

# **CEANANNAS MOR (KELLS) DEVELOPMENT PLAN 2007-2013**



**KELLS TOWN COUNCIL**



**MEATH COUNTY COUNCIL**



**Adopted 1<sup>st</sup> October 2007  
by  
Meath County Council & Kells Town Council**



## TABLE OF CONTENTS

<b>Pages</b>	
<b>6-11</b>	<b>Chapter One- Policy Context</b>
1.1	Introduction
1.2	The New Kells Development Plan
1.3	Relationship with other Plans & Strategies
1.3.1	National Spatial Strategy
1.3.2	Regional Planning Guidelines
1.3.3	Meath County Development Plan
1.3.4	Draft Meath County Development Plan
1.3.5	County Meath Housing Strategy
1.3.6	Le Cheile
1.3.7	North East Regional Waste Management Plan
1.3.8	Meath County Tourism Strategy
1.4	Backlands LAP
1.5	Pre Draft Consultation Phase
1.6	Strategic Environmental Assessment
1.7	Sustainable Development
1.8	Vision
<b>12-19</b>	<b>Chapter Two – Kells in Context</b>
2.1	Introduction
2.2	Historical Context
2.3	Present Day Context
2.4	Population Context
2.5	Employment
2.5.1	Tourism
2.6	Community Context
2.6.1	Education
2.6.2	Health Care
2.6.3	Recreational Facilities
2.6.4	Library Facilities
2.6.5	Childcare Facilities
2.6.6	Fire Service
2.7	Heritage Context
2.8	Piped Infrastructure
2.8.1	Water Supply
2.8.2	Wastewater
2.8.3	Surface Water Drainage
2.9	Movement
<b>20-31</b>	<b>Chapter Three- Settlement Strategy</b>
3.1	Introduction
3.2	Residential Land Bank
3.3	Land Use Zoning Objectives
3.4	Housing Key Principles
3.4.1	Building New Neighbourhoods
3.4.2	Building Energy Performance Directive
3.5	Housing Strategy
3.5.1	Progress to Date in Kells
3.5.2	Housing Requirements and Supply
3.5.3	Social & Affordable Housing Requirements
3.5.4	Special Needs Accommodation
3.5.5	Homeless Persons
3.5.6	Traveller Accommodation
3.5.7	Part V of the Planning and Development Act 2000-2002
3.5.7.1	Methods of providing affordable/social housing
3.5.6	Housing Strategy Policies and Objectives
<b>Pages</b>	
<b>32-43</b>	<b>Chapter Four- Economic Development Strategy</b>
4.1	Introduction
4.2	Economic Development

- 4.2.1 Framework Plans for New Industrial Areas
- 4.3 Tourism
- 4.4 Retail and Commercial Development
  - 4.4.1 Background
  - 4.4.2 Meath County Retail Strategy
  - 4.4.3 Kells Retail Evaluation, 2006
  - 4.4.4 Retail Policy
    - 4.4.4.1 Retail Warehousing/
      - Retail Warehouse Parks
    - 4.4.4.2 Local Shopping Facilities
    - 4.4.4.3 Petrol Filling Stations
    - 4.4.4.4 Discount Food Stores
    - 4.4.4.5 Fast Food Outlets/Takeaways
    - 4.4.4.6 Access and Facilities in Shopping Centres
    - 4.4.4.7 Non Retail Uses
    - 4.4.4.8 Assessment of Retail Development
  - 4.5 Advertising
  - 4.5.1 Shopfronts
  - 4.6 Derelict and Obsolete land and buildings

#### **44-53 Chapter Five- Built and Natural Heritage**

- 5.1 Introduction
- 5.2 Built Heritage
  - 5.2.1 Kells Architectural Conservation Areas
  - 5.2.2 Implications of an Architectural Conservation Area for the Public
  - 5.2.3 Protected Structures
  - 5.2.4 Implications of protected structure designation for the Public
  - 5.2.5 Views and Prospects
- 5.3 Archaeological Heritage
- 5.4 Natural Heritage
  - 5.4.1 Heritage Designations
  - 5.4.2 Habitats and Species Outside Designated Sites
  - 5.4.3 Public Rights of Way
  - 5.4.4 Landscape
  - 5.4.5 Trees and Woodlands

#### **54-59 Chapter Six- Social Strategy**

- 6.1 Introduction
- 6.2 Educational Facilities
- 6.3 Childcare Facilities
- 6.4 Health Care Facilities
- 6.5 Open Space and Recreation
  - 6.5.1 Public Open Space
- 6.6 Library Facilities
- 6.7 Arts and Culture
- 6.8 Graveyards
- 6.9 Fire Service
- 6.10 Community and Resource Centres

#### **60-65 Chapter Seven- Infrastructure Strategy**

- 7.1 Transportation
  - 7.1.1 Pedestrians and Cyclists
  - 7.1.2 Public Transport
  - 7.1.3 Street Furniture & Lighting
  - 7.1.4 Keeping the Streets Clean
  - 7.1.5 Parking & Loading
  - 7.1.6 Transport Policies and Objectives
- 7.2 Water Services- Water Supply, Sewerage and Drainage
  - 7.2.1 Drinking Water
  - 7.2.2 Waste Water
  - 7.2.3 Flooding
  - 7.2.4 Sustainable Urban Drainage Systems
- 7.3 Telecommunications

- 7.3.1 Broadband
- 7.4 Solid Waste Collection and Disposal
- 7.5 Renewable Energy
- 7.6 Power Supply

## **66-81 Chapter Eight–Development Management Guidelines and Standards**

- 8.1 Residential Development
  - 8.1.1 Introduction
  - 8.1.2 Residential Density
    - 8.1.2.1 Qualitative Criteria
    - 8.1.2.2 Houses
    - 8.1.2.3 Apartments
    - 8.1.2.4 Family Flat Extensions
    - 8.1.2.5 Extensions
    - 8.1.2.6 Conversion of Existing Houses in Existing Residential Schemes
    - 8.1.2.7 Home Based Economic Activity
    - 8.1.2.8 Childcare Facilities
    - 8.1.2.9 Parking in Front Gardens
- 8.2 Residential Site Development Standards
  - 8.2.1 Services
  - 8.2.2 Art Work
  - 8.2.3 Screen Walls and Boundaries
  - 8.2.4 Parking Provision
  - 8.2.5 Names of Residential Developments
  - 8.2.6 Maintenance & Management
- 8.3 Shopping & Office Development
  - 8.3.1 General
  - 8.3.2 Office development
  - 8.3.3 Retail Development
- 8.4 Other Commercial Development
  - 8.4.1 Industry, Warehousing and Business Park Developments
  - 8.4.2 Nursing Homes
- 8.5 Car Parking Standards
- 8.6 Petrol Service Stations
  - 8.6.1 Design & Layout
  - 8.6.2 Location
  - 8.6.3 Advertisements
  - 8.6.4 Lighting
- 8.7 Advertising
  - 8.7.1 Advertising Hoardings
  - 8.7.2 Fingerpost Signage
  - 8.7.3 Bus Shelters as Advertising Shelters
  - 8.7.4 Illumination
  - 8.7.5 Illuminated Signs
- 8.8 Commercial Site Development Management Standards
- 8.9 Telecommunications
- 8.10 Archaeological Investigations
  - 8.10.1 Zones of Archaeological Potential.
- 8.11 Community Development
  - 8.11.1 Schools
  - 8.11.2 Access for the Disabled
- 8.12 Site Development Standards
  - 8.12.1 Building Height Control
  - 8.12.2 Building Lines
  - 8.12.3 Proportioning
- 8.13 Employee Mobility Plans
- 8.14 Securities

## **82-85 Chapter Nine -Implementation and Monitoring**

- 9.1 Introduction
- 9.2 Phasing
- 9.3 Public Private Partnerships
- 9.4 Additional Funding Sources
- 9.5 Contributions
- 9.6 Monitoring and Review

## **86-89 Glossary of Terms**

**List of Tables**

Table 1..3.4 Dynamic Cluster No 1: Navan, Trim and Kells

Table 2.4.1 Population Change for Kells, Kells Environs, County Meath and State

Table 2.4.2 Population of each Province. County, City, urban area, rural area and Electoral division 2002 and 2006

Table 2.4.3 Estimated population of Kells 2006

Table 2.6.1 Student Numbers attending local schools in September 2006

Table 3.2 Land availability Kells

Table 3.5.1 Local Authority House construction 2003-2005, Kells

Table 4.4.3 Vacancy rates in Kells 2000 & 2006

Table 3.1.2 Land Use Zoning Objectives

**List of Maps**

Map 4.4.3.1 Core Retail Area

Map 4.4.3.2 Town Centre Expansion Area

Map 7.3.1 Broadband Network Kells

**List of Photographs**

View 2.5.1 Headfort Arms Hotel

View 2.6.1 Eureka Secondary School

View 4.4.1 Supervalu redevelopment on N3

View 5.2 Example of Shopfront in Kells

View 5.2.1 Headfort Place ACA

View 5.2.3.1 Kells Civic Offices

View 5.2.3.2 Presbyterian Church

View 5.2.3.3 St Columba's House

View 5.2.5 View from Junction of Bective Street, Farrell Street and Suffolk Street looking towards the Tower

View 5.4.3 Tower of Lloyd

View 5.4.4 Headfort Bridge, River Blackwater

View 6.5.1 Playground at Fairgreen

**90-99     Appendix 1 Record of Protected Structures**

**100-102   Appendix 2 Kells Architectural  
              Conservation Area**

# **CHAPTER ONE**

## **POLICY CONTEXT**

### **SECTIONS IN THIS CHAPTER**

- 1.1 Introduction**
- 1.2 Kells (Ceanannas Mór) Development Plan, 2007-2013**
- 1.3 Relationship to other Plans and Strategies**
- 1.4 Backlands LAP**
- 1.5 Public Consultation**
- 1.6 Strategic Environmental Assessment**
- 1.7 Sustainable Development**
- 1.8 Vision for Kells**

### 1.1 Introduction

Under the Planning and Development Act 2000 each Planning Authority is obliged to make a Development Plan every six years. The Kells (Ceanannas Mór) Town and Environs Development Plan, which was adopted 1<sup>st</sup> October 2001 and is replaced by the new Kells Development Plan, 2007-2013. Development Plans comprise of a written statement and attendant maps that give a graphic representation of the objectives contained in the Plan. All Development Plans must have regard to national and regional policy. The aim of this plan is to establish a framework for the planned, co-ordinated and sustainable development of Kells and for the conservation and enhancement of its natural and built environment over the plan period and beyond.

This Development Plan has been prepared in accordance with the requirements of Planning and Development Act 2000-2004 inclusive. Section 10 (2) (a) of the Planning and Development Act 2000 outlines the objectives which a Development Plan shall include:

- Land use zoning of areas for residential, commercial, industrial, education, recreational, community facilities, agricultural uses;
- Provision of infrastructure – transport including the promotion of public transport and road/ rail development, energy, communications facilities, water supplies, waste recovery, disposal facilities, waste water services, etc.;
- Conservation and protection of the environment;
- Protection of structures and preservation of the character of Conservation Protection Areas;
- Preservation of structures, part of structures which are of special architectural, historical interest etc;
- Preservation of character of architectural conservation areas;
- The integration of social, community and cultural requirements with planning and sustainable development of the area;
- The preservation of the character of the landscape including preservation of views and prospects and the amenities of places and features of natural beauty or interest;
- The renewal and development of areas in need of regeneration;
- Provision of traveller accommodation;
- Preserving, improving and extending amenities and recreational amenities;
- Major Accidents Directive (siting of new establishments, modifications of existing establishments, development in the vicinity of establishments);
- Provision of community services, including schools, crèches, childcare facilities and other educational facilities;
- Protection of the linguistic and cultural heritage of Gaeltacht areas.

### 1.2 The Kells (Ceanannas Mór) Development Plan, 2007- 2013

The Development Plan is a statutory document, consistent with the objectives of the Town Council and the County Council, containing guidelines as to how the town and its environs should develop over the Plan period. The Plan consists of a written statement, photographs and maps. The written statement contains analysis of statistics, projections and policy objectives.

The Plan provides a framework for sustainability, by preserving the quality of cultural heritage and material assets of Kells, and by protecting the integrity of the built environment from damage caused by insensitive development proposals. The development plan maps gives a graphic representation of the proposals of the Plan, indicating land-use, conservation designations and other development management standards together with various objectives of the Council. They do not purport to be accurate survey maps, and should any conflict arise between the maps and the statement, the statement shall prevail.

### 1.3 Relationship to other Plans and Strategies

There are a number of national policies, strategic guidelines, county wide strategies which have informed the preparation of this draft development plan. The Kells Development Plan is consistent with the recommendations of the following:

#### 1.3.1 National Spatial Strategy, 2002 – 2020

The National Spatial Strategy is a 20 year planning framework designed to achieve a better balance of social economic, physical development and population growth between regions. Within the National Spatial Strategy Kells, located along a transportation corridor, is identified as a town with urban strengthening opportunities which could cater for local growth in residential, employment and service functions through enhancing the built environment, water services, public transport links and capacity for development in the town.

#### 1.3.2 Regional Planning Guidelines for the Greater Dublin Area and Mid East Region, 2004-2016

The Regional Planning Guidelines-Greater Dublin Area 2004-2016 are the statutory Regional Planning Guidelines for County Meath and set out the long term strategic planning framework for the entire Greater Dublin Area. Kells is designated a moderate growth town in the hinterland area in the Regional Planning Guidelines within a Primary Dynamic Cluster with Trim and Navan. Moderate Growth Towns are envisaged as having an interacting and supporting role to their adjacent Large Town. In the absence of the provision of public transport links to the Metropolitan Area and other development centres being provided and upgraded in line with the recommendations



of the DTO's Platform for Change, expansion targets should be modest. It is critical that Moderate Growth Towns would develop in a self sufficient sustainable manner in the longer term and that continued basis for their growth is that they do not become dormitory towns for the Metropolitan Area. In these instances, residential development would only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement.

### 1.3.3 Meath County Development Plan, 2007-2013

The 2007 -2013 County Development Plan (CDP) was adopted 2<sup>nd</sup> March 2007. Kells is located within a Primary Dynamic Cluster with Trim and Navan in the County Development Plan 2007-2013. The CDP states that it is critical that Moderate Growth Towns would develop in a self sufficient sustainable manner in the longer term and that continued basis for their growth is that they do not become dormitory towns for the Metropolitan Area. In these instances, residential development would only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement.'

Settlement Strategy SP2 states as follows: "To ensure that all of the Large Growth Towns and Moderate Growth Towns will in so far as practical be self sufficient incorporating employment activities, sufficient retail services and social and community facilities. Residential development will only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement. The Planning Authority shall agree a series of monitoring measures in this regard within 6 months of the adoption of this (County) Development Plan. The Council will give consideration to the capacity of existing appropriately zoned and serviceable and undeveloped land to deliver sustainable mixed use communities in advance of zoning previously unzoned Greenfield land for new development."

Dynamic clusters' have been identified as being of most benefit in delivering local job creation. The CDP 2007-2013 places Kells in a dynamic economic cluster with Trim and Navan. The table overleaf outlines a series of actions and mechanisms for delivery of those actions to develop the economic cluster. A key component of job creation is the development of a critical mass of population necessary supply a work force and /or to support services such as retail, public transport etc. Kells is not currently, and it is not intended as per the RPGs, that it will grow to a large enough centre to support these services alone. Therefore the idea of placing Kells in a cluster with Trim and Navan will result in development of complimentary uses with Trim and Kells supporting the role of Navan as the Large Growth Town. The CDP has as a strategic objective the preparation of a thematic spatial strategy for industrial development and enterprise to ensure that industrial development occurs in planned manner.

**Table 1.3.3 Dynamic Cluster No 1 : Navan, Trim and Kells**

Action	Mechanism for Delivery
Zone sufficient lands for employment generating activities at suitable locations	Kells Development Plan
Support provision of high quality business/ office parks	Kells Development Plan and development management process
Ensure adequate provision of incubator/ start up units	Kells Development Plan and development management process
Promote and provide for a Land use and Transport Study (LUTS) for Kells	As part of enterprise and employment strategy or as part of Kells Development Plan process
Integration and co-ordination of Planning Authority sections and service providers	Development of integrated and complimentary strategies e.g. CBD etc
Promote foreign direct investment within Kells	Work with the IDA
Support and encourage existing business	Work with Kells Chamber of Commerce etc
Support adequate childcare provision	Childcare strategy and development management process
Implement the County Retail Strategy with respect to Kells	Retail strategy, development management process, Backlands LAP
Enhance social infrastructure provision e.g. housing, health, schools	Kells Development Plan
Improve physical and communication linkages between Navan-Trim and Kells	Work with public and private service providers.
Create self sufficient critical mass	Ensure adequate lands are zoned for a multiplicity of uses and that densities are appropriate
Protect and maximise opportunities presented within Kells as a heritage town	Kells Development Plan. Work with Meath Tourism

Source: Adapted from Meath County Development Plan Table 13

### 1.3.4 Le Cheile An Integrated Strategy for Meath to 2012

Le Cheile is the 10 year strategy for County Meath prepared by the Planning Authority and the County Development Board (CDB). The purpose of such a strategy is to 'facilitate the articulation of a vision for the development of the county' and to 'provide the focus for co-operation and co-ordination which in turn will enhance the capacity for maximising the effectiveness of spending programmes' The spatial framework, outlined in 'Le Cheile' is consistent with that put forward in the existing County Development Plan (2001) and proposed Settlement Strategy, as outlined in the draft County Development Plan. This development Plan must dovetail with the guidance provided by the draft County Development Plan. The key objectives of the County Development Board Strategy which are applicable county wide include:

- Co-ordinated provision of economic and social / cultural infrastructure to enable the identified primary development corridors become the primary growth areas for the County;
- Enhance the productivity and competitiveness of the productive sectors;
- Promote Meath as an attractive location for inward investment in high valued manufacturing sectors and in internationally traded sectors;
- Sustain and increase total employment in the productive sectors;
- Promote diversification of the rural economy.

### **1.3.5 North East Regional Waste Management Plan**

County Meath is the lead authority for the North East Region of Meath, Louth, Cavan and Monaghan. The original Waste Management Plan (WMP) for the North East Region was adopted in 2001. The replacement WMP for the North East Region was adopted 16<sup>th</sup> May 2006 and covers the period 2005–2010. The replacement WMP outlines the regions objectives which include the core activity of prioritising waste prevention and minimisation and delivery of an effective system meeting the polluter pays principle that meets high standards of environmental performance and all legislative obligations. The effective management of waste is a key component of sustainable development. A recycling centre (civic amenity site) is located in the Lloyd business park to serve the needs of Kells. In addition the provision of bring bank facilities will be encouraged in the Backlands LAP area, in other areas designated for town centre expansion and in residential areas.

### **1.3.6 Meath County Tourism Strategy**

Meath County Council in association with Meath Tourism commissioned the preparation of the county tourism strategy entitled 'Ireland's Heritage Capital, Marketing Tourism in Meath, 2005-2010' to ensure that County Meath shared in Ireland's future tourism success with the aim of becoming one of the top ten tourism counties in Ireland. The Mission statement of Meath Tourism aims to enhance images of Meath as Ireland's heritage capital. This strategy identifies a number of gaps in the tourism product in Kells including tourism signage, family indoor weather independent facilities, lifestyle shopping experience.

### **1.4 Backlands Local Area Plan and KS6 Objective**

A Local area plan has been prepared and adopted for 79 ha of land located in the south western sector of Kells know locally as the Backlands. The plan was adopted in December 2006. In accordance with Section 18 (4) of the Planning and Development Act 2000 as amended it is proposed that this plan would remain in force as adopted in December 2006 unless as otherwise amended by Section 18 (5) or other.

An Area Action plan was prepared in respect of the KS6 lands and a variation to the 2001 Kells Development Plan was adopted which facilitated the development of the KS6 lands. The Area Action plan is incorporated into this development Plan.

## **1.5 Public Consultation**

### **1.5.1 Pre Draft Phase**

The review of the Kells Development Plan commenced with the publication of an advertisement in the Meath Chronicle dated 1<sup>st</sup> October 2005. In accordance with Section 11 of the Planning and Development Act 2000, the Planning Department prepared a pre-draft consultation document 'Preparation of a new Kells Development Plan - Strategic Issues Paper' which was placed on public display from the 10<sup>th</sup> October 2005 - 12 December 2005. In addition letters were issued to prescribed bodies and service providers and a notice was placed on the Meath County Council web page.

Preliminary consultations also took place with the main service providers (i.e. providers of energy, telecommunications, transport, education, etc.) to discuss plans and policies which are likely to have a significant bearing on Development Plan policy. 35 submissions were received at pre draft stage. The principle issues raised at pre draft stage in the submissions included land use zoning, employment and economic development, infrastructure, architecture/built & natural heritage and community infrastructure. Of the 35 submissions received, 21 consisted of proposals seeking the zoning or rezoning of lands for residential purposes. These issues were summarised and addressed in the Managers Report prepared in respect of the pre draft consultation phase.

### **1.5.2 Draft Plan Phase**

The Draft Kells Development Plan was on public display from Monday 29<sup>th</sup> January 2007 to Tuesday 13<sup>th</sup> April 2007 at the following locations: Planning Department, Meath County Council, County Hall, Navan; Kells Town Council & Area Office, Town Hall, Kells; Kells Library, Castle St. Kells. The Council wrote to all of the prescribed bodies informing them that the Draft Plan was now on display and of the dates within which submissions would be considered, and sent a copy of the Draft Plan on CD to all prescribed bodies, and in printed form to those who requested such. The Draft Plan, both maps and text were placed on the Meath Coco website. 64 written submissions were received during this consultation period.

### **1.5.3 Material Amendments Phase**

The Amendments to the Draft Kells Development Plan were on public display from Thursday 23<sup>rd</sup> August 2007 to Thursday 20<sup>th</sup> September 2007 during normal office hours at the following locations: Planning Department, Meath County Council, County Hall, Navan; Kells Town Council & Area Office, Town Hall, Kells; Kells Library,

Castle St. Kells. The Council wrote to all of the prescribed bodies informing them that Amendments to the Draft Plan were on display and of the dates within which submissions would be considered, and sent a copy of the Draft Plan on CD to all prescribed bodies, and in printed form to those who requested such. The amendments were placed on the Meath Coco website. 46 written submissions were received during this consultation period.

### 1.6 Strategic Environmental Assessment

Strategic Environmental Assessments (SEA's<sup>1</sup>) are carried out in response to the requirements of the European Community Council Directive of 2001 on the Assessment of the Effects of Certain Plans and Programmes on the Environment, Directive 2001/42/EC, which came into effect on July 21, 2004. The enabling statutory instruments (S.I's) which transpose these Directives into law in Ireland are the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004), and, the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004). SEA outlines the environmental effects of implementing a plan prior to its adoption, therefore SEA is carried out in respect of decisions not yet taken.

The preparation of Development Plans are required to undergo a Strategic Environmental Assessment under Article 9 (2) of S.I. 435 of 2004 requiring SEA for *'a plan or programme referred to in sub-article (1) which determines the use of a small area at local level'*.

As per the Regional Planning Guidelines 2004-2016 Kells is designated a Moderate Growth Town. Moderate Growth Towns can accommodate an ultimate population of 15,000 persons. The current population of Kells as per 2006 Census is 5,916 persons. Section 13 A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004) applies to development plans for an area where the population is less than 10,000 persons and outlines the requirements in respect of determination of need for an environmental assessment. Section 13 B of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004) applies to development plans for an area where the population more than 10,000 persons or where the Planning Authority determines that implementation of a new development plan would be likely to have significant effects on the environment a planning authority shall carry out an environmental assessment as part of the review of the existing development plan and preparation of a new development plan. Having regard to the ultimate population Kells could accommodate, an environmental assessment is statutorily required and an Environmental report has been prepared to accompany the Kells Development Plan 2007-2013.

### 1.7 Sustainable Development

Sustainable development is "development that meets the needs of the present without compromising the ability of future generations to meet their needs" (Brundtland Report 1987). At the Earth Summit in Rio de Janeiro in 1992, Ireland endorsed Agenda 21, a major blueprint for how the nations of the world can work towards a sustainable future.

The National Sustainable Development Strategy was published in 1997. The overall aim of the strategy is "to ensure that economy and society in Ireland can develop to their full potential within a well protected environment, without compromising the quality of that environment, and with responsibility towards present and future generations and the wider international community". This process cannot be completed by the Strategy document itself, but requires a continuing adaptation and review of policies, actions and lifestyles. The strategy highlights, among other things, the unsustainable development of "Urban Generated one-off houses" and recommends a move towards increasing densities in towns as a way to counter this. The strategy pays particular attention to the development of rundown or derelict buildings or sites for this purpose. Agenda 21 calls upon local authorities worldwide to draw-up "Local Agenda 21(LA 21)" plans to promote sustainability at local level. They are intended to translate sustainable development principals and objectives into practical local action. The Meath County Development Board strategy Le Cheile seeks to ensure that sustainability is promoted at local level.

Sustainability is a key component to ensuring a high quality of life for the present and future generations of Kells. Land-use policies and land use management are the tools the Planning Authority can use to ensure sustainable developments are achieved. In order to achieve this, a balance must be struck between development and conservation. The Kells Development Plan, as the Council's principal policy statement on land-use, will provide the land-use basis for "Local Agenda 21". To facilitate this, the following objectives have been identified:

1. Minimise the consumption of natural, non-renewable resources, including land;
2. Preserve the quality of the landscape, open space, architectural and cultural heritage, material assets and natural resources;
3. Protect the integrity of the built environment from damage caused by insensitive development proposals; and
4. Promote the involvement of the local community in decision-making on environmental sustainability issues.

---

<sup>1</sup> The formal, systematic evaluation of the significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme.

### 1.8 Vision for Kells

- **Sustainability:** To provide and accommodate the social, cultural and economic development of the town without compromising such aims for future generations.
- **Competitiveness:** To promote Kells as part of a dynamic economic cluster with Navan and Trim.
- **Quality of Life:** To promote social and cultural amenities and encourage the development of a vibrant community spirit.
- **Quality of environment:** To protect and promote areas of quality built and natural environment through education and investment.
- **Social Inclusion:** To seek to redress social inequalities and social polarization, and engage the public at all possible times to seek consensus on planning for the future.

While the achievement of these objectives will involve all areas of the Council's activities, in land-use terms they are reflected in the Kells Development Plan by the adoption of policies and proposals which:

- Promote a more compact urban form, particularly higher residential densities close to the town centres;
- Promote the re-use of urban derelict land and buildings;
- Promote the use of walking and cycling and reduce the reliance on the private car;
- Ensure the protection of flora, fauna, quality landscapes and the promotion of bio-diversity;
- Provide high quality public water supply and drainage systems;
- Promote waste prevention, reduction, re-use and recycling;
- Promote the active community involvement through the provision of information, public consultation and joint partnerships.

# **CHAPTER TWO**

## **KELLS IN CONTEXT**

### **SECTIONS IN THIS CHAPTER**

- 2.1 Introduction**
- 2.2 Historical Context**
- 2.3 Present Day Context**
- 2.4 Population Context**
- 2.5 Employment Context**
- 2.6 Community Context**
- 2.7 Heritage Context**
- 2.8 Piped Infrastructure**
- 2.9 Movement**

### 2.1 Introduction

The town of Kells is situated in the north west of County Meath. The town is located at the junction of the N3 Dublin to Cavan National Primary route and the N52 Dundalk to Mullingar National Secondary route and therefore functions as a focal point for connection to other centres. Kells is circa 64 km from Dublin City Centre and is 16 km from Navan. Kells acts as a service centre for its own population and for a large rural hinterland. There are a number of key land-use activities in the town including the Courts Service, Health Service Executive, five schools and employment uses principally in the Lloyd industrial estate.

### 2.2 Historical Context

Ceanannas Mór (Kells) was established in the ninth century AD (804) by Columban Monks fleeing Viking raids on their island monastery of Iona. A number of buildings and monuments survive from this period including the Round Tower built before 1076, the Cross of Patrick and Columba, the Market Cross and St Columba's House. The monastery flourished in the 10<sup>th</sup>, 11<sup>th</sup> and 12 centuries and it was in this period that the illuminated Latin Gospel Book known as the Book of Kells was completed. The influence of the monastic settlement is reflected in the town today as the northern and eastern extent of the monastic enclosure was defined by the current street alignment of Fair Green, Carrick Street, Castle Street and Cross Street.

The prosperity of the ecclesiastical settlement at Kells attracted Hugh De Lacey, the first Anglo Norman Lord of Meath in the twelfth century. Evidence of the changing morphology of Kells from Monastic to Anglo Norman patterns is found in the present day street plan. The circular line of the old monastic enclosure was incorporated but expansion did occur along Mauldin Street to the north, John Street to the east, Farrell Street to the south east and Cannon Street to the west. Earliest reference to the town walls of Kells is in a murage grant of 1326. The only extant stretch of the medieval wall is at the end of gardens south of Cannon Street and includes one small round watch tower (in ruin). No traces of the original five town gates survive. Burgage plots, strips of rented land within the old walled town which took the form of narrow rectangular plots, were laid out between the outer early monastic enclosure and the line of the medieval wall. The town would have been in a declining state during the Confederate Wars and by the time it was given to the Cromwellian Lieutenant Colonel Richard Stephens, its ruined state was well documented. Colonel Stephens sold his interests in it to Thomas Taylor. This was the beginning of the Taylor Family's (Earl's of Bective) influence on the progression of the town. In 1760 the Taylors were elevated to the Irish Peerage and became the Earl of Headfort. The family residence was located at Headfort Place until 1770 when they moved to the demesne of Headfort House, just 1 mile outside the town. A new charter was granted to the town by James II in 1688 allowing the creation of a town council headed by the Taylor family. During the late 18<sup>th</sup> Century, the first Earl of Bective gave Kells the attributes of an estate town with spacious tree lined streets and Georgian houses and a courthouse designed by Francis Johnston.

By the mid 19<sup>th</sup> Century traditional industries were in decline and emigration became widespread. The population of the town halved between 1854 and 1900 and increasingly large numbers of the inhabitants were living in very poor condition. In 1853 the Great Northern Railway was extended to Kells. The first half of the 20<sup>th</sup> C was a period of further decline and with very few new buildings or inward investment. Industrial facilities were developed at Clumber Hill and Lloyd in the 1960's.

In the late 20<sup>th</sup> and early 21<sup>st</sup> century the development pattern has been predominantly of residential development in the environs of the town and further expansion of the Lloyd Industrial Estate. The picture today is of a town centre in decline with high levels of vacant retail units and derelict buildings.

### 2.3 Present Day Context

Section 2.2 sets the historical context of the town, in Kells today it is evident that all periods of its history have contributed to the rich heritage of Kells. The challenge for Kells today is to achieve a balanced approach to development, encouraging redevelopment to address dereliction in the town centre while conserving the town's heritage as a key asset. Today, Kells is significant for the following reasons:

- The town is a key site in Irish Ecclesiastical Heritage due to the presence of the Columban Monastery.
- The town's morphology evolves from its time as a monastic settlement, pre Norman, enclosure and walled Anglo Norman town. Kells is one of a few Irish towns which displays this evolution.
- The buildings and street pattern of the historic core of present-day Kells can be interpreted as a largely coherent inheritance which has been developing since the thirteenth century.

The presence of large volumes of traffic in Kells has resulted in the stagnation of the town. The challenge for the Kells Development Plan 2007-2013 is to guide a reversal of the fortunes of the town to create a vibrant and prosperous settlement. The redevelopment of Kells should take cognisance of how redevelopment has been delivered in other settlements, where much of what makes a special settlement has been lost, and learn from this error.

### 2.4 Population Context

The standard source for population figures is the census information published by the Central Statistics Office (CSO). Kells town maintained steady growth at each census from 1961 to 1986. During this period there was an increase of 59% from 2,193 to 3,704 persons. The 1986 census shows a decline in the population of Kells town to 2,413 persons with further decline of 2,183 persons in 1991 representing a 9.5 % decline. Further decline is indicated in the 1996 Census with the population falling to 2,152 persons representing a 1.4% decline. This trend

has been reversed and the town experienced population growth between the 1996 and 2002 Census period. The population of the town increased from 2,152 persons in 1996 to 4,750 persons in 2002 representing an increase of 17%.

The Environs of Kells had experienced consistent growth rates at the same period as the town's population decline (1986-1991 and 1991-1996 Census periods). The population growth within Kells Environs has been particularly strong over the 1996-2002 Census with a growth of 36.6% from 1,390 persons in 1996 to 1,899 persons in 2002.

**Table 2.4.1 Population Change for Kells Town, Kells Environs, County Meath and State.**

Area	Number of Persons				Percentage Change		
	1986	1991	1996	2002	1986-1991	1991-1996	1996-2002
Kells Town	2,413	2,183	2,152	2,522	-9.5	-1.4	17
Kells Environs	1,291	1,356	1,390	1,899	5	2.5	36.6
County Meath	103,881	105,370	109,732	134,005	1.4	4.1	22

Source : Census 1986, 1991, 1996, 2002. Vol 1. Population Classified by Area, Central Statistics office of Ireland

The Ceanannas Mór (Kells) Development Plan 2001 projects that the population of Kells would rise from c4,500 (town plus environs) persons in 2001 to 8,000 persons in 2006 and endeavours to cater for a long term population in 2011 of 10,000 persons. The table below details the actual population of Kells Town and environs over the two census periods since preparation of the 2001 Kells Development Plan. The 2006 Census figure for the population of Kells town and environs is 5248 persons. Since the 2002 census the town has suffered a population decline of 10.5% with the environs experiencing a population rise of 57.5%, a rise greater than that of County Meath as a whole.

**Table 2.4.2 Population of each Province, County, City, urban area, rural area and Electoral Division 2002 and 2006**

District	2002	2006			Change in population 2002-2006	
	Persons	Persons	Males	Females	Actual	Percentage
Meath County	134,005	162,621	82,543	80,078	28,616	21.4
Ceanannas Mór (Kells) Town	2,522	2,257	1,115	1,142	-265	-10.5
001Ceanannas Mór (Kells) Urban	2,362	2,046	1,013	1,033	-316	-13.4
026 Ceanannas Mór (Kells) Rural (part)	160	211	102	109	51	31.9
026 Ceanannas Mór (Kells) Rural (part)	1,899	2,991	1,470	1,521	1,092	57.5

Source: Census 2006 Areas, Central Statistics office of Ireland

At the time of the 2006 Census there were a number of residential developments in Kells either proposed or under construction and as these units were not occupied during the census which was conducted on 30<sup>th</sup> April 2006, the associated population would not have been enumerated. Therefore, it was decided to combine two further sources to obtain as accurate a figure of the local population as possible. Meath County Council Planning Department examined the Geodirectory and carried out a comprehensive dwelling unit count and planning history search. Table 2.4.3 overleaf provides an estimate of the population (September 2006) within the boundaries of the Kells Development Plan, 2001.

**Table 2.4.3 : Estimated population of Kells Town & Environs 2006.**

2002 census	2006 census	MCC house count complete 09/06	Dwellings substantially complete 09/06	Estimated population 09/06
4421 persons	5248 persons	2,167 units	102 units	6,205 persons

Source: Meath County Council Planning Department \* Based on average occupancy of 2.9 per unit

## 2.5 Employment

Over the plan period of the 2001 Kells Development Plan job creation in Kells has focused on the service industry and the Lloyd Business park area off the Cavan road to the west of the town centre. This area has developed with a combination of sites owned by Kells Town Council and the private sector. The range of options available at this



location for potential businesses has expanded with the completion of an Enterprise Centre. There are a variety of employment uses at this location including DeRoyal, Smurfit's Printing facility, the Heath Service Executive and the DOE NCT Test Centre. The other area of Kells with a employment focus is the Climber Hall area where the Dublin Door Store and Kells Stainless Steel are located. Additional lands were identified in this area in the 2001 Development Plan to accommodate industrial development which have not developed. An area action plan and variation of the 2001 Kells Development were adopted for the lands identified as KS6 in the Kells Development Plan off the Cavan road. These lands will accommodate industrial and related uses, a retail warehouse park and a local objective provides for a discount foodstore. Broadband is now available in Kells including the Lloyd Business Park. When the M3 and N52 bypass routes are complete Kells will be on a good transport corridor which will improve its attractiveness as a location for industry.

### 2.5.1 Tourism

Kells is town with many heritage attractions and is ideally located to act as a gateway for tourists to North Meath and beyond. The Heritage Centre is the tourist office in Kells and is open all year round. Kells has a guided heritage trail, however on site signage is required. Accommodation options in Kells comprise of the Headfort Arms Hotel (45 rooms), Kells Hostel and various B&Bs. Key issues in Kells include accommodation provision, lack of signage and lack of a flagship attraction. The general appearance of the town and the limited retail offer are also affecting the town's attractiveness as a tourist destination.



View 2.5.1 Headfort Arms Hotel

## 2.6 Community Context

### 2.6.1 Education

There are three primary schools operating within the study area of the Kells Development Plan serving the educational needs of pupils mainly from the urban settlement and some from the rural hinterland. Two of the larger primary schools are located within the existing educational campus which is located to the south of the town and adjacent to the two post-primary schools and accessed off the Navan Road. Table 2.6.1 sets out the numbers attending the primary schools in 2000 and 2006. With the existing and projected increases in population, pressure will continue to be placed on these educational facilities, most of which are already at capacity. However it is noted that there is room for further development and expansion within the curtilage of the existing school sites. There are also two post-primary facilities within the development boundary and these are presently located adjacent to the two larger primary schools providing an educational campus type environment on the southern approach to the town. The post-primary schools while serving the needs of pupils from the urban settlement also serve the needs of a wide rural hinterland that stretches in County Cavan and Navan.

**Table 2.6.1 Student numbers attending local schools, September 2006.**

Name	Approx no. of students 2000	Approx no. of students 2006
Mercy National school	365	410
St Colmcille's National school	225	270
Parochial National school	43	60
Pobalscoil Ciaran, post-primary school	425	513
Eureka post-primary school	690	720



Below is a brief synopsis of each of the schools and their general trends.

Mercy National School (Boys and Girls)

Mercy National school is located on the southern end of the town within the existing educational campus area on the western side of the N3. The school is mixed at junior and senior infants level and is girls only from first class to sixth and presently serves the educational needs of 410 children. The school mainly serves the urban settlement but also the rural hinterland. The school has presently limited capacity to expand within current buildings. However it is noted that future development and expansion of the school is possible due to the significant site area on which the site rests. The school does however suffer in terms of traffic congestion at peak school times give the restricted parent car parking set down area outside of the school campus.

St Colmcille's National School (Boys only)

St Colmcille's National school is located on the southern end of the town within the existing educational campus area on the western side of the N3. The school serves boys only and presently serves the educational needs of 270 children. The school mainly serves the urban settlement but also the rural hinterland. The school has presently limited capacity to expand within current buildings. However it is noted that future development and expansion of the school is possible due to the significant site area on which the site rests. The school does however suffer in terms of traffic congestion at peak school times give the restricted parent car parking set down area outside of the school campus.

Parochial National School (Boys & Girls)

The Parochial National school is located on the northern end of the town on Lord Edward Street on the eastern side of the N3. The school serves boys and girls and presently serves the educational needs of 60 children. The school serves the urban settlement but also the rural hinterland. The school has presently limited capacity to expand on its existing site. However it is noted that future development and expansion of the school is proposed on an alternative site adjacent to the existing educational campus to the south of the town, though no definitive proposals in this regard have been received by the Planning Authority. The school does however suffer in terms of a lack of play area within their existing site and from traffic congestion at peak school times give the restricted parent car parking set down area outside of the school campus.

Pobalscoil Ciaran post-primary (Boys and Girls)

Pobalscoil Ciaran post-primary school is located on the southern end of the town within the existing educational campus area on the western side of the N3. The school is a mixed school and presently serves the educational needs of 513 children. The school serves the urban settlement but also a wide rural hinterland that spreads into the adjacent counties of Cavan and Westmeath. The school has presently limited capacity to expand. However it is noted that future development and expansion of the school is possible due to the significant site area on which the site rests. The school does however suffer in terms of traffic congestion at peak school times give the restricted parent car parking set down area outside of the school campus.

Eureka (Girls only)

Eureka post-primary school is located on the southern end of the town within the existing educational campus area on the western side of the N3. The school serve girls only and presently serves the educational needs of 720 children. The school serves the urban settlement but also a wide rural hinterland that spreads into the adjacent counties of Cavan and Westmeath. The school needs to expand and has limited capacity to expand on its current site.



View 2.6.1 Eureka Secondary School

### 2.6.2 Health Care

Acute hospital services for Kells are currently provided in Our Lady of Lourdes Hospital, Drogheda and Our Lady's Hospital, Navan. Patients are also referred to specialist services in the various Dublin hospitals. The headquarters of the Health Service Executive (HSE) for the north east region is based in Kells. Local healthcare for Kells is provided in the form of private medical practices (four) of general practitioners, a health centre on the Cavan Road, mobile public health nurses who are employed through the Health Service Executive, a speech therapist, a community welfare officer, dentists (two clinics) and physiotherapists.

There is a day centre for older persons based in the Catherine McAuley centre on the southern side of the town. There is also a privately operated retirement home to the north west of the town. Having regard to the existing and projected population and having regard to the limited services currently available in Kells, there is a growing need for new and expanded health care facilities-particularly primary health care services. The Planning Authority recognises and acknowledges the proposals contained in the "Primary Health Care Strategy" as prepared by the HSE for the North Eastern Region area. The Planning Authority will co-operate with the HSE and other agencies in facilitating the provision of health care services. There is a significant amount of land identified and zoned for the provision of community facilities in Development Plan particularly to the south of the town and a number of specific objectives are included in Development Plan with regard to new and expanded health care facilities.

### 2.6.3 Recreational Facilities

The largest and most accessible area of public open space serving the town is a tract of land to the west of the town at Lloyd. These lands are in the ownership of Meath County Council. Recreation clubs including the GAA, soccer, rugby, tennis, equestrian, walking, handball, golf and motorcycle racing are active in Kells. Kells Town Council operates a swimming pool immediately west of the educational campus just off the Navan Road. Groups including Kells Heritage Festival Group, Active Retirement Group, Archaeological and Historical Society are also active in Kells.

The Planning Authority recognises that much of the land zoned for amenity and recreational use in the 2001 Kells Development Plan has not been developed to date to meet the needs of the population. Specific objectives that are contained within the Kells Backlands LAP 2006 and this Development Plan seek to address this issue.

### 2.6.4 Library Facilities

Kells is served by a branch library of 162 sqm located on Castle Street. The library opens 20 hours per week and has 1189 members (2005 figure) with 25,317 issues and 3,858 internet sessions in 2005. The size of the building and site constraints which prevent expansion limit the service which can be offered to the growing population of Kells. Meath County Council /Kells Town Council recognise the need for new library premises to serve Kells and will continue to work with the Library Council to deliver a modern, accessible library facility to serve Kells.

### 2.6.5 Childcare Facilities

In terms of childcare provision, according to the Meath County Childcare Committee based on a telephone survey of childcare providers, information on capacity has been collated and compared against the number of 0-14 year olds in County Meath. The percentage of 0-14 year olds with access to a childcare place varied across Electoral Areas from 11% in Dunshaughlin to 6% in Kells. There are 333 childcare places in Kells which means that only 6% of the child population in this locality had access to a childcare place. As this is the lowest percentage across County Meath this suggests that the focus for more childcare provision in Kells would be a priority under the NCIP. There are substantially more sessional places (245) than full day care places (56), equivalent to 57% more places. Therefore funding for full day care places would also be a priority under the NCIP. In Kells there are no Drop In places or Workplace Crèche places available, making these a priority for funding. In summary priorities for funding in Kells are full day care places, drop in facilities and work place crèches.

### 2.6.6 Fire Service

Meath County Council is the fire authority for the administrative area of County Meath, including the Kells Town Council area. The central fire station is based in Abbey Road, Navan. There are six other fire stations located throughout the county at Ashbourne, Dunshaughlin, Kells, Nobber, Oldcastle and Trim. During 2004, Meath County Council and Dublin City Council entered into an agreement whereby the Computer Aided Mobilisation Project (CAMP) service will provide arrangements for the mobilisation of Meath fire brigades. Deployment of fire appliances is therefore on a regional basis. Kells Fire Station was completed circa 10 years ago and is sufficient to cater for the needs of Kells for the plan period, having regard to the regional deployment focus whereby appliances from Navan, Virginia etc could also be deployed to Kells. The station is personed by part time fire personnel.

## 2.7 Heritage Context

There were 34 structures considered to be of architectural, artistic and historic interest, protected in the Kells Development Plan, 2001. All Local Authorities in accordance with Part II, Section 10 (f) of the Planning & Development Act 2000 are required to include in a Development Plan objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. These buildings and structures are compiled on a register known as the Record of Protected Structures (RPS). The Kells Development Plan 2007-2013 updates the Kells Development Plan 2001 RPS having regard to:

- The DoEHLG National Inventory of Architectural Heritage for County Meath (NIAH) which surveyed County Meath and has recommended that all structures deemed of regional, national and international importance should be included as Protected Structures in the RPS.<sup>1</sup>
- Architectural Heritage Protection – Guidelines for Planning Authorities.

The centre of Kells was designed in the 2001 Development Plan as an Architectural Conservation Area.<sup>2</sup>

## 2.8 Piped Infrastructure

### 2.8.1 Water Supply

The existing water supply to Kells is supplied primarily from the Kells/Oldcastle Scheme which gets its water from Lough Bane augmented by a second source at Clavin's Bridge, fed by the River Blackwater. This scheme is under significant pressure to supply water to both of these areas (Kells & Oldcastle) given the projected level of development in each centre. The abstraction potential of Lough Bane has now been reached. There is a further capacity restriction in that the size of the pipe network feeding Kells is insufficient to meet current demand. The estimated cost of upgrading the existing scheme is €15 million. The Water Services Investment Programme 2007-2009 has included the Kells/Oldcastle water supply scheme to meet the needs of both centres. The first step of the main scheme will be to undertake a detailed Preliminary Engineering Study, one of the principal elements of which will be to examine and evaluate all available sustainable water sources. Without preempting the outcome of this study, it is quite likely that the long term water supply for Kells/Oldcastle and their environs will be a combination of water from the Blackwater River and Groundwater with a much reduced role (if any) for Lough Bane.

### 2.8.2 Wastewater

The existing Kells Wastewater Treatment Plant located to the west of the town has a design capacity of 8,000 P.E. with an outfall to the River Blackwater and is nearing capacity. The estimated cost of upgrading the existing plant is €11 million. Meath County Council proposes to upgrade the existing facility as an interim measure which will be funded under the DoEHLG Small Scheme Fund. The Water Services Investment Programme 2007-2009 includes Kells Sewerage Scheme.

### 2.8.3 Surface Water Drainage

The First Schedule of the Planning and Development Act, 2000 indicates that development plans could include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards. The Planning Authority has in the recent past required that all large-scale developments incorporate 'Sustainable Urban Drainage Systems' (SUDS) as part of the development proposals. SUDS are effective technologies which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. It is proposed to continue this policy of requiring SUDs proposals to accompany all large scale developments in Kells.

In terms of local flooding issues, the Backlands area of the town has suffered from flooding and the Kells Stormwater Drainage Study, prepared by Carl Bro Consultant Engineers, completed March 2006 (available from Meath County Council Infrastructure Section) examines this issue and contains a series of recommendation to address the issue.

In summary the conclusions and recommendation of the Stormwater Drainage study are as follows:

- All developments in the Newrath Catchment must comply with the recommendations of the report and updates of same;
- All developments in the Newrath Catchment must comply with the recommendations of the GDSDS;
- The Local Area Plan for the Kells Backlands Area should refer and require compliance with the recommendations of this study. MCC / KTC should require that the recommended Surface Water drainage infrastructure should be provided by the developer/s as the initial phase of development in this area, to facilitate orderly development and to ensure that the 'developed state' is properly served. The Local Area Plan should reflect this;
- There should be pre planning consultation regarding Surface Water Drainage requirements for all development in the Newrath Catchment Area so that applications for development in this area fully aware of this report and its requirements;
- Developers shall submit Maintenance / management plans for their Surface Water Drainage proposals as part of relevant Planning applications;

<sup>1</sup> The NIAH is a state initiative administered by the Dept of Environment, Heritage and Local Government. It was established on a statutory basis under the provisions of the Architectural Heritage and Historic Monuments Act 1999. Meath was surveyed in 2002. A total of 1155 sites / structures were recorded and rated either of international, national, regional, local or record only architectural heritage significance.

<sup>2</sup> An ACA is a place, area, group of structures or townscape, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. They also include areas, which contribute to the appreciation of Protected Structures.

- Developers who propose to provide infrastructure that differs from the recommendations of this report shall update this report and hydraulic model accordingly to the satisfaction of the Sanitary Authority.

## 2.9 Movement

Kells is located at the junction of the N3 Dublin to Cavan National primary route and the N52 Dundalk to Mullingar National Secondary route and experiences high levels of through traffic as a result. Kells will be by passed as part of the M3 Clonee to North of Kells Road Scheme. The M3 will be located south of the town with the N52 by pass linking with the M3 to the west of Kells. A number of interchanges are provided which will facilitate access to Kells including off the N3. Construction of the M3 Motorway commenced in 2007. The M3 will result in a substantial improvement to the urban environment of Kells by removing through traffic. During the 2001 plan period environmental improvements were carried out to Cannon Street, Farrell Street and Carrick Street. Environmental improvements to Headfort Place will be completed in 2007.

During the plan period of the 2001 Kells Development Plan a number of car parking areas have been developed in the town including Kenlis Place and to the rear of the redeveloped and extended Town Hall. In addition paid parking has been introduced which has improved turnover of car parking spaces in the town generally. Parking for bus commuters is an issue which needs to be addressed by this Development Plan review.

Pedestrian and cycle movement in Kells is currently limited. The street pattern of the town makes the retro fitting of dedicated cycle paths difficult. In addition the current volumes of traffic do not contribute to a positive experience for pedestrians in the town. There is a Slí Na Sláinte route from the town centre out to the People's Park at Lloyd and Harvest Walk (provided as part of the Pride of Place initiative) to Headfort Estate. The Backlands LAP proposes a number of pedestrian and cycle links for the town centre to the town centre expansion area to improve accessibility and encourage more sustainable transport usage by discouraging reliance on the private car for local trips. The post M3 construction removal of through traffic in Kells will facilitate a re-examination of traffic management in Kells generally and it will be an objective of this Development Plan to encourage this examination which should provide more opportunities for walking and cycle based movements.

Public transport in Kells comprises of a Bus Eireann Service connecting Kells to Navan, Dublin, Virginia and Cavan. The Kells to Dublin bus service operates a bus every 15 minutes in peak times, first departure 05.45 AM Monday to Friday to accommodate commuters. Additional bus stops maybe required particularly in the town centre expansion areas.

Kells is not presently served by rail, there was an objective in 2001 Kells Development Plan to extent the proposed Navan to Dublin Rail line to Kells. Transport 21 announced in November 2005 contains detail of the Governments ten year capital investment framework for transport for the period 2006- 2013. Transport 21 includes the following which are of relevance in the Kells context:

- provision for upgrading regional and local bus services. 9m euro per annum will be devoted to the Rural Transport Initiative (RTI) ;
- Completion of the M3;
- In terms of the rail network a new rail service will serve Navan. Phase 1 will comprise of a spur off the Maynooth line to Dunboyne ( 2009). The second phase is an extension of this line to Navan;
- National Secondary routes targeted for upgrade (renewal of sections of the corridor) include the N52 linking Mullingar to Dundalk.

An extension of the Navan-Dublin rail line to Kells is not included in Transport 21. However, it is reasonable to conclude that as a result of Transport 21 the accessibility of Kells will improve.

# **CHAPTER THREE SETTLEMENT STRATEGY**

## **SECTIONS IN THIS CHAPTER**

- 3.1 Introduction**
- 3.2 Residential Land Bank**
- 3.3 Land Use Zoning Objectives**
- 3.4 Housing – Key Principles**
- 3.5 Housing Strategy**

### 3.1 Introduction

Chapter two outlines the population context, this chapter outlines the settlement strategy and includes the housing strategy for Kells for the plan period. The County Development Plan 2007-2013 contains the County Housing Strategy which replaces the 2001-2007 Housing Strategy. The Kells Housing strategy is compliant with the County Housing Strategy.

### 3.2 Residential Land Bank

The population of Kells as a designated Moderate Growth Town is expected to lie between 5,000 persons and 15,000 persons. However as is stated in the RPGS<sup>1</sup> it is critical that Moderate Growth Towns develop in a self sufficient sustainable manner in the longer term and that continued basis for their growth is that they do not become dormitory towns for the Metropolitan Area. In these instances, residential development should only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement. It is important to state that the population projection of Kells has not been produced in isolation, this projection must be compliant with the overall settlement strategy as outlined in the County Development Plan, 2007 - 2013. In addition the Meath County Development Plan 2007-2013 requires that an order of priority for the phased release of residentially zoned land be prepared for Kells in accordance with the criteria outlined in the County Development Plan and in accordance with Tables 5 and 6 of the County Development Plan.

When the following factors are examined as detailed in Table 3.2 below:

- The existing population of Kells;
- The extant planning permissions which have not yet commenced;
- The developments presently under construction but are not yet completed;
- Remaining zoned undeveloped lands,

it is anticipated that the population of Kells could grow to approximately 13,000 persons. Therefore there are sufficient lands zoned to cater for the anticipated population growth of Kells for the development plan period of 2007-13.

**Table 3.2**

P/p granted- no construction started	Houses Under Const.	Committed No Units	Projected no of hholds 2006-2013	No of units to meet hhold targets	Remaining undeveloped resid land	Density per ha	Projected Number of Hholds
237	224	461	960	499	56 ha	25	1,420

As Table 3.2 above illustrates there remains 56 ha of undeveloped land (Feb 07 ) which could accommodate residential development in Kells. Therefore sufficient land is already zoned to cater for population growth within the plan period. Redevelopment of the existing town centre with emphasis on brownfield and infill development to a high design quality is the priority over the plan period. This development plan emphasizes building on the successes of Lloyd business park to create a sustainable settlement and identifies further lands at Lloyd and adjoining the Navan road for employment generating uses. Chapter Seven outlines that serious water and waste water infrastructural constraints exist in Kells. That chapter includes as an objective that any remaining capacity will be reserved for town centre expansion and Local Authority Development.

#### 3.2.1 Order of Priority for Phased Release of Residentially Zoned Land

Residential development over the development plan period will be required to be released in accordance with the Order of Priority for the phased release of residentially zoned land as outlined on Urban detail Map 3. The Councils will promote and encourage infill and brownfield site redevelopment over the plan period. Phase one over the period 2007-2013 identifies the Backlands LAP area, the town centre expansion area to the west of Bective Street and lands off the Carlanstown/Headfort roads as the principal areas for new development over the plan period. All remaining phases will be developed post 2013. The Councils will monitor the operation of the Order of Priority to ensure that the development of the town occurs in a planned, sustainable manner in accordance with its adopted settlement strategy. The Order of Priority will be subject to annual review.

#### **Settlement Strategy SP 1**

**Residential Development over the plan period shall take place in accordance with the Order of Priority for the Phased Release of Residentially Zoned lands as outlined in Urban Detail Map 3. The Order of Priority shall be subject to continuous monitoring by the Planning Department and shall be reviewed annually**

<sup>1</sup> Regional Planning Guidelines



### 3.3 Land Use Zoning Objectives

The aim of the land use zoning objectives is to control the types of land use permissible on land within Kells. The zoning of land for particular land uses is no guarantee that the zoned land will be developed as envisaged. The Council's policy will be to encourage the use of the land, as far as practical and sustainable, according to the zoning designation contained in this document..

Table 3.1.2 Land Use Zoning Objectives

Use Zone Objective	Use Zone Objective
<i>A1</i>	To protect and enhance the amenity of developed residential communities.
<i>A2</i>	To provide for new residential communities and community facilities and protect the amenities of existing residential areas in accordance with an approved framework plan.
<i>A4</i>	To provide for new residential communities with ancillary mixed uses to include community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with approved framework plan.
<i>A5</i>	To provide for low density residential development in accordance with approved framework plans and individual dwelling design.
<i>B1</i>	To protect and enhance the special physical and social character of existing town centre and to provide for new and improved town centre facilities and uses.
<i>B2</i>	To provide for major new town centre activities in accordance with approved local area plan/ framework plan and subject to the provision of necessary physical infrastructure.
<i>B4</i>	To provide for the development of a retail warehouse park in accordance with an approved framework plan and subject to the provision of necessary physical infrastructure.
<i>C1</i>	To provide for and facilitate mixed residential and business uses in existing mixed use central business areas.
<i>E1</i>	To provide for industrial and related uses subject to the provision of necessary physical infrastructure.
<i>E2</i>	To provide for light industrial and industrial office type employment in a high quality campus environment subject to the requirements of approved framework plans and the provision of necessary physical infrastructure.
<i>F1</i>	To provide for and improve open spaces for active and passive recreational amenities.
<i>G1</i>	To provide for necessary community, recreational and educational facilities.

#### Explanatory Notes

In **A1 zones**, the Planning Authority will be primarily concerned with the protection of the amenities of established residents. While infill or redevelopment proposals would be acceptable in principle, careful consideration would have to be given to protecting amenities such as privacy, daylight/sunlight, aspect and so on in new proposals.

The **A2 and A4 zones** are intended to be the main areas for new residential development. In the case of A4 zones, the layout of such schemes would be determined by the preparation of framework plans which will dispense with the field by field planning approach. It is envisaged however that before development should proceed in A4 zones which envisage higher residential densities, framework plans will be required to be carried out by the applicant under the Planning Authority's direction, to set an overall context for a given proposal. The requirements of a Framework Plan are outlined at the end of this Section. It is envisaged that in the interest of sustainability that the larger tracts of A2 and A4 zoned lands could accommodate ancillary uses such as employment generating uses, community facilities, local shopping facilities, etc. provided they are appropriate in scale and do not unduly interfere with the predominant residential land use.

In **A5 zones**, where lower densities are envisaged, development proposals will be set in a framework plan context, developed by the applicant under the direction of the Planning Authority with special cognisance being afforded to the setting and visual qualities of the subject lands.

In all residentially zoned lands no residential development shall be permitted on lands which are the subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area.

In **B1 and B2 zones**, it is intended to accommodate the majority of new commercial and retail uses. In particular, B2 zones have been identified to accommodate new retailing functions such as shopping centres and malls.

The objective of **B4 zones** is to provide for the development of retail warehouse parks. These zones will also allow the displacement of motor car sales outlets from non compatible town centre and edge of town centre locations, subject to their suitable integration within an overall development proposal in the form of a Framework Plan.

**C1 zones** have been identified to encourage mixed use development and for this reason it will be a requirement to include at least 30% of a given site area for commercial (non retail) development.

**E1 zones** provides for industrial and related uses subject to the provision of necessary physical infrastructure. They allow the full range of industrial processes to take place within a well designed and attractive setting that provide employment opportunities. Non industrial uses are limited to prevent land use conflicts.

**E2 zones** provides for light industrial and industrial office type development in a high quality campus environment subject to the requirements of approved framework plans addressing issues such as built form and general overall layout, transportation, integration with surrounding uses and the range of uses to be accommodated and the provision of necessary physical infrastructure.

The main difference between the two land use objectives relates to the nature of the manufacturing process whereby light industrial is defined in the Planning & Development Regulations 2001, as amended, as

*"the processes carried on or the plant or machinery installed are such as could be carried on or stalled in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit."*

The areas identified for E2 land use in the 2001 County Development Plan Written Statement and detailed Objectives for Towns and Villages were primarily new areas that had not been previously developed whereas the areas identified for E1 land use tended to be existing industrial estates or extensions to same.

It shall be the policy of the Councils to apply a more flexible approach to large scale office type development in excess of 200 sq. m. of gross floor area in significant areas (i.e. in excess of 3 hectares of land that is currently undeveloped) of E1 land use zoning objective under the following conditions:

- The preparation of a Framework Plan to ensure the provision of the necessary physical infrastructure, the appropriate density and design of layout and the interface between proposed uses and existing development;
- That all processes being operated in the vicinity of the site, similarly zoned E1, are classified as light industrial in nature, as defined in the Planning & Development Regulations 2001, as amended;
- That the site is located adjacent to a public transport corridor and is served by an adequate road network;
- That the application is accommodated by a viable mobility management plan which is to the satisfaction of the Planning Authority and provides for the achievement of acceptable modal shares for both public and private transport within an appropriate timeframe;

No office shall be permitted on E1 zoned lands where the primary use of the office (or service) are provided principally to visiting members of the public e.g. solicitors, health clinic, accountants, etc.

**F1 and G1** zones are self-explanatory and relate to community and amenity uses or designations.

#### Framework Plans

The preparation of Framework Plans will assist in achieving quality developments in terms of, inter alia, urban design, structure, delivery of community/amenity facilities and permeability. Having regard to the preparation and approval of future Framework Plans the Planning Authority considers that for proposals with a resultant population less than 2,000 persons the approval of the Executive of the Planning Authority will be required. Framework Plans with a resultant population greater than 2,000 persons will be subject to a public consultation process and the approval of the Elected Members of the Planning Authority. The use of Framework Plans has not been confined to residentially zoned lands; Framework Plans have also been sought for lands intended for other land uses. The Planning Authority considers Framework Plans as an effective means of guiding new development and providing essential social and infrastructure in a phased and sustainable manner.

Each Framework Plan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies to include, inter alia, the following details:

- Proposals in relation to the overall design of the proposed development including maximum heights, external finishes of structures and the general appearance and design, including that of the public realm.
- The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses.
- Proposals in relation to transportation including public transportation and non motorised modes, vehicular roads layout and access arrangements, loading / unloading provision, the provision of parking spaces and traffic management.



- Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas.
- The element of residential development shall include proposals relating to the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres.
- The facilitation of public access to the proposed amenity areas located within the plan boundaries and beyond.
- To make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.

### 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 in principle of various uses for each of the zoning objectives. The land use zoning matrix is intended to provide guidance to potential developers. It is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should in no way be taken to imply a granting of permission, or indeed that a planning application may be necessarily successful. Individual applications are a matter for the Planning Authority to decide and the final decision rests with them, taking into consideration the merits of individual cases and circumstances that may be relevant at a specific time or at a specific location. 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.

#### A = Will Normally be Acceptable

A use which will normally be acceptable is one which the Planning Authority accepts in principle in the relevant zone. However, it is still subject to the normal planning process including policies and objectives outlined in the Plan.

#### O = Are 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 (i.e. scale) would be unacceptable, or where the development would be contrary to the objective for a given area.

#### X = Will Not Normally be Acceptable

Development which is classified as not normally being acceptable in a particular zone is one which will not be entertained by the Planning Authority 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.

The expansion of established and approved uses not conforming to use zone objectives will be considered on their merits.

Use Classes	A1	A2	A4	A5	B1	B2	B4	C1	E1	E2	F1	G1
A.T.M. (In Commercial Premises)	A	A	A	X	A	A	A	A	X	X	X	X
Abattoir	X	X	X	X	X	X	X	X	O	X	X	X
Adverts	O	O	O	X	A	A	A	O	A	O	X	X
Outdoor Advertising Structures	X	X	X	X	O	O	O	O	A	O	O	X
Agri - Business	X	X	X	X	O	O	O	O	A	X	X	X
Amusement Arcade	X	X	X	X	O	O	X	X	X	X	X	X
B & B	A	A	A	A	A	A	X	A	X	X	X	X
Bank / Financial Institution	X	O	O	X	A	A	X	X	X	X	X	X
Betting Office	X	O	O	X	A	A	X	O	X	X	X	X
Bring Banks	A	A	A	A	A	A	A	A	A	O	O	O
Car Park (Commercial)	X	X	X	X	O	A	X	O	O	O	X	X
Caravan Park	X	X	X	X	X	X	X	X	X	X	O	X
Car Dismantler / Scrap Yard	X	X	X	X	X	X	X	X	O	X	X	X
Cash & Carry	X	X	X	X	O	A	X	O	A	X	X	X
Casual Trading	X	X	X	X	A	A	X	O	X	X	X	X
Cemetery	X	X	X	X	X	X	X	X	X	X	X	A
Church	X	O	O	O	A	A	X	A	X	X	O	A
Cinema	X	X	X	X	A	A	O	O	X	X	X	A
Community Facility / Centre	O	A	A	O	A	A	X	A	X	X	O	A
Conference Centre	X	O	O	X	O	A	X	O	X	X	X	X
C & D Waste Recycling Centre	X	X	X	X	X	X	X	X	O	X	X	X
Crèche / Childcare Facility	O	A	A	A	A	A	O	A	O	O	X	A
Cultural Facility / Use	O	O	O	O	A	A	X	A	X	X	O	A
Dance Hall / Night Club	X	X	X	X	A	A	X	O	X	X	X	X
Doctors / Dentists	O	O	O	O	A	A	X	A	X	X	X	O
Drive Through Restaurants	X	X	X	X	O	O	O	O	X	X	X	X

Use Classes	A1	A2	A4	A5	B1	B2	B4	C1	E1	E2	F1	G1
Education	O	O	O	O	A	A	X	A	X	X	X	A
Energy Installation	X	X	X	X	X	X	X	X	A	O	X	X
Enterprise Centre	X	O	O	X	O	O	X	O	A	A	X	X
Fuel Depot - Domestic	X	X	X	X	X	X	X	X	A	X	X	X
Fuel Depot - Petroleum Products	X	X	X	X	X	X	X	X	A	X	X	X
Funeral Home	X	O	O	X	A	A	X	O	X	X	X	A
Garden Centre	X	X	X	X	X	O	O	O	X	X	X	X
Guest House	O	A	A	O	A	A	X	A	X	X	X	X
Halting Site/Group Housing	O	A	A	O	X	X	X	O	X	X	X	O
Health Centre	O	O	O	O	A	A	X	A	X	X	X	A
Heavy Goods Vehicle Car Park	X	X	X	X	X	X	X	X	A	X	X	X
Home Based Economic Activities	O	O	O	O	O	O	X	O	X	X	X	X
Hospital	X	O	O	O	X	A	X	A	X	X	X	A
Hostel	X	O	O	O	A	A	X	A	X	X	X	X
Hotel / Motel	X	O	O	X	A	A	X	A	X	X	X	X
Industry – General	X	X	X	X	X	X	X	X	A	O	X	X
Industry – Light	X	O	O	X	X	X	X	O	A	A	X	X
Leisure / Recreation	X	O	A	O	A	A	O	O	X	X	O	A
Library	X	A	A	O	A	A	X	A	X	X	X	A
Motor Sales / Repair	X	X	X	X	O	O	O	O	A	X	X	X
Offices <100m2	X	O	O	X	A	A	X	A	X	X	X	O
Offices 100 to 1000 m2	X	X	O	X	A	A	X	A	X	A	X	X
Offices >1000m2	X	X	O	X	A	A	X	A	O	A	X	X
Open Space	A	A	A	A	A	A	X	A	O	O	A	A
Park and Ride	X	X	O	X	X	O	X	O	A	A	X	X
Petrol Station	O	O	O	X	O	O	X	O	X	X	X	X
Plant & Tool Hire	X	X	X	X	X	O	X	O	A	X	X	X
Public House	X	O	O	X	A	A	X	A	X	X	X	X
Public Services	A	A	A	A	A	A	X	A	A	A	A	A
Civic & Amenity Recycling Facility	X	X	X	X	X	X	X	X	A	O	X	A
Refuse Transfer Station	X	X	X	X	X	X	X	X	A	X	X	X
Residential	A	A	A	A	O	O	X	A	X	X	X	X
Residential Institution	O	O	O	O	O	O	X	O	X	X	X	O
Restaurant / Café	X	X	O	X	A	A	O	A	O	O	X	O
Retail Warehouse	X	X	X	X	O	O	A	X	X	X	X	X
Retirement Home	O	A	A	O	X	X	X	O	X	X	X	A
Science & Technology Based Enterprise	X	X	X	X	O	O	X	O	O	A	X	X
Shop - Local **	O	A	A	X	A	A	X	A	O	O	X	X
Shop - Major	X	X	O	X	A	A	O	O	X	X	X	X
Shopping Centre	X	X	X	X	A	A	X	X	X	X	X	X
Sports Facilities	O	O	A	O	O	O	O	O	X	X	A	A
Take-Away	X	X	O	X	A	A	X	O	X	X	X	X
Telecommunication Structures	X	X	X	X	A	A	A	O	A	A	O	O
Third Level Educational Institution	X	X	O	X	X	X	X	O	X	O	X	A
Tourism Complex	X	X	O	X	A	A	X	A	X	X	A	A
Transport Depot	X	X	X	X	X	X	X	X	A	X	X	X
Veterinary Surgery	O*	O*	O*	O*	A	A	X	O	X	X	X	X
Warehouse	X	X	X	X	X	X	X	X	A	O	X	X
Water Services ***	A	A	A	A	A	A	A	A	A	A	A	A
Wholesale Warehousing	X	X	O	X	O	O	O	O	A	X	X	X

\*: Where this use would be ancillary to the use of the overall dwelling as a normal place of residence by the user of the office.

\*\* A local shop is defined as a convenience retail unit of not more than 200 square metres in gross floor area.

\*\*\* Refers to public utility installations.

### 3.4 Housing – Key Principles

The key principle which directs the housing policies in this plan is the delivery of a high quality living environment in neighbourhoods with a range of housing types and sufficient community facilities to serve the needs of residents. Kells over the 2001 plan period has seen the development of ‘soulless housing estates’ in the environs areas which generally do not integrate with the area in which they are located and are not therefore sustainable communities. This plan directs development to undeveloped and brownfield areas in the town centre and not to further greenfield development edge of centre. Having regard to the heritage quality of Kells it is not considered suitable to accommodate high density apartment type development.

**Place:** Design that respects history, geology, and its natural landscape and encourages individual character of a development and a sense of belonging of development to a place. It discourages soulless, anonymous development.

**Public Space:** A recognition that the design of public areas including ‘street furniture’, signage, and lighting, is as important as the design of private spaces, and should be designed as part of a harmonious whole.

**Permeability:** Urban design in which blocks of buildings are fully permeated by an interconnected street network. This allows for ease of access and a greater spread of traffic movement and effectively discourages inefficient movement and an oppressive sense of impenetrability.

**Hierarchy:** A clear and legible ordering system which recognises a hierarchy between different types of buildings or roads and their individual parts in relation to the whole.

**Longevity:** Design that creates streets and buildings that will cope with a variety of uses during their lifetime.

**Scale:** Towns and buildings which, whatever their size, relate to human proportions. A relationship between people & their built environment is encouraged whilst a feeling of being overwhelmed and alienated is discouraged.

**Enclosure:** Design which establishes clear distinction between town and country, public and private space, thus encouraging appropriate activities within each where public areas are suitably supervised by design. This encourages safe environments and the full and appropriate use of available space whilst discouraging wasteland and degraded no-go areas.

**Decoration:** Design that encourages visual identity and interest, as well as fine craftsmanship and discourages functional anonymity.

**Community:** Meeting people's needs, desires and aspirations, and engender civic pride. A proactive, holistic approach to planning is thereby encouraged whilst a reactive, piecemeal approach to planning and a compromised result is actively discouraged.

#### 3.4.1 Building New Neighbourhoods

The Councils will require the provision of neighbourhoods rather than traditional housing estates. There will therefore be a strong emphasis on mix of uses, house types, layouts that facilitate streetscape and open spaces that have natural supervision. The Councils will require estate designers to use innovative scheme designs which contribute to the value of Kells.

Road layout shall not dominate or determine urban form, but instead facilitate access to new neighbourhoods.

A pedestrian system separate from the road layout may be desirable, especially if leading through to churches, schools or shopping centres. Pedestrian linkage to adjoining development and its open space should be provided where appropriate. Links shall be overlooked and supervised to ensure the supervision of public open space and the use of long narrow alleys should be avoided.

The neighbourhood concept is based on the principle that people should be able to find many of the requirements for daily living within easy reach of their home. It ensures that new housing and service provision, in the form of schools, shops, community and recreation facilities, are mutually supportive and provide for sustainable and pleasant living environments.

#### 3.4.2 Building Energy Performance Directive 2002/91/EC

In order to reduce CO2 emissions, of which half derives from energy use in buildings, the EU adopted the Building Energy Performance Directive 2002/91/EC on the 16th December 2002. This directive will apply to almost all buildings, residential and non-residential, both new and existing and must be implemented by member states no later than 4th January 2006. However, Member States have the option of an additional 3-year period to apply the provisions on energy performance certificates. European Communities (Energy Performance of Buildings) Regulations 2006 gives affect to certain provisions of the directive including a Building Energy Rating Certificate system for new dwellings commencing after 01/01/07, new buildings other than dwellings commencing on/after 01/07/08 and buildings of any class in existence at 01/01/09 offered for sale or letting after 01/01/09.

### 3.5 Housing Strategy

This Section addresses the Councils housing policy towards the achievement of the settlement strategy. The County Housing Strategy is a statutory document prepared under Part V of the Planning & Development Act, 2000-2002 it shall be adopted by all Local Authorities within the County of Meath, and must form part of their respective Development Plans. Therefore the Kells Development Plan incorporates the Meath County Housing Strategy 2007-2013.

The housing strategy comprises of three requirements:

-To ensure that sufficient zoned and serviced land is available in designated development centres and other settlements within the County to accommodate the estimated housing requirements of such settlements during the life of the Development Plan.

-To further provide for social and affordable housing through Part V of the Planning & Development Act, 2000, as amended.

-To provide directly for social and affordable housing solutions through its own house building programme, assistance to other agencies and individuals, acquisitions of dwellings and other special programmes.

### 3.5.1 Progress to Date in Kells

The Councils have an important role in the housing sector in assisting people to meet their housing needs, co-operation with housing associations etc and in the operation of Part V. The Councils have a statutory requirement to meet the needs of those requiring accommodation through its own social housing building programme. The programme of social housing undertaken by the Meath Local Authorities has constructed 745 units and acquired a further 18 units between 2001- 2005. An additional 109 units were provided during the same period by the Voluntary & Co-operative sector. Table 3.5.1 outlines the data specific to Kells for the period 2003-2005, with Kells accounting for 7% of overall local Authority housing construction in the County.

**Table 3.5.1 Local Authority House Construction Activity 2003 – 2005 , Kells**

Meath County Council	Kells Town Council
10	22

### 3.5.2.Housing Requirements and Supply

The County Housing Strategy must establish the level of housing need which exists at the commencement of the strategy period and that which is likely to arise during the life of the Strategy.

Housing need over the period 2007 to 2013 will arise from:

- Increase in the number of households,
- Obsolescence of the existing stock (including existing habitable dwellings that become second homes)
- Additional vacancies required to facilitate movement of persons within the stock of housing.

Of these, the first is the most significant in Meath, where the number of households is rising rapidly though the demand for second, holiday and investment homes not used as a principal residence. In terms of Kells, the Strategy, based on the Statutory Housing Need Assessment by Type<sup>2</sup>, 2005, outlines that an additional 49 social housing units are required over the period of the Strategy in the Kells Town Council Area. Meath County council owns an 11 acre site to the north of east of Kells with a residential land use zoning objective and within the Development Plan boundary adjoining the town council administrative boundary. Development of these lands can cater for the social housing demands in Kells over the plan period in conjunction with Part V.

### 3.5.3 Social & Affordable Housing Requirements

The Meath Local Authorities Action Plan for Social & Affordable Housing covers the period 2004 – 2008 (currently under review). The challenge is to ensure the delivery of this programme and achievement of the maximum amount of social and affordable housing, thereby providing a quicker and more affordable access to housing for people of limited means. The Council is committed to promoting and facilitating the use of the full range of social housing options, as set out in the following sections.

### 3.5.4 Special Needs Accommodation

This includes the needs of the elderly, the physically disabled and persons with learning disabilities. Purpose built dwellings will continue to be provided for these persons in accordance with need, either as part of the Local Authority Housing Programme or through the voluntary and cooperative sector. This objective will also be pursued in respect of private house developments.

### 3.5.5 Homeless Persons

The 2005 Housing Need Assessment identified 14 persons in need of housing in County Meath. These figures are based on the homeless that have presented themselves to the Council. The true figure is higher, but unknown. The Local Authority proposes to provide hostel accommodation for 15 people together with 15 units of long term supported accommodation during the course of the current Social & Affordable Housing Action Plan 2004- 2008. This project is a joint venture with a Voluntary Housing Association.

### 3.5.6 Traveller Accommodation

Meath County Council adopted the Traveller Accommodation Programme 2005 – 2008 in February 2005. Meath County Council plans to operate a comprehensive accommodation programme for travellers involving a range of integrated measures to meet their accommodation needs and includes direct provision of standard local authority

---

<sup>2</sup> Housing authorities are required under Section 9 of the Housing Act 1988 to make periodic assessments of the need to provide housing for persons who cannot provide their own accommodation. These assessments are carried out at three yearly intervals and each must indicate the gross need, taking into account all of the social housing options

housing, Traveller specific accommodation, such as Group Housing, refurbishment of the permanent Caravan Parks as required, loans for replacement of mobile homes, and overnight camping laybys.

### 3.5.7 Part V of the Planning & Development Act, 2000- 2002

Section 96 of the Planning and Development Act 2000 provides that the objectives of the Housing Strategy in relation to social and affordable housing shall be implemented by means of conditions attached to planning permissions for residential development. All residential developments in excess of 4 housing units or any site for residential development in excess of 0.1 hectares is to be subject to the provision of “Social/Affordable” Housing at a maximum requirement of 20%.<sup>3</sup> Calculations must be applied across the County. In determining how this figure should be distributed throughout the County, regard must be had to those areas where there are also larger concentrations of existing Social Housing or a greater potential for the development of such housing on lands in the ownership of the Local Authority & Voluntary sector. Navan accounts for 31.53% of 1st preferences of those included on the Assessment of Needs. The next most popular area as assessed by 1st preferences is Kells (8.5%),

It is considered necessary to implement a sliding scale in the County of the ratio of social to affordable housing from the overall 20% reservation based on the level of existing and projected demand over the plan period. A ratio of **5% social and 15% affordable shall apply in Kells**. The application of this ratio and the need to review the maximum 20% reservation for social and affordable housing shall be reevaluated on an annual basis.

#### 3.5.7.1 Methods of Providing Affordable/Social Housing

The requirement under Part V of the Planning and Development Act, 2000, as amended for Social / Affordable housing in developments may be met by the following methods or by a combination thereof:

- a) The transfer of a portion of the site which is the subject of the planning application to the Council which will enable the Council to provide the appropriate number of units thereon in satisfaction of the requirements of the Strategy;
- b) The direct provision of the required number of housing units on completion as determined in accordance with the Strategy, integrated as part of the overall development of a site;
- c) The disposal of a number of fully or partially serviced sites within the site to the Council which will enable the Council to provide the appropriate number of units thereon in satisfaction of the requirements of the Strategy;
- d) The transfer to the Planning Authority of the ownership of any other land within the functional area of the Planning Authority in satisfaction of the requirements of the Strategy;
- e) The building and transfer, on completion, to the ownership of the Planning Authority of houses on land within the functional area of the Planning Authority (as outlined in d)above) in satisfaction of the requirements of the Strategy;
- f) The transfer of a number of fully or partially serviced sites, to the ownership of the Planning Authority on land within the functional area of the Planning Authority (as outlined in d) above) in satisfaction of the requirements of the Strategy;
- g) A payment of such an amount as specified in the agreement to the Planning Authority;
- h) A combination of a transfer of land referred to in paragraph a) and the doing of one or outlined in d) above) in satisfaction of the requirements of the Strategy; and
- i) A combination of the doing of 2 or more of the options referred to in paragraphs b) to g).

The Councils will in reaching agreements under Section 96 of the Planning and Development Act, 2000, as amended, have due regard to the Housing Strategy and the Development Plan objectives. In Kells, the full range of options provided under the Planning & Development Acts 2000 – 2004 can be used in satisfying the social housing requirements of this Housing Strategy. Where the transfer of land, serviced or partially serviced sites or of completed houses at a location other than where the scheme which is being developed, the preferred option of the Local Authority would be within the Electoral Area of the development which is subject to the requirements of Part V. Where binding arrangements have already been entered into in relation to particular sites for the provision of Social/Affordable housing prior to the adoption of this Strategy, these arrangements shall be acknowledged as being in full satisfaction of requirements for those sites under the Strategy.

The Councils will operate Part V of the Act in a way that encourages and facilitates a level of supply, which will meet the demands of all sectors of the market. It would frustrate the objectives of the Housing Strategy if its implementation were to result in any undue slow-down, interruption of housing supply, or disruption of the housing market. The ratio of social to affordable houses to be provided, shall be assessed on a case by case basis, having regard to local housing needs, but at all times the 20% requirement shall be met. In so far as it is known at the time of the agreement, the Council will indicate to the developer its intentions in relation to the provision of social/affordable housing, including a description of the proposed houses, on the land or sites to be transferred, where such lands form part or parts of the lands which are subject to the application for permission as is, or are specified by the agreement as being parts required to be reserved for the provision of housing.

---

<sup>3</sup> Planning & Development (Amendment) Act 2002

The Council, in making such agreements, will have regard to:

- o The Development Plan and any relevant Local Area Plan;
- o The need to ensure the overall coherence of the development to which the planning application relates;
- o The views of the developer in relation to the impact of the agreement on the proposed development,
- o The need for social integration.

The Council's Planning & Housing Sections encourage housing developers to whom the 20% quota will apply to discuss the likely terms of the Part V agreements as part of pre planning consultations. Both the Council and the developer shall thus have a common understanding of the nature of the likely agreement before a decision to grant planning permission is made. It will be the Council's objective to finalize the agreement within two months at the latest following the grant of permission, in order to avoid delaying the start of Housing Development. All social housing provided under Part V of the Planning & Development Act 2000 in accordance with this strategy shall be allocated to persons on the Waiting List for that allocation area in accordance with the Council's Scheme of Letting Priorities. All Affordable housing provided under Part V of the Act in accordance with the terms of this Housing Strategy shall be allocated in accordance with a Scheme of Priorities for affordable housing as adopted by the Council.

### 3.5.8 Housing Provision for the Elderly

The main emphasis in the Council's housing policy for the elderly is to enable elderly people to choose between adapting their homes for the increasing disabilities of old age or to move to accommodation more suited to their needs. The Council will examine the possibility of introducing a scheme that would facilitate elderly people transferring their homes to the Council in exchange for more suitable accommodation. Key housing issues that should be taken into consideration in the provision of housing for older persons are:

- Location – accessible to local retail facilities and public transport, and not be located on steep gradients.
- Accessible design – should meet the requirements of both the disabled elderly and the non-disabled elderly i.e. single storey and double storey housing appropriate on a case by- case basis.

Part M of the Building Regulations, 2001 provides mandatory instructions that all new housing (private, affordable and social) greater than 45 m2 must be designed to enable adaptable/lifelong housing at a later date if necessary. The ground floor of all homes must contain a bathroom and be designed such that it is adaptable to accommodate a person with a physical disability. Such measures will result in older persons being able to adapt their home if required and avoid the disruption of a move.

### 3.5.9 The Housing Needs of People with Disabilities

Social and affordable housing, for people with disabilities, is required with respect to appropriate crisis units, sheltered and supported housing, and independent living options. A range of housing options are required to facilitate this category of need. Such housing should not be segregated from the general population; rather it should be integrated within housing estates and between estates and in towns and villages. Where possible, such housing should meet the following requirements:

- o Location – be accessible to public transport;
- o Access – pedestrian safety and ease of access should be catered for by ensuring that pavements are dished and best access practice is adhered to;
- o Accessible design – should suit the requirements of individual tenants and therefore requires direct and on-going consultation with the prospective tenant (with respect to size, design and accessories).

With regard to private housing, at present, the Council has a Disabled Persons Grant in place to assist private homeowners and enable any necessary/reasonable adaptations to a house to accommodate the specific needs and requirements of a disabled person residents.

### 3.5.6 Housing Strategy Policies and Objectives

**HS POL 1 To aim to achieve a mix of housing types and sizes in the consideration of individual planning applications for residential development and in development of the Councils own housing stock.**

**HS POL 2 To encourage the development of mixed and balanced communities to avoid areas of social exclusion.**

**HS POL 3 To have regard to the "Social Housing Design Guidelines" (DoEHLG 1999).**

**HS POL 4 To integrate new social housing into the existing social and urban fabric of Kells.**

**HS POL 5 To recognise the need for people with special needs to enjoy a decent living environment and to support local communities, health authorities and other agencies involved in the provision of facilities to people with special needs.**

**HS POL 6 To support the voluntary sector in the development of housing for people with special needs.**

**HS POL 7** To support the concept of independent living for older people and people with disabilities and ensure where possible that housing for such groups is integrated with mainstream housing in their existing communities.

**HS POL 8** To encourage the provision of adequate small, self contained living units within a complex of facilities for persons with special needs to maintain privacy and independence whilst having the protection of a more sheltered environment.

**HS POL 9** To support proposals for day centres for people with special needs within, or close to, town, village and neighbourhood centres, subject to normal planning requirements;

**HS POL 10** To permit the suitable extension of an existing dwelling to accommodate the elderly or people with a disability in the family home, subject to normal planning requirements;

#### Social & Affordable Housing

**HS POL 11** To require that 20% of land zoned for residential development or for a mix of affordable housing. This figure may be modified in line with any revision to the Housing Strategy carried out during the period of the County Development Plan. A ratio of 5% social and 15% affordable shall apply in Kells.

**HS POL 12** To require that developers comply with Part V of the Planning and Development Act through the following options as relevant to the centre in which the development is proposed. The full range of options provided under the Planning & Development (Amendment) Act 2002 to be used in satisfying the social housing requirements of this Housing Strategy. Where the transfer of land, serviced or partially serviced sites or of completed houses at a location other than where the scheme which is being developed, the location of same must be within the Electoral Area of the development which is subject to the requirements of Part V.

**HS OBJ 1** To continue to implement the “*Meath Local Authorities Action Plan Social & Affordable Housing 2004 - 2008*” and any subsequent Action Plan adopted during the life of this Development Plan.

**HS OBJ 2** The social housing provision figures contained in the Development Plan shall be amended following the adoption of subsequent Meath Local Authorities Action Plan for Social & Affordable Housing.





# **CHAPTER FOUR ECONOMIC DEVELOPMENT STRATEGY**

## **SECTIONS IN THIS CHAPTER**

- 4.1 Introduction**
- 4.2 Economic Development**
- 4.3 Tourism**
- 4.4 Retail and Commercial  
Development**
- 4.5 Advertising**
- 4.6 Derelict Sites**

#### 4.1 Introduction

The 2002 Census recorded that 1,795 persons aged 15 and over were at work in Kells. Manufacturing accounted for 17% of the total, wholesale and retail 14% and construction 11%. The above figures show the importance of the manufacturing and commercial sector to the economic life of the town. In County Meath for the same period 58,990 persons were at work. In terms of unemployment 185 persons were classified as unemployed in Kells in the 2002 census having lost or given up their previous job. 3,573 persons were classified as unemployed in the 2002 census in County Meath as a whole.

Over the 2001 plan period the Lloyd Business Park has steadily developed as a key source of employment for Kells. The Smurfit Printing Press (permitted in 2000) comprises of 10,220 sqm. In addition, circa 39,169 sqm of space has been permitted in the business park at Lloyd over the 2001 plan period. This includes an enterprise centre of 2,833sqm which will facilitate the fostering of start up business in Lloyd. The Climber Hall area identified for industrial uses in the 2001 has not developed as envisaged. In terms of office employment, the Health Service Executive is a major employer in Kells. The primary role of the Local Authority in employment creation is to ensure that sufficient serviced land is made available in suitable locations for economical activity throughout the plan period. The need to identify any further lands necessary to serve the needs of the town for additional employment generating uses will be closely monitored over the life of the Plan.

The Regional Planning Guidelines designate Kells as a moderate growth town within the primary dynamic cluster of Navan, Trim and Kells. The longer term goal of the guidelines is that such centres should build upon such dynamism and develop a self sufficient critical mass of complementary towns. The economic function of the moderate growth town will be an attractor for substantial investment. Sustainable development requires local job creation which will improve the quality of life of the residential population of Kells. Notwithstanding the success of Lloyd, as with other centres in County Meath, employment generating development has not kept pace with the level of residential development in the town. A key issue to be tackled in Kells is the creation of a sustainable settlement in accordance with the regional planning guidelines, i.e. a balance of residential and other uses including employment.

#### 4.2 Economic Development

The population in Kells is an important locally available resource in the economic development of Kells. A survey of Meath commuters was carried out in November 2003<sup>1</sup>. The results of the survey indicated that a large number of commuters (91%) who live in Meath wish to find work in their locality and that this labour pool contains an extensive range of experience and skills making it attractive to potential employers particularly in the areas of IT and financial services. A joint initiative was set up between the Economic Development Unit of Meath County Council and the County Enterprise Board to promote investment and job creation in Meath. The Meath Skills Database was launched in December 2004. It is generated through commuters who register on the website [www.workinmeath.ie](http://www.workinmeath.ie). Kells and the North Meath area account for approx. 15% of total registrations received so far (3,250 at start of Nov 2006). This group of registrations display the same skills sets as the full database: i.e 21% work in Financial Services/Insurance, 21% work in IT/Software; predominant age group is 25 - 35; high level of educational qualifications held; predominant income brackets are €15K - €30K and €31K - €45K.

The Meath Skills Database (MSD) provides compelling evidence of the following:

- (a) People in Meath want to stop commuting
- (b) People in Meath are highly skilled and qualified in high-knowledge/skills employment sectors.

The evidence from the Meath Skills Database has influenced the economic development policy of Meath County Council to seek investment from high skilled/knowledge-based sectors such as Financial Services, IT, Software and Administration sectors as well as from the more traditional Logistics, Distribution and Light Manufacturing sectors. Kells offers particular advantages as a base for the high skilled/knowledge based sectors:

- broadband will be available via the MAN scheme for Kells - commissioned by end-2007;
- wide presence of skilled labour as evidenced by the MSD;
- attractive cost environment relative to urban cost levels (e.g. land costs, building costs, salary costs);
- given the distance from Dublin, the highly skilled labour resources in the Kells/North Meath area is even more desirous than the average Meath commuter to find suitable employment locally
- the further evidence from the MSD is that commuters from adjacent counties such as Cavan, Louth and Westmeath would find it attractive to switch their employment location to Meath, and Kells would obviously be very attractive to them. Therefore it could be said that Kells could play a regional role as an employment location of choice for high skilled/knowledge based businesses who are anxious to set up a regional operation which is removed from Dublin without being in a remote/too distant location.

**Positives for Kells in terms of employment creation include:**

- The availability of a skilled labour pool in the town and hinterland area;

---

<sup>1</sup> Hidden Resources: Survey of Meath Commuters, Economic Development Unit, Meath County Council, Nov 2003

- Improved accessibility Kells post M3 will assist in attracting businesses requiring a good profile in respect of access and proximity to strategic route corridors;
- Success of the Lloyd Business Park;
- Construction of enterprise centre in Lloyd to help start up business

#### **Key Economic Aims of the Kells Development Plan 2007-2013:**

- Ensure sufficient lands are available suitable to cater for employment generating uses;
- Build on the success of the existing business park at Lloyd and identify suitable additional areas to accommodate employment generating uses;
- Assist in releasing suitable lands for the above where barriers exist;
- Encourage environmental improvements in the town centre area which will assist in a generating 'feel good factor' in the town which will have a positive impact on potential employers/ employees locating in the town;
- Improve the piped infrastructure serving the town;
- Cooperation of a number of bodies/organisations involved in job creation.

**ECONDEV POL 1 To encourage and support the development of Kells as a dynamic economic cluster with Navan and Trim.**

**ECONDEV POL 2 To support the activities of agencies including the County Enterprise Board, Enterprise Ireland etc in the promotion of employment generating opportunities in Kells.**

**ECONDEV POL 3 To zone suitable lands to facilitate employment generation.**

**ECONDEV POL 4 To encourage local/small scale offices in neighbourhood centres.**

#### **4.2.1 Framework Plans for New Industrial Areas**

Two areas are identified in this development plan to accommodate employment generating uses:

- Lands adjoining the Navan Road and
- Undeveloped areas of Lloyd Business Park as indicated in Urban Detail Map 1.

Objectives KS1 and KS 2 refer to these areas.

**KS 1 To seek the development of lands between the Navan Road and Rockfield Road for business park, recreation/sports/leisure/community facilities and residential development.. Before any development should proceed the preparation of a Framework Plan will be required. The Framework Plan will be subject to the agreement of the Planning Authority, shall be prepared in accordance with an agreed brief, and shall address inter alia the following:**

- The range of uses to be accommodated which shall provide for a mix of office type development, light industrial, warehousing in a campus type layout and shall include a hotel and landscaped park and ride facility, a minimum of 50 acres for sports/recreation/community facilities and a maximum of 50 acres of residential development;
- A phasing arrangement for development of the lands, residential development shall not occur prior to 2013;
- The built form of the development which shall be to a high architectural standard having regard to the location;
- The provision of a 20m landscaped green buffer zone adjoining the N3 in the first phase of development which shall include the provision of an access road;
- A landscape plan for the green zone adjoining the N3 and for all sites;
- The infrastructural requirements including access for vehicles, pedestrians, cyclists and people with disabilities, car parking and vehicle turning;
- Service Constraints;

- Detail of transport and traffic impact assessment and road safety audit will be required as part of any significant development proposal particularly those developments which impact on an existing junction/ interchange of a national route. Any additional works required as a result of the transport impact assessment shall be funded by the developer. Transport assessment shall be carried out to assess the predicted impacts of a development in accordance with the guidance given in the joint DoEHLG/Dept of Transport/DTO publication “Traffic Management Guidelines” Section 1.11.

It shall be a requirement of the Planning Authority that all development proposals are in accordance with the provisions of the Framework plan.

**KS 2** To seek the development of a business park on lands adjoining the Lloyd Business Park. Before any development should proceed the preparation of a Framework Plan will be required. The Framework Plan will be subject to the agreement of the Planning Authority shall be prepared in accordance with an agreed brief and shall address inter alia the following:

- The range of uses to be accommodated which shall provide for a mix of Industrial, light industrial, warehousing and office type development, SME's and start-up employment activity and which shall compliment that of the existing business park;
- The built form of the development which shall be to a high architectural standard;
- The infrastructural requirements including access for vehicles which shall be via the existing business park, access for pedestrians, cyclists and people with disabilities, car parking and vehicle turning;
- A landscape plan.
- Detail of transport and traffic impact assessment and road safety audit will be required as part of any significant development proposal particularly those developments which impact on an existing junction/ interchange of a national route. Any additional works required as a result of the transport impact assessment shall be funded by the developer. Transport assessment shall be carried out to assess the predicted impacts of a development in accordance with the guidance given in the joint DoEHLG/Dept of Transport/DTO publication “Traffic Management Guidelines” Section 1.11.

It shall be a requirement of the Planning Authority that all development proposals are in accordance with the provisions of the Framework plan.

#### 4.3 Tourism

The quality and diversity of heritage, the rural landscape and the coastal belt means that County Meath as a whole has potential to develop as a major tourist destination. Meath experienced an increase in overseas visitor numbers of 21% to 117,000 in 2005 (96,000 in 2004). This represents €34m in revenue from overseas visitors. In relation to domestic visitors, Meath is part of a larger region (Midlands East Region) which had 900,000 domestic trips in 2005.

Specifically in relation to visitors numbers to Kells, the Kells Heritage Centre experienced an increase of 15% to 25,100 visitors in 2005. This is a useful indicator for visitor numbers to the Kells area. Irelands cultural heritage has been identified as one of the main reasons why overseas tourists choose to visit Ireland. Tourism benefits the local community in terms of job creation and improved facilities which are also available to locals. The Meath County tourism strategy entitled ‘Ireland’s Heritage Capital, Marketing Tourism in Meath, 2005-2010’ identifies heritage as the County’s Unique Selling Proposition (USP). Heritage was adopted into the Meath Tourism brand. Kells is designated a Heritage town and the town should be a strong attractor of tourists due to its strong heritage base. However, tourism has not developed as it could in Kells based on the heritage of the town and its location as a gateway to North Meath, South Cavan etc. As has been outlined in earlier chapters Kells has renowned heritage sites, traditional street frontages and pattern, signage, and buildings which are intact which add to the tourist product. The level of dereliction in the town centre and lack of good retail offer are detracting from the attractiveness of the town as a tourist destination. The Council will seek to improve the appearance of the town centre, by carrying out environmental improvements and the appropriate control of new development, in order to strengthen and improve the character of Kells. New development in the tourism sector should respect the existing character of the town and its surroundings. This will enable tourism facilities to be provided in appropriate locations that will not have a detrimental impact on the town or its inhabitants.

Meath County Council and Meath Tourism commissioned a Meath Needs Analysis 2006 which compares the principal towns in Meath with similar population size towns in Ireland. A comparative analysis of Kells and Adare is carried out in the needs analysis in the following categories: transport/access, physical infrastructure, supply of quality food and drink establishments, leisure facilities, retail; specialists high value consumer products and services, environmentally friendly tourist attractions, tourism training facilities; entertainment, culturally enriched attractions, heritage attractions, activities, festivals and town brand marketing.

Opportunities for Kells are identified and include:

- Shuttle bus links to Trim, Newgrange and Loughcrew required,
- Heritage coach trail,
- National Ecclesiastical festival promoting St Colmcille life etc;
- Playground improvement,
- Further development of Kells road races,
- Development of good quality pub food/entertainment offer,
- Availability of clean public toilets and layby seating.

**TOU POL 1** To promote the development of tourism in Kells in a sustainable manner and encourage the provision of a comprehensive range of tourism facilities, subject to location, siting and design criteria while safeguarding the protection of the built, including archaeological heritage of Kells in co-operation with Meath Tourism, Fáilte Ireland and other relevant agencies.

**TOU POL 2** To promote and encourage the development of Kells as a tourism gateway to North Meath and South Cavan in co-operation with Meath Tourism, Fáilte Ireland and other relevant agencies.

**TOU OBJ1** To support and encourage the return of the Book of Kells to Kells.

**TOU OBJ2** To promote a tourist signage strategy for Kells in conjunction with Meath Tourism.

**TOU OBJ 3** To promote the development of a heritage trail in the historic core of Kells with links to the Backlands area in conjunction with Meath Tourism.

**TOU OBJ 4** To facilitate the development of sign posted walking/ cycling routes within the town and environs.

**TOU OBJ 5** To promote the development of high quality tourist accommodation, especially those facilities which provide conference and leisure facilities.

**TOU OBJ 6** To encourage the development of a high quality hotel on lands adjoining the Navan road.

**TOU OBJ 7** To encourage and promote festivals and other events including an ecclesiastical festival.

**TOU OBJ 8** To encourage and support the development of Kells Road Races.

**TOU OBJ 9** To explore locations for the provision of a coach parking facility to serve Kells.

**TOU OBJ 10** To encourage the removal of unsightly elements at historically sensitive locations within the town such as inappropriate advertising, poles and wirescapes.

**TOU OBJ 11** To encourage and promote Kells Waterworks as part of a walking trail in the town environs.

## 4.4 Retail and Commercial Development

### 4.4.1 Background

The Retail Planning Guidelines, 2005 require that the following be included in all Development Plans:

- Confirmation of the Retail Hierarchy, the role of the centre and size of the main town centre;
- Definition of the boundaries of the core retail area;
- Broad assessment of additional floor space requirements;
- Strategic Guidance on location and scale of retail development;
- Preparation of policies and action initiatives to encourage improvement of the town centre and
- Identification of criteria for the assessment of retail developments.

The town centre area of Kells has retained a compact form. The core retail area of Kells comprises of Farrell Street, Cross Street, John Street, Castle Street, Market Street and includes the site of the existing Kells shopping centre. The medieval street pattern has resulted in a difficulty in accommodating the requirements of modern retailing in the town. The retail mix in the town centre is quite limited when examined in comparison with similar sized towns. There is no representation of national or international multiples. There has been limited retail investment over the 2001 plan period. Addressing deficiencies the retail offer of Kells must be addressed in conjunction with promotion of the heritage of the town and with urban improvements to the town centre area.



View 4.4.1 SuperValu redevelopment on N3

#### 4.4.2 Meath County Retail Strategy

The Meath County Retail Strategy, 2003 was prepared in accordance with the Retail Planning Guidelines, 2000. These guidelines assist local authorities in their assessment of retail planning applications and the formulation of retail policy in development/local area plans. The objective of the guidelines is to ensure that the optimum location for new retail development is established which is accessible to all sections of society and is of a scale which allows the continued prosperity of traditional town centres and existing retail centres.

Kells is designated as a **Level 3 sub-county town centre** in the Greater Dublin Area retail hierarchy and this is confirmed in the Meath County Retail Hierarchy. Policy RS3 of the strategy states that it is the policy of the Council to promote and encourage major enhancement and expansion of town centre functions to sustain the competitiveness and importance of Kells as a Sub County Town Centres. The County Retail Strategy also advocates that the unique heritage of the town becomes integral to its offer and attraction. The County Retail Strategy identifies that the existing retail profile of the Sub County Town Centres as predominantly comparison centres with a good number of quality outlets. However, comparison with centres of equivalent size and importance in other counties reveals that there is an under provision of retail floor space and in particular main food shop (convenience) floor space. Kells is thus under performing for its level in the Greater Dublin Area against other centres at the same level in the hierarchy. The County Retail Strategy recommends that a town of Kells status should be more self sustaining to serve its existing and projected catchment populations higher order shopping needs.

The strategy identifies that additional convenience floor space is required if the Sub County Town Centres including Kells are to play an enhanced sub regional/county role in the shopping patterns of the County and address existing convenience leakage. The County Retail Strategy advocates that the designated Sub County Town Centres need larger format supermarket floor space that better serves main food shopping needs. The priority must be to secure new convenience floor space within Kells town centre to enable consolidation and improvement of the range and offer of the town. Over the period of the County Retail Strategy it is advocated that Kells develops further its role and importance as a Sub-County Centre in the shopping patterns of its catchment area. The strategy also notes that there is also a need to better harness Kells' heritage and tourism offer to the benefit of the town and its attraction.

Amongst actions identified for Kells, the County Retail Strategy advocates the following:

- Both Councils need to continue progress with land acquisition and site assembly in order that the opportunities for town centre development are secured.
- Both Councils need to look at the emerging needs of existing and expanding residential areas specifically with regards to convenience shopping and ensure that the correct land use zonings are in place.
- Progress should be pursued as a priority on all road proposals required to untap the potential and attraction of sites within Kells town centre.
- There needs to be an examination of the mechanisms that could assist the delivery of key town centre sites. This should include marketing strategies, the potential of Public Private Partnerships and direct market testing of developers and operators.
- The preparation of strategies that embrace heritage, signage, linkages and interpretation.



#### 4.4.3 Kells Retail Evaluation, 2006

To inform the preparation of the Backlands Local Area Plan and the 2001 Development Plan review DTZ Pieda Consulting were commissioned in March 2006 to carry out a Retail Strategy Review and Capacity Assessment of Kells. This review and capacity assessment comprised of a review of the parts of the Meath County Retail Strategy 2003 specific to Kells and determined whether or not a variation to the strategy is required and prepared an indicative assessment of the requirement for additional retail floor space in Kells. As part of this capacity assessment a health check of the existing town centre was carried out. A floorspace survey was conducted in 2000 as part of the preparation of the GDA Retail Planning Strategy the results of which were incorporated into the Meath County Retail Strategy. This floorspace survey in 2000 identified that of the 5,497 sqm total net floorspace there was 276 sqm vacant floorspace. This represented a vacancy rate of 5 % and comprised of 2 properties. In the health check carried out March 2006 this had risen to 21 properties as Table 4.4.3 overleaf illustrates.

**Table 4.4.3 Vacancy Rates in Kells**

Location	2000	2006
Cannon Street	0	2
Carrick Street	0	1
Castle Street	1	4
Farrell Street	0	1
Kells Shopping Centre	0	2
Market Street	0	6
Maudlin Street	1	2
Suffolk Street	0	3
Total	2	21

Source: Kells Retail Evaluation 2006, DTZ Pieda Consulting.

The key issues as outlined in the Kells Retail Evaluation can be summarized as follows:

- High level of vacancy;
- Traffic congestion;
- Limited investment in environments in the town centre.

There remains considerable scope for further retail development in Kells to serve the needs of the town and its rural hinterland. The redevelopment of the Kells Shopping centre site on the Cavan road is the only significant retail development since 2003. The retail evaluation considers that this redevelopment will redress the convenience leakage to a degree however will not address the issue of comparison leakage. The fact that there has been limited investment in Kells has resulted in the historic street pattern and tradition shop fronts remaining in tact which is a positive the town can build on. Redressing the town's decline and improving the retail offer should only take place in the context of building on the towns' character and uniqueness provided by its history. Redressing deficiencies in retail should as outlined in the retail evaluation address the following:

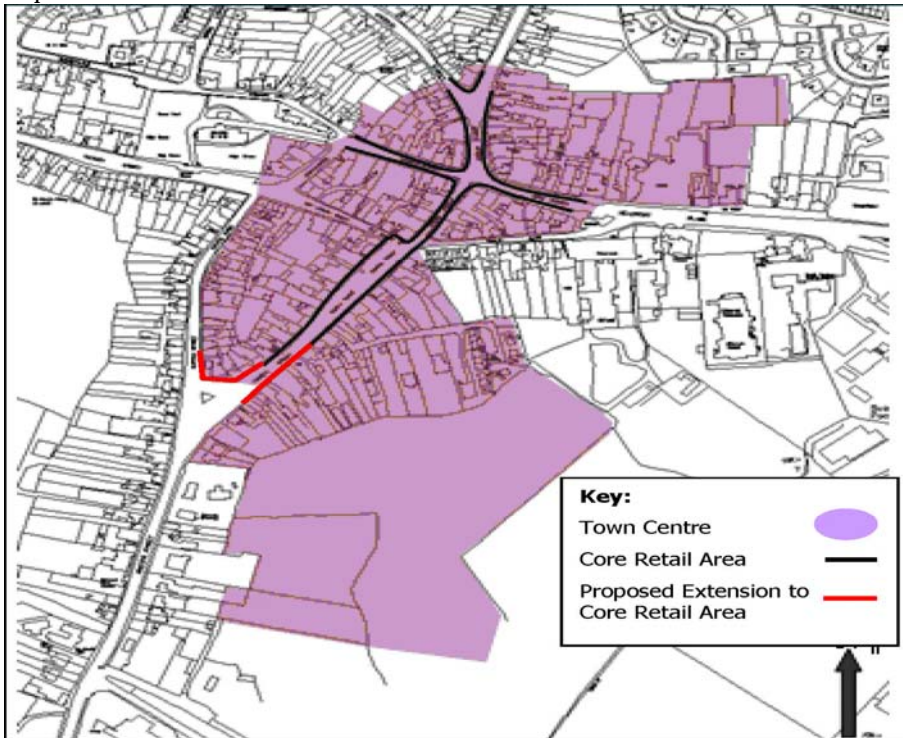
- Provide strong linkage between the town centre and new development;
- Invest in the town centre in the public realm and promotion of the town's heritage.

The evaluation considers that failure to address the above will result in displacement of retail and other commercial activity from the core of the town and accelerate further decline of the town centre.

The evaluation contains a list of recommendations as follows:

- 1) An assessment of **requirement for additional retail floorspace** is provided. This is not intended to be prescriptive or to provide a cap on the scale and nature of retail floorspace which can be sustained, consistent with Retail Planning Guidelines, it is provided as guidance. The control factor on whether any retail proposal can be accommodated within a specific catchment area is whether or not the proposal meets the tests set out in the Retail Planning Guidelines, County Retail Strategy etc. The evaluation emphasises that the critical issue is not capacity but whether the proposed development is found to have an adverse impact on the vitality and viability of the existing town centre.
- 2) A **redefinition of the core retail area and town centre expansion area** designated in the County Retail strategy. The core retail area is expanded to include part of Bective street, Map 4.4.3.1.

Map 4.4.3.1 Core Retail Area



**Source:** Meath County Retail Strategy, 2003

4 areas are identified as possible town centre expansion areas, see Map 4.4.3.2 overleaf:

- Area 1 off the Cavan road which comprises of the KS6 lands to accommodate retail warehousing and other employment generating uses.
- Area 2 adjacent to the town centre west of Suffolk street and south of Cannon Street with potential to develop good pedestrian links between the lands and the existing town centre. The land comprises of 7.5 ha currently designated for town centre expansion.
- Area 3 south east of Farrell street adjacent to the core retail area and already in the designated town centre expansion area and is identified for town centre uses in the Backlands LAP
- Area 4 south of the town centre, west of Bective street and represents an extension of the existing town centre expansion area and is identified for town centre uses in the Backlands LAP.

The evaluation concludes that in the short to medium term the development of area 3 offers the greatest. The phasing arrangement of the LAP releases area 3 first in accordance with the retail evaluation.

**KS 3** To seek the development of mixed uses including town centre expansion on lands west of Bective street to provide for proper planning and sustainable development of the area. Before any development should proceed the preparation of a framework Plan will be required. The framework Plan will be subject to the agreement of the Planning Authority shall be prepared in accordance with an agreed brief and shall address inter alia the following:

- The mix of uses to be accommodated which shall include town centre facilities, passive and active public open space areas which provide a green link with the open space zone at St well and community facilities;
- The phasing of development of the lands from the town centre outwards which occurs when;
- The built form of the development which shall be to a high architectural standard;
- Archaeology and Natural Heritage;
- Landscape plan for the area;
- The infrastructural requirements including access for vehicles, pedestrians, cyclists and people with disabilities, car parking and vehicle turning; in accordance only with an approved and subject to the availability of necessary physical infrastructure
- Compliance with compliant all requirements of the Kells Stormwater Drainage study.

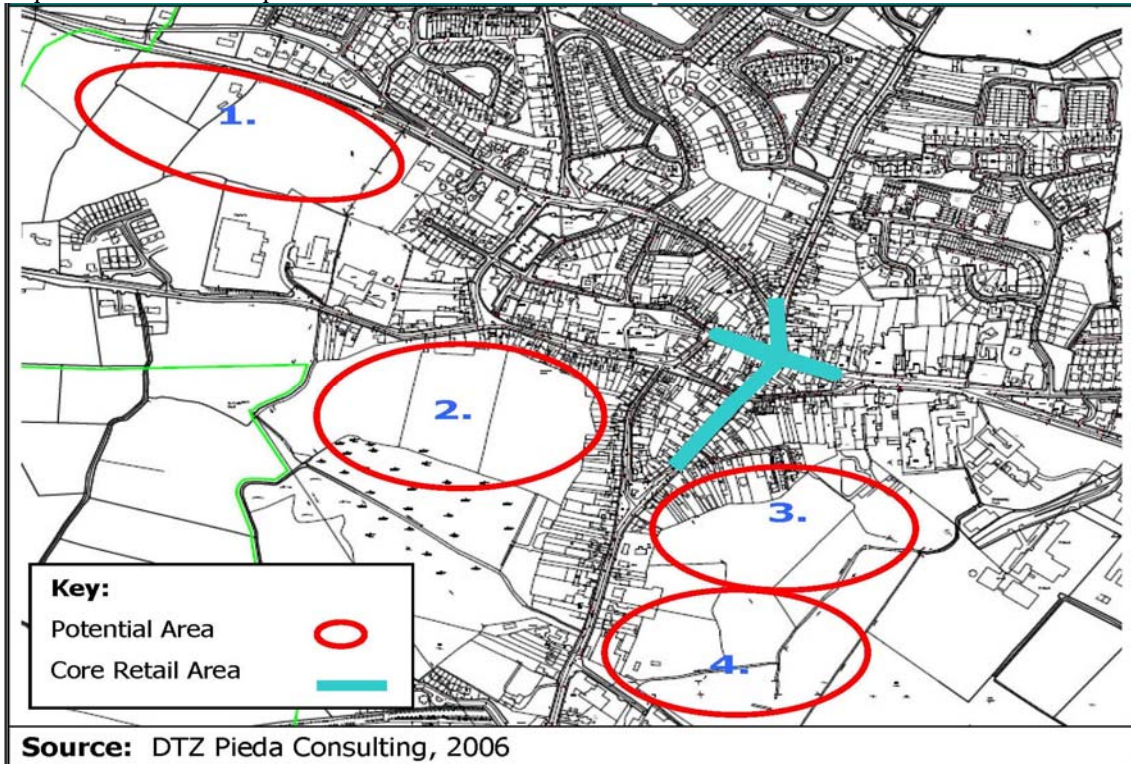
It shall be a requirement of the Planning Authority that all development proposals are in accordance with the provisions of the Framework Plan. Development of these lands shall be subject to the availability of the necessary physical infrastructure. Development of the town centre expansion area identified shall only commence within 2½ years of the taking effect of this Development Plan, this shall be subject to annual review.

**KS4** Meath County Council and Kells Town Council adopted a Local Area Plan for the Backlands in 2006. Phase Two of the Backlands Local Area Plan can only commence within 2½ years of the taking



effect of this Development Plan. This shall be subject to annual review.

Map 4.4.3.2 Town Centre Expansion Area



**RETDEV POL 1** To protect and enhance the vitality of Kells Town centre and to promote the expansion of the town centre in a manner which provides permeability between the existing town centre and designated expansion areas.

**RETDEVPOL 2** To encourage and support the enhancement of the retail offer of Kells.

**RETDEV POL 3** To support proposals for new retail and other mixed use development in the town centre where the proposal:

- Is compliance with the sequential Approach to retailing;
- Is well located and convenient, attractive and has safe pedestrian linkages;
- Provides or is in close proximity to adequate parking;
- Provides adequate facilities for the recycling of waste packaging generated by the proposal, including a bring centre where required.

**RETDEV OBJ 1** To examine mechanisms that could assist the delivery of key town centre sites. This could include marketing strategies, the potential of Public Private partnerships which has been adopted in other centres and direct market testing of developers and operators.

**RETDEV OBJ 2** To Encourage alternative options for provision of car parking including basement parking.

**RETDEV OBJ 3** To seek the removal of inappropriate and unauthorised advertising signs, sandwich boards, satellite dishes and shopfront shutters from buildings within the town centre.

**RETDEV OBJ 4** To seek the removal of all unauthorised advertising/satellite dishes from the approach roads and central area streets in order to improve the appearance of Kells.

#### 4.4.4.1 Retail Warehousing/ Retail Warehouse Parks

Retail warehousing trades in bulky goods<sup>2</sup> such as carpets, furniture, electrical goods, garden products and DIY items. The Retail Planning Guidelines, 2005 recognise that retail warehousing development cannot be readily be accommodated within town centres due to their size and servicing requirements and the need for good car parking. The County Retail Strategy, 2003 recognises that the needs of the expanding residential areas of Kells and the retail warehousing needs of Kells cannot be accommodated in the town centre. Development has not yet commenced in the area identified by way of variation of the 2001 development plan for retail warehousing on the Cavan road. Retail warehousing to serve the future needs of Kells and its hinterland will be encouraged in this area.

**RETDEV POL 4 To ensure that sufficient lands are identified to meet the needs of Kells for retail warehousing floor space.**

#### 4.4.4.2 Local Shopping Facilities

Kells has developed in relatively compact form there are however residential areas on the periphery which require local shopping facilities. These facilities can take the form of a local/corner shop or a neighbourhood centre. Shops in neighbourhood centres perform a key function locally providing services including convenience shopping, video / DVD rental, laundry, hairdresser, takeaways etc. The aim of providing such shopping facilities locally serve catchment areas within approximately 800 metres is to reduce the necessity to travel by car to avail of basic services

**RETDEV POL 5 To identify within major residential areas locations for neighbourhood and district centres to enable convenience needs to be better met locally and therefore reduce the need to travel; to the town centre for basic convenience requirements.**

#### 4.4.4.3 Petrol Filling Stations

Petrol filling stations are a growing sector in retail in Ireland as the retail offer of some forecourt shops have expanded extensively in the recent past. The Retail Guidance indicates that the retail use of a site as a petrol filling station, depending on the scale of such convenience store, can adversely impact on traditional retail outlets such as local corner shops. The Retail Planning Guidelines state that the size of a shop associated with any petrol filling station should take account of the following factors:

- Large stores tend to attract additional custom which can lead to additional car borne trips primarily for shopping purposes;
- Large numbers of parked cars in station forecourts can cause disruption and queuing for those simply wishing to use the petrol pumps; and
- The preferred location for retailing is in town centres, not isolated sites outside these preferred locations (sequential approach/test).

Notwithstanding the above, a shop of up to 100m<sup>2</sup> (net) retail floorspace is considered acceptable when associated with a petrol filling station. Above this threshold, the sequential test approach will be applied. Guidelines on specific requirements of proposals for Petrol Filling Stations are set out in Chapter 8 of this Development Plan.

**RETDEV OBJ 5 To seek the development of a petrol filling station at the following locations:**

- Within the KSI framework plan lands;
- Within the KS6 lands off the Cavan Road.

#### 4.4.4.4 Discount Food Stores

Discount food stores of up to 1,500 sq. m. gross have a potential role in extending the choice of retailing, particularly for certain sectors of the community. Their customer catchment and retail offer is different to the mainstream superstores and supermarkets and their trade draw will be different. They provide a specialised form of predominantly convenience shopping. Discount food stores can effectively anchor smaller centres or local neighbourhood centres as well as complementing existing convenience shopping in established Level 3 or 4 centres. Proposals for such developments will be considered in relation to the provisions of the Plan concerning the design, layout and impact of retail developments. Applications for discount food stores must demonstrate that they will not have a significant negative impact on Level 3 or Level 4 centres in the retail hierarchy.

A discount foodstore is proposed as part of the development of the KS6 lands on the Cavan road. A local objective to facilitate the development of this use was inserted into the 2001 Development Plan. Any additional discount food offer can, preferable, be accommodated within the areas identified in Kells for town centre expansion.

**RETDEV POL 6 To facilitate the provision of discount food stores subject to the appropriate protection of Level 3 and 4 centres in the retail hierarchy, and the need to confine their use to the sale of largely convenience goods.**

<sup>2</sup> As defined by the Retail Planning Guidelines, 2005

#### 4.4.4.5 Fast Food Outlets/Takeaways

'Take-aways' can generate noise, odour and litter, and can cause disturbance to nearby residents, particularly late at night. The following factors will be taken into account in the assessment of development proposals for fast food/takeaway outlets:

- The need to retain, protect and strengthen the retail and general variety and multi-use function of the area,
- The adequacy of existing facilities for the sale of hot food consumption off the premises in the locality,
- The cumulative effect of the proposed development on the amenities in the area
- The effect of the proposed development on the existing mix of land uses and activities in the area.

**RETDEV POL 7 Take away outlets will generally be facilitated in the historic core of Kells subject to the following:**

- o The design contributes in a positive manner to the heritage status of the town;
- o Shop front, signage and lighting contribute in a positive manner to the heritage status of the town.
- o Proposal for 'take away' food as part of a sit down restaurant will be considered against the likely impact on local amenity, litter generation and noise. Opening hours of these premises shall be strictly controlled.

#### 4.4.4.6 Access and Facilities in Shopping Centres

Access requirements for people with disabilities must be incorporated into the design of shops used by the general public. The criteria necessary for people with disabilities is set out in the Building Regulations 1997, Part M and the documents 'Access for the Disabled (Nos. 1 to 3)', published by the National Rehabilitation Board, November 1988 (or as may be amended).

**RETDEV POL 8 To require adequate provision to be made in new shopping developments for;**

- i) Access and facilities for disabled people including car-parking spaces;
- ii) Secure parking for cyclists;
- iii) Support facilities for shoppers in general and for people with children in particular, with regard to the provision of toilets and other facilities including baby changing / feeding and crèche facilities.

#### 4.4.4.7 Non Retail Uses

In order to protect the retail viability of Kells town centre and to maintain the visual character of its streets it is necessary to control the amount of non-retail floorspace at ground level.

**RETDEVPOL 9 To strengthen the shopping function of Kells, non-retail uses at ground floor within the town centre will be discouraged in order to protect the vitality and viability of the primary retail area.**

#### 4.4.4.8 Assessment of Retail Development

Any applicant must demonstrate that any retail proposal complies with the development Plan. All applications for significant retail developments should be assessed against a range of criteria. The County Retail Strategy identifies significant as 1000sqm gross floor area for convenience development and 2000 sqm gross of convenience development. This criteria will include:

- o Testing the proposal against the sequential approach;
- o The potential impact on Kells town centre;
- o The ability of the proposal to delivery linkages to the town centre;
- o The baseline data and capacity impact assessment is fit for the purpose and is transparent;
- o There is a demonstrated need for the development;
- o The relationship of the proposal to any development plan allocation;
- o Contribution to the existing town centre;
- o Contribution to site/ area regeneration;
- o Quality of access by all modes of transport;
- o Role in improving competitiveness of the county;
- o Extent to which it may be necessary to consider imposition of restrictions on range of goods permitted for sale;
- o A Transport Assessment in accordance e with Paragraph 65 of the Retail Planning Guidelines;
- o Any other development plan allocation.

#### 4.5 Advertising

Inappropriate advertising signage can detract from a streetscape. The heritage town status of Kells and the ACAs within the town centre necessitates strong policy direction in the development plan for the control of advertising signage.

**ADV POL 1** To encourage the use of quality advertising signage which compliments the heritage status of Kells.

**ADV OBJ 1** To develop an a advertising signage strategy for Kells.

#### 4.5.1 Shopfronts

**ADV POL 2**

- 1) To encourage the use of hand-painted fascia lettering and logos in a style and colour that harmonises with the shop and helps portray its use;
- 2) To encourage the use of roller shutters located behind the line of glazing of shop fronts

#### 4.6 Derelict and Obsolete Land and Buildings

The Councils will examine joint public/private commercial ventures that facilitate the development or refurbishment of derelict or obsolete sites, including use of the Derelict Sites Act, 1990.

**ECON DEV POL 5** To implement the provisions of the Derelict Sites Act, 1990 to prevent or remove injury to amenity arising from dereliction.

**ECON DEV POL 6** To identify and secure the redevelopment of obsolete areas, including areas of backland, derelict sites and incidental open spaces.

# **CHAPTER FIVE BUILT AND NATURAL HERITAGE**

## **SECTIONS IN THIS CHAPTER**

- 5.1 Introduction**
- 5.2 Built Heritage: Architectural  
Conservation Areas,  
Protected Structures**
- 5.3 Archaeological Heritage**
- 5.4 Natural Heritage**

### 5.1 Introduction

Kells is of historical, architectural, cultural and archaeological importance and is a designated heritage town. Conservation is a complex issue in Kells due to the need to achieve balance between conservation and development. In order to fully appreciate this a full understanding of its historical development and its changing nature, function, and form is critical.

The Planning and Development Act 2000, Section 10 (2) outlines the mandatory objectives in respect of built and natural heritage in development plan preparation. These are as follows:

- Conservation and protection of the environment, including in particular the archaeological and natural heritage, the conservation and protection of European sites and any other sites which may be prescribed for the purposes of this paragraph;
- Protection of structures and preservation of the character of Architectural Conservation Areas;
- The preservation of the character of the landscape including preservation of views and prospects and the amenities of places and features of natural beauty or interest.

This chapter outlines the policies and objectives in respect of built and natural heritage. Appendix 1 contains the Record of Protected Structures.

### 5.2 Built Heritage

Built heritage refers to all built features in the environment including buildings and other structures such as bridges, wells, archaeological sites, field boundaries and pumps.

All Planning Authorities are required to have regard to the contents of the Architectural Heritage Protection Guidelines, 2004 in plan preparation and in exercising their development management function. The function of these guidelines is to help to protect our architectural heritage and also to assist owners and occupiers of protected structures, of proposed protected structures or buildings within Architectural Conservation Area's. The guidelines states that each development plan must include policy objectives to protect the architectural heritage in its functional area.



View 5.2 Example of a traditional shopfront in Kells

Both the townscape/ streetscape of Kells and individual heritage assets for example the Columban Monastery including the Round Tower and St Colmcille's Church, St Columba's House, the town wall, the Courthouse, the Headfort Estate House and others contribute to its special interest. Within the grounds of the churchyard of St. Columba's Parish Church are some of the most important high crosses in Ireland, including West (or 'Broken') Cross, the South Cross (Cross of Saints Patrick and Columba) and the East (or 'Unfinished') Cross. There are several excellent traditional Shopfronts intact, some which are in good condition and some which require



restoration. There are also intact sliding sash windows, fanlights above doors and 18<sup>th</sup>, 19<sup>th</sup> and early 20<sup>th</sup> century dwellings.

Development has influenced the current form of the town and how it has evolved in the recent past. Changes in the use of individual buildings illustrate how the town has developed, not always in a manner which compliments the character of Kells. There are some examples where modern intervention has been successful in Kells for example a mixed use building at the junction of Bective Street, Farrell Street and Suffolk Street. Development can have a positive impact and can conserve, enhance and provide a new use for older structures. However, development can also threaten and damage the character of Kells both in the form of individual developments which may include demolition of buildings of architectural and historic interest and the cumulative impact of a number of small scales developments. Inappropriate alterations such as the removal of historic sash windows, traditional gutters and down pipes, and render, the addition of inappropriate signage and lighting proposals all detract from the character of individual buildings and have a cumulative negative impact on the streetscape.

**HER POL 1 To preserve, protect and enhance the architectural heritage of Kells and to ensure that new development makes a positive contribution to the historic character of Kells.**

### 5.2.1 Kells Architectural Conservation Areas

The Ceanannas Mór (Kells) Development Plan 2001 designates an Architectural Conservation Area (ACA) in the town which includes Bective Street, Farrell Street, Suffolk Street, Cannon Street, Church Lane, Carrick Street, Maudlin Street, Castle Street, John Street, Kenlis Place and Headfort Place. The zone of archaeological potential as outlined in the Ceanannas Mór (Kells) Development Plan 2001 includes all of the above listed streets and the cemetery on the Navan road. The Architectural Conservation Area (ACA) as identified in the 2001 Development Plan has been reexamined and redefined. Two ACA's are designated in the 2007- 2013 Kells Development Plan: the Historic Core ACA and the Headfort Place ACA. Appendix 2 contains a description of each ACA .



View 5.2.1 Headfort Place ACA



**HER OBJ 1** To designate the following Architectural Conservation Areas in Kells:

- (a) Historic Core;
- (b) Headfort Place (Urban Detail Map 2).

**HER OBJ 2** To support and encourage the refurbishment of buildings within the ACAs in accordance with good conservation practice.

**HER OBJ 3** To retain where practical any structure which contributes in a positive manner to the character of the ACA.

**HER OBJ 4** Within the Architectural Conservation Areas the Councils will have regard to:

- (a) the impact of proposed development on the character and appearance of the Architectural Conservation Area in terms of the height, and massing of built forms, and the compatibility of design, materials, colour and finishes;
- (b) the impact of proposed development on the character and integrity of the area and the approaches thereto, and will promote compatible uses within compatible forms of infill development;
- (c) the need to retain important architectural and townscape elements such as shopfronts, sash windows, gutters and down pipes, decorative plasterwork, etc.

### 5.2.2 Implications of an Architectural Conservation Area for the Public

Any development which would materially affect the character of an Architectural Conservation Area will require planning permission, as set out in Section 82 of the Planning and Development Acts 2000-2002. This includes works to the rear of the buildings, within backland sites and gardens, and to boundaries. Where development takes place without planning permission, the Council will require the owners or occupiers to restore the character of the building or site, if it is considered that the development is inconsistent with the character of the area.

### 5.2.3 Protected Structures

A protected structure (unless otherwise stated in the Record of Protected Structures or RPS) includes the interior of the structure, the land lying within the curtilage of the structure, any other structures and their interiors lying within that curtilage in addition all fixtures and features which form part of the interior or exterior of these structures.



View 5.2.3.1 Kells Civic Offices

The review of the RPS for the Kells Development Plan was undertaken as follows:

A) The 34 structures listed in Schedule 2 of the 2001 Development Plan have been re-assessed. One structure was removed.

B) The National Inventory of Architectural Heritage for County Meath (NIAH) surveyed Kells and recorded 123 structures. With the exception of the Mural Tower and remains of town wall, St Colmcille's House, the Market Cross, and St Columba's Credit Union, all structures contained on the 2001 RPS are included in the NIAH survey. The NIAH sites have been inspected and considered by the Planning Department.

- C) The NIAH survey of Kells evaluated the 123 sites as follows:
- 79 of regional importance
  - 41 of local importance
  - 3 record only

45 structures were added to the Kells Record of Protected Structures (Appendix 1).

#### HER POL 2

- (a) To resist demolition of protected structures, in whole or in part;
- (b) To resist removal or modification of features of architectural importance;
- (c) To resist interventions which would negatively affect the character of a structure, either externally or internally;
- (d) To resist development that would adversely affect the setting of a protected structure.



View 5.2.3.2 Presbyterian Church



View 5.2.3.3 St Columba's House

#### 5.2.4 Implications of protected structure designation for the Public

Structures which are listed in Appendix 1 will not benefit from exempted development rights under the Planning and Development Act, 2000-2002. Therefore any alteration, extension or demolition of the building or within the curtilage of the building, that would materially affect the character of the structure, will require planning permission.

In order to assist property owners in the upkeep of protected structures the Councils will seek to provide grant aid through its administration of the Department of the Environment, Heritage and Local Government's Grants Scheme. The Scheme will be advertised on an annual basis and applications will be prioritised on the basis of the Council's adopted 'Scheme of Priorities'.

#### 5.2.5 Views and Prospects

**HER OBJ 5** The following views shall be protected, as illustrated on Map 2 :

1. From Headfort Place looking to the Round Tower and Church Yard;
2. From the top of Church Lane looking east over Kells;
3. From the junction of Bective St, Farrell St and Suffolk St looking back toward the tower;
4. Views across the backlands to St Columba's Church and Round Tower and the Presbyterian Church and Columban Monastery.



View 5.2.5 from the junction of Bective St, Farrell St and Suffolk St looking back toward the tower

### 5.3 Archaeological Heritage

Archaeological heritage includes structures, constructions, groups of buildings, developed sites, moveable objects, monuments of other kinds as well as their contexts where in land or underwater. An understanding of the archaeology of Kells is critical in assessing how best the town character of the town can be preserved. The Urban Archaeological Survey for County Meath (OPW 1985) addresses the urban heritage of Kells and identified a zone of archaeological potential which was included in the 2001 Development Plan and which is included in this plan, see Map 2. The significance of Kells from an archaeological viewpoint is without question, the town is a recorded monument in the Record of Monuments and Places<sup>1</sup>, (ME 017-044). Within this area are a number of archaeological sites and monuments. The town walls of Kells enclosed an area of circa 20 hectares. The only surviving section of town wall is located to the south of Canon Street. The medieval burgage plot pattern is evident at Carrick Street, Maudlin Street, Farrell Street, Cannon Street and Suffolk Street. St. Columba's Parish Church, the Round Tower and the High Crosses all enjoy protection both as National Monuments and protected structures (Appendix 1). Any work which impacts on National monuments in state or local authority care or subject to a preservation order require the written consent of the Minister for Environment, Heritage and Local Government.<sup>2</sup>

Under Section 12 of the National Monuments Act, any person intending to carry out works at or in relation to a Recorded Monument, or within the zone of Archaeological potential, must give the National Monuments Section of the Department of Environment Heritage and Local Government two months notice in writing.

#### HER POL 3 Archaeology

- 1) To protect (in-situ where practicable or as a minimum, preservation by record) all monuments included in the Record of Monuments and Places (including those newly discovered).
- 2) To seek to protect, where practicable, the setting of and access to sites. In securing such protection the council will have regard to advice and recommendations of the Department of the Environment, Heritage and Local Government.
- 3) To require archaeological assessment where it is considered a development could have an effect on a recorded monument, zone of archaeological potential or as yet undefined element of archaeological heritage or their setting.
- 4) Where remnants of burgage plots do remain intact, development proposals on such plots should reflect this character within the design and layout of proposals. In order to promote the renewal of such areas, design guidance will be provided, if necessary, for such sites at pre-planning stage.

#### HER OBJ 6 Archaeology

To protect the site of the medieval town wall alignment as an area of high archaeological sensitivity from new development through the implementation of a buffer zone which will be assessed on a site by site basis.

### 5.4 Natural Heritage

The Heritage Act, 1995, defines natural heritage as native plants, animals and their habitats, geology, landscapes, seascapes and inland waterways. The natural heritage of Kells includes the Blackwater River Valley, Headfort Demesne woodland, trees and hedgerows, uncultivated grassland within town centre particularly in the Backlands

<sup>1</sup> The Record of Monuments and Places was established under Section 12 of the National Monument (Amendment) Act, 1994 and it protects all known sites.

<sup>2</sup> Section 14 of the National Monument (Amendment) Act, 1994 as amended by Section 5 of the National Monuments (Amendment) Act 2004

areas and to the west of Bective Street. The lands at Lloyd in Local Authority ownership are a valuable recreational/amenity asset for the town.

The National Biodiversity Plan (2002) sets out aims for the conservation of Ireland's biological diversity and requires Local Authorities to prepare and implement Local Biodiversity Action Plans. This plan seeks to secure the conservation, including where possible the enhancement and sustainable use of biological diversity in Ireland. The overall objective of this plan is as follows 'To secure the conservation, including where possible the enhancement, and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally.' Specific objectives include:

- Conserve habitat diversity, including all sites of special biodiversity importance.
- Conserve species diversity.
- Conserve genetic diversity, both wild and domesticated.
- Contribute to the conservation and sustainable use of biodiversity and to advancing other obligations of the CBD in the EU, regionally and internationally.

The National Heritage Plan (2002) "Places heritage at the heart of public life" and recognises that protection of heritage must begin at local level enabling everybody to become actively involved in preserving and enhancing that which belongs to us all. The National Heritage Plan requires all counties to prepare 5 year heritage plans. The County Meath Heritage Plan was adopted in 2007.

**HER POL 4 To protect, conserve and enhance the bio-diversity and natural heritage of Kells including wildlife (flora & fauna), habitats, landscapes and/or landscape features of importance to wildlife or which play a key role in the conservation and management of natural resources such as water.**

**HER POL 5 To promote an awareness and appreciation of the natural heritage of Kells in conjunction with the County Meath Heritage Forum and the County Meath Heritage Plan.**

**HER OBJ 7 To promote usage of the River Blackwater and the lands in Council ownership at Lloyd for amenity/ recreational use including the creation of an urban habitat.**

#### 5.4.1 Heritage Designations

-Candidate Special Areas of Conservation (cSAC)

The River Boyne & River Blackwater, site code 002299 is a cSAC. The site is a cSAC selected for alkaline fen and alluvial woodlands (both of these are listed habitats on Annex 1 of the EU Habitats Directive. The site has also been selected for the following species listed in Annex 11 of the Habitats Directive: Atlantic Salmon, otter and River Lamprey. The 1992 Habitats Directive (92/43/EEC) is the legal basis for site selection. This Directive seeks to protect wildlife and its habitats. The European Communities (Natural Habitats) Regulations, 1997 set out how these SACs are to be protected and managed by the relevant Planning Authorities. The cSACs enjoy full protection under the EU Habitats Directive, the term 'candidate' refers to the fact that the sites are currently under consideration by the European Commission.

-Protected Species under Flora Protection Order, 1999 (or other such Orders), Wildlife Act, 1976 as amended, etc. This refers to plant, animal and bird species which are protected by law for example bats.

-Species protected under Annex IV of the Habitats Directive, and those listed in Annex 1 of the Birds Directive.

**HER POL 6 To maintain, and where possible enhance, the conservation value of the c SAC in Kells and any additional sites that may be proposed for designation during the lifetime of this Plan.**

**HER POL 7 To have regard to the views and guidance of the National Parks and Wildlife Service of the DoEHLG in respect of proposed development where there is a possibility that such development may have an impact on candidate or designated Special Areas of Conservation.**

**HER POL 8 To require any planning application that proposes development within or adjacent to the area designated as a cSAC to be accompanied by an ecological impact assessment. The Ecological Impact Assessment will be forwarded to the National Parks & Wildlife Section of the Department of Environment, Heritage & Local Government for their comments prior to the making of a decision by the Planning Authority.**

**HER POL 9 To permit development on a designated SAC or those proposed to be designated over the period of this plan, only where an assessment carried out to the satisfaction of the Planning Authority and National Parks & Wildlife Service of DoEHLG, indicates that it will have no significant adverse effect (such as disturbance, pollution or deterioration of habitat quality) on the protected area.**

**HER POL 10 To prohibit any development that would be harmful or that would result in a significant deterioration of habitats and/or disturbance of species.**



**HER POL 11 To ensure that development does not have a significant adverse impact, incapable of satisfactory mitigation, on plant, animal or bird species protected by law**

#### 5.4.2 Habitats and Species Outside Designated Sites

The section above details heritage policies in respect of designated sites however in Kells natural heritage is not confined to those sites with statutory designations. Trees and hedgerows are a visual amenity in the town and provide a home for wildlife. A key issue is to achieve their preservation in a viable way in the urban environment where they are conserved and appreciated and where they provide a migratory corridor for wildlife.

**HER POL 12 To retain where possible trees and hedgerows of value.**

**HER POL 13 To establish ecological corridors within new development which permit the potential movement of wildlife and which include indigenous vegetation.**

**HER POL 14 To encourage the use native tree and hedgerow species in the landscaping of new developments.**

**HER POL 15 To restrict the cutting of hedges during the bird-nesting season (1st March until September 1st), except in certain legally defined circumstances, in accordance with the provisions of the Wildlife (Amendment) Act 2000.**

**HER POL 16 To promote the environmentally sensitive management of hedgerows in accordance with best practice guidelines.**

#### 5.4.3 Public Rights of Way

The Councils will use their powers under the Planning Acts to preserve and maintain existing rights of way, to create new ones where appropriate and to promote their greater use in amenity areas.

**HER POL 17 To preserve for the common good all existing public rights of way which contribute to amenity.**

**HER POL 18 To create new rights of way or extend/enhance existing rights of way in the interest of amenity.**



View 5.4.3 Tower of Lloyd

#### 5.4.4 Landscape

The Landscape Character Assessment (LCA), prepared as part of the County Development Plan 2007-2013, reviews, updates and elaborates on the Meath County Development 2001 areas of visual quality. The LCA designations Area 20 The Blackwater Valley and Area 17 South West Kells Lowlands are both of relevance in the

\Kells Development Plan context. The LCA assesses each Landscape Character Area for Potential Capacity to accommodate development with the following criteria: *Low, Medium, High*.

- Area 20 The Blackwater Valley

The Blackwater Valley is designated in the LCA as a very high value landscape with high sensitivity of regional importance. The Blackwater valley can absorb some development, in particular visitor facilities, conversion of existing buildings, overhead and underground cables, wind farms, roads and railways.

- Area 17 South West Kells Lowlands

The South West Kells Lowlands are designated as of moderate value with moderate sensitivity of local importance. They have a significant ability to absorb further development.



View 5.4.4 Headfort Bridge, River Blackwater

**HER POL 19 To achieve a diverse and high quality landscape in Kells.**

#### 5.4.5 Trees and Woodlands

Headfort Demesne, to the west of the centre of Kells contains notable trees and groups of trees. In addition there are a number of notable trees within the town for example at the Heritage Centre, Eureka School and Convent. Trees function as a wildlife habitat, provide visual relief and are an important visual amenity for the town.

**HER POL 20 To protect, preserve and ensure effective management of trees and groups of trees considered to be of special amenity value and to prepare Tree Preservation Orders where considered appropriate.**





# **CHAPTER SIX**

## **SOCIAL STRATEGY**

### **SECTIONS IN THIS CHAPTER**

- 6.1 Introduction**
- 6.2 Educational Facilities**
- 6.3 Childcare Facilities**
- 6.4 Healthcare Facilities**
- 6.5 Open Space and Recreation**
- 6.6 Library Facilities**
- 6.7 Arts and Culture**
- 6.8 Graveyards**
- 6.9 Fire Service**
- 6.10 Community Resource Centres**

### 6.1 Introduction

The Councils recognise the vital role that community infrastructure plays in the life of any town. Community facilities generally comprise of facilities serving the social, cultural, health educational, recreational, religious and general leisure needs of the population. Chapter 2 contains a summary of the type of community facilities currently available in Kells.

The primary role of the Planning Authority in terms of social infrastructure is in the reservation of sufficient lands to accommodate community and recreational facilities. These facilities should be accessible where possible by sustainable means of transport. The provision of multi- functional open/ recreation spaces and community facilities is the approach recommended by the Planning Authority as facilities in this manner can fulfil the various needs of different sectors of the population.

The Regional Planning Guidelines require Planning Authorities to adopt objectives that provide for the social, community and cultural needs of all persons and communities through the provision of well dispersed and easily accessible social and community infrastructure. Such objectives are seen as significant contributory factors in ensuring the delivery of a high quality of life. The availability of community facilities including schools is a factor in attracting a workforce to locate in a particular area.

### 6.2 Educational Facilities

Educational provision is primarily the responsibility of the Department of Education and Science. The role of the Planning Authority in educational provision is to ensure that sufficient lands are reserved in the development plan to accommodate development of schools.

As Chapter two outlines Kells is well served by schools provision and most can accommodate expansion within their current sites with the exception of Eureka school. School provision in Kells (except Church of Ireland ) currently operates in a campus type setting which is a sustainable approach to educational provision as it reduces the need for multiple trips. There is an area of land identified in the backlands to accommodate the relocation of Eureka school which retains the campus arrangement. Meath Education and Training Forum undertook an audit of educational facilities in county Meath in 2005. Of the 108 primary schools in County Meath 21% were located in the Kells EA and of the 17 post primary schools 25% of students attended school in Kells EA.

Kells currently does not have any third level provision and has potential to accommodate an out reach type premises.

**ED POL 1 To ensure that adequate lands are zoned and serviced to meet the educational requirements of Kells. The Councils support the concept of multi campus educational facilities.**

**ED POL 2 To support and encourage the development of third level educational facilities in Kells.**

**ED POL 3 To support and encourage the development of Gaelscoil facilities in Kells.**

### 6.3 Childcare Facilities

Childcare Facilities are taken to mean full day care facilities, sessional facilities, pre- school facilities and after school services.<sup>1</sup> Chapter two identifies gaps in provision in Kells and these deficiencies need to be addressed with the provision of high quality facilities. Such facilities will benefit users of the facilities, their parents, employers and the community generally. The Councils, having regard to National Policy on Childcare, will promote through the planning system an increase in numbers of childcare places and facilities available. As part of the development of the Meath County Council housing lands an affordable childcare facility will be developed.

**SOC POL 1 To encourage and promote the provision of childcare facilities in Kells in accordance with National Policy and the Planning Guidelines on Childcare Facilities. Such provision will required at appropriate scale and in appropriate locations which include:**

- On appropriately located sites in existing and new residential areas<sup>2</sup>;
- Industrial estates/ business parks/ retail warehousing developments and other locations where there are significant numbers working;
- In the vicinity of schools;
- Neighbourhood centres;
- Adjacent to public transport routes

**SOC OBJ 1 To encourage the provision of additional full day care places, drop in facilities and work place crèches including in the Lloyd Business Park.**

<sup>1</sup> As defined by the Planning Guidelines on Childcare Facilities, 2001

<sup>2</sup> The Childcare Guidelines require the provision of a childcare facility for every 75 residential units.

#### 6.4 Health Care Facilities

Health care facilities provision is primarily the responsibility of the Department of Health with the Health Service Executive- North Eastern Area the deliverer of service to the north east area including Kells. Similarly to its role in educational provision the role of the Planning Authority in healthcare facilities provision is to ensure that sufficient lands are reserved in the development plan to accommodate development of these facilities. The responsibilities of the Planning Authority in delivery of a quality environment including areas to recreate, improving pedestrian and cycle movements, contribute to healthy lifestyle promotion.

**SOC POL 2 To co-operate with the Health Service Executive and other relevant agencies in the provision of appropriate health care facilities to serve Kells.**

**SOC OBJ 2 To co-operate with the Health Service Executive the provision of a health centre facility to serve Kells.**

**SOC OBJ 3 To protect the existing and to provide for the future development of a primary community health care facility at St Colmcilles Nursing Home, Oldcastle Road.**

#### 6.5 Open Space and Recreation

Kells, over the 2001 plan period, has accommodated an increased residential population, both existing and recent residents to Kells require accessible, useable, dedicated open space and recreational facilities to meet both passive and active recreational needs. These facilities should be located in areas that are accessible by pedestrians/ cyclists to reduce trips and that can accommodate all necessary requirements of the various clubs/organisations in a multi purpose manner where possible. A summary of current facilities is contained in chapter 2 of this plan. The 320 acres in the ownership of the town council at the Tower of Lloyd are the most vital recreational asset for the town which can be used to accommodate passive and some active recreational facilities. A new town square and a network of public open spaces will be provided as part of the Backlands LAP. The 2001 Development Plan identified sufficient lands to accommodate recreational facilities, however in some cases these lands have failed to materialise.

As part of this plan review an open evening was held for all those involving in organising sports/recreational facilities in Kells and all of the sporting organisations were invited. The following groups attended:

- Gael Colmille CLG,
- Kells Boys Soccer Club,
- Kells Walking Trail Development Club,
- Kilmainham GFC,
- Kells Celtic AFC.
- Headfort Golf Club

A questionnaire was distributed and most of the clubs who attended the recreation evening consider that substantial additional lands are required to serve their needs, ranging from 10- 30 acres per club. Lands have been identified off the Navan Road which are the subject of a framework plan to accommodate sports and recreational activity in a campus type arrangement. These lands should accommodate local sports organisations.

In terms of walking routes there is a proposal to develop a walking trail from the Tower of Lloyd via Clavin's Bridge along the Blackwater to Mabel's Bridge which would pass the Kells Waterworks in the Lloyd Industrial Estate which is currently being restored.

**SOC POL 3 To ensure that high quality open space is provided to serve the active and passive recreational needs of the population of Kells.**

**SOC POL 4 To support and encourage local sports and community groups in the provision and development of outdoor and indoor and community facilities.**

**SOC OBJ 4 To develop the lands in Council ownership at the Tower of Lloyd for passive and active recreation purposes in accordance with the recommendations of the recreational needs assessment.**

**SOC OBJ 5 To support and encourage the development of a sports and recreation campus on lands identified for this use off the Navan road on Urban Detail Map 1.**

**SOC OBJ 6 To develop a walking trail from the Tower of Lloyd via Clavin's Bridge along the Blackwater to Mabel's Bridge.**

##### 6.5.1 Public Open Space

In new residential areas public open spaces should be delivered in an effective and timely manner with a greater emphasis placed on the following:

- quality of the space;
- use of existing natural features within the site;
- accessibility;
- gradient;
- degree to which the space can contribute to a network of spaces for creation of ecological corridors.

A hierarchical system of open space should be distributed throughout housing areas and neighbourhoods, ranging from small areas where children can play in sight of their homes to larger areas where older children can partake in casual ball playing and other play activities. It is desirable that large areas of public open space be located adjacent to existing or proposed neighbourhood centres, community facilities and educational campuses in order to facilitate multi-purpose use. In certain circumstances, where these standards cannot be met and more intensive recreational facilities may be desirable, the provision of such facilities in lieu will be considered or contributions may be levied towards the provision of public facilities, as provided for in Part III Section 48 of the Planning and Development Act, 2000.



View 6.5.1 Playground at Fairgreen

### Public Open Space Standards

Public open space in residential development shall be provided at a minimum rate of 15% of the total site area.

A variety of types and sizes of open spaces should be provided to cater for active and passive recreational needs for children and adults of all ages. The minimum requirements per 1,000 population (in excess of 350 conventional housing units) for the different types of open space is set out below. It is the intention of the Planning Authorities that, where practical, additional open space shall be provided at a minimum rate of 3.2 hectares (8.0 acres) per 1000 population. Discretion is required to take account of the composition of different housing units and the different demographic characteristics which may result from same. The preferred make up of this open space is outlined below:

Proposed Use	Minimum Standard
Children's Play Area	0.4
Urban Parks/General Amenity Space	1.2
Playing Fields	1.6 ha
General Requirements	3.2 ha

The general amenity space / urban parks is in addition to the provision of playing fields and is for more informal play than the playing fields which may also be used for local sports organisations, as considered appropriate.

A minimum of 0.1 hectares (400 sq. m.) of children's play area is required for a development of 40 dwellings or more (based on average occupancy of 2.9 persons per house). The minimum units of open space shall be 200 sq. m. with any one side being greater than 10 metres. No account will be taken of incidental open space such as grass

margins, left over areas, nor any area due to its nature (e.g. marshy) or topography (slope) which is deemed unsuitable.

The location, siting and design of the open space will have regard to the following:

- a) Be well designed and of a high visual standard so that it is functional and accessible to all;
- b) Provide for the retention of existing natural features;
- c) Include proposals for drainage and landscaping of the public open space;
- d) Houses shall not be permitted to back onto open spaces;
- e) Provide high levels of natural surveillance and overlooking by as many houses as possible;
- f) Be provided with a boundary fence / wall where such open space is adjacent to a main access road or Local Distributor Road.

#### 6.6 Library Facilities

The existing library facility to serve Kells as outlined in chapter 2 is insufficient to meet the current needs of the population. The Meath County Council Five Year Library Development Plan 2005-2009 provides for a new library for Kells. This facility should be accommodated in one of the identified town centre expansion areas.

**SOC OBJ 7 To provide a new library facility in Kells in the identified town centre expansion area.**

#### 6.7 Arts and Culture

Meath County Council prepared a County Arts Development Plan 2005-2007 which sets out measures to further formalise support structures and create opportunities for the arts both within the local authority and the county. In respect of Kells, Meath County Council intends to work with local agencies and community groups in exploring the development potential for facilities.

**SOC POL 5 To support the development and provision of arts and cultural facilities in Kells.**

**SOC POL 6 To liaise with the County Arts Officer on any development proposal that is likely to have a significant impact on the arts.**

In terms of public art in Kells, provision is limited at present. St Colmcille's Tree at the Convent and public art to be provided as part of the environmental improvements at Headfort place are two examples. This is an area which can contribute in a positive way to the urban environment and can create talking points for the public. The scope of public art has widened to include not just sculpture, architecture and painting, but also music, literature, film, video, multimedia and sound art, as well as the various performing arts including theatre, dance, opera, performance and live art. The Backlands Local Area Plan will deliver a town square/ civic plaza in phase 1 of the development which can accommodate art events in the future.

**SOC POL 7 To promote the provision of public art, including temporary art and sculpture, through such mechanisms as the government supported Percent for Art Scheme and the development management process.**

**SOC POL 8 To require that all major new commercial and private residential developments to incorporate works of public art into such schemes.**

#### 6.8 Graveyards

**SOC OBJ 8 To reserve sufficient lands to accommodate graveyard expansion.**

#### 6.9 Fire Service

**SOC OBJ 9 To reserve sufficient lands to accommodate any required expansion of the Kells Fire Station.**

#### 6.10 Community/ Resource Centres

There is a growing need in residential areas for a multi purpose type building which can be used by community groups/ residents associations etc. This can be accommodated in a multifunctional manner sharing a building with perhaps a childcare facility.

**SOC POL 9 To encourage and support the work of community groups in Kells.**

**SOC OBJ 10 To ensure that provision is made for such community facilities as the Councils deem appropriate in consultation with relevant local interested parties and to assist in the provision of community and resource centres by identification and reservation of suitable sites including land banks within Local Authority ownership**



# **CHAPTER SEVEN**

## **INFRASTRUCTURE STRATEGY**

### **SECTIONS IN THIS CHAPTER**

- 7.1     Transportation**
- 7.2     Water Services- Water  
Supply, Sewerage and  
Drainage**
- 7.3     Telecommunications**
- 7.4     Solid Waste Collection  
and Disposal**
- 7.5     Renewable Energy**
- 7.6     Power Supply**



## 7.1 Transportation

The context for this chapter is provided in Chapter Two of this development plan. The bypass of Kells has been decided by the approved M3/ N52 scheme. The road layout for the town centre expansion area in the Backlands has been decided in the Backlands LAP. Therefore the number of new roads, junction and road improvements to be addressed in this plan is limited. The key to the sustainable growth of Kells is through improved transport linkages particularly walking and cycling within the town. The focus of this development plan in terms of transport will be as follows:

- improving facilities for pedestrians and cyclists in Kells;
- park and ride provision;
- environmental improvements within the town centre area.

### 7.1.1 Pedestrians and Cyclists

The European Charter of Pedestrian Rights<sup>1</sup> states that: 'The pedestrian has the right to live in a healthy environment and freely to enjoy the amenities offered by public areas under conditions that adequately safeguard both physical and psychological well-being'. In order to achieve sustainability, walking and cycling must be encouraged. The compact nature of the core of Kells means that improvements to pedestrian facilities in the town centre to make the town centre a safe and pleasant place to walk would inevitably increase the numbers of people who walk rather than drive.

Pedestrian facilities in Kells are in need of upgrading and are unpleasant to use due to the current traffic volumes using the N52 and N3. Cyclist facilities are very limited with no dedicated cycle routes provided forcing cyclists to share road space with other road users. It is acknowledged that retro fitting cycleways into a town with a streetscape character such as Kells will be problematic due to the narrowness of the streets. There are a lack of bicycle parking facilities, the Councils will require that secure cycle parking facilities are provided for new development.

It is an objective of this plan that a traffic management plan would be prepared for Kells town centre which would examine issues including:

- pedestrian priority and pedestrian routes in the town centre;
- use of one- way systems;
- possible pedestrianisation;
- is a need for additional pedestrian facilities;
- footpath improvements etc.
- provision for cyclists

This management plan can only be fully implemented post M3/ N52 bypass completion by which time through traffic will have an alternative route.

### 7.1.2 Public Transport

Public transport provision in Kells is limited to a Bus Eireann service which links Kells to Navan, Dublin and other centres. Increased bus stop provision will be required in the town centre expansion areas and is provided for in the Backlands LAP. Kells is not served by a rail link, and as outlined in Chapter 2, Transport 21 does not provide for extension to the Navan rail line to Kells. The provision of a park and ride facility will encourage increased use of the bus service and it is an objective of this Development plan to develop a park and ride facility to serve Kells off the N3, Objective KS 1 refers.

### 7.1.3 Street Furniture & Lighting

Street Furniture includes refuse bins, seats, signage posts, bollards and telephone booths. In a heritage town careful selection of street furniture, as part of any environmental improvements, is essential. That chosen should compliment the heritage status of the town.

### 7.1.4 Keeping the Streets Clean

Litter greatly reduces the appeal of a town and discourages people from making a return trip there. If required private enterprises should be able to place litterbins outside their premises as long as they are in keeping with the area.

### 7.1.5 Parking & Loading

The introduction of paid parking and the redevelopment of the Kells Town Hall has increased car parking availability in the town. Car parking and loading bay provision for new developments will be required in accordance with the standards outlined in Chapter 8. Extensive areas of surface car parking will be discouraged and alternative options will be encouraged including basement parking.

---

<sup>1</sup> adopted in 1988 by the European Parliament

### 7.1.6 Transport Policies and Objectives

**MOV POL 1** To promote an attractive public realm of pedestrian footpaths, cycle ways, street landscaping, bus stops/shelters, street furniture, good signage and quality public lighting.

**MOV OBJ 1** To prepare and implement a Traffic Management Plan for Kells Town centre to examine items including:

- development of an enhanced network of pedestrian routes throughout the town;
- a one- way system;
- pedestrianisation;
- pedestrian crossings;
- off street car parking;
- footpath improvements;
- provision for cyclists;
- environmental improvements;
- Street furniture, lighting and litter bin provision.

The traffic management plan will be implemented in two phases: pre and post M3 construction.

**MOV OBJ 2** To require that all new developments provide pedestrian and cycle facilities including secure parking for cycles.

**MOV OBJ 3** To upgrade/ improve/ strengthen/ realign the following:

- N3- Johns st- Castle st;
- R163- N3 Headfort Place Junction;
- R164 from Kells bypass to the Town Centre;
- The N52 from M3 interchange back to Bective street.
- Junction of Moynalty road with N3/Fairgreen

**MOV OBJ 4** To identify a site and support and encourage the development of a park and ride facility to serve Kells off the N3.

**MOV OBJ 5** To encourage an upgrade of the car park at St Colmcille's Church.

**MOV OBJ 6** To co-operate with relevant transport bodies and authorities to support and encourage the provision of safe and suitable locations for bus and taxi services including bus shelter provision at bus stops.

**MOV OBJ 7** To promote the retention of the railway corridor for recreational activities and alternative modes of transport within Kells.

**MOV OBJ 8** To promote alternative options to surface car parking including basement parking where appropriate.

**MOV OBJ 9** To encourage the expansion of the Dublin – Navan rail line to Kells.

**MOV OBJ 10** To support and encourage the development of a motorway halt to serve Kells, in accordance with the NRA policy statement on the Provision of Services and Rest Areas.

**MOV OBJ 11** To explore the development of a link road from the Oldcastle road to the Mullingar road.

## 7.2 Water Services- Water Supply, Sewerage and Drainage

Chapter two of this development plan outlines the current position in respect of water services and refers to the current lack of capacity in both the water and waste water systems serving Kells.

The following are the key issues for the plan period in respect of water services:

- Reservation of remaining water and waste water capacity for town centre expansion and local Authority development in Kells;
- Addressing current deficiencies in water and wastewater;
- Implementation of the Kells Stormwater Drainage Study.

### 7.2.1 Drinking Water

Public water supply for Kells is sourced primarily from Lough Bawn and is augmented by extraction at Clavin's Bridge on the River Blackwater. Lough Bawn also supplies Oldcastle and has reached its abstraction potential. Therefore a new source of water supply to serve Kells needs to be identified. The Water Services Investment

Programme 2007-2009 has included the Kells/Oldcastle water supply scheme to meet the needs of both centres. The scheme is to advance to planning. Based on this it is reasonable to assume that the water supply constraint in Kells will not be removed within the 2007-2013 plan period. The cast iron water mains in Kells need to be replaced as these result in water leakage.

### 7.2.2 Waste Water

The Kells wastewater treatment facility has a capacity of 8,000 population equivalent of biological demand. The plant discharges the treated effluent to the River Blackwater which is a cSAC. The wastewater treatment plant is nearing capacity and the Water Services Investment Programme 2007-2009 includes Kells Sewerage Scheme to advance to planning. Based on this it is reasonable to assume that the wastewater constraint in Kells will not be removed within the 2007-2013 plan period.

Development that took place in Kells in the past contains a dual piping wastewater system; where separate pipes are used for wastewater and runoff water, these pipes enter the treatment plant as a combined system. This has led to unnecessary treatment of wastewater and has, as a consequence, reduced the physical capacity of the treatment plant to a position where the plant is nearing its capacity. It will therefore be an objective of this Development Plan to separate the combined system in Kells.

### 7.2.3 Flooding

The First Schedule of the Planning and Development Act, 2000 indicates that development plans can include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards. The OPW is charged at a national/central govt level to monitor and address situations pertaining to flooding.

The Kells Stormwater Drainage Study 2006 addresses the issue of flooding in areas of the Backlands and to the east of Bective street which were identified in the 2001 Kells Development Plan. A summary of this study is provided in Chapter 2 of this plan. It is an objective of this development plan to implement the recommendations of this study.

### 7.2.4 Sustainable Urban Drainage Systems

Rainfall on a greenfield site is either absorbed into the ground or runs off slowly to the nearest watercourse. With development, much of the area becomes impermeable with runoff being piped to the nearest watercourse or storm drain. Thus both the volume and rate of runoff can dramatically increase, which may lead to flooding or increased overflows from combined sewers, neither of which is acceptable. It is the policy of the Councils to prevent flooding caused by poorly drained runoff. In order to do this, Sustainable Urban Drainage Systems (SUDS)<sup>2</sup> will be incorporated into developments in order to reduce and ultimately prevent flooding.

**INF POL 1 To continue the development and upgrading of the water supply system serving Kells to ensure that an adequate, sustainable and economic supply of piped water of suitable quality is available for the sustainable development of Kells as finances permit.**

**INF POL 2 To continue the development and upgrading of the waste water system serving Kells to ensure that an adequate treatment capacity is available for the sustainable development of Kells as finances permit.**

**INF POL 3 To utilise the existing water and wastewater capacity in Kells in an efficient and fair manner by reserving remaining capacity for:**

- 1) Town Centre Expansion;
- 2) Local Authority Development, particularly housing.

**INF POL 4 To require all new large scale developments in all designated settlements to provide 'Sustainable Urban Drainage Systems' (SuDS) as part of their development proposals.**

**INF POL 5 To control development in the natural flood plain of rivers and develop guidelines, for permitted development in different flood risk category areas.**

**INF POL 6 To require all significant developments impacting on flood risk areas to provide a Flood Impact Assessment, to identify potential loss of flood plain storage and how it would be offset in order to minimise impact on the river flood regime.**

<sup>2</sup> Sustainable Urban Drainage Systems are a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

**INF OBJ 1** To advance the Kells water supply and wastewater upgrade infrastructure projects during the lifetime of this Development Plan.

**INF OBJ 2** To facilitate planned provision of a minimum number of interim solutions for water and wastewater treatment which will ultimately contribute to the long term solution for water supply and wastewater to serve Kells.

**INF OBJ 3** To reduce waste and water leakage from the water supply system in Kells where possible.

**INF OBJ 4** To replace the cast iron water mains in Kells.

**INF OBJ 5** To separate the combined foul and surface water sewer serving Kells.

**INF OBJ 6** To implement the recommendations of the Kells Stormwater Drainage Study 2006 .

### 7.3 Telecommunications

Satellite dishes and telecommunications apparatus, if badly sited, can be visually obtrusive and affect the character and appearance of historic buildings and townscapes. Therefore, it is important in the interests of the townscape to ensure that further telecommunication and related development does not have a detrimental impact on the appearance or character of the town. Some antennae and satellite dishes may be erected as exempted development under the Planning and Development Regulations, 2001.

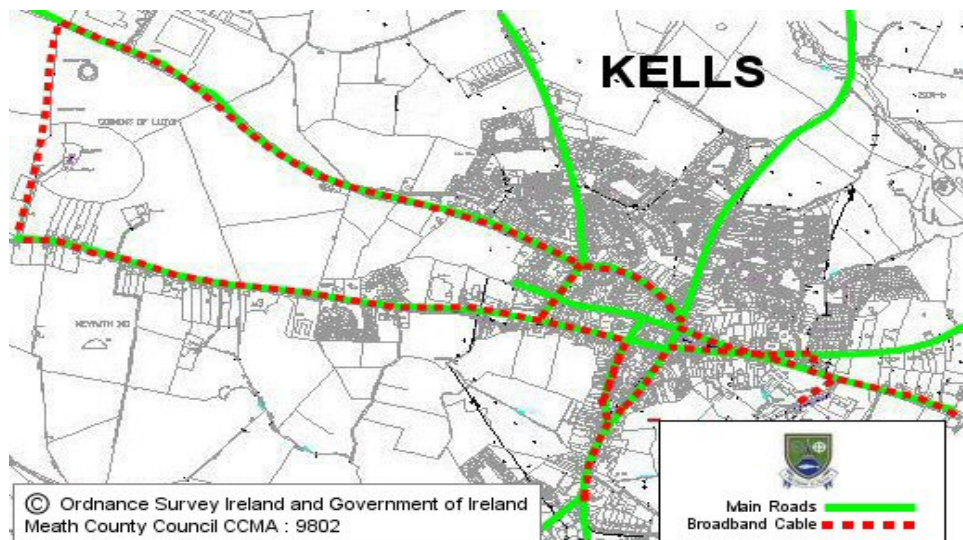
**INF POL 7** To have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment:

- a) The visual impact of the proposed equipment on the natural, built and historic environment.
- b) The removal or modification of features of architectural importance.
- c) The impact any such development may have on protected structures or their setting.
- d) The potential for co-location of equipment on existing masts.
- e) The Department of the Environment and Local Government “Guidelines for Planning Authorities” (July 1996).

#### 7.3.1 Broadband

Broadband to serve Kells including the Lloyd business park will be available via the Metropolitan Area Network (MAN)<sup>3</sup> scheme and will be completed in 2007.

**INF OBJ 7** To implement the broadband strategy for Meath County Council as it relates to Kells by supporting the roll out of broad band infrastructure in Kells to serve the needs of business and residents.



Map 7.3.1 Broadband Network Kells

<sup>3</sup> A telecommunications term used to describe a network serving business and residences in an urban area.

#### 7.4 Solid Waste Collection and Disposal

Development will generate demand for domestic and commercial waste disposal and collection services. The construction phases of developments will also produce significant volumes of waste. Developers are obliged to submit a construction and waste management plan prior to the commencement of any proposed construction activities. All waste material generated during both the construction and operational phases of development must only be collected by appropriately licensed waste contractors and disposed of in licensed waste facilities.

A civic amenity site including an education facility to serve the needs of Kells is located in the Lloyd business park.

**INF POL 8: To promote education and awareness on all issues associated with waste management, both at industry and community level. This will include the promotion of waste reduction by encouraging the minimization, re-use, recycling and recovery of waste within the county.**

**INF POL 9 To implement the policies and objectives of the replacement Waste Management plan for the North East Region.**

**INF POL 10 To require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new or extended shopping centre developments and commercial neighbourhood centres, educational, sports, and recreational facilities. The sites shall be made available to the Local Authority at the developer's own expense and will be maintained by Meath County Council or its agents.**

**INF POL 11 To promote and encourage the recycling of construction and demolition waste in accordance with approved Construction and Demolition waste management plans.**

#### 7.5 Renewable Energy

The Councils support national and international initiatives for limiting emissions of greenhouse gasses and encouraging the development of renewable energy sources. New technologies have enabled the development of sustainable energy sources. These include, wind, biomass and waste, solar, hydro, combined heat and power, geothermal heat transfer, etc. The Councils will seek to promote all appropriate technologies through the development management process. Developments should strive to attain high standards of energy efficiency and environmental sustainability, including bio-climatic site design, water conservation, ventilation, energy efficient strategies for housing design, daylight analysis, high insulation standards.

**INF POL 12 To promote energy efficient solutions to fulfil energy requirements of development. In deciding applications for medium to large scale residential, commercial and industrial development the Councils will require that all benign energy technologies are explored towards the achievement of increased sustainable energy use.**

#### 7.6 Power Supply- Electricity and Gas

Development will generate increased demand on the local electricity infrastructure. Kells is not presently served by a gas network and Bord Gais has no immediate plans to provide a supply.

**INF POL 13 To support and facilitate the development of enhanced electricity supplies, and associated networks, to serve the existing and projected residential, commercial, industrial and social needs of Kells.**

**INF POL 14 To locate services, including electricity, telephone and TV underground, where possible, and that existing overhead cables and associated equipment should progressively be located underground with future capacity considered and appropriate ducting put in place.**

# **CHAPTER 8 DEVELOPMENT MANAGEMENT GUIDELINES & STANDARDS**

## **SECTIONS IN THIS CHAPTER**

- 8.1 Residential Development**
- 8.2 Residential Site  
Development Standards**
- 8.3 Retail and Office  
Development**
- 8.4 Other Commercial  
Development**
- 8.5 Car Parking Standards**
- 8.6 Petrol Service Stations**
- 8.7 Advertising**
- 8.8 Commercial Site  
Development Standards**
- 8.9 Telecommunications**
- 8.10 Archaeological  
Investigations**
- 8.11 Community Development**
- 8.12 Site Development  
Standards**
- 8.13 Employee mobility plans**
- 8.14 Securities**

## 8.1 Residential Development

### 8.1.1 Introduction

It is the policy of Meath County Council to encourage the establishment and maintenance of sustainable residential communities within County Meath. To this end, it is an objective of the County Development Plan to prepare updated Housing Estate Design Guidelines within one year of the adoption of the County Development Plan. These Guidelines would address issues including, inter alia, traffic calming measures, parking, children's play areas, landscaping, open space design, provision and maintenance of active and passive recreational areas and community buildings etc. These guidelines will also be applicable in Kells.

### 8.1.2 Residential Density

The Planning Authorities in assessing planning applications for residential development will have regard to the policies and objectives outlined in the '*Residential Density Guidelines for Planning Authorities*' 1999<sup>1</sup>. These guidelines advocate the dispensing with the prescription of maximum residential densities. In respect of development in Kells the Residential Density Guidelines, 1999 shall apply, unless otherwise superseded by way of future Ministerial guidance on this subject. It shall therefore be the policy of the Councils subject to good design and in the absence of onerous site constraints, generally to facilitate densities of 25 per hectare, and in general densities and house types shall be compatible with established densities and housing character in the area.

#### 8.1.2.1 Qualitative Criteria

- (i) Pedestrian and vehicular movement within housing areas should be convenient, safe and pleasant. Within larger housing areas, a clear hierarchy of spaces and roads should be apparent. Movement through estates should be guided by the principles of security, with opportunities for crime and anti social behavior minimised.
- (ii) Estate design should be guided by the principle of lifetime use and recognise the role of housing areas in children's play activities and the needs of the elderly and of persons with a disability. In particular, the layout of roads, footpaths and open space, should facilitate children to move freely and safely around their neighbourhood, and to be able to play in front or within sight of their homes.
- (iii) Every effort should be made to eliminate through traffic (rat-runs); however provision should be made for public transport, pedestrian and cycle network through-routes. Long straight roads should be avoided where feasible to keep vehicular speeds to the minimum. Where long straight roads are unavoidable provision should be made for traffic management proposals. Where shared surfaces are proposed, vehicle design speeds should be at or near walking pace. This shall be achieved by design features such as curves, ramps, pinch points and other features where appropriate. Parking should generally be off the carriageway, principally within the curtilage of each house.
- (iv) In housing developments containing 15 or more units, a mix of house types and sizes should be provided. Variety in design, within a unified concept, is desirable. This may be achieved through scale and massing, roof profiles, materials and decorative details. In smaller scheme, i.e. less than 15 units, uniformity in design and finishes may be desirable and necessary.
- (v) Public open space within residential developments should be designed so as to complement the residential layout and be informally supervised by residents. They should be visually and functionally accessible to the maximum number of dwellings. The landscape design of open spaces, including the retention of existing features such as an important stand of trees, stream or rock outcrop, must be incorporated into the initial design process. Where such features are being retained, they should be situated in open space to ensure their visual setting and protection. The design and layout of the network of public open spaces should take into account, and make provision for, the need for level areas of sufficient size to accommodate informal sports activities for children. Narrow tracts of open space, which are difficult to manage, are not acceptable.
- (vi) Good design in housing layouts, the configuration of houses and their relationship to each other, to open spaces and roads, should aim to provide layouts with adequate private open space and screening so as to achieve freedom from observation.
- (vii) New development will be encouraged to optimize usage of orientation and natural sun lighting with single aspect housing being discouraged and multiple aspects being considered an advantage in apartment type development.
- (viii) Parking requirements will normally be of the order of one or two spaces per dwelling, depending on dwelling size, access to public transport and accessibility to town centre facilities. Curtilage parking

---

<sup>1</sup> Currently under review



will not necessarily be mandatory with grouped parking an option subject to ensuring a high degree of passive surveillance. Underground parking will also be an option subject to acceptable access, circulation and parking space dimension standards, provision of good ventilation and standards of personal safety. Proper provision must always be made in all layouts for access by fire appliances and refuse freighters.

#### 8.1.2.2 Houses

- (i) All houses should have an area of private open space, exclusive of car parking, to the rear of the building line. Minimum rear garden size shall conform to the recommendations of the Residential Density Guidelines for Planning Authorities,
- (ii) A minimum of 22 metres, between directly opposing windows shall be observed. Where sufficient private open space is provided and privacy is maintained, this depth may be reduced for single storey dwellings.
- (iii) Screen walls, 2.0 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house design.
- (iv) A minimum distance of 2.3 metres shall be provided between dwellings for the full length of the flanks in all developments of detached, semi-detached and end terrace houses. This area shall be equally divided between the dwellings so separated. Where garages are provided as single storey annexes to houses, the above separation distance may be reduced, providing a direct through access from front to rear of the dwelling is maintained.
- (v) Public open space shall be provided for in residential development at a minimum rate of 15% of total site area. Where residential developments are close to existing facilities or natural amenities or where in the opinion of the Planning Authority that it would be in the interest of the proper planning and sustainable development of the area, the Planning Authority may require a financial contribution towards the provision of public open space or recreational facilities in the wider area in lieu of public open space within the development.
- (vi) The use of hard landscaping elements such as paving, cobbled areas, etc. should play an increasingly important role in the design and presentation of open space concepts. Hard play areas such as all weather surfaces should also be taken into account when assessing new proposals.

#### 8.1.2.3 Apartments

- (i) Apartment development should have a high quality of building design and site layout and have due regard to the character of the adjoining streetscape or landscape. They will not normally be permitted on sites surrounded by or gaining access through family occupied suburban housing estate development. They may be acceptable within housing developments when planned or constructed as part of such development but will only be permitted where a satisfactory degree of separation from standard suburban housing, in terms of design, height and layout is achieved to the satisfaction of the Planning Authority.
- (ii) The maximum heights of apartment developments in residential zones or in areas with a suburban residential character will be determined on a site by site basis by the Planning Authority. A significant consideration will be the manner in which the adequacy of the site area allows the building to be sited, such that they will not adversely interfere with the scale, amenities or visual quality of existing development. To this end, it will be necessary to have adequate open space in addition to parking space and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- (iii) In the case of apartment blocks, particular attention must be paid to the location of communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in such a fashion to provide for ease of maintenance. Secluded sunny areas and shade should be provided by a careful choice of planting. Public open space shall be provided at a minimum provision of 15% of the total gross area of the site. Fuel and bin storage areas shall be provided.
- (iv) Car parking should be broken up by planting and located where they do not obtrude onto the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and the road boundary.

- (v) Car parking space will be calculated on the basis of 1.5 – 2.0 spaces per residential unit. Where development is likely to involve significant letting, an innovative car-parking layout should be proposed to accommodate increased car parking within the curtilage of the site above the standards outlined above. Visitor car parking will be calculated on the basis of 1 space per 2 apartments.
- (vi) The Planning Authority will generally seek apartment units considerably larger than minimum standards set out in the Department of the Environment Standards for Residential Development in Designated Areas.

#### 8.1.2.4 Family Flat Extensions

The creation of a family flat, generically referred to as granny flats, to be occupied by a member of the occupant family is generally acceptable, provided it is not a separate detached unit, and it is possible to provide direct access to the remainder of the house. There shall be no permanent sub division of the garden/private amenity space. The flat shall not be let or sold, other than as part of the overall property and shall revert to being part of the original house when no longer occupied by the family member. The design should ensure that the flat forms an integral part of the main dwelling unit capable of reintegration for single family use.

#### 8.1.4.5 Extensions

In assessing an application for a house extension, the Planning Authority will have regard to the following:-

- o The 'Residential Density – Guidelines for Planning Authorities' in considering the existing site density and remaining private open space;
- o The need for high quality designs for extensions that respect and integrate with the existing dwelling in terms of height, scale, materials used, finishes, window proportions etc;
- o The need for Pitched roofs except on some single storey rear extensions. Flat roof extensions visible from public areas will not normally be permitted;
- o Impact on amenities of adjacent residents, in terms of light and privacy. Care should be taken to ensure that the extension does not overshadow windows, yards or gardens or have windows in the flank walls which would reduce a neighbor's privacy;
- o Effect on front building line - extensions will not generally be allowed to break the existing front building line. However a porch extension which does not significantly break the front building line will normally be permitted. In terrace and semi-detached situations, extensions which significantly protrude beyond the front building line and/or along the full front of the house will not be permitted.
- o In the case of a single storey extension to the side of a house, the extension should be set back at least 150mm from the front wall of the existing house to give a more satisfactory external appearance;
- o In some circumstances a gap of 1m is to be retained between the extension and the neighbouring dwellings so as to prevent dwellings which were intended to be detached from becoming a terrace;
- o Dormer extensions should not obscure the main features of the existing roof, i.e. should not break the ridge or eaves lines of the roof. Box dormers should be avoided;
- o Front dormers should normally be set back at least three-tile courses from the eaves line and should be clad in a material matching the existing roof;
- o Proposed side extensions must retain side access to the rear of the property where possible;
- o Ability to provide adequate car parking within the curtilage of the dwelling house.

#### 8.1.2.6 Conversion of Existing Houses in Existing Residential Schemes

Conversions of houses and apartments to other uses will not normally be permitted. The conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. The conversion of houses to apartments in predominantly single family dwellings will not normally be permitted as such conversions would lead to a deterioration in the residential amenities of these areas. However, in the subdivision of large houses and houses on primary traffic routes in the town centre may be permitted under certain circumstances, where such factors as the extent of open space within the site boundaries, tree planting, car parking spaces, etc. would permit satisfactory conversions. Design considerations include that the internal space accords with the Department of the Environment *Standards for Residential Development in Designated Areas*. Individual units should be self contained with their own bathroom facilities and refuse bin storage areas and washing/drying facilities which are accessible to the occupants of that unit.

#### 8.1.2.7 Home Based Economic Activity

Home based economic activity is defined as small scale commercial activity carried out by residents of a house which is subordinate or ancillary 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:

- o The nature and extent of the work;
- o The effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance;
- o The anticipated level of traffic generation;
- o The generation, storage and collection of waste.

Permissions for such partial change of use will be restricted to use by the applicant and may be temporary, for a three year period, in order to enable the Planning Authority to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

#### 8.1.2.8 Childcare Facilities

Applications for childcare facilities in a residential area will be assessed on the basis of their impact in terms of noise, loss of residential amenity, traffic generation and general disturbance. In general, the factors to be considered in determining a planning application for a childcare facility are as follows:

- (i) Compliance with the Child Care (Pre School Services) Regulations, 2006 and the Child Care (Pre School Services) Amendment Regulations, 2006;
- (ii) The suitability of the site and building;
- (iii) The size and nature of the facility proposed (i.e. sessional or full day care);
- (iv) The effects on the amenities of neighbouring residents;
- (v) The availability of easy access to public transport and the availability of safe and convenient arrangements for dropping off and collecting of children and for staff car parking;
- (vi) The adequacy of the local traffic circulation system and the prevailing local traffic conditions;
- (vii) The adequacy of outdoor play areas, separated from car parking and service areas;
- (viii) Ease of access for all.

Large detached properties, at/near the entrance to housing estates, with off street parking, provide the most suitable properties for conversion. Alternative sites may be considered subject to proposals adhering to proper planning criteria. The Planning Authorities will consider proposals for purpose built or converted childcare facilities within residential estates, where they are suitably located and are of a scale appropriate to the area. Where a large housing development is proposed, i.e. 75 or more dwelling units, the Planning Authority may require the designation of an appropriate house or the provision of a purpose built unit for childcare facilities and in deciding whether to do so shall have regard to the existing level of childcare provision in the area.

#### 8.1.2.9 Parking in Front Gardens

The cumulative effect of removal of front garden walls and railings damages the appearance of suburban streets and roads. Consequently, proposals for off street parking need to be balanced against loss of amenity. Where permitted, drive-ins should:

- o Not have outward opening gates;
- o Have a vehicular entrance not wider than 3 metres;
- o Have an area of hard standing (parking space of 2.5 m x 5 m);
- o Retain the balance as garden;
- o Have gates, walls and railings made good.

Where adjoining householders intend to construct drive-ins, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both houses. Alterations necessary to the footpath will be carried out by Meath County Council/ Kells Town Council at the applicant's expense or by the applicant at the applicant's own expense under the supervision of the Council.

### 8.2 Residential Site Development Standards

#### 8.2.1 Services

In general, applications for housing development on unserviced and unzoned lands within the Development Plan boundary will be regarded as premature. Where water and/or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the Planning Authority. All sewerage systems should conform with the proper planning and sustainable development of the area and public health standards. Individual and/or group schemes will be required to connect up to the public sewerage scheme when it is provided. For guidance on services associated with residential developments, refer to *Recommendations for Site Development Works for Housing Areas*, by the Department of the Environment & Local Government (1998).

#### 8.2.2 Art Work

Proposals for medium to large scale housing developments shall provide a monument/art feature or similar.

#### 8.2.3 Screen Walls and Boundaries

Screen walls, 2.0 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house. A uniform treatment for the boundaries of individual sites shall be implemented throughout a residential development. In general front boundaries shall be defined by walls or fences at least 0.5 metres high in keeping with the house design. Open plan front gardens will only be acceptable in innovative layouts and where a high level of safety is achieved. Open plan gardens will not be allowed on main access roads.

### 8.2.4 Parking Provision

Car parking spaces will be calculated on the basis of one/two spaces per dwelling unit depending on dwelling size, access to public transport and local facilities. These may be provided on site or on street. Appropriately designed on-street car parking will be encouraged so as to facilitate increases in residential densities at appropriate locations. This parking may be provided as a shared parking area or bay, which may be integrated into the overall development, or provided on-street where road widths are developed to adequate standards. In general, no more than 10-15 spaces will be provided in a shared parking cluster, in the interest of visual amenity. Within group parking areas, consideration will be given to the visibility of residents cars (from their homes if possible), convenience, and the need to soften the impact of group parking by landscaping. In some older residential areas, small front gardens and original features such as railings are characteristic of the overall development scheme, and in such areas on site car parking in front gardens/patios may not be permitted. Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.

### 8.2.5 Names of Residential Developments

The names of residential developments and roads shall reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and/or history, within which developments are located, including names of historical persons who have some association with the area. The Planning Authority shall approve the names chosen prior to the launching of any advertising campaign for a development. Name plates should be fixed to walls and buildings where they can be clearly seen. In order to assist the public and postal authorities, all houses within housing estates or in comprehensive street developments shall be provided with numbers and/or names, which, where feasible, shall be visible from the adjoining roadway. Street nameplates should be erected on all estate roads at a location that is clearly visible to the motorist. Ideally, they should be placed at junctions to be of maximum assistance to the navigating motorist, cyclist or pedestrian.

### 8.2.6 Maintenance & Management

Section 34 (4)(i) of the Planning & Developments Act 2000-2006, provides for the inclusion of conditions attached to a planning permission regarding the maintenance or management of a proposed development. This includes the establishment of a management company or the appointment of a person or body or persons to carry out such management or maintenance. Provisions for estate management should be put in place in order to maintain the amenity, quality and visual quality of a development once the development is complete. Details of the management company, inclusive of the framework of the management company, must be agreed with the Local Authority prior to the commencement of development. There are a number of elements in good management practice, which should be adhered to, some of which are identified below:

- Establish a management agency, with a board, including representatives of the residents, to oversee estate management;
- Develop policies in relation to the maintenance of common areas, lighting, security, cleaning, etc;
- Develop policies in relation to the overall appearance of the development;
- Formulate a code of conduct for all residents in relation to issues such as noise levels, parking, conduct of business from home, etc;
- Identify costs such as estate management and levy each household appropriately. Meath County Council will make financial provisions for costs levied on social housing residents of a development.

## 8.3 Shopping & Office Development

### 8.3.1 General

Suburban shopping and office development is subject to control to avoid erosion of demand for town centre floorspace. Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where car parking is permitted, a reasonably attractive layout incorporating screening will be required.

### 8.3.2 Office Development

The use of vacant or under utilised upper floors for office development will be encouraged by the Planning Authority. Outside of the town centre, applications for office development will normally only be considered within the industrial and business parks, on industrially zoned lands or on appropriately identified 'Gateway' sites. All new office developments outside of the town centre will be required to provide a minimum of 10% open space. Where offices are proposed on lands zoned for industry, such development will be required to provide a minimum of 10% open space in addition to a minimum of 3m strip of and landscaped open space along all roads.

### 8.3.3 Retail Development

Having regard to the recommendations of documents such as the *Retail Planning Guidelines for Planning Authorities* published by the Department of Environment and Local Government (2000) and the *Retail Planning Strategy for the Greater Dublin Area* produced by DTZ Peda Consulting (2001), it is generally the objective of the Planning Authority to encourage central locations for new retailing activity and consider the needs of residential neighbourhoods in catering for local shopping needs.

## 8. 4 Other Commercial Development

### 8.4.1 Industry, Warehousing and Business Park Developments

Industrial and commercial developments on greenfield sites will be required to satisfy minimum requirements for design regarding location, layout, finishes, access, tree planting and landscaping, boundary treatment, water supply, drainage, and effluent disposal. In addition, sufficient space shall be reserved within the cartilage of the site for parking of all employees and visitors cars and for the loading and unloading of vehicles. It is intended that such developments should leave one-third of the site free from buildings and that adequate rear access to business premises be made. Adequately screened on-site storage shall be provided for raw materials, waste products and finished goods. A high standard of design, finish, layout and landscaping will be required for industrial, warehousing and business park development. Comprehensive landscaping plans must be prepared by a fully qualified landscape architect and shall be submitted at application stage. Where proposals for these type of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas. It is essential that each industrial/warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in area clear of the public road and preferably behind the building line. Approximately one third of the site must be kept free from buildings. In the case of development for two or more industrial/warehousing buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated.

Industrial/warehousing/business park developments should present a pleasant aspect helped by tree planting, the careful design of signage, screening of storage space and unobtrusive loading and parking space. A variety of unit size shall be provided to cater for the differing needs of potential occupants. There are also developing opportunities for enterprise in the areas of waste recycling and conservation. As part of the Planning Authority commitment to sustainable development and to positively discriminate towards such type of activities, the application of development levies for this type of activity will be reviewed in individual circumstances. The Planning Authority will require details of the nature of the proposed activities and of the means of controlling effluents, noise, light, solid waste and gaseous emissions from these activities together with ameliorative measures as part of a planning application. In assessing an application for development the Planning Authority will weigh the development against its impact on the environment. Applications for industrial/commercial developments will be considered having regard to the following:

- Zoning of area (if applicable)- more favorable consideration will be given to development in their appropriate zones having regard to the Zoning Matrix Table;
- Site coverage- The maximum site coverage for industrial/commercial development on greenfield sites shall be no more than 40% coverage. Site coverage is determined by dividing the ground floor area by the gross site area;
- A Sustainability Statement is required for all large scale industrial/commercial development above 5000sqm;
- Design of buildings/structures on site- In existing industrial estates, new developments may be required to adhere to an overall architectural theme to ensure uniformity and coordination;
- Height - The height of buildings should be no more than necessary for the operation of the business and should take account of the land-uses, character and amenities of the area;
- Neighbouring uses- Location relative to adjacent land uses - if the development constitutes a 'bad neighbour' it will not be permitted;
- Use - Nature and scale of operations. Full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used should be submitted to the Planning Authority;
- Hours of operation - Particularly where the proposed development is located in proximity to residential areas;
- Services - Availability of adequate services to serve the development - water, sewerage, etc;
- Access - Traffic generation, access and road safety. Generally one vehicular access point will be permitted to serve the development with a minimum carriageway width of 7.5 metres with a 2 metre wide footpath to either side. Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the Planning Authority.
- Parking - Functional parking provision (car parking for staff/visitors, loading/ unloading areas etc.) in accordance with Planning Authority's vehicle parking standards.
- Storage – All external storage including bin storage, oil tanks etc shall be visually screened from the public areas with adequate screening by fencing or walls of not less than 2 metres in height.
- Fuel & Waste Storage - Proposals for and location of safe storage on site and disposal of waste is required. A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging Regulations) 2003-2005 as amended should be provided. All over ground oil/chemical storage tanks should be adequately bunded to protect against spillage.
- Boundary treatment and Landscaping – Proposal should be accompanied by a survey of existing vegetation on the site and a suitable landscaping scheme using native species to screen the development from public areas. Existing trees and hedgerows of amenity should be retained where

possible. No security fencing will be permitted forward of the front building line of any industrial or warehouse facility other than during the construction phase of the development.

- Lighting and noise – Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required prior to the commencement of development in sensitive locations (e.g. adjacent dwelling houses, nursing home etc.) to outline probable impacts and mitigation measures. Noise level arising from any development should not exceed 55 Db (A) Leq, when measured at the site boundaries by daytime and should not exceed 45 Db (A) Leq at any other time. Lower noise limits may apply in areas where background noise levels are particularly low.

#### 8.4.2 Nursing Homes

In general, these facilities should be integrated wherever possible into the established residential areas of the urban settlements, where the 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 standards as laid down in Statutory Instrument No. 226 of 1993 i.e. Nursing Homes (Care and Welfare) Regulations, 1993.
- The affect on the amenities of adjoining properties.
- 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.

#### 8.5 Car Parking Standards

Land Use- Residential	Car Parking Requirement
Dwellings	2 per conventional dwelling
Flats/ Apartments	1.25 per 1 & 2 bedroom unit, 2 per 3 - 4 bedroom unit, In all cases, 1 visitor space per 4 apartments
Hotel Accommodation (excluding bars, functions rooms, etc.)	1 per bedroom
B&B / Guesthouse	1 per bedroom
Motel Accommodation	1 per bedroom
Hostel Accommodation	1 per bedroom or 1 per 10 beds
Self-Catering Accommodation	1 per unit
Institutions	1 per employee
Land Use- Employment	Car Parking Requirement
Manufacturing Industry	1 per 50 sq.m. gross floor area
Warehousing	1 per 100 sq.m gross floor area
Offices	1 per 25 sq.m gross floor area
Land Use- Commercial	Car Parking Requirement
Shops/Shopping Centres and Retail Warehousing	1 per 20sq.m. gross floor area
Cash and Carry	1 per 50 sq.m. gross floor area
Banks	1 per 20 sq.m. gross floor area
Restaurants	1 per 5 sq.m dining area
Bars, Lounges, Function Rooms incl. such spaces in hotels	1 per 4sq.m. of public area
Night Club	1 per 4sq.m. of public area
Land Use- Commercial	Car Parking Requirement
Service Garages	To be determined by the Planning Authority
Retail Outlets within Service Garages	1 per 10 sq. m of net floor area
Land Use- Health and Education	Car Parking Requirement
Hospitals	1 per bed
Surgeries	2 per consulting room
Nursing Homes	1 per 3 beds and one space per employee
Schools	3 per classroom
Colleges	To be determined by the Planning Authority
Land Use- Community facilities	Car Parking Requirement
Churches	1 per 4 seats
Libraries	1 per 20 sq.m. gross floor area
Cultural Buildings	To be determined by the Planning Authority
Crèches	1 per employee & dedicated set down area 1 per 5 children
Funeral Homes	1 per 5 sq. m. gross floor area
Cinemas/Theatre	1 per 3 seats
Community Centres / Halls	1 per 5 sq. m. gross floor area
Sport Clubs-including swimming pools tennis courts	2 per court, 5 per 100 sq.m.
Golf / Pitch & Putt courses	3 per hole



Golf driving ranges	1 per 2m of base line/per trap
Bowling Alleys	5 per lane
Stadia	1 per 3 seats

### Notes

In the case of any specific uses not listed in the table above, the Planning Authority will specify its requirements in relation to parking.

- Parking facilities for mobility impaired drivers and their vehicles shall be provided at the general rate of 2 per 100 spaces, such spaces shall be proximate to the entry points of the proposed buildings.
- The parking standards shall be proximate to the entry points of the proposed buildings.
- The parking standards for residential development will be reviewed in town centre locations and where innovative design principles are adopted. In such cases grouped parking will be encouraged.

### 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. Off-street loading facilities shall be designed to conform to the following requirements:

### Design Criteria

- Each required space shall be not less than 3.7m in width, 6m in length and 4.3 m in height exclusive of drive and maneuvering space and located entirely on the site being served.
- Loading spaces may be enclosed within a structure and must be enclosed if located within 15m of the curtilage of the building where the use involves regular night operation.
- There shall be appropriate means of access to a street or road as well as adequate maneuvering space.
- The maximum width of driveway openings at the street boundary shall be 6 metres and the minimum width shall be 3.7 metres. Loading facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to assure availability of required facilities to the delivery and pick-up vehicles that they are designed to serve. However, the Planning Authority may modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interest of the proper planning and sustainable development of the areas to do so.

### Heavy Vehicles

The indiscriminate parking of heavy commercial vehicles or machinery in residential areas detracts greatly from the amenities of these areas. It is the intention of the Planning Authorities to protect and improve residential amenities in all areas of the town. The Planning Authorities will co-operate with all other bodies that exercise control over this type of parking, to eliminate the nuisance created.

### Cycle Parking

Secure cycle parking facilities shall be provided in new office, residential, retail and employment generating developments. Bicycle racks shall be provided in all cases where the Planning Authority deems bicycle parking necessary. Such facilities should be within 25 metres of a destination for short-term parking, (shops) and 50 metres for long term parking (school, college, and office). Where stands cannot be provided on site, a contribution will be required towards the provision of public cycle stands by the Local Authority at the rate of 100 Euro per space required. The number of stands required will be a third of the number of car spaces required for the development, subject to a minimum of one stand. All long-term (more than three hours) cycle racks shall be protected from the weather. From a security viewpoint cycle racks should not be located in out-of-the-way locations. All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicle traffic. Cyclists should also have designated entry and exit routes at the car park. Cycle parking facilities shall 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.

### 8.6 Petrol Service Stations

Proposals for petrol filling stations shall comply with the requirements of the Foras Forbatha document *RT 181 Geometric Design Guidelines (Intersections at Grade)* (1986) and the document *Design Manual for Roads and Bridges* National Roads Authority (2000) as well as the *Dangerous Substances Retail and Private Petroleum stores Regulations* 1979-2006.

Ancillary retail uses may be permitted but having regard to the impact of excessively scaled retail uses on established urban retailing areas and the considerations of public and traffic safety, it will be a requirement that any retailing component shall not exceed 100 square metres of retailing area.

In assessing individual planning applications for new or refurbishment to existing petrol service stations, the following standards shall apply, where appropriate:

### 8.6.1 Design & Layout

- A minimum frontage of 30 metres shall be provided inside a 60 kmh speed limit zone and this frontage must be kept clear of any structure (apart from boundary fence) for a depth of not less than 4.5 metres from the roadside boundary of the site.
- Every new petrol filling station must be laid out in such a manner that vehicles are re-fuelled, and can wait to be re-fuelled, clear of the adjoining roadway. The means of access should be designed to give best visibility.
- The layout of new or redeveloped petrol filling stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.25 metres in length, and an adequate off road area shall be provided for parking these vehicles safely without obstructing access to pumps while fuel is being delivered to petrol filling stations.
- The scale of buildings contained in a petrol filling station shall be related to the scale, character and form of adjoining structures to ensure an attractive development that integrates with and complements its surroundings.
- Car washing and vacuuming facilities are to be sited so as not to interfere with residential amenities or other adjoining sensitive land uses.
- Landscaping, including trees or shrub planting and suitable screening, shall be required to protect the amenities of the surrounding area and enhance the appearance of the development. A comprehensive landscaping scheme shall be prepared by a fully qualified landscape architect and submitted as part of the planning application.
- The surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the Planning Authority. A petrol interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the storage and removal of refuse and waste material.

### 8.6.2 Location

- Such facilities will generally be required to locate within the 60 kmh (40 mph) and 50 kmh (30 mph) speed limit areas and they shall not be permitted where the amenities of nearby properties will be affected and or obstruction of traffic flows would arise.
- Petrol service stations will not generally be permitted adjoining residential areas, unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obtrusion, safety considerations or fumes and smells. Hours of operation will be limited in residential areas.

### 8.6.3 Advertisements

- Standard corporate designing will have to be modified as required by local circumstances.
- Signs should be limited in number and design and located so as to generally form part of the buildings or other structures on the site.
- The placing of signs of any description on footpaths, grass verges or any part of a public roadway will not be permitted. No advertisements or other structures whether temporary or permanent shall be placed on the forecourt which would interfere with the sight lines of motorists.
- A proliferation of illuminated and non-illuminated signs, flags and bunting will not be permitted as this leads to clutter and detracts from the visual amenities of the area.

### 8.6.4 Lighting

Forecourt lighting including canopy lighting should be limited to that which is necessary for the safe operation of a petrol filling station. The use of high level and powerful lighting should be avoided where possible and should not interfere with the amenities of adjoining premises or cause glare, hazard or confusion to public road users. All external lighting shall be cowed and diverted away from the public roadway to prevent a traffic hazard.

### 8.7 Advertising

The Planning Authority recognise the role of well located and sympathetically designed advertising, whether attached to a building or free standing, to contribute to the character and vitality of commercial areas, particularly at night. However, whether by design, scale, location, proliferation or ancillary issues such as manner of lighting, advertising has the capacity to seriously injure the visual qualities of an area and on occasion, pose a hazard to motorists through distraction. The Planning Authority will seek the removal of such advertisements and permit only advertisements which are used sensitively and sympathetically and which enhance the appearance and vitality of an area. It will be an objective of the Planning Authority to limit advertising to commercial areas where it is already a feature and within such areas, the following considerations will arise:

-The size and scale of signs should not conflict with existing structures in the vicinity.

Large scale commercial advertisement structures are not acceptable on or near buildings of architectural or historical importance, in parks, Architectural Conservation Areas and in areas of high amenity;

Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety;

-Free standing signs will generally be resisted;

-Signs should not interfere with windows or other façade features or project above the skyline.

An advertisement is an accepted part of commercial shopping activity, it can normally be allowed in commercial centres. Control shall be exercised to prevent an impression of clutter in any location. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building façade. The design should be simple and related to features of the building such as fenestration, cornices, string courses, etc. Ideally, the sign should be an integral part of the elevational design of the building. As with shopfront design, the Planning Authority will require commercial interests, especially chain outlets, to restrain the use of their corporate image advertising where these are considered to be too dominant.

#### 8.7.1 Advertising Hoardings

Advertising hoardings, including tri-vision and three-dimensional signs, inappropriately located can constitute one of the most obtrusive elements of all forms of outdoor advertisement. They rely for their impact on size, scale and location and are thus usually detrimental to the character of the area in which they are situated and in some cases contribute to a traffic hazard. However, they can help to screen derelict or obsolete sites awaiting re-development, in certain circumstances.

- Outdoor advertising shall not be permitted on proposed or existing protected structures or within the vicinity of such, in such a way as to detract from the visual quality of their setting.
- In all other cases, regard to the visual impact of a proposed advertising hoarding and potential of traffic hazard arising from same will be imperative.
- The scale of display panels must be related to the scale of the buildings and streets in which they are located.
- Where illuminated hoardings are proposed, their effect on the streetscape during the hours of darkness and on the amenities of the area will be considered.
- Display panels may form part of the visual screening around building sites or sites awaiting redevelopment. In such cases, temporary permissions will be considered where appropriately sized panels form an integral part of an overall boundary treatment and do not comprise more than half of the total surface area of such treatment.
- As a general rule, planning permissions for outdoor advertising will be limited to a maximum of three years in the first instance, to enable the position to be reviewed by the Planning Authority in light of changing circumstances at the end of that period.
- The number and scale of hoardings in the vicinity of the site will be a material consideration.

#### 8.7.2 Fingerpost Signage

The erection of fingerpost signs may require a license or planning permission from the Planning Authority and should comply with the following:

- Directional signs for major tourist attractions and community purposes will be considered but product advertising will not be permitted.
- Signs must have a standard size and colour and where permitted will be provided by the licensee but will be erected by the Local Authority.
- Signs which interfere with the Local Authority's directional signs or which contribute to visual clutter will not be permitted.

#### 8.7.3 Bus Shelters as Advertising Shelters

In considering applications for bus shelters, 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 the streetscape. Care must be taken with the location of shelters and attached advertising panels so that the public footpath, road traffic signs, pedestrian and wheelchair access and vehicular entrances are not obstructed. As priority is intended to be given to public transport, the desirability of adequate provision of bus shelters is not in question. However, poorly designed shelters, with excessive amount of advertising can have a very unfavourable visual impact. Care must be taken with the location of shelters so that the public footpath, pedestrian and vehicular entrances are not obstructed.

#### 8.7.4 Illumination

If external illumination is proposed, documentation shall be provided that clearly shows that the blight or glare from such illumination will not adversely affect pedestrian and vehicular traffic or adjacent properties.

#### 8.7.5 Illuminated Signs

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. The following guidelines will apply:

- The type of illuminated signs, internally or externally illuminated individual letter/neon tubes, should be determined by consideration of the design of the building and its location.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed. It should not obscure architectural features such as cornices and window openings in the area. On new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered.
- Sky lines i.e. signs, which project in any part above the level of a building parapet or obtrude on the skylines, are regarded as objectionable in principle and will not be permitted.
- Neon tubular strip lighting is generally not acceptable.
- The number of illuminated signs in the area.

### 8.8 Commercial Site Development Management Standards

No maximum density or site coverage is specified in this Development Plan. Each application will be considered on its merits. In town centre locations, in order to encourage and facilitate the development of a compact business district, and to achieve desirable massing and heights of buildings, a plot ratio and site coverage of 1.5 and 70% respectively will generally be the norm. Moreover, for a development to be acceptable, it must not be prejudicial to the amenities of adjoining properties and must show appropriate provision for access, parking, storage and space for off loading and air circulation.

Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where surface car parking is permitted, a reasonably attractive layout incorporating landscaping and/or screening will be required.
- Covered bicycle parking provision will be required, where appropriate, to facilitate visitors and employees. Where bicycle parking is provided for employees, adequate ancillary facilities, to include showers and locker storage space, shall be provided.
- It is not intended to place undue restriction on individual innovative design possibilities and the Planning Authority will endeavour to accommodate same, where it is appropriate.

### 8.9 Telecommunications

In considering location requirements, the Planning Authority will take the following factors outlined in the Department of the Environment and Local Government's *Planning Guidelines for Telecommunications Antennae and Support Structures* (1996):

- Telecommunication installations will not be favoured in residential areas, on land on where development may be restricted or prevented for amenity reasons or in parts of the town centre which are architecturally important.
- Nor will they be favoured unless it is clear that the developer has made reasonable efforts to share with other existing users or proposed sites in the vicinity of the proposed mast. Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industrial use or in areas already developed for utilities.

If the proposal is contrary to the above, the Planning Authority will need to be satisfied that the installation is of strategic importance if permission is to be granted. The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure. Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure, unless such structures have a clear and / or simple design or alternatively where it is judged by the Planning Authority to incorporate high sculptural design quality. Sharing of installations (antennae support structures) will be encouraged where it is deemed to lead to a reduction in the visual impact on the landscape or townscape. All applicants must satisfy the Planning Authority that a reasonable effort to share the installations has been made. Where it is not possible to share a support structure, the applicant should, where possible, share a site or site adjacent, so that the antennae may be clustered.

As part of a planning application for antennae, operators will be required to furnish a statement of compliance with the *International Radiation Protection Association (IRPA) Guidelines* or the equivalent European Pre-Standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Communications, Energy and Natural Resources and to furnish evidence that an installation of the type proposed complies with the above guidelines.

### 8.10 Archaeological Investigations

It is the policy of the Councils to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites or to protect them in-situ. Where archaeology is likely to be encountered or impacted upon by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994.

- Within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.
- Outside the zone of archaeological potential, where in the opinion of the Planning Authority, developments involve major ground disturbances; conditions relating to archaeology may be applied.
- The Local Authority will require that archaeological investigations be undertaken by a licensed archaeologist prior to the commencement of development.
- The developer will be liable for the cost of archaeological investigations.
- The Local Authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development.

The Planning Authority may impose conditions requiring:

- Professional archaeological supervision of site excavations.
- Funding by the applicant for archaeological monitoring, testing and/or assessment.
- Preservation of all or part of any archaeological remains.

- Conditions may be imposed which modify the development in order to facilitate archaeological investigation or preservation.
- Developers will be encouraged to supply an archaeological assessment and method statement outlining construction procedures as part of their planning application.

#### 8.10.1 Zones of Archaeological Potential

It is the policy of the Planning Authority to ensure that all planning applications for new development, refurbishment and restoration works within identified Zones of Archaeological Potential and within close proximity to individual Recorded Monuments or Sites, are submitted to the Department of Environment, Heritage and Local Government (DEHLG). On receipt, the DEHLG shall provide advice and recommendations regarding treatment of archaeology as an integral part of the development process. The planning decision made by the Planning Authority will have due regard to the recommendations made by the DEHLG. Under the National Monuments (Amendment) Act, 1994, it is necessary for the owner and/or occupier of a monument or place, which has been recorded by the DEHLG to give notice in writing to the DEHLG of their proposal to carry out work within the vicinity of these sites. The proposed works shall not commence for a period of two months after having given this written notice, unless authorised within this period by the DEHLG. The applicant may be formally requested, as part of the request for further information or as a planning condition attached to the grant of permission, to have a report prepared by an archaeologist on the archaeological implications, if any, of the proposed development. The archaeologist shall be employed by the applicant/developer. These archaeological reports shall be submitted to the Planning Authority, the National Museum and the DEHLG as appropriate, for their consideration prior to the making of the planning decision in the case of requested additional information, and prior to the commencement of site preparation and/or construction works in the case of archaeological reports requested as a condition attached to the grant of planning permission.

### 8.11 Community Development

#### 8.11.1 Schools

Sites required for a primary school shall comply with the requirements of the Department of Education and Science publication General Design Guidelines for Schools (Primary and Post Primary), August 2007. Provision must be made within the site for adequate car parking for staff (at a rate of 3 per classroom), bus parking, pick-up/drop off areas, informal hard surface play area, and areas for organised sport activities. The Councils in association with the school authorities will endeavour to provide pedestrian crossings, road markings and footpath provision where required. Provision should be made in secondary schools for all forms of organised sporting facilities and for car parking at a rate of 3 spaces per classroom.

#### 8.11.2 Access for People with Disabilities

All new buildings which provide for public access must conform with the design guidelines set out in *Building for Everyone*, NDA 2002) and the Technical Document – Part M of the Building Regulations, 2000. In particular, reasonable provision should be made to enable people with disabilities and mobility impaired persons to have safe and independent access to a building and to those parts of the building to which it is appropriate to have access to and are usable by people with disabilities or mobility impairments. It is also a requirement that new dwellings are visitable and accessible by people with disabilities or mobility impairments and ensures that houses are designed as 'Lifetime Homes' for an ageing population. The main features of these requirements include:

- o The provision of a level gently sloped or ramp approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
- o A level access at one entry point to the dwelling.
- o Front door and living room door wide enough to accommodate a wheelchair.
- o Circulation space for wheel chair at entry storey.
- o Ground floor toilet located so as to be usable by wheelchair users and other people with disabilities or mobility impairment.

Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for people with disabilities and the mobility impaired. In the case of community centres and buildings which are commonly used by people with disabilities, the mobility impaired or the elderly for social activities, the Planning Authority will require at least one WC compartment in the building be usable by wheelchair users.

Access considerations will be spread to the public realm with the position of street furniture, dished footpaths at junctions, tactile paving surfaces, pedestrian crossings and other elements being assessed on an ongoing manner. Car parking provision shall be provided for the disabled and mobility impaired in all car-parking developments and should be located in the most convenient locations for ease of use. The minimum criteria for such parking provisions are detailed in *Building for Everyone*, published by the National Disability Authority (2002).

### 8.12 Site Development Standards

#### 8.12.1 Building Height Control

A high building is a building that is significantly higher than neighbouring or surrounding development. The following considerations will be taken into account in deciding an application for a high building:

- o The degree of overshadowing and consequent loss of light caused to surrounding property.
- o The degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises.



- The extent to which there is a disruption of the scale of an existing streetscape.
- The extent to which the building detracts from structures or spaces of architectural or historic importance or special visual quality.
- The extent to which the building detracts from important landmarks
- Any attractive views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- The scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space.
- The area of the site, and whether it is large enough to provide a visual transition from the scale of surrounding development.
- Whether the purpose or civic importance of the building would justify its prominence.
- Where, in the opinion of the Planning Authority, a location for a high building is acceptable under the above criteria, a high standard of design and finish will be required, commensurate with the location and civic importance of the site. Where a high building is likely to lead to a concentration of pedestrians seeking access to the public street, the design of the building must ensure the safety and convenience of pedestrians and other road users.

### 8.12.2 Building Lines

In considering the proper planning and sustainable development of its area when dealing with applications to carry out development, the Planning Authority will normally seek to ensure that development is not carried out in front of established lines, or in a position which would be in conflict with a building line which may be determined, where the proper planning and sustainable development would show such to be desirable. In deciding where a building line should be located, the form of development to which it is related will be considered. Where drive in space for a car is required in residential areas in front of a house, an absolute minimum building line of 7 metres is necessary. In particular cases, reduction in the building line may be permitted where such reduction is part of the overall design for the area and constitutes a desirable design feature and does not constitute a traffic hazard. Such cases will be decided on their merits. Where located along roads of traffic importance, increased building lines may be determined to provide for greater amenity and safety of road users and residents. On existing roads, building lines may be required for future road widening. In such cases, building lines will be required to allow for future road requirements.

### 8.12.3 Proportioning

Structures shall have a vertical emphasis. Where a proposed structure is excessively wide, it should be broken into a number of vertical units by the use of detailing and structural elements.

### 8.13 Employee Mobility Plans

Where significant developments are proposed by employers in certain locations, it is considered desirable that significant consideration be given to limiting traffic generation as far as possible. Planning permission may be made subject to agreement on an employee mobility plan, whereby measures are set out to reduce dependency on private car use for journey to work.

An Employee Mobility Management Plan is a management tool that brings together transport with other staff and site management issues in a co-ordinated manner. A successful plan can help competitiveness by reducing transport costs for both the employer and staff and provide a more conducive working environment. It normally brings together a package of measures tailored to the needs of an individual work site or a collection of work sites. This package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these as alternative to drive-alone journeys to work. It can consider all travel associated with the work site, including business travel, fleet management, customer access and deliveries. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an on-going basis.

The impact of these measures will be reviewed by the Planning Authority and businesses against a set of agreed targets, principally in relation to:

- A reduction in car journeys from the work site
- An increase in the number of people who share journeys by car
- A reduction in the need to travel especially in rush hour periods
- Enabling staff to use alternative modes of transport

Mobility management plans will be required for developments, which the Planning Authority considers, may generate significant trip demand. Development for which mobility management could be applied includes:

- Office
- Office-based industrial
- Other industrial
- Retail (large one-off stores and town/district centre developments)
- Retail warehousing and distribution
- Places of education



The Planning Authority considers mobility management to be a suitable mechanism by which new developments can support objectives of sustainability and the achievement of reduced car dependency.

#### **8.14 Securities**

The completion of development in compliance with the terms of a planning permission is a basic expectation of the Planning Authorities and those immediately affected by a proposal. In the case of a larger development, such as housing estates or extractive or other industries, it is a requirement that adequate securities are offered to the Planning Authority as a safeguard against serious breaches of the planning code and to permit intervention by the Authority itself in extreme cases to address these breaches.

To ensure that development undertaken by private developers is satisfactorily completed, the local authorities will impose, as a condition, of the planning permission, that a financial cash deposit, security bond or other acceptable security be lodged with them. This security is to ensure that all roads, footpaths, open spaces, lighting and other services within a development be completed to an acceptable standard. The Planning Authorities will continue this policy and require an adequate security calculated upon the estimated cost of the development works be lodged. This security shall remain in place until all prescribed works are satisfactorily completed or until the development has been taken in charge of by the relevant Local Authority.



# **CHAPTER NINE IMPLEMENTATION AND MONITORING**

## **SECTIONS IN THIS CHAPTER**

- 9.1 Introduction**
- 9.2 Phasing**
- 9.3 Public Private Partnerships**
- 9.4 Additional Funding Sources**
- 9.5 Contributions**
- 9.6 Monitoring and Review**

### 9.1 Introduction

The function of this Development Plan is to guide development in Kells over the plan period. The Councils have a key role in ensuring that policies and objectives contained in the Development Plan are achieved. The achievement of these is dependant on the financial and human resources of others as the Councils are constrained by limited resources. External factors including the economic climate, political support, allocated Local Authority funding, and the availability of funding from other sources influence if objectives are achieved within the life of the Plan. The responsibility for the implementation of policies and objectives contained within this Development Plan will be dependent on a number of possible sources, including EU programmes and grants, the National Government, the Local Authority and the Private Sector. The Local Authorities will require developers to incorporate the objectives of this plan, including those relating to the provision of physical and social infrastructure, into their individual development proposals. Other objectives, particularly key physical infrastructural elements will require Government funding and support. Where appropriate, the Local Authorities will seek financing from specified sources, both the public and private sector, as well as from EU programmes and grants.

The nature of the statutory Development Plan is such that no budget is agreed in advance and therefore no funding of projects or implementation of all objectives contained within the plan is guaranteed in advance. However, the Local Authorities intends to exercise all of their legal powers to ensure that objectives are implemented. This includes using compulsory acquisition powers where necessary to facilitate site assembly or to secure the realisation of objectives contained in this Development Plan.

### 9.2 Phasing

It is an objective of the Planning Authorities to promote the implementation of the Development Plan in a rational and sequential approach that is in keeping with the proposed development strategy, and to ensure that essential facilities (such as road infrastructure, water, sewerage etc.) are secured and in place concurrent with proposed development projects. The Local Authorities reserves the right to refuse development on the grounds of incomplete infrastructure provision.

### 9.3 Public Private Partnerships

A Public Private Partnership (PPP) involves a partnership agreement between the public and private sector for the delivery of specific projects relating to public services and infrastructure. Such an approach can ensure a commitment to funding due to interlinked public and private assistance, and aims at ensuring the most economically efficient manner of development. Education, local services, health, housing, public transport, roads, solid waste, water/waste water and other public services can benefit from the approach of a PPP.

Other partnership approaches will be pursued with other state and public organisations, such as the Irish Sports Council, Fáilte Ireland and the Arts Council.

### 9.4 Additional Funding Sources

Additional national and EU level programmes include Urban and Village Renewal Grants, the RAPID programme, the Neighbourhood Scheme, National Lottery Facility Funding, Community Support Framework, as well as other funding mechanisms available from the various Government Departments. Such bodies have varying criteria regarding the type of developments they fund and may be useful to consider in the achievement of development objectives.

#### Urban and Village Renewal Grants

This grant scheme is administered by the Department of the Environment and Local Government under the Urban and Village Renewal measure of the Regional Operational Programme 2002-2006 (current programme at time of plan preparation). It is a grant scheme for local authorities to carry out environmental improvements.

#### RAPID Programme (Revitalising Areas by Planning, Investment and Development)

Investment for this programme comes under the remit of the National Development Plan (NDP). Specific towns (and areas within larger towns) are targeted for renewal/revitalisation.

#### Neighbourhood Wood Scheme

This scheme is funded under the NDP through the Department of Marine and Natural Resources and aims to develop woodlands within the urban environment to serve the local population. The scale of the proposed woodland areas can vary from local parks within residential areas, to larger woodland areas situated along the urban fringe or in greenbelts, as well as existing woodlands located outside towns and villages and used by local communities for amenity and recreation. This scheme can be used to develop new woodland on parts of sites identified for future housing, thereby establishing amenity facilities for future residents. The Neighbourhood Scheme provides funding for three areas, namely for the establishment of new neighbourhoods, improvement of existing neighbourhoods, and the installation of recreational facilities into new or existing neighbourhoods.

#### The Department of Tourism, Sport and Recreation

Through the availability of National Lottery Facility Funding, the Department of Tourism, Sports and Recreation administer the Sports Capital Programme. This programme provides funding to voluntary sporting and community organisations at local, regional and national level towards the provision of sport and recreational programmes. The Recreational Facilities Scheme enables voluntary community organisations to further improve and equip recreational, leisure and community facilities. This body in its support of community organisations and the development of

sporting/recreational facilities, acts as a valuable source of funding for the implementation of recreational and community facility objectives. This Department also supports Local Drugs Task Forces and community-based responses to the drugs issue.

#### **The Combat Poverty Agency**

This Agency, which comes under the aegis of the Department of Social, Community and Family Affairs, provides funding for voluntary and community groups engaged in anti-poverty work.

#### **EU Structural Funds**

This programme identifies a number of areas for funding, two of which are the European Regional Development Fund and the European Social Fund. There also exists a separate programme, which is co-financed by the structural funds called Community Initiatives. Such EU programmes can be a valuable source of investment, through which specific policies and objectives as identified in the plan can be implemented.

#### **9.5 Contributions**

It is considered reasonable that contributions be paid towards Local Authority investment in the provision of infrastructure and services, by developers who benefit from such provision. Section 48 of the Planning & Development Act 2000 allows Planning Authorities to prepare and adopt a Development Contributions Scheme in respect of public infrastructure and facilities provided by, or on behalf of the Local Authority that benefit development in their area.

The following is defined as public infrastructure and facilities in Section 48:

- the acquisition of land,
- the provision of open spaces, recreational and community facilities and amenities and landscaping works,
- the provision of roads, car parks, car parking places, sewers, waste water and water treatment facilities, drains and watermain,
- the provision of bus corridors and lanes, bus interchanges facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures,
- the refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking places, sewers, waste water and water treatment facilities, drains or watermain, and
- any matters ancillary to the above.

Meath County Council and Kells Town Council are entitled, pursuant to Section 48, when granting planning permission to include conditions which require the payment of a contribution in respect of public infrastructure and facilities benefiting development in their administration area and that is provided, or is intended to be provided by or on their behalf (regardless of other sources funding for the infrastructure and facilities)

Meath County Council adopted the County Meath Development Contributions Scheme on 1<sup>st</sup> March 2004. Kells Town Council adopted the Kells Town Development Contributions Scheme on 14<sup>th</sup> March 2004. While both scheme can remain in effect for a period of 6 years it is likely that the schemes will be reviewed following the adoption of the new County Development Plan, 2007-2013. The level of contributions are updated in March each year in accordance with the Wholesale Price Indices for Building & Construction published by the Central Statistics Office. The Meath County Development Contributions Scheme and the Kells Town Council Development Contributions Scheme are available on the Council's web site, [www.meath.ie](http://www.meath.ie).

#### **9.6 Monitoring & Review**

The Planning & Development Act 2000-2002 provides under:

Section 15 (1) that it shall be the duty of a Planning Authority to take such steps within its powers as may be necessary for securing the objectives of the Development Plan, and under

Section 15 (2) that the Manager of the Planning Authority shall, not more than 2 years after the making of a Development Plan, give a report to the members of the Planning Authority on the progress achieved in securing the objectives referred to in subsection (1).

The Planning Authorities are committed to securing the Development Strategy presented for Kells in this Development Plan. In addition to the mandatory requirements for reviewing the success of implementation of the Development Plan as contained in the Planning & Development Act 2000, it is proposed to establish Development Plan Implementation Group. This group will consist of elected members and officials from both Local Authorities, as deemed appropriate. The purpose of the Implementation Group is to re-evaluate the Development Strategy presented and the specific objectives contained in the Development Plan to achieve same in light of changing economic conditions which will affect public and private investment and the changing needs of the population of Kells. The Implementation Group will seek to identify and target funding mechanisms and also certify that developments on the ground comply with the objectives of the Development Plan.





## **Glossary of Terms**

### **Access Road**

The primary function of access roads is to provide access to houses, factories offices and other business premises etc.

### **Action Area Plan**

A non-statutory plan, prepared by or on behalf of the Local Authority, for a specific area providing detail on the desirable framework for the future development, design and/or layout.

### **Age Cohort**

Classification of the population of a specified area through the use of nationally recognised age groupings.

### **Backland Development**

Development, which takes place to the rear of existing structures fronting a street or roadway.

### **Bed and Breakfast**

A building or part thereof where sleeping accommodation and breakfast are available on a commercial basis.

### **Brownfield Site**

A site within an urban area which has become derelict due to obsolescence, vacancy or due to the demolition of a structure or building.

### **Building Lines**

A development line along a street or roadway behind or in front of which development is discouraged.

### **Building Regulations**

The Building Control Act 1990 and the Regulations made under it constitute a system for regulating building works and lay down minimum standards for design, construction, workmanship, materials etc. Different standards apply depending on the use of the building.

### **Community Facilities**

Facilities, which are operated for the benefit of the public and which, are open to the public.

### **Combined System**

A portion of the Kells sewerage network is combined, i.e. both foul and surface waters are conveyed in the same pipe. This is very inefficient as some of the capacity of the sewage treatment works is utilised in treating what is simply surface water.

### **County Development Plan**

Refers to the Meath County Council Development Plan 2007-2013.

### **Density**

This is a measure of the intensity of use of land. Net Residential Density, Plot Ratio and Site Coverage are all indices of density and are each defined under the appropriate headings below.

### **Enterprise Units**

Space made available for enterprise units and starter businesses to operate from, with overheads being shared.

### **Freestanding Sign**

A stand alone sign that generally has one or two columns supporting it.

### **Guesthouse**

A building or part thereof where sleeping accommodation, meals and other refreshments are available to residents and non-residents and which has a minimum of five rooms and no more than nineteen rooms.

### **Habitable Room**

A bedroom or living room, including a combined kitchen/family dining room but not a bathroom or small kitchen.

### **Hard Landscaping**

The use of inorganic and inanimate materials, for example rock and stone, in the landscaping of an area, frequently including artificial and manmade objects, such as seating, paving, railings etc.

### **Heavy Industry**

Manufacturing or a process, which involves the use of fixed plant and machinery, requires large amounts of raw materials and creates waste in the production of a final product.

### **Hedgerows (Significant)**

A natural or semi-natural row of bushes, shrubs and/or trees forming a boundary. Hedgerows help define places, act as shelterbelts, add to bio-diversity and offer significant wildlife habitat.

**Home Based Economic Activities**

Small scale commercial activities, which are secondary to the use of the premises as a residence.

**Households**

One or more persons occupying a dwelling, which has kitchen and bathroom facilities.

**IDA**

Organisation established to direct investment towards cities and towns, locations generally sought by overseas companies, who do not wish to be far removed from skilled labour pools and the advantages of linkages with other suppliers.

**Infill**

New building which fills in a gap, i.e. a small unused site within a built-up area.

**Living Over the Shop**

The utilisation of upper floor space in urban areas for residential purposes. The term 'Living Over the Shop' has also been used to refer to the package of financial incentives which the Government has made available for this purpose.

**Local Agenda 21**

Founded in 1992 at the Rio Conference on Sustainable Development, it is a world-wide initiative intended to promote sustainable development principles through practical actions at the lowest practical level. It is commonly taken forward by local partnerships encompassing local authorities, public bodies, private business, special interest groups and members of the public.

**Local Area Plan**

The Planning and Development Act 2000 provides that these may be provided in certain circumstances including areas likely to be subject to large scale development during the lifespan of the plan. They should be consistent with the Development Plan and detailed plans for the proper planning and sustainable development of such areas should be drawn up.

**Local Distributor**

These roads distribute traffic within environmental areas. They form the link between district distributors and access roads and while intended to distribute traffic they may be used as access roads. Normally frontage development will be permitted except where an excessive number of houses or other development is served by any road or section of road.

**Major Urban Centre**

Centre where a wide range of commercial, industrial and community functions would be delivered with a significant residential role.

**Modal Split**

The split of users of different modes of public and private transport.

**Multi-storey Car Park**

A free standing or multi-level parking facility generally used for the parking of cars on a short-term basis with an hourly fee being charged.

**Net Residential Density**

This is the measure of housing density used as a basis for development control. It is the number of houses divided by the site area in hectares or acres, including dwellings and gardens, any incidental open space (e.g. children's play space, parking areas) and half the width of the surrounding roads up to a maximum of 6m. Excluded from Net Residential Density are most open spaces, local shops, primary schools and all other types of development.

**Outdoor Advertising Structures**

The policy for outdoor advertising structures pertains to advertisements unrelated to the land or premises on which they are erected. Such advertisements contrast with shop-front advertising which concerns the goods or services provided on the premises.

**Over-Counter Offices**

A building in which the services provided are available to the public on a 'walk-in' basis during office hours and generally provided over the counter.

**Plot Ratio**

This is the gross floor area of the building/s divided by the area of the site and is used to depict the intensity of use of a site. In calculating the area of a site adjoining road widths are excluded.

**Population Equivalent**

The equivalent, in terms of a fixed population, of a varying or transient population such as a hospital or restaurant, or an alternative industrial or commercial usage. The standard per head of population per day is 0.060kg BOD or 120 L per head per day.

**Ribbon Development**

The building of houses in a continuous row along a main road. Generally, such housing is expensive to service as extensive service pipes etc. are required. Frequently, such housing is not connected to public sewerage and is dependent on septic tank systems.

**Services (general)**

Activities directly relating to serving the needs of the public, which do not involve any manufacturing processes. They include restaurants, shops, professional services and entertainment outlets.

**Service Sector**

This is the employment sector, which involves the provision of services, frequently referred to as the tertiary sector.

**Shop –Front Advertising**

This is advertising on the premises, which provides goods or services. Shop-front advertising embraces advertising related to hotels or other streetscape frontages and thus is not restricted to “shops” per se.

**Site Coverage**

Site coverage is the portion of the site, which is built on and is determined by dividing the total site area by the ground floor of the building.

**Social Infrastructure**

Buildings and other structures related to serving the needs of the public for social, health, educational and/or recreational needs; it includes such facilities as schools, community centres, parish halls and recreational facilities.

**Soft Landscaping**

The use of water and natural vegetation, including trees, plants, shrubs, in the landscaping of an area.

**Special Area of Conservation**

Areas of special interest containing habitats or species of European significance.

**Special Protection Areas**

Areas of special interest for the conservation of wild birds habitats, especially listed, rare or vulnerable species and migratory species. They are being established under the Birds Directive (Council Directive 79/409/EEC).

**Sustainability**

Refers to development, which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Tree Preservation Order**

Local Authorities are given powers under Section 205 of the Planning & Development Act 2000, as amended, to make orders for the preservation of trees in the interest of amenity.

**Urban Consolidation**

The development or re-development of under-utilised urban land in an efficient, compact and robust fashion.

**Urban Primary Road Network**

The system of main roads designed to carry all long distance traffic movements to, from and within the town.

**Urban Renewal**

The revitalisation of urban areas through specific development objectives and strategic planning principles.

**Urban Sprawl**

The excessive outward expansion of built development, away from the core town centre and into the surrounding countryside. This form of development is viewed as unsustainable.



# **APPENDIX 1**

## **RECORD OF PROTECTED STRUCTURES**

**Abbreviations:**

RPS: Record of Protected Structures

NIAH : National Inventory of Architectural Heritage

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
KT017-001	Bective Street	manse (Presbyterian)	manse (Presbyterian)	Detached three-bay two-storey former manse, built c.1890, with return, now in use as a private house. Pitched tile roof with modern chimneystacks. Roughcast rendered walls with stone quoins.	14313093
KT017-002	Bective Street	Presbyterian Church	Church (Presbyterian )	Detached gable-fronted Gothic Revival style church, built c.1870, with four-bay side elevations to the nave.	14313094
KT017-003	Bective Street	F.B.D. Insurance office	office / agricultural	Detached three-bay two-storey house, built c.1890, now in use as offices. Hipped tile roof. Rendered walls with render quoins.	14313095
KT017-004	Bective Street	Smith and Foley Veterinary Surgeons	house (detached)	Detached two-bay two-storey house and veterinary clinic, built c.1890, with gabled dormer windows and central porch. Pitched slate roof with red brick chimneystacks and carved timber bargeboards.	14313096
KT017-006	Bective Street	post box	post box	Cast-iron post box, c.1890, with V.R. insignia and crown, set in limestone wall.	14313099
KT017-007	Bective Street	Kells Station House	railway station	Detached five-bay single storey former railway station, built 1853, comprising of three-central bays flanked by gabled breakfront terminating bays. Now partly in use as house.	14313100
KT017-008	Bective Street	Jack's Railway Bar	hotel	Detached multiple-bay two-storey former railway hotel, built c.1870, now in use as house and public house. Comprising of chamfered corner flanked by two- and three-bay two-storey blocks, with nine-bay single-storey block to the north.	14313103
KT017-009	Bective Street	Westfield Cottage	house (detached)	Detached three-bay single-storey house, built c.1890. Hipped slate roof with red brick chimneystack. Roughcast rendered walls. Timber casement and sash windows. Round-arched door opening with fanlight.	14313104
KT017-010	Bective Street	Adult Education Centre / District Court at rear	college	Detached nine-bay two-storey former technical school, built c.1930, with three bay central pedimented breakfront.	14313105
KT017-011	Bective Street	Christian Brothers Residence	House	Detached three-bay two-storey former school, built in 1888, with flanking single-storey screen walls.	14313106
KT017-013	Cannon Street	Saint Columcille's Church of Ireland Church	gates/railings	Pair of square-profile limestone gate piers, with pedestrian gate set in screen	14313121



ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
				wall, built c.1800, having stone caps and wrought-iron gates. Pair of limestone wheel guards to piers.	
KT017-014	Bective Street	Kells Stores	warehouse now in use as shop	Detached multiple-bay former railway warehouse, built 1853, comprising a pair of gable-fronted buildings, with multiple-bay side elevation	14313098
KT017-015	Cannon Street	house (terraced)	house (terraced)	End-of-terrace four-bay three-storey house, built c.1830, with integral carriage arch. Pitched tile roof with rendered chimneystacks. Rendered walls. Timber sash windows with stone sills.	14313120
KT017-017	Cannon Street	F.C.A. Headquarters	barracks	Detached five-bay two-storey former bridewell, built in 1837, with central pedimented breakfront, with flanking single-storey bay to the east and with carriage arch to the west.	14313116
KT017-018	Cannon Street	house (terraced)	house (terraced)	Terraced four-bay two-storey house, built c.1890. Pitched slate roof with red brick chimneystacks. Red brick walls with limestone plinth and yellow brick cornice and quoins. Timber sash windows with stone sills and yellow brick dressings.	14313115
KT017-019	Cannon Street	house (terraced)	house (terraced)	Terraced three-bay two-storey house, built c.1890, now also in use as office. Pitched slate roof with ridge cresting and red brick chimneystacks. Red brick walls. Timber sash windows with yellow brick dressings and stone sills.	14313114
KT017-020	Cannon Street	Mural Tower, remains of town wall	Ruins	The only surviving section of the townwall, made from coursed limestone rubble, about 12m from the east end is a round Mural tower. The tower is made from roughly coursed limestone. Poor Condition. St Mary's abbey c.1140 was located to the south.	
KT017-021	Carrick Street	Sonique Hair Salon	house (terraced)	End-of-terrace three-bay two-storey house, built c.1860. Pitched slate roof with red brick chimneystacks. Rendered walls. Timber sash windows with stone sills. Rendered shopfront with pilasters supporting an entablature retaining original overlight.	14313047
KT017-023	Castle Street	Miley's Fruit & Veg/The Shamrock	house (terraced)	End-of-terrace four-bay two-storey former house, built c.1890, now in use as two shops. Pitched slate roof. Rendered walls with render	14313049

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
				quoins. Rendered surrounds and continuous sill course to timber sash windows.	
KT017-024	Castle Street	Ned's	house /shop	Terraced three-bay three-storey house, built c.1890. Pitched slate roof with rendered chimneystacks. Rendered walls with render quoins.	14313048
KT017-025	Castle Street	Gerard O' Rorke and Co.	Office	Terraced four-bay two-storey commercial building, built c.1900. Pitched slate roof hidden behind parapet with rendered chimneystacks. Rendered walls with string course at sill level to first floor, and with channelled door surround to ground floor.	14313029
KT017-026	Church Lane	house (terraced)	house (terraced)	Terraced three-bay two-storey house, built c.1850. Pitched tile roof with stone chimneystacks. Rendered walls with render quoins. Stone surrounds, sills and label moulding to openings, with cast-iron window guards to ground floor.	14313059
KT017-027	Church Lane	house (terraced)	house (terraced)	Terraced three-bay two-storey house, built c.1780, with integral carriage arch. Pitched slate roof with rendered chimneystack. Rendered walls. Square-headed window openings with stone sills.	14313060
KT017-028	Church Lane	house (terraced)	house (terraced)	Terraced two-bay two-storey house, built c.1780. Pitched slate roof with rendered chimneystack. Rendered walls with render quoins. Square-headed window openings with stone sills. Stone block-and-start doorcase with cornice and spoked fanlight.	14313061
KT017-029	Church Lane	St Colmcille's House	House	Rectangular building of rough-coursed rubble with steeply pitched stone roof. Built in the early 9th century by the columban community.	
KT017-030	Church Street	Saint Columcille's Church of Ireland Church	sexton's house	Detached three-bay two-storey former sexton's house, built c.1890, with central gabled porch, now in use as private dwelling. Pitched slate roof with red brick chimneystacks, ridge cresting and carved timber bargeboards.	14313065
KT017-031	Church Street	Saint Columcille's Church of Ireland Church	bell tower	Octagonal ashlar limestone spire, erected c.1783, with wrought-iron finial. Added to a sixteenth-century belfry.	14313122
KT017-032	Church Street	Saint Columcille's Church of Ireland Church	Church of Ireland	Detached gable-fronted church, built in 1778, comprising of four-bay nave with single-bay chancel to the	14313066

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
				east, and projecting entrance bays to north and south elevations. Pitched slate roof. Roughcast rendered and squared limestone walls.	
KT017-033	Church Street	kerbing	kerbing	Limestone kerbstones, laid c.1780.	14313063
KT017-034	Church Street	Saint Columcille's Church of Ireland Church	gates/railings	Vehicular and pedestrian gates and piers, built 1783, set in curved rubble stone walls. Comprising of channelled ashlar limestone piers with carved caps and ball finials having Greek key motif, flanking pair of wrought-iron gates.	14313062
KT017-035	Church Street	post box	post box	Cast-iron post box, c.1905, with E.R. VII insignia and crown motif.	14313064
KT017-036	Church Street, Cannon Street	The Medical Hall	house (terraced)	End-of-terrace three-bay two-storey house built c.1870. Hipped slate roof with rendered chimneystacks. Exposed rubble limestone walls. Shopfront to the east elevation, comprising of recessed door, flanked by display windows with carved colonettes.	14313067
KT017-037	Castle Street	O'Rorkes	House (terraced)	Front façade only of terraced six-bay two-storey house, built c.1810 with rendered lugged-and-knead architraves to window openings. Original burnt in 1935 and was vacant to 1965 when it was refurbished.	14313027
KT017-038	Cross Street	Olohans	house / office	End-of-terrace four-bay two-storey house over part basement, built c.1800,	14313073
KT017-039	Cross Street	Dunnes Drapery	house / shop	End-of-terrace six-bay two-storey house, built c.1890, with shop to ground floor.	14313072
KT017-040	Farrell Street	A. Crosby	house (terraced)	End-of-terrace three-bay two-storey house, built c.1870, also in use as shop. Pitched tile roof with rendered chimneystacks. Rendered walls. Timber sash windows with stone sills. Timber panelled door with overlight.	14313086
KT017-041	Farrell Street	house (terraced)	house (terraced)	Terraced three-bay two-storey former hotel, built c.1920, with integral carriage arch, now in use as house. Pitched slate roof with rendered chimneystacks. Rendered walls. Timber casement windows with stone sills.	14313090
KT017-043	Farrell Street	Kells Oifig an Phoist	post office	End-of-terrace three-bay two-storey post office, built c.1905, with central breakfront. Pitched slate roof with red	14313091

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
				brick chimneystacks, hidden by ashlar limestone parapet. Red brick walls with limestone ashlar plinth	
KT017-044	Headford Place	Convent of Mercy	convent	Pair of detached gable-fronted three-bay two-storey schools, built 1840, Linked by screen wall with central pedimented carriage arch, with flanking carriage arches, ashlar limestone piers and cast-iron railings and gates.	14313019
KT017-045	Headford Place	House to west of Parochial House	House	Detached three-bay two-storey house, built c.1800, with attic accommodation. Carriage arch to the east with tooled stone voussoirs and wrought-iron gates. Cast-iron gates, piers and railings to site.	14313020
KT017-046	Headford Place	Mercy Convent Chapel	Chapel	Detached chapel, built in 1858, with three-bay nave. Former Presbyterian church, rebuilt on this site in 1943, with five-bay side elevations to nave and single-bay chancel	14313022
KT017-047	Headford Place	Parochial House	House	Detached three-bay three-storey parochial house, built c.1890, with central flat-roofed porch.	14313021
KT017-049	Headford Place	Font	font	Freestanding memorial, erected c.1880, comprising of Celtic cross, set on stone pedestal with carved panels and basins on north and south faces.	14313024
KT017-050	Headford Place	former Headford Estate Office	house	Detached three-bay single-storey former rent office, built 1872, with central projecting porch. Red brick walls with limestone string course having chevron motif, vitrified brick string courses and yellow brick eaves course	14313025
KT017-051	Headford Place	Heritage Centre (formerly Courthouse )	heritage centre	Detached gable-fronted three-bay two-storey former court house, built 1802,	14313002
KT017-052	Headford Place	Market Cross	High Cross	3.3m high cross dated to the 9th century. Originally stood at the junction of Market Street and Cross Street.	
KT017-053	Headford place	St. John's Grave yard	Grave Yard	Church of Ireland graveyard, with eighteenth, nineteenth and twentieth-century grave markers. Remains of late medieval grave slab depicting abbess with wimple and tau stick to site. Was also the site of a late 12th century hospital priory	14313003
KT017-054	Headford Place	House 1 to west of St. John's Churchyard	House	End-of-terrace three-bay two-storey house, built c.1780.	14313004
KT017-055	Headford Place	House 2 to west of St. John's	House /office	Terraced three-bay two-storey house, built c.1780.	14313005

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
		Churchyard			
KT017-056	Headford Place	House 3 to west of St John's Churchyard	House /surgery	Terraced three-bay two-storey house, built c.1780, with attic storey addition.	14313006
KT017-057	Headford Place	House to east of Town Hall	House	End-of-terrace five-bay two-storey house, built c.1780, Carriage arches with tooled stone voussoirs set in flanking bays	14313007
KT017-058	Headford Place	Town Hall	Town Hall	Detached five-bay three-storey former bank, built 1853, by William Caldbeck, with projecting end bays, and flanked by single-storey carriage-arch bays.	14313008
KT017-059	Headford Place	House to west of Town Hall	House	End-of-terrace five-bay two-storey house, built c.1780.	14313009
KT017-060	Headford Place	Headford Arms Hotel -East, Central, and w building	Hotel	Terraced five-bay three-storey former house, built c.1800, and terraced six-bay two-storey former house, built c.1780, with integral carriage arch, and five-bay two-storey former house to the west, built c.1800	14313011
KT017-061	Headfort place	Kells Department of Social Welfare	Shop	Detached five-bay three-storey house, built c.1830, with an early twentieth-century shopfront to ground floor. The late 20thc buildings to the rear are not included.	14313012
KT017-062	Headford Place	St Columba's Credit Union ( former Masonic Hall)	Church	Five bay, two-storey Former Masonic Hall. Central projecting one-storey porch. Rendered coins	
KT017-063	John Street	Bank of Ireland	Bank/Financial Institution	Detached four-bay three-storey bank, built c.1890, flanked by single-storey screen walls. Hipped roof hidden behind parapet with rendered chimneystacks	14313013
KT017-064	John Street	House 1 to west of Bank of Ireland	House	Semi-detached three-bay two-storey over basement house, built c.1790. Round-arched door opening with flanking Ionic columns, petal fanlight and timber panelled door, approached by stone steps. Wrought-iron railings on a limestone plinth wall	14313014
KT017-065	John Street	House 2 to west of Bank of Ireland	House	Semi-detached three-bay two-storey over basement house, built c.1790. Round-arched door opening with flanking Ionic columns, petal fanlight and timber panelled door, approached by stone steps. Wrought-iron railings on a limestone plinth wall	14313015
KT017-066	John Street	Fitzsimons Bakery	Former Bakery	Exteriors only of terraced eight-bay two-storey former bakery, built c.1930, now disused. Comprising of five recessed bays, flanked by	14313017

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
				single-bays, with four-bays over integral carriage arch to the west. Flat roof.	
KT017-067	John Street	house (terraced)   domestic	house (terraced)   domestic	Semi-detached three-bay three-storey house, built c.1900, with timber shopfront to ground floor. Pitched tile roof with rendered chimneystacks. Rendered walls and quoins. Rendered architraves to timber sash windows.	14313018
KT017-068	Kenlis Place	Vincent de Paul offices	House	semi-detached two-bay two-storey former houses, built c.1880, with central integral carriage arch flanked by entrance bays,	14313077
KT017-069	Kenlis Place	Lacy Solicitors	House	semi-detached two-bay two-storey former houses, built c.1880, with central integral carriage arch flanked by entrance bays,	14313077
KT017-071	Market Street	Mandarin Palace, Restaurant	house (terraced)	Terraced three-bay three-storey house, built c.1750, with facade dating to c.1890. Pitched slate roof with rendered chimneystacks. Red brick facade with red and yellow brick eaves cornice.	14313051
KT017-072	Market Street	house (terraced)	house (terraced)	Terraced three-bay three-storey house built c.1750, with facade dating to 1870. Pitched roof with rendered chimneystacks. Rendered walls. Render architraves and stone sills with some timber sash windows.	14313052
KT017-073	Market Street	Centra	House	Terraced five-bay two-storey former house, built c.1780, Carved stone pedimented doorcase with engaged columns, spoked fanlight and timber panelled door. Modern shopfront to ground floor.	14313053
KT017-074	Market Street	The Flower Shop	house (terraced)	Front façade only of a terraced three-bay two-storey house with attic accommodation, built c.1880, now also in use as shop. Early twentieth-century shopfront to ground floor with recessed door, mosaic inlaid threshold.	14313054
KT017-075	Market Street	house (terraced)	house (terraced)	Terraced three-bay two-storey house, built c.1850, with disused shopfront. Pitched tile roof with rendered chimneystacks. Rendered walls with render quoins. Stone surrounds and sills to window openings, with cast-iron window guard to ground floor.	14313058
KT017-076	Market Street	Duke Brothers	House / Shop	End-of-terrace five-bay three-storey house, built c.1790, Round-arched stone door doorcase with Tuscan	14313057

ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
				columns, original decorative fanlight, timber panelled door and cast-iron bootscraper with Tuscan portico. Nineteenth-century shopfront.	
KT017-077	New Market Street	gates/railings	gates/railings	Carriage arch opening and pedestrian opening set in rubble limestone screen wall, built c.1800, with limestone coping. Single and pair of wrought-iron gates with limestone wheel guards to vehicular entrance.	14313068
KT017-078	New Market Street	New Market Yard	market building	Detached four-bay single-storey former market building, built c.1800, now in use as private dwellings. Original stone voussoirs of former arcade, now blocked. Rubble stone walls with cast-iron tie-plates. Additional openings inserted.	14313069
KT017-079	New Market Street	New Market Yard	market house	Detached four-bay two-storey former market house, built c.1800, with former arcade to the ground floor, now in use as commercial outbuilding. Pitched slate roof. Coursed rubble limestone walls with cast-iron tie-plates.	14313070
KT017-080	New Market Street	Carroll	house (terraced)	End-of-terrace three-bay two-storey house and shop, built c.1900, with shopfronts to ground floor. Parapet hides roof with red brick chimneystacks. Rendered walls. Square-headed window openings with stone sills.	14313071
KT017-081	Maudlin Street	Kells Hardware Providers	shop	Terraced four-bay two-storey former house, c.1870, with integral carriage arch, now disused. Pitched slate roof with rendered chimneystack. An integrated re-development of the site to the rear is not precluded by the protection of this building.	14313030
KT017-082	Maudlin Street	house (terraced)   domestic	house (terraced)   domestic	End-of-terrace three-bay two-storey house, built c.1870, with integral carriage-arch. Pitched tile roof with red brick chimneystack. Exposed random rubble stone walls. Red brick surrounds and stone sills to timber sash window.	14313031
KT017-083	Maudlin Street	house (detached)	house (detached)	Detached five-bay two-storey house, built c.1770. Pitched tile roof with rendered chimneystacks. Roughcast rendered walls with tooled stone quoins and string course. Stone block-and-start surrounds and stone sills to timber sash windows.	14313032



ID	Street_Townland	Structure_Name	Building_Type	Description	NIAH_Reg_No
KT017-084	Maudlin Street	house (semi-detached)	house (semi-detached)	Pair of semi-detached four-bay two-storey houses, built c.1950, with pair of three-bay single-storey projections to front elevation, having recessed corner porches. Hipped slate roof with red brick chimneystacks.	14313036
KT017-085	Maudlin Street	house (terraced)	house (terraced)	End-of-terrace three-bay two-storey house, built c.1870. Pitched slate roof with brick chimneystacks. Rendered walls. Timber sash windows with stone sills. Timber battened door with overlight.	14313127
KT017-086	Maudlin Street	house (terraced)	house (terraced)	End-of-terrace five-bay two-storey house, built c.1840. Pitched slate roof with rendered chimneystacks. Roughcast rendered walls with render plat band. Render surrounds and stone sills and timber sash windows.	14313034
KT017-087	Navan Road	Kenlis Lodge / Headfort Place	House	Detached house, five-bay single-storey to front, two-storey to rear, built c.1880, with gabled entrance breakfront. Cast-iron railings on plinths with octagonal limestone gates piers and pair of cast-iron gates.	14313001
KT017-088	Navan Road	Eureka Girls School	School	Detached three-bay two-storey former house, built c.1880,	14313026
KT017-091	Carrick Street	House	House (end of terrace)	end-of-terrace three-bay two-storey house built c. 1820. Pitched slate roof with brick chimneystacks, Rendered walls with channeled quoins. Replacement sash windows	14313046
KT017-093	John Street	Kells Heritage Festival	House(terraced)	End-of-terrace three-bay two-storey house, built c.1790, with late nineteenth-century timber shopfront to ground floor.	143130116

**APPENDIX 2**  
**ARCHITECTURAL**  
**CONSERVATION AREAS**

## Kells Historic Core Architectural Conservation Area



### Historical Development

The uniqueness of Kells is derived from its origins as a Monastic settlement, dedicated to St. Columba, and rates among the important early Monastic sites of Armagh, Cashel and Kildare. It is one of the country's most culturally significant historic towns, and unlike many historic Irish towns much of its archaeology is visible.

In the ninth century the Columban community of Iona accepted the donation of land in Kells as a place of refuge from the Viking raids and built a monastery there in 804 AD. It is assumed that the site of the Church of Ireland is the site of the original monastery of which only the round tower remains.

In the middle ages Kells was a frontier town on the edge of the Pale and came under attack from the native Irish. It was burnt in 1203 and 1315. In the 12<sup>th</sup> century period of Anglo-Norman settlement Kells developed as a walled market town - to the north along Carrick and Maudlin Streets, to the east on Castle Street, John Street and Kenlis Place, and to the south on Farrell Street and Suffolk Street. In 1598 it was listed among the walled towns of Meath and prospered into the 17<sup>th</sup> century. There are few upstanding remains of the town walls with the exception of a section at the mural tower to the rear of Cannon Street.

### Layout

The periods of growth of the town are reflected in its different streetscapes. The area of the monastery forms the nucleus around which the town grew. Its significance as a religious centre is shown by the siting of the church and monastery at the top of the town. The curving narrow streets of Cross St., Castle St. and Carrick St. formed around the monastery, and are indicative of the 11<sup>th</sup> C. period as a market town.

The shape of the town reflects its location. It has a star shaped plan, which developed around the convergence of the major historic routes of North Leinster, from Dublin and the east coast to the northern and western counties. In the late medieval period there were five gates on the town's walled defences.

### Built form

The initial period of growth from 9<sup>th</sup> to 13<sup>th</sup> C is most important archaeologically for its intact street pattern and burgage plots, the town walls, and the Church of St Columba.

The town's present visual character was formed in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries with little major development taking place in the 20<sup>th</sup>C. The character of the town is modest yet elegant with the streetscapes generally composed of two storey late Georgian buildings, but with some nice doorcases and interesting shopfronts.

The last 15 years has seen the gradual erosion of architectural character by the removal of traditional sash windows, plaster, and rainwater goods. However, there is the potential to retain, and restore where necessary, the distinctive quality and historic character of the town.

### Materials

The buildings in Kells are predominantly plastered and painted in a variety of colours, however the more important institutional and commercial buildings typically have dressed stone facings, and a small number of late 19<sup>th</sup> century commercial buildings have brick facades with interesting detailing. In common with all small Irish towns, the roofscape of Kells consists of pitched slated roofs.

**Landmark views** include the medieval tower and 19<sup>th</sup>C spire and the round tower on Cannon St.

### Objectives:

It is the intention of the Council by the designation of this Architectural Conservation Area,

1. to preserve the historic street pattern within the core of the town,

2. to require that all new developments shall observe the existing scale of the town.
3. to protect the character of the existing streetscape by giving consideration to the suitability of style, construction materials, colour and decoration to be used in any proposals for development taking place within this area.
4. To encourage appropriate new uses for empty and under-utilised buildings.
5. To avoid the destruction of minor historic elements whose cumulative loss would severely erode the cumulative cultural significance of the town

Select Bibliography:

Urban Archaeological Survey of County Meath, J. Bradley, 1985

Kells, Irish Historic Town Atlas No 4, A. & K. Simms 1990

The Buildings of Ireland, North Leinster, C. Casey and A. Rowan, 1993

Kells, A study of planning and development in a historic town, J Cronin for UCD archaeological services unit, 2002

## Headfort Place Architectural Conservation Area



### Historical Development

In 1706, the town of Kells was purchased by Thomas Taylor of Ringmere in Sussex, who had come to Ireland in 1653, as chief surveyor to Sir William Petty, the author and originator of the *Down Survey*, the earliest accurate map of the country.

The first three generations of Taylors lived in Headfort Place, but moved in 1770 to their estate at Headfort. The first Earl adapted Kells to an attractive estate town which relates to the Headfort estate in the manner of many English estates. The improvements to the town included the development of Headfort Place with its substantial Georgian Houses and the courthouse built to the designs of Francis Johnston.

### Layout

Headfort Place contrasts to the narrower medieval streets of the historic core of the town and creates a linear enclosure of the space between the principle public buildings of the town – the former courthouse, town hall, church, convent and large townhouses. The edge of the road is marked by a line of trees.

### Built Form and materials

This ACA contains the majority of the principle public buildings of the town. These are of two and three storeys. The convent, parochial house and catholic church are enclosed by railings on stone plinths.

The materials of this ACA follow the pattern of the rest of the town with natural slate roofs, plaster and stone facades. Windows are traditionally timber sash although some have been inappropriately replaced.

### Objectives:

1. to require that all new developments shall observe the existing scale of the street.
2. to protect the character of the existing streetscape by giving consideration to the suitability of style, construction materials, colour and decoration to be used in any proposals for development taking place within this area.
3. to retain the specific visual qualities of urban space, protect and enhance the relationship between buildings and open space, and to enhance the view and vistas along the streets by encouraging the removal of visually intrusive elements such as overhead cables and intrusive signage.
4. To avoid the destruction of minor historic elements whose cumulative loss would severely erode the cumulative cultural significance of the area and encourage the reinstatement of appropriate details and material.

**Landmark view:** From the courthouse towards the Church of Ireland.