conditions and influenced by its location within the expanding Dublin region. From the 1960’s, growth of the town has occurred on the outskirts of the town centre in the form of residential estates and industrial development with relatively little new development occurring in the historic town centre until recent times.





## 2.7 SETTLEMENT HIERARCHY

### 2.7.1 Naas within its Regional and County Context

The Regional Planning Guidelines 2010-2022 (RPGs) provides the strategic planning framework for all development plans within the GDA and set both population and housing targets for the Greater Dublin Area and Co. Kildare within a defined settlement hierarchy. The strategic planning framework of the RPGs identifies two planning policy zones, the Metropolitan Area and the Hinterland Area. These planning policy zones are supported by a settlement hierarchy with the identification of key growth towns to be consolidated, developed and supported within a sustainable urban form. Figure 2.1 illustrates the RPG settlement strategy for the Metropolitan and Hinterland Areas and demonstrates that Naas is designated as a Large Growth Town I.

The settlement strategy of the Kildare County Development Plan 2011-2017 is consistent with the RPGs in its designation of Naas as a Large Growth Town I. The settlement strategy in the County Development Plan indicates that Large Growth Towns I will act as important self-sustaining regional economic drivers, accommodating significant new investment in transport, housing, economic and commercial activity, while capitalising on international connectivity and high quality connections to Dublin City Centre. They also have a key role in supporting and servicing a wider local economy.

Key to underpinning Naas role as a Large Growth Town will be the provision of water services infrastructure. It is acknowledged that the most significant constraint to the short-term development of Naas relates to the wastewater infrastructural constraints at the Osberstown Waste Water Treatment Plant. It is likely that these constraints will remain until 2013.

Figure 2.1 RPG Settlement Strategy for the Greater Dublin Area, 2010-2022



## 2.8 SOCIO-ECONOMIC PROFILE

### 2.8.1 Population and Household Patterns

Changes in population and household patterns are important concepts in Development Plans in order to estimate land and services required for residential development, community facilities, employment, infrastructure etc. Table 2.1 indicates the pattern of population and household change in Naas from 1991- 2006.

In 2006 the population of County Kildare was 186,335. Naas had a population of 20,044 in 2006 which represented 10.7% of the population of the county.

For the ten year period from 1996-2006, the Naas urban area experienced an upward trend in population growth increasing from 14,074 persons in 1996 to 20,044 persons in 2006. The period 1996-2002 experienced the highest level of growth with a percentage increase in population of 29.9%. The population of the town increased by 9.4% during the period 2002-2006.

There has been limited population growth in Naas since 2006. Arising from a detailed land availability study carried out in December 2009, it was estimated that the population of Naas was c. 20,311 persons.

Table 2.1 Population Change in Naas 1991-2006

	1991	1996	2002	2006
Population	11,141	14,074	18,288	20,044
Households	3,125	4,391	5,906	6,506
Average Household Size	3.56	3.21	3.09	3.08

Source: CSO Census of Population

### 2.8.2 Households and Household Sizes

The total number of households in Naas increased from 5,906 in 2002 to 6,506 in 2006. The average household size fell from 3.09 in 2002 to 3.08 in 2006. The fall in household size is relatively small compared to national trends, where the average household size for the State fell from 3.14 to 2.81 persons in the same period. Housing requirements and demands in Naas will continue to change to reflect changes to household size and other socio-economic factors.

### 2.8.3 Demographic Profile

The 2006 Census indicated that the age profile of Naas remained consistent with Census 2002 figures for the town. The demographic profile of Naas remained relatively young with 53% of the town's population being between the ages of 15-44 years. The Census indicated that the category of persons aged between 25-44 years was the fastest growing segment of the population accounting for 37% of the total population in Naas compared to 31% for the corresponding age group for the county. The figures indicate that Naas has a high working population which is an indication of the economic opportunities in the town and its role as a significant commuter base to the Dublin region. The percentage of the town's population over 65 years rose from 5% in 2002 to 7% in 2006.

### 2.8.4 Labour Force and Commuting

According to a CSO study entitled "Census 2006-Profile of Working Population of Large Towns," Naas had one of the highest rates of labour force participation (at 71.9%) in the country. The study indicates that of 8,391 workers residing in Naas in 2006, 5,823 worked outside the town leaving 2,568 persons who both lived and worked in the town. A further 5,141 workers travelled into Naas to work resulting in a working population of 7,709. The study reveals that the working population of Naas was drawn from the surrounding areas in Kildare and from neighbouring counties.

Naas experiences a significant outflow of workers from the town due to commuting. While the study indicates that the percentage loss of workers commuting from Naas is not as severe as other large towns, the loss of 8.1% of workers outside the town is significant and demonstrates the need to provide suitable employment opportunities within the town.

Table 2.2 Working Population of Naas

Naas	
Total resident workers	8,391
Residents working outside town	5,823
Workers travelling from outside town	5,141
Working population	7,709
Percentage loss	-8.1%

Source: CSO "Census 2006, Profile of Working Population of Large Towns"

### 2.8.5 Level of Education

It is recognised that education, training and the upskilling of the town's workforce will be vital to the future economic success of Naas. Census figures in 2006 indicate that the resident workers in Naas have a high level of educational attainment with 45% of the working population having a third level qualification or higher and 29% of the population having an education to Leaving Certificate level.

**Table 2.3 Educational Levels of Resident Workers, 2006**

Level of Education	Number	Percentage
Primary school or none	279	3%
Lower secondary	914	11%
Leaving Cert, Technical or Vocational	2,453	29%
Third Level or higher	3,751	45%
Persons still in education	994	12%
Working population	8,391	100%

Source: CSO Census of Population

It is evident that there is an educated population residing in Naas. Therefore it is important to provide sufficient employment opportunities in the town to cater for the existing and future population. It is imperative that the necessary spatial strategy is put in place to support, maintain and improve a sustainable economic base, maintain existing jobs and create new employment opportunities.

### 2.9 FUTURE POPULATION GROWTH AND HOUSING TARGETS

The most recent population targets *National Population Projections and Regional Population Targets 2010 to 2022*, were issued by the Government in January 2009. These targets took into account the National Spatial Strategy, the six yearly cycle for the review of the Regional Planning Guidelines and the changed economic circumstances and market conditions. The Regional Planning Guidelines 2010-2022 have incorporated the national projections and these have informed the preparation of the County Development Plan and in turn, the Naas Town Development Plan.

The RPGs suggests that County Kildare should plan for continued strong levels of population growth towards a target of 234,422 by 2017 and 252,640 by 2022, an increase of 66,305 persons or 33.8%, on the population in 2006. In terms of population allocation for County Kildare, the RPGs identify a minimum of 35% of the overall allocation to the towns in the Metropolitan area and the remaining 65% to the Hinterland area. Of the proportion allocated to the Hinterland, a minimum of 50% of the allocation is directed to the main urban centres.

Arising from the RPGs population targets, a settlement hierarchy is provided for County Kildare in the County Development Plan. Naas is allocated 12.9% of the total population growth for the county. In 2006 the population of Naas represented 11% of the overall county figure of 186,333. It is envisaged that Naas will continue to retain the greatest percentage of allocation growth in the county during the lifetime of the plan.

The Naas Town Development Plan 2005-2011 planned for a future population of 27,000 persons by 2011. Given the estimated population of approximately 20,311 in 2009, it is clear that the target population set for 2011 will not be achieved.

Table 2.4 outlines the projected population growth and housing requirements for Naas during the period from 2006-2017. The population target set for 2017 is 27,933 persons representing a percentage increase of 39% from 2006. It is estimated that approximately 12% of the county population will live in Naas in 2017 and it is projected that Naas may have an additional 7,889 persons living in the town in 2017.

Arising from the population target, the housing unit target for Naas is 3,610 additional units. It should be noted that in calculating unit projections, the RPGs apply a standardised vacancy rate of 6.5% to reflect the need for the market to operate efficiently and to allow for the normal turnover of the housing stock.

The Development Plan must therefore provide for this level of growth in Naas during the Plan period.

**Table 2.4 Assessment of Population and Housing Requirements in Naas 2006-2017**

Naas	
2006 Population census	20,044
2009 Population estimate	20,311
2017 Population target	27,933
Population increase 2006-2017	7,889 (40% increase)
New housing unit target 3,610 units	
Quantum of undeveloped residential zoned land which can accommodate residential development (ha)	136ha
Quantum of undeveloped other zoned land which can accommodate residential development (ha) <sup>1</sup>	14ha
Potential units deliverable on residential land	4,488
Potential units deliverable on other land	462
Unit target surplus <sup>2</sup>	1,340

Source: Regional Planning Guidelines for the GDA 2010-2022 and the Kildare County Development Plan 2011-2017.

<sup>1</sup> These comprise lands zoned for purposes other than solely residential e.g. town centre, existing residential, urban village etc. and could accommodate some residential development.

<sup>2</sup> Target figure does not include the overprovision of zoned land (of up to 50%) to be provided for under the DoEHLG Development Plan Guidelines for Planning Authorities (2007).

## 2.10 DELIVERING THE CORE STRATEGY

### 2.10.1 Strategy for Naas as a Large Growth Town I

The strategy for the future growth of Naas is to formulate a framework for the sustainable development of the town in a co-ordinated manner, while simultaneously conserving the town's unique character, form, heritage and amenity. The strategy will seek to maximise the potential of Naas as a "Large Growth Town I" by virtue of its strategic location in the Greater Dublin Area and as a centre of regional and county importance in terms of services, employment, settlement and economic activity.

The Plan seeks to facilitate population growth in Naas having regard to overall population projections and housing targets as set out in the Regional Planning Guidelines 2010-2022 and in the Kildare County Development Plan 2011-2017.

### 2.10.2 Economic Strategy

The strategy for the future economic development of Naas has been informed by the Regional Planning Guidelines which identify Naas as a Primary Economic Growth Town. Critical mass is a core objective for economies of scale to justify strategic infrastructure provision. Economic clusters are also promoted as part of the overall economic strategy of the RPGs. In this regard, Naas is clustered with Newbridge. The RPGs seek to focus development on strategic economic growth centres and supporting economic growth towns.

The Development Plan promotes enterprise and employment land uses which will facilitate the creation of employment in Naas. It is an aim to reduce levels of commuting and to attract higher order knowledge based, enterprise and economic development in addition to promotion of small-medium size enterprise. To realise the potential of Naas, sectoral opportunities focusing on high-tech manufacturing, ICT, food production, tourism and bloodstock should be pursued.

The overall economic strategy for Naas seeks to direct and encourage economic growth toward areas zoned for employment uses and particularly towards the Northwest Quadrant area which is identified as being the most appropriate location to facilitate major new employment growth. The strategy allows for a greater degree of co-ordination of employment, public infrastructure, amenities, and community facilities, schools, public transport etc.

through a plan led approach. The Plan seeks to create balanced development and to allow for future levels of economic growth. Appropriate policies and objectives to deliver the overall economic strategy are outlined in Chapter 3.

### **2.10.3 Town Centre Strategy-Consolidation and Expansion**

In order to promote the sustainable growth of Naas and assist in fulfilling its role as a growth centre, the strategy seeks to facilitate the sustainable development of an attractive and vibrant town centre that provides for current needs and potential future demands. The strategy also seeks to support the regeneration and redevelopment of under-utilised areas within the town to help consolidate development, while ensuring that new development respects the existing built-form and residential amenity of the area. Under the strategy, it is envisaged that parts of Naas Town Centre would be developed/redeveloped to accommodate high quality urban development whilst also protecting its unique character.

The strategy promotes the consolidation and expansion of the existing town centre. Appropriate policies and objectives to deliver the overall town centre strategy are outlined in Chapter 5.

### **2.10.4 Creation of Sustainable Integrated Communities**

In parallel with the provision of a more consolidated and compact urban form, together with the provision of employment opportunities, is the need to create sustainable and more socially inclusive integrated communities.

The Plan will seek to provide and facilitate the development of quality homes, mixed tenure neighbourhoods, catering for a wide range of families. There is also a clear need to provide support infrastructure including social and community infrastructure in tandem with residential development. In order to achieve this, a number of key principles are identified to ensure that infrastructure such as schools, retail, childcare and open space facilities are provided in a concurrent manner. The Plan seeks to create a vibrant and bustling town with a diverse mix of activities and the creation of sustainable and integrated communities. Appropriate policies and objectives to assist in delivering sustainable communities are outlined throughout the Plan, and particularly in Chapter 10.

### **2.10.5 Balancing the Environment with Sustainable and Appropriate Development**

The built and natural heritage of Naas is recognised as important environmental and economic resources and their conservation and enhancement is a major objective of the Development Plan. A key challenge is to balance the protection of the natural and built environment with the pressure for development. The Plan seeks to protect local assets and to identify elements of key importance to the unique identity and character of Naas Town, and also to enhance, conserve and/or protect these as appropriate.

The strategy seeks to facilitate the provision of improved amenities within the town and to facilitate the development and promotion of Naas as a tourist and recreation destination base. An important mechanism to achieve a balance between the environment and development is to formulate appropriate policies and objectives for the protection, enhancement and management of our heritage and these are outlined in Chapter 11 of this Plan.

## **2.11 CORE STRATEGY POLICIES**

### **2.11.1 Naas as Large Growth Town I**

It is the policy of the Council:

- CS1: To prioritise the sustainable development of Naas as the County Town for Kildare and to ensure that Naas can support the level of growth to underpin its role within the Greater Dublin Area as a “driver” of development in sustaining strong levels of economic growth.
- CS2: To facilitate the development of new housing in accordance with the targets set out in the Regional Planning Guidelines and the County Settlement Hierarchy in the County Development Plan.
- CS3: To consolidate and develop a sustainable town and avoid sprawl and coalescence of the town with nearby towns/villages.



### 2.11.2 Economic Development

It is the policy of the Council:

- CS4: To support the sustainable development of Naas as a focal point for regional and county economic development and employment growth.
- CS5: To provide for the future well being of residents and workers of Naas by facilitating economic development and the growth of employment opportunities in all sectors in accordance with the principles of sustainable development.
- CS6: To promote and attract economic activity at appropriate locations throughout the town.
- CS7: To address commuting patterns by building up the local economy to a more sustainable level.

### 2.11.3 Town Centre

It is the policy of the Council:

- CS8: To support, protect, reinforce and extend the role of the town centre as the central retailing and service area of Naas through the intensification, consolidation and appropriate expansion of the town centre.
- CS9: To facilitate the provision of high level and broad ranging uses, and to continue to enhance and develop the urban fabric of the town centre.

- CS10: To promote the appropriate use and re-use of town centre backland and under-utilised sites to promote the regeneration of areas in need of renewal.

### 2.11.4 Sustainable and Integrated Communities

It is the policy of the Council:

- CS11: To promote and facilitate the development of sustainable communities through land use planning, by providing for land uses capable of accommodating employment, community, leisure, recreational and cultural facilities, accessible to and meeting the needs of all individuals and local community groups, in tandem with the delivery of residential and physical infrastructure to create quality environments in which to live.
- CS12: To ensure that developments are accessible to meet the needs of all individuals and local community groups.
- CS13: To seek the delivery of physical and community infrastructure in conjunction with high quality residential developments to create quality living environments.







### 2.11.5 Balancing the Environment with Sustainable and Appropriate Development

It is the policy of the Council:

**CS14:** To protect and conserve buildings, areas, structures, sites and features of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest and to protect features of natural heritage, including the Canal, watercourses and habitats.

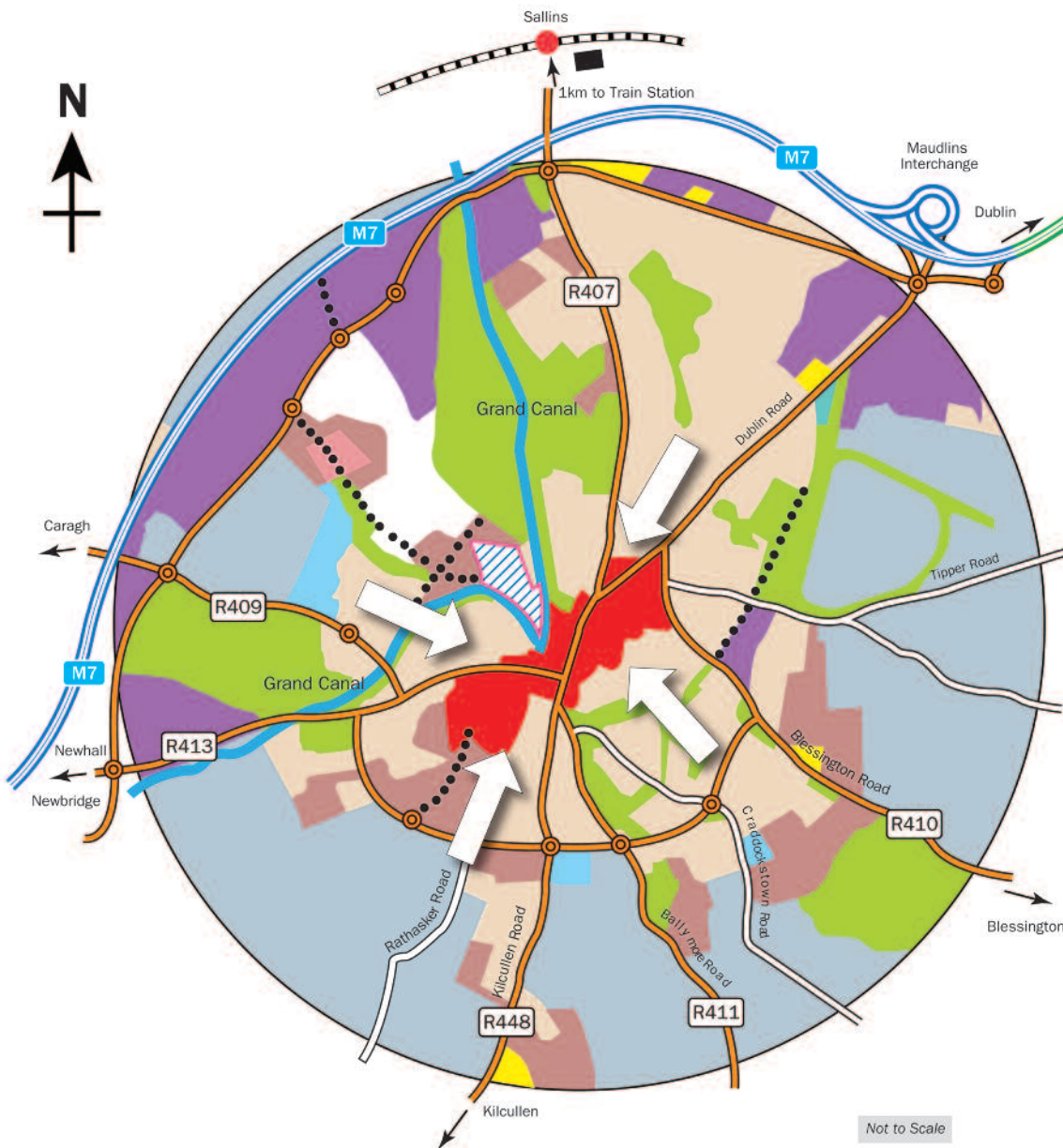
**CS15:** To protect and conserve the natural environment.

**CS16:** To protect and conserve nationally important and EU designated sites.

**CS17:** To promote and enhance biodiversity.

**CS18:** To comply with the requirements of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment- the SEA Directive and the associated Planning and Development (Strategic Environmental Assessment) Regulations.

Map 2.1 Core Strategy



**Naas - Large Growth Town I**

- |                              |                            |
|------------------------------|----------------------------|
| ○ Naas Town Council Boundary | Urban Village              |
| Existing Built Area          | Community                  |
| New Residential Areas        | Leisure & Amenity          |
| Key Employment Areas         | White Lands                |
| Town Centre                  | Canal                      |
| Consolidate Town Centre      | Motorway                   |
| Local Area Plan Objective    | Main Road Network          |
| Green/Amenity Areas          | Local Road Network         |
| Agricultural                 | Indicative Road Objectives |
| Retail/Neighbourhood Sites   |                            |

*Note: Indicative Only, Refer to Map 14.1 for detailed Land Use Zoning Objectives*



## CHAPTER 3

### Economic Development



# Economic Development

**Aim: To provide for the future well being of the residents of Naas by promoting economic development, to strengthen its role within the Greater Dublin Area as an economic growth town, to promote the growth of employment opportunities in all sectors in accordance with the principles of sustainable development; to reduce the levels of commuting and to provide for greater focus on community building and quality of life.**

## 3.1 ECONOMIC CONTEXT

### 3.1.1 National Context

Improving Ireland's economy is a recognised priority at national level and this has been reflected in *'Building Ireland's Smart Economy: A Framework for Sustainable Economic Renewal'* (2008). This sets out Government policy on the restructuring of the economy with the primary objective of returning Ireland to sustainable growth in the medium-term. The framework focuses on building a smart economy with thriving enterprises, high quality business environment, secure energy supplies, an attractive environment and first class infrastructure.

### 3.1.2 Regional Context

At a regional level, the Greater Dublin Area is seen as the power house of the national economy accommodating over 40% of the population of Ireland and generating just under half of Ireland's Gross Value Added. The Regional Planning Guidelines for the Greater Dublin Area, (2010-2022) set out a strategy for the continuing economic development of the region. The RPG strategy identifies key areas of enterprise development potential in the GDA and focuses on enhancing strategically important aspects of the business environment so as to create the conditions for attracting investment by both foreign and indigenous companies, stimulating entrepreneurship and enabling companies to grow and target international markets. The RPGs state that targeted investment in physical, green and social infrastructure provides the most efficient and effective long-term use of resources.

Naas is identified in the RPGs as a "Primary Economic Growth Town" and is clustered with Newbridge to serve the Hinterland area in terms of employment and the provision of goods and services.

### 3.1.3 Local Context

The promotion of sustainable economic development is a priority of this Plan. This Plan will seek to build on the current economic strategy for the county "Competing in a Globalised World – An Economic Development Strategy for Kildare". The future economic development of Naas is linked to that of the county and the key message from the foregoing strategy is that Kildare has to compete internationally in order to attract and retain investment and skills. It recognises the need to develop and attract more strategic activities in the manufacturing sectors and re-orientate the county towards high value added traded services. At a strategic level it advocates the importance of identifying locations that have the highest potential for the attraction of high-tech, high value added and research intensive activities and that these sites be identified specifically for those developments. It also recognises the need to cater for a wide range of business, residential and infrastructure developments throughout the county.

## 3.2 ECONOMIC PROFILE OF NAAS

Naas has developed as a key location for industry and employment generating activities. In 2006, the CSO recorded 10,521 persons aged 15 years and over in the labour force in Naas. The labour force participation in Naas in 2006 was 72% compared to 68% for the county and 62.5% nationally<sup>1</sup>. The census indicates there is a vibrant working population relative to the population base in Naas.

Tables 3.1 and 3.2 outline the employment levels and the categories of employment in Naas in 2006. The census indicates that the dominant categories of employment are Commerce, Education, Health and Social Work account for over 60% of employment in the town area, with manufacturing accounting for just over 10% of employment. The data demonstrates the broad range of skills and experience in the town which should act as an attraction for future investment in the area by both indigenous and foreign firms.

<sup>1</sup> Labour Force participation rate is calculated by expressing the Labour Force (i.e. those at work, looking for first job and unemployed) as a percentage of the population aged 15 and over.



Table 3.1 Principal Economic Status (Persons aged 15+)

Category	No. of Persons
Total Population of Naas	20,004
Persons aged 15 and over	15,705
Number in Employment	10,521
Unemployed and Job seekers	773
Students	1,269
Retired	1,134
Looking after home/family	1,532
Unable to work due to disability/sickness	476

Table 3.2 Employment in Naas by Industry

Category	Jobs	2006 % share
Agriculture, forestry and fishing	80	1.0%
Commerce	2,974	37.4%
Construction	280	3.5%
Education, health and social work	819	22.9%
Manufacturing industries	1,079	13.6%
Public administration and defence	557	7.0%
Transport, storage and communications	264	3.4%
Other	830	10.4%
Unknown	64	0.8%
Total Employment in Naas Urban Area	7,947	100.0%
Jobs Ratio	0.72	

Source: Tables 3.1 and 3.2 CSO Census 2006

The jobs ratio for Naas town at 0.72 is higher than that of the county at 0.62 in 2006. Jobs ratio relates to the number of jobs based in the town divided by the resident workforce. It does not factor in employees commuting in or out of the town to work.

### 3.2.1 Unemployment Rates

Within the county, there has been a significant increase in the numbers of people 'signing on' since the end of February 2007. Unemployment figures available from the Newbridge Social Welfare Office indicate a significant increase in the numbers of people 'signing on' since the end of November 2008. Between November 2008 and November 2009 the number of people signing on the register at the Newbridge office increased from 5,795 to 8,555.



### 3.2.2 Levels of Commuting

The 2006 Census indicates that a substantial number of workers resident in Naas commute to work outside of the town. Census figures indicate that there are 10,521 people in employment with 7,947 jobs in the town area. This indicates the availability of an experienced workforce for any new employment projects. The projected increase in population, allied with the role of Naas as a Large Growth Town and as an economic driver as outlined in the RPGs, will result in an increase in the labour force in Naas. The availability of a larger workforce could result in a comparative advantage in attracting inward, employment creating enterprises, but will also require the creation of employment opportunities. It is an aim of this Plan to enhance job creation and increase the number of people who both live and work in Naas.

### 3.3 EMPLOYMENT REQUIREMENTS 2006-2017

Table 3.3 provides a broad assessment of Naas' employment requirements up to 2017. Many residents of the town are dependent on jobs located elsewhere in the region and in particular in Dublin City. In order to make the town more self-sufficient and improve the quality of life of residents by bringing employment closer to where people reside, it will be necessary to promote an increase in the number of jobs available in the town. The Regional Planning Guidelines identify that the county should plan for an increased jobs ratio. It is a goal of this Plan to achieve a jobs ratio of 0.75 for Naas by 2017.

**Table 3.3 Future Employment Requirements**

Naas	2006	2017	Increase 2006-2017
Population	20,044	27,933	7,933
Total Labour Force <sup>2</sup>	11,294	15,804	4,510
Jobs Ratio	0.72	0.75	0.03
Number of Jobs existing/required in Naas <sup>3</sup>	7,947	11,853	3,906

Assuming greenfield sites are developed at a modest plot ratio of 0.4 and all lands are developed at low-medium density type employment (40m<sup>2</sup> per employee), the provision of the required new jobs on new sites would require the zoning of approximately 40 hectares of employment land up to 2017. Currently it is estimated that approximately 110 hectares of undeveloped land is zoned for employment purposes throughout Naas.

<sup>2</sup> Estimates based on same proportion evident in 2006

<sup>3</sup> Source: Derived from CSO POWCAR data, by DTO (2009).

### 3.4 ECONOMIC DEVELOPMENT STRATEGY

The strategy for economic development and employment seeks to support and facilitate the economic prosperity of the town, while acknowledging in particular the importance of the knowledge economy. The strategy should be consistent with the Kildare County Development Plan 2011-2017 which identifies Naas as a Primary Economic Growth Town. Naas is promoted for local and regional enterprise and servicing its urban and rural hinterland areas. Achieving a critical mass is a core objective, supported by density levels which support competitiveness, sustainability and create opportunities for economies of scale to justify infrastructural provision.

This Plan seeks to promote Naas as an economic driver for the region and thereby to attract higher order knowledge based enterprise and economic developments to the town. A new land use zoning category of "Enterprise and Employment" has been included in this Plan to allow for and promote the growth of this important sector. It is a priority of the Plan to encourage and make provision for increased employment activity, including ensuring that sufficient land is zoned at optimum locations, the provision of necessary infrastructure, and to encourage measures in promoting critical mass to allow for the future economic development of Naas.



### 3.5 FACTORS INFLUENCING FUTURE ECONOMIC DEVELOPMENT

#### I. Availability of Zoned Land

One of the key enablers to attract potential investment and employment to Naas will be the availability of appropriately zoned lands. The Naas Development Plan 2005-2011 zoned approximately 190 hectares of land for employment uses. Of these lands, it is estimated that approximately 110 hectares remain undeveloped. This solely relates to lands zoned for employment such as enterprise, industrial, warehousing and commercial. It does not take into account potential job creation on other zoned lands for uses such as town centre, retail or leisure and amenity which amount to approximately 70 hectares of land.

Given the requirement for approximately 40 hectares of land to accommodate future employment needs in Naas, it is considered that there is currently sufficient land zoned for employment generation to meet jobs creation needs for the town up to 2017 and beyond. In addition the Council has provided for long term employment uses in the form of "White Lands" within the Northwest Quadrant area. These lands are not zoned for a specific use at the present time. The purpose of these lands is to act as a strategic land reserve which can be zoned and developed in a sequential approach as the demand arises.

Table 3.4 provides further information in relation to the location and availability of undeveloped zoned employment land in Naas.

#### II. Infrastructure

Adequate infrastructure is vital for the facilitation of future economic development activity in the town. This includes water services, effective road and public transport networks, energy, telecommunications, waste management, education facilities etc. There is a significant infrastructural deficit in relation to waste water infrastructure in Naas which is serviced by the Osberstown Wastewater Treatment Plant. However, the Osberstown WWTP has been identified as a key infrastructural priority and it is anticipated this will be resolved in the medium term. This issue is dealt with in further detail in Chapter 8 of this Plan.

Naas is well served by broadband infrastructure. The availability of this telecommunications infrastructure in Naas enables high speed access to information for industry, public and private sector organisations.



#### III. Quality of Life

The importance of quality of life is a key component to facilitate future economic development. Factors that make a town attractive for both firms and their employees are the key to a successful economic development strategy. Specific actions to improve quality of life include:

- Providing high quality residential developments with supporting social and community facilities.
- Ensuring a vibrant town centre with a high quality public realm.
- Zoning of sufficient and appropriately located lands for enterprise, industrial and commercial development.
- Creating an attractive urban environment to facilitate residency of the projected labour force.
- Developing the public realm and amenities of Naas so that the quality of life of employees and residents can be improved.
- Ensuring the appearance of development complements existing environments and is of the highest quality.
- Seeking the upgrade of transport infrastructure together with the improvement of inter-urban non national roads and seeking opportunities for modal change e.g. park and ride facilities.
- Expanding infrastructural capacity for waste, water and wastewater.
- Increasing and improving the range and quality of recreational, amenity and cultural facilities.



### 3.6 LAND USE AND ECONOMIC DEVELOPMENT

Economic development will be focused on land uses such as enterprise development, industry, retail and commercial development. Other sectoral employment opportunities for consideration include tourism, leisure, and rural enterprise in the agricultural zone.

#### 3.6.1 Large Scale Enterprise Development

Enterprise development includes a broad range of economic and employment generating developments that rely on process-orientated activities to produce goods and services. It includes 'office-based industry' and knowledge, high technology and services based industry. Traditional industries are often being replaced by these new categories of business which provide a range of products and services including software development, information technology, telemarketing, commercial research, science and research and development. This Plan seeks the expansion of these activities in Naas and supports their development.

In general large scale multi-national companies display a preference for locations within or in close proximity to large urban areas that can provide labour force, skills, infrastructure, services, accessibility and business social networks. Naas provides a number of zoned areas to accommodate a wide range of enterprise development opportunities including major foreign investment.

##### 3.6.1.1 Northwest Quadrant Masterplan

The Northwest Quadrant area of Naas was identified in the Naas Town Development Plan 2005-2011 as being the most appropriate location for the future expansion of the town. (Refer to Map 14.1 Land Use Zoning Objectives for Masterplan boundary). The overall lands which were subject to the preparation of a Masterplan in 2007 consist of approximately 300 hectares. The development of these lands represents a major opportunity to achieve the co-ordinated and comprehensive development of enterprise, commercial, housing and associated recreational, educational and community facilities in Naas.

The lands include zoning categories such as enterprise and employment, housing, educational and community and urban village. It is envisaged that there may be opportunity to accommodate up to 6,000

employees in the area. There is also an opportunity for reverse commuting from Dublin given the proximity to the rail station in Sallins. The Naas Northwest Quadrant Masterplan, (2007) sets out the context, goals, objectives and structure for future development of the Northwest Quadrant to ensure that development occurs in a sustainable and planned manner. Future development within the Masterplan lands must be of high quality and should comply with urban design guidance and development management standards contained in this Plan.

#### 3.6.2 Industrial Development

There continues to be a need for a diverse range of employment opportunities despite the increasing move towards "knowledge-based" activities. It is important to retain existing industrial based development and also to expand this where appropriate. The industrial and warehousing zoning objective allows for industrial and a range of related uses that could be suitably located on industrial estates within the town. Naas has established industrial and warehousing clusters at Monread Road, Dublin Road and Jigginstown and the further development of these areas is supported.

#### 3.6.3 Small-Medium Enterprises (SMEs)

The development of small-medium scale projects with long-term employment potential are important to the future development of Naas and such development is encouraged within the town. Small-medium enterprises may include manufacturing, repairs, distribution, open storage and transport operating centres type activities. Naas performs an important function in sustaining the local community and in providing enhanced opportunities for the creation of new enterprise.





### 3.6.4 Retail and Office Development

A key component of the local economy in Naas is the retail sector. It adds to the vitality and attractiveness of the town and is a significant employer. Planning policy in relation to retailing is set out in Chapter 6 of this Plan. The priority location for new retail floorspace is within Naas town centre.

It is important that the commercial/office sector is allowed to expand with a choice of suitable locations throughout Naas. Where a proposal provides goods or services to a significant number of visiting members of the public it would be appropriate to locate these in the town centre area.

### 3.6.5 Education and Health

Census figures in 2006 indicate that the education and health sector accounted for 22.9% of employment in Naas. The education and health sectors have a role to play in the further training of the workforce and also in further research. The continued development of the numerous primary and secondary schools in Naas is of importance. The role of the Health Service Executive and Naas General Hospital are also of particular significance to the town and are major employers, in addition to the new Vista Primary Care Campus on the Ballymore Road.

### 3.6.6 Home Based Economic Activity

Home working can make a positive contribution towards reducing car travel. While the Plan supports the concept of home working, it is important that it does not result in disamenity in a residential area and therefore employment use in a dwelling should be restricted to the occupier of the dwelling and such use should be subordinate to the use of the dwelling as a residence.

Further guidance in relation to home working proposals are set out in Chapter 13 Development Management.

In addition to home working, this Plan supports the concept of a live-work unit which can be defined as a single unit within a building that is both a place to live and a place of business or commerce. The development of live-work units can lead to a more sustainable land use pattern, by providing for a mix of uses, ensuring a balance between day and night time activity and reducing commuting.



### 3.7 LOCATION AND AVAILABILITY OF EMPLOYMENT LAND IN NAAS

The Council's zoning strategy for the town identifies locations for particular types of employment land uses such as large-scale enterprise development, industrial development, retail and small to medium enterprises. The Plan seeks to identify a range of optimum locations which can present opportunities for the location of specific / specialised enterprise and employment uses within the town. The Plan also encourages the re-use and re-development of brownfield lands i.e. those lands formerly used for other uses.

The location of the main employment areas in Naas and the quantity of zoned undeveloped land available for employment development are shown in Table 3.4 and Map 3.1. In addition to the main employment zoning categories such as Enterprise, Industry and Warehousing, there are other zoning categories which allow for economic development such as leisure and amenity and commercial zonings. Reference should be made to Chapter 14 for further detail in relation to specific land use zoning objectives.

Table 3.4 Location and Availability of Employment Land in Naas

Land Use Zoning Objective	Location and availability of (undeveloped) land (ha)	Employment Opportunities/Sectoral Strengths
<p><b>Enterprise and Employment</b> To facilitate opportunities for employment and enterprise uses, manufacturing, research and development, light industry and employment and enterprise related uses within a high-quality campus/park type development.</p>	<p>1. Northwest Quadrant 2. Millennium Park 3. Dublin Road 4. Blessington Road (103 ha)</p>	<p>Identified for large/medium scale new enterprise and employment growth of Naas. These areas will play a pivotal role in future enterprise and employment development in the town.</p> <p>Development of high-quality knowledge based enterprises focusing on high-tech development, ICT, R&amp;D, offices, office based industry and manufacturing.</p> <p>Development at these locations should increase the density of employment in the area while also allowing for some mixed-use development to increase service opportunities.</p>
<p><b>Industry and Warehousing</b> To provide for and improve industrial and warehousing development.</p>	<p>5. Jigginstown 6. Monread Road 7. Dublin Road/Maudlins (20 ha)</p>	<p>Employment development in these areas will be generally less employment intensive. Opportunity for development of high value added manufacturing, and small-medium enterprise (SME).</p> <p>Significant capacity for infill industrial development and re-development of brownfield sites. Opportunity for new industrial and warehousing development, and small-medium sized enterprise in undeveloped areas.</p>
<p><b>Retail/Commercial</b> To provide for and improve retailing and commercial activities.</p>	<p>8. Monread Road 9. Dublin Road (5 ha)</p>	<p>Capacity for new retail development.</p>
<p><b>Town Centre</b> To provide for the development and improvement of appropriate town centre uses including retail, residential, commercial and civic use.</p>	<p>10. Town Centre (5 ha)</p>	<p>Capacity for retail development, office and small-medium enterprise.</p>
<p><b>Agricultural</b> To retain and protect agricultural uses.</p>	<p>11. Agricultural Zone (566 ha)</p>	<p>Rural enterprise and horticulture.</p>

**Note:** Table 3.4 is indicative of the main employment zones and their employment opportunities in Naas. For further guidance in relation to zoned land, Refer to Chapter 14 Land Use Zoning and Map 14.1 Land Use Zoning Objectives.

### 3.8 PREVENTION OF MAJOR ACCIDENTS

The Seveso II Directive (96/082/EEC) is an EU Directive that seeks to prevent major industrial accidents involving dangerous substances and to limit the consequences of such accidents on people and the environment.

There are no major accident hazard sites notified under the EC (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2006 (SI 74 of 2006) within Naas but any new developments of this nature shall abide by standards prescribed by the Health and Safety Authority and relevant legislation.

### 3.9 TOURISM

It is recognised that tourism development can make an important contribution to the economy. The highly attractive nature of Naas' natural and physical environment including the Corbally branch of the Grand Canal, the lakes off the Ballymore Road combined with the richness of its cultural and architectural heritage and archaeology add to its' attractiveness as a tourist location. The Council acknowledges the role of Naas as a tourism destination and will encourage the development of additional tourism-based facilities. It is acknowledged that there may be opportunities for tourism-based facilities, including, tourist-related retailing linked to the existing town centre. The Canal Harbour area is also recognised in this Plan as having potential for tourist related development.

Naas retains many buildings of significance, including the Courthouse, Jigginstown Castle, St. David's Church and Castle, which attract many visitors. Furthermore the availability of recreational facilities such as Naas and Punchestown Racecourses and the local golf clubs e.g. Naas, Craddockstown and Palmerstown, are important to the town's tourism industry. It is important to protect and enhance the qualities of Naas so that the growth in tourism visitors into the town is continued. This Plan seeks to encourage and promote the tourist product in Naas and to accommodate new tourist based industry in the town such as food markets, arts and craft development etc.

### 3.10 RURAL DEVELOPMENT AND AGRICULTURE

Certain types of rural enterprises, especially those that involve natural resources may, at an appropriate scale, have a role to play in the agricultural zone. Where appropriate locations are available within Naas and subject to proper planning considerations, including adequate infrastructure, these may be considered within the agricultural zone. Naas is unusual in having such a large area of agricultural land of approximately 580 hectares within its town boundary. There are approximately 20 farms within or partially within the town boundary.

Despite a decline in fulltime agricultural employment, it is recognised that the agricultural industry has an important role in employment. Horticulture, a sub-sector of agriculture, offers higher value added than in traditional agricultural enterprises and its development as an enterprise is also recognised in this Plan.



### 3.11 EQUINE

The bloodstock industry represents a significant land use in Naas with stud farms representing approximately 10% of the total land area within the town boundary area. The Council recognises the importance of the bloodstock industry within and bordering the Town Council area. The high amenity value which investment in this industry requires is acknowledged.

### 3.12 ECONOMIC DEVELOPMENT POLICIES

#### 3.12.1 General Economic Development

It is the policy of the Council:

- ED1: To facilitate and support the growth of Naas as an attractive location for employment development.
- ED2: To promote employment in Naas in order to reduce the need to travel and the dependence on private transport.
- ED3: To promote sustainable economic development at strategic locations on appropriately zoned land throughout the town, especially at or in close proximity to transport nodes.
- ED4: To promote and facilitate the development of large scale employment generating developments in the Northwest Quadrant area and other appropriately zoned locations.
- ED5: To facilitate and provide for the development of knowledge-intensive and technology based companies in Naas, and to encourage the provision of Research and Development/Innovation facilities to support enterprise and employment.
- ED6: To support the development of a high quality built environment to attract and sustain enterprise and employment.
- ED7: To continue to promote and support the ICT sector in Naas and to promote R&D linkages.
- ED8: To encourage mixed use employment generation in which employment and housing are located in close proximity to each other and strategic multi-modal transport corridors, which promote a choice of sustainable travel modes, green travel choices and reduce commuter trends and congestion.

- ED9: To promote innovative economic sectors and encourage business clusters that exploit links with one another.
- ED10: To facilitate the provision of local service centres in enterprise and employment zones to cater for the local retail and other daily services needs of those working in these employment areas as appropriate.
- ED11: To actively encourage the redevelopment of brownfield sites and re-use of disused buildings for enterprise and employment creation, when such development is in compliance with the policies and objectives of this Plan.
- ED12: To promote the establishment of entrepreneurial start up business and small scale employment generating activities and to apply a flexible approach to zoning where it can be demonstrated that the proposed use would have minimal impact on adjoining uses, particularly residential.
- ED13: To encourage and facilitate at appropriate locations, small indigenous industries in recognition of their increasing importance in providing local employment and helping to stimulate economic activity.
- ED14: To encourage and facilitate the development of 'green' industries, including those relating to renewable energy and energy-efficient technologies.
- ED15: To explore collaborations with local third level institutions in the creation and fostering of enterprise and research and development.
- ED16: To explore the potential for the creation of a facility that would support start-up and small scale businesses in Naas town.

#### 3.12.2 Home Based/Live-Work

It is the policy of the Council:

- HW1: To facilitate home-working and innovative forms of working which reduce the need to travel but are subordinate to the main residential use of the dwelling and do not result in a disamenity in an area.
- HW2: To encourage the provision of live-work units as part of mixed-use developments in appropriate locations (particularly at ground floor level).





### 3.12.3 Employment Design

It is the policy of the Council:

- UD1:** To ensure that new employment areas are attractive areas and are of a high standard of urban design.
- UD2:** To ensure the provision of adequate screening of employment developments in the form of planting, landscaping and mounding as appropriate, especially where new industrial/employment developments adjoin residential areas.
- UD3:** To ensure that the layout of new employment developments will have regard to alternative sustainable modes of transport. Site layout should emphasise the necessary connections to the wider local and strategic public transport, walking and cycling networks.

### 3.12.4 Major Accidents Directive

It is the policy of the Council:

- MA1:** To have regard to the following in assessing applications for new developments (including extensions):
  - a) Major Accidents Directive (Seveso II – 96/082/EEC)
  - b) The potential effects on public health and safety.
  - c) The need to ensure adequate distances between such developments and residential areas, areas of public use and any areas of sensitivity.
  - d) The advice of the HSA.

### 3.12.5 Tourism

It is the policy of the Council:

- TP1:** To identify opportunities to improve the tourist product in Naas and to co-operate with the appropriate statutory agencies, private tourism sector and community groups.
- TP2:** To encourage sustainable tourism related uses at the Canal Harbour including the possibility of a marina and associated boating uses and activities and to co-operate with Waterways Ireland, National Parks and Wildlife Service, Failte Ireland, other state agencies, voluntary bodies and property owners to develop the infrastructure, including services and facilities on the Canal. The development of such uses shall be considered in conjunction with Policy NH8, in Chapter 11.
- TP3:** To provide where possible access to canal banks / towpaths, river banks and lakes to facilitate walking and cycling. The development of such uses should be considered in conjunction with Policy NH8 in Chapter 11.
- TP4:** To ensure that the development of new tourist facilities are designed to the highest standard with particular emphasis given to quality materials.
- TP5:** To facilitate the erection of standardised signage for tourism facilities and tourist attractions throughout the town.
- TP6:** To protect the environmental amenities of Naas from insensitive or inappropriate development, particularly any development that threatens the tourism resources or affects the integrity of designated or undesignated natural heritage of the town.
- TP7:** To recognise the importance of the local racecourses, golf clubs and other sports clubs to tourism in the town.
- TP8:** To support the development of new tourist facilities or upgrading / extension of existing tourist facilities, including hotels, guesthouses and B&B's, in accordance with the proper planning and sustainable development of the area.
- TP9:** To promote Naas' literary, historical, genealogical, archaeological, architectural and natural heritage as tourism generating opportunities.

### 3.12.6 Agricultural Zone

It is the policy of the Council:

- AG1:** To promote an environmentally sustainable agricultural sector and a vibrant bloodstock industry, which contributes to a dynamic and successful rural economy.
- AG2:** To support the development of agriculture within the agricultural zone in Naas; to develop a sustainable and profitable agricultural sector that is compatible with the sustainable development of the town and maintains the viability of farming.
- AG3:** To ensure that agricultural activities do not impinge on the visual amenity of the countryside/agricultural zone and that watercourses, wildlife habitats and areas of ecological importance are protected from the threat of pollution.
- AG4:** To protect agricultural and equine uses, from encroachment by urban development uses beyond that needed to cater for the orderly expansion of the town.

## 3.13 ECONOMIC DEVELOPMENT OBJECTIVES

### 3.13.1 Economic Development

It is an objective of the Council:

- ED01:** To encourage economic development and employment development in the Primary Economic Growth Centre of Naas in accordance with national and regional policies and objectives and in accordance with the overall development strategy of this Plan.
- ED02:** To ensure that sufficient and suitable land is zoned for employment generating uses in Naas. Such land will, normally, be protected from inappropriate development that would prejudice its long term development for these uses.
- ED03:** To ensure, in conjunction with Kildare County Council the provision of adequate and appropriate water, wastewater treatment and waste management facilities to accommodate future economic growth of the town.
- ED04:** To investigate the potential for a Business Improvement District (BID) or similar initiative to encourage business growth in Naas town.

**EDO5:** To support the IDA, Enterprise Ireland, Kildare County Development Board and other agencies in the promotion of new employment development.

**EDO6:** To co-operate with and seek to facilitate local community based development groups in developing employment clusters including incubator/ start-up units as appropriate.

**EDO7:** To acquire suitable land, subject to the availability of funding, to stimulate and support creative and innovative entrepreneurial initiatives.

**EDO8:** To promote, protect, improve, encourage and facilitate the development of tourism in Naas as an important contributor to job creation in accordance with the proper planning and sustainable development of the area.

### 3.13.2 Retailing and Commercial

It is an objective of the Council:

- RCO1:** To implement the retail strategy and support the creation of high quality living and shopping environments which will add to the attraction of Naas for employers as a town in which to locate.
- RCO2:** To facilitate and encourage office based industry primarily in enterprise and employment zones and to encourage smaller scale office development in the town centre.
- RCO3:** To locate commercial developments providing goods / services to significant numbers of visiting members of the public, within, or in close proximity to the existing town centre.

### 3.13.3 Tourism and Rural Development

It is an objective of the Council:

- TRO1:** To work with relevant agencies and bodies, in the development and improvement of tourism infrastructure and facilities in Naas.
- TRO2:** To encourage the development of tourism activities such as waterways activities, agri-tourism, green/eco-tourism, niche retailing, food markets, local and other craft type activities so as to diversify the tourism product in Naas.





Naas Town Development Plan  
2011 - 2017

LEGEND

-  Q: Enterprise and Employment
-  H: Industry & Warehousing
-  R: Retail / Commercial
-  A: Town Centre
-  Lands subject to future Local Area Plan
-  Town Boundary

1	Northwest Quadrant
2	Millennium Park
3	Dublin Road
4	Blessington Road
5	Jigginstown
6	Monread Road
7	Dublin Road / Maudlins
8	Monread Road
9	Dublin Road
10	Town Centre

Main Employment Zones

Scale: N.T.S.	Map Ref.: 3.1
Date: 6 <sup>th</sup> June 2011	Drawing No: 200/11/526
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THIS DRAWING IS TO BE READ IN  
CONJUNCTION WITH THE WRITTEN STATEMENT





## CHAPTER 4

### Housing





# Housing

**Aim: To ensure that there is adequate land in appropriate zoned locations for residential development; to protect and improve residential amenity in existing residential areas; to encourage a high quality standard of residential development and public spaces, to provide an appropriate mix of house sizes, types and tenures in order to meet different household needs, and to promote balanced and integrated communities.**

## 4.1 BACKGROUND

The Council has statutory obligations to ensure that sufficient land is zoned for all types of housing to meet the projected housing requirements of Naas over the period of the Plan.



Naas experienced a substantial increase in house construction during the period 1996 –2006 with the completion of approximately 2,000 housing units during this period. Since 2006, there has been very limited construction of new houses in Naas. This is partly due to capacity limitations in the Osberstown Wastewater Treatment Plant serving Naas. There are extant permissions for approximately 530 residential units in Naas in addition to extant permissions for approximately 193 residential units in Naas Environs as of December 2009.

The residential land use pattern in Naas is characterised by a very low proportion of residential use within the town centre and expanding residential developments of relatively low density conventional housing developments on the fringes of the town. The type and scale of residential development in Naas is predominately two-storey semi-detached and detached structures. In recent years a number of apartment schemes have also been developed.

## 4.2 STRATEGY

The Development Plan strategy for housing incorporates the policies of the National Spatial Strategy, Regional Planning Guidelines for the Greater Dublin Area 2010-2022, the Sustainable Residential Development in Urban Areas Guidelines (2009) and the Sustainable Urban Housing Design Standards for New Apartments (2007). The strategy is also informed by the Kildare Local Authorities Housing Strategy 2011-2017 and the Kildare Local Authorities Traveller Accommodation Programme 2009-2013.

The strategy is informed by an assessment of existing residential zoned land to determine the expected demand/spare capacity prior to the zoning of further residential land. The strategy for the provision of housing is based on achieving the following aims:

- Providing sufficient zoned land to accommodate the growing population.
- Promoting sustainable communities that deliver quality well-designed housing.
- Promoting residential densities to ensure the efficient use of land at appropriate locations.
- Securing the implementation of the Council's Housing Strategy and Traveller Accommodation Programme.
- Providing for changing housing needs, and promote the provision of social and affordable housing and housing for groups with particular needs.
- Counteracting social segregation and facilitate the development of balanced communities through promoting mixed housing development.
- Providing for changing household sizes and promote an appropriate mix of dwelling types, sizes, and tenures to facilitate the creation of balanced communities.
- Promoting the consolidation of existing built-up areas by facilitating good quality appropriate infill development.

### 4.3 POPULATION, HOUSING REQUIREMENTS AND AVAILABILITY OF LAND

The population of Naas increased from 14,074 in 1996 to 20,044 in 2006 representing a growth of 42%. This was more than double the national population increase of 17% over the same period. During the inter-censal period 2002-2006, the population of Naas grew from 18,288 to 20,044 representing a growth of approximately 10%.

To accommodate future population needs of the town, the Naas Town Development Plan 2005-2011 provided for the population of the town to grow to 27,000 persons by 2011. Sufficient land was zoned to accommodate an additional 2,220 housing units over the lifetime of the Plan. This included an overzoning to ensure the continued delivery of residential units over the life of the Plan.

A land availability survey carried out in December 2009 indicated that a total of 89 housing units were built in Naas since the 2006 Census. The estimated population of the town in mid 2009 was 20,311. It is acknowledged that the population target of 27,000 in the 2005-2011 Naas Town Development Plan will not be met by 2011.

Chapter 2 of this Plan sets out the Regional Planning Guidelines population and housing projections and targets for Naas in greater detail. In accordance with the RPGs and the county settlement strategy in the Kildare County Development Plan 2011-2017, it is projected that the population of Naas town will grow to an estimated population of 27,933 by 2017. To achieve this population target, an additional 3,610 housing units will be required.

To assess if sufficient lands are zoned to cater for the projected population growth, factors such as the existing population of Naas and the remaining zoned undeveloped lands have been examined.

There is approximately 150 hectares of undeveloped zoned land that can accommodate residential development in Naas. The available land has a capacity for approximately 4,950 additional residential units.

Given the availability of zoned residential land in Naas, it is considered that there is sufficient land available to accommodate the projected population and their housing needs to 2017 and beyond.

Table 4.1 sets out the population and housing requirements in Naas and is also contained in Chapter 2 of this Plan (Table 2.4).

**Table 4.1 Assessment of Population and Housing Requirements in Naas 2006-2017**

Naas	
2006 Population Census	20,044
2009 Population Estimate	20,311
2017 Population Target	27,933
Population Increase 2006-2017	7,889 (40% increase)
New Housing Unit Target	3,610 units
Quantum of undeveloped residential zoned land which can accommodate residential development	136 ha
Quantum of undeveloped other zoned land which can accommodate residential development <sup>1</sup>	14 ha
Potential units deliverable on residential land	4,488
Potential units deliverable on other land	462
Unit target surplus <sup>2</sup>	1,340

<sup>1</sup> These comprise lands zoned for purposes other than solely residential e.g. town centre, existing residential, urban village etc. and could accommodate some residential development.

<sup>2</sup> Target figure does not include the overprovision of zoned land (of up to 50%) to be provided for under the DoEHLG Development Plan Guidelines for Planning Authorities.

#### 4.4 HOUSING LOCATION AND DENSITY

The DoEHLG Guidelines on 'Sustainable Residential Development in Urban Areas' (2009) outline sustainable approaches to the development of urban areas. These set out national policy of encouraging more sustainable urban development by the avoidance of excessive suburbanisation and the promotion of higher residential densities in appropriate locations.

It is intended that implementation of the guidelines will result in:

- Increased economic use of existing infrastructure and serviced land;
- Reduced need for the development of "greenfield" sites, urban sprawl and ribbon development;
- Reduced need for investment in infrastructure;
- Better access to existing services and facilities;
- More sustainable commuting patterns.

To maximise the return on public transport investment, it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including appropriate densities – on lands within existing or planned transport corridors. Higher residential densities will be encouraged at appropriate locations. Generally higher densities will be considered in town centre locations, within the Northwest Quadrant area, and edge of town centre locations, with medium to lower densities being considered more appropriate at outer suburban and greenfield sites and outer edge of the urban-rural transition. Densities in excess of the upper limits will be considered on the merits of the proposed development.

##### 4.4.1 Town Centre/Brownfield

There are undeveloped backland sites and brownfield sites within the town centre where there are opportunities for re-development at higher densities. Since the adoption of the 2005 Naas Development Plan no new residential developments have been built in the town centre. This Plan seeks to address this by supporting a more sustainable land use pattern. In order to maximise town centre population growth, higher residential densities will be considered subject to the following safeguards:

- Avoidance of undue adverse impact on the amenities of existing or future adjoining neighbours;

- Good internal space standards of development;
- Recognition of the desirability of preserving protected buildings and their settings and of preserving or enhancing the character or appearance of the Architectural Conservation Area; and
- Compliance with development management standards, including private open space.

##### 4.4.2 Public Transport Corridors

Higher residential densities (within walking distance of public transport facilities) can help to sustain the economic viability of such transport. Higher densities will be determined on a site by site basis for sites within 500 metres walking distance of a bus stop, with decreasing densities located a distance away from such nodes. These densities shall take into account the capacity of public transport to cater for such developments.

##### 4.4.3 Infill Residential Development

Potential sites may range from small gap infill, unused or derelict land and backland areas, side gardens of existing houses, up to larger undeveloped sites within an established residential area. A balance has to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill. Proposals for development involving the intensification of residential uses within existing residential areas such as houses in side gardens will generally be permitted where it can be clearly demonstrated that the proposal respects the existing character of the area and would not harm the amenity value of adjoining properties.

It is important that areas designated and developed as public open space shall be maintained as such. Development will not be permitted on designated areas of public open space that forms part of a site layout development permitted under a planning permission.

##### 4.4.4 Outer Suburban/Greenfield Sites

These are defined as greenfield sites on the outer edge of the existing built up area of Naas town. There are a number of residentially zoned sites which fall under this category. It is necessary to make efficient use of these lands in the context of their location and the provision of a variety of housing types. Densities in a range of 30-50 dwellings per hectare will be appropriate and should include a variety of housing types.

#### 4.4.5 Outer Edge of Urban-Rural Transition

The emphasis is on achieving successful transition from central areas to areas at the edge of the town. There are a number of residentially zoned sites which fall under this category. Given the transitional nature of such sites, densities in a range of 20-35 dwellings per hectare will be considered appropriate and should include a variety of housing types.

Table 4.2 Indicative Residential Densities

Location for New Residential Development	General Density Parameters
Town Centre and Brownfield sites	Site specific  Higher densities generally promoted e.g. 50 units per ha
At strategic locations including public transport nodes and town centre area.	50 units per ha
Inner Suburban/Infill	Site specific
Outer Suburban/Greenfield  Generally new residential zoning areas.	30-50 units per ha
Outer Edge of Urban-Rural transition	20-35 units per ha

**Source:** Guidance on Appropriate Locations for New Residential Development (informed by DoEHLG Guidelines for Planning Authorities on 'Sustainable Residential Development in Urban Areas (2009)').

**Note:** The density levels considered appropriate in Table 4.2 are indicative only. Applications for residential developments should have regard to design principles and standards outlined in Chapter 12 (Urban Design & Opportunity Areas) and Chapter 13 (Development Management).

#### 4.5 High Quality Design of Residential Areas

Sustainable neighbourhoods are areas where an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. This Plan seeks to promote high design and construction standards that result in a visually and functionally pleasing environment.

A high quality living environment is vital to the economic and social development and building of sustainable communities. The challenge is to design residential environments that impact positively on quality of life and comprise attractive safe areas with a mix of house types, sizes and design. Good permeability with pedestrian and cycle links to surrounding neighbourhoods, community facilities and open spaces and recreation areas are required for sustainable neighbourhoods.

The following criteria for new housing developments will be considered in the assessment of proposals:

- The need for land to be used economically;
- The capacity of the infrastructure to cater for future population;
- The adequacy of community facilities;
- Appropriate density, high standards of design and appropriate mix of housing;
- Adequate privacy for individual houses, apartments and the protection of existing residential amenity;
- The safety and permeability of proposed layouts;
- Appropriate provision is made for amenity and public open space as integral part of new development proposals.

Design principles outlined in the Urban Design Manual published by the DoEHLG, together with Urban Design and the Development Management Standards, set out in this Plan should be referenced for the development of residential areas.



#### **4.5.1 Universal Design**

High quality design should be guided by the principle of universal design. Universal design is the design of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability. The proposed design of new residential communities shall consider people's diverse needs and abilities throughout the design process, to design for adaptable environments that meet the needs of all. This universal design approach should be incorporated from the early stage of planning integrated neighbourhoods in order to reduce the need for costly and wasteful retrofits over the medium to long term.

#### **4.5.2 Housing Mix**

A key aim in the provision of new housing is to encourage diversity rather than uniformity and as far as possible to relate the type of proposed new housing to the varying needs of the population. In all housing proposals an appropriate mix of dwelling types to meet the needs of categories of households will be encouraged.

The mix of house types proposed in an area should therefore be influenced by a range of factors including:

- Consideration of the nature of the existing housing stock and existing social mix in the area;
- The desirability of providing for mixed communities;
- Provision of a range of housing types and tenures;
- The need to provide a choice of housing, suitable to all age groups and persons at different stages of the life cycle;
- The need to cater for special needs groups such as the elderly, travellers and disabled and the marketability of different types of housing.

## **4.6 EXISTING RESIDENTIAL DEVELOPMENT**

#### **4.6.1 Extensions to Dwellings**

The construction of extensions to houses will generally be encouraged as a sustainable use of land. The design and layout of extensions should have regard to the amenities of adjoining properties, particularly as regards sunlight, daylight and privacy. Refer to Chapter 13 Development Management.

#### **4.6.2 Subdivision of Dwellings**

New households in existing residential areas may be catered for through the sub-division of large houses on relatively extensive sites. The sub-division of dwellings will generally only be considered for exceptionally large houses on relatively extensive sites in urban areas and subject to adherence to relevant Development Management standards set out in Chapter 13.

#### **4.6.3 Backland Development**

The development of backland sites in a coherent and well-designed manner can contribute to enhancing the vibrancy and character of an existing settlement while also contributing to the efficient use of serviced lands. The development of backland sites on an individual basis (i.e. rear garden areas/ individual backlands with no frontage) can conflict with the established pattern and character of development in an area. Backland development will generally only be considered where the proposed development forms part of a comprehensive plan for development of the entire backland area.

#### **4.6.4 Family Flat**

A 'family' flat refers to a temporary sub-division or extension of a single dwelling unit to accommodate a member of the immediate family for a temporary period (e.g. older parent or other dependent). Where it can be clearly established that there is a valid case, such development will be considered, provided that the proposal does not otherwise detract from the residential amenity of the area. Chapter 13 outlines Development Management Standards for such developments.

#### 4.7 APARTMENT DEVELOPMENT

The 2007 guidelines “Sustainable Urban Housing, Design Standards for New Apartments”, issued by the DoEHLG, aim to promote sustainable urban housing, by ensuring that the design and layout of new apartments will provide satisfactory accommodation for a variety of household types and sizes. Accordingly, these guidelines provide recommended minimum standards for:

- floor areas for different types of apartments,
- storage spaces,
- sizes for apartment balconies / patios, and;
- room dimensions for certain rooms.

Within Naas, the provision of apartment schemes may be considered at appropriate locations and where a significant demand for smaller units of accommodation is evident. Generally apartments, or retail developments with apartments above, should be located in the town centre zone. They may also be appropriate close to public transport nodes or as a limited proportion of a general residential scheme. For the purpose of this Plan a house and maisonette is defined as a dwelling with its own external access. An apartment or flat is a dwelling accessed from an internal lobby or hallway. Apartment schemes shall comply with the provisions of Chapter 13 Development Management in terms of layout, design, finish and landscaping.

#### 4.8 HOUSING AND COMMUNITY FACILITIES

The importance of creating sustainable neighbourhoods, whereby adequate community facilities are available in conjunction with the provision of new housing, is acknowledged. It is an objective of this Development Plan to provide for additional community services where there are existing deficiencies in an area. In applications for large residential developments, the developer shall satisfactorily demonstrate how the proposed increase in population will be accommodated in terms of education provision. In this regard, the guidelines from the Department of Environment, Heritage and Local Government and Department of Education indicate that 12% and 8.5% of a population at any time is assumed to be of primary and secondary going age respectively.

#### 4.9 HOUSING IN THE AGRICULTURAL ZONE

The primary aim for the agricultural zone in Naas is to preserve the existing agricultural use of the areas zoned for this purpose and to prevent urban-generated development which would interfere with the operation of farming/bloodstock or rural resource based enterprise.

The “*Sustainable Rural Housing – Guidelines for Planning Authorities*” (2005), set out principles regarding the siting and design of new dwellings in rural areas, the protection of water quality, the provision of a safe means of access and the conservation of sensitive areas. Within the agricultural zone in Naas, housing will be confined to people with a genuine housing need and who can demonstrate that they comply with categories of local need, outlined below, subject to compliance with normal planning criteria.

- Persons engaged full time in agriculture (including commercial bloodstock / horticulture), wishing to build on their own landholding and who can demonstrate that they have been engaged in farming at that location for a continuous period of over 7 years, prior to making the application.
- Persons who have grown up or spent substantial periods of their lives, (18 years), living in the agricultural zone, as members of the rural community, seeking to build on family landholding or on a site within 5 km of the family home, and currently living in the area.
- Persons who have grown up or spent substantial periods of their lives (18 years) living in the area, who have moved away and who now wish to return to reside near to, or to care for, immediate family members, seeking to build on the family landholding or on a site within 5 km of the original family home. Immediate family members are defined as mother, father, son, daughter, brother, sister or guardian.
- Persons employed full time in farming (agriculture, bloodstock etc) in the locality, within 5 km of the site, where they need to reside close to their employment and have been engaged in such employment, at that location, for a continuous period of over 7 years, prior to making the application.



#### 4.10 SOCIAL AND AFFORDABLE HOUSING

The Planning and Development Act 2000, as amended, requires each Local Authority to adopt a Housing Strategy for their administrative area. The Housing Strategy for Kildare Local Authorities 2011-2017 is contained in Appendix 1. It has regard to national policies and guidelines on residential development and provides an estimate of existing and future need for social and affordable housing throughout the county.

The main purpose of the Housing Strategy is:

- To provide for social and affordable housing requirements within lands zoned for residential use, or a mixture of residential and other uses.
- To ensure that housing is available for persons who have different levels of income by providing housing for a diverse range of housing needs.
- To address the need to counteract undue segregation in housing between persons of different social backgrounds by ensuring that a mixture of house types and sizes is developed to reasonably match the requirements of different categories of households.

The Housing Strategy outlines a 20% requirement for the provision of social and affordable housing. This may be provided in a number of ways:

- The transfer of completed dwellings on the site subject to the planning application.
- The transfer of fully or partially serviced sites on the site subject to the application
- The transfer of a portion of the site which is the subject of the application.
- The payment of a monetary contribution.
- The transfer of serviced sites at another location.
- The transfer of land at another location.
- The transfer of completed dwellings at another location.

An agreement may provide for a combination of any of the above. It shall comply with the strategic objective of counteracting social segregation and facilitating the creation of balanced communities across the entire county.

The agreement should also seek to avoid an over concentration of social housing in any particular part of the town.

Each proposal will be considered and assessed based on individual merit having regard to the Housing Strategy and in consultation with the Planning Authority. In accordance with the Planning and Development Acts 2000-2010, an exemption from 'Part V' requirements may be sought from the Council in the case of small housing developments i.e. those of four or fewer houses, or any number of units on land of 0.1 hectares or less.

Naas Town Council conducted an assessment of Housing Need in March 2008. A total of 231 households were considered eligible for local authority accommodation. The current Council housing stock in Naas amounts to 322 units.

## 4.11 SPECIAL NEEDS HOUSING

### 4.11.1 Special Needs Housing

Planning for the provision of housing for the population of the town includes provisions for the needs of persons with special needs, such as persons with physical disabilities and learning disabilities. The importance of access to public transport, local community services and facilities is a significant factor for a mobility-impaired person in improving quality of life. House design and compliance with Part M of the Building Regulations has expanded the range of options available to people with a disability. The Council will continue to address particular identified needs through the provision of purpose built, adaptable dwellings, where feasible.

### 4.11.2 Homelessness

The Council will continue to provide an important role alongside voluntary groups and other agencies in the provision of emergency accommodation for the homeless and for those in need of crisis facilities.

### 4.11.3 Elderly

The changing nature of the age profile of Naas requires greater consideration for the housing needs of the elderly. The proportion of the population aged 65 years and over in Naas increased from 5.5% in 2002 to 7% in 2006. Specific needs must be considered relating to access, public transport, provision of local services, medical care, security and personal safety among other issues. In this regard dwellings and other residential facilities catering specifically for older people should be located in close proximity to convenience shops, community facilities and public transport nodes.

For those who wish to continue to live independently, it is important that the opportunity exists to trade down or downsize in the area in which they live (for example to a smaller or single storey dwelling or apartment unit). Refer to Chapter 10 for further detail in relation to housing and community care for the elderly.

### 4.11.4 Traveller Accommodation

The Council recognises the distinct culture and lifestyle of the Travelling Community and it will endeavour to provide suitable accommodation for travellers who are indigenous to the area. The Council will implement measures, as required by law and national policy and in accordance with the Housing Strategy, and the Traveller Accommodation Programme 2009 to provide accommodation for members of the Travelling Community.

## 4.12 HOUSING POLICIES

### 4.12.1 General

It is the policy of the Council:

- HP1:** To ensure that sufficient and suitably located land is zoned to satisfy housing development needs within the period of the Plan and in accordance with population targets for Naas.
- HP2:** To implement the Kildare Local Authorities Housing Strategy 2011-2017 prepared in accordance with the requirements of Part V of the Planning and Development Acts 2000 -2010.
- HP3:** To have regard to the provisions of the '*Guidelines on Sustainable Residential Development in Urban Areas*' and the accompanying 'Urban Design Manual' in assessing applications for housing development.
- HP4:** To require diversity in the density of development and in the form, size and type of dwellings within residential areas.

### 4.12.2 Density, Design and Layout

It is the policy of the Council:

- HP5:** To encourage appropriate densities of new housing development in accordance with Government advice set out in the '*Sustainable Residential Development in Urban Areas*'.
- HP6:** To encourage higher residential densities in the town centre, on 'brownfield' and infill sites close to existing/potential connections to public transport.
- HP7:** To ensure that all new urban development especially in and around the town centre is of a high design and layout quality and supports the achievement of successful urban spaces and sustainable communities.
- HP8:** To require diversity in the form, size and type of dwelling within residential schemes.
- HP9:** To secure the development of a mix of house types and sizes throughout the town as a whole to meet the needs of the likely future population. A statement of mix may be required for multi unit schemes to demonstrate that the needs of the area are provided for within the scheme.



**HP10:** To require the submission of design statements for residential developments in excess of 50 housing units to facilitate the proper evaluation of the proposal relative to key objectives of the Development Plan with regard to the creation of sustainable residential communities.

**HP11:** To refuse permission for residential development on zoned open green spaces, or on lands which are designated as public space.

**HP12:** To ensure developments are carried out generally in accordance with the 'Recommendations for Site Development Works for Housing Areas'. (DoEHLG 1998) or as updated or amended.

**HP13:** To ensure that all open spaces, entrances, pathways and parking areas in new residential developments are designed with reference to "*Buildings for Everyone – Inclusion, Access and Use*" (National Disability Authority, 2002) and any subsequent update.

**HP14:** To restrict apartment developments generally to town centre locations or suitably located sites adjoining public transport connections. Apartments will not be permitted where there is an over concentration of this type of development. Higher density schemes will only be considered where they exhibit a high architectural design standard.

#### **4.12.3 Existing Residential**

It is the policy of the Council:

**HP15:** To encourage infill housing developments on appropriate sites.

**HP16:** To facilitate the extension of existing dwelling houses in principle subject to standards outlined in Chapter 13 Development Management.

**HP17:** To facilitate the development of corner sites or wide side garden locations for infill housing subject to standards outlined in Chapter 13 Development Management.

**HP18:** To facilitate the provision of a family flat in circumstances where the Planning Authority is satisfied that there is a valid case and where the proposal has regard to the standards and requirements in Chapter 13 Development Management.

**HP19:** To permit backland development generally only where development is carried out in a comprehensive redevelopment of the backland to secure a co-ordinated scheme. Each application will be considered on its own merits.

**HP20:** To facilitate sub-division of dwellings for exceptionally large houses on relatively extensive sites subject to adherence to all relevant Development Management standards outlined in Chapter 13.

#### **4.12.4 Housing and Community**

It is the policy of the Council:

**HP21:** To facilitate and co-operate in the provision of services for the community including, in particular, schools, crèches and other education and childcare facilities in tandem with residential development.

**HP22:** To require the provision of Childcare Facilities in all new residential developments as appropriate. The indicative standard is one childcare facility, accommodating 20 children, for each 75 dwellings. This standard may be modified in any particular case where there are significant reasons for doing so.

**HP23:** To seek to ensure the necessary infrastructural investment to facilitate the overall level of housing output required to meet the current and anticipated levels of demand in a planned and coherent fashion.

**HP24:** To facilitate the provision of purpose built dwellings for those with special needs, including provision for the needs of the elderly, persons with physical disabilities and persons with learning disabilities and in conjunction with other voluntary bodies and the private sector.

#### **4.12.5 Special Needs Housing**

It is the policy of the Council:

**HP25:** To provide adequate accommodation for Travellers in accordance with the Kildare Local Authorities Traveller Accommodation Programme.

**HP26:** To facilitate the provision of purpose built dwellings individually and within mixed schemes for those with special needs, including provision for the needs of the elderly, persons with physical disabilities and persons with learning disabilities and in conjunction with other voluntary bodies and the private sector.

**HP27:** To provide for and facilitate the provision of accommodation to meet the needs of the elderly and to encourage the provision of a range of housing options for elderly persons in central, convenient and easily accessible locations and to integrate such housing with mainstream housing where possible.

**HP28:** To provide and facilitate the provision of accommodation to meet the needs of those with disabilities through the adaptation of appropriate accommodation.

#### 4.12.6 Housing in the Agricultural Zone

It is policy of the Council:

**HP29:** To manage the provision of one off housing in conjunction with the local need criteria set out in Section 4.9 of this Plan. Documentary evidence of compliance with the rural housing policy must be submitted as part of the planning application, including a separate statement by the applicant on the need to reside in the area.

**HP30:** To ensure that, notwithstanding compliance with the Local Need eligibility criteria, applicants comply with all other normal siting and design considerations.

**HP31:** To protect the physical, environmental, natural and heritage resources of the agricultural zone.

**HP32:** To implement policies in relation to rural areas to meet the needs of the indigenous rural population and those working in rural areas.

**HP33:** To ensure that applicants comply with the requirements of "*The Planning System and Flood Risk Management Guidelines for Planning Authorities*", published by the Minister for The Environment, Heritage and Local Government in November 2009.

#### 4.13 HOUSING OBJECTIVES

It is an objective of the Council:

**HO1:** To secure the implementation of the Kildare Local Authorities Housing Strategy 2011-2017.

**HO2:** To provide adequate accommodation for Travellers in accordance with the Kildare Local Authorities Traveller Accommodation Programme.

**HO3:** To promote a high standard of architecture in the design of new housing developments and to encourage a variety of house types, sizes and tenure to cater for the needs of the entire population and facilitate the creation of balanced communities.





## CHAPTER 5

### Town Centre



# Town Centre

**Aim: To support, protect and reinforce the role of Naas Town Centre as the primary retailing and service area of Naas through the consolidation and expansion of the town centre, to facilitate the provision of a high level and broad range of uses, to facilitate high quality urban design and through the provision of high quality public realm to promote the town centre as an attractive place for all to enjoy.**

## 5.1 BACKGROUND

Naas Town Centre acts as a focus for the wider community and should be an attractive, inviting, safe and secure environment for visitors, business, shoppers and its residents. The area zoned Naas Town Centre comprises approximately 47 hectares (Refer to Map 5.1- Town Centre & LAP Lands for extent of town centre zoning).

Shops and services are located primarily in and around North and South Main Streets. The narrow plot sizes of Main Street have limited the ability of the town centre to accommodate large individual building footprints, but considerable backland and brownfield sites exist which could accommodate town centre development. The character of the town centre has been established by its historical layout and rich architectural heritage. It is important that the design of future development within the town centre builds on its character to enhance its appearance and attractiveness as a place to visit and do business.

This chapter should be read in conjunction with Chapters 6, 12 and 13 of this Plan.

## 5.2 STRATEGY

A core principle of the development strategy is to promote Naas town centre as a vibrant centre offering a wide range of services and opportunities within a high quality urban environment. Consolidation of the existing town centre, utilisation of backlands and appropriate development of brownfield sites is of primary importance.

The following aims provide the framework for the town centre strategy:

- Increase the critical mass of population, employment, retail and associated uses to facilitate the consolidation and expansion of the town centre.
- Maintain the viability of the town centre by promoting the centre as the primary location for retail and other commercial development i.e. creation of a vibrant retail core supported by a mix of supporting and complementary uses.
- Encourage increased town centre residential development based on good urban design and seek to enhance the vitality and vibrancy of the town centre with safe and attractive spaces to promote the town centre as a desirable place to work, live and visit.
- Identify and secure the redevelopment and regeneration of areas in need of renewal.
- Promote the re-use of buildings and development of under-utilised backland and brownfield sites to successfully integrate with the town centre area.
- Promote high quality urban design which responds positively to the town's historic character and architectural heritage and ensures all users are catered for.
- Reduce traffic congestion and improve the public realm.





### 5.3 TOWN CENTRE USES

The promotion of a variety of uses such as retail, commercial, employment and cultural within the town centre is encouraged. The increase of population within the town centre with a range of employment, recreation, educational, commercial and retail uses can help to curtail travel demand. Town centres have the greatest potential for the creation of sustainable patterns of development. A healthy retail environment is an essential pre-requisite for a vibrant and viable town centre. Increasing the retail sector within Naas town centre and promoting Naas as an important shopping destination will assist the town in maintaining its role in a regional context.

Residential use in the town centre is currently very limited. A more substantial presence would add to the vitality and viability of the town centre and as such, proposals for the residential conversion of the upper floors of retail and commercial premises will be favourably considered. Any proposed residential use must respect the historic fabric, whilst also providing adequate residential amenity. The Plan seeks to ensure that new residential developments within the town centre also incorporate a non-residential, preferably retail/commercial use at the ground floor. All applications for residential development will be assessed against the policies outlined in Chapter 13 Development Management, however in exceptional circumstances these standards may be relaxed in the town centre.

To support a vibrant town centre, evening and night time uses, will be encouraged, subject to development management criteria including access, parking and protection of residential amenity.

It is acknowledged that there has been an emergence of non-retail developments such as betting offices, and take-aways in the town centre, especially along Main Street in recent years. The cumulative impact of non-retail uses in any particular area will be considered in the assessment of planning applications for non-retail uses.

### 5.4 URBAN RENEWAL AND REGENERATION

There is a need to reduce levels of vacancy in the town centre and develop a town centre typified by high quality and good design. A series of connected public spaces that respect and enhance the setting of the architectural heritage of the town will be promoted.

Despite some infill development and the ongoing construction of the new shopping centre at Corban's Lane, there are considerable undeveloped backland areas to the rear of buildings on the Main Street (North and South), including Abbey Street, with significant development potential. The potential for the re-use and regeneration of derelict buildings and brownfield sites in the town centre and at edge of centre locations should be considered in the formulation of development proposals.

In addition to North and South Main Streets, there are a number of "side" streets and lanes which are an under-utilised resource as they offer development potential for the expansion of retail and service outlets. The development of laneways can offer potential benefits in terms of enhancing the permeability of the town centre, and in the development of attractive, unique and pedestrian friendly urban spaces.

Naas Town Council has been proactive in the identification of derelict sites which negatively affect the townscape and will continue to address the issue of dereliction under the provisions of the Derelict Sites Act 1990. Re-use and regeneration of derelict/obsolete land and buildings will help achieve the preservation of the character and quality of the town, particularly in terms of vernacular/historical architecture.

#### 5.4.1 Opportunity Sites

There are a number of opportunity sites within the town centre and adjoining area, which are under-utilised in terms of their development potential. These sites are capable of accommodating a mix of uses. The development of these sites should be of a high quality of urban design and innovative architectural design solutions will be sought at these locations. Chapter 12 identifies a number of these sites and provides guidance for the future development of these areas. In assessing proposals for opportunity sites, the Council shall have regard to the development standards and guidelines outlined in Chapters 12 and 13.

## 5.5 MOVEMENT, ACCESS AND THE PUBLIC REALM

Vehicular traffic in the town centre diminishes the quality of the environment for shopping, visitors, pedestrians etc. This Plan proposes the reduction in vehicular traffic in the town centre and promotes streets as “living spaces” which are a functional part of the community and the focus of activities. The Plan seeks to link commercial areas, employment areas and public spaces through a network of quality pedestrian and cycling routes in an enhanced public realm. An improved pedestrian environment will encourage higher levels of footfall on the main thoroughfares with associated higher levels of economic activity.

Town centre public realm and general streetscape improvements have been carried out in recent years,

including improvement works to the public spaces in front of the Courthouse and at Poplar Square. These public realm improvements have contributed positively to the commercial environment, ease of use and attractiveness of the Main Street areas. It is an aim of the Council to facilitate further public realm improvements, both in terms of regeneration, building fabric, street materials and furniture and connectivity. In general, any urban renewal or environmental improvement scheme should retain historic features. In exceptional cases where any of these features need to be removed, their reuse where appropriate within the town centre will be encouraged. This Plan also seeks to encourage pedestrianisation of parts of the town centre such as Poplar Square and Market Square during the plan period.



## 5.6 TOWN CENTRE DESIGN

The significance of built and architectural heritage particularly with regard to the numerous Protected Structures in the town centre and to the designated Architectural Conservation Area (ACA) is recognised in Chapter 11 of this Plan. Proposals for new development in the town centre should adhere to the character of the area and to the principles of good practice, as set out in Architectural Heritage Guidelines issued by the Department of the Environment, Heritage and Local Government (2004).

The Council will consider proposals for modern architecture, where it respects the character of surrounding development. In general, innovative modern development using high quality materials will be favoured over pastiche or reproduction of existing buildings.

Development proposals (including new build and proposals for alteration/conversion/renovation of historic structures) should support the role of Naas town centre as a primary location for commercial, retail and cultural activities with a good mix of uses, particularly at ground floor level.

Naas contains a number of traditional shopfronts, which contribute to the distinctive character of the town. The Council will encourage the preservation and refurbishment of existing traditional shopfronts and name plates. New non-traditional design shopfronts will be considered. However these should be designed to the highest standards.

Development proposals within the town centre should:

- Promote high architectural quality, and by their design and relationship to setting, create or contribute to a sense of place;
- Relate appropriately to the surrounding townscape and any building of note;
- Have regard to the scale and character of adjacent streets;
- Have regard to local views, prevailing heights and building lines;
- Preserve as much as possible, the historic street layout and urban form;
- Present a lively active street frontage, with regular entrances and windows facing the street;
- Have a continuous building line up to the back edge of pavements.

## 5.7 TOWN CENTRE POLICIES

### 5.7.1 General Town Centre

It is the policy of the Council:

- TC1:** To promote the vitality and viability of the town centre area so that it becomes a high quality environment for shopping, working and visiting.
- TC2:** To encourage and promote development within the town centre which is of a high standard of design, has an appropriate mix of uses, enhances the built environment and delivers a high quality public realm.
- TC3:** To reinforce the heart of Naas town centre as the priority location for new retail development, with quality of design and integration/linkage with the existing urban form/layout being fundamental prerequisites.
- TC4:** To retain buildings and streetscapes of character in the town centre and to ensure that new development complements the existing character of the streetscape.
- TC5:** To ensure that the town centre is accessible to all members of the community, including people with disabilities, the elderly and people with young children.
- TC6:** To seek to support the appropriate development of lands for the future expansion of Naas town centre.
- TC7:** To continue to enhance the streetscape and heritage assets of the town centre, to continue environmental improvements, to sustain and improve its attraction for living, working, visiting and investment.
- TC8:** To promote appropriate residential development within the town centre and encourage the concept of 'Living Over the Shop' in the town centre.

### 5.7.2 Urban Renewal, Regeneration and Public Realm

It is the policy of the Council:

- TC9:** To encourage a greater usage of backland areas and to promote the re-development of brownfield sites in the town centre area where new development will positively contribute to the commercial vitality of the town centre.



- TC10:** To promote the re-utilisation and revitalisation of derelict or obsolete structures in the town centre and encourage the renewal/repair and maintenance of structures on the Council's Derelict Sites Register.
- TC11:** To encourage the use of upper floors of existing buildings and the development of mixed-use schemes, particularly for residential uses.
- TC12:** To encourage the creation of new public spaces within the fabric of the town centre, provided they are passively supervised and surrounded by active ground floor use.
- TC13:** To require that any new development creates or positively contributes towards a connected network of streets and spaces, which prioritises pedestrians and cyclists.
- TC14:** To ensure that town centre environmental improvements including improved paving, street furniture and tree planting are designed and implemented to a high design standard.

### 5.7.3 Town Centre Design

It is the policy of the Council:

- TC15:** To ensure that new development in the town centre will only be permitted where it conserves or enhances its character thereby promoting high quality urban change and improvement.
- TC16:** To ensure the retention of shop fronts and other significant elements of the streetscape, which enhance the visual amenity and distinctiveness of the town centre.
- TC17:** To seek to improve existing shopfronts and to ensure that new shopfronts reflect the scale and proportions of the existing streetscape.
- TC18:** To restrict unnecessary additional lighting, including intermittent lighting and neon lighting on external elevations, particularly in or adjacent to residential properties.
- TC19:** To place underground new service cables and ducting such as electrical, telephone, broadband and cable television.

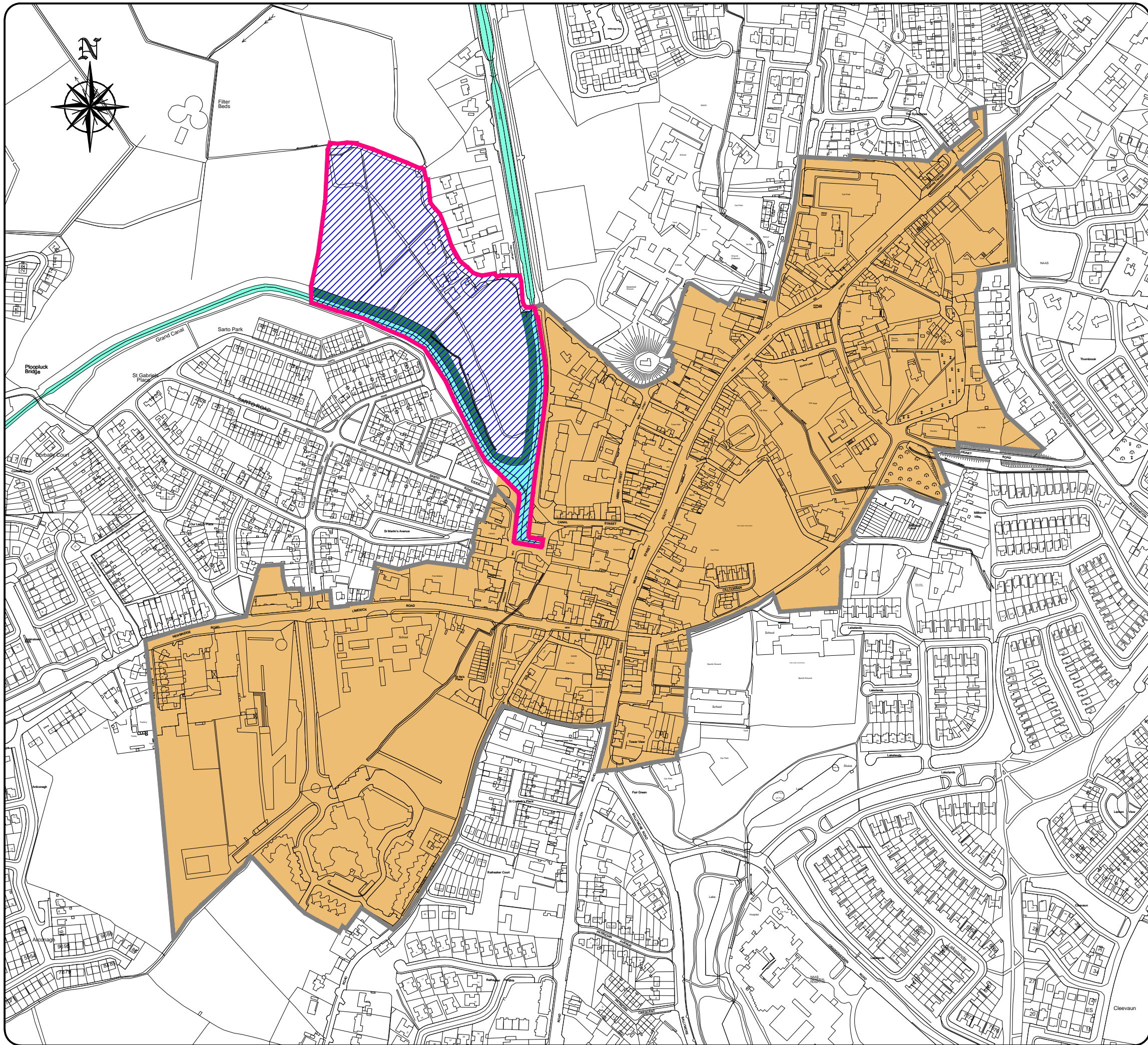
- TC20:** To encourage the use of traditional hand painted signs, as opposed to uPVC, plastic or other man made materials. Internally illuminated plastic signage will generally not be permitted.
- TC21:** To restrict the use of external security grilles/shutters on shop fronts.
- TC22:** To restrict advertising signs/banners/ stickers on the inside of shop front/commercial business windows.

## 5.8 TOWN CENTRE OBJECTIVES

It is an objective of the Council:

- TC01:** To maintain the Council's Derelict Sites Register and to exercise its powers under the Derelict Sites Act 1990.
- TC02:** To seek the removal of unauthorised advertising/signage through enforcement provisions and to encourage new advertising and signage which is appropriate to the streetscape and positively contributes to the public realm
- TC03:** To prepare an Environmental Improvement Scheme to visually enhance the streetscape and key urban spaces with an emphasis on promoting a pedestrian and public transport friendly environment.
- TC04:** To investigate the feasibility of the pedestrianisation of Poplar Square and Market Square during the Plan period.
- TC05:** To progress implementation of the recommendations of the Naas IFPLUT Study (2003) and Naas Traffic Management Plan (2008) and to facilitate removal of traffic congestion in the town centre.









NAAS TOWN COUNCIL

Naas Town Development Plan  
2011 - 2017

LEGEND

-  Town Centre
-  Lands subject to future Local Area Plan
-  Open Space & Amenity
-  Canal

Town Centre & LAP Lands

Scale: N.T.S.

Map Ref.: 5.1

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/527

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## CHAPTER 6

### Retail



# Retail

**Aim: To promote and encourage enhancement and expansion of retail floorspace and town centre functions in Naas, to reflect its role as a Major Town Centre and County town, and further develop its competitiveness and importance as one of the key retail centres in the county and in the wider Greater Dublin Area.**

## 6.1 POLICY CONTEXT AND RETAIL HIERARCHY

The preparation of this chapter is informed by the Retail Strategy for the Greater Dublin Area 2008-2016, the Draft Kildare County Retail Strategy 2008-2016, published in 2010, and the Kildare County Development Plan 2011-2017.

The review and update of the County Retail Strategy was undertaken to ensure that the retail policies in the Development Plan are in accordance with all national, regional and local planning frameworks. It is consistent with the Department of the Environment, Heritage and Local Government's (DoEHLG) Retail Planning Guidelines for Planning Authorities (RPG) (2005) and the GDA Retail Strategy (2008).

In order that the town's Retail Strategy is consistent with the Regional Retail Strategy, the timeframe of 2009-2016 has been adopted rather than that of the Town Development Plan.

As required by the Retail Planning Guidelines, the County Retail Strategy covers the matters that should be included in Development Plans, namely:

- Confirmation of the retail hierarchy, the role of centres and the size of main town centres.
- Definition in the Development Plan of the boundaries of the core shopping area of town centres.
- A broad assessment of the requirement for additional retail floorspace.
- Strategic guidance on the location and scale of retail development.
- Preparation of policies and action initiatives to encourage the improvement of town centres.
- Identification of criteria for the assessment of retail developments.

Naas along with Newbridge is designated as a Level 2 Major Town Centre and County Town Centre (which is the level below Dublin City Centre) in the Greater Dublin Area Regional Retail Hierarchy. This designation has been reaffirmed in the County Retail Hierarchy in the Kildare County Development Plan 2011-2017.





## 6.2 RETAIL PROVISION IN NAAS

Although the largest town in the County, Naas has until recently been second to Newbridge in respect of its quantum of retail floorspace. Naas Environs is included as part of Naas town for the purposes of the retail strategy and assessment of retail floorspace. In 2000, Naas had a total net floorspace (excluding vacancies) of 10,154m<sup>2</sup> comprising 48.7% of convenience and 51.3% of mainstream comparison floorspace – this was less than half of Newbridge's total. This position has significantly changed as a result of the Globe and Newhall retail parks. This position will further change with the Corban's Lane-Naas Shopping Centre, which is partially constructed as of May 2011. Together with the town and environs, Naas has emerged as the largest retail centre in the county.

The County Retail Strategy identifies that the town currently has a total retail floorspace of 48,596m<sup>2</sup> net, comprising 10,008m<sup>2</sup> (20.6%) convenience, 17,172m<sup>2</sup> (35.3%) comparison and 21,416m<sup>2</sup> bulky goods (44.1%). This represents almost a five times increase in total net floorspace since 2000. The town's share of total floorspace in the county has increased from 15% to 28%.

The 2001 GDA Retail Strategy floorspace survey identified that Naas had less than 2.0% of its total floorspace vacant – an almost negligible amount.

The 2009 health check found that this position had changed with vacancies having increased considerably. This is a matter of concern for the town which requires to be redressed.

Since 2001, Naas has witnessed an improvement in its convenience offer through the introduction of Marks and Spencer Simply Food, which anchors the Naas Town Centre scheme, and Aldi and Lidl on the Newbridge Road. However its main food convenience floorspace still has not experienced the significant improvement envisaged

or required. The two main foodstores – Tesco and Superquinn are relatively small and are of a poor quality and format, which may lead people to travel elsewhere to meet their main food shopping needs. This position has changed through the opening of the Tesco anchored retail centre at Monread, and the proposed relocation of Superquinn from the Main Street to the former VEC site on the Newbridge Road. These proposals will open up further retail development opportunities within and on the edge of the town centre.

As the figures indicate, Naas' retail profile is dominated by bulky goods floorspace which accounts for some 44.1% of the total, growing from a negligible amount in 2001. As a result of the quality and quantum of the town's retail park offer, it is now one of the most important bulky



goods shopping destinations in the GDA. The combined mainstream comparison and bulky goods net floorspace totals 38,588m<sup>2</sup>, which is 79.4% of total floorspace in the town. It accounts for 32.4% of total comparison floorspace in the county.

In addition, there remains a substantial quantum of retail floorspace which has extant planning permissions. However, given the economic climate over the last number of years, this is unlikely to be constructed at the scale initially envisaged.



### 6.3 STRATEGY

The strategy for retail development is to provide a retail planning framework and to provide comprehensive guidance in relation to retail development to assist the formulation and assessment of development proposals.

For future retail development of Naas, the emphasis is on ensuring that Naas sustains and enhances its role and importance in the shopping patterns of local people, the county, GDA and nationally. This will be largely driven by the effectiveness of realising significant enhancement of mainstream comparison shopping in Naas town centre.

The strategy seeks to ensure that the following aims are achieved:

- The town remains a key regional destination for bulky goods shopping;
- There is an improvement to main food shopping;
- The issue of traffic congestion is addressed;
- There is continued investment in the quality of the public realm;
- There is an expansion of Naas' tourism and leisure offer, particularly that which is retail-related.



The key emphasis is for the town to grow into a destination of greater regional and inter-regional importance in securing internationally operated department stores and a greater range of middle and higher order high street comparison shops.

This Development Plan sets out the policies and objectives to guide achievement of these aims over the period of the Plan and beyond.

#### 6.3.1 Core Retail Area

The Core Retail Area of Naas is shown in Map 6.1 Core Retail Area. The map provides guidance on the extent of the retail core area which consists of both sides of North and South Main Street, Poplar Square and Market Square and Fairgreen. The core shopping area will form the primary focus and preferred location for new retail development

Where it is not possible to provide for the form and scale of development that is required on a site within the core area then consideration can be given to sites on the edge of the core.

The priority for the town centre should be the delivery of middle and higher order comparison floorspace. This approach, consistent with the RPG, GDA Retail Strategy and County Retail Strategy guidance, is reinforced in the Development Plan.

#### 6.3.2 Sequential Approach

The Sequential Approach is incorporated in the strategic policy framework for guiding new retail development. It recognises the importance of sustaining the retail importance, vitality and viability of town and village centres. Proposals for retail schemes in Naas are required to take due cognisance of this as follows:

- In the first instance, the priority should be in locating retail development in the town centre,
- If town centre locations are not readily available within a reasonable and realistic timescale then edge of centre sites should be looked to. In the Retail Planning Guidelines, these are defined as sites that are within 300 – 400 metres of the Core Retail Area,
- Only after the options for town centre and edge of centre sites are exhausted should out of centre locations and sites be considered.

## 6.4 ECONOMIC CONTEXT AND FUTURE RETAIL DEVELOPMENT

Survey results indicate that Naas is achieving its role and importance as a Level 2 Major Town Centre and County Town Centre in the Regional Retail Hierarchy. However, quantum is not the only issue in respect of GDA Level 2 centres if they are to sustain and improve their attraction and competitiveness. Although Naas is recognised for its quality women's clothes and shoe shops, it is still underperforming as a mainstream comparison shopping destination. It appears that shoppers travel to Whitewater Shopping Centre in Newbridge and Kildare Village Outlet Centre as opposed to Dublin as traditionally was the case.



The multiple anchored Naas Shopping Centre with 43 mall units, partially constructed at Corban's Lane combined with the mixed use scheme on Monread Road, when built in its entirety, will help to redress the imbalance. However as with Newbridge, Naas also needs to see internationally operated department stores and an increase in the range of middle and higher order high street comparison shops in the town centre if it is to realise its role and importance as a Level 2 centre in the county and wider GDA.

The current economic position has been taken into consideration in the preparation of the County Retail Strategy and in the assessment of the potential for additional retail floorspace in Naas. Retail planning needs to take account of immediate trends but given the long timeframes generally involved in retail proposals being delivered, then a longer perspective approach is needed. It is an approach that is consistent with that adopted in the GDA Retail Strategy.

## 6.5 RETAIL DEVELOPMENT AND ENHANCEMENT

Naas possesses a unique heritage and streetscape, including the untapped potential of its hidden waterfront at the Canal Harbour area, however it is recognised that there has been a decline in the general ambience of the core retail area and an increase in vacancies in recent years. A particular issue is traffic congestion in the core retail area. There has also been an increase in non-retail uses on the Main Street in recent years. There is, therefore, a need to address these issues and creatively harness the assets that distinguish the town from other centres, to enable Naas to grow into a quality retail and leisure destination.

It is recognised that the quality and quantum of retail floorspace is not the only factor underpinning Naas' attraction as a place people want to live, work, invest in and visit. Key in this equation is the quality of the public realm and the design of new developments. Thus environmental improvements need to continue to ensure that the profile, role and attraction of Naas continue to be sustained and developed.

## 6.6 DISTRICT AND NEIGHBOURHOOD CENTRES

The need for new retail centres in existing and new residential areas is recognised to ensure that needs are met in a more efficient, equitable and sustainable way. District and neighbourhood centres should complement rather than compete with or detract from the town centre. The appropriate size for a district centre will be determined by the Development Plan assessment criteria for retail developments.

Neighbourhood Centres are of more limited size and function. The Retail Planning Guidelines do not provide an indicative threshold but the emphasis is on meeting daily needs. They are likely to be anchored by a supermarket – be that a mainstream, symbol group, discounter or independent operator – with a net retail floorspace of up to 1,500m<sup>2</sup>, depending on the particular local context and potential and have a limited range of non retail services, civic, community and commercial leisure floorspace. Again, the principle is on ensuring such centres complement rather than detract or displace retail or other activities from a town centre but add to the quality of life attraction of the centre as a whole for living, working and investing in. A number of sites within Naas are zoned specifically for neighbourhood centre use.

## 6.7 RETAIL WAREHOUSE PARKS

Naas is the County's prime location for bulky goods shopping. There is, however, evidence that the market for bulky goods is largely saturated. Although it is an objective to sustain Naas' role and importance as a key bulky goods shopping destination in the county and wider GDA, in response to market conditions and pressure for alternative forms of retailing, it is not proposed to zone additional lands for retail warehousing in the Development Plan. It is a position that will require to be monitored over the period of the Plan to ensure that the town and county sustain their attraction and competitiveness in this market sector.

To protect the vitality and viability of Naas town centre and avoid retail parks emerging as out of town shopping centres, alternative forms of shopping in retail parks have not been permitted. This responds to evidence noted in the RPGs that planned retail parks do not have any material impact on town centres provided that the range of goods sold is limited to truly bulky goods or goods generally sold in bulk. To remove the potential for any adverse impact on the town centre, the Council will continue to restrict by condition the range of goods sold in retail parks to the sale of bulky goods.

## 6.8 RETAIL DEVELOPMENT IN BUSINESS PARKS AND EMPLOYMENT AREAS

It is part of the core strategy of this Plan to promote mixed use sustainable development strategies that combine working, living, leisure, shopping and local services provision. In addition to being a more sustainable development strategy for major strategic greenfield and brownfield locations, the introduction of limited local shopping and services provision is an important ingredient in the attraction and competitiveness of such areas as locations for new residents, employers, workers and investors. To this end, they require to be incorporated in the mix for major new employment areas, within the context of the wider strategy for district, neighbourhood and local centres in Naas.

In respect of older employment areas, provision of limited retail space will only be permitted when it directly interfaces with residential areas and is shown to be part of a strategic approach. Any further retail floorspace will be restricted to the wholesale sector.

## 6.9 RE-USE AND REGENERATION OF DERELICT AND UNDERUTILISED LAND AND BUILDINGS

Re-use and regeneration of derelict/obsolete/under-utilised land and buildings in town centres is a sustainable and desirable objective. Within the town centre there are opportunities for new retail development. New retail development in backland and under-utilised sites in Naas town centre may pose challenges, particularly in backland areas. However, in respect of delivering a critical mass and quality of mainstream comparison floorspace, the town centre must be the priority location if it is to benefit through enhanced footfall and vitality. Both the Naas Town Centre and Naas Shopping Centre schemes demonstrate what can be achieved.

The potential for the re-use and regeneration of derelict buildings and brownfield or underutilised sites in the town centre should be promoted in the formulation of retail and mixed-use development proposals. Only where suitable and viable land and buildings cannot be found should alternative options be considered by applicants.



## 6.10 RETAILING IN TOURISM AND LEISURE

In addition to shopping, Naas Town Centre is a popular destination for eating, meeting and greeting and has a range of hotels, restaurants, cafés and public houses and high quality fashion shopping, drawing trade from its hinterland. It is recognised that the town centre has the scope and potential for its tourism and leisure role to be further enhanced. As the tourism economy is of considerable importance to the town, retail-related tourism requires developing a greater critical mass and profile in the interests of the attraction and competitiveness of the town.



### 6.11 NON-RETAIL USES IN THE CORE RETAIL AREA AND OTHER MAIN STREETS

While there have been improvements to the retail offer and environment of Naas town centre in recent years, the parallel introduction of non-retail and lower grade retail uses in the Core Retail Area and other main streets has changed the characteristics and ambience of the town centre and is a matter of concern to the Council and other stakeholders. Such uses include amusement/gaming Arcades, bookmakers, and hot fast-food outlets. It is recognised that the smaller retail footprints which prevail in Naas town centre do not in general meet the requirements of national and international retail operators and the space provides the opportunity for the introduction of alternative occupiers such as the aforementioned non retail uses. To maintain the integrity, critical mass of quality retail activity, vitality and viability of the Core Retail Area and other main streets in the town centre, the Council will seek to discourage the introduction of such uses in these areas.

### 6.12 INNOVATION IN THE TOWN'S RETAIL SECTOR

As has been demonstrated in recent years, the retail sector is one of the most dynamic and competitive in the economy. To ensure that Naas sustains and enhances its attraction and competitiveness as a retail destination, it must be proactive and responsive in respect of innovation in retailing and new retail market trends. Encouraging and facilitating innovation, be that in trading format, location or product, will assist the town to build on the success that has been established to date and, consequently its retail profile and attraction.

### 6.13 CRITERIA FOR RETAIL DEVELOPMENT PROPOSALS

In accordance with the Retail Planning Guidelines requirements, all applications for significant development should be assessed against a range of criteria. These criteria are set out in Chapter 13 Development Management. As a general rule, developments in excess of 1,000m<sup>2</sup> (gross) of convenience floor-space and 2,000m<sup>2</sup> (gross) of comparison will be assessed by the criteria.

Where an application is made within or adjacent to the designated Core Retail Area of the town it will not always be necessary to demonstrate the quantitative need for retail proposals in assessing such proposed developments.

In setting out the retail impact, the focus should be on how the scheme will add/detract from the quality of the town centre in respect of improving the retail offer, integration with the built fabric and quality of life within the town centre. However, this only applies to Naas town centre and edge of centre sites. Proposals not in compliance with the retail hierarchy should have a full assessment, specifically in respect of the tests of sequential approach. This guidance is in accordance with that provided in the GDA Retail Strategy.

In making applications for retail development above the threshold criteria, applicants should ensure that the proposal demonstrates compliance with the assessment criteria of both the Retail Planning Guidelines, the GDA Retail Strategy and complies with the County Retail Strategy.

If the retail proposal, whether significant or not, is in compliance with the Development Plan policies and proposals in all material respects, it should not be necessary for the applicant to provide additional supporting background studies. However, the onus is on an applicant to demonstrate convincingly that the proposal complies with the Development Plan. Where there is doubt on any aspect of a planning application, the Council will require a detailed justification related to the matter.

### 6.14 RETAIL POLICIES

#### 6.14.1 Retail Hierarchy

It is the policy of the Council:

- RP1:** To guide major retail development in accordance with the framework provided by the County Retail Hierarchy to enable an efficient, equitable and sustainable distribution of floorspace throughout the town.
- RP2:** To ensure that the retail needs of the town's residents are met as fully as possible within Naas, taking cognisance of the county and GDA retail hierarchies, to enable the reduction in the required travel to meet these needs and in the interests of achieving greater social inclusion and accessibility to shopping and services across all sectors of the community.
- RP3:** To continue to address leakage of retail expenditure from the town and its catchment area by strengthening the range and quality of its retail offer.



**RP4:** To sustain and enhance the increase in comparison expenditure inflows to the town and develop its attraction as a key retail destination in the GDA and beyond through delivering a quality and quantum of middle and higher order comparison shopping within the town centre.

**RP5:** To ensure an efficient, equitable and sustainable spatial distribution of retail centres in Naas.

**RP6:** To promote the town centre as the primary retailing and commercial sector location in the town. Retailing will be promoted as the core function of the town centre.

#### 6.14.2 Sequential Approach

It is the policy of the Council:

**RP7:** To guide retail development in accordance with the framework provided by the Sequential Approach to enable the vitality and viability of the town centre and other centres to be sustained and strengthened.

The Sequential Approach is incorporated in the strategic policy framework for guiding new retail

development in the Development Plan. It recognises the importance of sustaining the retail importance, vitality and viability of town and other centres.

Proposals for retail schemes in Naas shall take due cognisance of this as follows:

- a) In the first instance, the priority should be in locating retail development in the town centre
- b) If town centre locations are not readily available within a reasonable and realistic timescale then edge of centre sites should be examined. In the RPGs, these are defined as sites that are within 300 – 400 metres of the Core Retail Area; and,
- c) Only after the options for town centre and edge of centre sites are exhausted should out of centre locations and sites be considered.

**RP8:** To assess all applications for large retail development in accordance with the criteria set out above and in Chapter 13 Development Management of this Plan.

### 6.14.3 Core Retail Area

It is the policy of the Council:

- RP9:** To define the Core Retail Area of Naas Town Centre in accordance with Map 6.1: Core Retail Area.
- RP10:** To promote the Core Retail Area and the town centre as the primary focus and preferred location for new retail development.

### 6.14.4 Specific Retail

It is the policy of the Council:

- RP11:** To work in partnership with local organisations, businesses and people in the development of a vision for Naas town centre.
- RP12:** To identify and enlarge the scope for new retail development in Naas and assist the town to better achieve its role as a key retail and development centre in the county, regional and national retail hierarchies.
- RP13:** To sustain Naas' role and importance as a key bulky goods shopping destination in the county and wider GDA.
- RP14:** To align, as far as practicable, new retail development with existing and proposed public transport infrastructure and services and encourage access by foot and bicycle to reduce the dominance of access by private car.
- RP15:** To maintain and improve the shopping experience by encouraging a range of convenience and/or comparison retail shops.
- RP16:** To ensure that best quality of design is achieved for all proposed retail developments and that design respects and enhances the specific characteristics of the town.
- RP17:** To encourage and facilitate innovation and diversification in the town's retail profile and offer.
- RP18:** To review and monitor retail trends that could have an influence on the performance of the sector within Naas and pursue harnessing new concepts and formats in the town's retail structure.

### 6.14.5 District and Neighbourhood Centres

It is the policy of the Council:

- RP19:** To encourage and facilitate the development of appropriately located retail centres to meet the needs of existing and growing areas of the town.
- RP20:** To identify appropriate locations for new retail centres within large established residential areas and where large scale residential development is planned over the timescale of the Development Plan.

### 6.14.6 Retail Warehouse Parks

It is the policy of the Council:

- RP21:** To retain retail warehouse parks for bulky goods and not permit convenience retail shopping in retail parks.
- RP22:** To retain retail warehouse parks for bulky goods and not permit mainstream comparison floorspace or retailers in retail parks.

### 6.14.7 Retail Development in Business Parks and Employment Areas

It is the policy of the Council:

- RP23:** To ensure that the level of retail and local services provision in existing and new major employment areas sustains and enhances their attraction as locations for investment.
- RP24:** To provide the land use and retail planning framework to ensure that the mixed use strategies for new employment areas respond to the wider context of need and demand in related expanding residential areas and individual main centres in the interests of ensuring that these locations are attractive to new residents, workers and employers.
- RP25:** To limit the level of shopping and local services provision in existing industrial estates or parks. Standalone mainstream and discount convenience or comparison floorspace will not be permitted in existing employment areas unless it is proven to be part of the wholesale retail market sector.



#### 6.14.8 Town Centre

It is the policy of the Council:

- RP26:** To encourage and facilitate the re-use and regeneration of derelict land and buildings for retail and other town centre uses.
- RP27:** To work with and encourage landowners, retailers and development interests to realise the potential of town centre lands in Naas.
- RP28:** To pursue all avenues of funding to secure resources for the enhancement, renewal and regeneration of the public realm of Naas town centre.

#### 6.14.9 Retailing and Tourism Policy

It is the policy of the Council:

- RP29:** To encourage and facilitate the development of retailing in the tourism and leisure sectors and encourage strong linkages between each.
- RP30:** To encourage and facilitate the delivery of tourism related retail developments and initiatives in and around Naas town centre.

#### 6.14.10 Casual Trading

The Council will carry out its statutory functions under the Casual Trading Act 1995, including the issuing of permits and the designation of Casual Trading areas where the Council considers these to be necessary.

It is the policy of the Council:

- RP31:** To prosecute in situations where the Casual Trading Act is being contravened.
- RP32:** To take cognisance in the designations of areas for Casual Trading of the proper and sustainable development of Naas, including the preservation and improvement of amenities; the safety and convenience of pedestrians; the traffic likely to be generated by Casual Trading; and the promotion of tourism.

#### 6.14.11 Non Retail Use in Core Areas and Innovation

It is the policy of the Council:

- RP33:** To discourage amusement/gaming arcades in the core retail area as they are considered to be an undesirable use and potentially detrimental to the business and commercial environment of the town.
- RP34:** To discourage non retail and lower grade retail uses, such as, take-aways and betting offices in the core retail area and other principal streets in the town centre in the interests of maintaining and sustaining the retail attraction of Naas town centre.
- RP35:** To require applicants to indicate their proposed hours of opening. Late opening of shops will only be permitted where it can be clearly demonstrated that there will be no negative impact on the residential amenity of neighbouring areas.

### 6.15 RETAIL OBJECTIVES

It is an objective of the Council:







- RO1:** To reinforce the heart of the town as the priority location for new retail development, with quality of design and integration/linkage within the existing urban form/layout being fundamental prerequisites.
- RO2:** To encourage and facilitate the re-use and regeneration of derelict land and buildings for retail and other town centre uses, having regard to the Sequential Approach outlined in this Development Plan.
- RO3:** To encourage and facilitate the preservation and enhancement of the retail and services role of Naas.

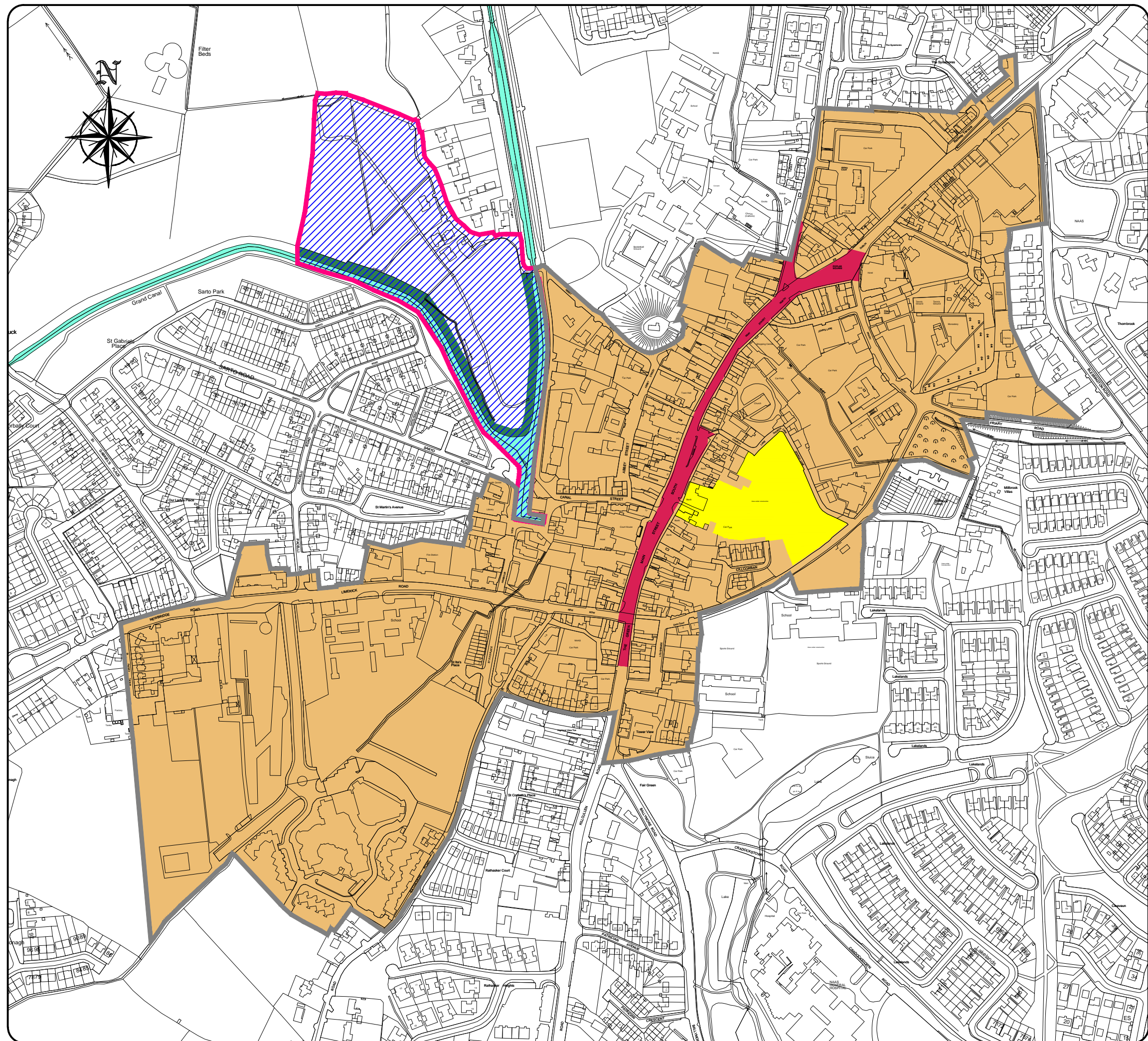




Naas Town Development Plan  
2011 - 2017

LEGEND

-  Town Centre
-  Lands subject to future Local Area Plan
-  Core Retail Area
-  Proposed Retail Area
-  Open Space & Amenity
-  Canal



Core Retail Area

Scale: N.T.S.

Map Ref.: 6.1

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/528

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CONJUNCTION WITH THE WRITTEN STATEMENT



# CHAPTER 7

## Movement and Transport





# Movement and Transport

**Aim: To promote ease of movement within and access to Naas, by integrating sustainable land use planning with a high quality, integrated transport system; to support improvements to the road, rail and public transport network together with cycleway and pedestrian facilities and to provide for new and improved transport facilities within Naas in a manner which is consistent with proper planning and sustainable development.**

## 7.1 BACKGROUND

Integrated land use and transportation has a key role to play in delivering social, economic and environmental sustainability. The Council is committed to focusing on the need to underpin the planning process with an integrated approach to sustainable transport. The main transportation corridors linking the Greater Dublin Area (GDA) to Cork and Waterford pass around Naas via the M7/N7 and M9/N9. Since the opening of the M7/ M9 motorway schemes, Naas has experienced significant expansion of the town, both in population and spatial terms. The urbanised area of Naas now stretches approximately 2.5km from west to east, and over 4km from north to south.

Sallins Railway Station, which serves Naas, provides a high quality commuter service to and from Dublin. Naas is also served by a number of coach and bus services run by Bus Éireann and private operators, including an internal local bus service.

Census figures from 2006 show that 15% of households in Naas do not own a car, a further 36% have 1 car, with 40% having 2 cars and 8% of households have 3 cars. These figures indicate the high level of car ownership in the town which may be indicative of the commuting patterns in Naas. Of the households without a car, the figures highlight that there is likely to remain a significant reliance on public transport.

There have been considerable traffic management improvements in Naas in recent years including:

- The construction of the South Ring Road;
- The construction of a Ring Road through the Northwest Quadrant area of Naas serving Millennium Park and linking the Sallins Road with the Newbridge Road;
- Installation of traffic lights at two junctions on Dublin Road;
- Significant upgrading of the footpaths and public realm along Main Street.

## 7.2 NATIONAL AND REGIONAL CONTEXT

A number of national and regional policy documents are of relevance to the future policy approach regarding integrated movement and transport in Naas.

### 7.2.1 National Development Plan (2007-2013) and Transport 21 (2006-2016)

The National Development Plan 2007-2013 (NDP) and Transport 21 indicate future funding for infrastructural improvement works. Key projects affecting Naas include:

- The development of the Kildare Route Project (including four-tracking between Heuston and Hazelhatch).
- Construction of additional park and ride facilities.
- Mainstreaming of accessibility across all modes of public transport.
- Enhanced cycling and walking facilities.

### 7.2.2 DTO – A Platform for Change 2000-2016

The DTO's transport strategy "*A Platform for Change 2000-2016*" seeks the development of an efficient and high quality system of public transport connections within the GDA. Work has commenced on developing a new Transport Strategy for the GDA for the period up to 2030 which will be linked to sustainable land use planning and directed by the economic, social, cultural and environmental needs of the region.

### 7.2.3 Smarter Travel, a Sustainable Transport Future, a New Transport Policy for Ireland 2009-2020

*Smarter Travel, A Sustainable Transport Future*, (2009) is the new transport policy for Ireland for the period 2009-2020. It recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development. It also sets out necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport. It sets out five key goals:

- 1) To reduce overall travel demand,
- 2) To maximise the efficiency of the transport network,
- 3) To reduce reliance on fossil fuels,
- 4) To reduce transport emissions,
- 5) To improve accessibility to transport.



#### 7.2.4 National Cycle Policy Framework 2009-2020

*The National Cycle Policy Framework* (as part of Smarter Travel – A Sustainable Transport Future 2009) sets out a national policy for cycling, in order to create a stronger cycling culture, a more friendly environment for cycling and improved quality of life. The vision is that all cities, towns and rural areas will be bicycle friendly. The policy document sets a target of 10% of all trips by bicycle by 2020 and places emphasis on promoting and integrating cycle networks.

#### 7.2.5 Green School Initiative

The Green Schools Initiative is an international environmental education programme and award scheme that promotes and acknowledges long-term, whole-school action for the environment. "Green-Schools in Ireland" is operated and co-ordinated by the Environmental Education Unit of An Taisce in partnership with Local Authorities throughout the country, and supported by the Department of Environment, Heritage and Local Government, the Department of Transport and The National Transport Authority.

#### 7.2.6 National Transport Authority

The National Transportation Authority (NTA) is a statutory body established by the Minister for Transport in December 2009 and is responsible for preparing a strategic transport plan for the integrated development of transport infrastructure and services in the Greater Dublin Area.

It is expected that the Authority will set out the framework for the delivery of infrastructure and services in an integrated transport plan covering a 12 to 20 year period. The Authority also has responsibility for the capital funding of all major public transport infrastructure projects planned for the Greater Dublin Area. The National Transport Authority has issued a "GDA- Draft Transport Strategy 2011-2030" which is linked to sustainable land use planning and is directed by the economic, social, cultural and environmental needs of the people of the GDA.

#### 7.2.7 Draft Spatial Planning & National Road Guidelines (DoEHLG, 2010)

The DoEHLG has issued the above Draft guidelines, in consultation with representatives from local authorities, the Department of Transport and the National Roads Authority (NRA), to assist road and planning authorities, the NRA and providers of public transport in relation to their involvement in the overall planning process. These guidelines encourage a collaborative approach between planning authorities and the NRA in ensuring that Ireland's national roads system is planned for and managed in an integrated manner enabling economic development of Ireland while encouraging a shift towards more sustainable travel and transport in accordance with Government's overarching transport policy objectives set out in Smarter Travel: A New Transport Policy for Ireland 2009 – 2020.

### 7.3 STRATEGY

The Plan seeks to improve the safety, capacity and efficiency of an integrated transportation infrastructure in Naas in accordance with national, regional, county and local policy. It also involves recognition of the shifts towards public transportation, walking and cycling, and of the land use responses needed to ensure efficiency, economic returns on investment, minimal environmental impact and strengthening the quality of life in the town.

#### 7.3.1 Naas Integrated Framework Plan for Land Use and Transportation (IFPLUT 2003)

In May 2003, Naas Town Council in conjunction with Kildare County Council prepared an Integrated Framework Plan for Land Use and Transportation (IFPLUT) for Naas.

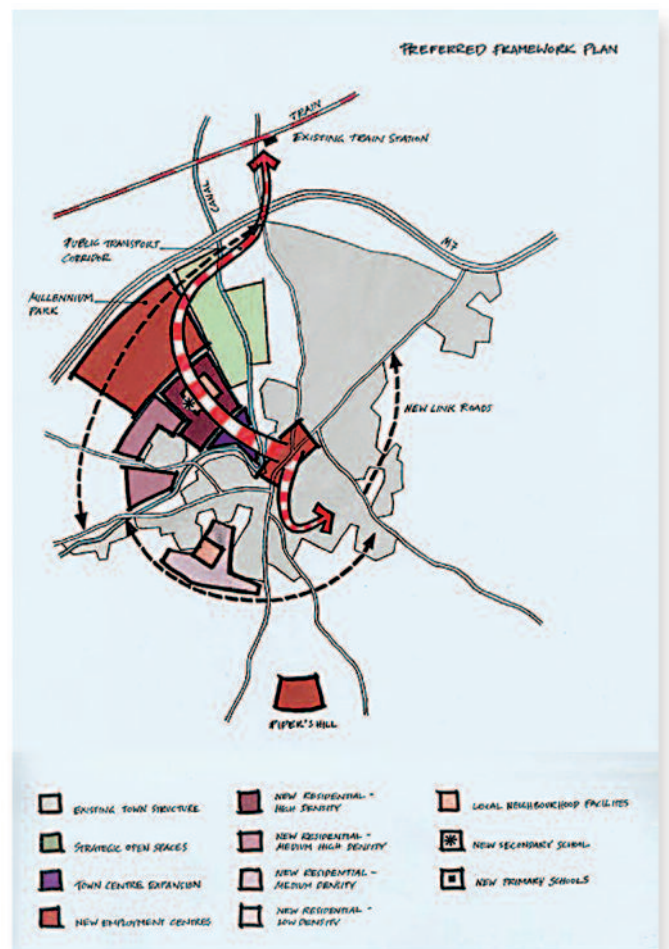
The main principles of the Naas IFPLUT study, which underline the basis for the transportation strategy for Naas are as follows:

- To incorporate new civic, commercial, shopping, cultural and community facilities within an expanded town centre;
- To promote well-located local/neighbourhood centres containing commercial, community and educational facilities, integrated with and supporting new and existing residential development and public transport;
- To direct new employment to locations that reduce the demand for travel;
- To encourage and promote diversity and quality in new residential areas at higher densities appropriate to their location within the town and within proximity to public transport;
- To achieve high quality design and layout in new developments and neighbourhoods;
- To protect and enhance the key natural and heritage assets of Naas, including the character of the town and the Main Street;
- To promote the provision of high quality safe and convenient recreational facilities and public open spaces integrated, where appropriate with walking and cycling;
- To enhance the permeability of the town through the identification and promotion of opportunities for walking and cycling in and between existing and future development;
- To promote and maximise the use of public transport;
- To promote and maximise the use of sustainable transportation modes with a consequent reduction in the need to travel.

The framework takes into account the needs of people to travel from their homes to places of work, to schools, to shops and to other services and facilities. The framework makes recommendations towards improvements to the location, scale, form and character of future development with targeted improvements to existing built-up areas.

Figure 7.1 illustrates the IFPLUT preferred framework plan for the town. The framework on which the Naas Town Development Plan 2005-2011 was based, largely remains the preferred framework for the future development of Naas. It is based on developing an expanded town centre, together with the development of a public transport corridor which runs from the town centre through the Northwest Quadrant area linking to Sallins Railway Station. It envisages that employment will be concentrated primarily in the Northwest Quadrant area and within the town centre.

Figure 7.1 Naas IFPLUT Preferred Framework Plan





## 7.4 SUSTAINABLE TRANSPORT

The further development of a sustainable transport system will be an important component in meeting the physical, social and economic needs of Naas and is a key priority over the period of this Plan.

The CSO study entitled "*A Profile of the Working Population of Large Towns*," 2006 indicates that 75% of the working population of Naas travelled to work by car, a total of 16% travelled to work on foot or by bicycle, 3% travelled by bus or by train and 6% used other modes of transport such as lorries, motorcycle etc. Figures from Census 2006 also indicate that the car is the predominant access mode for primary school pupils, with an average of 54% of pupils using this mode to access schools in Naas. The number of pupils walking to primary school are generally low, with an average of 26% of pupils using this mode to access schools within Naas.

The Council seeks to influence people's travel behaviour towards more sustainable options and seeks to do so by working closely with relevant organisations in improving public transport facilities and promoting opportunities for alternative transportation such as walking and cycling.

Given the high quality bus services and strong passenger demand that exists at present for bus services between Naas and Dublin, it is considered that a Park and Ride facility in Naas may have a role to play in terms of increasing public transport use. A feasibility study will be carried out to determine the most appropriate location for such a facility so as to accommodate the needs of the town and of both local and Dublin-bound commuters.



## 7.5 WALKING AND CYCLING

In accordance with the principles of sustainable development, this Plan aims to promote walking and cycling as effective modes of transport within the urban area, while providing realistic alternatives to the private car.

Naas is characterised by a relatively dispersed settlement pattern. This Plan promotes greater pedestrian and cyclist activity throughout Naas town centre to link with other parts of the town. Pedestrian priority linkages and the proposed pedestrianisation of Poplar Square and Market Square would increase the attractiveness of the town centre. Additionally, designated pedestrian/cycle routes to local residential and employment centres will provide for safer movement of pedestrians and encourage more sustainable modes of transport in Naas. The importance of connecting walking and cycling routes with open space and recreation areas is also recognised in this Plan.

The Plan supports and encourages the continued development of walking as a sustainable form of transportation and will work with organisations and groups in the promotion of safe walking throughout the town including historic/heritage walks which are an important amenity and tourism resource. Future developments should provide for the safe movement of pedestrians.

## 7.6 TRAFFIC AND PARKING

The Council aims to ensure that there is a sufficient supply of parking spaces to support the town centre businesses and that these spaces are effectively managed.

The Council's approach to parking is therefore framed by the following aims:

- To improve and enhance parking facilities in the town, in order to relieve and prevent traffic congestion and generally enhance the amenity of the area.
- To pursue a policy of access for those with limited mobility in terms of parking provision.
- To promote off street parking as opposed to on street parking.

Parking facilities, including parking for the disabled will continue to be provided to Development Plan standards in all developments. Car parking provision will also be subject to the preparation of mobility plans for employment development for over 50 employees.

Public car parks are available at a number of locations throughout the town providing for approximately 1,390 off-street spaces in addition to 580 on-street parking spaces. 748 car parking spaces are also proposed as part of the shopping centre at Corban's Lane, which is partially constructed.

The Council will continue to provide for appropriate maintenance of public car parking and for the appropriate design of disabled parking in the town. As part of any proposals for the renewal of the public realm, disabled facilities will be given high priority.

## 7.7 MOVEMENT AND TRANSPORT POLICIES

### 7.7.1 General Movement and Transport

It is the policy of the Council:

- GT1:** To co-operate with other agencies to promote and facilitate the implementation of a sustainable transportation strategy for Naas as set out in Transport 21 (2006-2015), Department of Transport's Smarter Travel – *A Sustainable Transport Future 2009-2020* and the Dublin Transportation Office's strategic document Platform for Change 2000-2016 and the forthcoming strategy to be published by the National Transport Authority, *GDA Transport Strategy 2011-2030*.
- GT2:** To support and promote the use of sustainable transportation modes in Naas and to seek to develop Naas as a "model town" for sustainable transport where pedestrian and cyclist activities are accommodated and encouraged.
- GT3:** To support sustainable modes of transport and to ensure that land use planning and zoning are fully integrated with the provision and development of high quality transportation systems.
- GT4:** To promote and encourage the development and growth of Naas in line with the principles of sustainable development and to continue to support the policies and recommendations as outlined in the Integrated Framework Plan for Land-Use for Naas and the Naas Traffic Management Plan.
- GT5:** To provide a road network which is safe and efficient for all road users while being cognisant of the requirements of all traffic, including motorised vehicles, pedestrians and cyclists.
- GT6:** To ensure that Naas is well-connected to both the national road network and local centres of population.
- GT7:** To progressively improve all urban roads and footpaths and maintain these to the highest possible standards, having regard to the availability of finance and amenity and townscape requirements.
- GT8:** To improve road safety within the town centre by implementing gateway entry treatments and other speed reduction measures (incl. 50kph signage) inside the Ring Road. This measure will include reducing the speed limit appropriately in the core town centre, and between the town centre and the Ring Road.

- GT9:** To investigate the reduction of vehicular traffic passing through the Main Street to improve the pedestrian environment of the town's retail core.
- GT10:** To co-operate with the public transport authorities and any other relevant bodies towards the improvement of the public transport system and to establish the feasibility of a park and ride system in Naas.
- GT11:** To require that all new significant employment developments in the town incorporate designated HGV parking areas.
- GT12:** To utilise the provisions of Sections 48(2)(C) and 49 of the Planning and Development Acts 2000 - 2010 to generate financial contributions towards the capital costs of providing strategic and local transport infrastructure and facilities, and public infrastructural services and projects.
- GT13:** To protect the carrying capacity, operational efficiency and safety of the national road network and associated junctions. Significant applications either in the vicinity of or remote from the national road network and associated junctions that would have an impact on the national route must critically assess the capacity of the relevant junction.
- GT14:** To co-operate with the NRA and other local authorities to provide the Leinster Outer Orbital Route (linking Drogheda, Navan, Trim and Naas) proposed in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. Once a route corridor has been identified, it will be an objective of the Council to preserve this corridor free from development.
- GT15:** To ensure that the national roads system is planned for and managed in an integrated manner enabling economic development of Naas and the wider area while encouraging a shift towards more sustainable travel and transport in accordance with the Draft Spatial Planning and National Road Guidelines (DoEHLG, 2010) and as subsequently amended.

### 7.7.2 Distributor/Relief Roads

The primary function of Ring Roads in Naas is to divert through traffic away from the town centre and to improve the public realm, while also contributing to an efficient transport network in the town.

It is the policy of the Council:

- DR1:** To ensure that new distributor/relief roads are designed and constructed in a manner that will enable them to fulfil their functions. The principle of SUDS (Sustainable Urban Drainage Systems) should be incorporated into the design of any new road infrastructure where relevant and appropriate.
- DR2:** To limit direct access onto distributor/relief roads to a number of strategically located junctions.
- DR3:** To continue the development of distributor/relief roads.
- DR4:** To require housing scheme roads to be provided in accordance with:
- Sustainable Residential Development in Urban Areas (2009) and accompanying Best Practice Design Manual (2009)*
  - Architecture 2009-2015 Towards a Sustainable Future: Delivering Quality within the Built Environment (2009),*
  - Manual for Streets published by the Department of Transport, and Communities and Local Government (England and Wales) (2007).*

and any new Guidance/Standards issued from the relevant Government Departments.

### 7.7.3 Traffic and Public Transport

It is the policy of the Council:

- TM1:** To introduce a series of continuous bus priority measures on key routes throughout Naas.
- TM2:** To encourage public transport usage by improving bus shelters and associated passenger information.
- TM3:** To encourage the implementation and expansion of local bus services to link key trip generators and attractors in the town, particularly residential, employment, educational and retail centres.





#### 7.7.4 Walking and Cycling

It is the policy of the Council:

- WC1:** To promote and encourage sustainable and environmentally friendly forms of transportation such as cycling and walking in accordance with national and regional walking and cycling policies.
- WC2:** To increase priority for pedestrians and cyclists at signalised junctions in Naas town centre.
- WC3:** To promote and encourage the Green Schools Programme within Naas and to liaise with all relevant Departments/agencies involved in the operation of the programme.
- WC4:** To facilitate and encourage cycling as a more convenient and safe method of transport through an integrated network of safe and convenient cycle and pedestrian routes throughout Naas.
- WC5:** To realise the potential of cycling routes along the Canal. The development of such routes should be considered in conjunction with policy NH8 in Chapter 11.
- WC6:** To ensure the provision of cycle parking facilities in new development schemes in accordance with Section 13.6.7 and Table 13.9 contained in Chapter 13.

**WC7:** To provide and seek the provision of secure cycle parking facilities at key areas in Naas town centre and to encourage and promote the use of cycling by employees, shoppers and visitors to the town.

**WC8:** To traffic calm and environmentally enhance the former national routes leading into the town via Dublin Road and Newbridge Road, to make them safer and more pedestrian and cyclist friendly in conjunction with Kildare County Council and other statutory bodies.

#### 7.7.5 Parking

It is the policy of the Council:

- PK1:** To optimise the use of existing parking stock, and to provide, facilitate and regulate the provision of parking spaces conveniently located to serve the various land uses.
- PK2:** To seek to ensure that all new private car parking facilities are provided to an appropriate standard, including the provision of public lighting, permanent surfacing and marking, the provision of adequate circulation and aisle widths.
- PK3:** To manage the provision of on street parking and to promote the provision of off-street car parks at edge-of-town centre locations and to reduce on street parking in the town centre.

## 7.8 MOVEMENT AND TRANSPORT OBJECTIVES

The objectives of the Council are outlined below. Most of the objectives are to be implemented during the six year plan period. However a number of longer term objectives are also proposed.

### 7.8.1 General Movement and Transport Objectives

It is an objective of the Council:

- GO1:** To implement the recommendations of the Naas Traffic Management Plan, including the environmental and traffic management improvements on Main Street, Poplar Square and Wolfe Tone Street/Sallins Road.
- GO2:** To develop an Intelligent Transport System (ITS) strategy for Naas including a network of CCTV cameras and co-ordinated traffic signalling system linked to the Traffic Management Centre in Naas to monitor and properly manage the flow of traffic throughout the town.
- GO3:** To liaise with Kildare County Council on the possibility of developing a central website containing information on public transport services and routes available in Naas.
- GO4:** To examine in conjunction with the National Transport Authority, the provision of a Park and Ride site in the Naas area to serve both commuters to Dublin and local trip makers and to investigate the possible part use of this site as a HGV parking area.
- GO5:** To consider the feasibility of the provision of localised parking centres for Heavy Goods Vehicles (HGVs).
- GO6:** To assess the viability of diverting HGV's away from the town centre.
- GO7:** To support the improvement of public transport services generally by reserving land in suitable locations.
- GO8:** To increase the level of access within Naas to a choice of transport modes and, in particular, to promote forms of development that reduce dependence on private car transport.
- GO9:** To improve road/street signage by undertaking a survey to assess proliferation, gaps and quality and to develop a policy for the future provision of signage within the town, including the location of parking facilities and key public buildings and attractions throughout the town.
- GO10:** To seek Ministerial approval for the re-classification of the ring roads in Naas to regional status and to down-grade the existing regional roads to local road classification.
- GO11:** To ensure all new housing developments are accessible to more sustainable modes of transportation.
- GO12:** To promote the town centre as a pedestrian priority zone and to investigate and consider pedestrianisation at the following locations:
  - a) Poplar Square
  - b) Market Square
  - c) Section of Main Street from the Presbyterian Church to Corban's Lane via St. Johns Lane.
- GO13:** To introduce measures to restrict traffic movements along the Canal between Osberstown Bridge and Tandy's Bridge.
- GO14:** To optimise use of the existing parking stock, by increasing turnover, by increasing occupancy at under-utilised locations and to direct traffic to locations where spare capacity is available.
- GO15:** To consider the development of multi-storey car parks/basement car parks in the town.
- GO16:** To require all proposed developments to provide appropriate turning areas for emergency and service vehicles.
- GO17:** To ensure all new developments are accessible to sustainable modes of transportation.
- GO18:** To identify car parks and other suitable locations for the provision of appropriate battery charging infrastructure for electrically powered cars/vehicles as a means by which the Council can assist in achieving a reduction in carbon emissions.
- GO19:** To review all parking standards during the life of the Development Plan.
- GO20:** To develop a freight policy for Naas, as part of an overall freight policy for County Kildare.
- GO21:** To review and set out an implementation plan for the Roads Programme Objectives in Section 7.8.4 as part of a "local traffic plan" to be prepared following publication of the NTA Transport Strategy for the Greater Dublin Area.

## 7.8.2 Sustainable Travel

It is an objective of the Council:

- STO1:** To co-operate with the National Transport Authority (NTA), the Quality Bus Network Office and other appropriate transportation bodies in the implementation of an agreed Quality Bus Network in Naas.
- STO2:** To engage with service providers to regularise the number of bus stops and provide bus pull in bays and shelters along the main routes so as to improve traffic flows and safeguard and protect bus users.
- STO3:** To provide for safer routes to schools within the town and to encourage walking and cycling.
- STO4:** To promote the provision of a dedicated drop off / pick up facility close to the girls' schools on Sallins Road and in close proximity to the schools at Corban's Lane and to consider measures which would encourage sustainable travel for journeys to school.
- STO5:** To examine, in conjunction with the National Transport Authority and the National Roads Authority the provision of a Park and Ride site on the Dublin Road, in close proximity to the alignment of the Naas Ring Road/N7 to serve both commuters to Dublin and local trip makers.
- STO6:** To encourage Iarnród Éireann, Bus Éireann and private companies to improve the frequency and quality of public transport facilities to, from and within the town.
- STO7:** To develop, in conjunction with the National Transport Authority, a continuous cycle network in Naas including a cycle route to Sallins Train Station. Measures that encourage cycle usage are to include:
- Low traffic speeds on shared surfaces;
  - Cycle lanes, particularly to provide access to schools; and
  - High permeability, especially in residential areas.
- STO8:** To investigate the potential for a number of "park and walk" sites which would provide convenient pedestrian access to the town centre, as an alternative to providing additional car parking within the town centre area.
- STO9:** To facilitate the provision of a cycle lane linking the Canal area to the Sallins Road south of Millennium Park.

**STO10:** To facilitate the provision of a cycle lane from the Caragh Road through lands zoned for Community and Education to link with the proposed distributor road within the Northwest Quadrant area.

## 7.8.3 Public Lighting

It is an objective of the Council:

- PL1:** To upgrade the existing public lighting infrastructure to more energy efficient technology and to provide separate poles for public lighting standards.

## 7.8.4 Road Programme Objectives

It is an objective to carry out a number of specific transportation projects during the Plan period. (Refer to Map 7.1 and Map 14.1 for indicative roads alignment)

It is an objective of the Council:

- RPO1:** To construct a distributor road from the Devoy Road at Áras Chill Dara to the South Ring Road.
- RPO2:** To construct a road from the boundary of the Local Area Plan at the Canal Harbour area, via Northwest Quadrant Masterplan Lands to connect with the Millennium Park Link Road.
- RPO3:** To provide a new road from the Caragh Road (in the vicinity of Ploopluck Bridge) via zoned lands to end at the boundary of the Northwest Quadrant Masterplan Lands
- RPO4:** To construct a distributor road linking the Dublin Road to the Blessington Road via the Tipper Road.
- RPO5:** To examine and assess the possibility of providing a link road from the proposed Sallins By-pass to connect with the existing and planned road network in Naas, in conjunction with the National Transport Authority and the National Roads Authority.
- RPO6:** To facilitate provision of an additional motorway interchange along the M7 Naas By-pass, subject to NRA agreement. The Interchange shall be appropriately designed and scaled to provide access to the Millennium Park and the Northwest Quadrant Masterplan Lands.
- RPO7:** To prepare a constraints study to examine the possibility of providing a Southern Outer Orbital Route linking the east of Naas to the west of Naas.





### 7.8.5 Road Improvement, Realignment and Widening Objectives

It is an objective of the Council:

- RWO1:** To continue improvement of junctions, bends and urban roads in pursuance of traffic safety considerations and carry out final improvements, where necessary and feasible, subject to amenity and townscape considerations.
- RWO2:** To remove the Old Railway Bridge and embankments at Friary Road and to re-align and upgrade this section of road to cater for all road users.
- RWO3:** To develop a network of bus priority routes including along the Sallins Road, Dublin Road and Newbridge Road and to widen these roads where necessary to improve traffic capacity and for the provision of footpaths, cycle tracks, public lighting and appropriate traffic calming.
- RWO4:** To provide improved bus parking facilities by the provision of a one-way system at Loughbui.

**RWO5:** To realign and widen roads at the following locations:

- (a) Craddockstown Road
- (b) Tipper Road
- (c) Friary Road between its junctions with the Blessington Road and Poplar Square
- (d) Sallins Road between Hollywood Park estate and the Sycamores Estate
- (e) Corban's Lane between Friary Road and South Main Street
- (f) Fishery Lane

**RWO6:** To seek to improve road junctions at the following locations:







- (a) Dublin Road and Blessington Road
- (b) Dublin Road and Roseville
- (c) Dublin Road and the Gallops
- (d) Dublin Road and Wolfe Tone Street
- (e) Sallins Road and Wolfe Tone Street
- (f) Sallins Road and Monread Avenue
- (g) Sallins Road and Monread Road
- (h) Sallins Road and Mill Lane
- (i) Newbridge Road and new Caragh Road
- (j) Kilcullen Road and Ballymore Road (at Fairgreen)
- (k) Tipper Road and Forenaughts Road
- (l) Abbey Street and Basin Street





Naas Town Development Plan  
2011 - 2017

LEGEND

-  Motorway
-  National Primary
-  Regional
-  Secondary
-  Local
-  New Roads Objective (Indicative Alignment)
-  Indicative Road Improvements
-  Naas Town Council Boundary

Road Hierarchy and Indicative Improvements

Scale: N.T.S.

Map Ref.: 7.1

Date: 6<sup>th</sup> June 2011

Drawing No.: 200/11/529

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## CHAPTER 8

### Water, Drainage & Environmental Services





# Water, Drainage & Environmental Services

**Aim: To develop, protect, improve and extend water and wastewater services throughout Naas and to prioritise the provision of water services infrastructure to complement the overall strategy for the economic and population growth of the town.**

## 8.1 BACKGROUND

The capacity of Naas to accommodate future development is partly dependent on constraints and limitations in the provision of adequate supplies of water and drainage facilities. Naas' position within the Greater Dublin Area and its role as a Large Growth Town with a population target of 27,933 by 2017 in addition to its role as an economic driver for the county, should lead to further growth during the period of the Plan. The Core Strategy for Naas identifies a need to accommodate an additional 3,600 housing units by 2017. This level of growth, which does not include parallel commercial development, highlights the need for continued investment in the infrastructure of the town and its surrounding area.

Naas is inextricably linked and dependent on strategic national/regional solutions to the provision of future water and wastewater infrastructure. The development of new regional water supply sources and the implementation of the recommendations of the Greater Dublin Strategic Drainage Study are central to the long term sustainable development of the town.

## 8.2 POLICY/LEGISLATIVE CONTEXT

The provision of water, drainage and environmental services infrastructure in Naas must have regard to relevant policy/legislation.

### 8.2.1 Water Services Act (2007)

The Water Services Act 2007 provides the legislative framework in relation to the planning, management and delivery of water supply and wastewater collection and treatment services. The Act incorporates a comprehensive review, update and consolidation of all existing water services legislation and facilitates the establishment of a comprehensive supervisory regime to ensure compliance with specified performance standards.

Other legislative provisions which the Council must comply with include;

- Drinking Water Regulations 2007
- Waste Water Discharge Regulations 2007
- Urban Wastewater Regulations 2001

### 8.2.2 Water Framework Directive (2000)

The EU Water Framework Directive, Directive 2000/60/EC, was adopted in 2000 as a single piece of legislation covering rivers, lakes, groundwater transitional (estuarine) and coastal waters and includes heavily modified and artificial waterbodies. Its objectives include prevention of the further deterioration of and the protection, enhancement and restoration of the status of all bodies of water with the aim of achieving at least "good" ecological status by 2015.

### 8.2.3 Protected Areas in the Eastern River Basin District

Within the Eastern River Basin District there are a number of areas that have special status for environmental reasons. Many of these areas are designated at European level (for example Special Protection Areas under the Birds Directive). There are also nationally designated areas such as Natural Heritage Areas. These protected areas come under the responsibility of the National Parks and Wildlife Service and are listed in the relevant River Basin Management Plan prepared under the Water Framework Directive.

### 8.2.4 Greater Dublin Strategic Drainage Study (2005)

The Greater Dublin Strategic Drainage Study investigated sewerage, drainage and river systems in the Greater Dublin Area to 2031. The study identified new practices, processes and techniques to take advantage of the latest developments in hydraulic monitoring, geographical information systems and database management. The study recommended that regional and local policies should incorporate up to date and best practice in drainage design, operation and management. A co-ordinated regional approach is required to deliver on the recommendations of the strategy.

### 8.2.5 The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)

The Guidelines introduced comprehensive mechanisms for the incorporation of flood risk identification assessment and management into the planning process. Implementation of the Guidelines will be achieved through actions at national, regional, local authority and site specific levels. Flood risk management should be integrated into spatial planning policies at all levels.

The Guidelines require planning authorities to;

- Avoid development in areas at risk of flooding, particularly flood plains, unless there are proven sustainability grounds that justify appropriate development and where flood risk can be reduced or managed to an acceptable level, without increasing flood risk elsewhere;
- Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, substitution, justification and mitigation of flood risk;
- Incorporate flood risk assessment into all stages of the planning process;
- Carry out a Strategic Flood Risk Assessment in accordance with the guidelines for the Naas Town Development Plan 2011-2017

A Draft Strategic Flood Risk Assessment (SFRA) has been prepared in conjunction with this Plan and the recommendations of the SFRA have been incorporated into this Plan.

In addition planning authorities are required to assess planning applications for development in accordance with the provisions of the DoEHLG Guidelines, "The Planning System and Flood Risk Management Guidelines for Planning Authorities" (2009) local authority policies and any OPW Catchment Flood Risk Assessment and Management (CFRAMS) Studies in which the functional area of Naas is included. The studies will deliver Flood Mapping by 2013 and Flood Risk Management by 2015.



### 8.2.6 Regional Planning Guidelines for the Greater Dublin Area (2010-2022)

Continued investment in waste water treatment is required during the life of the RPGs;

- To ensure high water quality standards to meet the Water Framework Directive targets,
- To ensure necessary new economic and housing developments can take place in the most optimal locations.

Local Authorities are advised to assess existing systems on a catchment basis and identify funding for the renewal, upgrading and replacement of surface water infrastructure where needed to meet existing and future demands.

Local Authorities are advised to take account of the issues raised in the Regional Flood Risk Appraisal and the Department of the Environment, Heritage and Local Government "The Planning System and Flood Risk Management –Guidelines for Planning Authorities (2009)" referred to above

### 8.3 STRATEGY

The development of a sustainable water supply, wastewater and drainage service in Naas seeks to provide for high quality and efficient water supply, drainage and other infrastructure. In this regard the strategy seeks to preserve the capacity of water and wastewater services primarily for the use of developments within Naas and to make provision for improved and additional wastewater services on a planned basis, in accordance with the present and future needs of housing, industry and commerce in Naas. The strategy further seeks to manage areas that are considered to be at potential risk of flooding or are likely to pose a significant flood risk in the future.

### 8.4 WATER SERVICES INVESTMENT PROGRAMME – ASSESSMENT OF NEEDS 2010-2012

Local Authorities are required to prepare an “Assessment of Needs” for water services capital works in their areas at regular intervals. This highlights the strategic context within which the county is set and the current constraints facing the county particularly in relation to water supply and wastewater treatment. These assessments provide the basis for scheme approval and scheduling under the Water Services Investment Programme. In 2009 a ‘Needs Assessment’ was prepared by Kildare County Council, which will inform the Water Services Investment Programme for the period 2010 – 2012.

A list of priority projects has been drawn up and submitted to the Department of the Environment, Heritage and Local Government for consideration. The upgrade of the Osberstown Waste Water Treatment Plant is top of the Council’s priority list.

### 8.5 PROVISION OF INFRASTRUCTURE

Kildare County Council, being the Water Services Authority for Naas, is responsible for providing and maintaining adequate public water supply and waste water infrastructure throughout the town and continues to invest in the improvement of the existing water supply and wastewater treatment, in accordance with the Water Services Investment Programme.

#### 8.5.1 Water Supply

At present, Naas town’s daily water demand is in excess of 9,000 cubic metres and is supplied from Dublin City Council’s Ballymore Eustace Water Treatment Plant. Work to increase the capacity of the Ballymore Eustace Plant was completed in 2007 by the construction of a new trunk main laid from Ballymore Eustace to Naas via Dowdenstown Reservoir, and by the laying of an orbital watermain, built in conjunction with the construction of the Naas Ring Roads.



#### 8.5.2 Wastewater Treatment

Naas town’s wastewater is collected via a gravity and rising mains network and is treated at Osberstown Wastewater Treatment Plant which also serves the towns of Newbridge, Kilcullen, Sallins and Kill. The plant has an existing design capacity of 80,000 population equivalent (PE) and is currently operating at or close to capacity.

The Council is seeking to address the capacity constraints at Osberstown Wastewater Treatment Plant as a priority to facilitate development particularly within Naas. It is envisaged that the earliest date for completion of Phase 1 (increase in capacity to 100,000 PE) would be 2013 with Phase 2 (increase in capacity to 130,000 PE) by 2014.

The provision of additional treatment and network capacity in the Osberstown catchment is imperative to address current water quality issues, to facilitate development that has been unable to take place due to capacity constraints, and to permit Naas to fulfil its strategic settlement and economic role identified in the Regional Planning Guidelines.

The Council will have regard to all relevant waste water legislation particularly Sections 43 and 44 of the Waste Water Discharge (Authorisation) Regulations 2007 when carrying out its function.



## 8.6 SURFACE WATER AND DRAINAGE

Sustainable Urban Drainage Systems are advocated within the Greater Dublin Strategic Drainage Study with a specific objective to ensure that any future development does not increase flooding or pollution of rivers. The system aims to mimic the natural drainage of a site to minimise the impact of a development on potential flooding and pollution of waterways.

The control of surface water and appropriate measures for minimising flood risk is important to a sustainable water services policy. The potential for increased incidences of flooding due to climate change is acknowledged and the Council will seek to include flood risk as a key consideration in both policy formulation and assessment of planning applications.

The issue of surface water drainage is an increasingly important issue in the context of climate change, with higher rainfall levels and increased flood frequency predicted. It is important to note that the town of Naas has not been prone to severe flooding since the installation of a new surface water overflow system in the 1970's. However, it is important to continue to maintain this system, including upgrading the system as required.

Prior to the submission of a development application, it shall be ensured that sufficient surface water capacity exists. Development will not be permitted in areas where insufficient surface water capacity exists.

### 8.6.1 Surface Water and Flood Alleviation

The control of surface water and appropriate measures for managing flood risk is part of the Council's sustainable water services policy. The Office of Public Works (OPW) is the lead agency for flood risk management in Ireland.

The Council is charged with implementing and complying with the Planning System and Flood Risk Guidelines. The Council is also responsible, in liaison with the OPW for the implementation of the Water Services Flood Alleviation Capital programme 2009-2013. An owner of land along the riparian zones are responsible to maintain land and drains that flow through private lands and that do not form part of a drainage district.

The Council is mindful of the potential for increased incidences of flooding due to climate change and will seek to include flood risk identification and management as a key consideration in both policy formation as part of the development plan and in the assessment of planning applications.



## 8.7 WATER QUALITY

The maintenance and improvement of water quality is a key objective of the River Basin Management Plans and other legislative provisions. Drinking water quality in Kildare is monitored on an agency basis, by the Environmental Health Service of the Health Service Executive (HSE) in accordance with the Council's 2007 Drinking Water Monitoring Plan.

The European Communities (Drinking Water) (No. 2) Regulations 2007 (S.I. No. 278 of 2007) transpose outstanding aspects of the EU Drinking Water Directive into Irish Law by underpinning comprehensive supervision and maintenance regimes for both sanitary authority and group water scheme supplies and by providing for increased penalties for non-compliance. Achieving and improving appropriate water quality standards are of significant importance to the Council.

## 8.8 WATER AND DRAINAGE POLICIES

### 8.8.1 Water Supply

It is the policy of the Council:

- WS1:** To secure the development of the priorities outlined in the Water Services Investment Programme - Assessment of Needs 2010 - 2012.
- WS2:** To provide water, sufficient in quantity and quality to serve the needs of the existing and future population.
- WS3:** To examine ways of improving and upgrading the drinking water supply in Naas to cater for existing development in line with changing EU and National Directives, and concurrently to allow for increased residential, industrial and commercial growth in line with the objectives of this Plan.
- WS4:** To upgrade the existing water supply network infrastructure with the aim of improving the supply and quality of drinking water and reduce the level of unaccounted for water.
- WS5:** To promote conservation of water resources and where possible effect a reduction in the overall demand for treated water.
- WS6:** To promote water conservation measures within Naas by requiring the installation of water meters in all new residential units and in units where planning permission is required for an extension.
- WS7:** To require developments to connect to the public water supply.

### 8.8.2 Wastewater

It is the policy of the Council:

- WW1:** To secure priorities outlined in the Water Services Investment Programme - Assessment of Needs 2010 - 2012 including the upgrade of Osberstown Waste Water Treatment Plant.
- WW2:** To upgrade the Osberstown Waste Water Treatment Plant to 130,000 P.E. and to reserve and allocate 20,000 P.E. of that capacity to development that yields long term sustainable employment.
- WW3:** To minimise leakage from the foul sewer network and to minimise surface water infiltration into the foul sewerage system and at the same time reduce groundwater pollution.
- WW4:** To ensure that in areas not served by a public sewer, all single dwellings proposed to be served by a private wastewater treatment system (septic tank or proprietary wastewater treatment system) shall comply with the EPA Code of Practice (Wastewater Treatment and Disposal Systems Serving Single Houses P.E less than or equal to 10) and shall have regard to the County Kildare Groundwater Protection Scheme.

### 8.8.3 Surface Water and Drainage

It is the policy of the Council:

- SW1:** To implement the requirements of the DoEHLG, The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) in the carrying out of functions during the period of the Plan and to update the Strategic Flood Risk Assessment for Naas as appropriate.
- SW2:** To provide the necessary drainage facilities to serve the needs of all development within the town and to prevent pollution and minimise the risk of flooding.
- SW3:** To ensure that new developments incorporate SuDS facilities, unless it can be clearly demonstrated that SuDS is impractical due to specific site circumstances.
- SW4:** To ensure that development proposals for lands that are identified in the Naas Town Council Strategic Flood Risk Assessment (Map 8.1) as being located within an area of potential flood risk, are accompanied by a site specific flood risk assessment appropriate to the type and scale of the proposed development.

- SW5:** To seek to ensure flood risk assessments are undertaken by competent persons (holding an adequate level of professional indemnity insurance) in accordance with the requirements of the DoEHLG 'The Planning System and Flood Risk Management- Guidelines for Planning Authorities' (2009) and that other available flood information is utilised in assessments as it becomes available.
- SW6:** To ensure that all structures adjacent to watercourses (including hard landscaping) be set back from the edge of the watercourse to allow access for channel clearing/maintenance. A set back of between 5 - 20 metres is required depending on accessibility of the watercourse.
- SW7:** To ensure that development in areas liable to flooding and areas where the conveyancing capacity of watercourses is limited must so far as is reasonably practicable, incorporate the maximum provision to reduce the rate and quantity of runoff. For example:
- Hard surface areas (car parks etc) should be constructed in permeable or semi-permeable materials,
  - On site storm water ponds to store and / or attenuate runoff from the development should be provided,
  - Soak-ways or French drains should be provided to increase infiltration and storage and minimise additional runoff.
- SW8:** To ensure that the requirements of the Inland Fisheries Ireland are adhered to in the construction of flood alleviation measures. This includes, but is not limited to:
- Allowance for dry weather flow conditions to be reflected in channel cross section;
  - Appropriate programming of any "instream works" to reflect the requirements of the Fishery Boards.
- SW9:** To protect groundwater resources and drinking water catchments having regard to the County Kildare Groundwater Protection Scheme 1999 (as amended) and Environmental Protection Agency guidelines applicable at the time.

#### 8.8.4 Water Quality

It is the policy of the Council:

- WQ1:** To co-operate with the EPA, HSE and other authorities and to co-operate and assist the Eastern River Basin District project (ERBD) lead authorities in the continued implementation of the EU Water Framework Directive, the Programme of Measures from the River Basin Management Plans and any other legislation for the protection and improvement of drinking water, surface water and groundwater in Naas.
- WQ2:** To work in co-operation with relevant organisations and major stakeholders, to ensure a co-ordinated approach to the protection and improvement of water resources.



- WQ3:** To continue efforts to improve water quality under the Local Government (Water Pollution) Act 1977, (as amended) and by implementing the measures outlined under the Nitrates Directive (91/676/EEC) and complying with the requirements of the Surface Water Legislation Environmental Objectives (Surface Waters) Regulations 2009 and other relevant Regulations.
- WQ4:** To promote public awareness of water quality issues and the measures required to protect both surface water and groundwater bodies.
- WQ5:** To ensure that all agricultural activities adhere to any current or future legislation on water quality, such as the Phosphorous Regulations, Water Framework Directive and Nitrate Directive.



## 8.9 WATER AND DRAINAGE OBJECTIVES

It is an objective of the Council:

- WDO1:** To improve the provision of water and drainage services in new developments and in those areas of the town where deficiencies exist.
- WDO2:** To protect, improve and conserve the town's wastewater resources.
- WDO3:** To facilitate the provision of necessary water infrastructure in a sustainable manner.
- WDO4:** To improve water quality in the town in accordance with European and National legislation.
- WDO5:** To monitor and review the water quality standards of Naas Town Council in light of European Communities (Drinking Water) Regulations 2007 (SI 278 of 2007), and to ensure continuing compliance with the regulations.
- WDO6:** To improve and expand the water supply to all areas in accordance with the Water Strategy and the Water Services Investment Programme for County Kildare.
- WDO7:** To promote rain water harvesting in all developments and in particular for larger developments, as an alternative to attenuation.
- WDO8:** To promote the changeover from septic tanks to mains connections in Naas where this is feasible.
- WDO9:** To carry out a feasibility study on the capacity of the attenuation lakes on the Ballymore Road.
- WDO10:** To design and procure the necessary upgrade works by way of de-silting and possibly enlarging the existing attenuation lakes on the Ballymore Road so as to maximise their efficiency and benefits by way of flood alleviation, while having regard to the natural heritage of the area.
- WDO11:** To carry out a survey of the surface water culverts in Naas to assess their current state, and to improve culverts where necessary.
- WDO12:** To carry out a programme of dredging surface water drains and to continue to ensure that the drains are regularly maintained to minimise the risk of flooding.
- WDO13:** To develop a groundwater protection scheme for Naas in line with the recommendations contained in the DoEHLG/GSI/EPA publication "Groundwater Protection Schemes" 1999 (as amended).

## 8.10 ENVIRONMENTAL SERVICES

**Aim: To conform with European Union, National and Regional policies in relation to waste management, to protect and enhance water, air and noise quality and to promote environmental awareness in Naas.**



## 8.11 CONTEXT

Protection and enhancement of the physical environment is of primary importance to Naas Town Council. The role of the Council in this regard is to prevent water, air and noise pollution and to ensure the provision of the highest standards of waste management facilities.

## 8.12 STRATEGY

The strategy for environmental services seeks to conform with national and regional policy in relation to waste management and to maintain and improve environmental services in Naas. Central to the environmental strategy for the town is a focus on the promotion of environmental protection through education.

The strategy has regard to the internationally recognised hierarchy of waste management options which is:

- Prevention
- Minimisation
- Reuse/recycling
- Environmentally sustainable disposal of waste

### 8.13 WASTE MANAGEMENT

The Council is obliged to collect or arrange for the collection of household waste in its jurisdiction.

Waste collected is currently transferred to Dublin from the Integrated Waste Management Facility at Silliot Hill, Kilcullen for baling prior to disposal at Arthurstown Landfill Site.

The County Waste Management Plan 2005-2010 sets out the overall waste management objectives and includes details on waste production with specific objectives for infrastructure. Policies are outlined for waste prevention, minimisation, recovery/ reuse, recovery / recycling, energy recovery, disposal, waste collection, animal slurries, sludge, hazardous waste and litter prevention. This Waste Management Plan is due to be reviewed.

Section 22 of the Waste Management Act 1996 (as amended by Section 4 of the Waste Management (Amendment) Act 2001) provides the link between a Development Plan under the Planning and Development Act 2000 and the Waste Management Plan.

#### 8.13.1 Litter Management

In accordance with the Litter Pollution Act 1997 local authorities are required to adopt Litter Management Plans. Naas Town Council adopted a Litter Management Plan in 2008 which is due to be reviewed in 2011. The Plan sets out the Council's objectives to prevent and control litter as well as measures to encourage public awareness of the litter problem with particular emphasis on educational and information strategies.

The Plan includes information on and was prepared having regard to:

- The policies and objectives of the Council in relation to the prevention and control of litter;
- Litter prevention and control measures carried out by the Council;
- Litter prevention and control activities being carried out by agencies other than the Council;
- Recycling and recovery facilities provided for public use;
- The Council's enforcement of the Litter Pollution Act 1997.

Since the adoption of the Naas Development Plan in 2005, Naas Town Council has been actively involved in facilitating the delivery of a more sustainable approach to waste management and litter. It is important that an effort is made to reduce the amount of waste going to landfill sites through the introduction of recycling initiatives.

Existing recycling facilities are located at Tesco car park, public car park at Friary Road, church car park Ballycane/Craddockstown, Eurospar car park, Fairgreen and at Áras Chill Dara, Devoy Park.



## 8.14 POLLUTION CONTROL- WATER, AIR AND NOISE

The importance of a clean environment for the economic and social life of the town is well recognised. In this regard, continuous effective monitoring and enforcement in relation to pollution control measures is imperative and will continue over the period of the Plan.

### 8.14.1 Water/Air

The Council's role in relation to water and air is to monitor and promote a reduction in water pollution, through implementation of relevant legislation and through the provision of advice and guidance on best practice.

### 8.14.2 Noise

The Council prepared a Noise Action Plan (2009) in accordance with the requirements of the Environmental Noise Regulations (SI 140 2006). These Regulations give effect in Ireland to EU Directive 2002/49/EC, relating to the assessment and management of environmental noise. Environmental noise is defined as unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity. The Regulations do not address domestic or neighbourhood noise.

The objectives of the Noise Action Plan are to avoid, prevent and reduce, where necessary, on a prioritised basis, the harmful effects of long term exposure to environmental noise. The Plan promotes action on environmental noise through four avenues:

- Noise Reduction at source
- Land use planning adapted to noise goals
- Procedures to reduce noise impact
- Operating restrictions to reduce noise emissions.

### 8.14.3 Light

Light pollution can cause problems in a similar way to noise pollution, however the effects can be reduced. External lighting schemes and illuminated signage on commercial and industrial premises, sports grounds, and other developments, should be designed, installed and operated, so as to prevent nuisance to adjoining occupiers and road users, in the interests of amenity and public safety.

## 8.15 ENVIRONMENTAL SERVICES POLICIES

### 8.15.1 Waste Management

It is the policy of the Council:

- WM1:** To have regard to the County Kildare Waste Management Plan in the implementation, operation and management of schemes and services for the disposal of waste.
- WM2:** To seek to ensure that Naas is served by adequate recycling facilities in the form of kerbside collection, civic site and bring bank-recycling facilities.
- WM3:** To encourage waste prevention, minimisation, reuse, recycling and recovery as methods of managing waste. Where waste management is not being carried out properly, the Waste Management Act, 1996 to 2008 will be used as a means to ensure specific national policies and regulations are adhered to.
- WM4:** To promote and facilitate communities to become involved in environmental awareness activities, community-based recycling initiatives and environmental management initiatives, which will lead to local sustainable waste management practices.

### 8.15.2 Noise

It is the policy of the Council:

- N1:** To enforce, where applicable, the provisions of the Environmental Noise Regulations 2006.
- N2:** To seek to ensure that noise levels do not exceed accepted standards and that new developments incorporate measures to ensure compliance with the Environmental Noise Regulations 2006 and any subsequent revision of these Regulations.
- N3:** To regulate and control activities likely to give rise to excessive noise (other than those activities which require regulation by the Environmental Protection Agency).
- N4:** To require activities likely to give rise to excessive noise to install noise mitigation measures and monitors.





### 8.15.3 Litter

It is the policy of the Council:

- L1: To enforce, where applicable, the provisions of the Litter Pollution Act 1997.
- L2: To implement the strategic actions of the Naas Litter Management Plan 2008 (as amended).
- L3: To continue education and awareness programmes in local schools and to promote grant schemes and initiatives for resident associations and other groups which aim to reduce litter in the town.
- L4: To seek to minimise the effects of all new external lighting on environmental amenity.
- L5: To require the provision of litter bins on or directly adjoining the premises of all neighbourhood facilities.

### 8.16 ENVIRONMENTAL SERVICES OBJECTIVES

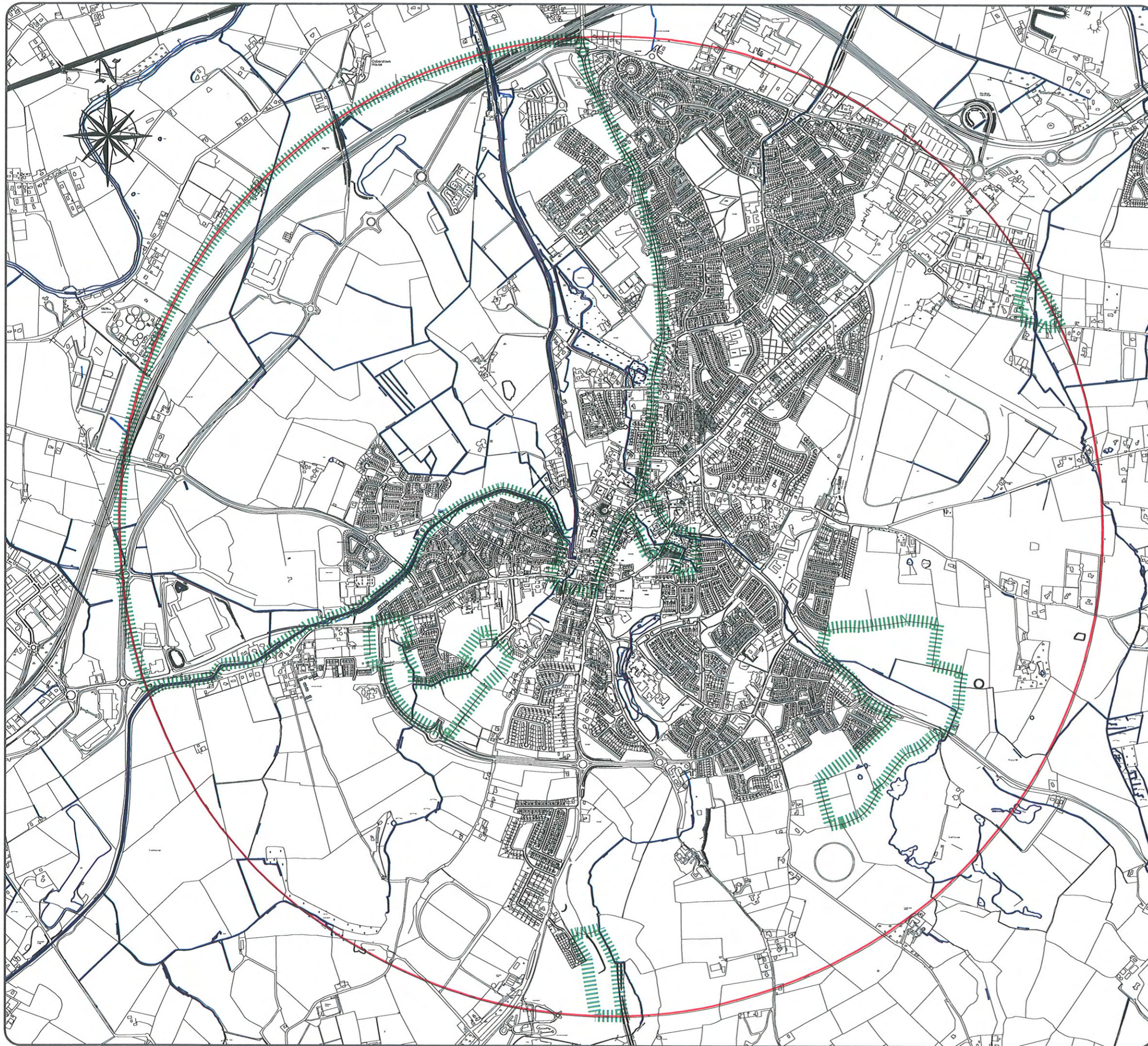
It is an objective of the Council:

- ENO1: To facilitate the implementation of the County Kildare Waste Management Plan 2005-2010 and any subsequent revisions thereof during the period of this Plan.
- ENO2: To investigate the possibility of the further provision of recycling facilities in Naas.
- ENO3: To facilitate the implementation of the Kildare Noise Action Plan (2009) and the Naas Litter Management Plan (2008) and any subsequent amendments of these Plans during the period of this Development Plan.
- ENO4: To continue to monitor air quality at selected locations throughout the town in co-operation with the Health Service Executive and the Environmental Protection Agency.
- ENO5: To continue to monitor watercourses and other sensitive areas of the town's environment with a view to early detection and prevention of pollution.



- ENO6: To continue to support Community Groups, Residents Associations and the Tidy Town's Committee, in the promotion of Naas as a clean and attractive town.
- ENO7: To continue and expand environmental awareness initiatives designed to create increased public awareness of waste prevention, minimisation and reuse.








NAAS TOWN COUNCIL

Naas Town Development Plan  
2011 - 2017

LEGEND

-  Development proposals for lands outlined shall be the subject of site specific Flood Risk Assessment appropriate to the type & scale of the proposed development
-  Existing watercourses and features
-  Naas Town Council Boundary

Strategic Flood Risk Assessment

Scale: N.T.S.

Map Ref.: 8.1

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/530

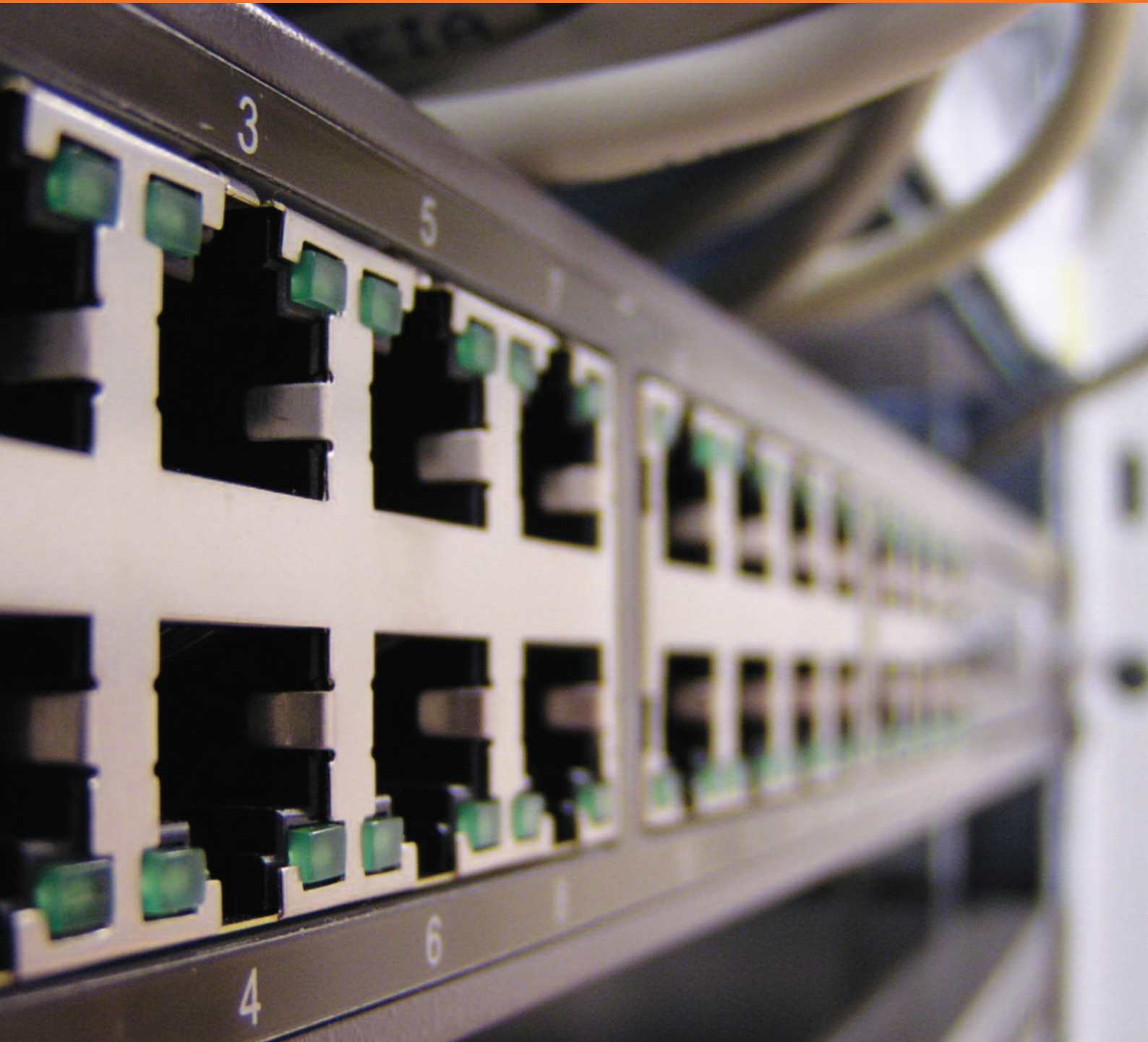
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## CHAPTER 9

### Energy and Communications





# Energy and Communications

**Aim: To promote energy conservation in Naas; through appropriate land use and building standards with an aim to reduce the demand for energy and fossil fuels in particular and to promote and facilitate the development of telecommunications infrastructure.**

## 9.1 BACKGROUND

It is acknowledged that energy efficiency is paramount if Ireland is to assist in mitigating its vulnerability to climate change. The dependence on dwindling fossil fuels is likely to be costly and unsustainable environmentally and economically as the world faces the potential depletion of these non renewable energy resources. The combustion of non renewable sources also results in emissions to the atmosphere. It is therefore important that the use and dependence on fossil fuels is reduced. The importance of a high quality telecommunications infrastructure in the context of national, regional and local development is also recognised.

The development of renewable energy sources is a priority at national and European level for both environmental and energy policy reasons.

The Government's primary policy on energy is set out in the Energy White Paper "*Delivering a Sustainable Energy Future for Ireland – The Energy Policy Framework (2007-2020)*". It sets out a broad energy policy framework for the long-term development of the energy sector, including power generation, energy efficiency in transport and the built environment. It seeks to make a substantial contribution to reducing greenhouse gas emissions through energy efficiency improvements, changes in fuel mix and the increased use of renewable energy.

The "*National Climate Change Strategy 2007-2012*" also focuses on encouraging renewable energy sources. A more recent document entitled "*The National Energy Efficiency Action Plan (2009- 2020)*" also seeks to improve energy efficiency across a number of sectors to ensure a sustainable energy future.

### 9.1.1 Wind Energy Development Guidelines for Planning Authorities 2006 (DoEHLG)

These guidelines offer advice to Planning Authorities on planning for wind energy through the development plan process and in determining applications for planning permission. The guidelines require that a development plan must achieve a reasonable balance between responding to overall Government Policy on renewable energy and enabling the wind energy resources of the Planning Authority's area to be harnessed in a manner that is consistent with proper planning and sustainable development.



### 9.1.2 Telecommunications Antennae and Support Structures, Guidelines 1996 (DoEHLG)

The aim of these guidelines is to provide relevant technical information in relation to telecommunication installations and to offer general guidance on planning issues so that their environmental impact is minimised and a consistent approach is adopted by Planning Authorities in the preparation of their development plans and in the operation of development control.

## 9.2 STRATEGY

The strategy seeks to address the issue of climate change, energy efficiency and to promote a quality telecommunications infrastructure in Naas through measures such as:

- Conformity with national policy and continuing to take a positive approach to the development of renewable energy facilities, where appropriate;
- Energy use avoidance or reduction, through better planning and maximum efficiency in land use;
- Recognising that brownfield and underutilised sites represent significant opportunities for redevelopment, particularly where located close to existing or future transport corridors and may offer the opportunities to utilise energy saving technologies;
- Encouragement of the transfer of journeys to more sustainable forms of transport;
- To ensure that the location of renewable energy structures should minimise and/or mitigate any adverse visual and environmental impacts on the built or natural environment;
- To encourage the improvement of energy efficiency of existing building stock, and to promote energy conservation in the design and development of all new buildings;
- To encourage a high quality telecommunications service and to achieve a balance between facilitating the provision of telecommunications services and in sustaining residential amenities and environmental quality.

## 9.3 ENERGY USE

The most recent comprehensive data available for energy use in Ireland is from 2007 and indicates that energy use is split relatively evenly between the three principal energy users – transport (33%), electricity generation (33%) and heating (34%). Growth in energy demand is forecast to be 2-3% annually to 2020. In 2007, 96% of Ireland's total energy demand was met by imported fossil fuels, with oil accounting for around 56% of the country's total primary energy supply.

## 9.4 RENEWABLE ENERGY RESOURCES

Renewable energy can be defined as energy generated from resources that are unlimited, rapidly replenished or naturally renewable and not from the combustion of fossil fuels. Naas is limited in its capacity to generate renewable wind energy. Therefore the main sources of renewable energy may include, solar energy, ground source heating systems and through the built environment.

**Table 9.1 Main Sources of Renewable Energy**

Source	Type
Sun	Solar Energy
Wind	Wind Energy
Water	Hydropower, wave and tidal energy
Geothermal	Heat energy from below the surface of the earth
Biomass	Energy from wood, waste and energy crops

### 9.4.1 Solar Energy

Solar Energy can provide a suitable source of energy for buildings and reduces demand for electricity supply from the national grid. Three basic techniques are used today to harness solar energy and gain maximum benefit of solar energy in buildings:

- Passive Solar
- Active Solar Heating
- Solar Photovoltaic (PV) Systems

### 9.4.2 Wind Energy

The potential for generation of wind energy in the urban area of Naas is likely to be confined to smaller scale domestic and/or local level wind energy production in conjunction with other renewable energy sources as opposed to large scale windfarm development.

In the event of development proposals, the *Wind Energy – Guidelines for Planning Authorities*, 2006 (DoEHLG) will be taken into consideration.

### 9.4.3 Ground Source Heating Systems

The provision of ground source heat pumps, also known as geothermal heat pumps is encouraged. These are used for space heating and cooling, as well as water heating for both residential and commercial developments.

### 9.4.4 Small-Scale Renewable Energy

The classification of small-scale renewable energy sources are in line with the *Planning and Development Regulations (Exempted Development)*, 2008. The provision of each of the following for domestic use may be exempt from planning permission, subject to certain conditions;

- Stand-alone wind turbines
- Building mounted wind turbines
- Building mounted solar panels
- Stand alone solar panels
- Ground source heat pumps
- Biomass (includes fuel storage tanks/structures) Planning and Development Regulations came into effect in July 2008 which provide exemptions for wind turbines, met masts, combined heat and power (CHP) plants, solar panels and biomass boiler units, subject to certain conditions for industrial, commercial and public buildings.

## 9.5 Energy Efficiency in Buildings

Research has indicated that CO<sub>2</sub> emissions from buildings across the EU could be reduced by 22% through improved energy efficiency. Recent revisions of Part L of the Building Regulations in 2008 have raised the standards to which buildings are to be designed and constructed with regard to heat loss and CO<sub>2</sub> emissions. The EU Energy Performance of Building Directive (EPBD) contains a range of provisions aimed at improving energy performance in residential and non-residential buildings both new build and existing.

Good design is considered as being the key in achieving optimum energy performance of buildings. Developers should have regard to the following:

- Site layout and associated bioclimatic/ passive solar design measures;
- Enhanced levels of insulation in walls, floors, glazing and doors;
- Heat recovery systems;
- Use of sunlight;
- Water conservation measures;
- Suitable building materials;
- Efficient provision of domestic hot water;
- Use of low CO<sub>2</sub> emitting fuels;
- Energy efficient lighting systems;
- Incorporation of renewable energy systems e.g solar, heat pumps;
- Provision of group or district heating systems





## 9.6 NON-RENEWABLE ENERGY

Non-renewable energy refers to energy that can be used only once e.g. burning of fossil fuels. Most non-renewable sources of energy produce greenhouse gases when they are used. Nonrenewable energy sources include gas, oil, peat etc. It is the general aim of this Plan through related policies and objectives to reduce the dependency on non-renewable energy.

### 9.6.1 Electricity

Electricity generation installations (other than small scale projects) require grid connection. The electricity infrastructure of Naas comprises one 400kV power-line, two 220 kV power-lines, one 110 kV and associated 38 kV lines. There is reserve power available at Naas and this is particularly advantageous for industries wishing to locate in the town.

This Plan seeks to encourage the under-grounding of overhead electricity cables, particularly in the town centre, during the lifetime of the Plan.

Coupled with the provision of alternative, renewable sources of electricity, it is important to reduce the amount of electricity consumed. This will entail electricity saving measures built into existing and new structures and behavioural changes in the use of power.

### 9.6.2 Gas

Naas is served by a natural gas supply since the mid 1990's. It comes via a spur from the Cork to Dublin trunk line, and is regulated by a pressure reducing installation at Craddockstown. At the present time there is significant reserve capacity available at the pressure reduction station at Craddockstown.

## 9.7 TELECOMMUNICATIONS INFRASTRUCTURE

The importance of the telecommunications sector to the local economy is acknowledged. Access to advanced information and communications infrastructure is essential to development and offers a competitive advantage in attracting economic development and inward investment. The vast growth in the use of the internet requires infrastructure investment to accommodate this growth. The planning authority will have regard to the DoEHLG guidelines "*Telecommunications Antennae and Support Structures*" (1996), and to such other publications and material as may be relevant in the consideration of planning applications for such structures.



### 9.7.1 Broadband

The availability of broadband infrastructure enables high speed access to information for industry, public and private sector organisations. It facilitates international e-commerce and is essential for all aspects of business including Small and Medium Enterprises (SME's) and multinationals. The Metropolitan Area Networks (MAN) comprises a broadband network from the Greater Dublin Area to the towns of Leixlip, Maynooth, Kilcock, Clane, Sallins and Naas. The connection from Sallins along the Naas Branch Canal to the Naas Eircom Exchange was recently completed. The provision of the broadband network has enhanced the potential of Naas for investment and will lead to increased opportunities for further economic development.

## 9.8 ENERGY POLICIES

It is the policy of the Council:

**EM1:** To support the National Climate Change Strategy and to facilitate measures that seeks to reduce emissions of greenhouse gases. In this regard, the Council will generally support initiatives taken to provide for more sustainable forms of energy use subject to the principles of proper planning and sustainable development.

**EM2:** To promote energy conservation and efficiency measures and facilitate innovative building design that promotes energy efficiency and use of renewable energy sources in accordance with national policy and guidelines.

**EM3:** To encourage use of passive solar design principles for residential building(s).

**EM4:** To support and encourage the installation of solar collectors and panels for the production of heat or electricity in residential and commercial buildings, in line with relevant design criteria.

**EM5:** To support and facilitate the provision of improved energy supplies to the town in order to support economic and social development.

**EM6:** To promote, support and facilitate the development of renewable energy in Naas, where it is considered appropriate.

**EM7:** To encourage through coordinated landuse and transport planning, a reduction in the demand for vehicular travel and journey lengths.

**EM8:** To promote the design and construction of buildings so as to limit the amount of energy required for the operation of the buildings and the amount of CO<sub>2</sub> emissions associated with this energy use insofar as is reasonably practicable.

**EM9:** To implement a programme for the under grounding of existing overhead cables throughout the town centre during the lifetime of the plan, subject to available funding.

**EM10:** To seek the undergrounding of all electricity, telephone and TV cables, in all new developments and wherever possible in the interest of visual amenity.

**EM11:** To encourage the extension of the existing gas infrastructure network in Naas and its environs in consultation with Bord Gáis.

**EM12:** To support the development and expansion of the electricity transmission and distribution grid network.



## 9.9 TELECOMMUNICATIONS POLICIES

It is the policy of the Council:

- TE1:** To encourage the development and expansion of communication, information and broadcasting networks, including mobile phone networks, broadband and other digital services.
- TE2:** To encourage owners and operators of telecommunication structures to facilitate the co-location of antennae on existing support structures and masts.
- TE3:** To achieve a balance between facilitating the provision of telecommunications infrastructure in the interests of social and economic progress, and sustaining residential amenity and environmental quality.
- TE4:** To ensure that the location of telecommunications structures should minimise and/or mitigate any adverse impacts on communities and the built or natural environment.
- TE5:** To preserve significant landscape views from the visual intrusion of large scale telecommunications infrastructure.
- TE6:** To ensure that new telecommunications infrastructure are adequately screened, integrated and/or landscaped so as to minimise any adverse visual impacts on the environment.
- TE7:** To promote and encourage the delivery of a high capacity ICT infrastructure, broadband network, cable and broadcasting technologies and facilitate access to it by all sections of the community by developing initiatives through the public library service.

## 9.10 ENERGY AND COMMUNICATION OBJECTIVES

- ECO1:** To support the modernisation and development of telecommunications and broadband infrastructure to cater for population growth, and to support the existing and future economy of Naas to support economic development and to attract investment.
- ECO2:** To implement on a phased basis a programme of under grounding existing overhead cables throughout the town centre during the lifetime of the Plan and to seek DoEHLG financial support to undertake such works.
- ECO3:** To support the implementation of the National Broadband Scheme insofar as it relates to Naas and to co-operate with the Department of Communications, Energy and Natural Resources in any future additions to the scheme.
- ECO4:** To seek to achieve the objectives of the Building Energy Rating System insofar as it relates to public buildings in the control of the Local Authority and to support and encourage all other public and non-public buildings in achieving their energy rating requirements.



## CHAPTER 10

Social, Community, Recreation & Amenity



# Social, Community, Recreation & Amenity

**Aim: To ensure that Naas is an attractive place to live and work by fostering the development of strong inclusive communities that have a sense of place and belonging, with adequate provision of accessible community and recreational facilities to serve the needs of the town's growing population.**

## 10.1 BACKGROUND

It is recognised that the provision of accessible social and community infrastructure contributes to the quality of life for all and it is important that such facilities also be provided in tandem with the development of new dwellings and neighbourhoods. The DoEHLG guidelines on 'Sustainable Residential Development in Urban Areas' (2009) highlight the need to phase development in line with the availability of infrastructure such as schools, amenities and other facilities.

Social inclusion is a key objective at national and local level. It refers to the way in which all persons in a community are integrated in an equitable manner. In order to combat social exclusion, actions must be taken which focus on the most disadvantaged areas and the resources necessary for people to participate fully in economic, social, cultural life and enjoy a standard of living and well being that is considered normal in today's society.

At a national level "Towards 2016" proposes a "Lifecycle" approach to tackling poverty and social exclusion. The targets and interventions through which objectives are to be achieved are outlined in "The National Action Plan for Social Inclusion 2007- 2016".

## 10.2 STRATEGY

It is proposed to strengthen communities through the provision of attractive community facilities and recreational amenities that meet the needs of all sectors of the population of Naas. The Council will have regard to strategies and guidelines including the National Development Plan 2007-2013, the National Action Plan for Social Inclusion 2007- 2016. The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities (2008), Childcare Facility Guidelines for Planning Authorities (2001), Kildare Local Authorities Traveller Accommodation Programme 2009-2013, the Sustainable Residential Development in Urban Areas (2009) and the Urban Design Manual, A Best Practice Guide (DoEHLG 2008).

The promotion of social inclusion and provision of community and recreational facilities through the planning process will be facilitated in accordance with the following provisions:

- Ensuring sufficient zoning of land to meet community infrastructure requirements over the life of the Plan,
- Facilitating the provision of facilities by reserving lands for community and education purposes,
- Facilitating the expansion of existing recreational and amenity areas,
- Using the Council's Development Contribution Scheme to provide infrastructure to the community including the provision of open space, recreational and community facilities,
- Requiring the provision of neighbourhood centres and community facilities within walking distance of and concurrent with new residential development while also promoting the use of shared facilities,
- Encouraging high quality layout and design in housing schemes and a mix of house types and sizes to cater for different housing needs,
- Promoting the development and access to public transport, safe pedestrian and cycle routes,
- Ensuring that relevant development proposals incorporate access to facilities for people with disabilities.

### 10.3 SOCIAL AND COMMUNITY

Community infrastructure includes buildings and other facilities which provide community, educational, social, health, childcare, cultural, religious, recreation and leisure facilities. Such facilities should be properly located to maximise and facilitate ease of access. The more difficult it is to reach these services, the less likely people are to use them, particularly the more vulnerable members of the community. They encompass facilities and services that are publicly provided and those which are privately funded and developed. Community infrastructure also includes traditional local services such as local shops which, in addition to a primary commercial function, can help maintain and nurture a sense of community at a local level.



The County Development Board Strategy for the *Social, Economic and Cultural Development of County Kildare, 2012* explores the policy mechanism for the delivery of community infrastructure and services at the local level. Naas town boasts a wide range of community and voluntary sector groups with approximately 32 community groups and 50 residents associations which are active across a range of areas including health, community development, environment, youth, education, sports and recreation, arts and music.

#### 10.3.1 Community Facilities

Community facilities contribute to quality of life and help to develop a sense of community. Community facilities should be multi-functional, cohesive and multi-use. Naas is relatively well serviced by community facilities including educational, healthcare, a fire service, Garda station, various religious places of worship and a library service. It also contains significant recreational/ leisure and open space facilities.

### 10.4 GROUPS WITH SPECIFIC DESIGN/PLANNING NEEDS

There are a number of groups in society with specific design and planning needs including people with disabilities, ethnic minorities and the traveller community.

#### 10.4.1 Young People and Children

The 2006 Census indicates that Naas town has a significant population in younger age groups with 36% being under the age of 25. This compares with similar towns such as Tullamore and Navan with 35% and 37% of their respective populations being under the age of 25.

It is acknowledged that the provision of youth facilities and services is important in the town. Kildare Youth Services is important in the provision of development, learning opportunities and services for the youth of the town. Naas has a dedicated youth facility operated by KYS and the Council will actively encourage the participation of KYS and other services in the development of any future youth facilities for the town.

There is a wide variety of sporting facilities to choose from in and around the town. The Council is committed to enhancing the range and quality of sports facilities and to ensure that there is reasonable public access to sport and a network of facilities. A new area of land has been zoned open space and amenity adjacent to the Caragh Sports Centre to encourage the development of a town/regional sports facility at this location. It is necessary to retain such facilities in locations where they are of most value and are accessible to the community being served, especially younger people.

The Council recognises the importance of play areas for children. All play areas should be located where they can be overlooked by dwellings but will not cause unreasonable nuisance problems for residents. Play areas shall be designed specifically for children's play and include play equipment and safety surfacing which conforms to relevant safety standards.

Play can also be provided for in a less formal way. Children use their whole environment to play and it is possible through careful design and landscaping of the built environment to provide quality play areas.



#### 10.4.2 People with Disabilities/Mobility Impaired

People with disabilities and the mobility impaired face particular physical barriers to access and movement. For people with mobility impairments, ensuring level/ramped access to buildings, dished kerbs and the provision of appropriate parking and toilet facilities are important. For people with visual impairments, tactile paving that can be felt underfoot and audible signals at pedestrian crossings are necessary. The new "K Leisure Centre" facility on the Caragh Road Sports Campus ensures accessibility to all in accordance with the objectives of 'Building for Everyone' and 'Access for the Disabled'.

#### 10.4.3 Older People

The Census of 2006 recorded that 6.9% of the population of Naas was over 65 years of age which is well below the national figure of 11%. The CSO report (2008) *Regional Population Projections 2011-2026* projects a nationwide doubling in numbers of old persons (65 years and over) between 2006-2011, with the most marked increases likely to occur in the Mid-East region of over 164%.

Each local community must plan to provide a range of supports and services to enable its older people to maintain an optimum level of health, dignity and independence at all times. The Council is not a provider of residential care and nursing homes, nor is it responsible for the provision of health and social services. However, the Council is responsible for regulating the development and use of land in the public interest.

There is widespread recognition of the need to plan and design for housing, community and care facilities for the elderly. The NESR report *Well-Being Matters: A Social Report for Ireland* (2009) points to a number of ways where the quality of life of older people can be improved through planning and the built environment. These measures include:

- Availability of a mix of dwelling types (integrated housing and care services) of good design across all tenures;
- Preparation of Housing Action Plans to address special needs and specifically the role of the voluntary and co-operative housing sector;
- Inter-agency co-operation to cater for care needs in accommodation;
- Services to provide enhanced home security and energy conservation, including improved heating systems and insulation.

The 'National Quality Standards for Residential Care Settings for Older People in Ireland' published by the Health Information and Quality Authority (February 2009) set standards for the provision of care facilities for the elderly. These standards provide a baseline for those with the responsibility for providing nursing home facilities and include specific standards for the design and layout of the internal and external environment of care facilities.

Residential care facilities catering for older people should be located in close proximity to convenience shops, community facilities and public transport nodes.

#### 10.4.4 Ethnic Minority Groups

Naas has a diverse population. Service provision /community facilities in the area should reflect the varying needs of the community. Review of the census data from 2002 and 2006 indicated that the largest group of foreign nationals residing in Naas were from Lithuania and Poland. The 2002 Census Data indicated that 3% of the population were from Eastern Europe while this percentage increased to 8% of the total population of Naas in 2006.

#### 10.4.5 Traveller Community

The Traveller Accommodation Programme 2009- 2013, adopted by Kildare County Council in February 2009 assessed the needs of the traveller accommodation in Naas. It states that there was a need for a Group Housing Scheme for two families. As both families in question are also considering Standard Housing, the need for Traveller Specific Accommodation for Naas has not been included as a specific implementation measure in the Programme. Should a definite preference be expressed for Group Housing at a future point in time, a provision can be made in the Plan to include this requirement.

### 10.5 CHILDCARE

The provision of childcare facilities, in its various forms, is recognised as a key piece of social infrastructure, enabling people to participate more fully in society, particularly in accessing employment, education and social networks.

Naas Town Council is working with the Kildare Childcare Committee to improve the quality, provision and affordability of childcare in the county. *Kildare Childcare Committee Strategic Plan 2007-2010* sets out the following objectives with the aim of delivering quality childcare and educational services centred on the needs of the child:

- Identify training needs and to promote and facilitate professional development opportunities where appropriate;
- Liaise with all stakeholders in the County on the role of the County Childcare Committee in the provision of childcare facilities and any associated advice;
- Increase the supply and enhance the quality of childcare services;
- Provide training and capacity building of all staff involved in childcare provision;
- Enhance management and HR practices.

Naas town currently has thirty-two pre-school facilities / providers in the town area. The number of providers is likely to increase with the introduction of a free pre-school year of Early Childhood Care and Education (ECCE) for all children between the ages of 3 years 3 months and 4 years 6 months. The Council will have regard to the criteria regarding the provision and location of such facilities set out in the Childcare Facilities Guidelines for Planning Authorities published by the DoEHLG in 2001.

The Council seeks to encourage the development of childcare facilities in the following locations:

- Business Parks and major employment centres;
- Neighbourhood and district retail centres;
- Large scale retail developments;
- In, or in the vicinity of, schools and major educational facilities;
- In, or adjacent to, community centres and facilities;
- Adjacent to public transport nodes;
- Within new and existing residential developments.

### 10.6 EDUCATION

The Department of Education and Science is responsible for the delivery of educational facilities and services.

*The Provision of Schools and the Planning System, a Code of Practice for Planning Authorities*, published jointly by the Department of Education and Science and the Department of Environment, Heritage and Local Government sets out the best practice approach that should be followed by planning authorities in facilitating the timely and cost effective provision of school facilities by the Department of Education and Science in line with the principles of proper planning and sustainable development.

Currently five primary schools and three post primary schools serve Naas and its environs. There are 56 hectares of land zoned for community and education use in Naas, of this approximately 23 hectares remains undeveloped. These lands are located within the Northwest Quadrant area, on the Craddockstown Road, the Kilcullen Road and along the South Ring Road. It is considered that there are sufficient lands zoned to cater for the projected demands over the period of this Plan.

**Table 10.1 Numbers of Children attending Schools in Naas (2009)**

School	No. of Pupils (approx)
St David's National School	94
Scoil Chorbáin	641
Holy Child National School	597
Mercy Convent National School	899
Scoil Bhríde National School	320
Gaeilscoil Nás na Ríogh	90
Coláiste Naomh Mhuire	891
Meanscoil Iognáid Rís	813

### 10.7 HEALTH CARE FACILITIES

Responsibility for the provision of Health Care Facilities in Naas lies with the Health Service Executive (HSE). The Council will facilitate and encourage the provision of improved health care facilities in appropriate locations. There is a growing trend for the provision of local health care services in Primary Health Care Centres, where a range of health services, including GP's and related services are grouped together in one location. The preference will be for these to be located in Neighbourhood Centres, where they can link in with other local services, including pharmacies, shops and services, in order to reduce the need to travel.

Naas is served by established healthcare facilities, including Naas General Hospital. The HSE is in the process of refurbishing the former Kildare Council offices at St Mary's in Craddockstown. In addition to the hospital, the Vista Primary Care Campus opened on the Ballymore Road in 2008 and is in close proximity to Naas General Hospital.



### 10.8 ARTS AND CULTURAL FACILITIES

Arts and Cultural facilities are wide ranging and include halls for meetings, community arts centres, theatres and music venues. Such facilities contribute towards the intellectual, artistic and social quality of life.

The Arts Plan, '*Making Inroads: Kildare County Council Arts Development Plan 2006-2011*' outlines the Art Strategy for County Kildare. It identifies strategic objectives and how it proposes to achieve them. The plan has been developed having regard to national policy, including the Arts Council '*Partnership for the Arts 2006-2010*' and '*Kildare: 2012, An Economic, Social and Cultural Strategy for Kildare*'.

The Arts create opportunities for the cultural development of all the community. In addition they offer all the community - young, old and minority groups, a creative outlet and an alternative to sport and active recreation. The Council will facilitate, encourage and support cultural activities.

The Moat Theatre located west of the Main Street represents a significant cultural feature for the town. The building in its current form was extended, renovated and re-opened in April 2003. It includes a 200 seat auditorium and stage, a foyer/coffee shop and bar area. The theatre attracts major comedy, musical and drama acts and presents regular performances by local drama societies.

Naas library, located in the harbour area is another important cultural focal point and provides vital community, information, cultural and outreach roles within the town.

There is an audio-visual section, information technology facilities and first floor exhibition/function area available to local groups for exhibitions, recitals and readings.



## 10.9 RECREATION AND AMENITY

Quality recreation, leisure and amenity facilities have a fundamental impact on the quality of life in a town and on its social integration and cohesiveness. The provision of amenities which can cater for the demands of an increasing population and which will be accessible for all sectors and age groups is a central element in the delivery of sustainable communities.

Sporting, recreation and leisure activities are of primary importance to the quality of life enjoyed by the people of Naas. The town is relatively well served by such facilities with a wide variety of clubs and organisations operating within the town. Some of these facilities include, Naas GAA, Naas Rugby, Naas Tennis Club, Naas Athletic club, the Soccer club, hockey club at the Caragh Sports Centre and the new Swimming Pool adjacent to the Caragh sports centre. Furthermore there are also a number of privately owned sports facilities including the Osprey Hotel, Naas Health and Fitness and Kilashee House Hotel & Villa Spa. The schools also facilitate local sports clubs through the use of their facilities after school hours. Kildare Sports Partnership was launched in 2001 and adopted a strategic plan for physical recreation. Kildare Sports Partnership is working with the County Development Board to complete the strategic plan to provide all residents in the County with an opportunity to participate in some form of sport regardless of age, ability, gender, social or economic circumstances.

Other important recreational amenities the town has to offer include the Corbally branch of the Grand Canal which is used for walks and has potential for boating tourism, the lakes off the Ballymore Road which are part of a linked passive recreation area and are located in proximity to the town centre and the Monread Park and playground which offer an important facility for the residents of the Monread area. Furthermore, Naas was chosen by Fáilte Ireland under the National Development Plan 2007-2013 as a priority for funding in developing historic town trails. The trail was launched in September 2009 with 32 signs erected facilitating the exploration of the town's historic features.

### 10.9.1 Children's Play Facilities

The Council acknowledges the overarching role of the National Play Policy 'Ready, Steady, Play', as published by the Department of Health and Children, 2004.

The objectives of Ready, Steady, Play include:

- To improve the quality and safety of playgrounds and play areas;
- To ensure that children's play needs are met through the development of a child-friendly environment;
- To give children a voice in the design and implementation of play policies and facilities;
- To maximise the range of public play opportunities available to all children, particularly children who are marginalised, disadvantaged or who have a disability.

The Town Council will be guided by the County Kildare Play Policy which will be developed over the period of the plan.

### 10.9.2 Parks and Public Open Spaces

Open spaces are a vital part of the urban environment. Open space amenities create benefits for the enhancement of the quality of life of residential areas and also provide opportunities for recreational activities, ecological, environmental preservation and education. Furthermore, open space fosters a sense of place. The Council is responsible for the maintenance and management of a number of open spaces and amenity areas in Naas. The planning process plays a vital role in ensuring that existing parks and open spaces are protected and enhanced. In addition it is key to the provision of appropriate, high quality parks and open spaces to cater for increased demand as new residential areas are created and the population increases.

In December 2008, an Open Space Strategy was prepared for County Kildare. The strategy identified a hierarchy of open space for the county, provided an audit of open space based on this hierarchy and assessed current and future open space needs within the county. The strategy noted that there is a diversity of public open space throughout Naas, including local and neighbourhood parks, open space in private ownership and large tracts of zoned open space.



The land use zoning objectives (Map 14.1 Refers) outlines the areas designated for open space and amenity in Naas. These open spaces include lands which are in public and private ownership and consist of sports centres, Naas Racecourse, Craddockstown Golf Club, the lakes off the Ballymore Road, Monread and Ballycane Parks, in addition to approximately 142 hectares of land zoned for open space and amenity purposes throughout Naas.

Of the overall open space zoned in the town, an area of approximately 80 hectares is zoned specifically for a future park /greenbelt. This area bounds the Canal on both sides, running from Osberstown Bridge via Tandy's Bridge to the Canal Harbour area in close proximity to Naas town centre. The parkland includes Oldtown Demesne and associated gardens. (Map 10.2 Future Park/Green Belt Refers)

### 10.9.3 Strategic Provision of Public Open Spaces

The Council seeks to establish a hierarchy of open space for various categories of the population and provide a situation whereby every resident in the town lives within a comfortable walking distance, e.g. 10 minutes of a range of open space types such as formal parks and children's play areas. The Department of the Environment 'A Park's Policy for Local Authorities' (DoE 1987) recommends that amenity areas be provided in a 'Hierarchy of Parks' based on population units of 10,000. This policy recommends a neighbourhood park of about 16 ha or 40 acres and two local parks within a specified distance of the population to be served.

The Guidelines on Sustainable Residential Development in Urban Areas (DoEHLG 2009) recognise that assessing open space on a population basis can be difficult due, inter alia, to the unpredictability of occupancy rates. Town centre

development will be unable to achieve the same public open space provision as suburban sites. These factors will be taken into account when planning open space provision. Large areas of open space should be located adjacent to existing or proposed neighbourhood centres, community facilities and educational campuses in order to facilitate multi-purpose use, to meet a variety of needs and thus be able to fulfil a range of functions.

Where development is proposed on lands adjoining the Canal, an area immediately adjacent the waterway should be retained as a linear park or walkway, which links into the wider open space network (e.g. parks and other open space) and is accessible to the general public. The development of a green network for the town is important in developing a hierarchy of open space areas. Green networks function as long distance walking and cycling routes as well as ecological corridors. This Plan seeks to create greater linkages between the existing and future green infrastructure generally in accordance with Map 10.1 Open Space and Green Network.

### 10.9.4 Allotments

An emerging new form of land use has been the development of allotments. Allotment gardens allow a number of people to cultivate their own vegetables in individual plots/land parcels on lands owned by another private individual or body. The individual size of a plot/parcel ranges between 200-400sqm and often the plots include a shed for tools and shelter. The individual gardeners are usually organised in an allotment association which leases the land from the owner which may be a public, private or ecclesiastical entity. Allotments can have a number of benefits including the promotion of healthy lifestyles, biodiversity and providing a cheaper, local and sustainable source of food.

## 10.10 SOCIAL AND AMENITY POLICIES

### 10.10.1 Social

It is the policy of the Council:

- SC1:** To promote equality of access to services and facilities and assist in the removal of barriers to full participation in society.
- SC2:** To work with other relevant organisations, including the County Development Board, to facilitate the provision of public and social services.
- SC3:** To promote the delivery of services by means of supporting IT kiosks and information points in libraries, schools and local shops/post offices.
- SC4:** To support and encourage the establishment of consultation structures, particularly those associated with the County Development Board, which enhance and enable communities to engage in policy making in the Town Council area.

### 10.10.2 Community

It is the policy of the Council:

- C1:** To actively promote the provision of community, educational, social and recreational facilities in tandem with future housing development.
- C2:** To encourage the shared use of community facilities so as to maximise the sustainable use of such infrastructure and promote community cohesion.
- C3:** To continue to support the provision and the management of Community Centres, Neighbourhood Centres, Youth Cafes and other facilities which provide a range of social, cultural and educational facilities to communities and to ensure they are accessible to people of all needs.
- C4:** To co-operate with Kildare County Council in expanding or re-locating the library during the period of the Plan to cater for the increased demand due to an expanding population.

### 10.10.3 Education Facilities

It is the policy of the Council:

- ED1:** To co-operate with the Department of Education & Science, the Vocational Educational Committee for County Kildare and School Management Boards in the provision of school places.
- ED2:** To promote, in conjunction with the relevant authorities, the provision of a third level facility within the town.
- ED3:** To develop opportunities for career development and retraining and develop links between the employment and educational sectors.
- ED4:** To support and facilitate research and development initiatives.
- ED5:** To facilitate the provision of adequate, quality infrastructure for education and training, accessible for all members of the community.

### 10.10.4 Childcare Facilities

It is the policy of the Council:

- CF1:** To facilitate provision of childcare facilities in accordance with the '*Childcare Facilities: Guidelines for Planning Authorities*' (DoEHLG) and the '*Child Care (Pre-School Services) Regulations 1996 & 1997*', '*Ready, Steady, Play! A National Play Policy*' (2004) and any other relevant statutory guidelines which may issue during the life of this Plan.
- CF2:** To facilitate and encourage the provision of childcare facilities of an appropriate type and scale at appropriate locations throughout Naas, including possible colocation with other community facilities.

### 10.10.5 Healthcare Facilities

It is the policy of the Council:

- HCF1:** To support and co-operate with promoters or operators of public and private health care facilities by facilitating and encouraging the provision of improved health care facilities in appropriate locations.



### 10.10.6 Cultural Facilities

It is the policy of the Council:

- CLF1: To encourage and assist in the development of the arts and to support the ongoing development of cultural infrastructure.
- CLF2: To ensure that all arts and cultural facilities in the ownership and management of the Council are accessible to the wider community and to promote the role of these facilities as focal points for the community.

### 10.10.7 Older People

It is the policy of the Council:

- OP1: To facilitate the provision of continuing care facilities for the elderly such as:
  - a) Own homes (designed to meet the needs of elderly people)
  - b) Sheltered housing
  - c) Day-care facilities
  - d) Nursing homes
  - e) Specialised care units.
- OP2: To cater for the diversity of older people's needs by promoting adaptability and flexibility in the design of homes and the promotion of appropriate commercial and community facilities in population centres with higher proportions of older people.
- OP3: To site residential care facilities for the elderly in accordance with the following:

Facilities should be:

- a) Located close to community and social facilities required by occupants (e.g. shops, post office, community centres, etc) thereby ensuring that older people can remain part of existing communities.
- b) Easily accessible for residents, employees, visitors and service providers. In this regard there is a presumption against this type of development in the open countryside for reasons relating to sustainability, poor accessibility, lack of public transport, social exclusion and isolation. A Mobility Strategy shall be provided detailing connections to town and neighbourhood centres for residents, employees and visitors.

- c) Located within an environment that is suitable for their stated purpose, integrating within the wider community while providing a safe environment for residents.
- d) Located in an area which can benefit from the creation of strong links between the care for the elderly facilities and the local community including activities linked to other community groups.

- OP4: To require the design and layout of residential care facilities for the elderly to comply with all relevant standards set out in the '*National Quality Standards for Residential Care Settings for Older People in Ireland*' published by the Health Information and Quality Authority (February 2009) or the relevant standards for any subsequent national guidelines. Relevant standards are contained in Chapter 13 Development Management.

### 10.10.8 People with Disabilities

It is the policy of the Council:

- PD1: To ensure that all buildings, public open spaces, recreational and amenity areas are accessible for people with disabilities, having regard to the Building Regulations 2000, the objectives of 'Building for Everyone' (National Disability Authority) and 'Access for the Disabled' (Nos. 1 to 3 National Rehabilitation Board).
- PD2: To ensure that parking spaces provided for people with disabilities are appropriately indicated and are located in a manner which has regard to dismounting, safety and cohesiveness of drivers and passengers.
- PD3: To ensure that all footpaths and public areas are accessible and safe for people with disabilities and/or reduced mobility by way of dishing of footpaths, location of crossings etc.

### 10.10.9 Traveller Community

It is the policy of the Council:

- TC1: To implement measures in accordance with the Kildare Local Authorities Traveller Accommodation Programme 2009-2013.



### 10.11 RECREATION POLICIES

It is the policy of the Council:

- R1: To encourage the provision, improvement and expansion of more varied social, cultural, recreational and sporting facilities to serve the needs of the town.
- R2: To support and facilitate the development of indoor and outdoor recreational facilities to cater for all age groups on suitable sites and to ensure that these facilities are accessible to people with disabilities.
- R3: To encourage recreational /amenity/community facilities in Naas to be multi-functional and not used exclusively by any one group.
- R4: To encourage and promote the provision of pedestrian, cycle routes and networks linking parks and open spaces to residential developments so as to facilitate recreation and amenity activity, where feasible.
- R5: To safeguard existing leisure, recreational facilities in Naas town and encourage the provision of new facilities for community use in new areas, or in areas where an identified shortage of such facilities exists.
- R6: To cater for all age-groups and abilities in the population of the town through the facilitation of both active and passive recreational activities.
- R7: To promote and encourage the development of additional sports and recreation/leisure facilities at the Caragh Road sports complex, including investigating the development of a regional sports facility.

- R8: To seek to develop in conjunction with Kildare County Council, a county play and recreational and amenity strategy.
- R9: To support Kildare Sports Partnership and encourage participation in sport and recreation amongst people in Naas through strategic placement, planning, refurbishment and management of new and existing facilities.
- R10: To encourage and support the development of water safety awareness initiatives in association with Kildare Water Safety.

#### 10.11.1 Amenity

It is the policy of the Council:

- A1: To develop Oldtown Demesne as a future amenity area/park for the town and to prepare a conservation plan for these lands.
- A2: To promote an increased awareness of Naas walking routes and historic trails and features as attractive and unique recreational and educational amenities.
- A3: To protect and improve all existing rights-of-way and to create further rights-of-way where necessary and appropriate.
- A4: To facilitate, where practical, the provision of cycle-ways or walkways along the extent of the canal, in co-operation with landowners, Waterways Ireland and the DoEHLG or other relevant Government Departments.
- A5: To protect the setting, character and environmental quality of areas of high natural beauty and safeguard their amenity.



### 10.11.2 Open Space

It is the policy of the Council:

- OS1:** To develop and facilitate the provision of public open space generally in accordance with "Sustainable Residential Development in Urban Areas-Guidelines for Planning Authorities" (DoEHLG, 2009) and with the Open Space Strategy for County Kildare.
- OS2:** To facilitate and encourage a series of high quality open spaces throughout the town, preferably as part of a larger linked network that is available to all ages and accessible to everyone, including people with mobility impairments.
- OS3:** To retain open space lands with established recreational uses.
- OS4:** To preserve, manage and maintain to a high standard the existing parks and open spaces in the town.
- OS5:** To encourage the provision of open space for both passive and active recreation to serve the needs of the town's existing and future population concurrent with new residential development.
- OS6:** To facilitate the development of allotments of an appropriate scale which meet the following criteria:
  - a) The lands are situated within or immediately adjacent to the edge of the town;
  - b) The lands are easily accessible to the residents of the town;
  - c) Adequate water supply and adequate parking facilities can be provided.

## 10.12 SOCIAL, COMMUNITY, RECREATION AND AMENITY OBJECTIVES

### 10.12.1 Social and Community Objectives

It is an objective of the Council:

- SCO1:** To encourage and promote the development of community and recreational facilities in Naas at appropriate locations and to encourage the multi-use of all facilities.
- SCO2:** To facilitate the provision of new education facilities within the existing plan area through the reservation of land for school extensions and new schools,
- SCO3:** To facilitate the provision of childcare facilities at appropriate locations
- SCO4:** To facilitate the continuing improvement of public service infrastructure and facilities
- SCO5:** To ensure that facilities where possible are accessible by public as well as private transport.

### 10.12.2 Recreation and Amenity Objectives

It is an objective of the Council:

- RAO1:** To investigate the feasibility of providing pedestrian paths through the recreational grounds at the Caragh Road to cater for passive use of those amenity lands.
- RAO2:** To investigate the feasibility of developing a walkway/cycling route along the old railway line which runs between the Kilcullen Road and the Ballymore Road and linking this route to the existing lakes amenity area and railwalk.
- RAO3:** To develop walkways and cycleways along the Grand Canal from the Harbour via the Corbally line to the Caragh Sports Centre and Corbally Harbour in cooperation with relevant statutory and voluntary bodies. The development of such should be considered in conjunction with policy NH8 in Chapter 11.
- RAO4:** To develop a linear park along the Grand Canal. The development of such should be considered in conjunction with policy NH8 in Chapter 11.
- RAO5:** To develop a public park on land in the Council's ownership at Millbrook and connect this with the strip of open space running east along Friary Road to join with the proposed pedestrian access to Sundays Well housing estate at the road bridge across the disused railway line.



- RAO6:** To seek to develop a playground in the Jigginstown/ Caragh Road area.
- RAO7:** To continue landscaping and maintaining amenity areas.
- RAO8:** To facilitate the completion of the public open space area at Lakelands/Sundays Well/Lacken View/ Cleevaun (including the former railway line).
- RAO9:** To continue landscaping and maintaining the amenity at the Naas Workhouse Memorial Park on the Craddockstown Road.
- RAO10:** To continue to enhance and maintain the public park in Monread to cater for active and passive recreation.
- RAO11:** To further develop the amenity provided by Naas Racecourse to provide recreational facilities for Naas such as walking and jogging routes in conjunction with the Racecourse owners.
- RAO12:** To investigate the re-opening of the pedestrian link between Roselawn and the Dublin Road.
- RAO13:** To co-operate with Waterways Ireland to repair and restore Jigginstown Bridge and make it safe for pedestrians.
- RAO14:** To co-operate with Waterways Ireland in investigating the possibility of re-opening the canal from Jigginstown Bridge to Corbally Harbour
- RAO15:** To seek to create a safe boating amenity area on the canal between Jigginstown Bridge and the Newbridge Road.
- RAO16:** To seek to improve and extend in cooperation with statutory and voluntary bodies, the sporting facilities at the Caragh Road including investigating the development of a regional sports facility.

### 10.12.3 Open Space Objectives

It is an objective of the Council:

- OSO1:** To protect lands zoned Open Space and Amenity and Future Park/ Green Belt and to keep these lands free from inappropriate development, to provide for public access for recreational purposes, and to facilitate nature conservation in these areas.
- OSO2:** To provide and develop walking and cycling routes throughout the town, particularly ones linking various areas of public open spaces and amenity in accordance with Map 10.1.
- OSO3:** To provide a pedestrian link from the zoned amenity area on the Ballymore Road to the open space area serving Craddockstown Way to connect with the lakelands area.
- OSO4:** To continue to maintain existing open space areas within housing developments which have been taken in charge by the Council.
- OSO5:** To implement the recommendations of the County Open Space Strategy as appropriate.







NAAS TOWN COUNCIL

Naas Town Development Plan  
2011 - 2017

LEGEND

-  Open Space & Amenity
-  Future Park / Green Belt
-  Indicative Walking / Cycling Routes
-  Canal / Ponds
-  Naas Town Council Boundary



Open Space & Green Network

Scale: N.T.S.

Map Ref: 10.1

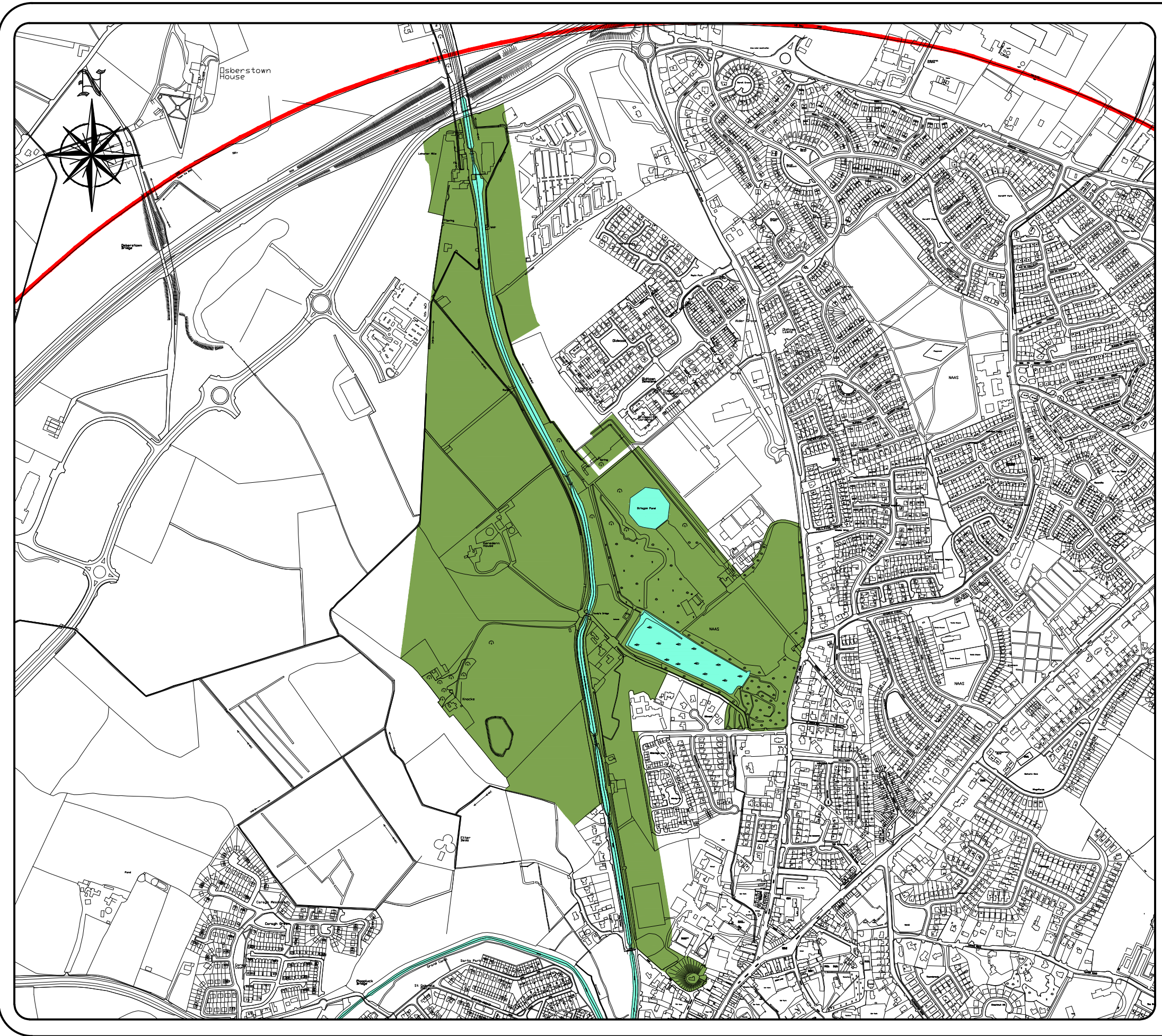
Date: 6<sup>th</sup> June 2011

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NAAS TOWN COUNCIL

Naas Town Development Plan  
2011 - 2017

LEGEND

- Future Park / Green Belt
- Canal / Ponds
- Naas Town Council Boundary

Future Park / Green Belt

Scale: N.T.S.	Map Ref: 10.2
Date: 6 <sup>th</sup> June 2011	Drawing No: 200/11/532

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## CHAPTER 11

### Architectural, Archaeological, Natural Heritage & Biodiversity





# Architectural, Archaeological, Natural Heritage & Biodiversity

## PART A - ARCHITECTURAL AND ARCHAEOLOGICAL HERITAGE

**Aim: To conserve, protect and enhance the built heritage of Naas. To strike a reasonable balance between conservation and development objectives and to continue to protect, conserve and enhance buildings, areas, structures, sites and features of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.**

### 11.1 BACKGROUND

Naas is the county town of Kildare and was the county's principal town during the Middle Ages. Architectural and archaeological heritage is an intrinsic part of its heritage and it provides us with an opportunity to learn about the past, reinforce our sense of place and act as guardians for future generations.

Architectural heritage refers to all manmade features in the environment including buildings and other structures such as bridges, wells, archaeological sites, fields, boundaries and

street furniture. Naas boasts a rich architectural heritage centred around a wide main street and narrow side streets comprising a mixture of building types including houses, banks, civic buildings, ecclesiastical structures, traditional shopfronts, vernacular buildings and stone bridges spanning the Grand Canal. Archaeological heritage includes structures, constructions, groups of buildings, developed sites and all recorded monuments. There is an abundant and diverse range of archaeological interests found throughout the town with representative monuments and artefacts of all periods.

### 11.2 POLICY CONTEXT – NATIONAL/LOCAL

The unprecedented level of development over recent years has brought many changes to the built environment. Architectural and archaeological conservation has become an increasingly important element of land-use planning.

#### 11.2.1 National Heritage Plan (2002)

The National Heritage Plan sets out a clear and coherent strategy and framework for the protection and enhancement of Ireland's national heritage. The core objective of the Plan is to protect the national heritage as well as promoting it as a resource to be enjoyed by all.



### 11.2.2 County Kildare Heritage Plan (2005-2009)

Following on from the National Heritage Plan Kildare County Council prepared a County Heritage Plan which comprises a five-year action plan for the conservation, preservation and enhancement of Kildare's heritage including built heritage. The County Heritage Plan will be reviewed in 2011.

### 11.2.3 National Inventory of Architectural Heritage NIAH (2003)

The Department of Environment, Heritage and Local Government (DoEHLG) produced an inventory of structures of architectural heritage for Kildare in 2003 as part of the National Inventory of Architectural Heritage (NIAH). Naas Town was included in this survey. The Minister for the Environment, Heritage and Local Government made recommendations that structures identified as being of Regional importance or above be added to the Council's Record of Protected Structures.

### 11.2.4 National Monuments Acts

The archaeological heritage of Naas is protected by the National Monuments Acts 1930-2004 and includes structures, constructions, groups of buildings, developed sites, all recorded monuments and their contexts.

### 11.2.5 Framework and Principles for the Protection of Archaeological Heritage (1999)

This document sets out guiding policies for the protection of the archaeological heritage of Ireland. Under section 12.3 of the National Monuments (Amendment) Act 1994, a person proposing to carry out works at or close to a Recorded Monument is obliged to give notice of such intention to the Minister. The Council must ensure that development, either above or below ground in the vicinity of a site of archaeological interest, will not be detrimental to the character of the archaeological site or its setting.

### 11.2.6 Architectural Heritage Protection Guidelines (2004)

The Architectural Heritage Protection Guidelines, published by the DoEHLG in 2004 provided guidance to Planning Authorities on the application of Part IV of the Planning and Development Act 2000. These guidelines also deal with Protected Structures and Architectural Conservation Areas in considerable detail.

## 11.3 STRATEGY

The strategy for the architectural and archaeological heritage has been informed by national, regional and local policy and guidance. The Development Plan strategy seeks to protect and promote the built heritage of Naas and is underpinned by the following principles:

- To protect and conserve buildings, structures and sites of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest.
- To protect and conserve the archaeological heritage of the town and to secure the preservation, in-situ or by record, of all sites and features of historical and archaeological interest.
- To protect and conserve areas that have particular environmental qualities that derive from their overall layout, design and character.
- To encourage the rehabilitation, renovation and re-use of existing older buildings where appropriate.

## 11.4 ARCHITECTURAL HERITAGE

Naas has a wealth of buildings of Architectural merit. The general arrangement of buildings and civic spaces remains as indicated on the 1840's Ordnance Survey Map below. Despite the significant growth of Naas in recent years, the town centre has generally retained its compact form and essential architectural qualities. The historic buildings structures and plots have generally been retained. There are a number of areas of dereliction in the town centre area, especially in the backlands behind the principal streets, which are a source of concern and require policy initiatives in this Plan and subsequent action.

Figure 11.1: OS Map of Naas c.1840





Individual developments, which may involve the demolition of buildings of architectural and historic interest can have a negative visual impact as can the cumulative impact of a number of small-scale developments. Inappropriate alterations such as the removal of historic sash windows, traditional gutters, down pipes and render, the addition of inappropriate signage and lighting, or the unsympathetic extension of structures can detract from the character of individual buildings and have a cumulative negative impact on the streetscape.

#### 11.4.1 Protected Structures

Naas has an abundance of structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Such features are contained in the Record of Protected Structures (RPS). The Record of Protected Structures is contained in Appendix II of this Plan together with the associated Maps 11.1(a) and 11.1(b) identifying their location in the town.

The placing of a structure on the RPS seeks to ensure that the character of the structure is maintained and any changes or alterations to it are carried out in such a way as to retain and enhance this character. Works to a protected structure, that would materially affect the character of the structure, require planning permission.

A protected structure, unless otherwise stated includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within the curtilage and their interiors, all fixtures and features which form part of the interior or exterior of that structure. Protection extends not only to the protected structure itself but also to relevant structures within the curtilage and to specified features in the attendant grounds of such structures.

A declaration under Section 57 of the Planning and Development Act 2000, as amended, can be sought from the Council to list the type of works that do not affect the character of a specified protected structure and therefore do not require planning permission. Any works that would materially affect the character of a structure require planning permission.

The Council will favourably consider the change of use of buildings listed on the RPS provided such a change of use does not seriously impact on its intrinsic character. Proposals for change of use must, however demonstrate the following:

- How the new use will respect the historic fabric of the building;
- How specific features of importance will be retained (e.g. historic shop fronts, plasterwork and original timber sash windows);
- The extent to which the new use will require structural or other modification of the building – e.g. in the case of upper floor offices in historic structures, additional floor loadings may require strengthening of floors and ceilings below;
- In the case of buildings with particular ecclesiastical or civic functions, the new use should involve minimal alteration to the exterior of the structure. In the case of churches and graveyards, burials, graves and other monuments should not be removed and should be protected in the course of works.

There is a presumption against the demolition of Protected Structures in Naas and of other structures within the historic core of Naas which may not be included on the RPS. Permission for the total or substantial demolition of an historic building which is not a protected structure will only be granted where it can be shown that it would be economically unfeasible or unviable to repair the structure, and that reasonable effort has been made to investigate proposals to refurbish or re-use the building.

The retention, rehabilitation and reuse of older buildings can play a pivotal role in the sustainable development of the town. Naas contains many older buildings and the Council recognises the contribution made by these buildings, both individually and collectively, to the unique character, heritage and identity of the town.

### 11.4.2 Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contributes to the appreciation of a protected structure. An Architectural Conservation Area may or may not include Protected Structures. The designation of a conservation area does not preclude new development occurring within its boundaries. However, new development will only be granted planning permission if it can be demonstrated that it will not degrade the character or appearance of the ACA. This designation allows the evolution and development of an area, while maintaining its essential character and distinctiveness.

### 11.4.3 Naas Architectural Conservation Area (ACA)

An area in Naas town centre was identified as an Architectural Conservation Area in the Naas Town Development Plan 2005-2011. This Plan seeks to marginally extend the ACA boundary to the north-east of the town centre. The extent of the Architectural Conservation Area is as shown on Map 11.2 and generally extends from the Dublin Road, Poplar Square through North Main Street, South Main Street, extending to the Moat, Abbey Street, the Canal Harbour, New Row, Corban's Lane, Mill Lane and John's Lane. The Architectural Conservation Area generally coincides with the Zone of Archaeological Potential (Map 11.3 Refers).

The following factors were considered in the designation of the town centre as an ACA:

- Distinctive physical form – most of the original 19th and 20th century street buildings remain intact.
- Civic spaces- Poplar Square, North and South Main Street are of high quality and have potential for further improvement.
- Historical areas e.g. St David's Church, Castle and ancillary grounds, Canal, Harbour and Moat.
- Buildings of architectural character and importance, e.g. St David's, Naas Courthouse, Town Hall and Banks.

In assessing future development proposals within the ACA, the Council will have regard to the following factors:

- Impact of proposed development on the immediate environs of the streetscape in terms of compatibility of character, design, and finishes, massing of built form and intensity of site use;
- Impact of proposed development on the existing amenities, character and heritage of the area.
- Likely impact of the proposed use on the character of the area.

Survey work has been carried out within the ACA since the adoption of the 2005 Naas Development Plan. An inventory of buildings, providing a written and photographic analysis of the exterior of all protected and non-protected structures in the area has been completed. The survey also makes a number of recommendations. A booklet will be issued within the lifetime of the Development Plan, giving more detailed guidance in relation to the Architectural Conservation Area.

### 11.4.4 Vernacular Heritage

Vernacular Architecture is generally classified as the homes and workplaces of the general population built by local people using local materials. This is in contrast to formal architecture, such as the grand estate houses of the gentry, churches and public buildings, which were often designed by architects or engineers. The majority of vernacular buildings are domestic dwellings. Examples of other structures that may fall into this category include shops, outbuildings, mills, gates and gate piers.

The loss of vernacular architecture is seen not only in the loss of whole buildings but also in the gradual erosion of details such as the replacement of roof coverings and windows with modern materials, removal of external render, inappropriate re-pointing and the addition of inappropriate extensions. Alterations to individual buildings can have a significant and cumulative effect on streetscapes and landscapes. By the very nature of vernacular architectural heritage, it is normally the case that they are the most sustainable forms of construction, built with local materials in a style responding to local conditions, with a low energy use. Any changes to vernacular architecture need to be sympathetic to the special features and character of the building.

#### 11.4.5 Features of Interest

Features of interest can be important elements in establishing the character of an area. Such items include lamp standards, cast-iron features, railings, water pumps, street signs, freestanding or wall mounted post-boxes, kerbstones, plaques and monuments. Other features of interest may include old stone walls, gate piers, gates and wrought iron features.

#### 11.4.6 Industrial Heritage

Naas has a rich industrial and engineering heritage from the early-medieval period onwards through the Industrial Revolution and indeed right up to present times. The archaeological sites, engineering projects, artefacts and records resulting from the evolution of the town's heritage are evident throughout the town and include passenger and goods transportation systems such as the canal, manufacturing industries such as carpet making, milling and printing and the provision of utilities like water. All of these elements are significant as they contributed to the social, historical, technical, archaeological, engineering and architectural development of the town.

#### 11.4.7 Heritage Gardens and Demesne Landscapes

The National Inventory of Architectural Heritage carried out a survey of all the historic gardens and designed landscapes in Ireland. The Council will have regard to this survey when considering proposed impacts on protected structures, their curtilage, demesnes and settings. Oldtown Demesne in Naas is highlighted in this survey. Much of the original demesne lands have been developed in recent years, however there remains extensive well maintained gardens around Oldtown House. These gardens provide a valuable amenity and green infrastructural asset to Naas.

### 11.5 ARCHAEOLOGICAL HERITAGE

#### 11.5.1 Record of Monuments and Places (RMP)

The Record of Monuments and Places (RMP), was established under Section 12 of the National Monuments (Amendment) Act 1994. Structures, features, objects or sites listed in this record are known as Recorded Monuments. The relevant structures in the RMP are listed in the Table 11.1 below. Archaeological structures may, in some situations also be considered as architectural heritage items and may therefore appear on both the Record of Monuments and Places (RMP) and on the Record of Protected Structures (RPS). Accordingly, these structures are protected by both the National Monuments Acts and the Planning and Development Acts 2000 - 2010.

Table 11.1 Recorded Monuments and Places

Ref. No.	Townland/ Location	Classification
KD019-016	Osberstown	Earthwork
KD019-019	Oldtown Demesne	Enclosure Site
KD019-020	Oldtown Demesne	Holy Well
KD019-021	Maudlins	Graveyard Site
KD019-029	Jigginstown	Church
KD019-031	Naas East	Holy Well
KD019-032	Jigginstown	Tower
KD019-033	Jigginstown	Landscape Feature
KD019-034	Jigginstown	Tower House
KD019-037	Tipper South	Ringfort (rath/cashel)
KD019-038	Tipper South	Cist Site

#### 11.5.2 Zone of Archaeological Potential or Significance

The historic core of Naas was identified by the Department of the Environment, Heritage and Local Government through the Urban Archaeological Survey of County Kildare and designated as a Zone of Archaeological Potential. This is an area where archaeology may be present and is outlined on Map 11.3 of this Plan.

#### 11.5.3 Graveyards/Burial Grounds

Burial grounds are an important part of local heritage, often containing the standing remains of sites of earlier structures and also a great diversity of animal and plant life. Burial grounds, which are included in the RMP are afforded protection under Section 12 of the National Monuments (Amendment) Act 1994.

#### 11.5.4 Naas Town Wall

There is a degree of uncertainty surrounding the location of the Naas town walls. While the exact location of the town walls is uncertain they could be expected to be found within the historic core of Naas (Zone of Archaeological Potential) and therefore benefit from the protection that this affords.



## 11.6 ARCHITECTURAL AND ARCHAEOLOGICAL POLICIES

### 11.6.1 Architectural Heritage

It is the policy of the Council:

- ATH1:** To conserve and protect the town's built environment and heritage in terms of streetscapes, individual buildings and features of historical, architectural, artistic, cultural, scientific, social and technical interest using the powers vested in it by the Planning and Development Acts 2000-2010.
- ATH2:** To ensure the protection, conservation and, where necessary, appropriate restoration of the architectural heritage of the town for future generations, and to protect structures on the Record of Protected Structures (RPS). Any conservation and restoration works must positively contribute to the streetscape of the area.
- ATH3:** To encourage the rehabilitation, renovation and re-use of older structures, where appropriate. Such rehabilitation, renovation and re-use works to existing vernacular structures must positively contribute to the streetscape of the area and shall have regard to bats and their roosts.
- ATH4:** To ensure that planning applications in relation to structures of architectural merit, including protected structures, are assessed in accordance with the advice contained in the DoEHLG Architectural Heritage Protection, Guidelines for Planning Authorities (2004).
- ATH5:** To promote and encourage the sensitive alteration/extension to Protected Structures so that they are in keeping with the character of the building and adjoining buildings.
- ATH6:** To require a method statement for the conservation of and any works to protected structures. Method statements should make reference to the DoEHLGs Advice Series in how best to repair and maintain historic buildings.
- ATH7:** To assist owners of Protected Structures in the maintenance and repair of their properties through the Building Conservation Grant Scheme funded by the DoEHLG.
- ATH8:** To refuse planning permission for the demolition of any protected structure unless the Council is satisfied that exceptional circumstances exist.
- ATH9:** To protect the curtilage of protected structures or proposed protected structures from any works which would cause loss of or damage to the special character of the protected structure.
- ATH10:** To protect structures and features that are considered to be of heritage value which lie within the attendant grounds of a protected structure.
- ATH11:** To have regard to architectural heritage when considering proposed infrastructure developments (including transport, telecommunications, sewerage and water) located in close proximity to Protected Structures or the Architectural Conservation Area.
- ATH12:** To ensure that any development, modifications, alterations, or extensions within an Architectural Conservation Area are sited and designed appropriately, and are not detrimental to the character of the structure or to its setting or the general character of the ACA.
- ATH13:** To encourage uses compatible with the character of protected structures. In certain cases, the planning authority may relax its requirements in order to secure the protection and restoration of the structure. These requirements including site development standards, zoning etc, may be relaxed if the protected structure, its special interest, character and setting is protected and its use and development is consistent with conservation policies and the proper planning and sustainable development of the area.
- ATH14:** To protect and conserve important heritage items such as historic gardens, stone walls, bridges, street furniture, post boxes and other significant historic features of interest.
- ATH15:** To endeavour to strategically target conservation funding for specific priority projects.

### 11.6.2 Archaeological Heritage

It is the policy of the Council:

- ALH1:** To protect and preserve those items of archaeological interest as listed in Table 11.1 and shown on Map 11.4 from inappropriate development that would adversely effect and/or detract from the interpretation and setting of these sites.
- ALH2:** To ensure full consideration is given to the protection of archaeological heritage when undertaking or authorising development in order to avoid unnecessary conflict between development and the protection of the archaeological heritage.
- ALH3:** To have regard to the Zone of Archaeological Potential shown on Map 11.3 and ensure that planning applications are referred to the appropriate prescribed bodies and to have regard to the advice and recommendations of the prescribed bodies.
- ALH4:** To protect and preserve archaeological sites which have been identified subsequent to the publication of the Record of Monuments and Places (RMP).
- ALH5:** To protect the historical burial grounds within Naas town and encourage their maintenance in accordance with conservation principles.



### 11.7 ARCHITECTURAL AND ARCHAEOLOGICAL OBJECTIVES

It is an objective of the Council:

- AHO1:** To review on an ongoing basis the Record of Protected Structures and make additions as appropriate over the period of this Plan.
- AHO2:** To seek the protection of all structures listed on the Record of Protected Structures and to protect the town's vernacular architectural heritage.
- AHO3:** To publish an information booklet outlining the specific recommendations for development within the Architectural Conservation Area.
- AHO4:** To secure the preservation (in-situ or by record) of all sites and features of historical and archaeological interest.
- AHO5:** To seek the preservation of the National Monument at Jigginstown and to facilitate public access to it.
- AHO6:** To have regard to the Record of Monuments and Places (RMP), and the Urban Archaeological Survey when considering planning applications for development. No development shall be permitted in the vicinity of a recorded feature, where it detracts from the setting of the feature or which is injurious to its cultural or educational value.
- AHO7:** To record and protect heritage items such as walls, bridges and street furniture, within Naas.
- AHO8:** To encourage the sensitive re-use of Leinster Mills and to broaden its potential to include possible tourist based uses. Any re-development proposals must ensure that uses are compatible with the character of the protected structure.

## PART B - NATURAL HERITAGE AND BIODIVERSITY

**Aim: To protect, conserve and manage natural heritage in a sustainable manner ensuring that the future economic growth and development of Naas complements its natural setting.**

### 11.8 Background

Natural heritage or biodiversity of an area refers to the variety of all living things in that area including plants, animals and their habitats as well as the physical and geological foundation that forms the landscape. Biodiversity is vital for the supply of clean air and water, healthy soils, food, building materials, and medicines.

There is a great diversity of natural and semi- natural habitats in Naas including grassland, woodland, stream and canal habitats and riparian habitats. A sustainable approach is proposed to protect, conserve and enhance this natural heritage resource.

### 11.9 STRATEGY

The following principles will guide the Council's natural heritage and bio-diversity policies and objectives set out in this Plan:

- To promote a reasonable balance between conservation measures and development objectives in the interests of promoting the orderly and sustainable development of Naas.
- To protect national important sites including the proposed Natural Heritage Area.
- To mitigate the impacts to natural heritage, where it cannot be avoided.
- To promote appropriate habitat enhancement as an integral part of any development.
- To avoid undue negative effects upon the natural environment.

#### 11.9.1 Policy Context- National/ Local

While legislative provision exists governing the protection of important habitats and species, there are also a number of policy documents, which seek to protect and enhance Natural heritage and promote the enhancement of biodiversity.

#### 11.9.2 National Biodiversity Plan (2010)

The *National Biodiversity Plan* recognises that conservation and enhancement of biological diversity is essential for sustainable development and for maintaining and enhancing quality of life. The National Biodiversity Plan reflects the recommendations of the Convention on Biological Diversity. Ireland's economic development and the health and wellbeing of our society will be linked with the success of the actions taken to maintain and restore biodiversity.

#### 11.9.3 County Biodiversity Plan (2009- 2013)

The National Biodiversity Plan recognised the key role of local authorities in promoting and delivering the conservation of biodiversity and recommends the preparation of local biodiversity plans. The *County Biodiversity Plan* provides a framework for conserving biodiversity and natural heritage at a local level. The Biodiversity Plan focuses on gathering information on and managing the biodiversity resource, education/awareness raising and the promotion of effective cooperation between stakeholders. The Biodiversity Plan complements the *Heritage Plan* by including detailed actions to deliver positive outcomes focused on species and habitats. Key actions which have been achieved include the publication of guidance documents:

- *Good Practice Guidelines for Developers - Biodiversity and Development in Co. Kildare (2009).*
- *Good Practice for Householders - Biodiversity and Development in Co. Kildare (2009).*

#### 11.9.4 Legislative Context

Ireland has signed and ratified a number of international conventions and agreements including the Convention on Biological Diversity, the Convention on the Conservation of European Wildlife and Natural Habitats (Bern) and the Convention on Wetlands of International Importance (Ramsar). These various obligations are given legal effect through both European and national legislation.



### 11.9.5 Designated Sites

European and national legislation protect the most valuable of our natural heritage areas. The EU Habitats Directive specifies the Habitats for which sites should be designated (Annex I) and the animal and plant species for which sites should be designated.

At European level, Natura 2000 sites form a network of protected areas throughout the European Union and comprise Special Areas of Conservation (SAC) and Special Protection Areas (SPAs).

At a National level, Natural Heritage Areas and Nature Reserves are designated to conserve species and habitats of national importance.



At present there is one nationally important site within the Naas area. The Grand Canal is designated as a proposed Natural Heritage Area. At a national level, the Wildlife Act 1976 and the Wildlife (Amendment) Act 2000 are the principal statutory provisions for the protection of wildlife (both flora and fauna) and the control of activities, which may impact adversely on the conservation of wildlife. A number of different habitats are found within the canal boundaries - hedgerow, tall herbs, calcareous grassland, reed fringe, open water, scrub and woodland. The aquatic flora of the Corbally extension of the Naas Branch of the canal is also very diverse. Millbrook stream feeds into the Grand Canal. It is important that the water quality of the Grand Canal and Millbrook stream is protected.

### 11.9.6 Nature/ Biodiversity Conservation Outside Designated Sites

There are habitats and features which are of particular importance for biodiversity throughout Naas. These include woodlands, hedgerows, field boundaries, rivers, streams and associated riparian zones, canals, freshwater wetlands, urban parks and gardens. The Council has provided a series of wildlife boards and these are located at key water-based sites throughout the town. These information boards serve to highlight the importance of these biodiversity areas.

A network of protected areas and ecological corridors available to support the movement of species and to sustain habitats, ecological processes and functions is necessary to maintain biodiversity. Article 10 of the Habitats Directive requires EU member states in their land-use planning and development policies, to encourage the management of features which constitute such ecological networks and which are of major importance for wild fauna and flora.

### 11.9.7 European and National Designated Protected Species

Certain plant, animal and bird species are also protected by law. This protection applies wherever the plant, animal or bird species are found and is not confined to sites designated by law and their habitats. This includes plant species listed in the Flora Protection Order 1999 and animals and birds listed in the Wildlife Act 1976 and subsequent statutory instruments, those listed in Annex IV of the Habitats Directive and those listed in Annex I of the Birds Directive.

### 11.9.8 Invasive Non-Native Species

Non native species, both invertebrate and plants, can represent a major threat to local, regional, and national biodiversity. Terrestrial and aquatic habitats can be negatively affected, resulting in significant damage to conservation and economic interests, such as agriculture, forestry and civil infrastructure.

### 11.9.9 Conservation within Natura 2000 Designated Sites - Appropriate Assessment

Articles 6 (3) and 6 (4) of the Habitats Directive require an Appropriate Assessment of any plan or project whether within or outside a designated Natura 2000 site, which does not directly relate to the management of the site but may impact upon its conservation objectives.

The assessment should be based on best scientific knowledge and carried out by a person with ecological expertise. It addresses the potential impacts of the plan or project on the conservation objectives of any Natura 2000 site. The impact assessed must include the indirect and cumulative impacts of approving the plan or project, together with any current or proposed activities, developments or policies impacting on the site. The potential impacts of policies outside Natura 2000 sites but potentially impacting upon them (known as 'ex situ' impacts) must also be included in the assessment. Guidelines issued by the DoEHLG in 2009 entitled *Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities*, or any amendments of these guidelines, should be referenced in this regard.

A project or plan may only proceed if it can be concluded on the basis of Appropriate Assessment that there will be no adverse effects on the integrity of a Natura 2000 site. If adverse effects are likely, or in cases of doubt, then derogation under Article 6 (4) shall apply, but only in cases of imperative reasons of over-riding public interest.

#### 11.9.10 Views and Prospects

It is the policy of the Council to protect the Views and Prospects that have been identified in the Plan. These are shown on Map 11.4 and are listed in Table 11.2 below.

Table 11.2 Protected Views and Prospects

Ref.	
VP1	Protect and preserve views and prospects of the canal from all locations.
VP2	Protect and preserve, as an amenity, the Watering Place at Naas General Hospital.
VP3	Preserve views and prospects of the North Moat from Abbey Street, Abbey Road and the Canal.
VP4	Preserve views of the lakes at the Ballymore Road from the Fair Green.
VP5	Preserve views of the East Kildare Uplands from the Fair green and the lakes at Ballymore Road.
VP6	Preserve views of St. David's Castle from Church Lane.
VP7	Preserve views to and from Tandy, Ploopluck, Abbey and Limerick Bridges.

#### 11.9.11 Trees, Hedgerows and Woodlands

Trees and hedgerows constitute an important natural and historic resource, given their contribution to landscape quality, their ecological importance as wildlife habitats and historical significance as townland and field boundaries. In urban settings, trees and groups of trees can contribute significantly to the local landscape/townscape and in the successful integration of new buildings into the landscape.

Naas contains many large trees and groups of trees of considerable heritage value, which enhance the urban fabric of the town. The most notable trees are those found at Oldtown Demesne. These are considered visually important to the landscape, as well as providing significant recreational capacity and important wildlife habitats. The planting or retention of mature trees can contribute to amenity and more attractive developments as well as important wildlife habitats. The retention of trees should be considered at the design stage of any development.

When planting hedgerows, species indigenous to the area should be used. *The County Kildare Hedgerow Survey* (2006) identified the predominant hedgerow species in Kildare. These species are listed in Chapter 13, Development Management. The Council will undertake a tree survey of all trees in Naas over the period of the Plan with a view to the protection of specific trees and groups of trees of special amenity value.

#### 11.9.12 Canals, Rivers and Streams

The canal, rivers and streams occurring within Naas provide a network which are home to a variety of habitats and species. The banks (riparian zones) of rivers and streams are particularly important as they contain a range of habitats and species, which are different from the surrounding landscape.

In many cases the maintenance of rivers and streams in an open, semi-natural condition, will be encouraged to protect and maintain biodiversity, landscape and for flood protection control value wherever possible. This will be achieved by regulating development in river and stream corridors by implementing sustainable drainage systems for commercial and residential developments.

### 11.9.13 Local Biodiversity Important Areas

Contained within the Plan area are areas which are of local biodiversity significance which should be protected, enhanced and restored. These areas, such as wetland areas, can contribute significant ecological functions to the Plan area such as the use of natural wetland areas to reduce flooding.

### 11.9.14 Green Infrastructure

The term 'Green Infrastructure' is increasingly being used to describe the interconnected network of environmental features all around us. This strategically planned and delivered network should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes nature conservation areas, parks, open space, rivers, floodplains, wetlands, woodlands and farmland.

Green Infrastructure provides space for nature and ecosystems to work, it regulates our temperature, provides us with clean water and air and many other benefits humans gain from the environment. High quality and accessible parks, open spaces, playing fields, woodlands, allotments and other recreational areas provide health benefits for all, including play areas for children and walking and cycling routes. A high quality environment with an extensive green infrastructure network helps to attract and hold on to high tech industries, entrepreneurs and workers required to underpin the knowledge economy.

Kildare County Council intends to prepare a Green Infrastructure Strategy for the County, including Naas during the lifetime of this Plan. It will focus on the appropriate treatment of biodiversity, parks, open space and recreational areas, water management, archaeological and architectural heritage, climate change and landscape. An objective of the strategy in relation to the management and provision of green infrastructure will be to provide guidance for the various statutory plans prepared by the Council.

All proposals for new development in the town must have regard to the County's green infrastructure resources and ensure that they are protected, managed, and enhanced as new development takes place. In practical terms this means that development proposals should be integrated, to the maximum extent, with green infrastructure in the locality.

## 11.10 NATURAL HERITAGE AND BIODIVERSITY POLICIES

It is the policy of the Council:

- NH1:** To facilitate, maintain and enhance as far as is practicable the natural heritage and amenity of Naas by seeking to encourage the preservation and retention of woodlands, hedgerows, stone walls, rivers, streams and wetlands. Where the removal of such features is unavoidable appropriate measures to replace like with like should be considered, subject to safety considerations.
- NH2:** To have regard to the guidance of the National Parks and Wildlife Service and other government departments in respect of proposed development where there is a possibility that such development may have an impact on sites with nature conservation designations.
- NH3:** To protect and enhance the visual, recreational, environmental (flora/fauna/biodiversity) and amenity value of the Canal (pNHA) its towpaths, adjacent wetlands and associated habitats.
- NH4:** To preserve and enhance the scenic amenity of the canal and continue to protect the vistas available from designated views.
- NH5:** To maintain, protect and where possible enhance, the conservation value of the Grand Canal (pNHA) and any additional sites that are designated during the lifetime of this Plan, while encouraging appropriate access to the Canal.
- NH6:** To protect and enhance the built, natural and recreational potential of the Grand Canal Corridor within Naas and to encourage and promote access to and enjoyment of the Grand Canal. The development of such should be considered in conjunction with Policy NH8.
- NH7:** To preserve views listed in Table 11.2 and to ensure that development does not disrupt available vistas or impact on the landscape quality and scenic value of the Canal corridor.



**NH8:** To require the submission of an Ecological Impact Assessment for all development which may have a significant impact on the Canal, river and riparian habitats. This assessment should where appropriate suggest a minimum buffer of undisturbed vegetation to be retained to mitigate against pollution risks, reduce flooding potential, maintain habitats and provide an ecological corridor. The buffer zone shall, where possible be maintained free of development and hard surfaces. The assessment shall address the following issues:

- Protected species i.e. bats and otters including the requirement for derogation licences;
- Potential cumulative/ in combination effects of other development likely to have potentially negative environmental effects adjacent to the area proposed for development.

**NH9:** To ensure that existing biodiversity features such as watercourses, streams, hedgerows, trees, ecological corridors and linkages are incorporated appropriately into the design of new developments.

**NH10:** To protect, conserve and enhance the town's biodiversity and natural heritage including wildlife (flora and fauna), habitats, landscapes and/or landscape features of importance to wildlife, e.g. stone walls especially along the Canal.

**NH11:** To have regard to the actions contained in the County Biodiversity Plan and to recognise the importance of hedgerows, floodplains and wetlands and promote their protection and retention.

**NH12:** To protect existing streams and watercourses and wetlands located on land zoned for development and incorporate them within the overall design for the area, thereby contributing to and connecting into an overall green network for the town

**NH13:** To promote the protection and preservation of existing hedgerows where appropriate and encourage planting of native hedgerow species.

**NH14:** To promote the preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees.

**NH15:** To discourage the felling of mature trees and encourage tree surgery rather than felling where appropriate.

**NH16:** To restrict the cutting of hedges during the bird-nesting season (1st March until 31st August), except in certain legally defined circumstances, in accordance with the provisions of the Wildlife (Amendment) Act 2000.

**NH17:** To seek compliance with Article 10 of the Habitats Directive with regard to encouraging the management of features in the landscape which are of major importance for wild flora and fauna. Such features are those which, by virtue of their linear and continuous structure (such as rivers with their banks or the traditional systems for marking field boundaries) or their function as stepping stones which are of major importance for wild flora and fauna (are essential for the migration, dispersal and genetic exchange of wild species.

**NH18:** To maintain a suitable buffer zone between the Grand Canal and any development. The extent and composition of this buffer zone should be determined in consultation with a qualified ecologist. In all instances however a buffer of 2.5 metres of vegetation shall be retained along the canal bank to mitigate against pollution risks, reduce flooding potential and maintain habitat.

In the event of a proposed development impacting on a site known to be a breeding or resting site of species listed in the Habitats Regulations, a derogation license may be required.

Applications for a derogation license should be made in writing, including survey results and proposed mitigation measures, to the Species and Regulations Unit at the National Parks and Wildlife Service.

**NH19:** To consult as appropriate, with the relevant Inland Fisheries in relation to developments that could potentially impact on the aquatic ecosystems and associated riparian habitats.

**NH20:** To support measures for the prevention and/or eradication of invasive species as appropriate, as opportunities and resources allow.



**NH21:** To seek during redevelopment the creation of a riparian buffer strip along either side of all watercourses where practicable.

**NH22:** To protect rivers, streams and other water courses and, wherever possible, maintain them in an open state capable of providing suitable habitats for flora and fauna discouraging culverting or realignment.

**NH23:** To ensure that any project with the potential to impact upon a Natura 2000 site(s) shall be subject to Appropriate Assessment in accordance with Articles 6(3) and 6(4) of the Habitats Directive.

#### **11.10.1 Green Infrastructure**

It is the policy of the Council:

- G11:** To develop and implement a county based green infrastructure strategy as it relates to Naas, which will be implemented through Development Plans and the development management process.
- G12:** To require all new development to integrate with and contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure as appropriate.
- G13:** To ensure that existing green infrastructure resources are identified, protected, managed and enhanced and that future green infrastructure resources are planned for and delivered having regard to the augmentation of biodiversity, recreation areas, sustainable water management, heritage and landscapes in order to provide a wide range of environmental, social, economic and physical benefits to communities.
- G14:** To make provision for habitat creation/maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban woodlands.

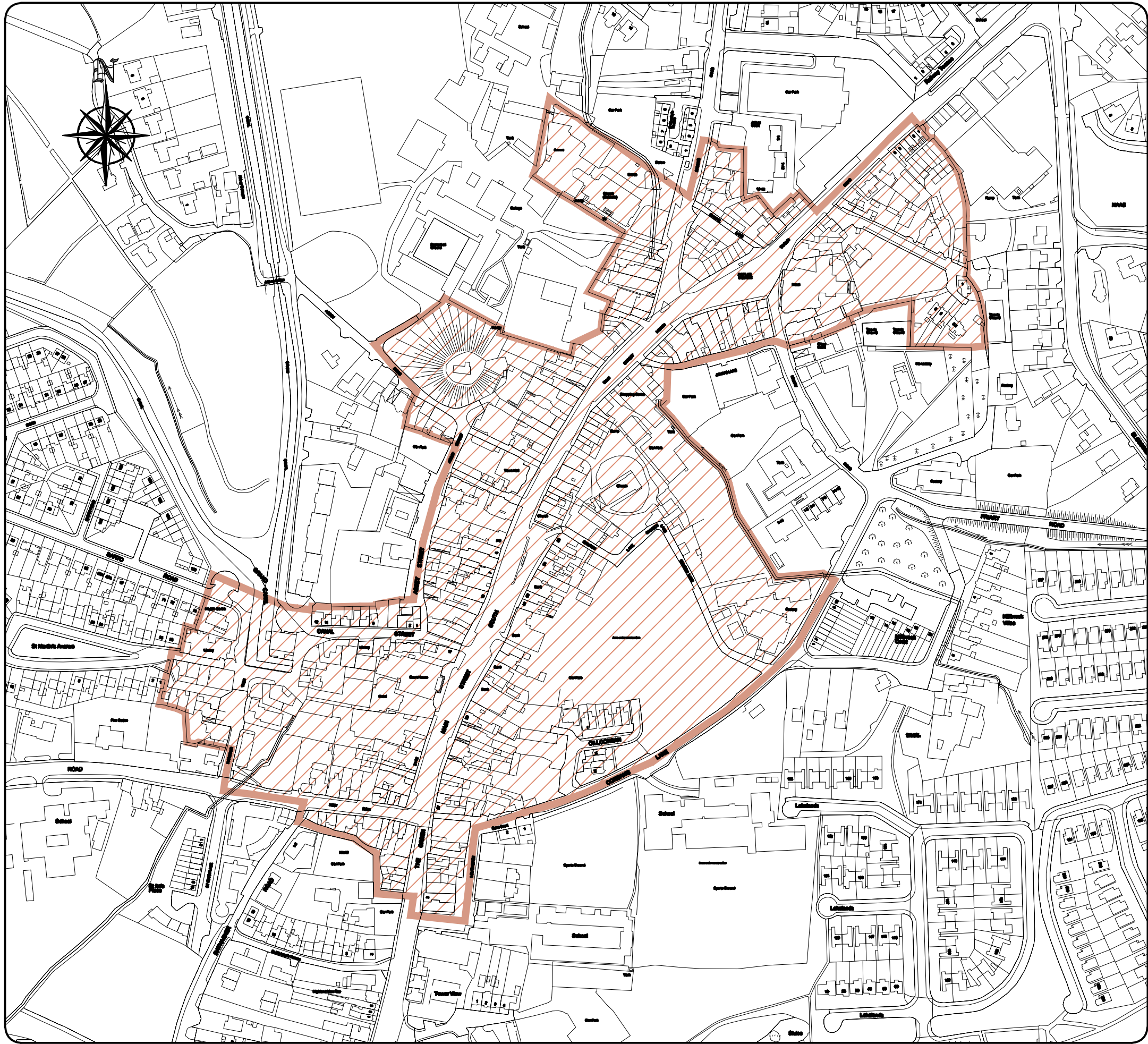


### 11.11 NATURAL HERITAGE AND BIODIVERSITY OBJECTIVES

It is an objective of the Council:

- NHO1:** To conserve and protect national sites and to ensure that any new development proposal in the vicinity of, or affecting a national designated site, provides sufficient information to show how its proposals will impact on the habitat of the site, and the Council will consult with the DoEHLG in this regard.
- NHO2:** To encourage the development of proposals for new woodlands utilising funding available through schemes such as the Neighbour Wood and Native Woodland Schemes.
- NHO3:** To consult with the National Parks and Wildlife Service prior to undertaking, approving or authorising any works or development that may impact on the natural heritage of the lakes off the Ballymore Road.
- NHO4:** To have regard to the rural character and to encourage the protection of trees and hedgerows on the approach roads to Naas namely Tipper Road, Rathasker Road and the Craddockstown Road.
- NHO5:** To carry out a Tree Survey in the town with a view to protecting trees and groups of trees of special amenity value.
- NHO6:** To map the habitats contained within and adjacent to the Plan area and to identify the biodiversity areas and recommendations made for their protection and enhancement.
- NHO7:** To provide for the preservation of public rights of way which give access to lakeshore, riverbank or other places of natural beauty or recreational utility, where public rights of way shall be identified both by marking them on at least one of the maps forming part of this Plan and by indicating their location on a list appended to this Plan.





**NAAS TOWN COUNCIL**

**Naas Town Development Plan  
2011 - 2017**

**LEGEND**

 **Architectural Conservation Area (ACA)**

**Architectural Conservation Area**

Scale: N.T.S.

Map Ref.: 11.2

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/535

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NAAS TOWN COUNCIL

Naas Town Development Plan  
2011 - 2017

LEGEND

 Zone of Archaeological Potential



Zone of Archaeological Potential

Scale: N.T.S.

Map Ref.: 11.3

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/536

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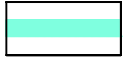
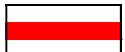
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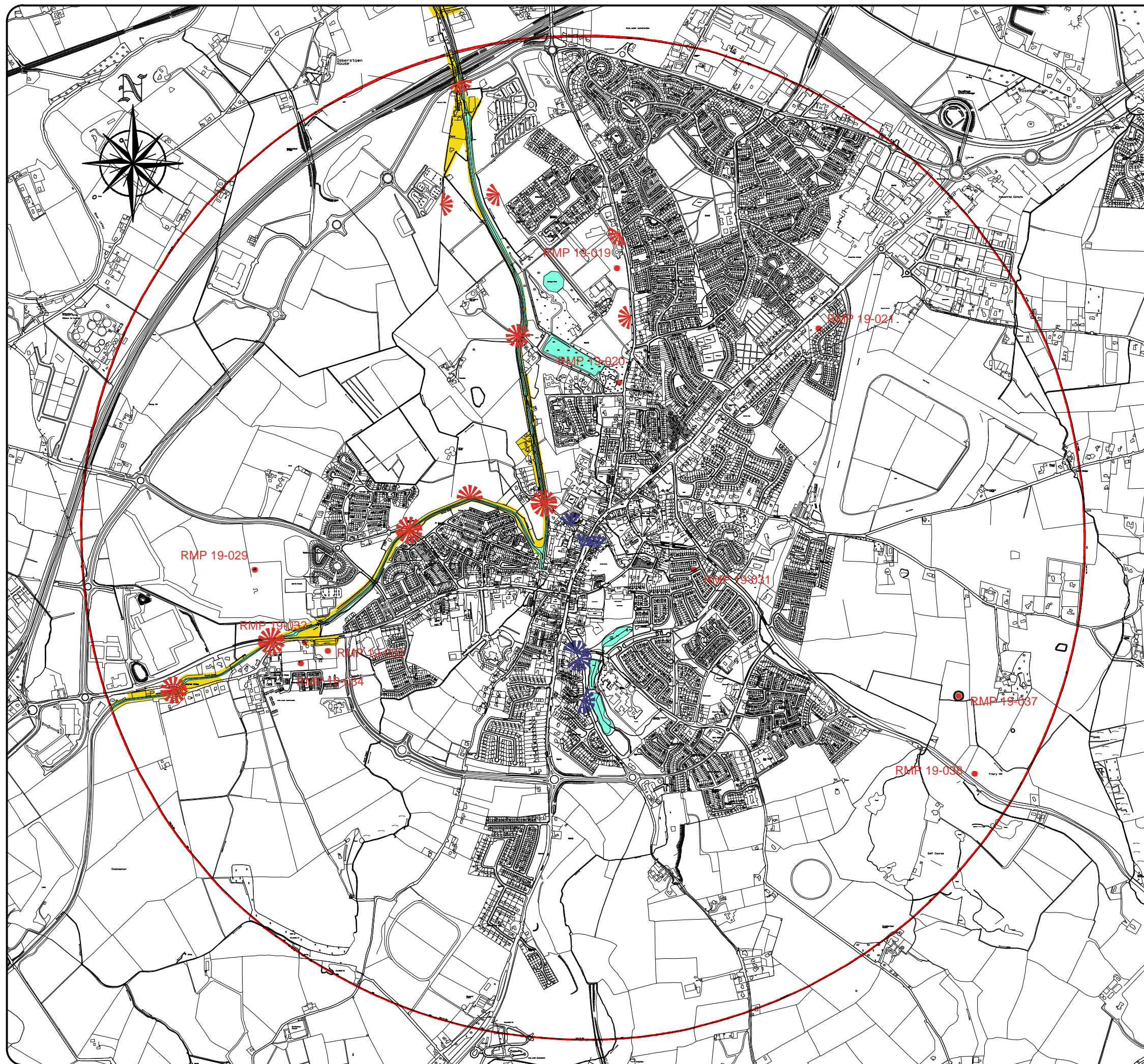




Naas Town Development Plan  
2011 - 2017

LEGEND

-  Views & Prospects to be Preserved (Related to Canal Corridor)
-  Views & Prospects to be Preserved
-  Record of Monuments and Places (See Table 11.1)
-  pNHA
-  Canal / Lakes
-  NaasTown Council Boundary



Natural Heritage Including Views and Prospects

Scale: N.T.S.

Map Ref.: 11.4

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/537

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## CHAPTER 12

### Urban Design & Opportunity Areas





# Urban Design & Opportunity Areas

**Aim: To create a vibrant and bustling town and to enhance the quality of the built environment.**

## 12.1 BACKGROUND

Through the planning process, local authorities have a key role in relation to the formation of the built environment. This chapter outlines guidelines to support a key element of the core strategy to consolidate Naas Town Centre and support the achievement of a sustainable town through the identification of key opportunity sites and character areas. The chapter also sets out general guidance in relation to urban design.

The Council will proactively encourage the regeneration and conservation of the town centre whereby any expansion and growth is managed and coordinated with the emerging role of the town using the best practice principles and the detailed design considerations outlined within this chapter. It should be read in conjunction with the relevant DOEHLG guidelines and Government policy documents listed below;

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) (2009).
- Urban Design Manual; a Best Practice Guide (2009).
- Government Policy on Architecture 2009-2012 (2009).



## 12.2 BEST PRACTICE

To guide sustainable urban growth and to create a distinctive and enduring environment, the following principles should inform future development proposals;

**Character:** Development which creates an identity and character reinforcing locally distinctive patterns of development and landscape.

**Continuity and Enclosure:** The creation of public and private spaces which are clearly distinguished and continuity of street frontages and enclosure of space by the built form.

**Quality of the Public Realm:** The provision of public spaces and routes throughout the area which are attractive, safe, uncluttered and work effectively for all in society, including older people and people with mobility impairments.

**Ease of Movement:** The creation of areas which are easy to get to, move through and by prioritising people before traffic.

**Legibility:** Forming legible places provided by identifiable routes, intersections and landmarks.

**Liveable environment:** The creation of a pedestrian friendly environment which facilitates access to public transport in order to reduce reliance on private cars, and provides a well connected open space network.

**Adaptability:** The creation of places that can change easily and can respond to changing social, technological and economic conditions.

**Diversity:** Promoting choice through a mix of compatible developments and uses to ensure a place that responds to local needs as well as providing for a diverse society of different incomes at different stages of their lives.

**Environmental Sustainability:** The enhancement of local ecology, promoting biodiversity, allowing new wildlife habitats to establish and protect existing ones.



### 12.3 STRATEGY

The Plan seeks to build on the existing strengths of the town such as its landmark buildings and architectural heritage, historic core, urban spaces and civic amenities by identifying key sites and opportunity areas which will complement the towns existing assets and act as catalysts for change. This chapter also contains general urban design guidance for new development throughout Naas. The Plan also seeks to enhance the factors which have a significant impact on the image of the town and the quality of the public domain. The urban design strategy seeks:

- To reinforce the heart of the town and create distinctive areas within the centre;
- To ensure that development is based on the concept of consolidating the existing town core;
- To ensure a mix of uses within the core;
- To provide a sustainable urban expansion area;
- To prioritise the development of derelict/brownfield and key infill / gap sites;
- To formalise approaches and entrances to the town centre in order to create a sense of arrival and departure;
- To enhance the physical environment and streetscape;
- To calm traffic flow and rationalise carparking with the use of high quality materials;
- To promote and encourage high quality urban design;
- To create a network of quality public spaces and a legible public realm;

### 12.4 OPPORTUNITY SITES AND CHARACTER AREAS

Consolidation is necessary to reinforce the town centre as the central hub of activity resulting in a vibrant and bustling core with a diverse mix of uses. The intensification of development in Naas can occur by utilising undeveloped backland and brownfield land within or adjacent to the town centre area.

The primary objective for town centre expansion should be to ensure that any expansion does not detract from the primacy of the Main Street as the core urban centre but rather reinforces the activities there.

Opportunity sites/character areas have been identified in order to assist in unlocking underutilised land in the town. Indicative urban design sketches suggest how the built form (street frontages, important buildings etc.), routes and spaces could be developed in these areas. Notwithstanding the indicative sketches a design statement which clearly shows how development proposals relates to a specific site/area will be required when deemed necessary by the Planning Authority.

These underdeveloped/opportunity sites and character areas include:

- Gateway Site
- Town Centre- Historic Core
- Abbey Street
- Devoy Quarter
- Fairgreen Area



### 12.4.1 Gateway

#### The Study Area

This opportunity site is located to the north of the Town Centre. The subject lands comprise of a corner site currently occupied by Tesco and Pennys along with their ancillary surface car parking as well as the Maxol Service Station. The lands are bounded by the Blessington Road to the north and east and the Dublin Road to the north. The current built form provides poor street frontage due to the vast expanse of surface car parking to the front of the site.

#### Design Objectives

This site provides an opportunity to intensify development by reinforcing the urban fabric of the area. In particular any new development should provide a strong built edge to the surrounding streets.

The site presents an opportunity to create a new gateway to the town centre by formalising the approach and entrance to the town centre in order to create a sense of arrival and departure. It is envisaged that a landmark building at the junction of the Blessington Road and Dublin Road will signal the significance of the site as a gateway to the Town Centre. Care should be taken that this building addresses both street frontages and must be designed to an exceptional standard on all elevations. Care should be taken with regard to the scale and massing of this structure to ensure that landmark does not become too bulky.

It is envisaged that the remainder of the site will comprise of buildings following a perimeter block/courtyard form, providing a strong street edge to the Blessington Road and Dublin Road along with a quality public realm. Development should comprise a high quality design, fine grained active frontage blocks with mixed use developments / schemes including community uses as maybe defined by the relevant zoning provisions. Buildings should provide a strong frontage that delineates the public realm. Development to the rear or adjacent to existing built form should have regard to amenity of these buildings. Car parking should be provided to the rear of buildings or preferably underground.

New buildings should be permanent, timeless and contemporary structures thereby promoting a town with a collection of new and historic buildings with an appropriate mix of building styles.

**KEY DESIGN GUIDELINES**

- Signify gateway to Town Centre
- Provide strong street edge
- Use perimeter block urban structure
- Locate car parking to the rear of the built form or preferably underground
- Provide a quality public realm
- Have regard to the amenity of surrounding buildings

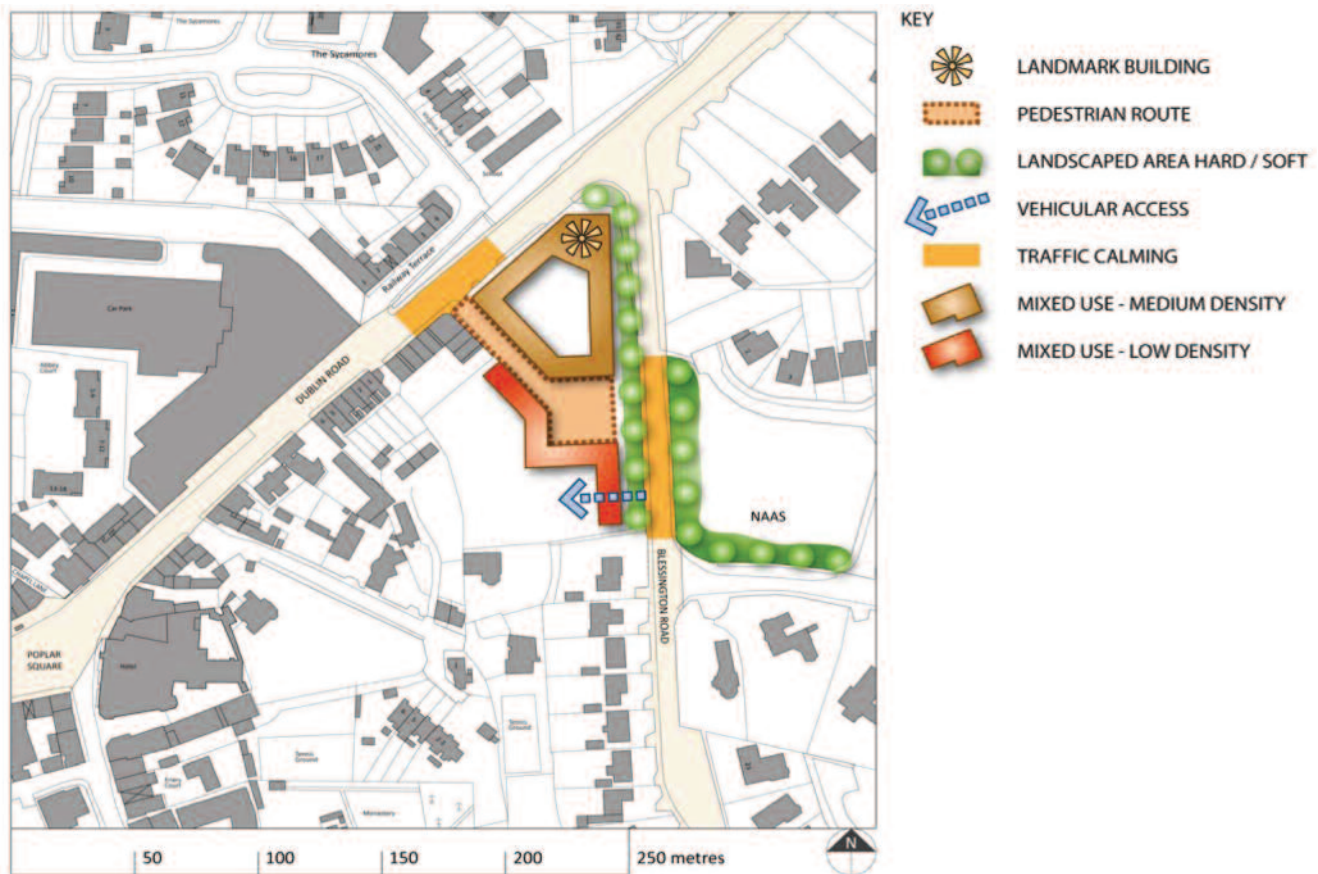


Figure 12.1: Indicative Strategy for Gateway Site

## 12.4.2 Town Centre - Historic Core

### The Study Area

The study area provides an opportunity to revitalise an underutilised area in the historic centre by promoting the development of commercial buildings, public facilities and town centre living. It also promotes public realm improvements in the town centre. The historic core retains many buildings of architectural merit and squares such as Market Square which adds to the urban quality of the historic centre. The area contains many important buildings – Courthouse, Banks, Churches, etc. There is a great variety of buildings from the early 19th to the early 20th century, many with a distinctive visual expression, all joined together to form an impressive civic space. The Presbyterian Church and St. David's Castle act as punctuation elements and lead into the narrower North Main Street, with varying and distinctive views and character from the same space.

There are however, issues to be tackled in the historic core, principally those of traffic and parking, which at present, dilute the quality of the civic spaces e.g. the clutter of signs, poles and overhead wires; poor quality of some new developments including shop fronts and other architectural elements. This Plan seeks to improve the quality of new development in the town centre and to improve the general ambience of the public realm. It is also an objective to reduce traffic congestion and to pedestrianise parts of the town centre over the period of the plan. There are also under developed and backland sites to the east of Main Street in the vicinity of St. David's Church. These lands are bounded by the Shopping Centre at St. Corban's Lane to the south and St. John's Lane to the north and are currently in use as surface car parks.

### Design Objectives

The lands form a pivotal site at the centre of the town. St David's Church and Castle are key buildings providing Naas with both a sense of place and its historic identity. Currently there is limited access to these buildings from the town centre. The site presents an opportunity to create an urban structure which will unveil these hidden gems by providing increased access and visual links to the historic heart of the town. In particular the site can play a unifying role by connecting the town's busiest areas - Friary Road with the Main Street and St Corban's Lane Shopping Centre with high quality pedestrian linkages thus providing alternative routes for traversing the historic core.

It is envisaged that the new development should complement and add to the existing town core providing a successful urban centre with a concentration of uses which should be timeless and contemporary structures. New proposals for this area should have regard to the surrounding character and comprise a high quality design with fine grained active frontage blocks. Buildings should provide a strong frontage that delineates spaces. Development to the rear or adjacent to existing built form should have regard to amenity of these buildings.

The more important buildings in the area have been constructed in brick and stone, the predominant stone being granite, and occasionally coursed limestone with granite details. The design and layout of new buildings should incorporate the principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour, by overlooked open space, cycle ways and pedestrian routes.

Layouts should provide for a hard landscaped public space within the new development which should be connected to the existing soft landscaped public space surrounding St. David's Church by a pedestrian link, thus providing a network of complementing and useable public spaces.



**KEY DESIGN GUIDELINES**

- Unveil the Historic Heart of Naas
- Create a new urban structure
- Provide new connections and increased permeability within the town centre
- Provide a quality public realm
- Seek pedestrianisation of parts of Main Street
- Have regard to the amenity and character of surrounding buildings
- Provide fine grained active frontage blocks

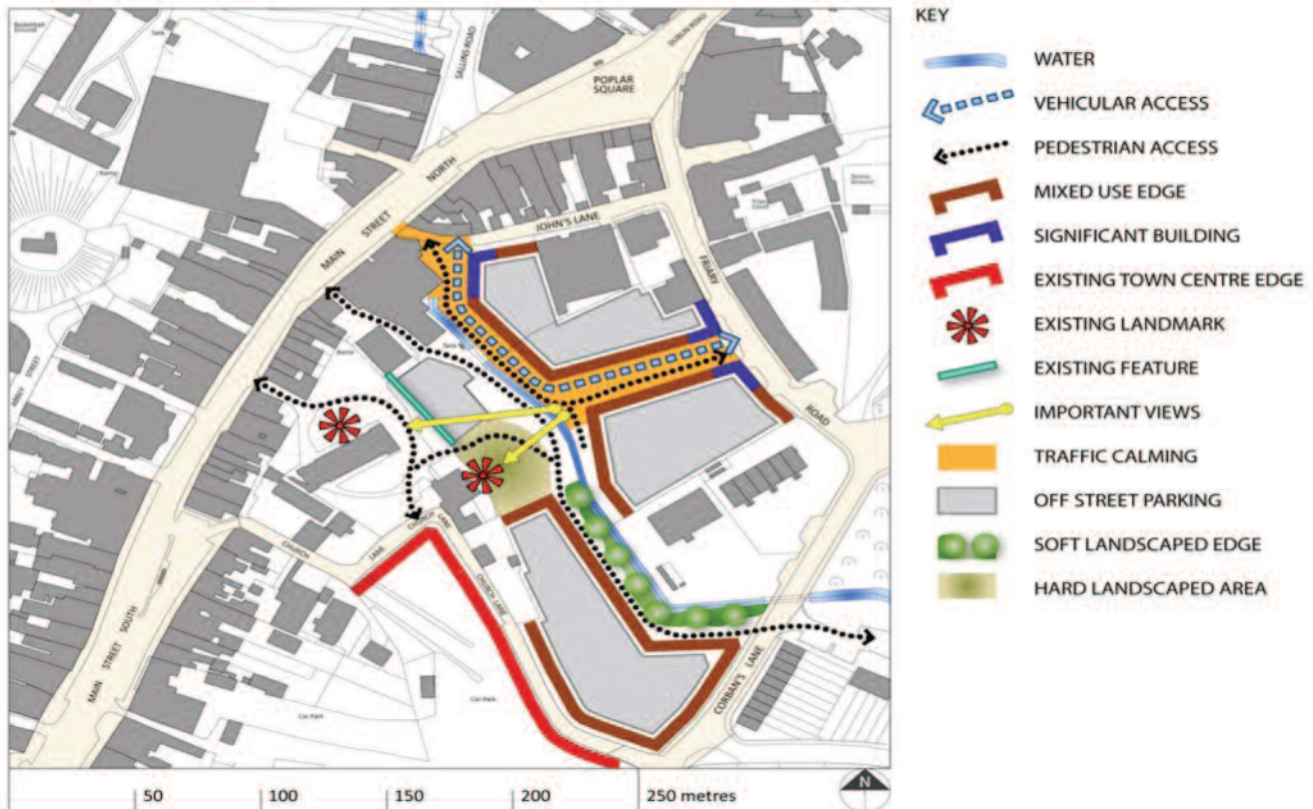


Figure 12.2: Indicative Strategy for Historic Care

### TOWN CENTRE PUBLIC REALM

- A quality public realm using a high standard of quality finishes and treatments
- Retain the overall physical form and urban grain of the town centre
- More space and safety for pedestrians and shoppers
- Increase space for pedestrians and remove unnecessary street furniture and signage
- Design and location of street furniture can contribute significantly to the ambience and character of the town



Figure 12.3: Indicative Image of Public Realm Improvements/Pedestrianisation of Main Street

Source: Shaffrey Associates Architects, Draft Naas ACA Report, 2007

### 12.4.3 Abbey Street Area

#### Study Area

The subject lands comprise of the underutilised sites along Abbey Street.

Abbey Street is located within the town centre and runs parallel to South Main Street. It is mainly defined by the Eircom office building to the west and the rear of buildings which face South Main Street to the east. Although there have been a number of modern developments in recent years, the built form generally provides poor street frontage resulting in a low quality public realm and streetscape and lack of connection with the Main Street and surrounding areas including the Harbour.

#### Design Objectives Abbey Street

The urban fabric of Abbey Street is defined by the rear of the buildings along South Main Street and the large Eircom office building. Few active frontages and town centre uses occur along the street resulting in an underutilised and underdeveloped area within the town centre. An opportunity exists to transform Abbey Street into a bustling urban street within the town core by improving the quality of the public realm, in particular the existing connections and linkages to Main Street South and the Harbour area.

Several opportunities exist along both sides of the street for appropriate infill development. Infill development should have regard to the surrounding character, particularly where the proposed development is located on a small plot.

It is envisaged that the site of the Eircom building could be redeveloped in order to provide a new structure(s) with a strong building line and active frontages along the street. A quality public realm should be achieved using a high standard of quality finishes and treatments.

#### KEY DESIGN GUIDELINES

- Provide a quality public realm with exemplary built form
- Transform Abbey Street into a bustling street within the town core
- Redevelop the Eircom site
- Provide appropriate infill development along Abbey Street
- Provide active frontages with a strong building line along Abbey Street
- Improve the quality of the public realm and reinforce the existing linkages between Abbey Street, South Main Street and Basin Street



#### 12.4.4 Devoy Quarter

##### The Study Area

The subject site is located immediately adjacent to the existing Town Centre and is zoned for town centre uses. Áras Chill Dara is located immediately west. The lands at Devoy are currently under-utilised mainly comprising of single and two storey buildings. The site of the former VEC school forms a large portion of these lands and currently presents a poor street frontage along the Newbridge Road due to the large expanse of surface car parking which is located to the front of the building.

##### Design Objectives

The intensive use of these lands through re-development presents an opportunity to create a sustainable urban quarter with a mix of uses. New development should seek to create a compact area with priority for pedestrians.

It is considered that a strong building line should be provided along the Newbridge Road with active frontages at ground floor level. It is envisaged that development should be provided in the form of clearly defined blocks with semi-private enclosed courtyard type open spaces providing car parking, rear access and communal spaces.

Mixed use buildings / schemes will be encouraged where compliant with the relevant zoning provisions. A mix of retail, housing, leisure, community uses and offices should overlook adjacent streets and landscaped courtyards/plazas. In particular apartment developments will be encouraged on the corner sites to enhance these prominent positions and take advantage of dual aspect locations.

Pocket parks should be incorporated throughout the layout to provide recreation for residents and amenity areas for the adjacent employment uses. Green links should be provided along the stream. A quality public realm should be achieved using high standard finishes and treatments.

Private and public areas should be clearly delineated. Private areas should be protected from undue overlooking and public areas easily accessible and overlooked. Good public lighting should be provided to the edge of open space, cycleways and pedestrian routes.

It is envisaged that a hard landscaped public space will be provided at the junction of the Newbridge Road, Harbour View and St. Itas housing development. Special attention should be focused on the design of this junction, to calm traffic flow along the public space. A shared surface treatment could be provided to link this new formal space to the Harbour Area. Any development proposals within the Devoy Quarter should have regard to the *Devoy Quarter Spatial Strategy*, (2009), prepared by Hassett Ducatez Architects on behalf of Naas Town Council.

**KEY DESIGN GUIDELINES**

- Create a sustainable urban quarter with a mix of uses
- Create a compact neighbourhood with priority towards pedestrians
- Provide a strong building line along the Newbridge Road
- Provide new connections and increased permeability to the historic town centre.
- Provide a public space at the junction of the Newbridge Road, Harbour View and St. Itas Place.
- Provide a quality public realm
- Provide pocket parks and green links

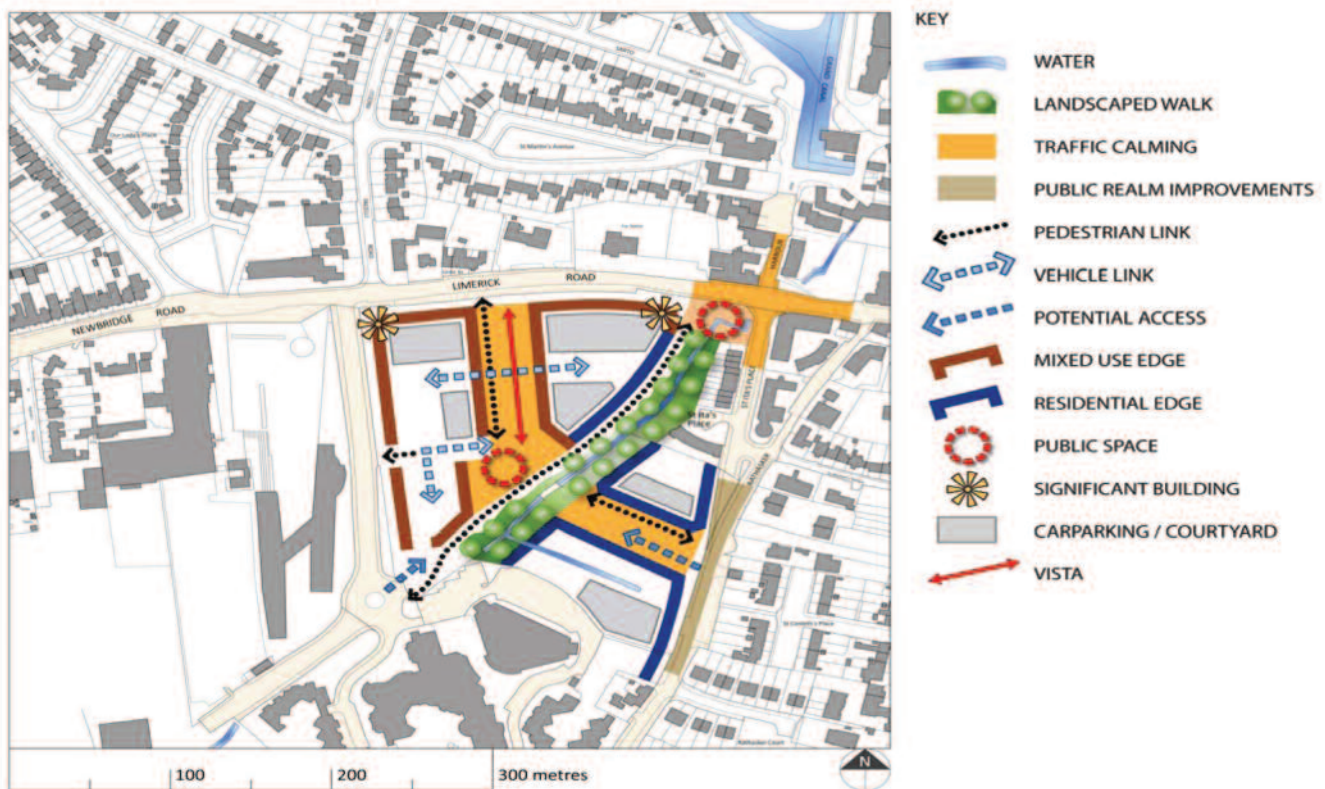


Figure 12.4: Indicative Strategy for Devoy Quarter

### 12.4.5 Fairgreen Area

#### Study Area

The Fairgreen is located to the south of the town immediately adjacent to the Town Centre. The study area is bounded by the Ballymore Road, the Lakes, the Kilcullen Road and St. Corban's Lane. The area contains St. Corban's Primary School and Naas C.B.S., the Fairgreen, the Lakes, the former swimming pool site, the former fire station building and the Eurospar development.

#### Design Objectives

Education is the primary land use at Fairgreen given the siting of both a primary and secondary school at this location. This Plan supports education as the dominant land use and allows for an expansion of the education and community zoning by approximately 1 hectare. The Fairgreen area can be divided up into a number of different opportunity areas.

- **Eurospar**

An opportunity exists to intensify development at this location to provide a key landmark or gateway building, to signify the approach and entrance to the town centre in order to create a sense of arrival and departure.

Care should be taken that this building addresses both street frontages and be designed to an exceptional standard on all elevations. Care should be taken with regard to the scale and massing of this structure to ensure the landmark does not become too bulky. In particular any new development should provide a strong built edge to the surrounding streets. Car parking should be provided to the rear of the building or preferably underground.

The built form should comprise of buildings following a perimeter block/courtyard form, with a quality public realm. Buildings should provide a strong frontage that delineates the public realm. Development should comprise of active frontages at ground floor level with commercial and or residential uses above.

- **St Corban's Lane**

The existing built form along St. Corban's Lane provides a poor sense of enclosure. New development along this edge should provide a formal urban structure and strong building line in order to create a sense of enclosure.

Development shall comprise a high quality design, fine grained active frontage blocks continuing the existing building line. New buildings should be permanent, timeless and contemporary structures. It is envisaged that the built form should mainly comprise of background architecture- creating the fabric of the town. Streets may be punctuated intermittently by individually designed buildings to ensure visual interest and to develop a stimulating streetscape where appropriate.

Development to the rear or adjacent to existing built form should have regard to amenity of these buildings. Quality public realm shall be achieved using a high standard of quality finishes and treatments

- **The Lakes and Fairgreen**

An opportunity exists to redevelop the swimming pool site to provide community uses for the town. The design and layout of this development shall incorporate the principles of passive surveillance to discourage anti-social behaviour, by overlooked open space, cycleways and pedestrian routes.

Alternative vehicular access should also be provided to the rear of existing schools which will also serve the proposed community uses.



### KEY DESIGN GUIDELINES

- Signify gateway to Town Centre
- Provide strong street edge
- Use of perimeter block urban structure
- Provide a quality public realm
- Have regard to the amenity of surrounding buildings
- Provide passive supervision of the public realm and areas of open space
- Improve the appearance of the educational edge onto the Lakes and Fairgreen

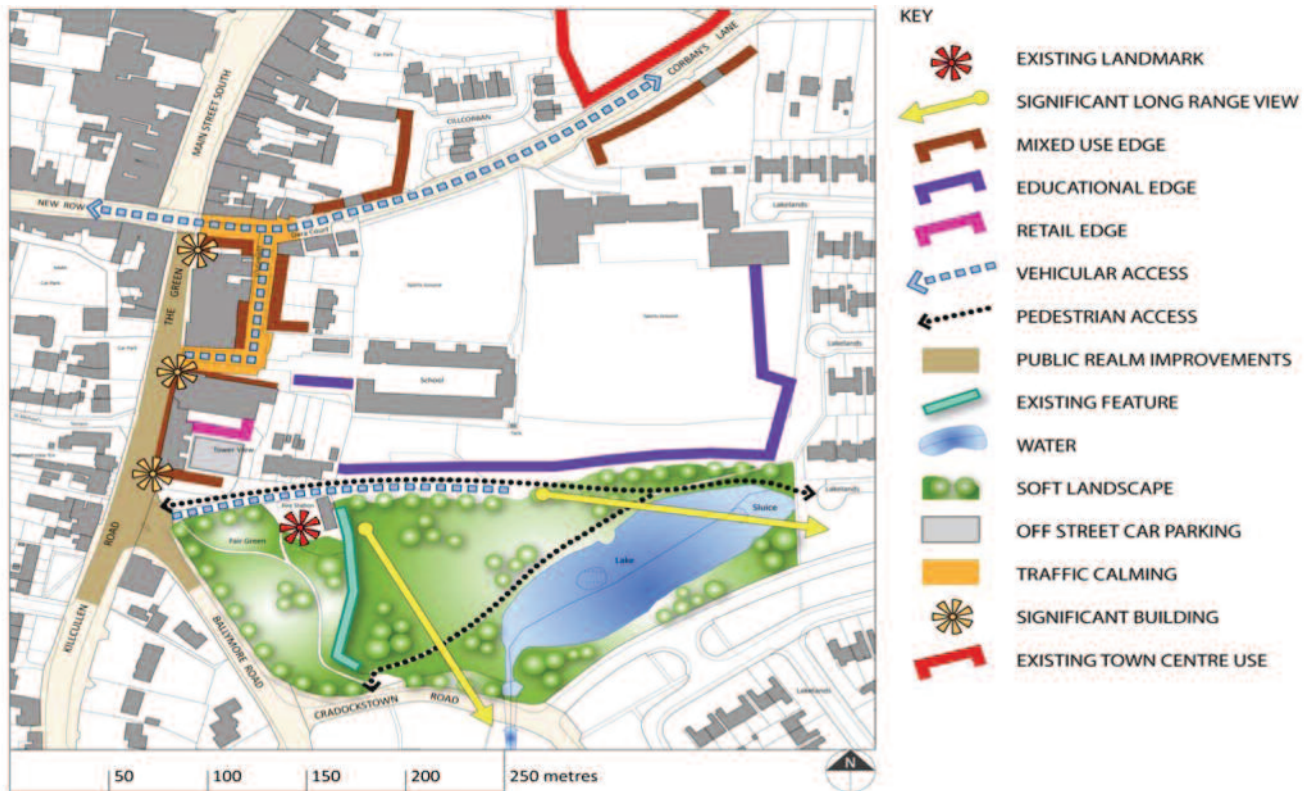


Figure 12.5: Indicative Strategy for Fairgreen

## 12.5 GENERAL URBAN DESIGN CONSIDERATIONS

The following sub-section outlines detailed urban design considerations:

### 12.5.1 Scale / Mass / Composition

A building's size should be relative to its surroundings. Scale is therefore one of the key elements in the design consideration for new buildings.

Scale, mass or bulk essentially refers to the size of the plot, average storey height and also the manner in which the façade is articulated. If these aspects of a building's design are excessively large when compared to adjoining buildings along a street, then the building is likely to be out of place on the streetscape. Exceptions may be permitted in the following circumstances:

- If it is a building of major public significance.
- If the nature of the use demands such a building and if the location is suitable for such a building.
- The degree to which it can contribute to the economic vitality of the town centre.

### 12.5.2 Key Buildings

Gateway and landmark buildings can emphasise the urban identity of a place. Their purpose is to provide a signal of a significant place either in terms of movement or use. These buildings have the potential to act as important landmarks and should therefore address the significance of the site.

Suitable locations for these buildings include important street corners or junctions, corner sites, the end of vistas and gateways, local centres and the edges of public squares. They ensure visual interest and develop a stimulating streetscape and should only occur at these locations.

In such instances, it may be appropriate to increase building heights so as to provide greater emphasis on the building, but there will also be a greater expectation of design quality and architectural treatment. The significance of these buildings does not always need to be expressed in terms of height. Differentiation in building materials and form can also convey their importance.

### 12.5.3 Corner Sites

Corner sites should be reinforced by buildings which address both street frontages. These buildings should be designed with windows and where appropriate, entrance ways onto both streets.

Various options can be explored e.g. an increase or stepping up in building height, a round corner, a stepped back corner (for example, to create a civic space), or a simple splayed corner. Such buildings should be designed to an exceptional standard on all elevations.



Figure 12.6: Example of Corner Building

### 12.5.4 Building Line

Building lines are created by the position of the building frontage along the street edge. This is important as the position of the building line determines the width of the street, therefore influencing the sense of enclosure created.

Building lines generally are continuous but not rigidly straight. They tend to be more organic in nature, staggering at certain intervals, adding significantly to the character of the street and sense of enclosure.

Generally, existing and established building lines should be maintained. Building lines may be relaxed to accentuate an important building or place or where important areas of public or civic space are required. Existing building lines may also be relaxed where innovative design solutions can demonstrate that the design will positively enhance the streetscape.

### 12.5.5 Roofline

The scale of buildings has a direct influence on the skyline. Roof tops of traditional buildings are generally constructed of slate and contain features such as chimneys which add visual interest and variety to the skyline. In many contemporary buildings, roofs tend to be flat, where this type of roof occurs on a building with a long façade it can result in monotony. In such cases the monotony can be relieved by variations in building height at appropriate locations (i.e. stepping up heights at the corners or at the centre of a symmetrical building). Regard should be had to the following:

- Rooflines should respond to the articulation of the rest of the façade so that the building can be read from the bottom to the top.
- The roofline should acknowledge the rhythm, harmony and scale of the entire street frontage.
- Materials should be chosen for their compatibility with the existing roof tops of towns in the county, i.e., dark grey slate.
- Machine and mechanical plant rooms should be designed as an integral part of the building and should not appear as a disruption of the roof line



Figure 12.7: Traditional building line and roofline typical throughout Naas.



### 12.5.6 Perimeter Block

Residential layouts should generally utilise the perimeter block principle, as a departure from more recent cul-de sac type layouts. This will increase pedestrian permeability and legibility of a new development area and will help to define streets and public spaces.

### 12.5.7 Courtyard Buildings

Courtyards can occur primarily in town centre developments. They should be treated as semi-public/private space and their use is to provide:

- A communal outdoor space;
- A threshold space prior to access to the rear of properties; and
- A location for secure cycle and car parking.

These spaces must be safe environments that are policed by natural surveillance from the individual properties; it is therefore imperative that dead corners that may be hidden from view are avoided.

Priority should be given to pedestrian movement as it is intended that these areas will provide informal play for small children. Courtyards should therefore be treated as shared surfaces. Seating should also be provided and orientated to capture the sunshine, This will allow casual residential users to engage with courtyard activities. Small areas of ornamental planting and patches of lawn should be discouraged.

### 12.5.8 Mix of Uses

In order to conserve and develop the vitality of urban cores, a mix of uses and a healthy balance of economic, residential, cultural and recreational activity should be maintained. By increasing the amount of services and amenities within urban centres, the provision of a wide range of local jobs will be encouraged. It is therefore imperative that urban centres provide a diverse range of activities and uses. Development should be designed for a diverse community which encourages sustainable living and reinforces neighbourhood values.

Residential development should provide a variety of designs to accommodate a good mix of household types – including first time buyers, single people, families, empty nesters and the elderly in order to ensure a social mix and balance is achieved.

### 12.5.9 Building Height

Height determines the impact of development on views, vistas and skyline. Building height shall generally be considered in terms of the extent and location of the site. In assessing development applications the planning authority will have regard to the height of existing development in the vicinity of the proposed development site.

### 12.5.10 Neighbourhood Centres

Local or neighbourhood centres, where appropriate, typically include services and facilities such as shops, pubs, post office, crèche, doctors surgery, health centre, community centre, civic space, park, playground, primary school as well as some local services and/or employment uses and should comply as appropriate with the relevant provisions of Chapter 6 Retail.

### 12.5.11 Car Parking

Parking standards are set out in Chapter 13. Regard should be had to the following in relation to the location and layout of car parking areas:

- Car parking should generally be sited within established site boundaries in such a manner as to ensure minimal impact on the amenity of adjoining premises.
- In town centres parking spaces should be located behind buildings or underground wherever possible, to encourage the continuity of streetscapes.
- Landscaping and tree planting must be provided to counteract the appearance of parking areas.
- Where on-street parking is proposed properly marked car parking spaces should be provided with regular tree planting and a high standard of kerbing and paving. Generally not more than five perpendicular or two parallel car parking spaces should be provided between trees.
- Where surface car parking is required it should be designed to be overlooked to provide passive surveillance and should not dominate the street frontage.
- Cycle parking facilities should be conveniently located, secure, easy to use, adequately lit and well posted. Weather protected facilities should be considered where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible.

**12.5.12 Protection of the Existing Environment**

All development proposals immediately adjoining existing development should provide for the protection of existing residential amenities and have particular regard to minimising overlooking and visual intrusion. Naas Town Council places significance on the existing heritage fabric of the town. This represents a key heritage and cultural asset and includes protected structures of special architectural, historical and cultural interest. (Refer to Chapter 11).

**12.5.13 Building Language and Finishes**

Good modern architecture and design should prevail throughout developments. There should be consistency in materials, colour, proportions, roof pitches, building detail, street/ route surfaces, planting and street furniture within a development.

Certain principles will apply in relation to materials and finishes of development as follows:

- In general, finishes and materials should be of a high quality and should be used in a consistent and restrained manner.
- Where possible natural materials should be used including wood, stone, slate etc. The use of native Irish material should be maximised.
- Materials and finishes should as far as possible reflect an Irish vernacular and, where appropriate and feasible, a Kildare and local vernacular.
- Use of non-natural materials such as clay pantiles will be permitted in limited circumstances where it is considered that such use contributes to the overall design quality of the scheme.
- Use of uPVC window frames and doors etc. should in general be avoided unless a particular and specific case can be made for their use. This is in the interests of sustainable development and to help to promote the use of natural and native materials and more environmentally friendly materials.

- In cases where it can be demonstrated that the design of a building is of an exceptional nature and particularly in the case of gateway and landmark buildings, consideration will be given to the use of modern materials in the context of a modern design approach to such buildings.
- External wall finishes may include timber cladding, render, dry dash and brick.
- The use of colour should form part of any design proposal, however this should have regard to the traditional use of colour in the Irish context.
- In general, the design of schemes should focus on having a commonality of approach in terms of particular housing areas, with a clearly different approach between housing areas.

In addition, there should also be an overall and consistent design concept for the entire scheme.

## 12.6 OVERALL LAYOUT DESIGN CONSIDERATIONS

Understanding the context and the potential of a site through a detailed site analysis will inform the design process for development proposals. The new urban structure should consist of a framework of routes and spaces that provide connectivity within a development, as well as to existing and planned routes in adjoining developments.

Design considerations include:

- Recognisable routes, intersections and key buildings should be provided to help people navigate.
- Priority should be given to pedestrians and cyclists by providing routes that are direct, safe and secure.
- Streets should be designed to prioritise pedestrian movement and therefore encourage pedestrian activity.
- Attractive and successful outdoor areas should provide a quality public realm.
- Passive supervision of the public realm is the most effective means of preventing anti-social behaviour.
- Buildings should be orientated to maximise privacy and elements such as planting and boundary treatment used to maximum effect.
- Residential layouts should, where appropriate, utilise the perimeter block principle as a departure from more recent cul-de sac type layouts.
- Housing should at a minimum be dual aspect and designed so that greatest advantage is taken of southwest orientation.
- Development should be designed for a diverse community which will encourage sustainable living and reinforce neighbourhood values.

### 12.6.1 Permeability

Central to the vitality of any urban centre is its network of pedestrian paths and routes. A fine grained network is critical to the creation of a human scale environment, attractive and accessible for the pedestrian. All new development should provide a fully permeable and recognisable, interconnecting network of streets. Permeability within town and village centres must be protected and where possible improved. Any new development should open up new routes as part of the development.

### 12.6.2 Legibility

All new development should provide:

- Recognisable routes which provide a coherent and easily read pattern of streets, lanes, squares, urban and green spaces.
- Intersections and landmark buildings which are provided to aid orientation.
- Main routes should be distinguished by exploiting vistas, key buildings and landmarks.
- The activities and functions of places should be made visible, thus bringing a sense of liveliness to places.

### 12.6.3 Streetscape

The streetscape should be characterised by quality buildings and a high standard of finishes and treatments such as paving, landscaping and street furniture, creating an environment with a definite sense of place.

All streets/roads, walking/cycling routes and public spaces should be overlooked by adjoining accommodation to ensure passive surveillance. The creation of observed public spaces and route ways should not reduce or detract from the private nature of other spaces and buildings.

### 12.6.4 Public Space

To create a vibrant bustling town and to integrate new development into backland areas the provision of a network of public spaces should be explored. These spaces should be designed to vary in size and use providing for children's play, kick about spaces, passive recreation and landscaped and planted areas to serve the entire community. Public spaces should be linked through high quality pedestrian and cycle routes combined with views and vistas and should be overlooked by adjoining accommodation to ensure passive surveillance.



### 12.6.5 Transportation Network

Development must emphasise permeability for all modes of transport and should be designed on the basis of the following considerations and users:

- Pedestrians and cyclists
- Public Transport
- Access for emergency vehicles
- Efficient circulation of local traffic
- Externalising non local traffic

### 12.6.6 Cycling and Pedestrian Linkages

Cycling and pedestrian linkages are necessary to promote integration and sustainable development patterns. New development should seek to achieve:

- Convenient and prominent pedestrian access points in terms of signage, lighting and gradients;
- A pattern of footpaths/pavements, which allows easy permeability; a choice of routes filtering through the area;
- Routes from houses to local facilities, including shops, schools and bus stops, should be direct and pleasant, avoiding steep slopes or steps/kerbs where possible.
- Utilising green open space networks for longer distance walks.
- Providing dedicated pedestrian routes along green corridors.

For a cycle network to be successful it should be continuous and convenient with appropriate trip-end provision.

### 12.6.7 Street Hierarchy

A network of high quality, attractive streets comprising high quality finishes and treatments such as paving and landscaping, to create an environment with a definite sense of place should be achieved. All development should include a hierarchy of streets designed to recognise the needs of pedestrians and cyclists and therefore encourage healthy activity. This can be achieved by paying close attention to the design of street surfaces and planting which should be integrated with passive traffic calming measures.

The purpose of any proposed network is to adequately serve the maximum extent of development whilst discouraging unnecessary through-traffic.

**Boulevards** - Access roads should be provided in the form of spacious, tree-lined boulevards to provide a safe environment for pedestrians and cyclists with associated cycle lanes, footpaths and verges should be fronted by buildings. Boulevards should comprise a high quality public realm, planted with appropriate native species.



Figure 12.8: Boulevards

**Neighbourhood Streets** - The majority of circulation routes within new developments should be provided by neighbourhood streets. The design of the neighbourhood street including associated parking should vary according to the density of the area.

In most urban areas where the density is at its highest, the neighbourhood street will have a carriageway width of between 5m and 5.5m and should maintain a constant road width and continuous kerb edge. They will have dedicated 2m minimum footpaths either side and 1.5m wide grass verges. Cyclists will use the road surface. On-street parking will be provided on both sides of the street.



Figure 12.9: Neighbourhood Street



Where the density is medium the road width will be maintained as above but the parking will be provided on one side only and staggered along the length of the street.



Figure 12.10: Neighbourhood Street

Where the built density decreases away from the urban area, the street design will largely be less formal in character as appropriate at the edges of a built up area, such as variable kerb alignment and road width.



Figure 12.11: Neighbourhood Street



**Mews / Shared Surface Streets** - Shared surface streets may occur where the character is mostly urban, typically in the town centres. These streets should be designed as shared level surfaces, where pedestrians and cyclists have equal priority

with vehicles, therefore having the advantage of providing sufficient space for large vehicles to approach close to buildings without giving the impression of a 'tarmac prairie'. These streets must have building frontages on both sides.



Figure 12.12: Shared Surface Street



### 12.6.8 Storm Water Run-off

Permeable surfaces (gravel, turf and structurally reinforced turf, 'grass-crete, trees and shrubbed areas etc.) should be used to mitigate surface water runoff wherever possible.

Porous pavements give trees the rooting space they need to grow to full size and in the void spaces within these surfaces, naturally occurring micro-organisms digest car oils and oil ceases to exist as a pollutant.

Rainwater infiltration through the pavement into underlying soil reduces stormwater volumes and restores natural subsurface flow paths.

### 12.6.9 Sustainable Urban Drainage Systems (SUDS)

SUDS should be an important part of the drainage infrastructure of a development. The drainage system should provide the major structuring element of landscape and it is important that all development considers the relationship with SUDS as an element of drainage infrastructure as well as a leisure and visual amenity.

The use of 'swales' should be explored as part of SUDS to mitigate water. Swales should be linked, have a storage and infiltration function and mainly convey runoff to shallow appropriately located storage wetlands. Swales located throughout the development lands should also provide the underlying basis of the landscape structure of new development and form part of a cohesive urban structure, integrated with both the streets and built form.

SUDS areas should be planted utilising indigenous species that can withstand both dry and very wet conditions. A similar landscape treatment will be utilised across the system so that it reads as a single network.

The system should be capable of accommodating all storm events. The design of future surface water drainage systems should be mindful of the natural drainage of areas. The development of an appropriate management regime is critical for the avoidance of future problems. The following illustration below shows how swales may be incorporated into the design of a new area and could assist in providing developments with a sense of place.

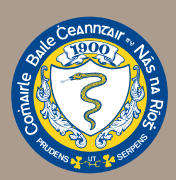


Figure 12.13: Swales at Upton, Northampton, UK



## CHAPTER 13

### Development Management



# Development Management

**Aim: To ensure the orderly and sustainable development of the town through the setting out of objectives and standards for the management of development.**

## 13.1 BACKGROUND

Development management is a statutory process provided for in the Planning & Development Acts 2000-2010 that ensures development takes place in an orderly and efficient manner. Specific control measures are outlined to ensure that new development is of high quality and relates to the character, scale, layout and form of the area in question. Development will be managed by means of established and proven principles aided by guiding standards.

There is an obligation on the Council to ensure that permissions granted under the Planning Acts are consistent with the policies and objectives set out in this Development Plan. This chapter focuses on the general planning standards and design criteria that will be applied by the Council to ensure that future development is in accordance with these policies and objectives.

There is provision for a degree of flexibility of approach in particular circumstances. This applies where a proposed development is otherwise consistent with proper planning and development and the preservation and improvement of amenities.

The granting of planning permission does not in itself enable development to commence. There may be other legal and procedural requirements to be considered e.g. property title, building regulations, public health acts, fire regulations, air and water pollution legislation etc.

### 13.1.1 Enforcement

To ensure that the integrity of the Planning System is maintained and that it operates for the benefit of the whole community, the Council will take enforcement action in cases of unauthorised development, where it is appropriate to do so, consistent with the provisions of Part VIII of the Planning and Development Act, 2000 as amended by the Planning and Development (Amendment) Act 2010.

Under planning legislation, any development which is not specifically exempt development requires planning permission and development which does not have that permission is unauthorised development, as is development which has been or is being carried out in breach of conditions specified in a planning permission.

In carrying out its enforcement functions, the Council may issue Warning Letters and / or Enforcement Notices or take injunctive proceedings pursuant to Section 160 of the Planning and Development Act 2000 as amended.

Proceedings for non-compliance with an Enforcement Notice will be taken in the District Court in most cases. However, where appropriate, injunctions will be sought in the Circuit Court or High Court. In all cases involving legal proceedings, the Council will seek to recover its costs, in addition to any fines imposed by the courts.

### 13.1.2 Failure to Comply with Previous Permission

To ensure that the integrity of the planning system is maintained and that it operates for the benefit of the whole community, the Council may refuse permission for a development arising from past failures to comply with any previous permission, where they are deemed to be of a substantial nature, and where it is appropriate to do so, having regard to the provisions of Section 35 of the Planning and Development Act 2000 as amended.





### 13.1.3 Development Contributions

The Council, taking into consideration the capital expenditure necessary for the provision of infrastructure, will require the payment of financial contributions in accordance with the Development Contributions Scheme adopted by the Council.

Developers may also be required to carry out works at their own expense to facilitate their development and these will be specified as a condition of their planning permission.

### 13.1.4 Environmental Impact Assessment

Certain developments may require the submission of an Environmental Impact Statement in accordance with the provisions of the Planning and Development Regulations, 2001 (or as may be amended) from time to time.

### 13.1.5 Pre-Application Discussions

The Council will endeavour to facilitate pre-planning discussions through individual meetings / planning clinics as deemed appropriate. The carrying out of consultations shall not prejudice the performance by the Council of any other of its functions under the Planning and Development Act 2000 (or as may be amended from time to time), or any regulations made under the Act, and cannot be relied upon in the formal planning process or in legal proceedings.

### 13.1.6 Bonds

To ensure that developments undertaken by private developers are satisfactorily completed, developers will be required to give cash deposits or submit a bond from an insurance company or other financial institution acceptable to the Council for the satisfactory completion of developments and their ancillary services. In determining the method of security, previous records of applicant's compliance and construction standards will be taken into account. This bond or surety is to be submitted and in place before development is commenced.

### 13.1.7 Digitised Planning Applications

The Council will require all applications over three housing units and all commercial developments to provide site drawings to fit into National Grid Co-ordinates in order to comply with the requirements for Geographical Information Systems (GIS) mapping and inventory.

## 13.2 GENERAL DEVELOPMENT STANDARDS

### 13.2.1 Site Coverage

Site coverage standards are intended to avoid the adverse effects of over-development.

**Site Coverage = Total area of ground covered by buildings**

Total ground area within the site curtilage

The maximum site coverage shall be 50% for residential development, 75% for industrial and 66% for retail and commercial development. Within the town centre zone, the maximum site coverage shall be 80% for all development.

A particular site coverage standard shall be acceptable only where it is consistent with other standards such as open space requirements, car parking, plot ratio, building lines and building heights, fire safety and building regulations together with the amenity of adjoining dwellings/ properties. In considering applications for redevelopment of existing sites, due regard will be had to the existing site coverage.



### 13.2.2 Plot Ratio

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

**Plot Ratio = Gross building floor area**

Gross site area

The gross floor area is the sum of all floor space within the external walls of the buildings, excluding plant, tank rooms and car parking areas. The gross site area comprises all land within the curtilage of the site.

**Table 13.1 Plot Ratio Standards**

Location	Plot Ratio
Town Centre/Brownfield	1.0 - 2.0
Inner Suburban	0.5 - 1.0
Outer Suburban	0.35 - 0.5
In close proximity to public transport	
Outer Suburban Remote from public transport	0.25 - 0.35

In considering applications for redevelopment of existing sites, due regard will be had to the established plot ratio.

### 13.2.3 Overlooking

In general, a minimum distance of 22 metres between opposing above ground floor level windows is required for habitable rooms. In cases of innovative design where overlooking into habitable rooms does not occur, this figure may be reduced.

A separation distance of 35 metres should be considered in the case of overlooking living room windows and balconies at upper floors.

### 13.2.4 Overshadowing

Where development of a significant height is located close to existing development, the planning authority may require daylight and shadow projection diagrams to be submitted. The recommendations of 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (BRE 1991) or B.S. 8206 "Lighting for Buildings Part 2 1992: Code of Practice for Day lighting" should be followed in this regard.

### 13.2.5 Soft Landscaping

Planting and landscaping should be used to integrate new buildings into their surroundings and provide privacy between dwellings. New planting should consist of local native plant types indigenous to the area and be incorporated into the site so as to enhance the overall appearance (Refer to Table 13.2).

Where mature trees and/or substantial hedgerow are located on lands that are being considered for development, a detailed tree survey shall be submitted with the planning application. All trees with a diameter of 75mm and above 1.5m from ground level should be included. Trees should be surveyed by reference to species, branch canopy, spread, shape, height and condition. In the event of the development requiring trees to be felled during development, the Council will require the planting of a minimum of five mature/established trees per tree felled which shall be incorporated into the overall design of the scheme.

Where a development, located on lands zoned for development necessitates the removal of hedgerows/trees, the planning authority will require the removal of same to be identified with the planning application and a detailed replanting proposal to be submitted. This proposal should provide for the replacement of at minimum an equal amount of similar indigenous hedgerows/tree planting within the overall scheme.

The Planning Authority will seek to ensure the planting of semi-mature trees depending on location and circumstances. Semi-mature trees are defined by the BSI as: "Trees with an overall height in excess of 4 metres and or a stem girth measurement (circumference of 20 centimetres or larger"

The replacement of hedgerows/trees shall have due regard to the ecological function of hedgerows as a wildlife corridor and shall not work in isolation to the remaining hedgerow network.

Where trees or hedgerows are to be preserved on a development site, it is essential that the trees be protected by the erection of secure fencing prior to any site or engineering work commencing. No materials or vehicles shall be stored or parked within the fenced area. A site management plan shall be submitted to ensure the protection of retained trees and hedgerows within the site. To ensure that trees and hedgerows are protected on a site and that landscaping in accordance with a planning permission is carried out, a bond lodgement may be required, the amount of which shall be determined by the Council.

*The Good Practice Guidelines for Developers – Biodiversity and Development in County Kildare, Kildare Heritage Series Vol. 1 and The Good Practice Guidelines for Householders – Biodiversity and Development in County Kildare, Kildare Heritage Series Vol. 2 should also be referenced for advice regarding landscaping and biodiversity matters.*



Table 13.2 Native Trees and Shrubs

Common name	Height (max)	Suitable for public open spaces	Suitable for streets and confined spaces	Suitable for tubs, containers and raised beds etc.	Guide to planting: See key below
Alder	22m	Yes	No	Yes	ADPS
Alder Buckthorn	6m	Yes	No	Yes	D
Ash	28m	Yes	No	No	ADIPS
Aspen	24m	Yes	No	No	DPSV not close to buildings or services.
Arbutus (strawberry tree)	8m	Yes	No	Yes	Not frost hardy
Bramble	2m	No	No	No	C/ H tends to be invasive
Broom	2m	Yes	No	Yes	tolerates dry conditions
Burnet Rose	2m	Yes	No	Yes, but vigorous	C/H. Restricted distribution. Not commonly.
Common (or European) Gorse	2.5m	Yes	No	In a rural setting	HV
Crab Apple	6m	Yes	No	No	AHIP
Dog Rose	2m	Yes	No	Yes. Vigorous	C/H
Downy Birch	18m	Yes	Yes	Yes	ADIP
Elder	6m	In hedge	No	No	V
Guelder Rose	4.5m	Yes	No	No	DH
Hawthorn	9m	Yes	Yes	Yes	AHIPS
Hazel	6m	Yes	No	No	AHS
Holly	15m	Yes	Yes	Yes	AHPS
Honeysuckle	climber	Yes	On walls	No	C
Ivy	climber	Yes	Yes	Yes	C
Juniper	6m	Yes	No	No	S
Pedunculate Oak	30m	Yes	No	No	AI only suitable for large spaces
Rowan or Mountain Ash	9m	Yes	Yes	Yes	ADHIP
Scots Pine	24m	Yes	No	No	AI
Sessile Oak	30m	Yes	No	No	AI only suitable for large spaces
Sliver Birch	18m	Yes	Yes	Yes	ADIP
Sloe, Blackthorn	3m	Yes	No	No	AHPV
Spindle	7.5m	Yes	No	No	H
Whitebeam spp.	12	Yes	Yes	Yes	IPS
Wild Cherry	15m	Yes	Yes	Yes	AHI
Wild Privet	3m	Yes	Yes	Yes	No
Willow spp.	6m	Some	No	No	V Not suitable near buildings or services
Wych Elm	30m	Yes		No	PS
Yew	14m	Yes	No	Yes	AIPS

**A** Grows in a wide variety of soils    **H** Suitable for hedging    **D** Tolerates or prefers damp conditions    **S** Tolerates shades  
**C** Climber    **I** Suitable as an individual tree    **P** Tolerates smoke or pollution    **V** Invasive

**13.2.6 Hard Landscaping**

Hard landscaping design, including paving and street furniture, is an important element in defining the character of streets and public open spaces. Hard landscaping can help to provide a visual link to the surroundings; define and enclose spaces, delineate public from private space; provide security to private areas; distinguish between pedestrian, cyclist and vehicular movement; and provide suitable play space for children.

Materials must be appropriate, durable and of good quality. Careful consideration must be given to the design of hard surfaces such as streets, squares, open spaces, paved areas, footpaths and driveways. Hard landscaping design shall have regard to the use of Sustainable Urban Drainage Systems (SUDS) to minimise runoff and maximise efficient management of surface water.

Walls, fences, metal railings and gates used to define spaces and their usage have a major impact on the visual character of development. These should be carefully selected with local distinctiveness in mind and will need to be an integral part of the overall design concept.

The siting of street furniture should not provide undue obstacles for people with disabilities.

The integration of art into the public domain can contribute positively to the urban form creating local distinctiveness and enhancing a public space.

**13.2.7 Access to Land**

Development should be designed in such a fashion that it will not prejudice the provision of vehicular, pedestrian access or key infrastructural services in adjoining lands. Development should be designed so as to ensure 'ransom strips' of land will not inhibit future development.

**13.2.8 Access for All**

The Council will require that the layout and design of a proposed development gives consideration to the needs of the aged, people with disabilities and people with children. In addition to the above, all developments must make provision for car parking for the disabled in accordance with the recommendations of 'Buildings for Everyone' 2002 published by the National Disability Authority and Part M of the Building Regulations (S.I. No. 179, 2000).

**13.2.9 Design Statements**

Where a design statement is a requirement for a particular development it shall outline how the particular design addresses Development Plan policies, objectives and guidance in particular those relating to urban design as well as national guidance. The Design Statement should clearly describe how the proposal relates to the site and contextual analyses.

Drawings and statements should be included with the design statement and it should be clearly illustrated why a particular design solution was arrived at for that particular site and demonstrate how the design responds to the site context, the ecology, topography and features (both natural and man made) existing on site and immediately adjacent to the site.

**13.2.10 Landscape and Visual Impact Assessments**

Landscape/ Visual Impact Assessments will be required to accompany significant proposals located within or adjacent to sensitive landscapes or streetscapes in the town. This assessment should provide details of proposed mitigation measures to address any negative impacts.

### 13.3 RESIDENTIAL DEVELOPMENT

Good design is at the core of creating a good quality residential environment. The design of new housing developments should pay particular attention to the characteristics of the local setting. It is imperative that a high standard of design and quality of environment are created, which in turn will contribute to a sense of place and an identity.

The planning authority will also have regard to:

- The policies and objectives set out in Chapter 4 Housing
- The guidelines contained in Chapter 12- Urban Design and Opportunity Areas of this Plan as appropriate
- The *Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities (2009)* and their accompanying document *Urban Design Manual Best Practice Guide (2009)*.
- The Council's Taking in Charge Policy Statement (January 2009) as may be amended.
- Construction standards and specifications set out in 'Recommendations for Site Development Works for Housing Areas' (DoEHLG, 1998)
- The forthcoming *Manual for Streets* being prepared by the Department of Transport which will address such matters as layout, on-street parking, accessibility and cyclist movement
- The DoEHLG Planning Guidelines document entitled "The Planning System and Flood Risk Management" (2009)

Sustainable Urban Drainage Systems (SUDS) should be incorporated into development proposals where appropriate.

#### 13.3.1 Density

Indicative density levels are set out in Table 4.1 of Chapter 4. Higher residential densities will be encouraged only at appropriate locations. Such development must ensure a balance between reasonable protection of existing residential amenities and the established character of these areas.

#### 13.3.2 Layout

The layout of new residential development should be designed to create a strong sense of identity and a sense of place. New developments should take full account of the characteristics of the natural and built environment of the site, the views and vistas to and from the site and the surrounding areas. Gated developments will not be permitted as they reduce social inclusion and integration within the existing community and generally fail to address the existing streetscape. Detailed guidance regarding proposed layouts is contained in Chapter 12 Urban Design and Opportunity Areas.

#### 13.3.3 Dwelling Design / Layout / Boundary Treatment

In addition to an appropriate layout a high standard of building design, detailing, specification of materials and a high standard of craftsmanship will be required. The planning authority welcomes contemporary designs and innovation. Dwelling design shall have regard to the following requirements:

- Minimum required floor areas:

Table 13.3 Floor Area Sizes for Dwelling Houses

Unit Type (House)	Floor Area	Storage Area
One Bedroom	55m <sup>2</sup>	3m <sup>2</sup>
Two Bedroom	75m <sup>2</sup>	6m <sup>2</sup>
Three Bedroom	90m <sup>2</sup>	9m <sup>2</sup>
Four Bedroom	110m <sup>2</sup>	10m <sup>2</sup>

- Dual aspect shall be incorporated into all dwelling units.
- A minimum distance of 2.5m between semi-detached and detached housing shall generally be provided.
- Adequate provision shall be made for the storage and collection of waste materials. Each house shall have adequate storage for at least 3 number 'wheelie' bins, screened where necessary.
- Special consideration should be given to boundary treatments particularly where these adjoin existing dwellings. Boundaries between the rear of existing and proposed dwellings shall be a minimum of 1.8m high and shall be constructed as capped, rendered/plastered concrete block or brick walls, to ensure privacy, security and permanency.
- Minimum private open space requirements as set out in Table 13.4:

Table 13.4 Private Open Space Requirements for Dwelling Houses

Unit Type (House)	Floor Area
One Bedroom	48m <sup>2</sup>
Two Bedroom	55m <sup>2</sup>
Three Bedroom	60m <sup>2</sup>
Four Bedroom	75m <sup>2</sup>



- High quality boundary treatments are generally required to enclose private open space. A 1.8m – 2m high wall of solid block and capped and plastered on both sides is generally acceptable although this should be in keeping with the overall design of the development. Post and wire or concrete post and timber fencing is not permitted.
- Two metre high screen walls should be provided between all areas of public open space and gardens to the rear of dwellings. Where concrete screen walls along the edge of public areas are proposed, they should be suitably rendered and capped.
- Private open space should be designed so that it is usable for the proposed residents. Long narrow rear gardens or awkward shapes are therefore not acceptable.
- Generally windows on the gable/side walls of dwellings will not be permitted where the window would closely overlook the curtilage of the adjoining dwelling.
- Minimum required storage areas shall be provided in accordance with Table 13.3. Storage should be additional to kitchen presses and bedroom furniture, but may be partly provided in these rooms. Storage should be provided off a hallway or landing to facilitate access. Hot presses or boiler space do not count as general storage areas. As a rule, no individual storage room within a dwelling should exceed 3.5 sq metres. Dwellings may provide storage for bulky items outside individual units and this may satisfy part of the general storage requirement.

### 13.3.4 Apartment Developments

The provision of apartment schemes shall only be considered in town centre locations.

Planning applications for apartments shall be assessed against the *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, 2007* by the DoEHLG.

Apartment design shall have regard to the following requirements:

- Minimum floor areas and storage requirements as set out in Table 13.5:

**Table 13.5 Floor Area and Storage Requirements for Apartments**

Unit Type (Apt)	Floor Area	Storage Area
One Bedroom	55m <sup>2</sup>	3m <sup>2</sup>
Two Bedroom	80 - 90m <sup>2</sup>	6m <sup>2</sup>
Three Bedroom	100m <sup>2</sup>	9m <sup>2</sup>

- Present a live edge to the street by locating doors and windows onto the street frontage
- In the case of residential accommodation over shops or other business premises, a separate access should be provided for the upper floor accommodation
- Where ground floor commercial use consists of restaurants/take-aways, public houses, dry cleaners or printing shops, with apartments above, then proper sound-proofing, ventilation and storage must be built into the design of the building
- Provide off-street vehicular parking e.g at basement level
- Provide concealed and covered refuse bin storage areas and cycle storage areas which are convenient and accessible to each of the apartments
- Provide open space that is suitable for passive recreation and which includes play spaces for smaller children
- The installation of lifts in apartment blocks over two storeys in accordance with Part M of the Building Regulations
- Where lifts are required design proposals shall allow for the satisfactory use of the building in the event of prolonged lift failure and discourage the habitual use of the lift, through the provision of circulation space that is enjoyable and safe to use
- Provision of private open space in the form of landscaped areas, courtyards, terraces/ patios and balconies
- Minimum private open space requirements as set out in Table 13.6:

**Table 13.6 Apartments - Private Open Space Requirements**

Unit Type (Apt)	Area (m <sup>2</sup> )
One Bedroom	10m <sup>2</sup>
Two Bedroom	15m <sup>2</sup>
Three Bedroom	20m <sup>2</sup>

### 13.3.5 Public Open Space for Residential Development

Public open space must be carefully designed as an integral part of the layout of all residential schemes / mixed use schemes and should be addressed at the initial design stages. All applications for residential developments shall include a landscape plan.

On greenfield sites, the minimum area of open space that is acceptable, is 15% of the total site area. On institutional sites a minimum requirement of 20% of the site area may be required. In all other cases, public open space should be provided at the rate of 10% of the total site area.

A relaxation of the standard may be considered where the overall density of a proposal is <8 dwellings per hectare as the provision of space within the dwelling curtilages over and above the minimum required may be taken into account.

Each application shall also have regard to the qualitative standards outlined in Section 4.18 of the *Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, (2009)*.

The following should also be taken into consideration in relation to public open space:

- Areas with high gradients or otherwise impractical to function effectively will not be acceptable as open space.
- Narrow tracts of land (less than 10m) or pieces of land 'left over after planning' are not acceptable. Public open space should be designed from a visual perspective as well as being functionally accessible to the maximum number of dwellings within the residential area.
- Public open space should be overlooked by as many dwellings as possible.
- Houses shall not be permitted to back onto public open spaces.
- Natural features e.g. trees, hedgerows and wetland sites should be retained, protected and incorporated into public open space areas.
- On large sites, areas should be identified for a hierarchy of uses e.g. – formal areas, more casual 'pocket parks' for smaller children to play, informal kick about areas, passive amenity areas etc.
- Appropriate pedestrian and cycle linkages between open spaces should be clearly indicated on the site layout plan.

- Care should be taken during the design process to connect existing and proposed areas of open space thus providing green linkages for wildlife habitats.
- The use of hard landscaping elements should also be identified.

### 13.3.6 Extension to Dwellings

Primarily the design and layout of extensions should have regard to the amenities of adjoining properties, particularly as regards sunlight, daylight and privacy. In addition the following basic principles shall be applied:

- The extension should be sensitive to the existing dwelling and should not adversely distort the scale or mass of the structure, or adjoining properties.
- While the form, size and appearance of an extension should complement the area, and the design and scale should have regard to adjoining properties. A flexible approach will be taken to the assessment of alternative design concepts. In particular contemporary designs will be encouraged.
- The extension should not provide for new overlooking of the private area of an adjacent residence where no such overlooking previously existed.
- In an existing developed area, where a degree of overlooking is already present, the new extension must not significantly increase overlooking possibilities.
- New extensions should not overshadow adjacent dwellings to the degree that there is a significant decrease in day or sunlight entering into the house.
- In all cases a minimum private rear garden area must be retained.

### 13.3.7 Family Flat

A temporary arrangement to accommodate a family member within an existing dwelling unit shall have regard to the following requirements:

- The proposed unit should be linked directly to the main dwelling by a connecting door.
- Accommodation should be limited to a maximum of two bedrooms.
- External doors should be limited to the side or rear of the house.
- Applicants should submit documentary evidence at application stage to support their case for the necessity of a 'family' flat.

It is normal procedure to include conditions in any grant of permission that the 'family' flat cannot be sold, conveyed or leased separate to the main residence. Also when the need for the 'family' flat no longer exists the dwelling must be returned to a single dwelling unit.

### 13.3.8 Vehicular Parking in Residential Areas

Car parking standards are set out in Table 13.8. Residential areas should not be dominated by car parking along access streets. The design quality of the street is paramount (Refer; *Manual for Streets published by the Department of Transport, and Communities and Local Government (England and Wales) 2007*). New residential development should take account of the different criteria regarding car parking including:

- Vehicular parking for detached and semi-detached housing should be within curtilage of the house.
- Vehicular parking for apartments where appropriate should generally be at basement level. Where this is not possible, parking for apartments and terraced housing should be in informal groups overlooked by residential units.
- The visual impact of large areas of parking should be reduced by the use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.
- Consideration needs to be given to parking for visitors and people with disabilities.

### 13.3.9 Taking in Charge and Management Companies

Naas Town Council policy on taking estates in charge of residential developments is set out in the *Taking in Charge Policy Statement (January 2009)*.

Management Companies are not required and are not envisaged for conventional housing developments. Apartment developments are not taken in charge by the local authority and therefore a management company is required.

In mixed developments that consist of 'conventional houses', apartments and commercial/retail developments, the public infrastructure should be laid out and constructed in such a manner so that there is a clear distinction between the areas and infrastructure that are to be taken in charge and those that will be managed by a management company. The following should be noted;

- It is recognised that certain development types, (such as apartment blocks or developments that consist predominantly of apartment blocks and where it would not be practical to isolate the infrastructure serving the apartment blocks from the other conventional housing element of the development) require the creation of management companies to manage and maintain the communal areas in the development.
- Where management companies are required, a properly constituted management company shall be established for the purposes of maintaining public lighting, roads, parking areas, services, open spaces and public areas in apartment schemes.
- Management Companies should be constituted in accordance with 'Company Law Handbook on Residential Property Owners' Management Companies' (published by the Office of the Director of Corporate Enforcement, December 2008) and 'Report Multi-Unit Developments' (published by the Law reform Commission, June 2008) or any future national legislation or guidelines.
- Where management companies have been formed for conventional housing estates or for the conventional housing element or mixed-use estates, the Council will take these estates in charge when they have been completed to the satisfaction of the Council on condition that the management company is wound up when the estate has been taken in charge.

### 13.3.10 Naming of Developments

The names of residential developments shall reflect local heritage by encouraging the use of local place names or geographical, historical, cultural names in the naming of new residential and other developments. The Council shall approve the naming of residential developments, in order to avoid confusion with regard to similar names in other locations. Developers shall provide an Irish translation of the proposed name.





### 13.4 CHILDCARE FACILITIES

All childcare facilities shall be provided in accordance with the *Childcare Facilities: Guidelines for Planning Authorities, 2001* (DoEHLG) and the Child Care (Pre-School Services) Regulations, 1996 and as appropriate. In particular the following should be noted:

- One childcare facility is generally required to cater for 20 places in developments of 75 houses, including local authority and social housing schemes in accordance with DoEHLG Guidelines. This standard may be varied depending on local circumstances. The Council will consult with the Kildare County Childcare Committee in this regard.
- The complete conversion of existing semi-detached and terraced dwellings within housing estates to childcare facilities is generally discouraged. The childcare use should remain secondary and the bulk of the house should be retained for residential purposes.
- In new housing estates, purpose built facilities are normally required.

Applicants are recommended to seek the advice of the Kildare County Childcare Committee, HSE, and other relevant bodies in the design of childcare facilities prior to the submission of a planning application.

### 13.5 NURSING HOMES

Nursing homes should be integrated wherever possible into and adjacent to established residential areas of the town where their residents can expect reasonable access to local services.

In determining planning applications for change of use of a residential dwelling or other building to nursing/elder care home, the following factors should be considered:

- compliance with the *National Quality Standards for Residential Care Settings for Older People in Ireland* (February 2009)
- the effect on the amenities of adjoining properties
- the adequacy of off-street car parking
- suitable private open space
- proximity to local services and facilities
- the size and scale of the facility proposed
- the scale must be appropriate to the area

## 13.6 TRANSPORT

### 13.6.1 Stopping Distances and Sightlines

Sightline requirements are determined by the Council on a case by case basis. Factors including the type, speed limit and condition of the road are taken into consideration as well as the following factors:

- Where sightlines are inadequate and would give rise to a traffic hazard, development will not be permitted.
- Where the improvement of sightlines requires the substantial or complete removal of an existing hedgerow, the developer must include detailed landscape proposals to minimise the impact.
- In cases where an access already exists with inadequate sightlines, it is Council policy to recommend the closing up of this entrance and facilitating another entrance with adequate sightlines.

### 13.6.2 Building Lines

Building lines should generally be in accordance with Table 13.7. Depending on circumstances, e.g. proposed use, location, existing development etc, the building line requirements may be relaxed. All measurements are taken from the nearest edge of road surface. Other building lines may be specified in recognition of local conditions. In situations where there is an established building line, new houses, where appropriate shall conform to the established building line.

Table 13.7 Building Line Requirements

Road Type	Building Line Requirement
Motorways	91.0m
National Primary	91.0m
National Secondary	91.0m
Regional Road	31.0m
Urban/County Road	18.5m
Distributor	18.5m

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, the developer may be required to provide these as a condition of planning permission.

### 13.6.3 Access onto Public Roads

Generally, where the capacity, width, alignment or surface condition of the road is inadequate, development will not be favoured.

Where new development would adversely impact on road drainage, development will not be permitted unless applicants agree proposals with the Council to improve the road.

The Council requires the submission of a Traffic and Mobility Assessment (TMA) as part of planning applications for larger developments. Applicants should consult with the Transportation Department of the Council prior to submission of an application.

All development proposals should have regard to the NRA's publication "Traffic and Transport Assessment Guidelines" and "Design Manual on Roads and Bridges" as may be appropriate.

### 13.6.4 Access Requirements

Generally, it is the policy of the Council to discourage the proliferation of access points onto public roads particularly onto ring roads in Naas. The Council encourages and promotes shared access points in all circumstances.

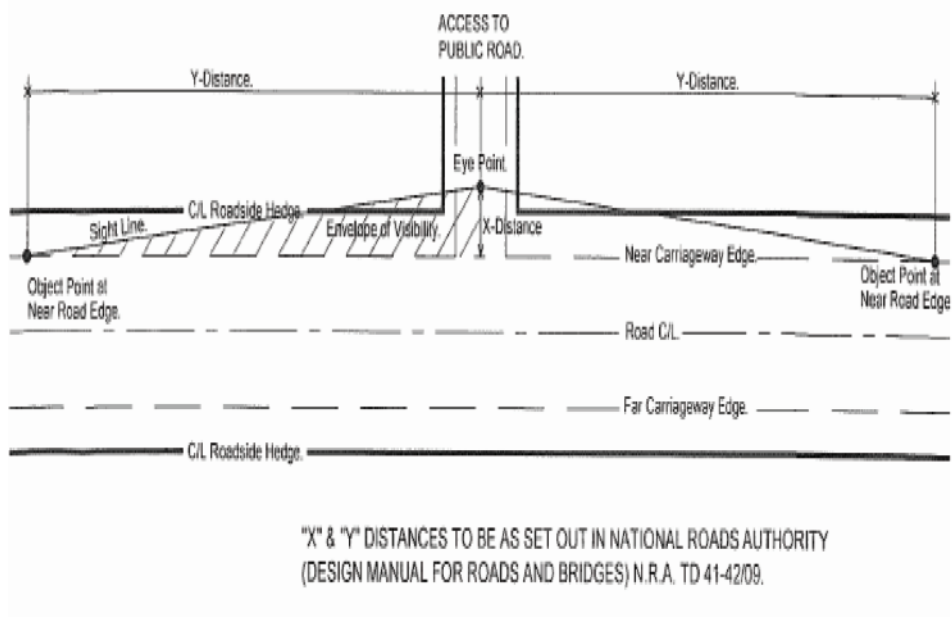


Fig 13.1 Method of Measuring Sightlines

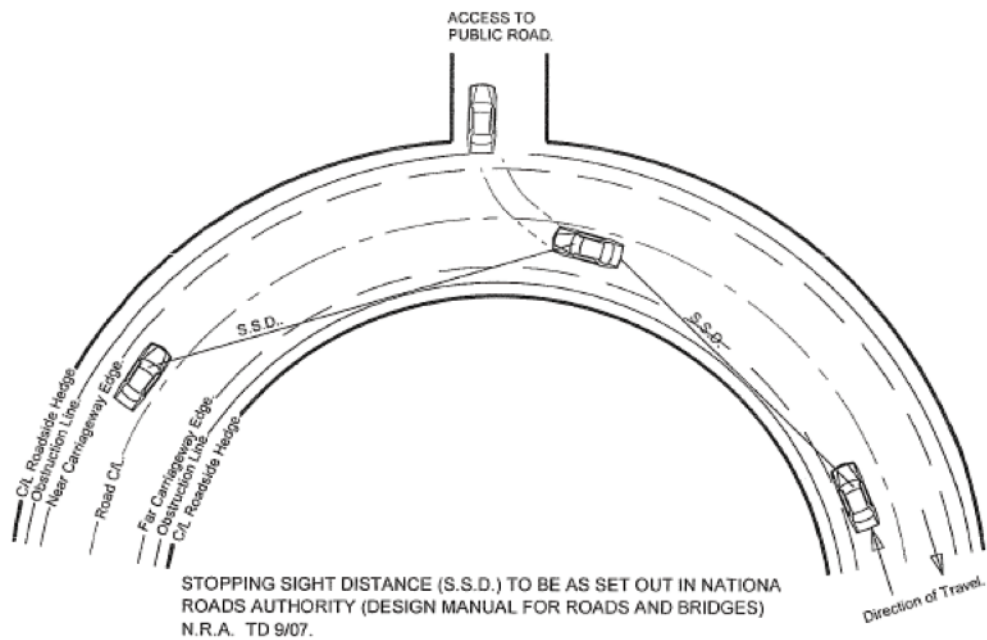


Fig 13.2 Method of Measuring Sightlines



### 13.6.5 Street Lighting and Public Utilities

Street lighting should be at least to the standards set out in the ESB publication Public Lighting in Residential Estates. Pedestrian links must also be illuminated. Lighting levels within a new development must create a secure environment. Dark corners and alleyways should be avoided. The use of low pressure sodium lighting and full cut off lighting shall be encouraged for environmental, economic and road safety reasons. Light spill should be avoided to protect residential amenity. The Planning Authority may require residential schemes to comply with any forthcoming "National Specification for Public Lighting". Where a residential development has not yet been taken in charge by the County Council, the developer is responsible for the management and maintenance of the public lighting in the development (this will include the payment of all utility bills).

To preserve the amenity and visual character of an area, and in the interests of public safety, all services including electricity, public lighting, telephone and television cables shall be provided underground in all new developments. Provision should be made for the unobtrusive siting of transformer stations, pumping stations and other necessary service buildings. Pole mounted equipment (such as transformers) will not be permitted.

### 13.6.6 Car Parking

In all developments the Council will normally require the provision of car parking spaces within or convenient to the site of the development. The provision should be based on the extent to which the development is likely to generate demand for additional parking spaces. The parking standards set out in Table 13.8 shall apply. The following should also be taken into consideration:

- The Council reserves the right to alter the requirements outlined below, having regard to the circumstances of each particular development.

- The minimum size for a car parking space shall be 2.5m x 5.0m and circulation aisle 6m wide. Loading bays shall be a minimum 3 x 6m.
- The Council requires the submission of a Mobility Management Plan with planning applications where developments include substantial parking requirements. Complementary or shared usage of car parks will be encouraged, especially where opening hours of different land uses vary. In addition to car parking standards sufficient space will be required within the curtilage of the site for all service vehicles involved in the operation of the business or building.
- Car parking provision shall normally be provided within the curtilage of the development site. Where, in the opinion of the Council, it would be impracticable for individual developers to provide for on-site parking, a development/financial contribution will be required in accordance with the Development Contribution Scheme.

### 13.6.7 Cycle Parking

The planning authority requires the provision of a minimum level of secure cycle parking facilities in association with new development and a change of use. This is consistent with the objectives and policies of the Department of Transport's National Cycle Policy (2009). Where the provision of cycle parking facilities are intended for use by the staff of that particular development, stands should be covered and located within the curtilage of the development to ensure security and supervision.

Cycle stands for use by visitors should be located to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision. The cycle parking standards set out in Table 13.9 shall apply and cycle parking provision should be in accordance with current National Guidance on Cycle Parking. The planning authority may also request the provision of public cycle parking facilities, where possible, at existing transport nodes, public buildings, retail centres and leisure facilities.

**Table 13.8: Car Parking Standards**

Type of Development	Minimum Car Parking Standards
House/Apartment (1 bedroom)	1 car space per unit + 1 visitor's space per 2 dwelling units
House/Apartment (2 bedrooms or more)	2 car spaces per unit

Type of Development	Maximum Car Parking Standards
Shops (< 250 sq. m. gross)	1 car space per 24 sq.m. of gross floorspace
Shops (250 - 1,000 sq. m. gross)	1 car space per 18 sq.m. of gross floorspace
Large stores (> 1,000 sq. m. gross)	1 car space per 12 sq.m. of gross floorspace
Banks, Financial institutions	1 car space per 14 sq. m. of gross floor space
Offices (town centre)	1 car space per 25 sq.m. of gross floorspace
Office Park	1 car space per 20 sq. m. of gross floor space
Industry/manufacturing	1 car space per 33 sq. m. of gross floorspace
Warehousing	1 car space per 100 sq. m. of gross floorspace
Theatre, cinema, church, stadium	1 car space per 3 seats
Hotels, guest houses (excl. function rooms)	1 car space per bedroom
Lounge bars	1 car space per 3.75 sq. m. of public floorspace
Restaurants	1 car space per 4.5 sq. m. of public floorspace
Take-aways	1 car parking space per 18 sq.m. gross floor area
Function-room, dance halls, clubs	1 car space per 3 sq. m.
Playing fields	15 car spaces per pitch
Primary Schools	2 car spaces per classroom
Secondary Schools	2 car spaces per classroom
Nursing homes	1 car space per 2 bedrooms
Hospitals	To be agreed with the Council
Childcare facilities	1 car parking space per staff member + 1 car parking space per 4 children
Clinics and Group Medical Practices	2 car spaces per consultant

**Note:** Large complex developments may be assessed separately with regard to the circumstance of each case

Table 13.9: Cycle Parking Standards

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

\*One cycle stand is the equivalent to five units



## 13.7 EMPLOYMENT

### 13.7.1 Employment Uses

The following information should be submitted as part of any application for industrial /commercial/ business development:

- a) Details of the nature and scale of the proposed operation, to include opening hours and anticipated traffic levels.
- b) Availability of adequate services to serve the development or the ability of the applicant to provide these services in a manner which does not adversely impact on surrounding properties or the broader environment.
- c) Proposals for the safe storage and disposal of waste in a manner which is visually and environmentally acceptable.
- d) Storage should generally be confined to the rear of the premises – height should be such that the materials stored are adequately screened either by the building unit or alternative screening method.
- e) Compatibility of existing adjacent land uses with the proposed development and mitigation measures to preserve and protect the amenity of the adjacent uses, should this be necessary.
- f) Availability of adequate sight lines (or ability of applicant to provide same) as per the relevant NRA Standards and safe road access for anticipated levels of traffic to be generated by the proposed development. Generally, only one vehicular access point will be permitted.
- g) Adequate parking and circulation areas should be provided by the applicant within the curtilage of the proposed development unless otherwise agreed with the Planning Authority.
- h) Advertising signage shall be detailed at planning application stage and shall be sympathetic in size, scale, design, materials and colour with the surrounding landscape/ streetscape. Lighting should be unobtrusive and should not adversely affect traffic safety on adjacent roads.

### 13.7.2 Industry and Warehousing Development

Industry and warehousing schemes will be required to present a good quality appearance, assisted by landscaping and careful placing of advertisement structures. In relation to Industrial Development the following should be taken into consideration:

- Individual buildings should exhibit a high quality of modern architectural design and finish (including the use of colour).
- In the case of two or more industrial/warehouse units, a uniform design is required for boundary treatments, roof profiles and building lines.
- Areas between the building and road boundary may include car parking spaces provided adequate screen planting is incorporated into the design proposal.
- Adequate provision shall be made on the site for parking of vehicles, storage and stacking space. Storage and stacking areas shall be located to the rear of the building or where such facilities are located at the side, provision for screening shall be made.
- The front building line shall be as determined in consultation with the Planning Authority and, where required, the existing roadside boundary shall be set back.
- Any industrial or commercial development shall not be injurious to the residential amenity of adjoining properties.
- A landscaped buffer zone (minimum 10-15 metres) will be a requirement of planning permissions for any Industrial/Warehousing development where it adjoins another zoning or where it would impact on the amenities of adjoining land uses.
- Sustainable Drainage Systems (SUDS) should be incorporated into development proposals.



### 13.7.3 Business and Technology Parks

Business parks shall be laid out in open parkland setting with a high level of landscaping and provision shall be made for pedestrian and cycle paths. The following design issues should be taken into consideration:

- Individual buildings should exhibit a high quality contemporary design and finish including colour.
- Car parking shall be provided in a discreet, landscaped and well-screened environment with a view to minimising its visual impact, particularly when viewed from approach roads.
- Proposals shall be submitted to incorporate Sustainable Drainage Systems (SUDS) and other measures that address adaptation to climate change including the creation of integrated wetlands, the construction of green / living roofs whereby opportunities for existing solar energy and wind energy are taken.
- In order to ensure attractive open parkland setting the building line on all principal road frontages shall generally not be less than 15 metres from the road and the site coverage behind the building line shall not exceed 45%. There shall be a minimum planted strip of a width of five metres on all principal road frontages. Where a proposed development is located within convenient walking distance of a high quality public transport network the above requirement may be varied so as to achieve a scale of development and density of employment appropriate to the proximity of the site to a high quality public transport network.

### 13.7.4 Loading and Unloading

In addition to the general car parking requirements, service parking space may be required for cars or other vehicles necessary involved in the operation of the business or a particular building, e.g. delivery and collection of goods. In all major developments of an industrial/commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development.

### 13.7.5 Home-Based Economic Activity

Home based economic activity is defined as small scale commercial activity carried out by a resident of a house which is subordinate to the use of the dwelling as a place of residence. In dealing with applications for such developments the planning authority will have regard to the following:

- The nature and extent of the work
- The effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance,
- The anticipated levels of traffic generation
- The generation, storage and collection of waste.

Permission for home based economic activity will generally be restricted to use by the applicant only and access to visiting members of the public may also be restricted.

Applications may be subject to a temporary permission, in order to enable the planning authority to monitor the impact of the development.

## 13.8 ENERGY AND COMMUNICATIONS

### 13.8.1 Applications Proximate to Overhead Lines

In determining applications proximate to overhead power lines the planning authority will have regard to the clearance distances as recommended by the Electricity Supply Board (ESB):

- For development in proximity to a 10Kv or a 38kv overhead line, no specific clearance is required by the ESB.
- For development in proximity to a 110Kv overhead line, a clearance distance of 20 metres either side of the centre line or 23 metres around a pylon is recommended.
- For development in proximity to a 220Kv overhead line, a clearance distance of 30 metres either side of the centre line or around a pylon is required.

### 13.8.2 Telecommunications and Supporting Infrastructure

Government policy for the development of telecommunications infrastructure is set out in *Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities (1996)*. The planning authority will have regard to the foregoing and to such other publications and material as may be relevant in the consideration of planning applications for such structures.

When evaluating planning applications for the provision of such infrastructural installations, the Council will seek to ensure that:

- The preservation of residential and visual amenity is considered.
- The telecommunications infrastructure/structure is sited so as not to cause a negative impact on the special character and appearance of designated conservation areas, protected structures and sites of archaeological importance.
- The location of antennae in residential areas and near schools is discouraged.

- The sharing of installations by agencies/operators will be encouraged. Where new facilities are proposed applicants will be required to satisfy the Council that they have made a reasonable effort to share facilities or to locate facilities in clusters.
- Planning permissions for telecommunications antennae and support structures shall generally be for a temporary period of not more than five years.
- Only as a last resort, will free standing masts be permitted in a residential area or beside a school. If such a location should become necessary, sites already developed for utilities should be considered and masts and antennae should be designed and adapted for the specific locations. The support structure should be kept to the minimum height consistent with effective operation. In residential areas or beside schools, the support structure should be monopole or poles rather than a latticed tripod or square structure.
- Operators are encouraged to locate in industrial estates or on industrially zoned land. The possibilities offered by some commercial or retail areas should be explored whether as rooftop locations or by way of locating “disguised” masts. The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure.
- Within the life of a planning permission, opportunities to modify and improve existing structures shall be taken into consideration. In the event of obsolescence, the antennae and their support structure shall be demolished/ removed and the site reinstated at the operator's expense. A bond will be required to guarantee this.
- Evidence of consideration of alternative sites must accompany planning applications.



## 13.9 RETAIL DEVELOPMENT

### 13.9.1 Criteria for Assessment

Applications for significant retail development as outlined in Chapter 6 will be assessed in accordance with the following criteria:

- i. Testing the proposal against the tests of the Sequential Approach and that other options have been considered. Under the Sequential Approach the following criteria require to be addressed:
  - If a brownfield town centre site is not being promoted in the application, it should be demonstrated that all town centre options have been fully evaluated and that flexibility has been adopted in respect of the retail format.
  - In all cases, the site should offer the optimum accessibility by all transport modes, including walking and cycling and this is generally best achieved within the town centre.
- ii. There is a demonstrable qualitative and quantitative need for the proposal. In respect of quantitative need, this should be derived from the expenditure capacity within the relevant catchment area which should be appropriate to the nature and quantum of the retail floorspace proposed;
- iii. Its role in improving the competitiveness of the town.
- iv. The impact on the town, including cumulative impact. In respect of cumulative impact, due regard is taken of all extant planning permissions and consideration given to proposals that are at an advanced stage in the planning process.
- v. The baseline information and capacity/impact assessment is fit for purpose and transparent.
- vi. Its contribution to town/district/neighbourhood centre improvement through quality of design and integration.
- vii. Its contribution to site and/or area regeneration.
- viii. The quality of access by all modes of transport and by foot and bicycle and
- ix. The extent to which it is relevant to consider the imposition of restrictions on the nature and range of goods permitted for sale.

The Planning Authority will consider hours of operation in assessing planning applications for retail development and may attach conditions restricting same.

### 13.9.2 Local Centres

In local centres, it is a requirement to maintain a balance of appropriate commercial, service and residential uses. In assessing proposals, regard will be had for the need to maintain and enhance the vitality, viability and the character of the area.

### 13.9.3 Shopping Centres

Shopping centres must conform to the highest urban design standards. The design must ensure that the proposed centre will integrate with and be complementary to the streetscape and area in which it is located.

Elements to be addressed include:

- The scale, design and enclosure of pedestrian space.
- Connectivity with surrounding routes and places. Where possible new connections shall be provided between desirable locations within the surrounding area.
- The provision, location and design of street furniture including public art, telephones, seats, litter bins etc
- The provision, within the overall design of the centre, of public facilities, e.g. toilets, separate childcare (baby changing / feeding) areas, access and facilities for disabled people including toilets and parking spaces. The centres, where appropriate, should include offices, medical and related consultants.
- Activities and uses that keep the centre alive both during the day and evening e.g. café and restaurants.
- The centre should provide active frontages to surrounding streets and should not be surrounded by car parking.
- Landscaping plans must accompany all applications. Shopping centres should provide recycling facilities and secure bicycle parking.

### 13.9.4 Retail Warehousing

Applications for retail warehousing shall be limited to bulky goods as described in the Retail Planning Guidelines (2005). If there have been a number of retail park applications over a period of three years then the planning authority will require applicants to provide an assessment of the cumulative impact of more than one retail park proposal.

### 13.9.5 Service Stations

New service stations and refurbished existing stations will be required to have a high standard of overall design and architectural layout to ensure an attractive development that integrates with and complements or enhances its surroundings. The forecourt canopy should be integrated into the overall design and sited so that it does not dominate the surrounding buildings.

The essential purpose of service stations is to provide facilities for the sale of fuels for vehicles. The Council however recognises the more intensive role of service stations in recent times, and the expansion from merely fuel depots to the provision of a wide range of convenience and other goods and services. Applications for planning permission for such development should contain the following elements:

- Detailed proposals for the service station will be required, including method of disposal of wastewater from carwash areas, traffic management, surface water outlet and oil interceptors etc. The development should be designed and operated in such a manner that it does not adversely affect existing road drainage in the area.
- High quality design and material content. Advertising material should be restricted to a minimum and no lighting shall be installed so as to cause glare or interference to any user of an adjacent public road.
- The modification of standard corporate designs will be required by the Council in order to reduce the visual impact of the development. In such instances, standard petrol station canopies can be replaced with more sympathetic canopies designed to the satisfaction of the Council, such as light steel and glass or slated roofs with no attached advertising.
- Strident and multiple colouring should be avoided and will be discouraged. The size and colour should be such as to take cognisance of its setting and location in the landscape.
- Any associated shop shall remain secondary to the use as a petrol filling station and any application must clearly demonstrate that the retail element would not adversely affect the existing retail development in the town centre.
- Small convenience type shops associated with the petrol station shall not exceed 100 sq. metres of sales space. Planning applications for the provision of such shops however shall be specifically applied for. The layout of the station forecourt should be arranged to allow dedicated parking for those using the shop. Where an associated shop

is proposed, the application shall be considered in accordance with the Retail Planning Guidelines published by the Department of the Environment, Heritage and Local Government, December 2000 including potential impact on any local centre.

### 13.9.6 Fast Food Outlets/Take-Aways/ Amusement Arcades

In order to maintain the appropriate mix of uses and protect night time amenities in a particular area, it is policy of the Council to prevent the excessive concentration of fast food outlets/ take-aways and amusement arcades and to ensure that the intensity of any proposed use is in keeping with both the scale and pattern of development in the area.

The provision of any of the above will be assessed having regard to the following where appropriate;

- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents must be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes;
- New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection;
- The number and frequency of such facilities in the area;
- The need to safeguard the vitality and viability of shopping areas in the town centre and to maintain a suitable mix of retail uses;
- Façade design will be carefully controlled by the Planning Authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

The cumulative impact of a number of takeaways, amusement arcades and fast food outlets in any particular area will be considered in the assessment of any application. Impacts such as noise, litter, disturbance and traffic, will also be taken into consideration. The Planning Authority will control the opening hours of take-aways.

## 13.10 SHOPFRONT DESIGN AND ADVERTISING

### 13.10.1 Shopfronts

Shopfronts are one of the most important elements in determining the character, quality and image of retail streets in Naas.

The design of shopfronts should reflect the scale and proportions of the existing streetscape. The retention of existing shopfronts of townscape importance will be encouraged. In respect of shops and other business premises, advertising should be designed as an integral part of the shopfront and in most cases will be required to be located within the fascia. Signs will not be allowed to dominate the facade or interfere with windows or other features or detailing on the building.

Applications for planning permission for such development should have regard to the following;

- Detailed plans at a scale of 1:50 shall be submitted with all applications. Such plans shall include details regarding the design, colour and detailing with regard to signage, advertising and lighting. The use of garish colour should be avoided.
- Standard logos and advertising may not be permitted. All signage must be compatible with the existing streetscape. Timber, stone, glass and steel are preferred materials.
- The use of external roller shutters and projecting brand signs are unacceptable.
- Contemporary shopfronts will be considered provided that they are designed to traditional principles of scale, proportion and detailing.
- The appearance and proportions of the original shopfront shall be retained. Changes in internal ceiling heights, where required, should not interfere with the proportions and depths of fascias.
- The twin elements of a fascia board (to carry names and advertising) and pilasters (to frame and delineate the shopfront boundary) shall be provided in all cases.
- The design must be approached in an integrated way (relate to the whole facade), including advertising, lighting and other features.
- Colour schemes should co-ordinate with adjoining buildings and shopfronts and should be chosen to enhance the proportions and detailing of the whole building.

- Vertical emphasis and proportions should be kept and plot divisions should be expressed externally (even if the shop crosses them internally).
- The removal of service wires associated with existing facades will be actively promoted in Naas.
- The enlargement or remodelling to a horizontal emphasis of existing windows above ground floor level will be discouraged.
- The use of large areas of undivided glass or the provision of new display windows with a horizontal emphasis will be discouraged.
- The permanent removal of the shopfront and the creation of an opening through which direct trading onto the pavement is carried out will be discouraged.

### 13.10.2 Advertising

In respect of shops and other business premises, advertising should be designed as an integral part of the shopfront and in most cases will be required to be located within the fascia. Signs will not be allowed to dominate the facade or interfere with windows or other features or detailing on the building.

The Council will encourage the following types of advertising:

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



Commercial interests will not necessarily be allowed to use standardised shopfront design, 'corporate colours' or materials. Compatibility with individual buildings and with the streetscape is considered by the Council to be more important than uniformity between the branches of one company. The following types of advertising will not be permitted by the Council, and will be actively discouraged:

- The use of plastic, PVC, perspex and neon signs or lettering or detailing on any exterior.
- Internally illuminated box fascia signs.
- Internally illuminated projecting signs, whether fixed or hanging.
- Flashing, reflectorised, neon or glitter-type signs or detailing at any location on the exterior of the building, or so located within the interior as to be intended to be viewed from the exterior.
- The erection of any signs or other devices which project above the level of the eaves or parapet, or obtrude on the skyline, or outside the general bulk of the building.
- The provision of multiple signs, whether small or large, which would cause visual clutter on buildings or within the streetscape of a village or settlement.
- The use of inappropriate brand or corporate advertising.
- The covering over of shop front windows by the rear of display areas, posters, banners etc.

#### **13.10.3 Canopies**

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

#### **13.10.4 Roller Shutters**

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

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

- They must be of the open-grille type or timber panelled shutters painted to match the shop-front colour scheme. This will be favourably considered in place of roller shutters in order to enhance the streetscape.
- Internal roller shutters located behind display window.
- Steel security shutters may be acceptable for security reasons for certain businesses.

Each case will be examined on its merits.

#### **13.10.5 Outdoor Advertising Structures**

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

The use of free-standing signs/advertising boards on or over the public footpath will not be permitted.

#### **13.10.6 Advertising on Bus Shelters**

In considering applications for bus shelters with associated advertising the planning authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and streetscape.

#### **13.10.7 Automated Teller Machines**

The provision of automatic teller machines (ATMs) will be strictly regulated, having regard to the following:

- The need to protect the character of the building or shopfront they are to be incorporated into, in particular, Protected Structures/Architectural Conservation Areas.
- The design and location must be such that they are accessible to all.
- In general, there should not be more than one ATM in any one shopfront so as to avoid the creation of a dead shopfront.
- The need to control the amount of litter generated by these machines.

## 13.11 BUILT AND NATURAL HERITAGE

### 13.11.1 Development in Relation to Protected Structures

Planning permission will be required for works, both to the exterior and interior, which materially affects the character of a protected structure or any element of the structure which contributes to its special interest. What might be regarded normally as minor alterations to buildings may not necessarily be regarded as such in the case of protected structures.

Such works can include:

- Window replacement and fenestration changes.
- Wholesale plastering/pointing/painting or painting of previously unpainted elements.
- Modifications of brickwork and stonework.
- The removal/alteration of architectural detailing including joinery and decorative plasterwork.
- Inappropriate interior works including the removal of walls, the creation of openings and partitioning of rooms.
- Works to roofs and railings involving the removal of original materials and replacement with inappropriate materials.

In considering applications for alterations and/or additions to a protected structure, the Council shall have regard to the various elements of the structure, which gives the protected structure its special character and how these would be impacted on by the proposed development. A declaration under Section 57 of the Planning and Development Acts 2000-2010 can be sought from the Council to list the type of works that do not affect the character of a specified protected structure and therefore do not require planning permission. In the case of a proposal to materially change the use of a protected structure, the suitability of such use having regard to its potential impact on the structure including works necessary to comply with Building Regulations will be considered.

Key considerations will comprise:

- The reversibility of the proposed alterations and
- In the case of buildings within the curtilage of a protected structure whether such buildings are of heritage value or not.

Replacement windows should be made from a similar material to the original windows of the building. Style and proportions of replacement windows shall also be similar to the original windows.

All applicants should be guided by the DoEHLG *Architectural Heritage Protection, Guidelines for Planning Authorities (2004)* and in particular Chapter 6 on Development Control where it states at paragraph 6.3.2 *"The conservation of historic buildings is a specialised discipline. An applicant should be advised that a level of specialized expertise may be necessary to guide on best practice in dealing with works to a protected structure. This will be increasingly important depending on the scale and complexity of works proposed to the structure or when considering the design and scale of new structures within the curtilage"*. An applicant should seek advice from a qualified and experienced architectural conservation consultant at feasibility stage.

An architectural heritage assessment report, as described in Appendix B of the DoEHLG *Architectural Heritage Protection, Guidelines for Planning Authorities (2004)* shall accompany planning applications for works to protected structures. This report shall:

- Outline the significance of the building.
- Include a detailed survey of the building, including a photographic survey.
- Detail the proposed works it is intended to carry out and
- Contain a full assessment on the materials and method proposed to carry out these works, their impact on the character of the structure and the reversibility of the proposed works.

The details required to be submitted will be dependant on the significance of the building and the nature of works proposed. All works to protected structures shall be carried out in accordance with best conservation practice.

### **13.11.2 Development within the Curtilage and Setting of Protected Structures**

In considering applications for development within the curtilage of a protected structure, the Council shall have regard to the following:

- The various elements of the structure which gives the protected structure its special character and how these would be impacted on by the proposed development.
- Proximity of any new development to the main protected structure and any other buildings of heritage value.
- The design of the new development that should relate to and complement the special character of the protected structure.

High quality design will be a foremost consideration when assessing proposals for development within the curtilage of a protected structure, with particular emphasis on siting, building lines, proportions, scale, massing, height, roof treatment and materials. This does not preclude innovative, well designed contemporary buildings. High quality contemporary interventions will be encouraged over historic pastiche. Development proposals should include appraisal of the wider context of the site and structure.

### **13.11.3 Development in Architectural Conservation Areas**

In the Architectural Conservation Area the Council will have regard to the following:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made.
- The impact of development on the immediate streetscape in terms of design, scale, height, plot, width, roof treatment, materials, landscaping, mix and intensity of use proposed.
- New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows / doors/ roof/ chimney/ design and other details.
- In dealing with advertisements in the Architectural Conservation Area, the overriding consideration will be the enhancement and protection of the essential visual qualities of the area.

### **13.11.4 Development in Areas of Archaeological Potential**

When considering development proposals within Areas of Archaeological Potential and on, or in close proximity to, sites of known archaeological significance, the Council will have regard to the provisions of Section 12 of the National Monuments (Amendment) Act, 1994, or as may be amended from time to time. The Council will also have regard to the observations and recommendations of the the Department of the Environment, Heritage and Local Government.

When considering such proposals, regard will be had to the nature of sub-surface works that could impact on archaeological remains (e.g. foundation type and design, layout and location of services, road works, landscaping schemes etc.). The Council may require the developer to submit a report prepared by a suitably qualified archaeologist on the potential implications of the proposed development on the archaeological integrity of the structure/site. In appropriate circumstances, the Council when granting permission for development may impose conditions requiring:

- Professional archaeological supervision of site excavations.
- The funding by the applicant of archaeological assessment, monitoring, testing or excavation of the site and the submission of a report thereon, prior to the commencement of development
- The preservation of all or part of any archaeological remains on the site.



### 13.11.5 Natural Heritage

Article 6 (3) and 6 (4) of the Habitats Directive requires an Appropriate Assessment of any plan or project whether within or outside a designated Natura 2000 site, which does not directly relate to the management of the site but may impact upon its conservation objectives.

The assessment is based on best scientific knowledge, by a person with ecological expertise. It addresses the potential impacts of the plan or project on the conservation objectives of any Natura 2000 site. The impacts assessed must include the indirect and cumulative impacts of approving the plan or project, considered with any current or proposed activities, developments or policies impacting on the site. The potential impacts of policies outside Natura 2000 sites but potentially impacting upon them (known as 'ex situ' impacts) must also be included in the assessment. (Refer: *Appropriate Assessment of Plans and projects in Ireland, Guidance for Planning Authorities* (2009) issued by the DoEHLG)

A project or plan may only proceed if it can be concluded on the basis of Appropriate Assessment that there will be no adverse effects on the integrity of a Natura 2000 site. If adverse effects are likely, or in cases of doubt, then derogation under article 6 (4) shall apply, but only in cases of imperative reasons of overriding public interest.

In the case of NHA sites the council may require an Ecological Impact Assessment to determine the impact of the proposed development on the designated site.

## CHAPTER 14

### Land-Use Zoning



# Land-Use Zoning

**Aim: To ensure the orderly and sustainable development of the town through the setting out of zoning objectives for a variety of uses.**

## 14.1 BACKGROUND

The Planning and Development Act 2000 as amended, requires that development plans contain objectives for the zoning of land for particular purposes, in the interests of proper planning and sustainable development. The key method of implementing this is through the identification of Land Use Zonings and Objectives for specific areas or sites. This chapter lists the land use activities referred to under each zoning objective and indicates the acceptability or otherwise of specified land uses within each zone. The zonings are identified on Map 14.1 (Land Use Zoning Objectives), while the acceptability of various land uses in each zone are set out in Table 14.5, (Land Use Zoning Matrix).

Zoning aspires to promote orderly development, to eliminate potential conflicts between incompatible land uses and to establish an economic basis for investment in public infrastructure and facilities. Zoning has regard to the strategic policies underlying the core strategy of this Development Plan. These include the principles of sustainable development, the integration of land use and transportation planning, the promotion of economic development, the concept of creating sustainable communities and the protection of built and natural resources.

This chapter should also be read in conjunction with Chapter 13 Development Management.

## 14.2 STRATEGY

In accordance with the overall strategy of this Plan, the zoning strategy has regard to:

- The need to promote sustainable development in accordance with national, regional, county and local policy.
- The need to provide sufficient zoned land at appropriate locations throughout the Plan area to facilitate the envisaged land use requirements for the period 2011-2017.
- The sequential development of land.
- The sustainable development and the use/redevelopment of under utilised and brownfield sites.
- The accessibility, availability and location of land for development.
- The location and adequacy of existing social infrastructure (schools, community facilities etc.)
- The character of the town with regard to the scale and pattern of development.

- Physical features and amenities of the town.
- The present and future situation regarding the provision of physical infrastructure including water, wastewater and roads.

Section 10 (8) of the Planning and Development Act 2000 states that there shall be no presumption in law that any zoned land in a Development Plan shall remain so zoned in any subsequent Development Plan.

### 14.2.1 Land Use Zoning Policy

It is the policy of the Council:

- LU1: To ensure that a logical and sequential approach is adopted for development within the Naas Town Plan area (i.e. prioritising the development from the core area outwards).
- LU2: To prohibit the proliferation of any individual use which, in the opinion of the Planning Authority, does not contribute to the vitality and viability of the town centre.
- LU3: To encourage a mix of uses where appropriate.

### 14.2.2 Land Use Zoning Objective

It is an objective of the Council:

- CH1: To prepare a Local Area Plan for the lands at the Canal Harbour area outlined on Map 5.1 (Town Centre and LAP) and Map 14.1 (Land Use Zoning Objectives).

**Table 14.1 Land Use Zoning Category**

Ref.	Land Use Zoning
A	Town Centre
B	Existing/Infill Residential
C	New Residential
E	Community and Education
F	Open Space and Amenity
G	Urban Village
H	Industry and Warehousing
I	Agricultural
J	Transport and Utilities
K	Commercial/Residential
L	Leisure and Amenity
M	Future Park/Green Belt
N	Neighbourhood Centre
Q	Enterprise and Employment
R	Retail/Commercial
U	Utilities/Services
W	White Land



### 14.2.3 Land Use Zoning Category

It is proposed to designate 17 land use zones in this Plan in accordance with Table 14.1.

Table 14.2 outlines the specific land use zoning objectives in further detail.

Table 14.2 Land Use Zoning Objectives

Ref	Use	Land-Use Zoning
A	Town Centre	<p><b>To provide for the development and improvement of appropriate town centre uses including retail, residential, commercial and civic uses.</b></p> <p>The purpose of this zoning is to protect and enhance the special character of Naas town centre and to provide for and improve retailing, residential, commercial, cultural and other uses appropriate to the centre of Naas.</p> <p>This zoning provides for the comprehensive development of the town centre, allowing for a broad range of compatible and complementary uses which will be encouraged to locate in this area and contribute to a dynamic, vibrant and pedestrian focused town core. A strong urban design approach will be required in all aspects of development in this area. The Council will encourage the appropriate re-use and regeneration of buildings, backlands and derelict/obsolete land.</p> <p>A variety of compatible uses appropriate for daytime and evening use will be promoted in the town centre. Innovative design approaches will be welcomed in the area, particularly with regard to residential development. Warehousing and other industrial uses will not be permitted in the town centre.</p> <p>Chapter 12- Urban Design and Opportunity Areas provides urban design guidance for a number of opportunity areas within the town centre.</p>
B	Existing /Infill Residential	<p><b>To protect and improve existing residential amenity, to provide for appropriate infill residential development and to provide for new and improved ancillary services.</b></p> <p>This zoning principally covers existing residential areas. The zoning provides for infill development within these residential areas. The primary aim of this zoning objective is to preserve and improve residential amenity and to provide for further infill residential development at a density that is considered appropriate to the area.</p>
C	New Residential	<p><b>To provide for new residential development.</b></p> <p>The purpose of this zoning is to provide new residential development and other services incidental to residential development. While housing is the primary use in this zone, recreation, education, crèche/playschool, community buildings and sheltered housing will also be permitted by the Council. Limited local shopping facilities will be considered to serve the local needs of the residents.</p> <p>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.</p> <p><b>C8 Piper's Hill:</b> The development of these lands will also be contingent on the prior provision of road improvements to the Kilcullen Road and of the direct connection of this road with the Newbridge Road and improvements from that connection point onto the Newbridge Road to the M7 junction. In addition, the development of the lands in question will be contingent on the prior provision of piped water, sewerage and surface water services and on adequate treatment capacity in the case of sewerage services at the Osberstown Wastewater Treatment Plant.</p>

Ref	Use	Land-Use Zoning
E	Community and Education	<p><b>To provide for community and educational facilities.</b></p> <p>The purpose of this zoning is to provide for community and educational facilities including health care, child care, fire station, courthouse, schools, churches, meeting halls and other community facilities, ancillary neighbourhood uses and services.</p> <p><b>Sites E1, E2 and E3</b> are located north of the Caragh Road and are identified for the provision of necessary community, recreational, and educational facilities and for the development of an integrated primary and post primary educational campus, in consultation with the relevant educational authorities.</p> <p><b>Site E4</b> is located on the Kilcullen Road and is identified for a cemetery and associated uses.</p> <p><b>Site E5</b> is located within Monread residential area to the rear of Maudlins Industrial Estate and is identified for the construction of a community facility.</p>
F	Open Space and Amenity	<p><b>To protect and provide for open space, amenity facilities and recreational uses.</b></p> <p>This zoning relates to open spaces dispersed throughout the town and comprises public and private land. The purpose of this zoning is to provide for use of lands for open space, playgrounds, parks, sports centres, active and passive recreation uses, landscaped areas and walkways. The Council will not normally permit development which results in loss of open space within the town.</p> <p><b>Site F1</b> is located south of the primary school on the Sallins Road and shall be reserved as Open Space and Amenity to facilitate the future expansion of the amenity lands serving the primary school to the north and to ensure that the vista from the Sallins Road to the Canal is maintained free from development. This area of open space shall not form part of the open space required as part of any adjoining residential development.</p>
G	Urban Village	<p><b>To provide for a mix of uses including retail, community and social facilities for the population of the Northwest Quadrant of Naas and to support and complement the attractiveness of the area as a major centre for high quality employment.</b></p> <p>The purpose of this zoning is to serve the future local population and support employment-based development within the Northwest Quadrant area.</p> <p>The new urban village is intended to serve the needs of the community and to complement but not compete with the established town centre.</p> <p>The focus within the urban village should be to provide for convenience goods and local services, including post office, ATM, hairdresser, pharmacy, health centre etc. Appropriately scaled coffee shops, hotels, restaurants or public houses, leisure and recreational based activities will be considered.</p> <p>This zoning is part of the Northwest Quadrant area which has been subject to the Northwest Quadrant Masterplan (2007). Any application for development on these lands shall have regard to the Masterplan. However the policies and objectives of this Development Plan shall take precedence over the contents of the Masterplan.</p>

Ref	Use	Land-Use Zoning
H	Industry and Warehousing	<p><b>To provide for and improve industrial and warehousing development.</b></p> <p>The purpose of this zoning is to provide for industrial and warehousing uses. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of the proposed development and may be acceptable in this zone. Where employment is a high generator of traffic, the location of new employment facilities at an appropriate scale, density, type and location will be encouraged to reduce demand for travel.</p> <p>Residential or retail uses (including retail warehousing) or incinerators/thermal treatment plants will not be acceptable in this zone.</p> <p>Where any Industrial/Warehousing land adjoins other land uses, particularly residential uses, a buffer zone (approximately 10-15 metres) shall be provided for and landscaped in accordance with Chapter 13 of this Plan.</p>
I	Agricultural	<p><b>To retain and protect agricultural uses.</b></p> <p>The purpose of this zoning is to ensure the retention of agricultural uses and protect them from urban sprawl and ribbon development. Uses which are directly associated with agriculture or which would not interfere with this use are open for consideration. This includes limited housing for members of landowners' families or persons who can demonstrate a need to live in the agriculture zone.</p>
J	Transport and Utilities	<p><b>To provide for the needs of transport and utility uses.</b></p> <p>The purpose of this zoning is to provide for the needs of public transport and other utility providers. Car parks and commercial development associated with the provision of public transport services are envisaged for this zone.</p>
K	Commercial/Residential	<p><b>To protect and improve existing commercial and residential uses and provide for additional compatible uses.</b></p> <p>The purpose of this zoning is to reflect the established mix of commercial and residential uses which have developed historically in Naas. Any new development in this zone must not prejudice the viability of established land uses within the zone.</p> <p><b>Site K1 Dublin Road:</b> Any development of this site shall be of a high standard of design and quality having regard to its strategic location off the Maudlins Interchange.</p> <p><b>Site K2 Newbridge Road:</b> Any development of this site (known as the Chadwick site) shall be of a high standard of design and quality having regard to its strategic location at the junction of the Newbridge Road and South Ring Road and its proximity to Jigginstown Castle.</p>
L	Leisure and Amenity	<p><b>To provide for new leisure and amenity facilities in the town.</b></p> <p>The purpose of this zoning is to provide for new leisure and amenity facilities in the town.</p> <p><b>Site L1 Dublin Road:</b> Low density residential development may be acceptable at this location. Any housing shall be located on the southern portion of the site, shall front The Gallops residential estate and shall form part of an overall strategy for the development of these lands including access arrangements and landscaping proposals for the overall lands. Boundary treatment throughout and in particular at the boundary with Naas Racecourse shall be finished to a high quality standard.</p>



Ref	Use	Land-Use Zoning
M	Future Park/ Greenbelt	<p><b>To protect the setting, character and environmental quality of areas of high natural beauty and safeguard their environmental and ecological amenities.</b></p> <p>The purpose of this zoning is to retain and develop a greenbelt/future park to protect the Canal Environs from inappropriate development and to provide a visual and environmental amenity of importance. It is envisaged that in the long term, this greenbelt will develop into a public park for the residents of Naas. The Council will not permit development that would detract from the visual amenity of this area. Existing uses in open space areas will continue to be permitted and reasonable development proposals in relation to these uses will be considered on their merits. Lands within this zoning will not be accepted as an offset for the provision of open space as part of any adjacent housing developments.</p> <p><b>M1 Leinster Mills:</b> The sensitive re-use or re-development of Leinster Mills for cultural/tourist based uses such as a museum or restaurant, with the possibility of a limited number of apartments ancillary to the main cultural/tourist use of the building will be encouraged where the use is compatible with the character of the protected structure.</p>
N	Neighbourhood Centre	<p><b>To provide for new/existing neighbourhood centres and associated facilities.</b></p> <p>The purpose of this zoning is to provide for new neighbourhood centres to serve the needs of new residential areas. A mix of retail, community and recreational development is permitted in this zone. Limited residential development sufficient to ensure the viable and satisfactory working of the neighbourhood centre will be considered in this zone.</p> <p>The neighbourhood centres are intended to serve the immediate needs of a localised catchment i.e. the local working and residential population and complement, rather than compete with similar retail uses within the established town centre. Medical clinics, professional offices, childcare facilities (crèche), small convenience stores, local shops and cafes are envisaged for these particular areas.</p> <p>The threshold or floor area proposed for each neighbourhood centre will be assessed in relation to the nature and extent of retail provision in accordance with the current retail strategy, the intended catchment area for the neighbourhood centre and the impact that the proposal may have on the vitality and viability of the established town centre.</p> <p>No single shop unit shall be greater than 1,500sq.m. gross floor area.</p> <p>New neighbourhood centres shall be of high quality design in accordance with the development standards set out in this Plan (Chapter 13).</p> <p><b>N1 Piper's Hill:</b> The development of these lands will be contingent on the prior provision of road improvements to the Kilcullen Road and of the direct connection of this road with the Newbridge Road, and improvements from that connection point onto the Newbridge Road to the M7 junction. In addition, the development of the lands in question will be contingent on the prior provision of piped water, sewerage and surface water services and on adequate treatment capacity in the case of sewerage services at the Osberstown Wastewater Treatment Plant.</p>

Ref	Use	Land-Use Zoning
Q	Enterprise and Employment	<p><b>To facilitate opportunities for employment and enterprise uses, manufacturing, research and development, light industry, employment and enterprise related uses within a high-quality campus/park type development.</b></p> <p>It is intended that these lands will be used for enterprise and employment uses in a high quality well designed environment. Sites forming the entrance to Naas at the Dublin Road shall be of high quality architectural design and landscaping.</p> <p>Heavy industrial proposals more suitable to Industrial and Warehousing zoned land and retail proposals more suitable to Town Centre zoned land will not normally be permitted.</p> <p>Possible uses for the Enterprise and Employment zone include:</p> <p><b>Business, Science &amp; Technology units:</b> High tech, research and development facilities, corporate/industrial offices.</p> <p><b>Office Based Industry:</b> Where the activity is concerned primarily with producing an end-product (e.g. software development, research and development) or provides telephone or web based services (e.g. telemarketing). Only office developments to which the public do not normally have access will be permitted within this zone.</p> <p><b>Enterprise &amp; Incubator units:</b> Small and mixed sized workspace units suitable for small businesses and start-up companies. Limited light industrial uses will be considered in the context of the overall campus development.</p> <p><b>Institutional Use:</b> Includes medical facilities and educational / knowledge based research facilities.</p> <p><b>Support Facilities:</b> Without compromising the policy of resisting inappropriately located retail and leisure development, provision is made for small scale, 'walk to' facilities (i.e. restaurant, sandwich shop and specialist services e.g. crèches), which are integrated with employment units and are of a nature and scale to serve the needs of employees within this employment area.</p> <p><b>Site Q1 Dublin Road:</b> New development must have regard to the established uses in its immediate vicinity. A two metre concrete wall, finished to a high quality standard shall be provided along the eastern boundary of the site inside which screen planting in a belt, at least four metres wide, of appropriate native species including semi-mature broadleaf (heavy standard 12-14cm diameter) and fast growing shrubs shall be planted. Any development on this site shall require a detailed landscaping scheme.</p> <p><b>Site Q2 Blessington Road:</b> Any development in this area shall have regard to the residential amenity of adjoining established residential areas.</p> <p><b>Site Q3: Within the Northwest Quadrant adjoining Osberstown Waste Water Treatment Plant:</b></p> <p>To facilitate the development of these lands for a data centre or similar such use which requires a significant amount of water, while also having regard to its close proximity to Osberstown Waste Water Treatment Plant.</p>

Ref	Use	Land-Use Zoning
R	Retail/ Commercial	<p><b>To provide for and improve retailing and commercial activities.</b></p> <p>The purpose of this zoning is to provide for and improve retailing and commercial activities including the District Centre on the Monread Road.</p> <p>Future development in this zone must be in accordance with the Kildare County Retail Strategy (2008-2016) and policies and objectives in Chapter 6 of this Plan. Any specific development proposals must have due regard to the location of the site.</p> <p><b>Site R1 Dublin Road:</b> No development shall be permitted within this zoning in advance of an agreement for the construction of a community building on Site E5.</p>
U	Utilities/Services	<p><b>To provide for and improve public utilities.</b></p> <p>The purpose of this zoning is to provide for and preserve land in the ownership of the Council or other bodies charged with the provision of services such as electricity, telecommunications, water, wastewater etc.</p>
W	White Land	<p><b>To provide for White Lands to ensure the consolidation of future development outside the period of this Plan.</b></p> <p>The purpose of this zoning is to outline the direction of future development within the Northwest Quadrant area as a growth concentration area. It is envisaged that lands presently zoned W, will act as a strategic land reserve for future employment areas and will develop in a sequential manner thereby consolidating development in future plans for Naas.</p>



Table 14.3 Quantum of Zoned Land within the Plan area

Ref.	Specific Zoning Objective	Approx. Area (Ha)
A	Town Centre	47
B	Existing/Infill Residential	388
C	New Residential	136
E	Community and Education	56
F	Open Space and Amenity	177
G	Urban Village	5
H	Industry and Warehousing	70
I	Agricultural	577
J	Transport and Utilities	2
K	Commercial/Residential	5
L	Leisure and Amenity	4
M	Future Park/Green Belt	87
N	Neighbourhood Centre	4
Q	Enterprise and Employment	119
R	Retail/Commercial	9
U	Utilities/Services	2
W	White Land	37
<b>Total</b>		<b>1725</b>

**Note:** The individual areas of the sites (ha) have been rounded off to the nearest whole number in Table 14.3 above.

Table 14.4 Quantum of New Residential Land (zoned C) within the Plan area

Residential Objective No.	Approx. Area (Ha)
C1	11
C2	14
C3	6
C4	12
C5	4
C6	7
C7	4
C8	13
C9	9
C10	20
C11	19
C12	3
C13	3
C14	5
C15	6
<b>Total</b>	<b>136</b>

**Notes:**

- (i) The zoning objective reference and the area in hectares in Table 14.4 above should be read in conjunction with the Map 14.1(Land Use Zoning Objectives).
- (ii) The areas of the residential sites (ha) have been rounded off to the nearest whole number.

## 14.3 ZONING MATRIX

### 14.3.1 Application of Zoning Matrix

Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use-zoning objective. The Zoning Matrix illustrates the acceptability or unacceptability of various uses for each of the zoning objectives. The land use-zoning matrix is intended to provide guidance to potential developers. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may be necessarily successful. The matrix relates to land use only and important factors such as density, building height, design standards, traffic generation, etc., are also relevant in establishing whether or not a development proposal would be acceptable in a particular location.

#### **Y= Permitted in Principle**

A use which the Local Authority accepts in principle in the relevant zone subject to the normal planning process including policies and objectives outlined in the Plan.

#### **O= Open for Consideration**

A use which is "Open for Consideration" means that the use is generally acceptable except where indicated otherwise and where specific considerations associated with a given proposal (e.g. scale) would be unacceptable or where the development would be contrary to the proper planning and sustainable development of the area.

#### **N= Not Permitted**

Land uses which are indicated as "Not Permitted" in the Land Use Zoning Matrix are not considered to be appropriate except in exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

### 14.3.2 Other Uses

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

### 14.3.3 Non- Conforming Uses

Throughout the town there are uses that do not conform to the zoning objectives for that area. These are uses which:

1. Were in existence on 1st October 1964,
2. Have valid permissions or,
3. Have no permission and which may or may not be the subject of enforcement proceedings.

Extensions to and improvement of premises referred to in categories 1 and 2 above may be permitted. This would apply where proposed development would not be seriously injurious to the amenities of the area and would not prejudice the proper planning and sustainable development of the area.

### 14.3.4 Material Contravention

The Council has a statutory obligation to take such steps as may be necessary to secure the objectives of the Development Plan. In appropriate circumstances the Council may permit a material contravention of the Development Plan. The granting of a planning permission that materially contravenes the Development Plan is a reserved function of the Elected Members of the Council, exercisable following a public consultation process.

### 14.3.5 Transitional Areas

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

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

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

Table 14.5: Land Use Zoning Matrix

Land Use	A - Town Centre	B - Existing/ Infill Residential	C - New Residential	E - Community and Education	F - Open Space and Amenity	G - Urban Village	H - Industry and Warehousing	I - Agricultural	J - Transport and Utilities	K - Commercial/ Residential	L - Leisure and Amenity	M - Future Park/ Greenbelt	N - Neighbourhood Centre	R - Retail/ Commercial	U - Utilities/ Services	Q - Enterprise and Employment
Broiler House	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N
Car Parks	Y	N	N	O	N	O	Y	N	Y	Y	Y	N	O	Y	O	Y
Cattleshed/slatted unit	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N
Cemetery	N	N	N	O	N	N	N	Y	N	N	N	N	N	N	N	N
Cinema, dancehall, disco	Y	N	N	N	N	O	N	N	N	N	O	N	N	N	N	N
Community Hall	Y	O	O	Y	O	Y	O	N	O	O	O	N	O	N	N	O
Childcare/Crèche/playschool	Y	O	Y	Y	O	Y	O	O	O	Y	O	N	O	O	N	O
Cultural uses/library	Y	O	O	Y	O	Y	N	N	N	O	N	N	O	O	N	O
Dwelling unit	Y	Y	Y	N	N	Y	N	O	N	Y	N	N	Y	N	N	N
Funeral Homes	Y	N	N	Y	N	Y	Y	N	N	N	N	N	N	N	N	O
Garages/ car repairs	N	N	N	N	N	N	Y	N	Y	N	N	N	N	N	N	N
Guest house	Y	O	O	O	N	O	N	O	N	O	O	N	O	N	N	O
Hotel	Y	N	O	N	N	O	N	N	N	O	O	N	O	N	N	N
Halting site	N	O	O	O	O	N	O	O	N	N	N	N	N	N	N	N
Health centre/clinic	Y	O	O	Y	N	Y	O	N	O	O	O	N	Y	N	N	Y
Heavy commercial vehicle parks	N	N	N	N	N	N	Y	N	Y	N	N	N	N	N	N	N
Take-away	O	N	N	N	N	O	N	N	N	Y	N	N	O	O	N	Y
Industry	N	N	N	N	N	N	Y	N	O	N	N	N	N	N	N	N
Industry (light)	N	N	N	N	N	N	Y	N	O	N	N	N	N	N	N	O
Medical and related consultancy	Y	O	O	Y	N	Y	O	N	O	Y	O	N	Y	N	N	O
Motor sale	Y	N	N	N	N	O	Y	N	Y	N	N	N	N	N	N	O
Nursing Home	Y	O	O	Y	N	Y	N	O	N	N	N	N	N	N	N	N
Offices	Y	N	N	O	N	N	O	N	O	Y	N	N	O	O	N	Y
Park/playground	Y	Y	Y	Y	Y	Y	O	O	N	Y	Y	Y	Y	O	N	O
Petrol Station	O	N	N	N	N	O	Y	N	Y	N	N	N	O	N	N	Y
Place of worship	Y	O	Y	Y	O	Y	N	N	N	N	N	N	N	O	N	O
Playing fields	O	Y	Y	Y	Y	N	O	Y	N	N	N	Y	N	O	N	O
Pub	Y	N	O	N	N	Y	N	N	N	Y	N	N	N	N	N	O
Recreational buildings	Y	O	O	Y	Y	Y	O	O	O	Y	Y	N	O	O	N	O
Repository, store, depot	O	N	N	O	N	N	Y	N	O	N	N	N	N	N	N	O
Restaurant	Y	O	O	O	N	Y	O	N	O	Y	O	N	Y	O	N	O
Residential	Y	Y	Y	N	N	Y	N	N	N	Y	N	N	O	N	N	N
Retail Warehouse	O	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N
School	Y	O	O	Y	O	Y	N	O	N	N	N	N	N	N	N	O
Shop (comparison)	Y	N	N	N	N	O	N	N	N	N	N	N	N	O	N	N
Shop (convenience)	Y	O	O	N	N	Y	O	N	O	Y	N	N	Y	O	N	O
Stable yard	N	N	N	N	N	N	O	Y	N	N	N	N	N	N	N	N
Sport/Leisure Complex	Y	O	O	Y	N	Y	N	N	N	O	Y	O	O	O	N	O
Tourist camping site/caravan park	N	N	O	O	N	N	N	O	N	N	N	N	N	N	N	O
Utility Structures	Y	O	Y	O	O	Y	Y	Y	Y	O	N	N	N	Y	Y	O
Warehouse (wholesale)	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	O
Waste Incinerator	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Workshop	O	N	N	O	N	O	Y	O	Y	O	N	N	N	N	O	N

Y= Permitted in Principle O= Open for Consideration N= Not Permitted

Zoning Objective W "White Lands" is not considered in the zoning matrix as the specific land use will be informed by future development plans.





Naas Town Development Plan  
2011 - 2017

LEGEND

- A: Town Centre
- B: Existing / Infill Residential
- C: New Residential\*
- E: Community & Education
- F: Open Space & Amenity
- G: Urban Village
- H: Industry & Warehousing
- I: Agricultural
- J: Transport & Utilities
- K: Commercial / Residential
- L: Leisure & Amenity
- M: Future Park / Green Belt
- N: Neighbourhood Centre
- Q: Enterprise & Employment
- R: Retail / Commercial
- U: Utilities / Services
- W: White Land
- Lands subject to future Local Area Plan
- New Roads Objective (Indicative Only)
- Pedestrian / Cycletrack Objective (Indicative Only)
- Approximate Line of Setback of Development From M7
- 500m Intervals From The Town Centre
- Canal/Lakes/Ponds
- Northwest Quadrant Masterplan Lands
- Naas Town Council Boundary
- District Centre

\* Note: Zoning Category C represents land which is currently undeveloped. This should be read in conjunction with Table 14.4. (Chapter 14)  
The areas of the residential sites (Ha) have been rounded to the nearest whole number

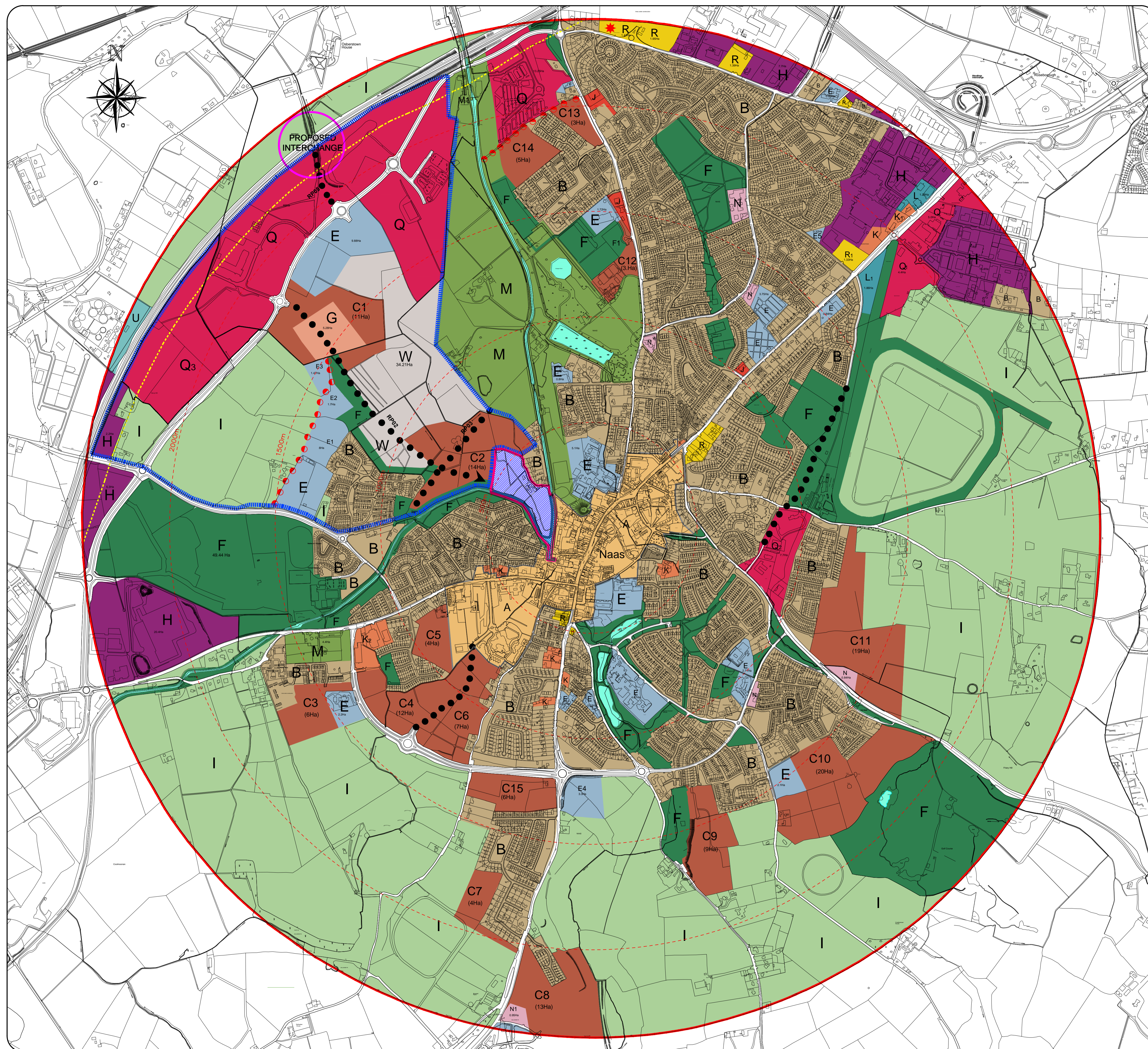
Land Use Zoning Objectives

Scale: N.T.S. Map Ref.: 14.1

Date: 6<sup>th</sup> June 2011 Drawing No.: 200/11/538

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This drawing is to be read in  
conjunction with the written statement





# APPENDICES

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# APPENDIX I

## Kildare Local Authorities Housing Strategy 2011-2017





# Appendix I

## INTRODUCTION

**The purpose of this document is to chart a course for the development of housing in County Kildare for the period 2011-2017. It assesses the need for housing and puts forward strategies for meeting it. The strategy is drawn up for the entire county of Kildare including the Town Councils of Naas and Athy. It is intended to serve the needs of all who are concerned in dealing with housing issues, including individual citizens, housing associations and other voluntary organisations working in the area, house builders, landowners, elected representatives, house designers and local authority staff.**

## PART 1 - HOUSING SUPPLY AND REQUIREMENTS

### 1.1 OBJECTIVES

The Planning and Development Act, as amended, stipulates that planning authorities, in formulating the County Housing Strategy shall have regard to the following points:

- Ensuring a range of housing for residents with different income levels: ref. Section 94(3)b;
- Making provisions for social and affordable housing: ref. Section 94(4)c;
- Defining affordability in terms of capacity of eligible persons to service a mortgage based on a defined level of income and loan to value ratio: ref. Section 93(1)

### 1.2 ASSUMPTIONS

Throughout the following calculations and subsequent analysis a number of assumptions have been made. Where possible data at county level has been used. If this has not been possible data has been accessed at the regional level, i.e. in terms of income information. If necessary, adjustments have been made to the higher-level data in order to make it more appropriate to the County-level situation.

### 1.3 APPROACH

This analysis sets out to determine housing need and housing affordability by analysing county-level estimates of population, household size, household income and house prices.

### 1.4 METHOD & SOURCES

Data has been collated from a number of sources including the Census of Population, the Central Statistics Office (CSO), the Department of the Environment, Heritage and Local Government (DoEHLG) ESRI, and auctioneers within the County.

### 1.5 NATIONAL AND REGIONAL CONTEXT

During the lifetime of the previous Housing Strategy, adopted in 2005, there was unprecedented growth in housing construction in the State which reached its peak in 2006, with 4,804 completions in County Kildare. There was a slowdown in the residential housing market and a significant reduction in house price in 2008 and 2009 with a rapid reduction in house completions in the same period with 3,118 completions in 2007, 1,811 units in 2008 and an estimated 908 completions for 2009.

The Regional Planning Guidelines indicate that to achieve and facilitate the projected population and household levels, Planning Authorities should:

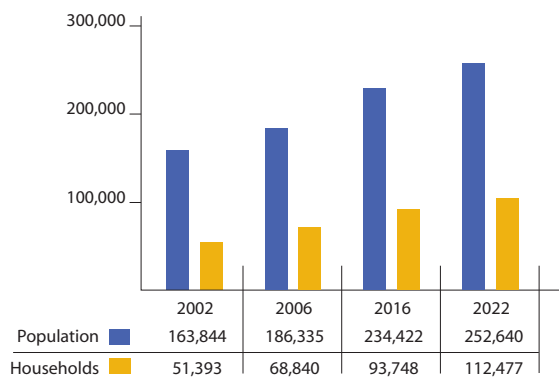
- Ensure that sufficient amounts of land are zoned and serviced in the centres as selected for increased future development in the settlement strategy. This is designed to contribute to establishing a strong urban structure throughout the area and in turn reinforce strong performing and robust economic conditions necessary to the achievement of regional balanced development.
- Support the provision of infrastructure, including public transport infrastructure.
- Encourage and attract employment sources.
- Ensure the delivery of social, community and cultural infrastructure to contribute to the populations' quality of life.

## 1.6 POPULATION PROJECTIONS & HOUSEHOLD DATA

The Regional Planning Guidelines for County Kildare project a population increase of 66,305 between 2006-2016 which equates to 24,908 additional households in the county. The average household size is continuing to decline with the average number of persons in private households in the county recorded as 3.01 in 2006, down from 3.19 in 2002. This trend indicates that a greater proportion of smaller houses will be required in the future.

The following graph outlines the projected increases:-

Graph 1.6 Population and Household Projections 2002-2022



## 1.7 Household Income Data Projections

Having established the population and household base, it is necessary to forecast the county-specific household disposable income. This will be done for the period 2005 to 2017. An essential element of the housing demand analysis is ensuring that the recommendations are based on an accurate assessment of household incomes. Material has been sourced from County Income and Regional GDP 2007 produced by the Central Statistics Office (January 2010).

Table 1.7.1 Estimates of Disposable Income Per Person (€)

	2005	2006	2007
<b>Mid East</b>	<b>20,496</b>	<b>21,515</b>	<b>22,115</b>
Kildare	21,219	22,185	22,636
Meath	20,046	21,238	21,871
Wicklow	20,001	20,883	21,660

Source: County Income and Regional GDP 2007, CSO

Table 1.7.2 Indices of Disposable Income Per Person (State =100)

	2005	2006	2007
<b>Mid East</b>	<b>102.6</b>	<b>103.7</b>	<b>101.9</b>
Kildare	106.2	106.9	104.3
Meath	100.3	102.4	100.8
Wicklow	100.1	100.7	99.8

Source: County Income and Regional GDP 2007, CSO

Table 1.7.3 Estimates of Total Income Per Person (€)

	2005	2006	2007
<b>Mid East</b>	<b>25,888</b>	<b>27,369</b>	<b>28,299</b>
Kildare	26,877	28,255	29,036
Meath	25,279	26,981	27,916
Wicklow	25,207	26,561	27,706

Source: County Income and Regional GDP 2007, CSO

Table 1.7.4 Indices of Total Income Per Person (State =100)

	2005	2006	2007
<b>Mid East</b>	<b>104.7</b>	<b>106.1</b>	<b>104.3</b>
Kildare	108.7	109.5	107.1
Meath	102.3	104.6	102.9
Wicklow	102.0	103.0	102.1

Source: County Income and Regional GDP 2007, CSO

Table 1.7.5 Estimates of Disposable Income Per Person Excluding Rent (€)

	2005	2006	2007
<b>Mid East</b>	<b>19,266</b>	<b>20,269</b>	<b>20,669</b>
Kildare	19,929	20,874	21,115
Meath	18,915	20,095	20,545
Wicklow	18,737	19,599	20,170

Source: County Income and Regional GDP 2007, CSO

Table 1.7.6 Indices of Disposable Income Per Person Excluding Rent (State =100)

	2005	2006	2007
<b>Mid East</b>	<b>102.4</b>	<b>103.6</b>	<b>101.9</b>
Kildare	106.0	106.7	104.1
Meath	100.6	102.7	101.2
Wicklow	99.6	100.2	99.4

Source: County Income and Regional GDP 2007, CSO

The ESRI Medium Term Review 2008-15 projected that national disposable incomes would grow by 6.5% per annum from 2005-2010 and by an average of 5.8% per annum from 2010 to 2015. According to revised figures contained in the ESRI Quarterly Economic Commentary (Winter 2009), incomes are projected to fall by 1% in 2009 and by 2.5% in 2010. The latest short-term income projections do not indicate an increase in income levels. Accordingly income projections have to be based on certain assumptions at this time.

The assumption is that the decline in income in 2010 will be reversed in 2011 and that thereafter there will be a 2% increase in income levels.

Table 1.7.7 Estimates of Disposable Income Per Person in Kildare (€)

	Estimates of Disposable Income	% change
2007	22,636	-
2008	22,636	-
2009	22,409	-1%
2010	21,849	-2.5%
2011	21,849	0%
2012	22,395	+2.5%
2013	22,843	+2%
2014	23,200	+2%
2015	23,766	+2%
2016	24,241	+2%
2017	24,756	+2%

Source: ESRI Quarterly Economic Commentary (Winter 2009) and projected estimates

## 1.8 HOUSE PRICE DATA PROJECTIONS

The following tables outline the change in house prices in Kildare since 2003 and projected house prices over the course of the Housing Strategy. House prices are not projected to fall further during the lifetime of the plan. Where Kildare specific figures are not available, the commuter county figures are used as a proxy for Kildare.

Table 1.8.1 Average House Prices in County Kildare (€)

Year	County Kildare (€)	% change
2003	263,610	
2004	289,306	+10%
2005	307,589	+6%
2006	337,757	+10%
2007	321,400	-4.8%
2008	267,265	-16.8%
2009	245,707	-8.0%

Table 1.8.2 Average House Prices in County Kildare Projections (€)

Year	County Kildare (€)	% change
2010	240,000	-
2011	240,000	-
2012	245,000	+2%
2013	250,000	+2%
2014	260,000	+4%
2015	270,000	+3.8%
2016	280,000	+3.7%
2017	290,000	+3.5%

Source: Irish Permanent /ESRI House Price Index DEHLG and Auctioneers in County Kildare

## 1.9 HOUSE PRICE AFFORDABILITY

Based on the assumptions made and the projections of average disposable income and average house prices, the patterns of increase shows a strong correlation between the sets of data. This means that very modest increases in average disposable income will be matched with similar levels of modest increases in average house prices over the relevant period. Based on this analysis the affordability factor remains constant as against current levels. This means that there is an equivalent rate of change in average income levels compared with average house prices. This demonstrates that the demand for housing supports and levels of affordability will not diminish as against current rates for the duration of the Housing Strategy.



### 1.10 AFFORDABILITY THRESHOLDS

The purpose of the analysis of population, household size, household income and house prices is to identify the demand and supply of housing over the lifetime of the Housing Strategy.

The Planning and Development Act (Section 93(1)) sets out the parameters that need to be applied. These are as follows:

- Yearly loan repayment is less than or equal to 35% of annual income, net of income tax and pay related insurance; and
- The loan to value ratio should not exceed 90%.

The following table outline the cost of servicing two sample mortgages at varying income levels stress tested to 5.5%

**Table 1.10.1 Ability to service €100,000 mortgage at different income levels**

Borrowing	Gross Annual Income	Monthly Repayments @ 2.27%	% NDI stress tested @ 5.5%
€100,000	€15,000	383.27	46
€100,000	€20,000	383.27	35
€100,000	€25,000	383.27	25
€100,000	€30,000	383.27	22
€100,000	€35,000	383.27	19
€100,000	€40,000	383.27	18
€100,000	€45,000	383.27	17

% NDI = % of net income spent on loan repayment, stress tested at 5.5%

Source: Affordable Homes Partnership

**Table 1.10.2 Ability to service €200,000 mortgage at different income levels**

Borrowing	Gross Annual Income	Monthly Repayments @ 2.27%	% NDI stress tested @ 5.5%
€200,000	€15,000	766.53	93
€200,000	€20,000	766.53	69
€200,000	€25,000	766.53	51
€200,000	€30,000	766.53	43
€200,000	€35,000	766.53	38
<b>€200,000</b>	<b>€40,000</b>	<b>766.53</b>	<b>35</b>
€200,000	€45,000	766.53	33

% NDI = % of net income spent on loan repayment, stress tested at 5.5%

Source: Affordable Homes Partnership

The tables at 1.10.1 and 1.10.2 show monthly repayments required on loans of €100,000 and €200,000 and the percentage of particular levels of income required to service these loans. The tables indicate that an income of €40,000 (highlighted) is required to adequately service a mortgage of €200,000 in accordance with the 35% affordability threshold. This confirms that applicants on the social housing list will not be in a position to purchase accommodation from their own resources based on projected house prices and income levels during the period covered by the Housing Strategy.

### 1.11 BACKLOG OF SOCIAL AND AFFORDABLE NEED

The following table indicates the demand for social housing need which is set out in the waiting lists for the three local authorities who areas are covered by this strategy. This need, in March 2008, is expressed in the housing waiting lists of the local authorities as follows and compared with the latest available figures for December 2009.

**Table 1.11.1 Social Housing Need in County Kildare**

	Mar 2005	Mar 2008	Dec 2009
Kildare County Council	1,580	2,850	4,833
Athy Town Council	145	253	686
Naas Town Council	182	242	409
<b>Total</b>	<b>1,907</b>	<b>3,345</b>	<b>5,928</b>

The demand for social housing has continued to increase significantly in recent years. An analysis of the above table would indicate that the annual increase in the social housing waiting list is approximately 850 applicants per annum.

An analysis of the income levels of those on the social housing list as at May 2008 demonstrates the following categories of applicants. An analysis of the December 2009 figures was not available at the time of preparation of the Housing Strategy, however, to qualify for social housing, applicants must earn less than €40,000 per annum.

Table 1.12.2 Social Housing Waiting List Categorized by income Bands

	Up to €10,000	€10,001- €15,000	€15,001- €20,000	€20,001- €25,000	€25,001- €30,000	More than €30,000
Kildare Co.Co	477	1,550	354	300	109	60
Athy	55	138	25	24	5	6
Naas	110	62	38	17	7	8
<b>Total</b>	<b>642</b>	<b>1,750</b>	<b>417</b>	<b>341</b>	<b>121</b>	<b>74</b>

The above table indicates that 3,150 applicants on the social housing out of 3,345 list earn less than €25,000 per annum, the minimum amount to apply for the Local Authority House Purchase Loan and the minimum threshold that would be reasonably expected to provide accommodation from your own means. This equates to 94.1% of the waiting list.

### 1.12 PRIVATE RENTED SECTOR

The private rented sector has a role to play in meeting the housing needs of a county. Those who cannot afford market rents are supported by means of the supplementary welfare allowance. In 2009 there were in excess of 3,500 persons in receipt of supplementary welfare allowance in the County, the majority of whom were on the social housing waiting list. At a cost of in excess of €450 million nationally per annum, the number of persons in receipt of rent supplement is expected to decrease from 2009 as stricter guidelines are introduced and applicants are directed towards other support measures such as the Rental Accommodation Scheme and leasing arrangements.

## PART 2 - SOCIAL AND AFFORDABLE HOUSING

### 2.1 SOCIAL HOUSING INVESTMENT PROGRAMME

The local authorities in Kildare deliver housing accommodation under the Social Housing Investment Programme (SHIP). The Social Housing Investment Programme outlines the provision of social housing by means of the construction programme, turnkey developments, Rental Accommodation Scheme and leasing arrangements.

The projected delivery of units, on an annual basis, over the lifetime of the strategy (2011 – 2017) is as follows:

Table 2.1 Annual provision of Units under Housing Programme 2011-2017

Type	
Residential Accommodation Scheme	200
Leasing Arrangements	100
Voluntary Housing	50
Casual Vacancies	110
Construction/Purchases/Acquisitions	30
<b>Total</b>	<b>490</b>

### 2.2 REQUIREMENT FOR SOCIAL AND AFFORDABLE HOUSING UNDER PART V

The statutory maximum amount of land ordinarily envisaged for transfer to local authorities, for the provision of social and affordable housing under Part V of the Planning and Development Act is 20%.

#### Social Housing

An analysis of the housing waiting list indicated an average inflow of approximately 850 applicants per annum based on the Housing Needs Assessment of 2005 and 2008 (see table 1.11.1). Of these it is envisaged that 490 applicants will be accommodated as denoted in 2.1. The shortfall is 360 applicants per annum (i.e. 850 applicants less 490 accommodated) or 2,160 over the period of the strategy 2011 – 2017. Based on the €25,000 minimum income requirement to apply for the Local Authority House Purchase Loan, and the figures outlined at 1.12.2 above, it is safe to assume that 50 of the annual intake of applicants will be in a position to provide housing from their own resources.

### Affordable Housing

An analysis of the affordable housing waiting list showed a backlog of 1,860 applicants in 2007. 587 new applications were received in 2008 and 180 applications were received in 2009. With recent decreases in house prices outlined in Table 1.8.1 and slow growth in projected prices outlined in Table 1.8.2, together with stricter mortgage provision policies by lending institutions, the demand for affordable housing will remain, albeit at a lower level than previously. To qualify for affordable housing, applicants may earn up to €55,000 per annum which is higher than the threshold to qualify for social housing at €40,000 per annum. It is estimated that 50 applications per annum will be received from applicants in this category who do not qualify for social housing. It is projected that the Incremental Purchase Scheme may alleviate some of the demand in this area in the future in the order of 30 applicants per annum. It is clear that some applicants on the social housing list will be able to purchase under the Affordable Housing Scheme.

### 2.3 CONCLUSIONS REACHED

The provision of social housing through the various measures outlined in Table 2.1 will not be adequate to meet the historic demand identified in the Housing Needs Assessment 2008 or the projected demand from 2011-2017. The statutory maximum Part V requirement of 20% as outlined in the Planning and Development Act 2000 (as amended) is exceeded for each year of the Strategy. The uncertainty in house prices and demand mean that the portions of total lands to be assigned pursuant to Part V should be flexible within agreed parameters and cannot be specifically defined between social and affordable housing but will depend on other factors at the time.

The existing backlog of 5,928 applicants as at December 2009 is averaged over the duration of the Housing Strategy (six years) and added to the projected annual demand to calculate the annual requirement. Of the 5,928 applicants, a projected 94.1% (see table 1.12.2) will require assistance from the Local Authority i.e. 5,578 applicants over the six years of the Plan.

Accordingly, the annual figures arrived at in compiling the number of households requiring assistance during the period 2011-17 are as follows:

**Table 2.3.1 Calculation of Annual Housing Need**

Type	
Existing Housing Need (5,578) apportioned	929
New housing applicants	800
<b>Total Annual Need:</b>	<b>1,729</b>
Less	
Projected Delivery of units 2011-2017	490
Incremental Purchase Scheme	30
Total:	520
<b>Number of household per annum requiring social and affordable accommodation</b>	<b>1,209</b>

It is anticipated that of the demand for housing in the county (see Tables 2.3.2), 48.5% of that requirement will have to be met by means of social and affordable housing. This demand is above the maximum 20% allowed under Part V of the Planning and Development Act 2000 (as amended).

This can be represented on a year by year basis as follows:



Table 2.3.2 Summary of Anticipated Social & Affordable Housing Need

	2011	2012	2013	2014	2015	2016	2017
New Households Formations	2,490	2,490	2,490	2,490	2,490	2,490	2,490
Number of households meeting affordability criteria	1,209	1,209	1,209	1,209	1,209	1,209	1,209
% Shortfall	48.5%	48.5%	48.5%	48.5%	48.5%	48.5%	48.5%

## 2.4 COMPLIANCE WITH THE HOUSING STRATEGY

The Planning & Development Acts 2000 (as amended) provide that when submitting a planning application the applicant shall specify how he proposes to comply with a condition imposed under Section 96(2) of the Act. In default of agreement the local authority may purchase 20% of the site but the local authority and the applicant may enter into an agreement to otherwise comply with the requirements including the payment of a financial contribution. The council shall enter into a memorandum of understanding with applicants on the nature of the Part V agreement. Where this involves the acquisition of units the memorandum shall include details of the type of units to be delivered, the timing of delivery and the anticipated cost of the units. The Council shall also take into account its Housing Services Plan and Housing Action Plan prepared in accordance with the Housing (Miscellaneous Provisions) Act 2009 in making agreements. Furthermore approval from the Department of Environment, Heritage and Local Government is required before committing to the purchase of social units under the Part V mechanism.

The legislation provides for the following methods of compliance:

- The transfer of completed housing units on the application site
- The transfer of fully or partially serviced sites on the application site
- The transfer of a portion of land on the application site
- The transfer of completed housing units at another location
- The transfer of serviced sites at another location
- The transfer of land at another location
- The payment of a financial contribution

The method of compliance agreed with the applicant may also provide for a combination of any of the above

When completed housing units are transferred to the local authority the Council will seek to:

- Ensure that undue social segregation is minimized
- Ensure complete and efficient development of building sites
- Facilitate the implementation of policy in regard to social and affordable housing.

The local authorities recognize that local circumstances, such as house types, housing requirements in the area, existing and planned distribution of housing, density issues, etc. may require to be taken into account in assessing the arrangements for compliance with Part V of the Act.

When the local authorities agree to accept or stipulate the payment of contributions towards meeting social and affordable housing need in lieu of the transfer of land, the funds so acquired shall be treated in accordance with Section 96 of the Act which provides that they shall be kept in a separate account and shall be applied as capital for the authorities' functions under Part V of the Act or for their functions as housing authorities.

In particular it might be noted that some housing, including dwellings for elderly persons or other classes of people who have special needs may be deserving of special consideration and the local authorities will consider the development of policies to take account of this.

# APPENDIX II

## Record of Protected Structures





# Appendix II

Note: This is the Record of Protected Structures as of 6th June 2011. Please note, that pursuant to Section 55 of the Planning & Development Act 2000, as amended, the Planning Authority can make an addition to or deletion from this Record of Protected Structures at any time. For the most up to date version, please refer to website or contact the Planning Authority.

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-001	11814128	Saint David's Castle, North Main Street (Off Church Lane)	Naas East	Detached three-bay two and three storey fortified house. c. 1730. On an irregular plan incorporating fabric of tower house, comprising three-bay two-storey range with single-bay two-storey projecting bay to front (south east) on an L shaped plan having two-bay single-storey bay with half dormer attic at angles to north east, single-bay two-storey side elevation to north east continuing into three stage medieval tower house to north east with single-bay two-storey flanking bay to rear elevation to west having single-bay single-storey projecting bay to north west. Setback from road in grounds shared with St. Johns Church with part of southwest elevation forming boundary wall fronting onto lane to southwest. Detached outbuilding c.1730 to southeast. Section of stone cobbling c.1730 to site.	
NS19-002	11814125	Saint David's Castle, North Main Street (Off)	Naas East	Detached four-bay double-height rubble stone Gothic-style Church of Ireland church, c.1830, incorporating fabric of earlier church, c.1600, with single-bay double-height lower chancel to north-east having single-bay single-storey flanking bays, including vestry projection and single-bay two-stage (truncated) tower, c.1600, to south-west on a square plan originally of more stages.	
NS19-003	11814052	Our Lady and St. David RC Church, Sallins Road	Naas West	Detached four-bay double-height Gothic-style Roman Catholic church, built 1827, with single-bay double-height lower chancel to south-east having single-bay single-storey flat-roofed flanking bays (including sacristy projection).	
NS19-004	11814130	Abbey Bridge	Naas West	Single-arch rubble stone hump back road bridge over canal. c. 1780.	
NS19-005	11814126	St. David's House, North Main Street (Off)	Naas East	Detached seven-bay three-storey former rectory. c. 1820. Possibly originally rectory with three-bay three-storey breakfront to north-east. Extensively renovated, c.1985, with some openings remodeled to accommodate use as offices.	
NS19-006	11814054	Presbyterian Church, Market Square.	Naas East	Detached four-bay double-height Presbyterian church, built 1868. Located on a corner site retaining original aspect comprising three-bay nave with single-bay single-storey gabled advanced porch to south-west, single-bay double-height advanced bays to south-east and to north-east forming shallow 'transepts' and two-bay single-storey vestry projection to southeast having single-bay single-storey lean-to end bay to southeast.	
NS19-007	11814029	Naas Court House, South Main Street	Naas West	Detached seven-bay two-storey Classical-style courthouse, built 1807. On a symmetrical plan retaining early external aspect with three-bay two-storey recessed entrance bay to centre having prostyle tetrastyle pedimented portico to front, two-bay two-storey flanking advanced end bays and four-bay two-storey side elevations to north-east and to south-west.	







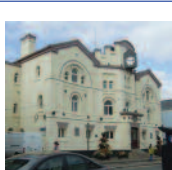


RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-008	11814028	Naas Court Hotel, South Main Street	Naas West	Detached five-bay three-storey former Royal Irish Constabulary Barracks, c.1870, retaining early fenestration with two-bay three-storey advanced end bay to right (north-east) having oriel window to centre first floor on a triangular plan and single-bay three-storey recessed end bay to left (south-west). Renovated, c.1985, with interior partly remodeled to accommodate use as hotel.	
NS19-009	11814081	Allied Irish Bank, 40-41 South Main Street	Naas East	Terraced four-bay three-storey classical-style bank, c.1920. Extensively renovated and amalgamated with building to northeast, c.1990.	
NS19-010	11814083	Ulster Bank, 44 South Main Street	Naas East	Terraced four-bay three-storey classical-style bank, dated 1891, retaining early aspect. Hipped roof behind balustraded parapet with slate.	
NS19-011	11814070	Almshouses (former), Dublin Road	Naas East	Detached five-bay single-storey former almshouse, dated 1919, on site of earlier almshouse, 1590. On a symmetrical plan with single-bay single-storey gabled projecting porch to centre. Extensively renovated, c.1960, to accommodate residential use.	
NS19-013		North Moat, Abbey Street.	Naas West	An Anglo norman building on the location of an earlier Irish rath.	
NS19-014		Burial Ground, Abbey Street	Naas West	Sub-circular burial ground and site of former Dominican Friary to north of Abbey Road with a variety of 19th century and some earlier grave markers. Random rubble boundary wall to perimeter of site incorporating roughcast rendered gate piers to the south having granite pyramidal cap stones, wrought-iron double leaf gate and three granite steps.	
NS19-015	11814053	Mercy Convent, Sallins Road	Naas West	Detached seven-bay three-storey convent, c.1925, on an L-shaped plan retaining early aspect with three-bay three-storey return to rear to north-west. Renovated, c.1975, with singlebay single-storey gabled projecting porch added to centre ground floor. Renovated internally in 2009.	
NS19-016		Canal Stores, (KYS) The Harbour	Naas West	Detached, former canal warehouse comprising three-bay two storey building c.1780 with canopy on timber brackets and gablet over; later addition single-bay single storey to the south with additional building to the rear, renovated c.1990 now in use as youth training centre.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-017		Butt Mullins Restaurant, Poplar Square	Naas East	C. 12m long section of town wall dating to the medieval period now incorporated within the walls of later structures and forming party boundary between Butt Mullins restaurant and adjacent property to the south.	
NS19-018	11814060	Hayden's Public House, 6 Poplar Square	Naas East	Terraced three-bay two-storey house, c.1830 retaining early aspect with square headed integral carriageway to right ground floor. Renovated c.1850 with timber pub front inserted to ground floor.	
NS19-019	11901908	Naas General Hospital, Craddockstown Road	Naas East	Detached four-bay two-storey limestone built Gothic-style former hospital chapel, c.1860, retaining original aspect. Now in use as offices by the H.S.E	
NS19-020		Workhouse Memorial Park		Former workhouse burial ground dated 1849 now in use as park. Modern boundary walls enclosing rectangular area.	
NS19-021		St. Patrick's Monastery, Friary Road	Naas East	Six-bay two-storey religious house, built c.1900 having return to north and glazed porch to principal entrance front. Two storey extension to return, c.1980 continuing existing roofline and brick eaves coursing.	
NS19-022	11814035	Kavanagh's Public House, 10 South Main Street	Naas West	Terraced five-bay two-storey house, c.1840, retaining early fenestration to right ground floor. Extensively renovated, c.1995, with replacement timber pubfront inserted to left ground floor incorporating fascia of earlier shopfront, c.1920.	
NS19-023	11814110	Marchetti, 36 South Main Street	Naas East	Pair of terraced single-bay two-storey houses with half-dormer attics, dated 1903, retaining early aspect to house to right (south-west) and to upper floors to left (north-west) with shared elliptical-headed integral carriageway to centre ground floor. Renovated, c.1985, with timber fascia inserted over ground floor openings to left (north-east) to accommodate commercial use.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-024	11814033 11814034	Kalu, Main Street South/Basin Street	Naas West	<p>Terraced four-bay painted two-storey building, c.1850. Extensively renovated, c.1980. Now in commercial use to ground floor.</p> <p>Terraced three-bay three-storey over basement, Classical-style former bank, c.1830. Located on a corner site retaining original fenestration to upper floors with two-bay three-storey side elevation to south. Renovated, c.1980 and c.2006 with ground floor converted to commercial use. Upper floors now in use as offices.</p>	
NS19-027	11814040	Cupboard/ The Naas Photo Centre, South Main Street	Naas West	End-of-terrace four-bay three-storey building, c.1830, on a corner site originally two separate two-bay three-storey houses retaining early fenestration with single-bay three-storey side elevation to north. Renovated, c.1980, with replacement shopfronts inserted to ground floor.	
NS19-028		56 South Main Street	Naas East	End of terrace three bay two-storey house built c.1820 with curved northern gable following the line of Church Lane having three-bay return to east now in use as shop and office accommodation.	
NS19-031	11814026	Leinster Leader, South Main Street	Naas West	End of terrace, three bay, two storey building, c.1910, retaining early aspect with segmental-headed door opening to centre ground floor and three-bay two storey lean to lower parallel range along rear elevation to north-west having single bay two storey return to centre. Now in uses as newspaper offices.	
NS19-032	11814024 11814135	Gogarty's, 21-22 South Main Street	Naas West	Terraced two-bay three-storey house, c.1830 and Terraced three-bay three-storey house, c.1840, retaining early fenestration. Possibly originally part of four-bay composition with building to left (south-west) retaining early fenestration with segmental-headed door opening to left ground floor Renovated, c.1850, with timber shopfront inserted to left ground floor.	
NS19-033	11814088	Bank of Ireland, 48 South Main Street	Naas East	Terraced five-bay three-storey over part-raised basement house, c.1830, probably originally detached retaining early aspect with prostyle diastyle portico to centre approached by flight of steps. Now in use as bank.	
NS19-034	11814085	Bank of Ireland, 47 South Main Street	Naas East	End-of-terrace three-bay single-storey flat-roofed Classicalstyle bank, c.1920. On a symmetrical plan. Refenestrated, c.1990.	



RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-036	11814043	Moat Theatre, Abbey Street	Naas West	Detached four-bay two-storey rubble stone former school, c.1800. Renovated, c.1850, with some additional openings inserted. Now in use as theatre and coffee shop.	
NS19-037		Millbrook House, Millbrook	Naas East	Detached five bay three storey millers house built c.1790, now in use as offices.	
NS19-038		Watering Place, Naas General Hospital	Naas East	Partially canalised stream forming the west boundary to Naas General Hospital comprising a section of roughly coursed random rubble wall.	
NS19-039	11814091 & 11814092	Naas Presbytery & Naas Parochial House, Sallins Road	Naas West	Attached three-bay two-storey presbytery, c.1890, retaining early aspect with single-bay two-storey canted bay window to left (north). Attached four-bay two-storey parochial house, c.1870, originally detached retaining early aspect with singlebay two-storey canted bay window to left (north). Gable-ended roof (shared) with slate (half-octagonal to canted bay window).	
NS19-040	11901909	Ballycane House, Craddockstown Road	Naas East	Detached three-bay single-storey house with half-dormer attic, dated 1912, with single-bay two-storey gabled projecting entrance bay to centre. Recently painted and in use as a childcare facility.	
NS19-043	11814098	St. Anne's, Poplar Square	Naas West	End-of-terrace three-bay three-storey house, c.1840. Originally detached on a corner site retaining early aspect with single-bay single-storey flat-roofed projecting open porch to centre ground floor and three-bay two-storey lean-to parallel lower return to rear to north-west having single-bay two-storey lean-to lower projecting bay to centre. Now in commercial use to ground floor.	
NS19-044		Station Master's House, Gleann na Greinne	Naas East	Detached three-bay two-storey station masters house built c.1850 with two storey projecting wings collectively forming a 'u' shaped plan, now in use as a private dwelling with canted-bay window.	
NS19-047	11814041	Town Hall, South Main Street	Naas West	Detached seven-bay three-storey former gaol, built 1796 retaining early fenestration with three-bay three-storey canted advanced entrance bay to centre having single-bay singlestorey flat-roofed advanced doorcase to centre, two-bay threestorey gabled flanking end bays, two-bay three-storey side elevations to north-east and to south-west and three-bay threestorey return to rear to north-west. Extensively renovated, 1904, with façade remodelled in Italianate Classical style to accommodate use as town hall. Renovated, 1905, with right ground floor converted to use as Carnegie Free Library. Renovated, c.1990. Gable-ended (gable-fronted) roofs behind parapet walls with slate.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-049		Cottage at St. David's, off North Main Street	Naas East	Attached three-bay two-storey gable-fronted cottage set into the slope of terrain built c.1820.	
NS19-050		Wall between Fair Green and Lakelands	Naas East	C.200m section of rubble wall built c.1700 running north-south possibly associated with a former military barracks which stood on the site (destroyed 1798).	
NS19-051	11814030	Daly's Pharmacy, 17 South Main Street	Naas West	Detached four-bay three-storey red brick house with dormer attic, c.1780, on a corner site retaining early fenestration with single-bay three-storey return to rear to west.	
NS19-052	11814037	Elvery Sport, 6 South Main Street	Naas West	Terraced four-bay two-storey building with half-dormer attic, c.1860. Possibly originally two separate two-bay two-storey houses retaining early fenestration. Re-roofed and renovated, c.1990, with ground floor remodeled internally to accommodate commercial use.	
NS19-053		The Knocks House and Farmyard	Oldtown	Detached single- storey with attic house built c.1820 with threebay single storey front block added to north east c.1880 having projected gable-fronted porch. Outbuildings to northwest comprising ranges of single and two storey random rubble buildings set around courtyard with pitched slate roofs and square headed openings. Ruins of single storey lodge inside gateway.	
NS19-054		The Storehouse Restaurant, Friary Lane	Naas East	Detached three-bay double height goods shed built c.1850 with two -bay single storey block to south now in use as restaurant having single-storey addition to northeast and lean-to-extension to west elevation c.2000.	
NS19-057	11814051	Conway's, 5 North Main Street	Naas West	End-of-terrace two-bay two-storey house, c.1880, on a corner site retaining early fenestration with two-bay two-storey side elevation to north-east and single-bay two-storey return to rear to north-west having single-bay single-storey lean-to end bay to north-west.	
NS19-058		Jigginstown Castle and Environs	Jigginstown	Detached red brick country house built c.1630 by the Lord Deputy of Ireland, the Earl of Stafford. Now in ruins comprising a long central block largely surviving to ground floor/piano noble level over exposed basement flanked by projecting pavilions.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-059	11901903	Limerick Bridge, Old Limerick Road	Jigginstown	Single-arch rubble stone hump back road bridge over canal, c.1800, with limestone ashlar voussoirs, cut-stone stringcourse and rubble stone parapet walls.	
NS19-060	11901906	Jigginstown Bridge, Jigginstown	Jigginstown	Single-arch rubble stone hump back road bridge over canal, c.1880.	
NS19-061	11814129	Ploopluck Bridge, Caragh Road	Naas West	Single-arch rubble stone hump back road bridge over canal, c.1780, with cut-stone voussoirs, cut-stone stringcourse and cut-stone coping.	
NS19-062		Tandy's Bridge, Oldtown Demesne	Oldtown	Single-arch rubble stone hump back road bridge.	
NS19-063		St. Patrick's Well, Oldtown Demesne	Oldtown Demesne	Well.	
NS19-068		Church of Ireland Cemetery	Kingsfurze	Cemetery, gates, wall and lodge.	
NS19-071		Former County Council Offices, Craddockstown Road	Naas East	Detached modernist eleven bay two-storey building designed as a hospital and used by Kildare County Council as administration offices. Built c.1930 with single storey flanking canted pavilions to north and south and multi-bay two-storey range to west. Now in use by H.S.E	
NS19-072		Oldtown House, Oldtown Demesne	Oldtown Demesne	Oldtown House, built c.1709 by Thomas Burgh MP, Engineer and Surveyor General of Ireland originally comprising central block flanked by two wings. House destroyed by fire in 1950's with one wing surviving comprising five-bay two-storey structure with returns/extensions to west.	




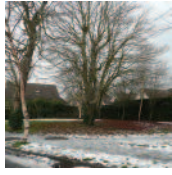




RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-077		The Turrets, Sallins Road	Oldtown Demesne	Pair of turrets, built c.1860, along eastern flank of Oldtown House Demesne and possibly forming former entrance to the demesne; now forming gateway into school.	
NS19-079		Castle Rag, Limerick Road	Jigginstown	Tower house in ruins located in pasture to west of Jigginstown Castle with commanding views of the surrounding landscape. Remains consist of rectangular tower house (c.4.7 east-west; c5.2 north-south) surviving to c.three storeys in height.	
NS19-080		Temple Caragh, Caragh Road	Newhall	Church located on tillage lands. Ruins of rectangular church (c.9.5m east-west;c.5.4m north-south).	
NS19-084		Spring Gardens, Sallins Road	Naas West	Detached five-bay two-storey house, built c.1820 with projecting porch to front elevation, canted-bay to south elevation and double pile return to rear; now in use as offices with extension to northwest.	
NS19-086		Keredern, Oldtown	Oldtown	View from road indicates hipped slate roofs having overhanging eaves supported on timber brackets, rendered corbelled chimneystacks with terracotta pots, smooth rendered walls and square headed window openings with six-over-six timber sash windows.	
NS19-087		Leinster Grove, Osberstown	Osberstown	Detached five-bay two-storey over basement house, built c.1880 with slightly recessed central bay to south, return to rear (north), full height canted bay to east and flat roof extension to north east.	
NS19-088		Leinster Mills, Osberstown	Osberstown	Detached L plan six-bay-four-storey former corn mill, dated 1790, with eight-bay two-storey extension to north and further one and two storey extensions to north and south east; now in office use with some sections derelict.	
NS19-089		Cave Rath, Tipper South	Tipper South	Ringfort in field on north-facing slope having good views of surrounding landscape. Roughly rectangular enclosure (c.32m in diameter) with earthen bank largely eroded and standing to maximum height c.1m.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-091		Ringfort, Tipper South	Tipper South	Ringfort in field on southwest-facing slope. Roughly circular enclosure with earthen bank largely eroded.	
NS19-093		Cemetery Mound, Ploopluck	Ploopluck	Burials. In pasture on northwest-facing slope. Group of 2-3 mounds noted on site.	
NS19-094		Earthwork site, Oldtown Demesne	Oldtown Demesne	Enclosure. In flat wasteland. No visible surface remains. Mounds noted to site appear to be the result of clearance/dumping.	
NS19-096		Maudlins Farmhouse, Dublin Road	Maudlins	Detached seven-bay two-storey former house, built c.1850 with single-storey box-bay and porch to north elevation; now in use as hotel with extensions to rear (west).	
NS19-097		Monread Farmhouse, Sallins Road	Monread South	Detached four-bay two-storey house, built c.1800, with lean-to and flat-roof extensions to rear (east) and flat-roofed porch addition to front (west).	
NS19-098		Monread House, Sallins Road	Monread South	Detached four-bay two-storey house, built c.1880 with gabled slightly projecting end bay and gabled projecting advanced full height porch to front (west) and return to rear (east).	
NS19-099		Lannreagh House, Sallins Road	Naas West	Detached three-bay two-storey house, built c. 1920, with full height canted end bay to south and two-storey lean-to and single storey extensions to rear (east) and south.	
NS19-100	11814095	The Firs, Sallins Road	Naas West	Detached four-bay two-storey yellow brick house, c.1870, retaining early aspect with single-bay single-storey lean-to advanced porch to front, single-bay two-storey projecting end bay to left (north) having single-bay single-storey canted bay window to ground floor, and single-bay two-storey return to rear to east.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-101	11814094	D'Arcy's, Sallins Road	Naas West	Semi-detached three-bay two-storey house, c.1860, retaining early fenestration with two-bay two-storey advanced bay to right having single-bay single-storey canted bay window to ground floor. One of a pair.	
NS19-102	11814093	Titusville, Sallins Road	Naas West	Semi-detached three-bay two-storey house, c.1860, retaining early fenestration with two-bay two-storey advanced bay to left having single-bay single-storey canted bay window to ground floor. One of a pair.	
NS19-104	11814096	Albans, Sallins Road	Naas West	Detached three-bay single-storey over raised basement doublepile house, c.1820, on a symmetrical plan retaining early aspect with round-headed door opening to centre approached by flight of steps.	
NS19-105		Melitta Cottage, Sallins Road	Naas West	Detached four-bay single-storey house built c.1830 with extension to rear (west) and range of outbuildings to south.	
NS19-107	11814131	Old Gas Works, Canal Bank	Naas East	Detached single-bay two-storey gable-fronted former gas works manager's house, dated 1865, with single-bay two-storey recessed lower end bay to left (south) and three-bay two-storey side elevation to north. Attached three-bay single-storey gablefronted rubble stone former outbuilding with half attic, dated 1865, originally detached. Freestanding chimney, built 1865, to east on a square plan. Currently in residential use.	
NS19-108		Three-Corner House, Tandy's Bridge	Naas West	Detached U-plan single-storey house with two-storey block to southwest. House set in own grounds with random rubble stone wall to northwest and roughcast-rendered gate piers and modern gates.	
NS19-109		Oak Lodge, Old Limerick Road	Naas West	Detached four-bay two-storey house built, c. 1840 originally conceived as three-bays and extended to the west c.1880 having lean-to addition to south and two-storey addition further to west.	
NS19-111		Thatch House, Tigh na Ceard	Naas West	Detached four-bay single storey thatch cottage built c.1700, with two-bay two-storey section adjoined perpendicularly to the rear c. 1900. Front porch, c. 1950. Located on substantial site. Rubble limestone and brick outbuildings with loft. Site enhanced by low slung outbuildings to north-east.	



RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-115		Bluebell Farmhouse, Kilcullen Road	Bluebell	Originally three-bay two-storey Victorian farmhouse with twobay north east front projection. Rendered and hipped roof with two central chimney stacks. Earlier structures and outbuildings indicated on 1837 OS Map. Fenestration pattern c.1860.	
NS19-117		Greenawn Gowra, Tipper Road	Tipper West	Detached red brick house built c.1890 possibly on site of earlier structure comprising two-storey principal block with three-stage crenulated tower having four-stage corner turret.	
NS19-119	11814102	Hill House, Tipper Road	Naas East	Detached three-bay two-storey house, c.1890, on an irregular plan retaining original aspect with single-bay single-storey flatroofed advanced porch to front, single-bay two-storey gabled projecting end bay to right (south-east) having single-bay single-storey canted bay window to ground floor, two-bay two-storey side elevation to north-west having single-bay single-storey canted bay window to ground floor and two-bay two-storey side elevation to south-east having two-bay single-storey conservatory. In use as childcare facility.	
NS19-123		Sundays Well, Blessington Road	Naas	Holy Well	
NS19-127	11814001	Market House, Harbour View	Naas West	Detached five-bay two-storey former canal hotel built c.1800, with central pedimented and single storey flat-roofed open timber porch to east, may also have functioned as market house and is now disused. Hipped slate roof, part hidden by parapet to east, with rendered chimneystacks. Ruled-and-lined rendered walls with cut-stone stringcourses and coping to parapet; remains of timber trellising to east elevation. Squareheaded window openings with stone sills, replacement uPVC windows to first floor, ground floor and north elevation windows boarded up; shallow segmental-headed window to west now blocked up. Timber porch comprising posts supporting flat-roof with cornice; door openings now boarded up. Set back from street with rendered boundary wall to forecourt; random rubble wall to west with two-storey random rubble coach house to northwest.	
NS19-128	11814002	Harbour View	Naas West	Detached six-bay two-storey house, c.1825, on an L-shaped plan retaining some original fenestration with round-headed door opening to ground floor, elliptical-headed integral carriageway to left ground floor, single-bay two-storey side elevation to north and two-bay two-storey return to rear to west. Renovated, c.1990, with ground floor subdivided and openings remodelled to right ground floor to accommodate part commercial use.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-129	11814003	Harbour View	Naas West	Detached three-bay two-storey double-pile house, c.1850, retaining early fenestration with round-headed door opening to centre ground floor, two-bay two-storey side (north) elevation to front pile and single-bay two-storey side (north) elevation to second pile to rear (west).	
NS19-132	11814006	Store/Warehouse, Harbour View	Naas West	Detached single-bay three-storey gable-fronted rubble stone warehouse with attic, c.1800, with four-bay side elevations to east and to west. Now disused.	
NS19-147	11814023	Hugh Statham, 22A, South Main Street	Naas West	Terraced two-bay three-storey house, c.1830, possibly originally part of four-bay composition with building to right (north-east- Gogarty's).	
NS19-148	11814025 11814027	The Leinster Leader, South Main Street	Naas West	Attached four-bay two-storey double-pile building, c.1900 retaining original fenestration to first floor with four- bay two storey return to north-west.	
NS19-149	11814031	Basin Street	Naas West	Detached five-bay two-storey building, c.1900, on a symmetrical plan retaining original aspect with single-bay single-storey gabled advanced porch to centre and single-bay two-storey gabled advanced end bays. Now disused.	
NS19-151	11814036	Previously Spotless Cleaners/County Shop, South Main Street	Naas West	Terraced five-bay three-storey house, c.1820, retaining early fenestration with timber pilaster shopfront to ground floor. Renovated, c.1980, with shopfront subdivided and renovated to left. Gable-ended roof with slate. Clay ridge tiles, red brick chimney stacks and rendered.	
NS19-152	11814038	South Main Street	Naas West	Terraced four-bay, three-storey house, c.1825, possibly originally two separate houses retaining early fenestration. Renovated, c.1960, with ground floor remodelled to accommodate commercial use.	
NS19-153	11814039	Naas Post Office, South Main Street	Naas West	Terraced four-bay three-storey building, c.1825, originally two separate two-bay three-storey houses retaining early fenestration to upper floors. Renovated, c.1995, with replacement shopfront inserted to ground floor.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-155	11814044	Thomas Fletcher Public House, 13 North Main Street	Naas West	Terraced four-bay three-storey house, c.1840, with squareheaded integral carriageway to right ground floor. Extensively renovated, c.1920, with two-storey pubfront inserted to left ground floor. Renovated, c.1950. Extensively renovated and extended, c.1970, comprising two-bay two-storey flat-roofed return to rear to north-west.	
NS19-158	11814047	Grandstand, North Main Street	Naas West	End-of-terrace three-bay three-storey double-pile red brick house, c. 1845, retaining early fenestration to first floor with yellow brick side elevation to north-east. Early 1/1 timber sash windows to first floor. Boarded-up to remainder (including to return). Now disused.	
NS19-160	11814049	Top Twenty, North Main Street	Naas West	Terraced two-bay two-storey house, c.1880. Reroofed, c.1970. Extensively renovated and extended, c.1990, comprising two-bay two-storey return to rear to north-west on a cranked plan with replacement timber shopfront to ground floor.	
NS19-161	11814050	Grahams, North Main Street	Naas West	Terraced single-bay two-storey house, c.1880, retaining original fenestration to first floor. Renovated, c.1910, with timber shopfront inserted to ground floor.	
NS19-162	11814055	Dara Cinema, North Main Street	Naas East	Detached five-bay two-storey International Modern-style cinema, built 1939, with single-bay two-storey projecting bay to centre having single-bay two-storey flat-roofed lower flanking bays and stepped roof parapet. Extensively renovated, c.1985, with ground floor remodelled to accommodate part use as shopping centre.	
NS19-167	11814061	4 Victoria Terrace, Bladder Lane	Naas West	End-of-terrace two-bay two-storey red brick house, c.1890, with single-bay two-storey canted bay window to left (north-west) and single-bay two-storey rubble stone lower return to rear to north-east. One of a group of four.	
NS19-168	11814062	3 Victoria Terrace, Bladder Lane	Naas West	Terraced two-bay two-storey red brick house, c.1890, with single-bay two-storey canted bay window to right (south-east) and single-bay two-storey rubble stone lower return to rear to north-east. One of a group of four.	
NS19-169	11814063	2 Victoria Terrace, Bladder Lane	Naas West	Terraced two-bay two-storey red brick house, c.1890, retaining original aspect with single-bay two-storey canted bay window to left (north-west) and single-bay two-storey rubble stone lower return to rear to north-east. One of a group of four.	



RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-170	11814064	1 Victoria Terrace, Bladder Lane	Naas West	End-of terrace two-bay two-storey red brick house, c. 1890. retaining original aspect with single storey canted bay window to right (south-east) and single-bay two-storey rubble stone lower return to rear to north-east.	
NS19-178	11814074	Foxes, South Main Street	Naas East	Terraced three-bay two-storey house, c.1840, retaining early fenestration. Renovated, c.1960, with openings remodelled to right ground floor to accommodate commercial use.	
NS19-179	11814075	Jordan, 31 Main Street South	Naas East	Terraced single-bay two-storey house, c.1840, retaining early fenestration to first floor. Renovated, c.1950, with shopfront inserted to ground floor.	
NS19-180	11814076	Shylocks, South Main Street	Naas East	Terraced single-bay two-storey house, c.1840. Refenestrated, c.1900. Reroofed, c.1985. Renovated, c.2000, with replacement timber shopfront inserted to ground floor.	
NS19-181	11814077	Ivy Inn, South Main Street	Naas East	Terraced five-bay three-storey building, c.1860, possibly originally an hotel. Renovated, c.1900, with ground floor remodelled to accommodate commercial use.	
NS19-182	11814078	34 South Main Street	Naas East	Terraced three-bay three-storey house, c.1855, retaining early fenestration to upper floors. Renovated, c.1985, with replacement timber shopfront inserted to ground floor.	
NS19-185	11814082	Nolan & Brophy, South Main Street	Naas East	Terraced two-bay three-storey house, c.1870, retaining early fenestration. Renovated, c.2000, with pair of timber shopfronts inserted to ground floor. In use as offices to upper floors.	
NS19-186	11814084	The Forge Inn, 46 South Main Street	Naas East	End-of-terrace two-bay three-storey house, c.1900, retaining early fenestration with replacement timber pubfront inserted to ground floor.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-188	11814087	50 South Main Street	Naas East	Terraced four-bay two-storey house, c.1860. Reroofed, c.1980.	
NS19-192	11814099	McMahon Solicitors, Poplar Square, Dublin Road	Naas West	Terraced two-bay two-storey house, c.1870, retaining early fenestration. Reroofed, c.1995. Now in use as offices.	
NS19-195	11814103	Ard Caien, Tipper Road	Naas West	Detached three-bay two-storey double-pile red brick house, built c.1910, with single-storey lean-to porch in front (west), full height canted-bay to southwest, single-bay two-storey recessed block to northwest having flat-roofed projecting canted bay to ground floor, pedimented breakfront to south with canted-bay to southwest corner, box-bay and oriel window to east elevation; conservatory added to south elevation c.1990.	
NS19-196	11814105	Avonbourne House, Dublin Road	Naas West	Semi-detached two-bay two-storey house, c.1910, retaining early aspect with single-bay two-storey gabled advanced end bay to right (north-east) and lean-to canopy over openings to left ground floor. One of a pair.	
NS19-197	11814106	Rosetta House, Dublin Road	Naas West	Semi-detached two-bay two-storey house, c.1910, retaining early aspect with single-bay two-storey gabled advanced end bay to left (south-west) and lean-to canopy over openings to right ground floor. One of a pair.	
NS19-198	11814107	William McCormack Public House, 37 South Main Street	Naas East	Terraced three-bay three-storey house, c.1870, retaining early fenestration to upper floor with square-headed integral carriageway to left ground floor.	
NS19-199	11814108	Haydes Newsagents & Coffee Shop, 38 South Main Street	Naas East	Terraced three-bay three-storey house, c.1870. Renovated and refenestrated, c.1990, with pair of replacement timber shopfronts inserted to ground floor.	
NS19-200	11814109	Vodafone/The Wine Buff, South Main Street	Naas East	Terraced three-bay three-storey house, c.1870. Extensively renovated, c.1990, with pair of replacement timber shopfronts inserted to ground floor.	

RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-201	11814111	Naas Female National School, Sallins Road (Off)	Naas West	Detached eight-bay two-storey school, dated 1900, with two-bay two-storey lower end bay to right (south-east). Set in grounds shared with Catholic church and convent to southeast.	
NS19-202	11814112	Saint Helen's Home, Off Sallins Road	Naas West	Detached five-bay two-storey former laundry girls' home, c.1840, on an L-shaped plan with two-bay two-storey gabled advanced end bay to right (north-west) and three-bay two storey return to rear to south-west having five-bay single-storey double-pile wing to south-west.	
NS19-204	11814114	Naas Parish Hall, Off Sallins Road	Naas West	Attached four-bay two-storey parish hall, c.1810, originally detached retaining early aspect. Gable-ended roof with slate.	
NS19-205	11814115	Sallins Road Graveyard	Naas West	Graveyard with various wrought iron grave markers, c.1800-present, and one cut-stone marker.	
NS19-206	11814116	Sallins Road, adjacent to Naas Parish Hall	Naas West	Attached three-bay three-storey rubble stone Gothic-style building, c.1820, on a cranked plan with three-bay two-storey lower wing to north-west. Renovated, c.1900, with single-bay single-storey gabled projecting porch added to ground floor.	
NS19-211	11814122	Dublin Road	Naas West	Semi-detached three-bay two-storey house, c. 1940, retaining original fenestration with square headed cut-away corner porch to left ground floor, three-bay two-storey side elevation to south-west and single-bay single-storey return to rear to north-west.	
NS19-212	11814123	Dublin Road	Naas West	Semi-detached three-bay two-storey house, c. 1940, with square-headed cut-away corner porch to right ground floor, three-bay two-storey side elevation to northeast and single-bay single-storey return to rear to north-west.	
NS19-215	11814134	Naas Cotton Mills, Off Limerick Road	Naas East	Freestanding chimney, c.1930, on a square plan with rendered base having red brick fluted flue over with stringcourses and moulded concrete coping. Originally built as part of Cotton Mill complex. Now disused.	



RPS Ref.	NIAH Ref.	Building Address	Townland	Description	Image
NS19-216		Friars House, Mill Lane	Naas West	Detached three-bay two storey double-pile house, built c.1830, possibly as mill-keepers house associated Friars Mill which historically occupied this site. Now disused.	
NS19-217	11814137	Ard Caien, Tipper Road	Naas West	Detached six-bay single-storey red brick outbuilding with attic, c.1910, retaining early aspect.	
NS19-218		1 Glenville Terrace, Dublin Road	Kingsfurze	End-of-terrace two-bay two-storey house, built c. 1920, with lean-to projecting porch and full-height gabled box-bay to front (west) elevation.	
NS19-219		2 Glenville Terrace, Dublin Road	Kingsfurze	Terraced two-bay two-storey house, built c.1920, with lean-to projecting porch and full-height gabled box-bay to front (west) elevation.	
NS19-220		3 Glenville Terrace, Dublin Road	Kingsfurze	Terraced two-bay two-storey house, built c.1920, with lean-to projecting porch and full-height gabled box-bay to front (west) elevation.	
NS19-221		4 Glenville Terrace, Dublin Road	Kingsfurze	Terraced two-bay two-storey house, built c.1920, with lean-to projecting porch and full-height gabled box-bay to front (west) elevation. One of a terrace of six houses on a raised site with concrete steps leading to front wall; site bounded by rendered wall with saddleback coping; pedestrian gateway comprising square-profile ruled-andlined rendered gate piers having moulded caps and timber gate.	
NS19-222		5 Glenville Terrace, Dublin Road	Kingsfurze	Terraced two-bay two-storey house, built c.1920, with lean-to projecting porch and full-height gabled box-bay to front (west) elevation.	
NS19-223		6 Glenville Terrace, Dublin Road	Kingsfurze	End-of-terrace two-bay two-storey house, built c. 1920, with lean-to projecting porch and full-height gabled box-bay to front (west) elevation.	

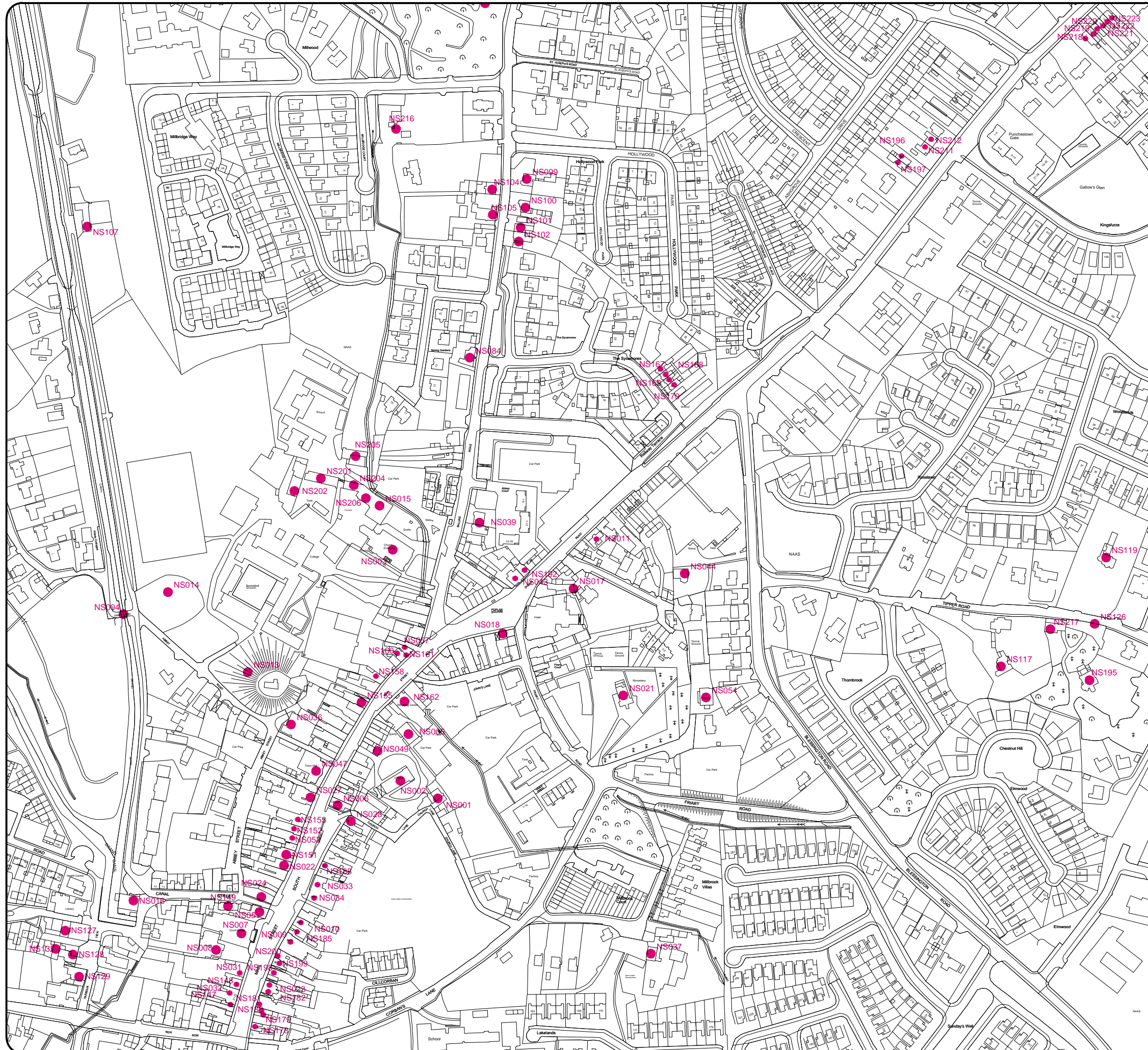


NAAS TOWN COUNCIL

### Naas Town Development Plan 2011 - 2017

#### LEGEND

● Protected Structure



#### Protected Structures, Town Centre

Scale: N.T.S.

Map Ref.: 11.1a

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/533

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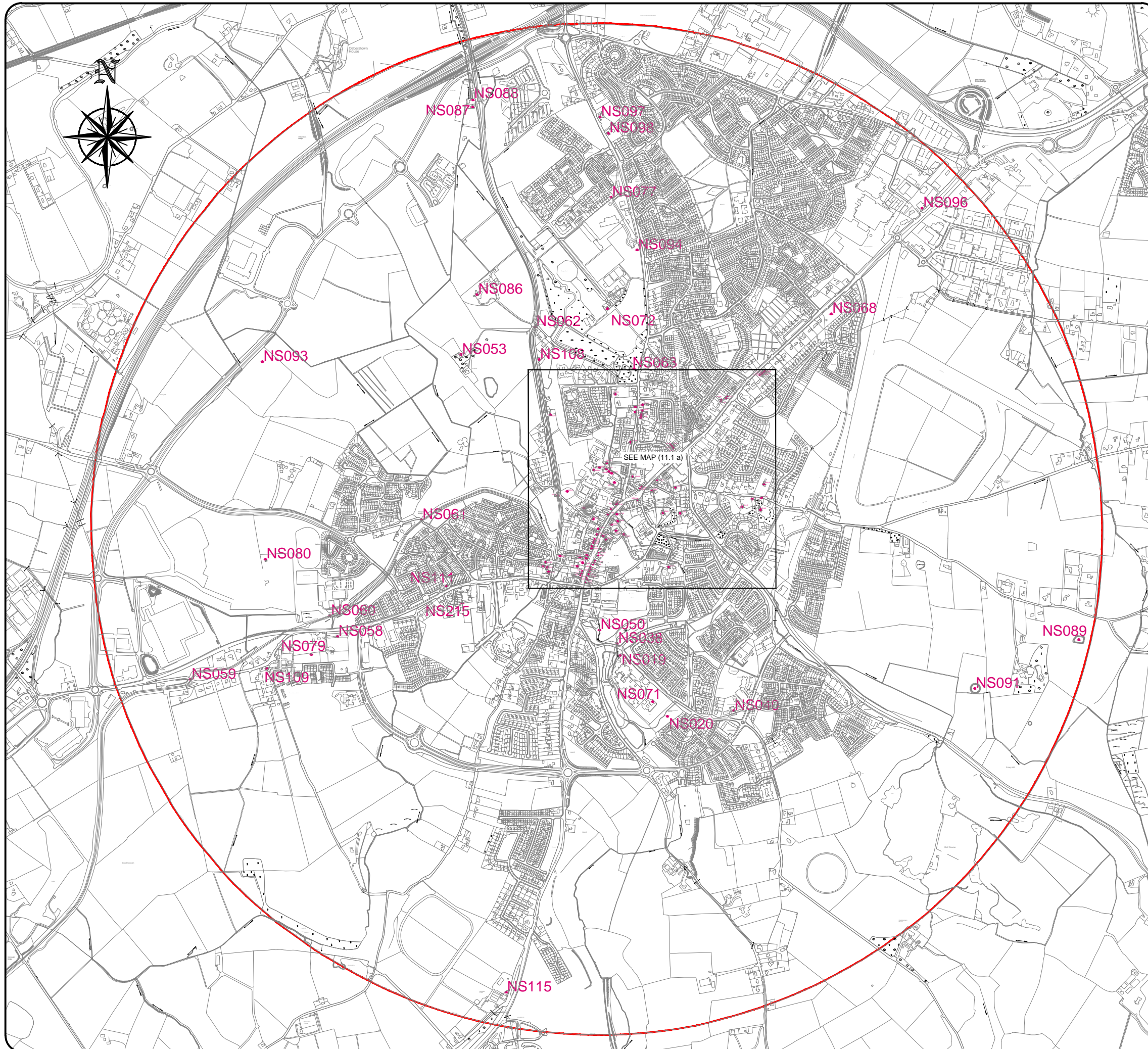




Naas Town Development Plan  
2011 - 2017

LEGEND

-  Protected Structure
-  Naas Town Council Boundary



Protected Structures, Naas

Scale: N.T.S.

Map Ref.: 11.1b

Date: 6<sup>th</sup> June 2011

Drawing No: 200/11/534

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