

Volume 2: Settlement Plans

Part A: Self-Sustaining Growth Towns

Newbridge Settlement Plan

23rd February 2026



Comhairle Contae Chill Dara
Kildare County Council

All images, maps and illustrations
are in the ownership of Kildare County Council unless otherwise stated.



**Kildare County Council,
Planning Department,
Áras Chill Dara,
Devoy Park, Naas,
County Kildare, W91 X77F**

Contents

1. Introduction and Context	8
1.1 Newbridge Settlement Plan	8
1.1.1 Area Based Transport Assessment.....	8
1.1.2 Social Infrastructure Audit.....	9
1.1.3 Settlement Capacity Audit.....	9
1.1.4 Draft Newbridge Town Renewal Masterplan	9
1.2 Newbridge in Context	9
1.3 Pre-Draft Consultation	10
1.3.1 Overview	10
1.3.2 Report on Consultation.....	10
1.3.3 'Life in Newbridge' a Youth Art Competition	10
1.3.4 Issues Paper and Submissions Received.....	11
1.4 SCOT Analysis of Newbridge.....	12
2. Vision for Newbridge	15
2.1 Achieving the Vision.....	16
3. Compliance with the Kildare County Core Strategy.....	20
3.1 Function, Scale and Population of Newbridge	20
3.2 Future Population and Housing Growth.....	20
3.2.1 Housing Completions	20
3.2.2 Extant (Live) Planning Permissions	21
3.2.3 Pre-Assessment Residential Housing Schemes	22
3.3 Core Strategy Allocation and Legacy Residential Land Zoning	23
3.4 Delivering Compact Growth.....	24
3.4.1 A Tiered Approach to Land Use Zoning.....	25
3.4.2 Residential Density Ranges.....	26
3.4.3 Projecting Residential Yield	27
3.4.4 Revised Housing Growth.....	27
3.6 Estimated Residential Growth in Newbridge 2025-2029.....	28
4. Consolidation and Renewal of Central Newbridge.....	34
4.1 Prioritising the Centre	34
4.1.1 The Development of Newbridge Town Centre.....	35
4.1.2 Newbridge Town Centre Ground Floor Land Use Survey.....	37
4.2 Retailing in the Newbridge Town Centre	40
4.3 Public Realm Quality within the Town Centre	42
4.3.1 Projects in Newbridge Town Centre	42

4.4 Newbridge Central Settlement Consolidation Site	48
4.4.1 Locational Context, Development Constraints and Opportunities	49
4.4.2 Vision and Envisaged Role.....	51
4.4.3 Newbridge Central SCS Urban Design Framework	52
5. Economic Development.....	56
5.1 Employment Profile.....	56
5.2 Economic Development Policy Context.....	58
5.2.1 The Kildare County Development Plan 2023 – 2029 (as varied) (CDP).....	58
5.2.2 The Kildare 2025 Economic Development Strategy.....	59
5.3 Newbridge Economic Development Strategy	59
5.3.1 Target Job Ratio	60
5.3.2 Strategic Economic and Employment Zone Growth.....	61
5.3.3 Targeted Sectoral Growth.....	61
5.3.4 Principles Required to Achieve the Economic Development Strategy.....	63
5.4 Locations for Economic Development	64
5.4.1 Town Centre and Environs.....	64
5.4.2 Littleconnell Strategic Employment Area.....	65
5.4.2.1 Locational Context, Development Constraints and Opportunities.....	65
5.4.2.2. Vision and Envisaged Role	66
5.4.2.3. Littleconnell Strategic Employment Area Urban Design Framework.....	67
5.4.2.3.1. Urban Design Principles and Priorities	67
5.4.3 IDA Newbridge Business Park (Green Road)	71
5.4.4 Cill Dara Industrial Estate	72
5.5 Tourism	73
5.5.1 Retail Tourism.....	73
5.5.2 Sporting Tourism	73
5.5.3 Military Tourism (Former Barracks Heritage).....	74
6. Homes and Communities	75
6.1 Context	75
6.2 Socio-economic Profile	75
6.2.1 Population	75
6.2.2 Age Profile.....	75
6.2.3 Housing Stock	76
6.2.4 Household Size	77
6.2.5 Housing Tenure	77
6.2.6 Education	77

6.2.7 Social Deprivation	78
6.3 Residential Mix and Design	79
6.3.1 Group / Special Needs Housing	80
6.3.2 Positive Ageing (Age Friendly Housing).....	81
6.4 Social Infrastructure.....	83
6.4.1 Assessment of the Existing Situation and Future Demand.....	83
6.4.1.1 Education and Training	84
6.4.1.2 Childcare	86
6.4.1.3 Health	87
6.4.1.4 Open Space.....	89
6.4.1.5 Sports and Recreation	91
6.4.1.6 Social and Community Services	94
6.4.1.7 Arts and Cultural Facilities	95
6.4.1.8 Faith Facilities.....	95
6.4.1.9 Neighbourhood Centres.....	96
6.4.2 Summary of Social Infrastructure Requirements.....	97
7. Movement and Transportation	102
7.1 Policy Background	102
7.2 Local Context.....	103
7.3 Newbridge Area Based Transport Assessment (NABTA).....	103
7.3.1 Integration of Land Use and Transport Planning.....	103
7.3.2 Consultation with the Public.....	104
7.3.3 Implementing the NABTA	104
7.3.4 Modal Split Target.....	105
7.4 Sustainable Movement and Accessibility	105
7.5 Active Travel: Walking, Permeability and Cycling	107
7.5.1 Greenways and Quietways.....	107
7.5.2 New active modes bridges.....	107
7.5.3 Cycle Network Measures.....	108
7.5.4 Complementary measures.....	108
7.6 Public Transport.....	111
7.6.1 Train	111
7.6.2 Bus.....	111
7.6.3 Transport Mobility Hubs	112
7.7 Road Infrastructure	116
7.7.1 Road Measures	116

7.7.2 Parking Measures	118
8. Built Heritage and Archaeology	122
8.1. Overview.....	122
8.2. Record of Protected Structures.....	123
8.2.1 Barracks Heritage.....	123
8.3. Protected Views	125
8.4. Archaeological Heritage – Protecting Our Past.....	125
8.4.1. Record of Monuments and Places	125
8.4.2 Sites and Monuments Record	125
8.4.3. Register of Historic Monuments.....	126
9. Green and Blue Infrastructure.....	129
9.1 Natural Heritage and Biodiversity	129
9.2 Designated Sites.....	129
9.3 Newbridge Biodiversity Action Plan 2021-2025	133
9.4 Habitat Survey and Mapping.....	134
9.5 Green and Blue Infrastructure.....	136
9.5.1 Core Habitat Areas	136
9.5.1.1 The Curragh Plains.....	136
9.5.1.2 Pollardstown Fen.....	137
9.5.1.3 The River Liffey and Associated Riparian Habitats.....	137
9.5.1.4. Mature Woodlands at Greatconnell.....	137
9.5.1.5 Woodlands at Littleconnell	137
9.5.1.6 Treelines at Crotanstown House	138
9.5.2 Corridor Habitats	138
9.5.2.1 M7 Motorway Corridor	138
9.5.2.2 Hedgerows and Treelines	138
9.5.3 Stepping Stone Habitats.....	138
9.6 Mitigating Negative Impacts on Green and Blue Infrastructure.....	139
9.7 Using Green and Blue Infrastructure for Surface Water Management.....	139
9.8 Tree Coverage	140
10. Infrastructure and Environmental Services	144
10.1 Overview.....	144
10.2 Water Supply and Wastewater.....	144
10.2.1 Water Supply.....	144
10.2.2 Wastewater	145
10.3 Groundwater and Surface Water	146

10.3.2 Groundwater.....	147
10.4. Flood Risk Management.....	148
10.4.1 Site Specific Flood Risk Assessment.....	149
10.5 Energy Supply and Communications.....	150
10.5.1 Energy Supply.....	150
10.5.2 Electricity Network Infrastructure.....	150
10.5.3 Gas Network Infrastructure.....	151
10.5.4 Locally Generated Renewable and Low Carbon Energy.....	151
10.5.5 Broadband Provision.....	151
10.6 Pollution and Environmental Services.....	152
10.6.1 Waste Collection.....	152
10.6.2 Air Pollution.....	153
11. Implementation.....	155
11.1 Key Development Areas (KDAs).....	155
11.1.1 Greatconnell Key Development Area.....	156
11.1.2 Newbridge North Key Development Area.....	160
11.1.3 Crotanstown Key Development Area.....	163
11.2 Implementation and Infrastructure Delivery Schedule.....	167
11.3 Land Use Zoning Objectives.....	176

Figures

Figure 1.1: Topics Referred to in Art Competition Submissions	11
Figure 1.2: Pre-draft Submissions Received Classified by Issues Paper Key Themes	12
Figure 1.3: SCOT Analysis Graphic.....	14
Figure 2.1: Development Principles for Newbridge.....	16
Figure 2.2: Development Strategy for Newbridge.....	19
Figure 3.1: Newbridge Built-Up Footprint	25
Figure 4.1: Aerial Map of Central Newbridge.....	35
Figure 4.2: Streetscape Photos of Newbridge Town Centre	36
Figure 4.3: Newbridge Town Centre Ground Floor Land Use Survey	38
Figure 4.4: Potential redevelopment of Old Market Square	43
Figure 4.5: Potential redevelopment of the Eyre Street	44
Figure 4.6: Potential redevelopment of laneways in Newbridge	44
Figure 4.7: Potential renewal of Main Street and surrounding streets.....	45
Figure 4.8: CGI of Permitted Newbridge Library Scheme.....	46
Figure 4.9: Opportunity Sites within Newbridge Central SCS	50
Figure 4.10: Urban Design Framework for the Newbridge Central SCS	55
Figure 5.1: Population aged 15 years and over by principal economic status.....	56
Figure 5.2: Littleconnell Strategic Employment Area Urban Design Framework	70
Figure 5.3: IDA Newbridge Business Park (Green Road).....	71
Figure 6.1: Percentage of Permanent Private Households Which Comprise of Flats/Apartments.....	76
Figure 6.2: Percentage of Permanent Private Households Which Comprise of Houses/ Bungalows	77
Figure 6.3: Percentage of Population Aged 15 Years and Over that have Ceased Education at Upper Secondary Level or Lower	78
Figure 6.4: Percentage of Population Aged 15 Years and Over which Ceased Education with a Bachelor's Degree or Higher	78
Figure 6.5: Map of Deprivation	79
Figure 7.1: The Avoid-Shift-Improve Principle	102
Figure 9.1: Groundwater Catchment into Pollardstown Fen	130
Figure 9.2: Map of Designated Sites	132
Figure 9.3: Habitat Map of the Newbridge and Environs Habitat Mapping Report	135
Figure 9.4: Tree Canopy Map of Newbridge.....	141
Figure 10.1: River Waterbody Status.....	147
Figure 10.2: Noise Pollution from Environmental Protection Agency Maps.....	154
Figure 11.1: Greatconnell KDA Urban Design Framework.....	159
Figure 11.2: Newbridge North KDA Urban Design Framework	162
Figure 11.3: Crotanstown KDA Urban Design Framework.....	166

Tables

Table 1.1: SCOT Analysis of Newbridge.....	12
Table 2.1: Key Measures for Achieving Vision.....	17
Table 3.1: Core Strategy Allocation for Newbridge.....	20
Table 3.2: Housing Completions.....	21
Table 3.3: Significant Extant Planning Permissions.....	22
Table 3.4: Live and Pipeline Future Housing Schemes.....	23
Table 3.5: Unit Growth Census 2011 – Q4 2022.....	23
Table 3.6: Residential Density Ranges Applicable to Newbridge.....	26
Table 3.7: Estimated Residential Development Capacity.....	30
Table 4.1: Land Use Classifications – Description of Use.....	37
Table 4.2: New Public Civic Squares in Newbridge Town Centre.....	43
Table 4.3: Public Realm Projects on Athgarvan / Military Road and Environs.....	43
Table 4.4: Public Realm Projects on Eyre Street and Adjoining Laneways.....	43
Table 4.5: Public realm projects on Main Street/Edward Street and George’s Street.....	45
Table 4.6: Improvements to Civic Facilities in Newbridge Town Centre.....	46
Table 5.1: Employment in the Built-Up Area of Newbridge.....	57
Table 5.2: Breakdown of Workers per Industry.....	57
Table 5.3: Employment in the Plan Area of Newbridge.....	58
Table 5.4: Targeted Employment Growth.....	60
Table 5.5: Breakdown of Targeted Sectoral Employment Growth.....	63
Table 5.6: Littleconnell Strategic Employment Area Development Areas.....	65
Table 6.1: Population Profiles.....	76
Table 6.2: Percentage of Type of Occupancy.....	77
Table 6.3: Summary of Social Infrastructure Requirements.....	97
Table 7.1: Walking Measures and Delivery Timeframe.....	108
Table 7.2: Public Transport Measures and Delivery Timeframe.....	113
Table 7.3: Road Network Measures and Delivery Timeframe.....	117
Table 7.4: Parking Measures and Delivery Timeframe.....	119
Table 8.1: Future additions to Appendix 6 to the Kildare County Development Plan 2023 – 2029 (as varied).....	124
Table 8.2: Sites and Monuments.....	126
Table 8.3: Registered Monument.....	127
Table 11.1: Greatconnell KDA Design Brief.....	156
Table 11.2: Newbridge North KDA Design Brief.....	160
Table 11.3: Crotanstown KDA Design Brief.....	163
Table 11.4: Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands.....	167
Table 11.5: Implementation and Infrastructure Delivery Schedule – Employment Lands ...	173
Table 11.6: Land Use Zoning Objectives.....	176
Table 11.7: Zoning Matrix – Definition of Terms.....	179
Table 11.8: Land Use Zoning Matrix.....	181

Appendix A: Maps

Appendix B: Overview of Site Infrastructure Requirements

1. Introduction and Context

1.1 Newbridge Settlement Plan

It is an objective (CS O9) of the Kildare County Development Plan (CDP) 2023-2029 (as varied) to *ensure that up-to-date settlement plans (specifics to be determined through the County Development Plan review/variation) are in place for those County Kildare settlements in the Settlement Hierarchy in accordance with the obligations of the planning legislation and in accordance with relevant Ministerial Guidelines, regional planning objectives, and the County Development Plan.* In this regard a Settlement Plan is being prepared for the town of Newbridge.

It is important to note that preparation had originally begun for a replacement local area plan to the Newbridge Local Area Plan 2023-2019 (as amended and extended to 2021) however as there is no longer a legislative provision for local area plans under the Planning and Development Act (2024) this Plan is being prepared by way of a Variation to the County Development Plan under Section 13 of the Planning and Development Act 2000 (as amended) and in accordance with objective CS O9.

The Newbridge Settlement Plan (hereby known as the Plan) comprises a written statement and is accompanied by a suite of maps (Appendix A).¹ The written statement shall take precedence over the maps should any discrepancy arise between them. This Plan will refer to Volume 1, Volume 2 and Appendices of the Kildare County Development Plan 2023 – 2029 (as varied) as either Vol. 1 or Vol. 2 or Appendix (1 – 12) accordingly.

The environmental reports published alongside the Plan include a Screening for Appropriate Assessment (AA) Report, a Strategic Environmental Assessment Screening Report, an addendum to the Strategic Flood Risk Assessment (SFRA) Report and a Surface Water Management Strategy. These focused reports should be examined in the context of the environmental reports which accompany the CDP. A number of stand-alone supporting documents provide for an evidence-led approach to the formulation of the written statement, as detailed under the following subsections.

1.1.1 Area Based Transport Assessment

The Newbridge Area Based Transport Assessment (NABTA) presents a comprehensive analysis of the transport infrastructure and service provision across all modes of transport in Newbridge. The assessment leads to an understanding of the existing constraints and modal share. It also models future scenarios to ensure the optimal transportation interventions can be planned and provided; to secure long-

¹ Each reference number associated with a map starts with V2-N (Volume 2 – Newbridge). The unique map reference is the last two digits. For example, map reference **V2-N:4.1** will be referenced in the written statement as **Map 4.1** and this applies to all maps accompanying the Plan.

lasting transport improvements to meet future demand and drive a sustainable modal shift for work, education, business and visitor trips. While the NABTA has not been wholly replicated in this Plan its comprehensive and wide-ranging measures have informed the development strategy and land-use zoning of this Plan.

1.1.2 Social Infrastructure Audit

The Social Infrastructure Audit (SIA) examines the existing social infrastructure provision in the Newbridge. The Audit also identifies the future requirements of the town and makes recommendations on priority areas for investment within the plan area. The Audit identifies relevant social infrastructure that will contribute to quality of life, forming a key part of the fabric of an area, not just in terms of wellbeing, but also in terms of sense of place and local identity.

1.1.3 Settlement Capacity Audit

A Settlement Capacity Audit (SCA) is a comprehensive audit of sites with the potential for development. It is carried out to inform the appropriate zoning of residential lands across the Plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Local Authorities (2022). The SCA distinguishes between lands that are ‘Serviced’ (Tier 1) and those that are ‘Serviceable’ (Tier 2) within the lifetime of the Plan. The Audit will ensure that an informed decision can be made as to whether or not to zone land or sites for residential development. This approach has also been applied to employment lands (where appropriate) to apply an order of priority to ensure the zoning of land takes account of proper planning and sustainable development.

1.1.4 Draft Newbridge Town Renewal Masterplan

The Draft Newbridge Town Renewal Masterplan (NTRM) details a series of interlinked public realm projects which will enhance and reinvigorate the town. Identification of the key projects in the town were informed by a Health Check which was conducted to assess the vitality and viability of the town centre, urban design analysis and extensive consultation process ranging from public events through to discussions / workshops with the Town Committee and inhouse Kildare County Council project team. The Draft NTRM includes an implementation strategy for the town with several projects designed to be developed to Part 8 approval stage.

1.2 Newbridge in Context

Droichead Nua or Newbridge is an important settlement within County Kildare and the wider region. It is the second most populous town in the county; the population has risen 7% since the last Census.² Newbridge is also a hub for employment with a thriving retail sector for comparison and bulky goods. It supports a great variety of world renowned native and multinational companies in the areas of manufacturing,

² Naas had a population of 26,180 persons under Census 2022. Newbridge had a population of 22,742 persons under Census 2016.

IT, pharmaceuticals and logistics/warehousing. Newbridge also has a valued cultural heritage as a former barracks town which now contains such facilities as St. Conleth's Park home to Kildare GAA, the Riverbank Arts Centre and the Liffey Linear Park. This Plan is the key strategic document which will guide the sustainable development of the town.

1.3 Pre-Draft Consultation

1.3.1 Overview

Pre-draft consultation for the Plan was undertaken in order to gain an understanding of the key issues which the local community, public sector agencies, non-governmental agencies and commercial interests, consider important for Newbridge. It should be noted that this pre-draft consultation was undertaken in line with Section 20(1) of the Planning and Development Act 2000 (as amended), which requires that planning authorities, before preparing local area plans, undertake whatever steps are necessary to consult the public and key stakeholders.

1.3.2 Report on Consultation

The pre-draft consultation strategy comprised of three key parts:

1. A Youth Art Competition for children of school going age.
2. The publication of an Issues Paper which focused conversation to planning and development matters that Newbridge may face over the plan period.
3. Referrals of the Issues Paper to public bodies and key stakeholders.

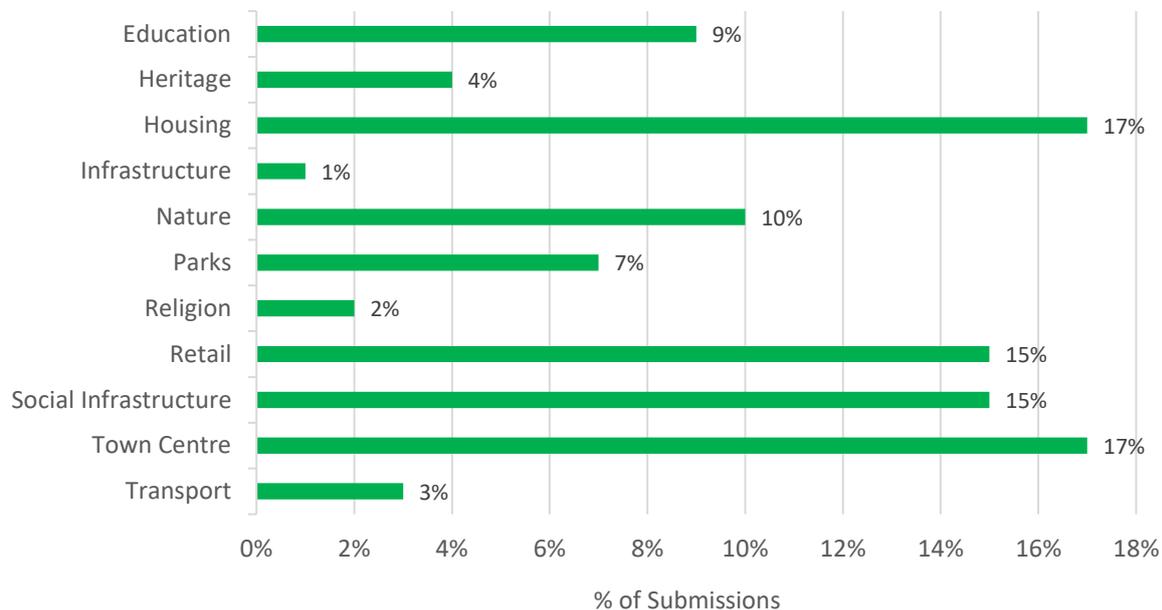
Submissions were invited over a period of seven weeks from 10th October to 28th November 2023 inclusive. An informal public 'drop-in' event was also held at the Newbridge Town Hall on 9th November 2023 between 2.30pm – 6pm and circa. 63 people attended.

1.3.3 'Life in Newbridge' a Youth Art Competition

To ensure the views of younger people were obtained as part of the Pre-Draft Consultation, an art competition was launched with the caption 'Life in Newbridge'. Children of primary and post-primary school age were invited to express their artistic impression of any aspect of life in present day Newbridge. This was a very successful endeavour for the Kildare County Council Planning Department with a total of 192 entries received on a variety of themes catalogued in Figure 1.1 (overleaf). The entries to the art competition depicted the importance of home, family, friends, environment and social infrastructure in the lives of young people when

viewed from a land use perspective. The six winning entries and all other entries were displayed in an art exhibition in the Riverbank Arts Centre in April 2024.³

Figure 1.1: Topics Referred to in Art Competition Submissions



1.3.4 Issues Paper and Submissions Received

The Pre-draft Public Consultation Issues Paper identified a number of the key themes relating to planning and development matters affecting Newbridge. A total of 96 submissions were received over the seven-week consultation period.

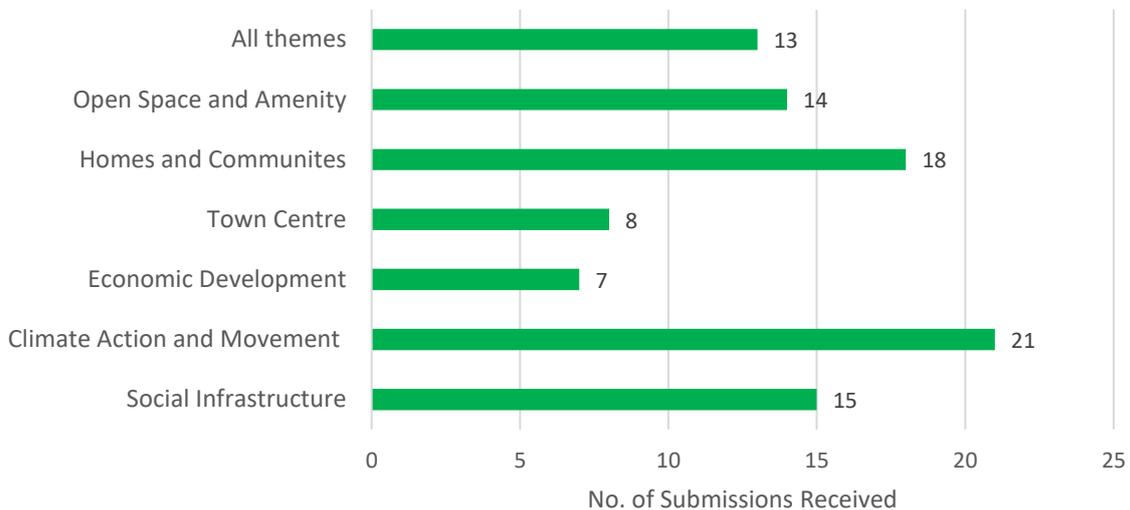
The themes which occurred most frequently in the submissions to the Issues Paper related to social infrastructure, open space and amenity, climate and movement (traffic, mobility, public transport) and the zoning of land. In terms of social infrastructure, the need for an additional post-primary school, more medical and GP facilities, youth facilities and a demand for multi-purpose community centres and spaces to cater for the diverse needs of the community were highlighted. In terms of the Open Space and Amenity theme in Newbridge, particularly prominent issues raised related to the need for a multi-purpose sports hub, a swimming pool and additional parks and playgrounds. In terms of Climate Change and Movement, many submissions commented on the need to reduce traffic in and around Newbridge through the creation of improved walking and cycling infrastructure, as well as improved public transport provision, whilst ensuring universal access.

Many submissions also comprised of requests for zoning of lands for a range of land uses. Vacancy and dereliction within and adjacent to the town centre was also a

³ Information on the art competition is contained within the Newbridge Pre-draft Consultation Report: <https://consult.kildarecoco.ie/en/consultation/newbridge-local-area-plan-2025-2031-pre-draft-public-consultation>

recurring theme. These themes are catalogued in Figure 1.2 below, and each submission was responded to in the Newbridge Local Area Plan 2025 – 2031 Report on Submissions Received during the Pre-draft Consultation Stage, published 20th March 2024.

Figure 1.2: Pre-draft Submissions Received Classified by Issues Paper Key Themes



1.4 SCOT Analysis of Newbridge

A SCOT analysis is broken into Strengths, Challenges, Opportunities, and Threats. This SCOT analysis highlights the balance between Newbridge’s strengths and the challenges it faces, while identifying opportunities for sustainable development and risks to be mitigated. This analysis is detailed in Table 1.1 and illustrated in Figure 1.3.

Table 1.1: SCOT Analysis of Newbridge

Strengths
<ul style="list-style-type: none"> • Significant employment hub for the wider region. • High level of Foreign Direct Investment with numerous major international companies owning high tech manufacturing and logistics premises. • The designation of lands between Naas and Newbridge as a Strategic Economic and Employment Zone of county importance. • The abundance of green infrastructure in and around Newbridge for biodiversity conservation and leisure pursuit purposes including the River Liffey, the Curragh Plains, Pollardstown Fen and Mouds Bog. • A thriving retail sector and a key destination for shopping in the county and beyond. The town centre has a strong representation of national and international multiples comparison retailers and a walkable urban environment. • Home to Kildare Gaelic Athletic Association’s County Grounds St. Conleth’s Park, hosting both inter-county and club matches throughout the year.

- Good active travel connections and convenient access to rail, bus services and the M7 motorway.

Challenges

- Traffic congestion, due to an over-dependence on the private car and a lack of appealing and sustainable alternatives, particularly during school drop-off and pick up times.
- Oversubscribed education facilities, healthcare services, childcare providers, and other public services.
- Lack of high-quality multi-purpose recreation spaces for organised sports and more passive leisure pursuits.
- Persistent antisocial behaviour and criminal activity that continue to affect the community.

Opportunities

- Build upon the Littleconnell Employment Area located within the Strategic Economic and Employment Zone, which is earmarked for economic growth of county importance.
- Investment and interventions in the transportation network which could improve congestion and better implement the 10-minute settlement concept of walkable neighbourhoods.
- New social infrastructure such as a primary school, parks, sports facilities, a primary care centre and community centre addressing unmet projected demand.
- Provision of much needed housing of various types and densities in sustainable locations, particularly as part of mixed-use regeneration schemes in the town centre.
- Regeneration of under-utilised sites in the town centre, providing a mix of uses including housing.

Threats

- Growth in population not accompanied by the necessary investment in employment creation, services, social infrastructure and sustainable transport.
- Undermining of the established town centre retail offering through the development of edge-of-centre and the ongoing digitisation of shopping habits.
- Development of poorly integrated mono type housing estates at peripheral locations.
- Climate change and associated negative consequences such as flooding due to the increased frequency of severe weather events.

Figure 1.3: SCOT Analysis Graphic



2. Vision for Newbridge

The Vision for the Plan seeks

Braistint láidir áite an bhaile a threisiú trí thógáil ar phróifíl an bhaile mar lárionad don ghníomhaíocht eacnamaíoch agus mhiondíola atá faoi bhláth; aghaidh a thabhairt ar shaincheisteanna mar phlódú, sábháilteacht an phobail agus easnaimh sa bhonneagar sóisialta; tabhairt faoi bheith ag pleanáil comharsanachtaí atá níos insiúlta/inathchúrsáilte, agus atá bríomhar, inacmhainne agus ionchuimsitheach do gach aoisghrúpa; leas níos fearr a bhaint as sócmhainní uathúla nádúrtha, cultúrtha agus oidhreachta tógtha an cheantair; agus ar na bealaí uile seo, déanfar iarracht timpeallacht a chruthú inar féidir le cónaitheoirí agus cuairteoirí bláthú agus inar féidir acmhainneacht a chothú agus aghaidh á tabhairt againn ar an dúshlán práinneach aeráide.

To reinforce the town's strong sense of place by building upon its profile as a thriving centre for economic and retail activity; to address such issues as congestion, community safety and deficiencies in social infrastructure; to plan for more walkable/cyclable neighbourhoods which are vibrant, affordable and inclusive to all age groups; to better harness the area's unique natural, cultural and built heritage assets - all in an effort to create an environment where residents and visitors can flourish and foster resilience in the face of the urgent climate challenge.

This Vision is in line with the Strategic Vision for the county outlined Chapter 1 of Vol. 1 and is underpinned by a number of Development Principles (Figure 2.1) which are integrated throughout the Plan.

Figure 2.1: Development Principles for Newbridge



2.1 Achieving the Vision

The Vision for the Newbridge Settlement Plan will be supported and implemented through a number of tailored measures that will require implementation over the lifetime of the Plan. Table 2.1 provides an overview to the key measures necessary for the successful realisation of the Vision for Newbridge.

Table 2.1: Key Measures for Achieving Vision

Destination for Economic and Retail Activity
<p>A key priority of the Plan will be to ensure Newbridge Town Centre is a vibrant cultural quarter and a bustling hub to live, shop, work, visit, socialise and invest in. Chapter 4 examines the town centre and a number of associated urban design projects are outlined.</p> <p>The Plan incorporates an economic development strategy which places particular emphasis on the importance of the identified Naas to Newbridge Strategic Employment Zone, whilst also focusing on the town centre regeneration. These areas are examined in Chapter 5.</p>
Enhancing Sustainable Movement and Transportation
<p>The integration of land use and transport planning is at the centre of the plan-making process to improve access to more sustainable means of mobility.</p> <p>To maximise the ease and efficiency of movement through Newbridge, a comprehensive assessment (Newbridge Area Based Transport Assessment (ABTA) was carried out. Measures have been identified in relation to walking, cycling, public transport (including multi-modal transport hubs), parking and roads (including bridges). The aim of the measures is to improve sustainable movement throughout the existing settlement while also facilitating future planned growth. This Plan supports the implementation of such measures in Chapter 7 in line with the 10-minute settlement concept.</p> <p>The Plan will also seek to create the right jobs in the right places by placing a particular emphasis on achieving greater alignment between where people live and work, to reduce the need to travel and facilitating sustainable travel modes.</p>
Improving Community Safety
<p>Anti-social behaviour and crime is a noted issue in Newbridge and this Plan supports a flagship urban renewal scheme called 'Safer Newbridge Project' which focuses on improving the public realm of Eyre Street.</p>
Delivering Social Infrastructure
<p>A Social Infrastructure Audit (SIA) is published alongside this Plan. This audit provides a comprehensive analysis of social infrastructure in the areas of education, childcare, health, open space, social and community, arts and cultural facilities, faith facilities and neighbourhood centres.</p> <p>Chapter 6 of the Plan uses the SIA to identify catch-up social infrastructure for the existing population within a 10-minute walking distance of the existing residents. Chapter 6 also provides for appropriate supporting social infrastructure to accompany future planned growth over the lifetime of the Plan and beyond.</p>

Creating Vibrant Neighbourhoods

Chapters 4 and 6 of the Plan seek to deliver vibrant neighbourhoods by ensuring the principles of people-centred placemaking. These principles allow for increased opportunities for active travel, physical activity and social interaction by focusing on high quality pedestrian and cycle connectivity to a range of local services, amenities and open spaces. Chapter 6 also prioritises social inclusion and cohesion by allowing for age-friendly communities, a range of accessible social infrastructure and a sustainable housing mix.

The Plan aims to combat urban sprawl by supporting compact growth and the consolidation of the existing urban form in Newbridge. A sequential approach to the zoning of land has been applied, which is underpinned by a Settlement Capacity Audit (SCA) published alongside this Plan.

Harnessing the Area's Natural, Cultural and Built Heritage

Chapter 9 of the Plan sets out a framework to incorporate the Green and Blue Infrastructure network into placemaking, with the River Liffey at its core and acknowledging the important sites of Pollardstown Fen SAC, Mouds Bog SAC and the Curragh Plains pNHA on periphery of the Plan area.

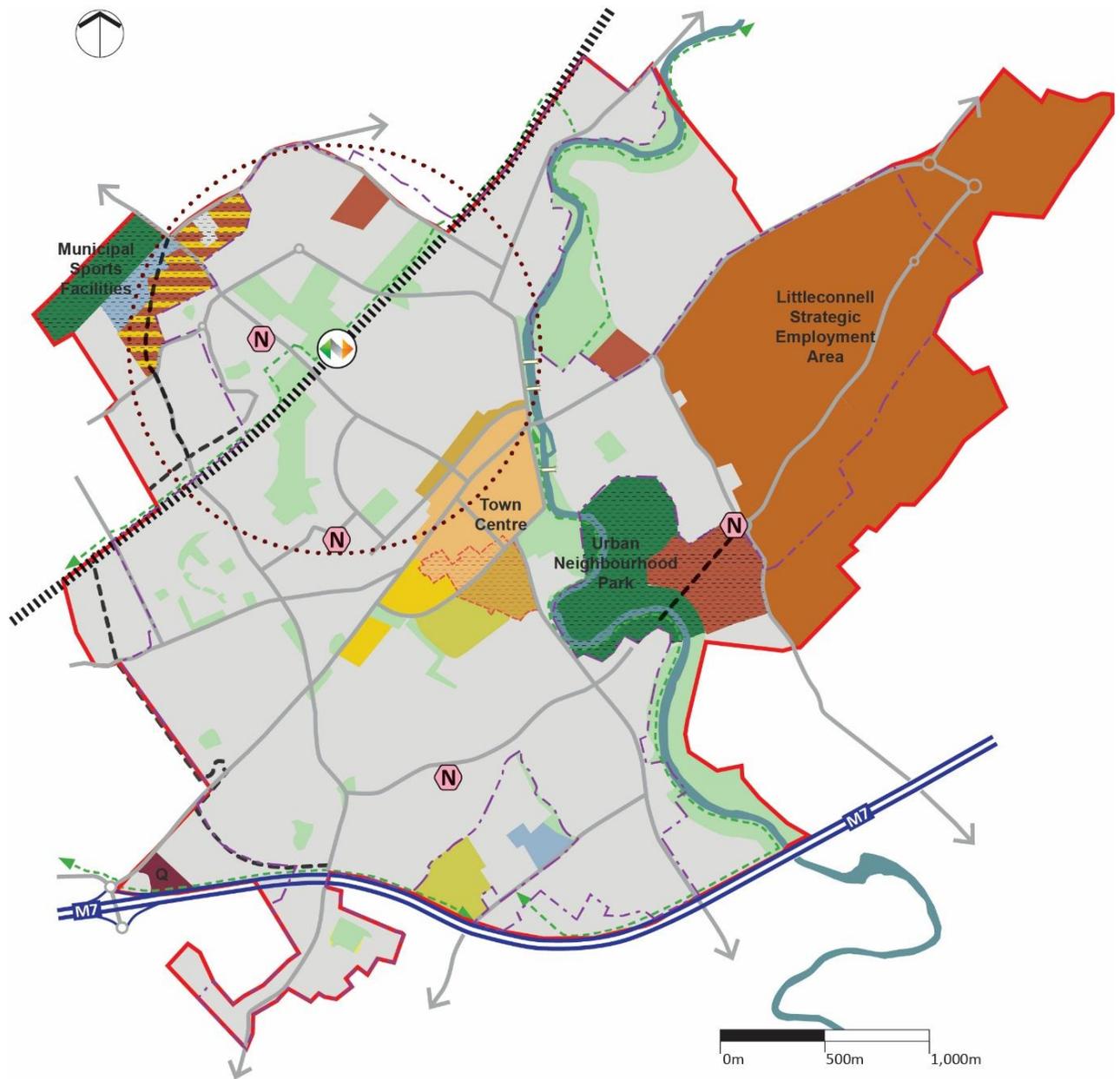
Chapter 8 of the Plan examines the architectural and archaeological heritage of Newbridge and focuses on best-practice protection, preservation and promotion of these sensitive cultural assets within the Plan area.

Fostering Resilience against the Climate Emergency

It is acknowledged that planning authorities have a critical role in effecting meaningful climate action at a local level, particularly within settlements, through the plan making process.

In this regard and aligning with the need to transition to a low carbon model of development, it is considered that climate action represents a key opportunity when planning for the future development of Newbridge. Targeted objectives have been added throughout the Plan to support such a model.

Figure 2.2: Development Strategy for Newbridge



Legend

- | | |
|-------------------------------------------------|---------------------------|
| Draft Settlement Plan Boundary | Key Development Area |
| Built-Up Footprint Boundary | Mix Use |
| Key routes | Commercial and Retail |
| Railway line | Industry and Warehousing |
| Train station and notional 1km walking distance | New Residential Areas |
| New Roads | New Residential Phase 2 |
| Greenways | General Business Use |
| Active modes bridge | Open Space and Amenity |
| Neighbourhood Centre | Community and Education |
| Newbridge Central Settlement Consolidation Site | Enterprise and Employment |

3. Compliance with the Kildare County Core Strategy

3.1 Function, Scale and Population of Newbridge

Chapter 2 of Vol 1 designates Newbridge as a Self-Sustaining Growth Town in the County Settlement Strategy. This designation refers to towns with a reasonable level of jobs and services to meet the needs of people in its service catchment.⁴ The Settlement Strategy for the Eastern Midland Regional Assembly (EMRA) identified these ‘growth towns’ as settlements with strong service and employment functions which may have the capacity to support a level of proportional population and employment growth to become more self-sustaining, in line with their capacity of public transport, services and infrastructure. These towns also provide a range of functions for both their residents and their surrounding catchment area.

Census 2022 recorded a population of 24,366 within the CSO defined Built-Up Area (BUA) boundary of Newbridge, reflecting a 7% increase since Census 2016, which reported a population of 22,742 within the CSO defined Census 2016 settlement boundary.

3.2 Future Population and Housing Growth

The County Development Plan (CDP) Core Strategy allocates 11.6 % of the county housing and population growth to the Self-Sustaining Growth Town of Newbridge. This results in a target increase of 2,917 persons for the period of Q1 2023 to Q4 2028 with a housing target of 1,061 units for the same period (see, Table 3.1).

Table 3.1: Core Strategy Allocation for Newbridge

Population Census 2022	Population Growth 2023 - 2028	Housing Growth 2023 - 2028
24,366	2,917	1,061

Source: Kildare County Development Plan 2023-2029 (as varied)

3.2.1 Housing Completions

Housing completions, following the adoption of the County Development Plan, must be considered in the context of the Core Strategy unit allocation. The Central Statistics Office (CSO) provides quarterly data on housing completions within the Census 2022 Built-up Area (BUA) boundary, and are available for 2023, 2024 and up to Q3 of 2025, as detailed in Table 3.2 (overleaf).

However, it is also important to note that there are two active construction sites which are located outside the Census 2022 BUA boundary, namely, Curragh Farm and Pairc na Manach, which are not included in the CSO housing completion

⁴ Defined in the Eastern and Midland Regional Assembly’s Regional Spatial and Economic Strategy 2019-2031.

database. Instead, data for these areas has been gathered through site inspections. Table 3.2 also provides details of the housing completion figures on these two sites.

Table 3.2: Housing Completions

Housing Completions	Units
Core Strategy Allocation to Q4 2028	1,061 units
Housing Completions 2023 within the BUA (subtract)	225 units
Housing Completions 2024 within the BUA (subtract)	158 units
Housing Completions 2025 Q1 within the BUA (subtract)	79 units
Constructed Units 2023, 2024 and 2025 outside of the BUA (subtract)	241 units ⁵
	358 units remaining

3.2.2 Extant (Live) Planning Permissions

The Section 28 Ministerial Guidelines for Planning Authorities on Development Plans (2022) are explicit in how extant (live) planning permissions should be considered in the context of the Core Strategy, as follows:

A site with a planning permission that **has yet to commence** may be regarded as having equivalent potential to any other zoned and serviced site for core strategy calculation purposes.

A site with a planning permission that **has commenced**, should not be wholly excluded from core strategy calculation purposes unless almost fully built out. A reasonable estimate should be made of housing delivery from the permission that is likely to occur during the plan period. This should be informed by recent levels of housing output and local market absorption rates on a whole settlement basis, also allowing for a progressive increase in output.

Currently, there are four significant extant planning permissions for residential development in Newbridge. All four have commenced construction (see Table 3.3 overleaf). The remaining units are to be delivered during the life of the Plan and

⁵ Site inspections which informed this figure took place on the 2nd of September 2025.

required to be considered in the context of the Core Strategy housing unit allocation for Newbridge.

Table 3.3: Significant Extant Planning Permissions

Residential Scheme Name / Location	Units for Delivery (Q3 2025 - Q4 2028)	Status
Páirc Na Manach	107 ⁶	Commenced
Curragh Farm	192 ⁷	Commenced
Pierce Park	112 ⁸	Commenced
Oldconnell ⁹	126	Commenced
Total	537 units	

3.2.3 Pre-Assessment Residential Housing Schemes

There are two noteworthy applications on land zoned for New Residential development within the Newbridge Local Area Plan 2013-2019 (as amended and extended) which are at pre-approval stage. One of which is a Social and Affordable Housing Scheme located at Rickardstown which has capacity for circa 136 housing units (40 affordable homes and 96 social homes).

The other is a Strategic Housing Development (SHD) scheme under consideration with An Coimisiún Pleanála for 569 number units.¹⁰ Intrinsic to the SHD development is the Kildare County Council approved scheme for a multi-functional amenity area and a new distributor road, which traverses and integrates the site of the Greatconnell SHD application site.¹¹ The scheme provides for the Newbridge Southern Ring Road which will link the Greatconnell Road to the section of the ring road already constructed within the residential development of Belin Woods and the proposed route traverses the site of the SHD housing scheme. The Newbridge Southern Ring Road is a significant and hugely critical piece of infrastructure for the town of Newbridge and will provide the vital second bridge over the River Liffey which has been planned for several decades. Kildare County Council has submitted

⁶ 204 (Total number of units) minus 97 (Units completed in 2024 and Q1, Q2 and Q3 of 2025) = 107 units to be completed over the lifetime of the Plan.

⁷ 390 (Overall number of units) minus 54 (Units completed as part of Phase 1 in 2021 and 2022) minus 144 (Units completed in 2023, 2024 and Q1, Q2 and Q3 of 2025) = 192 units to be completed over the lifetime of the Plan.

⁸ 124 (Total number of units) minus 12 (Construction completed on the 'The Willows' units) = 112 units to be completed over the lifetime of the Plan.

⁹ Greengables, Tower Green, Hawthorn Green, Fenway Manor and Silver Glen to be considered by the naming committee as of compliance with conditions 5a and 5b of Planning Ref. 24/60438.

¹⁰ ABP Case Ref. TA09.313306 submitted by Aston Limited on the 13/04/2022.

¹¹ KCC Planning File Reference No. 22/1504 for Aston Limited submitted on the 19/12/2022.

a preliminary business case to the Department of Transport for this bridge and are awaiting final sign off.

Table 3.4: Live and Pipeline Future Housing Schemes

Residential Scheme/ Location	Units for Delivery (2025 - Q4 2028)	Status
Rickardstown Social and Affordable Housing Scheme	136	Part 8 pre-approval
Greatconnell SHD	285 ¹²	Awaiting Assessment by An Coimisiún Pleanála
Total	421 units	

3.3 Core Strategy Allocation and Legacy Residential Land Zoning

The Newbridge Settlement Plan is framed within the context of the land use zoning set out in the Newbridge Local Area Plan 2013-2019 (as amended and extended), in particular the legacy residential land use zoning. The Newbridge Local Area Plan 2013-2019 was prepared under the Kildare County Development Plan 2011-2017, which provided a housing allocation for Newbridge of 2,839 units. Furthermore, the Kildare County Development Plan 2017-2023 had a unit target of 3,770 units for Newbridge, identifying a shortfall of 637 units with respect to the residential zoned land in the Newbridge LAP 2013-2019.

Analysis of the intercensal periods between Census 2011, Census 2016 and Census 2022 reveals a net increase of 703 units in the town of Newbridge. Following on from Census 2022, for the remainder of the year, there were 457 housing completions, resulting in a total increase of 1,160 units from Census 2011 until the end of 2022.¹³

Table 3.5: Unit Growth Census 2011 – Q4 2022

Timeline	Housing Units
Census 2011	8,216 units
Census 2016	8,260 units
Census 2022	8,919 units
Housing Completions Q2 + Q3 + Q4 2022	457 units
Total units in Newbridge end of 2022	9,376 units

¹²569 (Overall number of units) / 50% = 285 units to be completed over the life of the Plan.

¹³ Reference to 457 completions (Q2-Q4) refers to the CSO defined Census 2022 Built-up area. There were 375 units completed with the CSO defined Settlement for the full year of 2022.

It is evident from these figures that as a result of the subdued housing market during the lifetime of the local area plan, the town underperformed in delivering on its housing targets. The rate of build-out of residential development in Newbridge only began to accelerate towards the end of the plan period (i.e. 2019 -2021 period). Newbridge must now be re-examined as it transitions to align with the national and regional development parameters set out under the NPF, with respect to the population projections. It is imperative the Newbridge Settlement Plan provides a balanced and responsive transitional plan, having regard to the local context considerations fully acknowledging extant permissions and housing schemes awaiting decision, when considering consistency with the Core Strategy housing growth allocation.

3.4 Delivering Compact Growth

The National Planning Framework 2025 (NPF) highlights that many centrally located areas within urban settlements hold significant potential for redevelopment and re-use. A core priority of national planning policy is to ensure these sites are effectively utilised, promoting consolidation and achieving appropriate density. In this context, National Planning Objective (NPO 9) of the NPF requires that at least 30% of all new homes targeted for settlements (excluding the five major cities and their suburbs) must be delivered within their existing built-up footprints and ensure compact and sequential patterns of growth.

With respect to NPO 9, the NPF footnote 13 states the following:

For the purposes of NPO 7, 8 and 9 the built-up footprint is defined as the area given over to urban land uses (i.e. artificial surfaces relating to urban land uses). The built-up footprint shall be clearly defined for each settlement on the land use zoning map as part of the statutory plan making process.

In accordance with the NPF (footnote 13) the built-up footprint has been defined for Newbridge on Map 11.1 (Land Use Zoning Objectives) and Map 11.2 (Implementation) and is illustrated on Figure 3.1 overleaf.

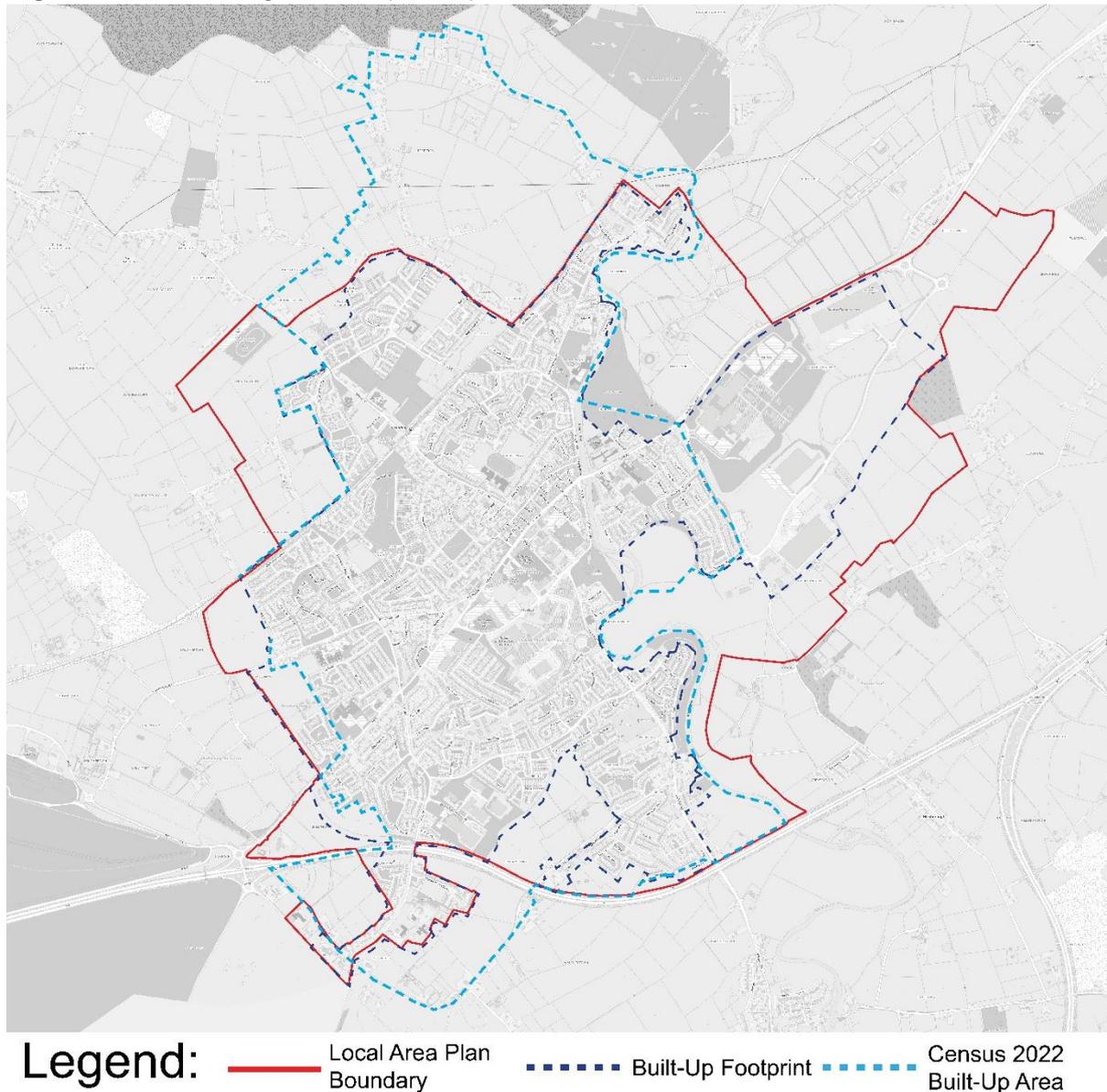
It is essential to note that the built-up footprint defined through this statutory process is distinct from the Built-Up Areas (BUAs) used in Census 2022 data for towns and urban areas. A BUA is defined as buildings within 65 metres of another building, within a group of 100 buildings or more, of which the groups need to be within 500 metres of each other.¹⁴ In Newbridge, the Census 2022 BUA includes approximately 147 hectares of undeveloped land located to the north (96.24 hectares) and south (51 hectares) of the town. These areas were situated outside the previous development boundary for the Newbridge Local Area Plan 2013-2019 (as amended and extended). Therefore, the BUA as a parameter to determine the delivery of

¹⁴ Source: Census 2022 Urban Boundaries and Built-Up Areas Technical Paper

compact growth will not be used to determine compliance with NPO 9, which is in accordance with footnote 13.

This Plan provides for circa 63.1% of all new homes proposed to be delivered during the life of the Plan, within the identified built-up footprint, thereby ensuring the delivery of compact and sequential patterns of growth in the town.

Figure 3.1: Newbridge Built-Up Footprint



3.4.1 A Tiered Approach to Land Use Zoning

National Policy Objective 101 of the NPF (2025) mandates that planning authorities adopt a standardised, tiered approach to distinguish between:

- (i) Zoned land that is serviced (Tier 1)
- (ii) Zoned land that is serviceable within the life of the plan (Tier 2)

To implement this requirement, a Settlement Capacity Audit (SCA) was prepared to evaluate the suitability of lands for future development. The SCA methodology uses a weighted scoring system to assess potential development sites based on sustainable planning principles and an infrastructural serviceability assessment. The SCA categorises lands as either Tier 1 (serviced) or Tier 2 (serviceable within the life of the Plan) and outlines the critical infrastructure needed to support new development. Beyond residential lands, the SCA also includes potential employment lands. The SCA is a vital tool for promoting consolidated and sequential development in Newbridge. Subsequently, it informs key sections of the Plan, such as the Implementation and Infrastructure Delivery Schedule as provided under Section 11.2.

3.4.2 Residential Density Ranges

The Sustainable Residential Development and Compact Settlements Guidelines (2024) provide, inter alia, for density standards to be applied to the hierarchy of settlements depending on their population size and location. For Newbridge, which is a 'Large Town' with a population of greater than 5,000 persons, a range of densities, as set out in Table 3.6 below, is applicable. The identified locations within the settlement, to which the ranges apply, have been illustrated on Map 11.2 Implementation.

Table 3.6: Residential Density Ranges Applicable to Newbridge

Location within Settlement	Definition	Net Density Range (dwellings per hectare - dph)
Centre and Urban Neighbourhood	The centre comprises the town centre and the surrounding streets, while urban neighbourhoods consist of the early phases of residential development around the centre that have evolved over time to include a greater range of land uses.	40 – 100 dph
Suburban / Urban Extension	Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint area that are zoned for residential or mixed-use (including residential) development.	30 – 50 dph
'Accessible' suburban /	Such 'accessible' locations are identified as:	Up to 80 dph

urban extension locations	<ul style="list-style-type: none"> • Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange (i.e., Commuter Rail with 10-15 minute peak hour frequency) • Lands within 500 metres (i.e., up to 5-6 minute walk) of existing or planned high frequency (i.e., 10 minute peak hour frequency) urban bus services. 	– Open for consideration
---------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------

3.4.3 Projecting Residential Yield

The Development Plan Guidelines (2022) emphasise the importance of making broad assumptions about the residential yield of substantial individual sites along with estimates of smaller-scale infill housing growth. As previously noted, several sites within the boundary have extant planning permissions for residential development (see Table 3.3), which have commenced construction, and which are expected to be delivered during the lifetime of this Plan. Furthermore, there are two sites which are at pre-assessment stage and also need to be considered (see Table 3.4). Section A of Table 3.7 (overleaf) is based on the relevant planning permissions for sites with extant (live) permissions or applications at pre-assessment stage.

For lands without extant planning permissions, Table 3.7 applies a notional average net density range to each site, taking into consideration their particular characteristics. This approach aligns with the Sustainable Residential Development in Urban Areas and Compact Settlements: Guidelines for Planning Authorities (DHLGH, 2024), which indicates that the net site area typically comprises between 65% and 80% of the total gross site area.

Ultimately, the precise density of development and the permissible number of units for each particular site will be determined at the detailed design stage. This will be based on a full assessment of site-specific characteristics, local conditions, design sensitivities and the overall quality of the proposed scheme. These considerations will also be guided by the development management policies of Vol.1 and relevant Section 28 Ministerial Guidelines.

3.4.4 Revised Housing Growth

The Revised NPF (2025) has increased the annual additional household target to be delivered across Ireland from at least 25,000 to 50,000 units.¹⁵ The NPF

¹⁵ The NPF (2018) stated that between 2018 and 2040, an average output of at least 25,000 new homes will need to be provided in Ireland every year to meet people’s needs. It also stated that to

Implementation: Housing Growth Requirements (July 2025) provided for a new annual housing growth for County Kildare. In this regard, in anticipation of an increased allocation for Newbridge, this Plan has set out a phased approach providing a clear sequence of priority to the development of Phase 2 Residential zoned land, in order to future-proof the sustainable development of Newbridge.

It is important to note that the lands identified as Phase 2 Residential can **only** be brought forward for residential development in Newbridge on foot of a statutory variation to Vol. 1 under Section 13 of the Planning and Development Act 2000 (as amended) to align the CDP with the revised housing targets (Objective CSO 1.5 refers). Section B of Table 3.7 of this Plan details the lands identified as New Residential Phase 2 and their sequence of priority.

3.6 Estimated Residential Growth in Newbridge 2025-2029

Table 3.7 of this Plan details the anticipated housing growth in Newbridge for the remainder of the CDP period to Q4 2028 and beyond. As noted in the preceding sections as a transitional plan a number of significant extant permissions and applications that are at pre-assessment stage must be considered. Rather than pursuing a strategy of any de-zoning to address the overprovision to the Core Strategy housing allocation Table 3.7 is prepared having regard to a specific local context considerations as detailed below.

The Central Newbridge Settlement Consolidation Site

The Plan has identified a Settlement Consolidation Site (SCS) on lands within and adjacent to Newbridge Town Centre (see Section 4.4). The development of the site is keeping with a core priority of the NPF to ensure centrally located areas with potential for redevelopment and re-use are effectively utilised. Furthermore, the Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (2024) expands on the high-level strategy of the NPF to focus the creation of compact settlements by seeking to utilise brownfield and infill sites.

An Urban Design Framework has been devised for the overall development of these lands (see Section 4.4.3). The residential element forms part of an overall mix of uses proposed for the redevelopment of the site. It is envisaged, given the complexities associated with site consolidation and aggregation in development locations such as this, that the full extent of the potential units would be delivered outside the lifetime of the Plan and therefore the total allocated unit capacity has been reduced by 50% for the plan period.

meet projected population and economic growth as well as increased household formation, annual housing output will need to increase to 30,000 to 35,000 homes per annum in the years to 2027.

Greatconnell Housing Development

The Greatconnell SHD application comprises of 569 residential units, a neighbourhood centre, childcare facility and circa 350 metres of a distributor road and is awaiting a decision from An Coimisiún Pleanála.¹⁶ Kildare County Council granted planning permission for the full extent of the distributor road (see Section 3.3.3), which traverses and integrates the site of the Greatconnell SHD application¹⁷. This proposal includes a new bridge over the River Liffey forming part of the Newbridge Southern Ring Road linking the Greatconnell Road to the section of the ring road constructed within the residential development of Belin Woods. It is an objective under TM O69 of the CDP to support and promote the delivery of a second bridge crossing in Newbridge as a priority of the development plan. The realisation of this new connection is considered to be a significant and strategic intervention to alleviating the significant traffic congestion experienced in Newbridge.

The full build-out of the residential units will be delivered in tandem with the Newbridge Southern Ring Road. It is envisaged that construction on the Newbridge Southern Ring Road would commence late 2026 or early 2027 given this anticipated timeframe, the additional residential units associated with these lands would likely to be delivered towards the end of the Plan period and beyond, and therefore only 50% of the units are taken into account under Table 3.7. The remaining units will be accounted for in subsequent CDP Core Strategy reviews.

Rickardstown Residential Scheme

The lands the subject of the Rickardstown Social and Affordable Housing Scheme are fully serviced (Tier 1) and are proposed for both social and affordable housing. In accordance with the Section 4.4.1 of the Development Plan Guidelines (2022) 'zoned lands in an existing development plan that are serviced and can be developed for housing within the life of the new development plan under preparation should not be de-zoned'. Therefore, this Plan provides for its continued zoning as 'C: New Residential'. It is envisaged that a Part 8 application will be made early in the life of this Plan.

¹⁶ SHD Planning File Reference: 313306-22 submitted by Aston Limited on the 13/04/2022.

¹⁷ KCC Planning File Reference No. 22/1504 for Aston Limited submitted on the 19/12/2022.

Table 3.7: Estimated Residential Development Capacity

Zoning Designation	Location	Site in Built -up Footprint	Serviceability Status	Site Area (ha)	Estimated Residential Yield – Units	Net Density (dwelling per hectare – dph)
Section A						
Infill / Brownfield Sites						
Units allocated to ‘B: Existing Residential / Infill’ zoned lands	Infill sites	Yes	Tier 1	N/A	53 ¹⁸	N/A
Units allocated to ‘B: Existing Residential / Infill’ zoned lands and ‘MU: Mixed Use’ zoned lands	Settlement Consolidation Site	Yes	Tier 1	1.17	39 (77/2) ¹⁹	100 dph
				0.44	17 (35/2)	
				0.19	6 (12/2)	
				0.69	28 (55/2)	
				0.33	13 (26/2)	
Extant Planning Permissions						
Units with extant permission on	Páirc Na Manach	Yes	Tier 1	3.5 ha ²⁰	107	N/A

¹⁸ The development of infill sites on lands zoned ‘B: Existing Residential / Infill’ have been allocated 10% of the overall Core Strategy allocation to allow for unidentified residential growth.

¹⁹ The Settlement Consolidation Site has a total indicative residential yield of 205 units. It is anticipated that only half of this will be delivered over the lifetime of the Plan. While the capacity of each site has been reduced by 50%, this is not a limitation that each site will only deliver half its potential yield but rather is for indicative purposes only.

²⁰ This figure represents the estimated site area of the units to be completed over the lifetime of the Plan. The total site area is 5.4 hectares.

'C: New Residential' and 'B: Existing Residential / Infill' zoned lands	Curragh Farm	Yes	Tier 1	7 ha ²¹	192	N/A
	Pierce Park	Yes	Tier 1	1.62 ha	112	N/A
	C (1)	No	Tier 1	3.3 ha	126	N/A
Pre-Assessment Applications						
C (2): New Residential	Rickardstown	Yes	Tier 1	3.96	136	43 dph
C (3): New Residential	Greatconnell	No	Tier 2	14.9	285 (569/2) ²²	45 dph
Sub Total:				38.59 ha	1,114 units	

Section B						
Revised Housing Growth Core Strategy Allocation²³						
Units allocated to Phase 2 New Residential to prepare for Revised Housing Growth	Cp2 (1)	No	Tier 1	5.91	207	50 dph
	Cp2 (2)	No	Tier 2	6.19	260	60 dph
	Cp2 (3)	No	Tier 2	3.77	151	50 dph
	Cp2 (4)	No	Tier 2	7.24	231	40 dph
Sub Total:				23.11	849 units	
TOTAL:				61.70 ha	1,963 units	

²¹ This figure represents the estimated site area of the units to be completed over the lifetime of the Plan. The total site area (phase 2 to 7) is 11.4 hectares.

²² 569 (Overall number of units) / 50% = 285 units to be completed over the life of the Plan.

²³ Development of the Phase 2 New Residential lands shall only be carried out in accordance with Objective CSO 1.5.

Compliance with Core Strategy Objectives

It is an objective of Kildare County Council to:

- CSO 1.1** Ensure sufficient land is zoned at appropriate locations to accommodate sustainable housing growth in Newbridge in accordance with the housing unit allocation in Table 2.8 of the Kildare County Development Plan 2023 -2029 (as varied) and to ensure the balanced and strategic development of Newbridge.
- CSO 1.2** Support and facilitate compact growth development in Newbridge through the application of the 10-minute settlement concept, the consolidation of the existing urban form and the sequential approach to land use development.
- CSO 1.3** Support new residential development and infill development that occurs in tandem with the delivery of supporting physical and social infrastructure.
- CSO 1.4** Prioritise the development of Newbridge Town Centre and Newbridge Central Settlement Consolidation Site with a mix of uses, including residential to ensure a vibrant and dynamic commercial core through the utilisation of brownfield and infill sites.
- CSO 1.5** Facilitate the sequential development of lands designated as ‘Phase 2 New Residential’ on Map 11.1 – Land Use Zoning Objectives, through a plan-led approach, implemented via a statutory variation to the County Core Strategy in Volume 1 of the Kildare County Development Plan 2023–2029 (as varied).
- The revised Core Strategy will support the orderly, phased release of the Cp2 (1), Cp2 (2), Cp2 (3) and Cp2 (4) lands to accommodate future housing growth in Newbridge, aligned with updated housing targets.
- Pending their release these ‘Phase 2 New Residential’ lands should be safeguarded from inappropriate development to preserve their strategic function beyond the current development plan period.
- CSO 1.6** Monitor the level of residential development within Newbridge during the lifetime of the Plan and apply appropriate development management prioritisation measures to ensure the delivery of

strategic plan-led and coordinated balanced development within the town.

CSO 1.7 Protect the lands identified as 'Strategic Reserve' on Map 11.1 Land Use Zoning Objectives from inappropriate forms of development, thereby managing and controlling the risk of piecemeal and haphazard development on these lands to safeguard their strategic value in accommodating the orderly sequential expansion of the urban settlement of Newbridge beyond the lifetime of the Plan.

4. Consolidation and Renewal of Central Newbridge

4.1 Prioritising the Centre

The centre of a settlement plays a crucial role in the life of a broad community, serving as a focal point for economic, social and cultural activities. When a centre is bustling with activity, it is an appealing place to live, shop, work and socialise. An attractive, vibrant, visually appealing town centre creates a welcoming environment where people enjoy spending time and is increasingly a key element in driving economic investment.

The economy of town centres is undergoing significant change due to evolving consumer habits, the rise of online shopping and more people working remotely. As a result, traditional retail, once the backbone of town centres, is facing competition from e-commerce leading to some units becoming vacant and a high turnover of businesses. As a result, many town centres are transforming from purely retail-focused spaces into mixed-use environments.

The viability, attractiveness and economic prosperity of the town centre is paramount to the Government's Town Centre First policy approach. This approach recognises the importance of the town centre for enabling economic development using funding streams such as the Urban Regeneration and Development Fund (URDF).²⁴

For the purposes of this section of the Plan, central Newbridge is defined as those lands zoned A: Town Centre and MU: Mixed Use on the Land Use Zoning Map 11.1. Figure 4.1 provides an aerial view of this central part of Newbridge.

²⁴ The Programme for Government 2025 – Securing Ireland's Future, stated that there would be a Towns and Cities Infrastructure Investment Fund established to replace the Urban Regeneration and Development Fund (URDF).

Figure 4.1: Aerial Map of Central Newbridge

Source: Google Maps manipulated by KCC for emphasis

4.1.1 The Development of Newbridge Town Centre

Newbridge has developed in a number of separate stages, which are clearly evident in the town's structure and architectural heritage. The town was primarily shaped as a garrison town with the establishment of the Cavalry Barracks in 1815 and evolved to the north of the barracks with Main Street forming the principal east - west artery. The barracks originally extended from the River Liffey to Cutlery Road, and from Main Street to Military Road. The barracks were demolished over time, and little remains of the military presence except for old walls and gateways which are still visible on the Athgarvan / Military Road. The town's grid like street pattern reflects its genesis as a garrison town.

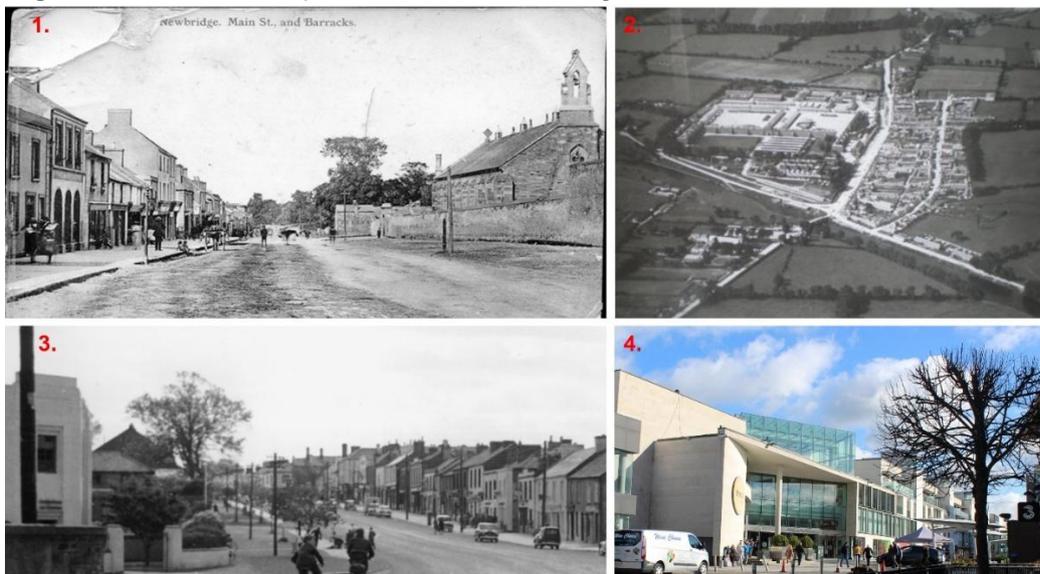
Newbridge expanded further following the establishment of the Curragh Camp to the southwest in 1855. New streets such as Eyre Street and Edward Street were built in the years 1855 – 1861, while churches, schools and the railway (1846) also catered for the increasing population. This period of prosperity continued until the withdrawal of the cavalry in May 1922 on the establishment of the Free State. Although a short period of decline followed, a number of important new industries were founded in the following decades including Newbridge Silverware (1934) and Bord na Mona (1946).

Both of which are still major employers that are synonymous with the centre of Newbridge.

In current times commercial uses such as retail, cafés, restaurants, pubs and take-aways are the dominate use within the town centre. The opening of the Whitewater Shopping Centre in 2006 contributed to the development of a modern, attractive town centre appropriate for an urban centre of regional importance. It contains many anchor stores such as H&M, Sports Direct, Marks and Spencer, Zara and Frasers as well as a cinema (an Odeon with six screens). Clustered around the Whitewater Shopping Centre are other department stores such as Penneys and TK Maxx. This extensive array of national and international retailers is a significant trade draw to shoppers all over the county and the offering is not available in any other town centres in County Kildare.

Newbridge's hospitality sector is also a draw to visitors and is symbiotic with the retail sector in the town centre. It not only provides many franchised chains, but also independent cafés, restaurants and pubs. Newbridge Town Centre also contains St. Conleth's Park the county grounds for Kildare GAA which has undergone significant modernisation in recent years. Significant extensions have also been permitted to the Newbridge Library to create a state-of-the-art community facility. Night-time activity is centred around the Main Street with several bars and the Riverbank Arts Centre which provides a multi-disciplinary programme which includes theatre, cinema, comedy, music, dance, workshops and visual arts. This Plan seeks to support the continued dynamic growth of these sectors.

Figure 4.2: Streetscape Photos of Newbridge Town Centre



Source: Newbridge Town Hall Refurbishment Conservation Report by De Blacam and Meagher.

1. 1915 Postcard showing the townhall as a Methodist church within the barracks complex
2. Mid-20th Century aerial view
3. 1960s photo of Main Street
4. Whitewater Shopping Centre (2024)

4.1.2 Newbridge Town Centre Ground Floor Land Use Survey

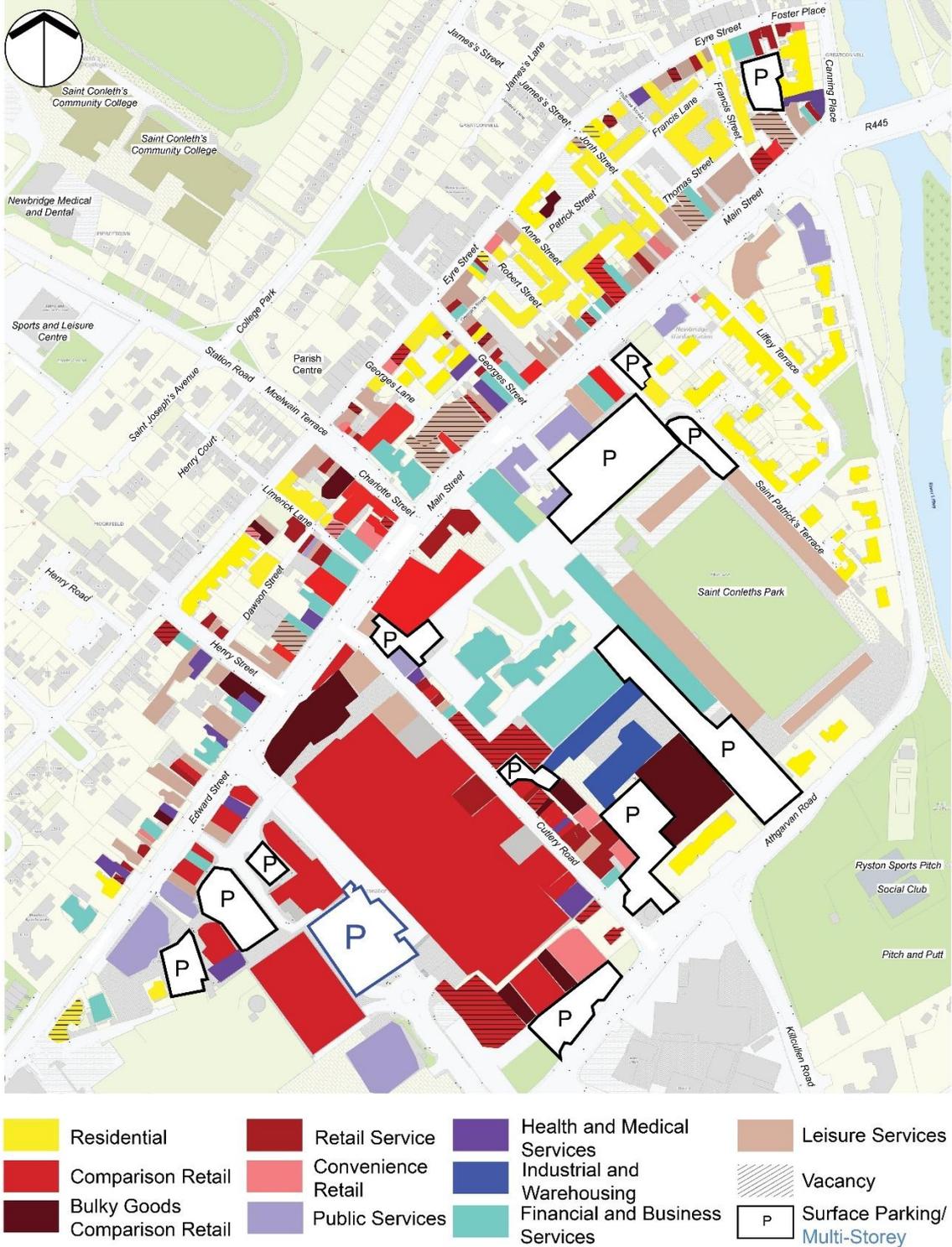
A survey was undertaken of the ground floor of buildings within the area zoned A: Town Centre in December 2024, which is illustrated in Figure 4.3 overleaf. Table 4.1 categorises the wide variety of land use classifications used in the land use survey.

Table 4.1: Land Use Classifications – Description of Use

Residential: Houses and apartments.
Comparison Retail: Pharmacies, Clothing and Footwear, Jewellers, Charity Shops, Opticians, Booksellers, Electrical Goods, Florists, Stationers, Office Supplies.
Bulky Goods Comparison Retail: Vehicle Sales, DIY and Hardware, Garden Centre, Furniture shops
Retail Services: Hairdressers/Barbers, Clothing and Fancy-Dress Hire, Dry Cleaner and Laundrette, Health and Beauty (e.g., beauticians, nail bars), Other Retail Outlets, Photo Processing, Photo Studio, Post Offices, Repair, Alterations and Restoration, Travel Agents, Tattoo Parlor, Engravers, Massage Parlor, Printing and Copying.
Convenience Retail: Supermarkets, Newsagents, Groceries and Frozen Food, Butchers, Markets, Health Foods, Fishmonger, Delicatessen, Bakers and Confectioners, Tobacconists, Vape Shops, Off-Licence, Shoe Repairs.
Public Services: Advice Centre, Community Centre, Council Offices, Educational Establishment, Emergency Services, Information Centre, Creche, Library, Theatre, Garda Station, Charity Building.
Health and Medical Services: Dental Surgery, Doctors Surgery, Health Centre, Nursing Home, Osteopath, Chiroprapist, Other Health and Medical Service, Veterinary Surgeon, Funeral Home.
Industrial: Manufacturing, Warehouse storage, vehicle servicing
Finance and Business Services: Property Services, Solicitors, Retail Banks, Building Society, Building Supplies and Services, Business Goods and Services, Employment and Careers, Financial Services, Legal Services, Other Business Services.
Leisure Services: Bars, Pubs and Wine Bars, Restaurants, Cafés, Bingo and Amusement, Casino and Betting Offices, Cinemas, Theatres and Concert Halls, Clubs, Disco, Fast Food and Takeaways, Hotels and Guest Houses, Sports and Leisure Facilities.
Vacancy: Appeared vacant or derelict on day of survey.
Parking: Surface and/or Multistorey Car Parking Lots ²⁵

²⁵ Both public and private but not including on-street parking.

Figure 4.3: Newbridge Town Centre Ground Floor Land Use Survey



Source: Survey work by KCC Forward Planning in December 2024

This survey documents that a notable 154 retail (convenience, comparison, bulky goods comparison and retail services) and leisure services are within Newbridge Town Centre, with the majority involved in the comparison retail sector.²⁶ The leisure services sector includes restaurants, cafés and pubs was the next most notable sector with 30% of businesses within the town centre. Retail Services made up predominately of beauty salons and hairdressers is the third most represented sector (19%).

This survey determined that Newbridge Town Centre has a retail vacancy rate of 14.8%, this included a number of vacant premises in prominent locations, some of which were in a dilapidated state on Main Street, Eyre Street, Cutlery Road and Athgarvan / Military Road.²⁷ This is higher than other recently surveyed town centres including Maynooth (5.2%) and Kildare Town (9.54%).²⁸ It is also higher than the target of 5% in Chapter 14 of the CDP for town centre retail vacancy under normal trading conditions. Furthermore, the leisure vacancy rate of 15.2% is also considered significant.

It is also noted from the land use survey that there is a low level of residential units on the Main Street and Cutlery Road. The one exception to this is the 84 apartments above the Whitewater Shopping Centre.²⁹ The combination of the retail and leisure vacancy and lack of passive surveillance from residential units has been a perceived exacerbator of anti-social behaviour within the town centre, especially at night-time. A number of projects supported by this Plan will aim to rejuvenate central Newbridge (Section 4.3 refers) and promote a mix of uses including residential development.

²⁶ Of the 154 units identified 38% or 59 units are defined within the retail sector.

²⁷ This vacancy was calculated using the vacancy rate of convenience, comparison, bulky goods comparison and retail services units in the town centre (see Table 4.1). The survey found that 16 out of 108 confirmed retail units in the town were vacant at the time of survey. It is noted that these figures are different to the figures for overall commercial unit vacancy. Prominent locations are premises including the former Charlie Ryan's Public House and the Keg Public House. Two properties on Cutlery Road are on the KCC Derelict Site Register (17/2/25), including Ref. Nos DS-2007-N03 (the Old Band Hall or O'Modhráin Hall which recently the subject of a Compulsory Purchase Order) and DS-2023-16 (on the junction with Athgarvan/Military Road opposite the water tower).

²⁸ Town centre surveys from the Maynooth and Environs Joint Local Area Plan 2025 – 2031 and Kildare Town Local Area Plan 2023 – 2029.

²⁹ It should be noted that the Land Use Survey only examined ground floor uses, but anecdotally little residential was observed in upper floors south of the Main Street within the study area. Further Land Use Surveys will be sought which include surveys of upper floors as part of future health checks of the town centre. This is supported by Objective TCO 3.4.

Vibrant Town Centre Objectives

It is an objective of Kildare County Council to:

- TCO 1.1** Promote the town centre as the priority location for commercial, civic, social and cultural development and facilitate the renewal of derelict sites and brownfield land to support compact growth development that consolidates and regenerates the existing urban core.
- TCO 1.2** Encourage and facilitate the full use of existing buildings and sites and in particular the use of upper floors and backlands, having particular regard to high quality urban design and materials used, as well as integration and linkages.
- TCO 1.3** Protect the vibrancy, ambience, quality and vitality of the town centre by:
- i. Promoting an appropriate mix of day and night-time uses.
 - ii. Preventing an excessive concentration of non-desirable uses including takeaways, off-licences, bookmakers, phone repair shops and vape shops (where planning permission is required).
 - iii. Facilitating development that will attract and retain commercial and retail activities in the town centre.
 - iv. Encouraging the re-use of vacant units for alternative functions and uses such as live-work units, residential units, remote working hubs, enterprise incubation, tourist spin-off enterprises, tourist accommodation, niche retail including food or craft enterprises and cultural offerings such as a theatre or museum.

4.2 Retailing in the Newbridge Town Centre

The County Retail Hierarchy identifies Newbridge/Naas Town Centre as a Level 2 centre, in accordance with the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Authority. Level 2 centres are defined as major town centres and county (principal) town centres that contain major convenience and comparison shopping.

The Core Retail Area is the part of a town centre which is primarily devoted to shopping, as distinct from the wider town centre land use zoning. Applications for new retail development will be preferred and encouraged within the Core Retail Area, and development proposed outside this area shall be subject to the sequential development approach.

A full review of the designated Core Retail Area boundary was carried out while preparing the Plan. On the basis of this review, a rationalised Core Retail Area was considered more appropriate to better protect the vitality and viability of the town centre through the delineation of a compact consolidated core retail area, illustrated on Map 4.1.

The Core Retail Area has a strong representation of national and international multiples comparison retailers located on the Main Street and within the Whitewater Shopping Centre. There are also some independent retailers situated within an attractive and walkable shopping environment. With respect to convenience retailing, Dunnes Stores, Supervalu, Tesco, Aldi and Lidl all occupy sites site in or adjacent to the Core Retail Area these are zoned R: Commercial and Retail on Map 11.1.

Retailing Objectives

It is an objective of Kildare County Council to:

- TCO 2.1** Encourage the retention of the retail function of ground floor uses within the Core Retail Area and carefully consider development which would individually or cumulatively undermine the primary use of the Core Retail Area, particularly on Main Street, for retail purposes taking cognisance of the need to address vacancy and the move towards 'experience-led retailing'.
- TCO 2.2** Protect and support the continued operation of the Whitewater Shopping Centre and major retailers in the town centre, while also facilitating additional global and national retailers in the development of infill sites and the redevelopment/renewal of under-utilised sites and buildings, at an appropriate scale, with universal access and design.
- TCO 2.3** Support and facilitate the development of a diverse retail offering, particularly in the areas of independent and niche retailing within the town centre and on the laneways between Eyre Street and the northern side of Main Street.
- TCO 2.4** Encourage the upkeep of retail properties within Newbridge through the application of the Kildare County Council's Shopfront Improvement, Accessibility and Age Friendly Grant Scheme or any successor of same.

4.3 Public Realm Quality within the Town Centre

A high-quality public realm allows a person, be it a resident, shopper, tourist, student or other visitor, to have a positive and memorable experience of the town, increasing their potential to spend more time in the area and contribute to the local economy. A poor-quality public realm detracts from the character and ambience of a settlement and inhibits the use and enjoyment of public space. Poor quality public spaces are often designed around the needs of the car and consequently tend to be dominated by vehicular movement.

Newbridge Town Centre is currently dominated by traffic with vast areas of surface carparking resulting in a poor pedestrian experience. There is also a high level of visual clutter in the town centre with a noticeable proliferation of traffic bollards along the Main Street and on the laneways linking Main Street with Eyre Street. Other aspects that currently detract from the streetscape include the proliferation of plastic temporary signage and the non-uniform palette and style of street furniture. Section 4.3.1 outlines a number of projects which will aim to improve the vitality and vibrancy of the public realm within the town centre.

4.3.1 Projects in Newbridge Town Centre

The Strategic Projects and Public Realm Team of Kildare County Council in partnership with their consultants Metropolitan Workshop prepared a Draft Town Renewal Masterplan for Newbridge Town.³⁰ The Draft Town Renewal Masterplan includes an implementation strategy for the town with several projects ready to be developed to Part 8 approval stage.³¹ The combination of projects on Main Street and on surrounding streets and public squares are proposed to cluster together to form the Newbridge Cultural Quarter. Furthermore, the Safer Newbridge Project Eyre Street Report (2024) by Newbridge Community Development in combination with the Department of Justice and the Southwestern Substance Use Regional Forum outlines several public realm measures for Eyre Street.

The projects earmarked for renewal include (see Tables 4.2 – 4.6 for further details):

- New Public Squares
- Athgarvan / Military Road and Environs
- Eyre Street and Laneways
- Main Street and George's Street
- Various Civic Facilities

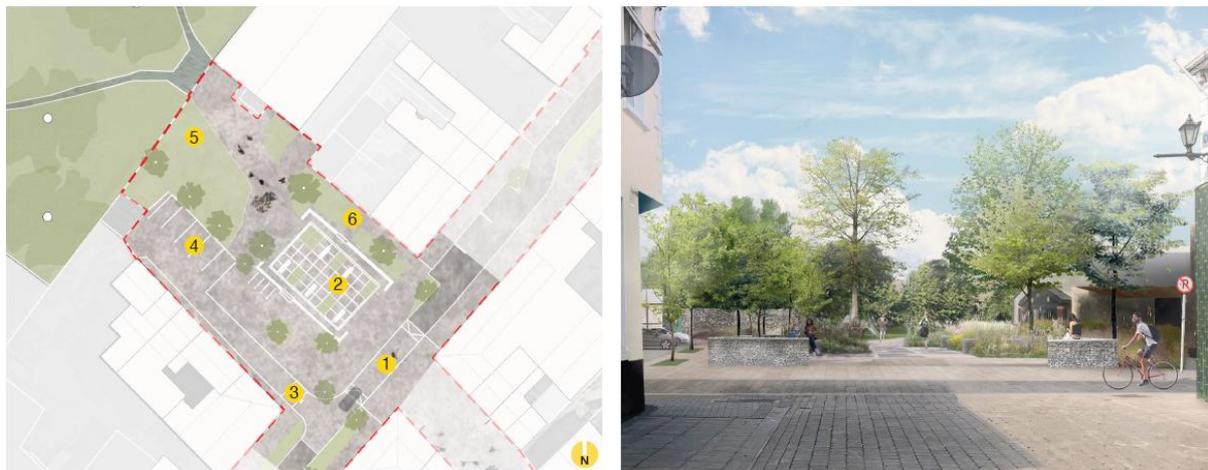
³⁰ At the time of writing the Town Renewal Plan for Newbridge Town is still at draft stage.

³¹ A development carried out by a Local Authority is referred to as 'Part 8' development. This is a reference to Part 8 of the Planning and Development Regulations 2001 (as amended), which sets out the procedure for carrying out such developments.

Table 4.2: New Public Civic Squares in Newbridge Town Centre

New Public Civic Squares	
Old Market Square	<ul style="list-style-type: none"> The redevelopment of the square into a public park with a planting and paving scheme. (Figure 4.4 illustrates and Objective TCO 3.4, refers). Temporary market or event space in the short term to address anti-social behaviour by increasing footfall and passive surveillance in this area (Objective TCO 3.5, refers).
St. Conleth's Square	<ul style="list-style-type: none"> Redevelopment of this site into a civic square which incorporates a transport mobility hub on the junction of Liffey View and Main Street (Objective TCO 3.4, refers).

Figure 4.4: Potential redevelopment of Old Market Square



Source: Draft Newbridge Town Renewal Masterplan

Table 4.3: Public Realm Projects on Athgarvan / Military Road and Environs

Athgarvan / Military Road and Environs	
Access to Newbridge Silverware Forecourt	<ul style="list-style-type: none"> Upgrade footpaths, plant new trees and a raised crossing table on the Athgarvan / Military Road to allow for better pedestrian access to Newbridge Silverware from the town centre (Objective TCO 3.4, refers).

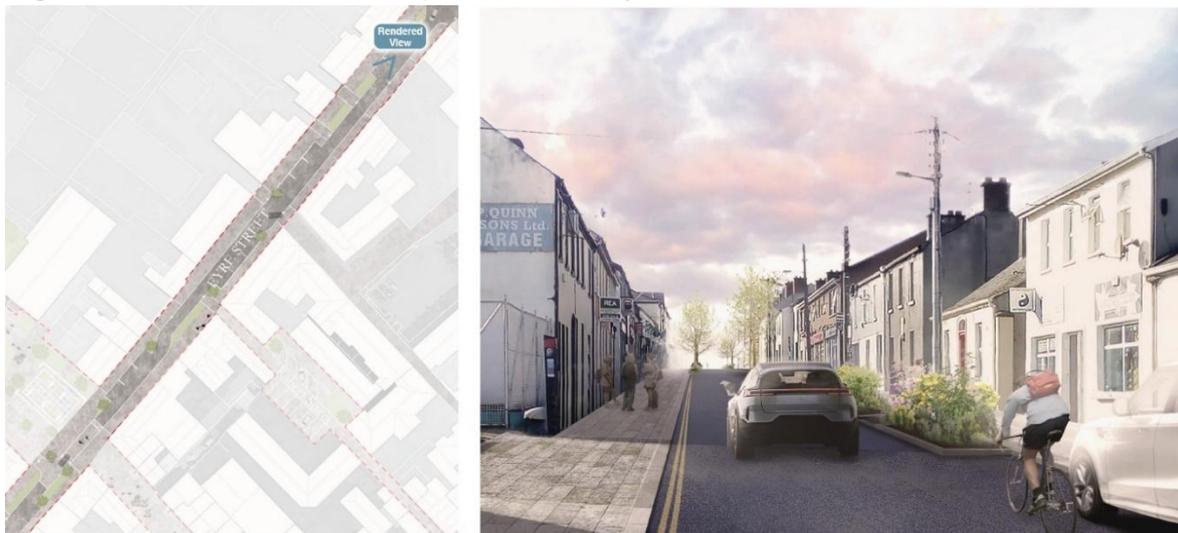
Table 4.4: Public Realm Projects on Eyre Street and Adjoining Laneways

Eyre Street and Laneways	
<p>Eyre Street is a narrow historic street which lies parallel to Main Street. While it is primarily a residential street it is very diverse with an abundance of restaurants and grocery stores selling international cuisine. Presently, the street experiences high vacancy rates, poor public realm and issues with anti-social behaviour indicate that the area is in need of urgent renewal.³²</p>	
Eyre Street	<ul style="list-style-type: none"> Implementation of a one-way system (in the westbound direction), reduce on-street non-resident parking and increase the width of pathways to increase footfall and allow for better accessibility

³² See Figure 4.3. for vacancy details.

	<ul style="list-style-type: none"> Implementation of the Safer Newbridge Project urban renewal measures including the widening of pavements, improving street lighting and better defining public and private spaces using low-maintenance plants to reinforce territoriality. It is envisaged that these measures will encourage more footfall to pass through the area during the day and night (Objective TCO 3.8, refers).
<p>The Laneways</p>	<ul style="list-style-type: none"> Prepare a Public Realm Renewal Strategy to revitalise the existing historical laneway network connecting Eyre Street and Main Street and provide a model for future laneway developments in Newbridge Town Centre (Figure 4.6, refers).

Figure 4.5: Potential redevelopment of the Eyre Street



Source: Draft Newbridge Town Renewal Masterplan

Figure 4.6: Potential redevelopment of laneways in Newbridge



Source: Draft Newbridge Town Renewal Masterplan

Table 4.5: Public realm projects on Main Street/Edward Street and George's Street

Main Street and George's Street	
Main Street / Edward Street	<ul style="list-style-type: none"> Support the removal of some non-blue-badge on-street parking to allow for bus priority routes and more high-quality space for pedestrians and cyclists
George's Street	<ul style="list-style-type: none"> Regenerate George's Street through reduction of clutter, resurfacing of street and the provision of better facilities including lighting, drainage, waste management. Support linking the historic axis between Market Square and the Town Hall across Main Street. (Objective TCO 3.4, refers).

Figure 4.7: Potential renewal of Main Street and surrounding streets



Source: Draft Newbridge Town Renewal Masterplan

Table 4.6: Improvements to Civic Facilities in Newbridge Town Centre

Improvement of Civic Facilities	
Newbridge Library	<ul style="list-style-type: none"> The redevelopment approved in 2023 (Reg. Ref. P82022.21), including the retention of the 1920s two storey building and the addition of a contemporary extension ranging from one to three storeys in height with a gross internal floor area of 1960sqm. (Objective TCO 3.6, refers).
St. Conleth’s Park	<ul style="list-style-type: none"> Further upgrades to the County Grounds to include increasing capacity and improving the quality of the matchday experience in Kildare’s County Grounds (Objective TCO 3.6, refers).
Riverbank Arts Centre	<ul style="list-style-type: none"> The redevelopment to one of Kildare’s premier cultural facilities which to attract international acts and further support the production of all categories of art at a local level. (Objective TCO 3.6, refers).
Green Energy Hub	<ul style="list-style-type: none"> The establishment of a Green Energy Hub in Bord na Móna grounds which focuses on supporting renewable energy industry and provide a climate action training centre creating awareness of cutting-edge green technologies.

Figure 4.8: CGI of Permitted Newbridge Library Scheme



Source: Part 8 planning application Reg. Ref. P82022.21

Town Centre Consolidation and Renewal Objectives

It is an objective of Kildare County Council to:

- TCO 3.1** Protect the inherent character of the town centre and ensure that new development responds positively to its established built form, fine urban grain, and human scale to sustain and improve its attraction for living, working, visiting and investment.
- TCO 3.2** Require that all new development enhances the quality of the public realm. This includes the facilitation of universally designed network of connected streets and spaces which prioritise pedestrians and

cyclists and provides for the possibility of connections to future development on adjacent lands.

TCO 3.3 Continue to actively engage with the community, landowners, developers and other agencies to secure resources for the enhancement, renewal and regeneration of Newbridge Town Centre.

TCO 3.4 Facilitate the implementation of the urban renewal projects throughout the town centre outlined in Section 4.3.1 including the following in:

Newbridge Cultural Quarter:

- New public civic squares – redevelopment of Old Market Square and St. Conleth’s Square.
- Main Street/Edward Street and Georges Street – formation of a cultural quarter by enhancing the streetscape and providing bus priority routes

Athgarvan / Military Road and Environs

- Improved pedestrian and cycle crossing points across Athgarvan / Military Road.

Eyre Street and Laneways:

- Footpath widening and resurfacing of adjoining laneways

These projects shall be implemented on a phased basis over the life of the Plan and beyond, to improve the vitality and vibrancy of the public realm.

TCO 3.5 Actively engage with the community and other agencies to secure resources for the purposes of an outdoor civic hub such as a market or event space at Market Square.

TCO 3.6 Support the development and renovation/upgrading of the quality of civic facilities in the town centre over the lifetime of the Plan and beyond, including:

1. Newbridge Library
2. St. Conleth’s Park
3. The Riverbank Arts Centre
4. Green Energy Hub

TCO 3.7 Support the Town Team and the Town Regeneration Officer in the carrying out of their duties in Newbridge in respect of prioritising the

	regeneration of the town centre through the application of the government's Town Centre First policy (2022).
TCO 3.8	Support the community and other agencies in the implementation of the 'Safer Newbridge Project' on Eyre Street as an exemplar of crime prevention through environmental design.
TCO 3.9	Support the implementation of a public realm strategy for Newbridge, as part of the Town Renewal Masterplan to incorporate a bespoke materials palette, including for pavement, signage (including wayfinding) and street furniture which will complement and enhance the natural and built environment.
TCO 3.10	Support and facilitate the delivery of enhanced pedestrian access to the Courtyard Shopping Centre from Military Road and the pedestrian area between the Whitewater Shopping Centre and Military Road.

4.4 Newbridge Central Settlement Consolidation Site

The Development Plans – Guidelines for Local Authorities (DHLGH, 2022) notes that settlements, particularly those with a population of more than 10,000 persons, would normally have sites within their built-up area of a particular size and scale that if developed would make a meaningful contribution to achieving National Planning Framework (NPF) policy objectives relating to consolidation and compact growth. The Guidelines state that such 'Settlement Consolidation Sites' shall be:

- Located within the existing built-up area and in many cases be within or adjoining the core city or town centre of the settlement.
- Have the potential to develop significant housing provision or commercial or employment and/or mixed-use development.
- Have the potential for wider regeneration of the existing built-up area and in particular the core town centre area.

Having regard the criteria set out above, a Settlement Consolidation Site (SCS) has been identified for lands located within and adjacent to Newbridge Town Centre. The regeneration of this strategic 12.26 hectare site, hereafter referred to as Newbridge Central Settlement Consolidation Site (SCS), has the potential to make a significant contribution the continued consolidation and densification of the built-up area, thereby assisting in delivering compact growth and low carbon development objectives within the town.

4.4.1 Locational Context, Development Constraints and Opportunities

Newbridge Central SCS is situated immediately to the south of Edward Street and extends across Athgarvan / Military Road to encompass a portion of the Newbridge Industrial Estate to the southeast (see Figure 4.9). The lands are extensive in nature and are the location for a range of industrial, enterprise and service-based activities. The area exhibits an established industrial character; however, it is clear that many buildings are either approaching or have indeed passed their intended lifespan. The result is that levels of vacancy within both individual units and sites is high, and instances of outright dereliction being evident.

In terms of urban design, it is considered that the SCS is presently car-dominated and poses quite a hostile environment to the pedestrian/cyclist. Athgarvan / Military Road acts as the key arterial route bisecting the area, funnelling traffic around the perimeter of the urban core. It is also a route for cars to access several retail car parks, including most notably, Whitewater Shopping Centre multi-storey car park (1,700 spaces) and the Courtyard Shopping Centre multi-storey car park (850 spaces). Overall levels of visual amenity are poor, with almost non-existent levels of street frontage present and most uses are surrounded by unattractive high walls or fences. The area is dominated by hardstanding – mostly in the form of car parking / vehicular loading areas and a number of sites are completely levelled and fenced-off from public access. Due to the large block sizes permeability is extremely poor, thereby blocking potential pedestrian/cycling routes to/from the town centre from a wide residential hinterland to the east and southeast.

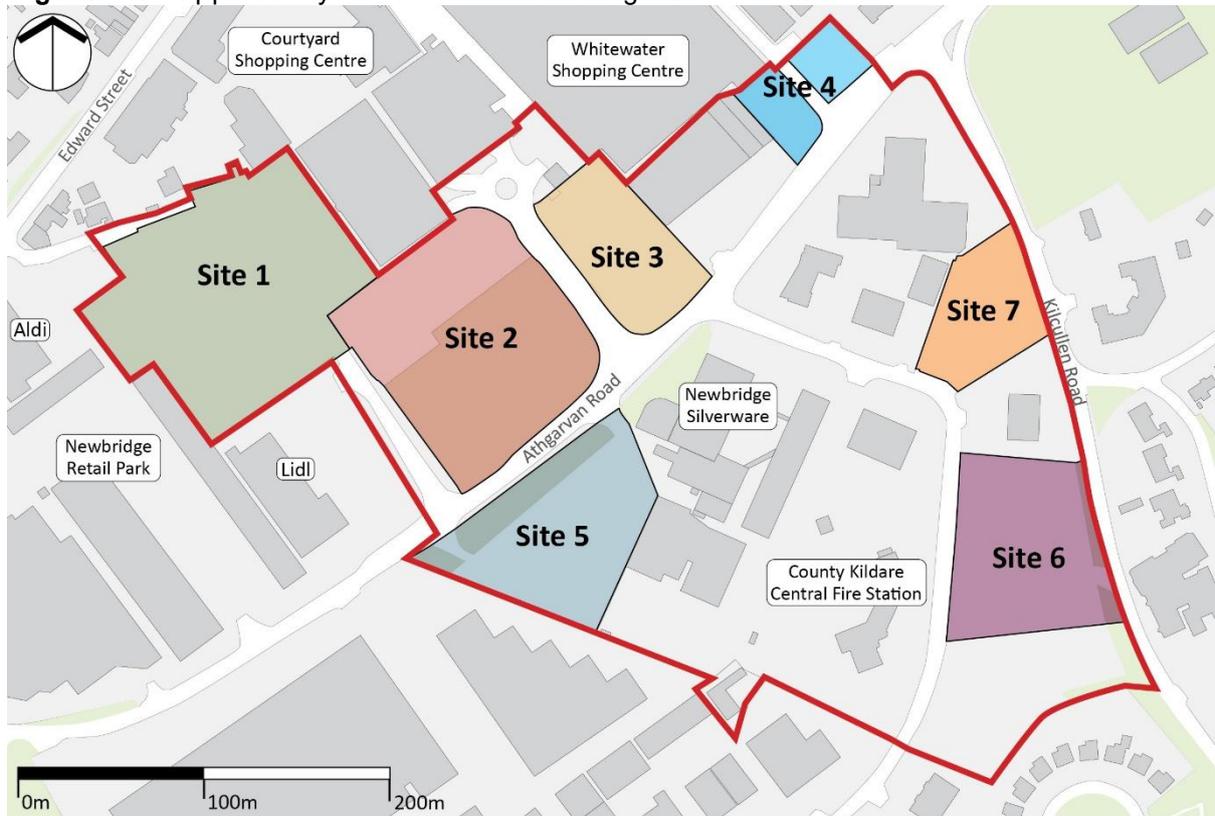
Whilst these characteristics can be seen to negatively affect the potential of the town, and particularly the performance of the town centre, there are a number of attributes present which marks the lands out as having the potential to act as a key ‘growth enabler’ for Newbridge which could help realise sustainable development in the town whilst also delivering transformational place-based change.

These attributes are as follows:

- Area is already fully serviced and contains an extensive amount of brownfield lands encompassing both vacant sites and vacant units
- Presence of some high quality and important existing uses including Newbridge Silverware, KARE, Mérieux NutriSciences and County Kildare Central Fire Station
- Plot sizes/landholdings are relatively large making redevelopment of specific sites less complex and more feasible over the life of the plan
- Substantial areas are in the ownership of Kildare County Council
- Potential to develop a range of complementary commercial, residential and employment uses, in keeping with the 10-minute settlement concept
- Opportunities to establish high quality active travel links between town centre and residential areas to the east/southeast

Regeneration opportunities for Newbridge Central SCS focuses on seven 'opportunity sites' which are either vacant and/or are derelict and therefore have the most potential for development over the life of the Plan (see Figure 4.9, overleaf). It is noted that in addition to the former Machinery Yard (Site 2), and the County Kildare Central Fire Station, the local authority is owner of a number of sites and industrial units within Newbridge Industrial Estate. Whilst it is acknowledged that many of the units are currently occupied and leased from the Council, their redevelopment over the longer term (potentially beyond the life of the Plan) provides for some interesting opportunities for the area.

Figure 4.9: Opportunity Sites within Newbridge Central SCS



Opportunity Site 1

This site which extends circa 1.39 ha is entirely cleared and fenced off from the public. There is an extant (live) planning permission under Reg. Ref. 15/819 for the development of nine retail units in two 2-storey blocks, with 11 apartments at first floor level. This permission will expire in August 2026.³³ Another application was approved in 2021 to modify this scheme to include a further 14 two-bedroom apartments this will expire in January 2026.³⁴ At the time of writing development has yet to commence on this site.

³³ Extended by KCC Planning Reg. Ref.: 21/278

³⁴ KCC Planning Reg. Ref.: 21/56

Opportunity Site 2

This site which extends to 1.17 ha comprises the former Machinery Yard and is under the ownership of Kildare County Council.

Opportunity Site 3

This 0.44 ha site contains a significant 2-storey delapidated industrial unit surrounded by hardstanding.

Opportunity Site 4

This 0.19 ha site is bisected by Cutlery Road. The eastern portion of the site contains a concrete water tower. The western portion of the site presently comprises a vacant overgrown lot surrounding a derelict industrial building on the western side of Cutlery Road.

Opportunity Site 5

This site which extends to 0.59 ha in area is presently overgrown and contains a single-storey derelict industrial unit.

Opportunity Site 6

This 0.69 ha site contains a large vacant single storey industrial unit which is home to a Cash and Carry wholesaler.

Opportunity Site 7

This 0.33 ha site contains a two-storey industrial unit which is presently under-utilised. The site is accessed from within the Newbridge Industrial Estate but also has road frontage along the R416 to the northeast.

4.4.2 Vision and Envisaged Role

The Vision for Newbridge Central Settlement Consolidation Site (SCS) is that over the life of the Plan and beyond, the area will be transformed into a vibrant urban neighbourhood comprising a range of commercial, residential, employment and community uses, that consolidates the urban core and contributes to the long-term sustainable development of the town.

The envisaged role of Newbridge Central SCS will be to maximise the potential and strategic location of the area by creating a high-quality urban environment which provides for a diverse range of uses that supports town centre living. Taking into consideration on-going changes in retail habits and trends, specifically the permanent shift to online shopping and e-commerce future development within the SCS should ensure that the existing Core Retail Area of the town centre be prioritised and consolidated for retail uses with adjacent areas focusing not solely on retail expansion but on the promotion of alternative functions and complementary

uses. Overall, the provisions for Newbridge Central SCS, supported by land use zoning objectives, envisages that over the longer term the area will continue to transition away from its previous industrial focused function towards a hybrid and multifunctional role that will act as both a buffer and a link between the town centre and established residential areas to the east and southeast.

4.4.3 Newbridge Central SCS Urban Design Framework

The Urban Design Framework (Figure 4.10) provides for regeneration to be centred around the seven previously discussed opportunity areas, which if redeveloped is envisaged to help create synergies which will kickstart the renewal of adjacent sites within the SCS. The purpose of the Urban Design Framework is to establish the overarching parameters to guide the future development of the area. Principal access points, key building frontages, connections, and public spaces shall generally be regarded as fixed elements; however, a degree of flexibility may be considered where justified. Variations to building frontages, urban block layouts, and access arrangements may be permitted where a clear and robust urban design rationale is demonstrated, and where passive surveillance of public spaces and opportunities for permeability are not compromised. The Planning Authority will also give due consideration to alternative proposals for opportunity sites where it can be demonstrated that such proposals would deliver more optimal planning outcomes and a higher standard of place quality.

Whilst it is acknowledged that Site 1 in the northwest of the SCS has extant permission, the Urban Design Framework (UDF) provides for a possible alternative layout which maintains key linkages with adjoining sites and allows for the potential to create a new landscaped town square where, car parking can be cleared to create a sizeable venue for specific civic events. A pedestrian link between these lands and the Courtyard Shopping Centre to the northeast is also provided to enable this to be realised over the longer term. Options for vehicular access to Site 1 include access from Edward Street to the north, or from Athgarvan / Military Road to the south.

The regeneration of Site 2 (former Machinery Yard) is considered critical to the overall success of the of the SCS. The proposal provides for residential development to be located within the southern portion of the site with a public pocket park/civic space and a Primary Care Centre to be located to the north. The Plan has determined that an optimal site for a new Primary Care Centre in Newbridge is within the SCS due to its central and accessible location. However, it does not necessarily need to be located within Site 2. Should the provision of the Primary Care Centre be located at an alternative location within the SCS, Site 2 shall provide for an alternative community use in keeping with the town centre land use zoning. The redevelopment of Site 3, Site 4 and Site 5 all propose commercial / mixed use development which may also contain residential uses. Site 4 also incorporates a proposed new pocket park to be developed around the old water tower. Site 6 and Site 7 located within the east of the SCS are considered to be optimal locations for

residential development. They also incorporate a pedestrian/cycle link which will provide more direct access to the town centre from residential neighbourhoods along R416 to the east and southeast.

Proposed built form is laid out as perimeter blocks where possible, with an emphasis on the creation of strong building lines along streets and public areas, particularly fronting onto Athgarvan / Military Road and R416. This approach aims to create a continuous urban edge that enhances the street experience and reinforces a sense of enclosure. Additionally, the UDF provides for new development outside of the identified opportunity sites to similarly integrate street frontages, ensuring a consistent and cohesive urban form across the wider area. By prioritising these design principles, the Framework seeks to foster a more walkable, interactive, integrated and safer urban environment. In seeking to promote sustainable mobility new development within the SCS must incorporate the relevant transport measures outlined in Maps 7.1 - 7.5, where applicable.

The UDF provides for a broad range of uses within the identified opportunity sites, in keeping with land use zoning objectives. Whilst commercial and employment uses are encouraged, particularly at ground floor level, the Framework seeks to emphasise the potential for residential development to occur within the area. Such development is considered necessary to fulfil the stated long-term vision of the SCS becoming a vibrant urban neighbourhood.

Settlement Consolidation Site Objectives

It is an objective of Kildare County Council to:

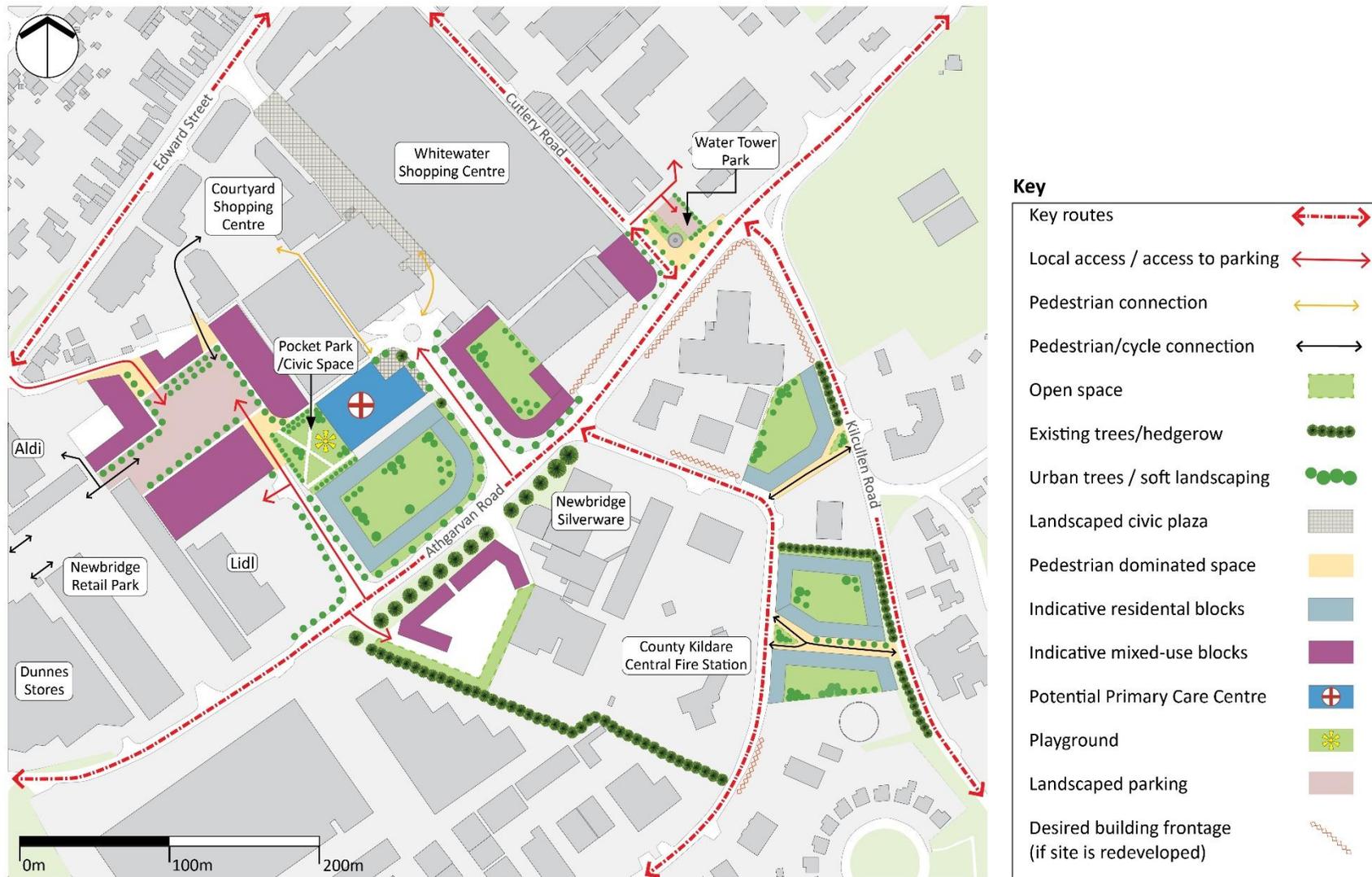
- TCO 4.1** Support and facilitate the regeneration of the Newbridge Central Settlement Consolidation Site for town centre uses and compact growth development, in accordance with the Urban Design Framework set out in Sections 4.4.2, 4.4.3 and Figure 4.10.
- TCO 4.2** Deliver a cohesive and integrated approach to the development of the Newbridge Central Settlement Consolidation Site. The delivery and realisation of the vision for the Central Settlement Consolidation Site is fully dependent on cooperation between all landowners. Piecemeal or uncoordinated proposals for individual sites will not be permitted where it does not adhere to an agreed masterplan and/or prejudice the delivery of the overall regeneration of the area.
- Where necessary Kildare County Council will facilitate the preparation of the masterplan (to include but not limited to infrastructure delivery and phasing) to guide and regulate the implementation of this strategic area of Newbridge.

TCO 4.3 Engage with the key stakeholders in relation to the implementation of the Water Tower Park as per the indicative layout detailed under Figure 4.10 Urban Design Framework for the Newbridge Central Settlement Consolidation Site.

TCO 4.4 (a) Deliver a public swimming pool as part of the overall redevelopment of the former Machinery Yard site (in the ownership of Kildare County Council) as part of the Central Newbridge Settlement Consolidated Site.

(b) In the event that the provision of a swimming pool at the former Machinery Yard is not feasible, consideration should be given to the lands to the east (immediately adjacent to the road) in the Newbridge North Key Development Area (KDA) (lands zoned 'F (2): Open Space and Amenity' having regard to Objective HCO 6.1).

Figure 4.10: Urban Design Framework for the Newbridge Central SCS



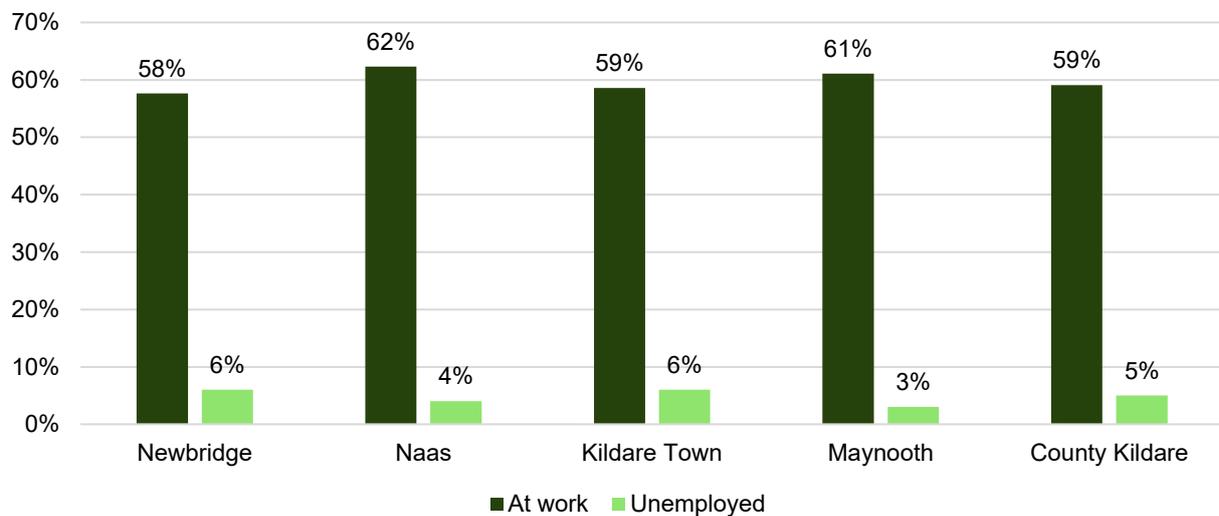
5. Economic Development

5.1 Employment Profile

Newbridge is a significant employment hub for the county and wider region that has successfully attracted a high level of Foreign Direct Investment with numerous major international companies owning high tech premises within business parks scattered around the Plan area. Furthermore, Newbridge has a dynamic town centre famed for its retail and hospitality offerings from both multinational corporations and native small and medium-sized enterprises such as Newbridge Silverware.

Census 2022 revealed that Newbridge comprises of 11,099 resident workers.³⁵ The number of jobs grew by 812 jobs from Census 2016 to Census 2022 or a 12.4% increase. Newbridge has the third highest concentration of jobs (7,337) in County Kildare and is an important employment hub for the region (see Table 5.1).³⁶ The economic status of over half (58%) of the population aged 15 or over in Newbridge are at work (see, Figure 5.1) while 6% are classified as unemployed.³⁷ While this is similar to the county average (59% at work and 5% unemployed) and the neighbouring Self-Sustaining Growth Town of Kildare Town (59% at work and 6% unemployed), the unemployment rate is greater than the Key Town of Naas (62% at work and 4% unemployed).

Figure 5.1: Population aged 15 years and over by principal economic status



Source: Census 2022

³⁵ The employment profile data for Newbridge relates to the Built-up Area as defined by the CSO under Census 2022.

³⁶ Third to Leixlip (9,166) and Naas (11,690) taken from KCC LECP Socio-Economic Profile, 2024.

³⁷ Census 2022 categories unemployed into three categories including 'looking for first regular job', 'short term unemployed' and 'long term unemployed'.

Examining the employment to population ratio Newbridge has a job ratio of 0.66. A job ratio provides a good indicator of the balance that exists between the location of the labour force and the location of jobs. For example, a jobs ratio of 1 for a town would theoretically mean that there was one job available for every resident worker. Table 5.1 illustrates the existing job ratio in the Census 2022 Built-Up Area boundary of Newbridge.

Table 5.1: Employment in the Built-Up Area of Newbridge

Settlement Name	Population 2022	Resident Workers	Local Jobs ³⁸	Jobs: Resident Workers
Newbridge	24,366	11,099	7,337	0.66

Source: KCC LECP Jobs Profile, 2024 – using Census 2022 results

Census 2022 revealed the majority of the resident workers in the Newbridge Built-Up Area (BUA) are employed in the industries of either Commerce and Trade or Professional Services (Table 5.2, below).

Table 5.2: Breakdown of Workers per Industry

Industry	No. of Workers	% of Workers
Agriculture, forestry and fishing	87	0.79%
Building and construction	712	6.42%
Manufacturing industries	1,392	12.56%
Commerce and trade	3,169	28.60%
Transport and communications	1,003	9.05%
Public administration	677	6.11%
Professional services	2,386	21.53%
Other	1,673	14.94%
Total	11,099	100%

Source: Census 2022 SAP Map for Newbridge

It is important to note, that the Census 2022 Built Up Area (BUA) does not contain the area to the east of Newbridge within the townlands of Littleconnell and Greatconnell which contains global names such as Pfizer Pharmaceuticals, the Lidl Regional Distribution Centre, DSV, the Barola/Primark Distribution Centre and Keurig/Dr. Pepper.³⁹ A number of these are hyper scaled distribution centres are some of the largest of their kind in the country and are not represented in the employment profile data or form part of the 7,337 local jobs in Newbridge. However,

³⁸ Total jobs within the Built-Up Area of Newbridge as per Census 2022.

³⁹ See Figure 5.7 for the location of Littleconnell Strategic Employment Area in question and Figure 3.4 for details of the BUA boundary in the context of wider Newbridge.

a desktop analysis of planning permissions in this location indicates there are approximately 1,667 jobs (or workers) in this location.

It is therefore considered that Table 5.3 better reflects job numbers in Newbridge in 2022 as these figures take into account those employed in the large employers outside of the BUA boundary, which are located within the Plan boundary.

Table 5.3: Employment in the Plan Area of Newbridge

Settlement Name	Population 2022	Resident Workers	Local Jobs	Jobs: Resident Workers
Newbridge	24,366	12,766 ⁴⁰	9,004 ⁴¹	0.71 ⁴²

Census 2022 also revealed that Newbridge has a notable proportion of workers who live and work within the settlement at 44%. This is significantly higher than other towns in the county, including Maynooth (32%) and Naas (34%). The POWSCAR data showed that 20% (1,455 persons) commute from the Newbridge BUA outside the county. Dublin City and Suburbs account for 31%, Portlaoise 19% and Carlow 13% respectively as the destination for work or college.⁴³

5.2 Economic Development Policy Context

5.2.1 The Kildare County Development Plan 2023 – 2029 (as varied) (CDP)

Volume 1 identifies Newbridge as a Self-Sustaining Growth Town which will continue to attract a moderate level of jobs and services through a range of employment types including biotechnology, ICT, high-tech manufacturing and research, bloodstock, tourism and food and beverage products⁴⁴. Objective RE O26 seeks to support and develop Newbridge as an attractor to biotechnology, ICT, professional services, high-tech manufacturing and research employment, and that the Council will work with other agencies to ensure the delivery of key infrastructure to facilitate future development.

Section 4.7 emphasises the importance of urban growth, regeneration and placemaking to rejuvenate the economy of town centres through the use of various funding types and encouragement of economic development that is urban in nature to be located in appropriate central locations.

Section 2.13.1 of Volume 1 designates the Newbridge to Naas corridor as a Strategic Economic and Employment Zone (SEEZ). This zone comprises the Tougher

⁴⁰ Resident workers from Census 2022 BUA boundary defined by the CSO (11,099) plus 1,667 workers in the Littleconnell Strategic Employment Area.

⁴¹ Local jobs within the Census 2022 BUA boundary defined by the CSO (7,337) plus 1,667 workers in the Littleconnell Strategic Employment Area.

⁴² Local jobs (9,004) divided by resident workers (12,766) equals 0.7053 or 0.71

⁴³ Place of Work, School or College – Census of Anonymised Records (POWSCAR).

⁴⁴ Section 2.14.3 of Vol 1

Industrial Estate and the industrial zone on the northeastern end of Newbridge and is strategically located at the confluence of the M7 and M9. It is stated in the CDP that IDA Ireland (Industrial Development Authority) are large landowners within this corridor. Volume 1 has outlined the intention of the Council to work with the IDA and other relevant stakeholders should any new Foreign Direct Investment company express an interest to establish a strategic employer in the county.⁴⁵

Volume 1 Section 2.13.1 advocates for a long-term vision for this area between Naas and Newbridge which would:

- Link each vibrant town centre with a strong economic corridor on the eastern side of the R445 that is served by a future electrified DART service on the rail line from Sallins to Newbridge
- Avoid haphazard industrial units, sporadically located on either end of the corridor or at either side of the R445 and instead concentrate on the Newbridge end of the corridor linking back up to Tougher
- Provide for a higher end profile i.e. offices and/or strong architectural and landscape treatment, with more consistent building lines along the east side of the R445 (Newbridge to Naas Road), with more 'big box' developments such as logistics, warehousing and possibly data centres located to the rear
- Identify an Urban Design Framework, underpinned by key landscape/heritage features to be retained, indicative areas for strategic and Sustainable Drainage Systems (SuDS), key road linkages and circulation routes and indicative urban design treatments (landscaping and building lines)

5.2.2 The Kildare 2025 Economic Development Strategy

The Kildare 2025 Economic Development Strategy indicates the region has hugely benefited from the direct and indirect employment generated by IDA client companies. The strategy noted that the IDA have acquired additional development land in Newbridge and will target 55 investments for the Mid-East Region in the period 2025 to 2029, in the areas of services, high value manufacturing and Research, Development and Innovation (RD&I). The Strategy also places a strong emphasis on supporting the work of Kildare Fáilte and other relevant agencies, in building upon key opportunities such as the tourist attraction of Newbridge Silverware.

5.3 Newbridge Economic Development Strategy

The Plan aims to protect existing employment and ensure the long-term and sustainable economic growth of Newbridge by increasing opportunities for access to suitable employment. Furthermore, the Plan aims to respond to the long-term vision for a strategic economic corridor between Newbridge and Naas. Part of the overarching Vision for Newbridge is to capitalise on the town's status as a

⁴⁵ Objectives RE O54 and RE O55

destination for economic and retail activity in order to fulfil its role as a Self-Sustaining Growth Town. Therefore, the Plan, underpinned by a strong policy context, focuses on supporting the town's established sectoral strengths, particularly through the consolidation of the town centre and through the expansion of the Newbridge Strategic Economic and Employment Zone in the townlands of Littleconnell and Greatconnell, hereby known as the Littleconnell Strategic Employment Area.

The Newbridge Economic Development Strategy focuses on:

- An ambitious job ratio
- Strengthening and expanding the Littleconnell Strategic Employment Area which forms part of the County Strategic Economic and Employment Zone
- Strengthening the town centre through a mix of compatible uses, and
- Adapting land use zoning objectives/policy context to address the changing needs of traditional industrial areas

5.3.1 Target Job Ratio

The existing job ratio of the plan area is 0.71 as outlined in Section 5.1. It is often used as an indicator to measure the sustainability of settlements, and it is suggested in the CDP that it should not fall below 0.7 in the Self-Sustaining Growth Town of Newbridge. Having regard to the employment profile of Newbridge, its status as a Self-Sustaining Growth Town and the CDPs designation of the Newbridge to Naas corridor as a Strategic Economic and Employment Zone, it is considered an ambitious job ratio (employment to population ratio) of 0.9 is appropriate for Newbridge over the lifetime of the CDP, or an increase of 0.19 over the Plan period (Table 5.4, refers).

Table 5.4: Targeted Employment Growth

	2022	Q4 2028
Population	24,366	27,283
Resident Workers ⁴⁶	12,766	14,294 ⁴⁷
Job Ratio	0.71	0.9
Local Jobs ⁴⁸	9,004	12,865
Increase in jobs		3,861 jobs

⁴⁶ Including jobs within the townlands of Littleconnell and Greatconnell.

⁴⁷ Having regard to the population increase of 10.53% (from 2022 to Q4 2028) the number of residents workers is envisaged to increase by the same amount.

⁴⁸ Also including jobs within the townlands of Littleconnell and Greatconnell.

Increasing the Newbridge job ratio to 0.9 from the adjusted job ratio of 0.71 (Table 5.3, refers) would grow the total number of jobs to 12,865 within Newbridge. This amounts to an increase of 3,861 additional jobs over the duration of the Plan.⁴⁹

5.3.2 Strategic Economic and Employment Zone Growth

The Littleconnell Strategic Employment Area is within a corridor designated in the CDP as a Strategic Economic and Employment Zone. This corridor is of strategic importance for employment for both County Kildare and nationally, for high-tech manufacturing and logistics. The corridor is regarded as one of the prime areas in the country for third-party logistics (3PL), with its location proximate to two motorways (the M7 Motorway and the M9 Motorway) and within a reasonable distance of both Dublin Port and Rosslare Europort. The development associated with these types of industries require larger floor plates and larger sites. Considering the importance of these lands for County Kildare it is considered that an additional land bank should be zoned to cater for county-wide job growth, in addition to the ambitious job ratio growth specifically for Newbridge.

5.3.3 Targeted Sectoral Growth

The Vision outlines that this Plan should enhance Newbridge as a destination for economic and retail activity with a focus on the town centre. To support future employment growth within the Plan area, lands have been zoned for employment uses across a range of land use zoning objectives, while also having regard to the changing needs of industrial employers. The zoning of lands has been informed by the Settlement Capacity Audit, which identified the serviceability of lands as either Tier 1 (serviced) or Tier 2 (serviceable).⁵⁰ The methodology used to inform the quantum of appropriate land use zoning for enterprise and employment is carried out in accordance with Appendix A of the Development Plan Guidelines (2022).

Enterprise and Employment Land Zoning Methodology

The Economic Development Strategy supports an additional 3,861 jobs during the lifetime of the Plan, in addition to a strategic county growth allocation of a further 48.86 hectares equating to 1,368 jobs.⁵¹ The following outlines the breakdown of the growth.

- In the sectors of retail, office and hospitality-based industries 34% of the increase in jobs are targeted to be employed within the Plan area, or 1,313 jobs⁵². At 20 sqm per worker 26,260 sqm of floor space is required, or approximately 2.6 hectares of land using an average plot ratio of 1.⁵³ In keeping with the Economic

⁴⁹ Local Jobs Q4 2028 (12,868) - Local Jobs 2022 (9,004).

⁵⁰ It is important to note that categorisation of a site as Tier 1 or Tier 2 does not in itself ensure that the site should be zoned, the SCA is only a mechanism to determine the serviceability of a site.

⁵¹ Figures are based on a plot ratio of 0.28 and 100 sqm of floorspace per job.

⁵² Figure based on 34% of additional local jobs (3,861).

⁵³ Based on average using Employment density matrix in the Employment Density Guide 3rd Edition Nov (2015) by the UK Homes and Community Agency.

Development Strategy to strengthen the town centre through a mix of compatible uses these areas are zoned A: Town Centre, MU: Mixed Use, R: Commercial and Retail and Q: Enterprise and Employment. There is an opportunity on these lands for the development of infill sites, in particular, on the Newbridge Central Settlement Consolidation Site (see, Section 4.4.3), while also providing the opportunity for the intensification of existing enterprises to accommodate job growth.

- In the sectors of high-tech manufacturing and research, logistics, biotechnology, food and beverage production 61% of the increase in jobs have been allocated to these growth sectors, or 2,355 jobs.⁵⁴ In this sector businesses tend to have larger floorplates and smaller plot ratios, with an average of 100 sqm per worker and a plot ratio of 0.28 among some of the newer developments in the Littleconnell Strategic Employment Area.⁵⁵ At 100 sqm per worker 234,400 sqm of floor space is required, or approximately 84.11 hectares of land using an average plot ratio of 0.28.⁵⁶ These jobs will be primarily located within the Littleconnell Strategic Employment Area and the IDA Newbridge Business Park off Green Road.
- In the sector of Public Administration (schools, healthcare, childcare, local government) 5% of the increase in jobs are anticipated to be employed within the Plan area, or 193 jobs.⁵⁷ These jobs will be spread across the plan area primarily within areas zoned E: Community and Education and O: Department of Defence. The Social Infrastructure Audit that accompanies this Plan specifically identified the need for more childcare facilities, a new primary care centre and primary school. Chapter 6 of this Plan examines this sector in more detail.

The additional strategic land bank allocation within the Strategic Employment and Economic Zone accounts for a further 1,368 jobs or an area of 48.86 hectares within the Littleconnell Strategic Employment Area.⁵⁸ This area will provide a strategic employment land bank for the county across the sectors of high-tech manufacturing and research, logistics, food and beverage production and biotechnology.

Table 5.5 indicates the envisaged split of the 3,861 additional jobs across the various land use zoning objectives.

⁵⁴Figure based on 61% of additional local jobs (3,861).

⁵⁵ Such as the Lidl Distribution Centre and Diageo Brewery.

⁵⁶ Based on average plot ratio of planning applications in in the townlands of Greatconnell and Littleconnell. $235,500 \text{ sqm of floor space} / 0.28 = 841,071 \text{ sqm}$ or 84.11 ha.

⁵⁷ Figure based on 5% of local jobs (3,861 jobs) or 193 public administration jobs.

⁵⁸ Figures are based on a plot ratio of 0.28 and 100 sqm of floorspace per job.

Table 5.5: Breakdown of Targeted Sectoral Employment Growth

Employment Sectors	Retail, Office, Hospitality-based industries	High-Tech Manufacturing and Research, Logistics, Food and Beverage Production, Biotechnology	Education, Healthcare, Childcare, Local Government, Defence
Related zoning objectives	A: Town Centre	H: Industry and Warehousing	E: Community and Education
	MU: Mixed Use		
	R: Commercial and Retail	GU: General Business Use	O: Department of Defence
	Q: Enterprise and Employment		
Percentage of additional jobs	34%	61%	5%
Number of additional jobs	1,313 jobs	2,355 jobs (not including an additional 1,368 jobs allocation to the SEEZ)	193 jobs
Minimum quantum of land required	2.6 ha	84.11 ha (not including an additional 48.86 ha allocated to the SEEZ)	4.1 ha ⁵⁹

5.3.4 Principles Required to Achieve the Economic Development Strategy

- Provide infrastructure and undeveloped zoned land (circa 139.67 ha) necessary to attract economic development, (informed by the Settlement Capacity Audit), which can accommodate a variety of floorspace to ensure the town can increase its employment base in line with population growth
- Ensure that areas zoned for economic development are viable for existing employers and attractive for new employment opportunities to locate to Newbridge, facilitating the town to grow and fulfil its role as a Self-Sustaining Growth Town
- Realise regeneration opportunities through urban renewal and consolidation of the town centre and to make it adaptable to ensure it remains a vibrant, viable and attractive destination for retail, civic, social and recreational activities
- Promote and facilitate the development of the Naas to Newbridge Strategic Economic and Employment Zone, by supporting identified key sectoral

⁵⁹ This includes an additional primary school (2.3 ha, as per Department of Education Guidelines), allowance for extensions to existing schools (circa 0.8 ha) and a new primary care centre (1 ha), see Section 6.4.2 for further details.

opportunities along with requisite targeted infrastructural investment such as the completion of the Newbridge Southern Ring Road

- Allow for the appropriate evolution of industrial parks to better cater for the next wave of leading-edge manufacturing businesses which require larger floor plates and access to high voltage infrastructure⁶⁰
- Support and facilitate diverse types of employment generation subject to relevant environmental and planning considerations
- Reduce the flow of vehicular traffic through the town centre to facilitate a more permeable, vibrant, appealing town centre and retail destination
- Support incentives for spin-off industries from large multi-national employers

5.4 Locations for Economic Development

Based on the targeted sectoral growth of employment during the lifetime of this Plan, four distinct areas have been identified for employment growth. These include:

1. Town Centre and Environs
2. Littleconnell Strategic Employment Area
3. IDA Newbridge Business Park (Green Road)
4. Cill Dara Industrial Estate (Athgarvan / Military Road)

5.4.1 Town Centre and Environs

Newbridge Town Centre remains one of the strongest economic centres in County Kildare and the wider region, with numerous national and international retailers represented in and around Main Street. However, survey work in Chapter 4 of this Plan identifies a notable issue with vacancy within the town centre. Section 4.3.1 of the Plan seeks to combat this with a number of targeted renewal projects which seek to improve the strength and vitality of the entire town centre. These earmarked projects will seek to create a cultural quarter and better utilise this central location making it an attractive location for further investment and economic activity.

Newbridge is also well served by several convenience stores located on the western side of the town centre including Tesco, Dunnes Stores, Supervalu Lidl and Aldi, on land zoned R: Commercial and Retail. The town is also renowned for its wide variety of retail warehousing units supplying a wide range of bulky goods. There is also a factory shop associated with Newbridge Silverware located on Athgarvan / Military Road.⁶¹

⁶⁰ There are 110 kV stations at Newbridge (south of the R416 near Hawkfield GAA) and Baroda (east of Pfizer) and the 400kv station of Dunstown.

⁶¹ A shop located as part of or adjacent to the production facility and specialising in the sale of manufacturer's products direct to the public (Retail Planning: Guidelines for Planning Authorities (2012)).

5.4.2 Littleconnell Strategic Employment Area

Littleconnell Strategic Employment Area is located to the northwest of the town and encompasses a significant portion of the Plan area, extending to 248.36 hectares in size. Whilst the lands have been identified for employment purposes for a number of decades, recent years have witnessed significant development of sites which have resulted in the area becoming an established centre for manufacturing and logistics. The lands now form a key component of the Naas to Newbridge Strategic Economic and Employment Zone (SEEZ) and it is considered that the continued planned growth of the area is critical to securing the future economic development of County Kildare as a whole.

5.4.2.1 Locational Context, Development Constraints and Opportunities

The Littleconnell Strategic Employment lands are extensive and partially developed, with the remaining sites being greenfield and agricultural in nature. The area is bounded by the R445 Regional Road to the northwest, which links Newbridge to Naas and offers a direct connection to the M7 Motorway, via Junction 10 Naas (South). The main access route through the lands is by a completed section of the Newbridge Southern Ring Road which links the R445 Regional Road to the northeast with the L2028 Great Connell Road in the southwest.

A large portion of the Littleconnell Strategic Employment Area is occupied by a limited number of businesses operating out of buildings with extremely large footprints set within expansive sites. Whilst it is acknowledged that the functioning of such contemporary industrial scaled developments requires a substantial land take, it has resulted in the lands zoned under the previous statutory plan, Newbridge Local Area Plan 2013 – 2019 (as amended and extended to 2021) which encompassed 198.7 hectares, being largely developed. Table 5.7 below outlines the quantum of land zoned for employment purposes at Littleconnell in this Plan and also notes the area of such lands that remain to be developed.

Table 5.6: Littleconnell Strategic Employment Area Development Areas

Total 'H (1): Industry and Warehousing' lands at Littleconnell	248.33 ha
Quantum of 'H (1)' zoned lands currently developed/under development	115.36 ha
Quantum of 'H (1)' zoned lands that remain undeveloped	132.97 ha

With regard to urban design, the peripheral location of the area, combined with the large-scale industrial and logistical operations in Littleconnell, has inevitably led to the creation of an environment dominated by vehicular traffic. Furthermore, due to its underdeveloped state, there is a distinct absence of any urban character. This is exacerbated by the built form of new developments which have been designed

somewhat in silo, surrounded by their own specific landscaping scheme. Each development therefore presents an insular character which is isolated from adjoining developments. This lack of visual integration within the lands threatens the realisation of a distinctive and cohesive urban character within the Littleconnell Strategic Employment Area over the longer term.

Whilst there are challenges relating to the present design and morphology of the Littleconnell lands, there is the opportunity to develop a comprehensive and complementary landscaping scheme both within the site and along the Newbridge Southern Ring Road which will integrate each specific development to provide a more visually cohesive and aesthetically attractive business campus style environment which also integrates with existing green and blue infrastructure, in addition to the incorporating nature based solutions to surface water drainage. Furthermore, it is anticipated that pedestrian/cycling activity will increase as more of the lands are developed and the two hitherto unconnected parts of the Newbridge Southern Ring Road (NSRR) are connected via a new bridge across the River Liffey. This will greatly improve connectivity levels between the Littleconnell Strategic Employment Area with key residential areas in the town. The completion of the NSRR, which already incorporates pedestrian and cycle infrastructure within the Littleconnell lands, will also enable, over the longer term the development of a Key Destination Hub which will provide a range of infrastructure to support sustainable mobility within the area (see Section 7.6.3. and Public Transport measure PT 6).

5.4.2.2. Vision and Envisaged Role

To develop Littleconnell Strategic Employment Area as a high-quality, attractive, and sustainable business campus environment, distinguished by high quality urban design and landscaping, and underpinned by the principles of sustainable mobility. The area will facilitate the efficient operation of business and enterprise activities, while creating a vibrant and accessible setting that supports innovation, investment and long-term economic growth.

The role of Littleconnell Strategic Employment Area will be to contribute to the strengthening of the Naas to Newbridge Strategic Economic and Employment Zone (SEEZ) and the sustainability of the wider employment catchment area. Home to major global companies such as Pfizer, Diageo, Keurig Dr Pepper, Lidl and Penneys, Littleconnell Strategic Employment Area has the opportunity to continue to develop into a world class centre of high technology manufacturing and a logistics hub, set within an attractively landscaped and accessible location.

5.4.2.3. Littleconnell Strategic Employment Area Urban Design Framework

The Urban Design Framework (Figure 5.2) presents an indicative layout design aimed at maximising the long-term development potential of the lands, while also seeking to avoid the risk of piecemeal or haphazard development of this strategic area. While the layout of individual development blocks is illustrative and may be adapted to accommodate specific business needs, the overall design aims to reflect best practices in urban design, retain existing green infrastructure as far as practicable, and respect the presence of archaeological heritage within the area.

5.4.2.3.1. Urban Design Principles and Priorities

Acknowledging that deviations to the Framework (Figure 5.2) may be required, a series of design parameters outlined below seek to ensure that future development in Littleconnell Strategic Employment Area contributes to the creation of an attractive and cohesive business campus environment over the longer term.

Urban Design Principles

- To ensure that the Littleconnell Strategic Employment Area develops into a business campus that presents a strong, positive image to residents, investors, and visitors through the integration of high quality design, coordinated landscaping, and a cohesive visual identity.
- To require that the design and layout of buildings contribute positively to the public realm by incorporating a well-considered external profile, clearly articulated building entrances, and the use of high-quality, durable, and contextually appropriate materials.
- To promote innovative architectural design that enhances legibility and fosters a strong 'sense of place' within the area. This should be achieved by encouraging the creation of distinct *character areas* throughout different parts of the site, each contributing to a cohesive yet diverse urban identity.
- To encourage building design which provides greater levels of street frontage, within the area. To this end, vehicular parking should be placed to the rear and side of buildings to minimise its visual impact and prioritise sustainable modes of transport.
- To provide for focal buildings at key locations. Such developments should be distinct from their surroundings and be of high architectural merit with appropriate finishes and landscaping.
- To ensure that development within lands adjacent to the south-eastern boundary of the Strategic Employment Area should not have a negative impact on residential properties fronting onto the L6064 Local Road.

- To provide for focal pieces of public art to be placed in visually prominent and strategically located areas and ensure they are treated as prominent components of the street scene.

Access, Circulation and Permeability Principles

- To prioritise sustainable movement within the lands by ensuring that access and street design comply with the principles and standards set out in the Design Manual for Urban Roads and Streets (DMURS). Emphasis should be placed on creating a safe, attractive, and walkable business campus environment that supports active modes of travel.
- To ensure that no individual development compromises future connectivity by blocking potential access to adjoining zoned lands within the Littleconnell Strategic Employment Area that may currently lack road access. Layouts should safeguard logical, future-ready movement networks, as illustrated in Figure 5.2.
- To create a high-quality, attractive, and well-connected streetscape that enhances the public realm and establishes a recognisable and prestigious address for business activity.
- To ensure that site and building design facilitates safe and direct pedestrian movement from parking areas to open spaces and building entrances through dedicated pedestrian pathways, with strong connectivity to adjoining sites and buildings.
- To ensure that street furniture is designed and implemented as high-quality, durable, and functional elements that are seamlessly integrated into the overall streetscape, contributing positively to the character and usability of the public realm.
- To require the preparation of a comprehensive signage strategy for each road and street, featuring a uniform design and agreed branding or logo. This signage plan should support effective wayfinding while reinforcing the visual identity and character of the area.

Green and Blue Infrastructure, Landscaping and Surface Water Drainage

Principles

- Natural features on the site such as existing hedgerows, treelines, woodlands and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the lands and help provide an established sense of place from the outset.

- New landscaping should seek to enhance the long term biodiversity potential of open spaces by maximising connections with the surrounding green infrastructure network. Furthermore, developments should seek to enhance the overall urban tree canopy area, as per Section 9.8 and Objective GBIO 2.3 of the Plan.
- Ensure that landscaping of green open spaces is an integral component of the overall urban design, conceived and planned from the outset as functional, aesthetic, and spatially significant elements — not as residual or leftover spaces.
- Particular attention should be placed on achieving a high quality landscape design outcome at the interface between Newbridge Southern Ring Road (NSRR) and adjoining lands.
- Appropriate urban trees should be planted to help define internal streets and provide an element of separation between industrial units.
- Nature-based solutions (NBS) to surface water management within the Littleconnell area shall be prioritised and align with the Newbridge Surface Water Management Strategy and Kildare County Council’s Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan.

Figure 5.2: Littleconnell Strategic Employment Area Urban Design Framework



5.4.3 IDA Newbridge Business Park (Green Road)

The IDA Newbridge Business Park is located on the western side of Newbridge and extends to 16 hectares and is surrounded by residential estates on three sides. It contains four manufacturing facilities in the sectors of food production (Comerford Brothers and Lily O'Brien's), pharmaceuticals (Mapaex Ireland) and textiles (Traditional Craft Ltd) and currently has no vacant premise. This Plan supports the growth of this business park by allowing for its extension by 9.2 hectares to the southeast on undeveloped greenfield lands. This extended area has the zoning objective GU: General Business Use which allows for a wide scope of employment uses including office, leisure, and light industrial (see Map 11.1).

Figure 5.3: IDA Newbridge Business Park (Green Road)



Source: Google Maps annotated by KCC

5.4.4 Cill Dara Industrial Estate

This centrally located industrial estate is in transition and has a vacancy rate of 9.4%.⁶² This industrial estate traditionally catered to a wide variety of light industry and warehousing, however there are now a large range of economic activities taking place. The largest percentage of businesses operating in this industrial estate are within the retail warehousing sector which supply a wide range of bulky goods (at 29% of the units). While the second largest percentage are within the service sector offering many services from gyms to churches (at 21% of the units). This combined proportion of retail and service-based businesses conveys the mixed-use nature of this formally mono-use industrial estate.

Having regard to the changing needs of employers this Plan will allow for a wider range of uses in the northern half of this industrial estate. The northern proportion of the industrial estate has been zoned MU: Mixed Use and GU: General Business Use. The proportion zoned MU: Mixed Use has been designated a part of the Central Settlement Consolidation Site.⁶³ The southern half of the industrial estate has the zoning objective H: Industry and Warehousing to reflect the predominate economic sector in this location (see Map 11.1).

Economic Development Objectives

It is an objective of Kildare County Council to:

- EDO 1.1** Facilitate sustainable economic development and employment growth in Newbridge in accordance with its designation as a Self-Sustaining Growth Town while adhering to the overall Economic Development Strategy of this Plan
- EDO 1.2** Support the IDA and other relevant landholders in the further development of the Littleconnell Strategic Employment Area for high value manufacturing and logistics enterprises as part of the Council's Naas to Newbridge Strategic Economic and Employment Zone. Development proposals within this area require a detailed design statement which showing adherence to the design framework in Section 5.4.2 including active travel and public transport measures and a Traffic and Transport Assessment to ensure there are no negative impacts on the local and national road network. Such proposals shall also have regard to the Spatial Planning and National Road Guidelines 2012 (or any subsequent Guidelines).

⁶² There are six vacant units out of a total of 64 units.

⁶³ Details of the Central Settlement Consolidation Site designation and its site framework are in Section 4.4.

EDO 1.3	Incentivise employment creation on lands zoned 'A: Town Centre' through the reuse of vacant commercial premises as a key driver of regeneration, through the application of the Commercial Incentive Grant Scheme (2025) or any successors to the same.
EDO 1.4	Promote the economic renewal and revitalisation of Cill Dara Industrial Estate as a dynamic and sustainable employment cluster into a vibrant mixed-use quarter with a distinct spatial identity.
EDO 1.5	Encourage the development of employment areas in a comprehensive manner which uses existing infrastructure effectively and efficiently, ensuring they are designed to the highest architectural and landscaping standards, with natural site features, such as watercourses, trees and hedgerows to be retained and enhanced as an integral part of the scheme.
EDO 1.6	Support and encourage 'living over the shop' initiatives, and the provision of ground floor live-work units and/or co-working spaces as part of mixed-use and residential developments in the town centre, as a means of enlivening streets and to provide flexible accommodation for small businesses and remote working opportunities.

5.5 Tourism

Newbridge has an opportunity to capitalise on tourism as a pillar for economic growth, through the exploitation of the town's unique retail offering, military heritage, equine and recreational assets.

5.5.1 Retail Tourism

Newbridge is home to the historic Newbridge Silverware since 1934 which is a major tourist draw. Newbridge Silverware designs and manufactures high quality cutlery and jewellery which are internationally renowned and attracts many coach tours and visitors. The factory, flagship store and museum are located in a facility off the Athgarvan / Military Road. Furthermore, Newbridge is unique in the region as its retail offering contains many international and national offerings all located within the town centre and central Whitewater Shopping Centre. This gives visitors many options for comparison shopping all within walking distance.

5.5.2 Sporting Tourism

Newbridge is home to Kildare Gaelic Athletic Association's County Grounds St. Conleth's Park, hosting both inter-county and club matches approximately three to four times a week throughout the year. Upgrades including a new stand and floodlighting have recently been completed at St. Conleth's Park increasing capacity

to 15,000 with seating for 3,000. The Curragh Racecourse (located outside the plan boundary) is also a major sporting draw to Newbridge with a capacity of circa 30,000 persons. It has been the home to the Irish Derby since 1866, and racing takes place 23 days each year from the end of March until late October. The town of Newbridge has capacity to benefit from these two important sporting facilities through the provision of complementary hospitality services.

5.5.3 Military Tourism (Former Barracks Heritage)

Newbridge was established as a garrison town with the formation of the Cavalry Barracks in circa 1815. The barracks originally extended from the River Liffey to Cutlery Road, and from Main Street to Military Road. The barracks were demolished over time, and little remains of the military presence except for old walls and gateways which are still visible on the Athgarvan / Military Road. Newbridge expanded further following the establishment of the Curragh Camp to the southwest in 1855. The town's grid like street pattern reflects its genesis as a relatively modern garrison town. This urban morphology and its associated history are unusual and special in an Irish context and a draw for tourists. The Curragh Camp located circa 5km south of Newbridge is also a major Irish military attraction. It is currently home to the Defence Forces, the United Nations School, the Military College and the Curragh Museum.

Tourism Objectives

It is an objective of Kildare County Council to:

- EDO 2.1** Encourage the development of new or the upgrading / extension of tourism activities/facilities including supporting infrastructure (such as cycle/bus/car parking and public toilets), in particular those related to tourism within Newbridge, that respect, respond and enhance their physical location, environmental quality and community setting.
- EDO 2.2** Facilitate the provision of additional over-night tourist accommodation in appropriately zoned locations and support the re-use of vacant building stock for appropriate tourism related activities.
- EDO 2.3** Support and promote the inclusion of cafés and eateries in Newbridge as part of a food tourism experiential trail for the county.
- EDO 2.4** Support and promote eco-tourism facilities to foster greater appreciation for the natural environment of Newbridge.
- EDO 2.5** Support, where appropriate, Into Kildare and Fáilte Ireland in the development of a tourist information centre within the town centre.

6. Homes and Communities

6.1 Context

A sustainable community is one that meets the needs of those living, working or visiting an area, while protecting the overall quality of the environment. A key function of the Plan is to act as a driver in delivering an appropriate quantum of different housing types, tenures and densities within Newbridge and to provide for a greater range of choice for both the existing and future population of the town. However, sustainable communities require housing to be serviced by appropriate community infrastructure. It is acknowledged that there are existing deficiencies in such facilities and services which are identified in the Newbridge Social Infrastructure Audit (SIA), a supporting document of this Plan. The Plan, therefore, incorporates a series of measures and safeguards which respond to the challenge of adding the social infrastructure requirements of the existing residents of Newbridge, in addition to those of the projected population growth for the settlement over the life of the Plan and beyond.

Essential to the principle of a sustainable community is the concept of a 10-minute settlement concept, which seeks to have key community facilities and services accessible within a 10-minute walk or cycle from people's homes, or to ensure that they are accessible by public transport services. Essentially, this concept aims to reduce the overall need to travel, while also enabling sustainable transport options to become realistic and convenient alternatives to the car for short trips, therefore reducing carbon emissions.

6.2 Socio-economic Profile

The following section provides an overview of the key social and economic characteristics of the population of Newbridge.

6.2.1 Population

Under Census 2022 the defined Built-Up Area (BUA) of Newbridge had a population of 24,366 persons, whereas the population within the Newbridge settlement boundary of Census 2016 had a population of 22,742. The BUA is a new statistical geographic entity introduced to replace the previous 'settlement boundary', therefore direct comparison cannot be made. However, this 7.1% increase in population from the 2016 settlement boundary to the 2022 BUA of Newbridge is significantly lower growth than in the surrounding towns of Naas (22.4%), Kildare Town (19.3%) and Maynooth (18.3%) but closer to that of the county (11.4%).

6.2.2 Age Profile

Newbridge has a substantial percentage of persons of school going age (22.8%) when compared to the average within the State (20.5%) and a lower percentage of persons at retirement age (11.4%) when compared to the State (15.1%), see Table

6.1. This indicates that the need for childcare and school places is greater than average in Newbridge.

Table 6.1: Population Profiles

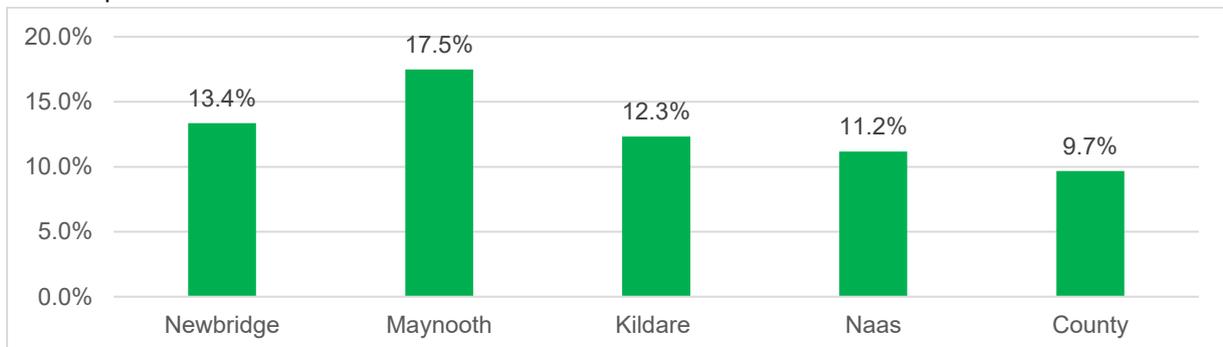
Population groupings	Age	Newbridge	County	State
Infants	0-4	5.5%	6.2%	5.7%
School going age	5-19	22.8%	22.5%	20.5%
Working age	20-69	64%	63.3%	63.3%
Retirement	70+	7.7%	7.9%	11.1%

Source: Census 2022

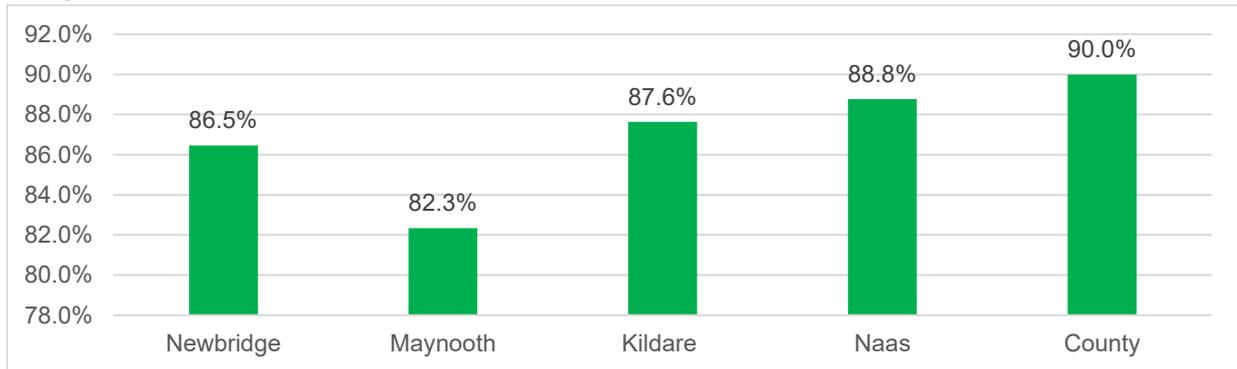
6.2.3 Housing Stock

Census 2022 recorded 8,919 permanent dwellings in Newbridge. The Census found that 13.4% permanent private households in Newbridge comprised of apartments (see Figure 6.1). This is higher than the county average of 9.7% of the other surrounding towns such as Kildare Town (12.3%) and Naas (11.2%). The percentage of permanent private households in Newbridge which comprised of houses/bungalows was 86.5% (see Figure 6.2). This was lower than the county average (90%) and other surrounding towns such as Kildare Town (87.6%) and Naas (88.8%).

Figure 6.1: Percentage of Permanent Private Households Which Comprise of Flats/Apartments



Source: Census 2022

Figure 6.2: Percentage of Permanent Private Households Which Comprise of Houses/Bungalows

Source: Census 2022

6.2.4 Household Size

Census 2022 records that the majority of households in Newbridge were two person households (27%) which is the same as the county average (27.1%). Furthermore, 25.4% of households in Newbridge are recorded as having no children which is similar to the county average (22.1%) and 73% of households have children which is also similar to the county average (75%). The average number of persons per household in Newbridge was recorded as 2.93. This indicates household size in Newbridge is broadly in line with the county average (2.97).

6.2.5 Housing Tenure

The majority of properties are owned either with or without a loan in Newbridge (64.5%), while 31.4% of properties are rented. This percentage of rented properties is higher than the county average of 24%. It is noted that the percentage of dwellings rented from the local authority or from voluntary/co-operative housing bodies (at 13%) is higher than the county average (at 8.6%).

Table 6.2: Percentage of Type of Occupancy

Type of Occupancy	Newbridge	Naas	Kildare Town	Maynooth	County
Owned occupied	64.5%	69.2%	59.7%	61.2%	71.4%
Privately rented	18.4%	19.4%	15.1%	29.5%	14.9%
Socially Rented	13%	8.3%	19.7%	4.3%	8.6%

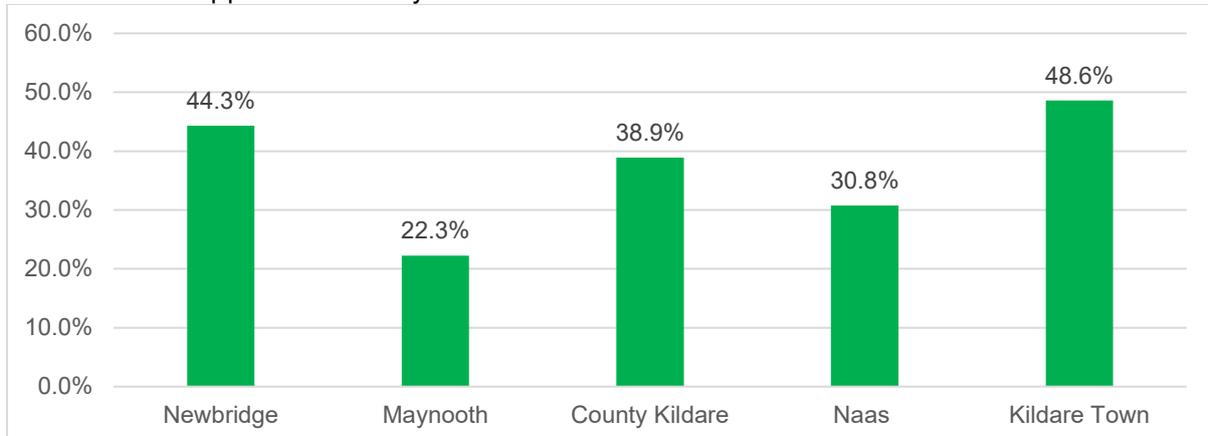
Source: Census 2022

6.2.6 Education

The percentage of population aged 15 years and over that have ceased education at upper secondary level or lower in Newbridge is 44.3%, this is above the county average of 38.9% and notably above towns like Naas (30.8%) and Maynooth (22.3%). Conversely, the percentage of population aged 15 years and over which ceased education with a bachelor's degree or higher in Newbridge is 30.4% which is

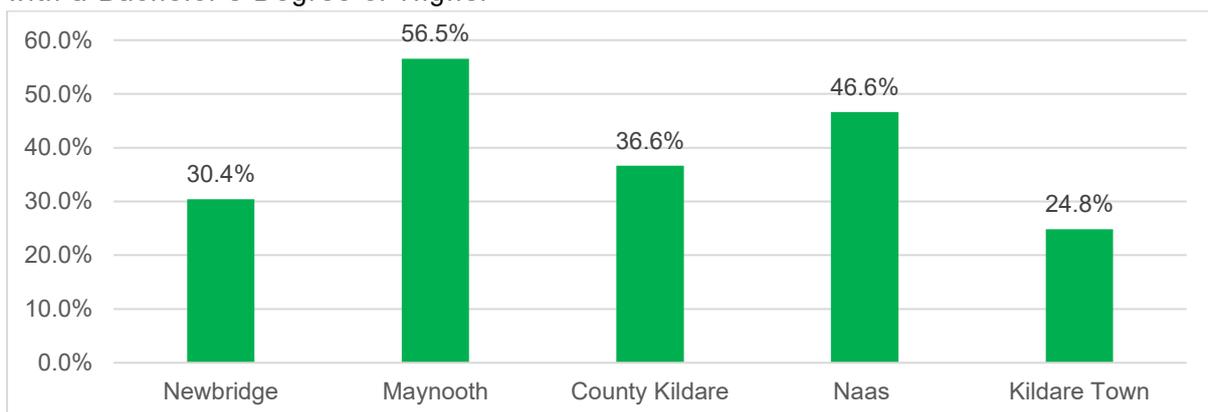
below the county average of 36.6% and notably below towns like Naas (46.6%) and Maynooth (56.5%).

Figure 6.3: Percentage of Population Aged 15 Years and Over that have Ceased Education at Upper Secondary Level or Lower



Source: Census 2022

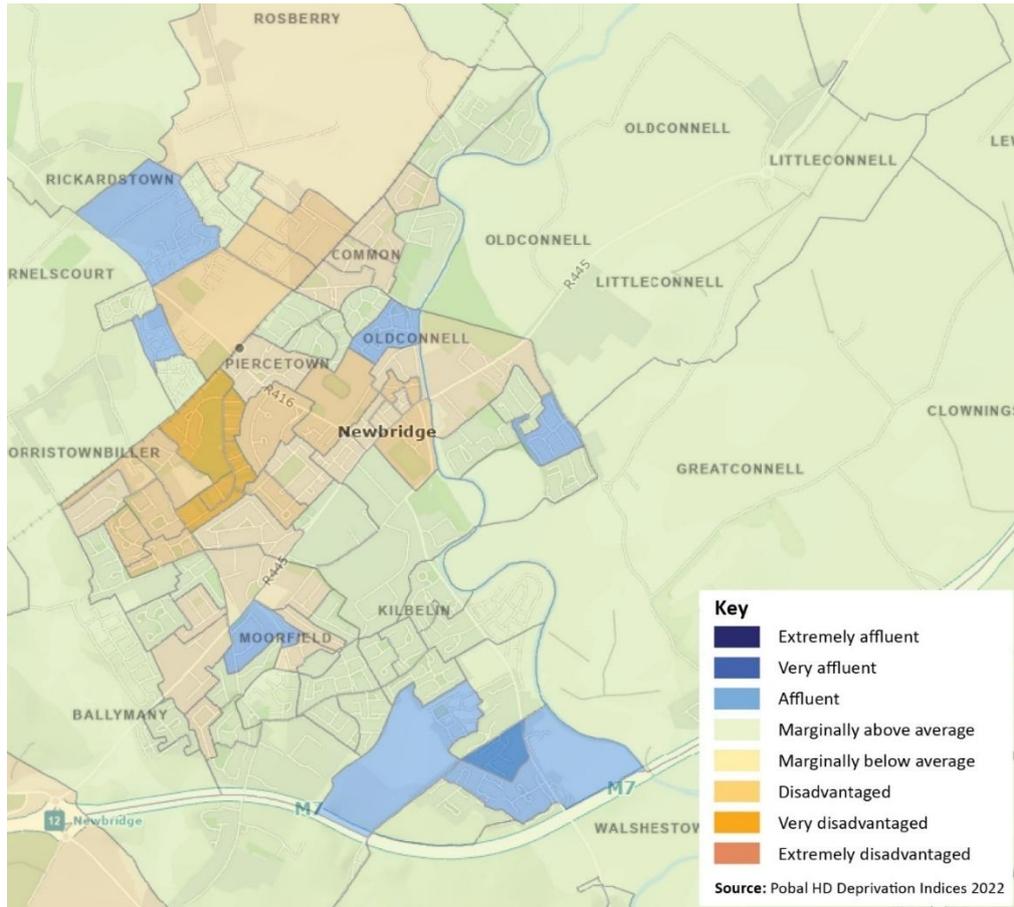
Figure 6.4: Percentage of Population Aged 15 Years and Over which Ceased Education with a Bachelor's Degree or Higher



Source: Census 2022

6.2.7 Social Deprivation

The Pobal Trutz Haase and Jonathan Pratschke (HP) Deprivation Index for 2022 recorded that County Kildare is the fourth most affluent local authority in the country (out of 31 local authorities). It is notable however that a significant number of Small Areas within Newbridge were demarcated as 'Marginally Below Average' in terms of affluence. Figure 6.5 illustrates five Small Areas located around Dara Park were demarcated as 'Very Disadvantaged' in 2022 while seven Small Areas were demarcated as 'Affluent' and only one as 'Very Affluent'.

Figure 6.5: Map of Deprivation

Source: Excerpt of Pobal HP Deprivation Indices Map for 2022

6.3 Residential Mix and Design

Government policy as outlined in the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024), the Urban Development and Building Heights – Guidelines for Planning Authorities (DHPLG, 2018) and the Planning Design Standards for Apartments – Guidelines for Planning Authorities (DHLGH, July 2025) contain a range of provisions which seek to deliver compact growth within settlements in order to maximise the efficient use of land. The requirements outlined in the respective guidelines also aim to increase the overall density, mix and affordability of housing in urban areas.

The housing growth identified on the lands zoned for new residential development applies a notional range of varying density bands on the basis of each site's specific characteristics and locational attributes. Table 3.7 of Chapter 3 identifies the appropriate densities for the individual sites.

The Plan aligns with SPPR 1 of the Guidelines on Urban Development and Building Heights (2018) which requires Planning Authorities to identify areas for higher building heights in locations with good public transport accessibility, particularly town/city cores. Accordingly, the Plan does not propose to place any height limitations on new development and identifies the town centre and the Central Newbridge

Settlement Consolidation Site as locations where taller buildings may be appropriate. Regard should be had to Section 14.8.2 of Volume 1 which surmises a contextual approach to building height.

Whilst Newbridge has more apartment type dwellings than in other surrounding settlements (see Section 6.2.3), semi-detached units remain the dominant dwelling type in the town. This Plan aims to disrupt the continuation of this monotype development by seeking to ensure a greater mix and variety of housing within individual sites.

SPPR 4 of the Guidelines on Urban Development and Building Height (2018) states that in planning for the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must:

1. Ensure the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 Ministerial Guidelines. (see Table 3.7 for details of compliance)
2. Ensure a greater mix of building heights and typologies in planning for the future development of suburban locations; and
3. Avoid monotype building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

Accordingly, new residential schemes in Newbridge should therefore provide for both a mix of dwelling sizes and types to cater for a diverse range of housing needs. Dwellings should also be designed to accommodate the changing requirements of residents, specifically the need to incorporate age-friendly features. Furthermore, the overall design and layout of residential development should be of high-quality and comply with the urban design and placemaking provisions contained in the CDP, along with any provisions in Section 28 Ministerial Guidelines (or any superseding National Planning Statement or Guidance).

6.3.1 Group / Special Needs Housing

There are a number of groups with specific design and planning needs. These include people with disabilities, members of the travelling community, and older people. Universal design places human diversity at the centre of the design process so that buildings and environments can be designed to meet the needs of all users. It therefore covers all persons regardless of their age or size and those who have any particular physical, sensory, mental health or intellectual ability or disability.⁶⁴

Kildare County Council's Strategic Plan for Housing Persons with Disabilities 2022-2027, places an emphasis on universal design in order to assist in the provision of long-term adaptable homes which enable people to live comfortably through different

⁶⁴ 'Building for Everyone: A Universal Design Approach' published by the National Disability Centre for Excellence in Universal Design'.

stages of their lives and changing household need. Objective HO O15 in Volume 1 requires all new residential developments (in excess of 5 residential units) to provide for a minimum of 20% universally designed units.

The assessment of current and projected needs for Traveller accommodation detailed in the Council's Traveller Accommodation Programme 2025-2029, identifies the need for an additional two units for members of the travelling community in the Kildare – Newbridge Municipal District.

The mix and design of new housing for group/special needs housing in Newbridge will be influenced by a range of factors including:

- Consideration of the nature of the existing housing stock and social mix in the area
- Desirability of providing for mixed and integrated communities
- Provision of a range of new housing types and tenures at varying densities
- The need to provide a choice of new housing types, suitable and adaptable for all age groups and abilities
- The need to cater for groups with specific needs

6.3.2 Positive Ageing (Age Friendly Housing)

The population in Ireland is ageing and the percentage of people aged 65 years and over has increased by 36% between 2012 and 2022. The numbers of people in this age group are expected to almost double in the next 20 years, with the greatest proportional increase in the 85+ age group.⁶⁵ According to Census 2022, 11.4% of the population of Newbridge are aged 65 and older. It is projected that the percentage of this age group could reach 15.4% during the lifetime of this Plan and beyond.⁶⁶

The Kildare Age Friendly Programme was launched in 2010, and it aims to work with existing community structures, networks and service providers in order make the county a great place to grow old. Age Friendly Housing Technical Advisors have been appointed in every local authority in Ireland, and they act as a key point of contact for age friendly housing technical queries, specifically around designing for life and Universal Design principles. The initiative is designed to support older people to live autonomous and valued lives in their own homes and communities.

In the event that older people can no longer reside in their own homes; other housing options such as supported housing and longer-term residential care facilities are required. It is, however, important that older people should remain fully integrated into the local community. The suitability of locations for age friendly housing are

⁶⁵ Department of Health, Health in Ireland – Key Trends 2022.

⁶⁶ Yearly increase (%) of 65+ age group between Census 2016 and 2022 = 0.33%. Projected increase (%) between 2022-2034 is 4% (0.33*12 (years) = 3.96%).

outlined in the zoning matrix and should be served by good transport links, pedestrian and cycling facilities close to key services and facilities.⁶⁷

Volume 1 includes a specific objective (SC O40) to adopt the ethos of McAuley Place in Naas, as a recognised national exemplar model of housing for older persons and aims to replicate this model within each of the five municipal districts in the county. Section 6.4.1.3 outlines the demand for age friendly housing in Newbridge and how this Plan aims to address any deficits.

Residential Density, Mix and Design Objectives

It is an objective of Kildare County Council to:

- HCO 1.1** Promote new residential development that occurs in tandem with the delivery of supporting physical and social infrastructure identified in the Social Infrastructure Audit (SIA) and set out in Table 11.4: Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands in Chapter 11.
- HCO 1.2** Encourage the appropriate redevelopment of brownfield and infill sites for a mix of uses (including residential) within the defined Built-Up Footprint (BUF) of Newbridge, as identified on Map 11.2: Implementation.
- HCO 1.3** Require a high standard of urban design to be integrated into the layout and design of all new residential development in Newbridge and ensure compliance with the principles of healthy placemaking by integrating opportunities for physical activities, social interaction and active travel, through the creation of compact, permeable developments which feature high-quality pedestrian and cyclist connectivity.

⁶⁷ Pre-planning Guidance for Residential Care Homes (2021).

6.4 Social Infrastructure

A Social Infrastructure Audit (SIA) formed part of the plan making process and has been published alongside the Plan. It was carried out to examine the availability and capacity of existing social infrastructure facilities in Newbridge, to determine the future requirements and make recommendations based on existing and anticipated settlement growth.

In addition to the actual activity and function, 'social infrastructure' facilities can provide an invisible platform of community and social interaction which many residents may rely upon for personal wellbeing. The provision of the appropriate levels of social infrastructure within Newbridge is therefore important and vital to support the needs and quality-of-life of the existing and planned residential base as well that of the wider catchment area.

What is social infrastructure?

'Social Infrastructure' relates to the provision of services and facilities essential for health, wellbeing and the social development of a town. Social infrastructure facilities include, but are not limited to schools, health services, community facilities, sports and recreational spaces.

The audit has been structured as follows:

1. Assessing the existing infrastructure provisions.
2. Future demand analysis based on the projected population increase.
3. Recommendations for social infrastructure required during the Plan period.

6.4.1 Assessment of the Existing Situation and Future Demand

Assessing the existing situation of Social Infrastructure in the Newbridge SIA included:

- Establishing a demographic profile of the community living in Newbridge.
- Identifying existing community infrastructure features (including where relevant, their capacity) under several predefined themes including:
 - Education/Training
 - Childcare
 - Health
 - Public Open Space
 - Sports and Recreation
 - Social and Community
 - Arts and Culture
 - Faith
 - Neighbourhood Centres

- A walkability analysis based on defined walking distances from specific community facilities to evaluate proximity, accessibility and coverage of those facilities to target user groups.

The Audit also considered the existing infrastructure provision relative to best practice provision and the present and projected population, having regard to the housing growth provided for under Section A and Section B of Table 3.7. of this Plan, to ensure a robust and future-proofed approach to social infrastructure planning.

A summary of the findings from the Social Infrastructure Audit is presented in the following sections.

6.4.1.1 Education and Training

Under this theme, the SIA identified nine primary schools, four post-primary schools, two schools dedicated to special education needs and three further education and training facilities.

Primary Schools

The SIA identified that primary schools in Newbridge are currently close to their capacity with an average operating level of 92.5%, with only 235 places available (out of 3,468 places) for the 2024/2025 school year. It was determined that an additional 1,097 student places will be required over the plan period and beyond to cater for the projected population growth. This requirement can be reduced to 862 pupil places when considering the available capacity in the existing primary schools (235 places). As the SIA determined that 38 additional classrooms are required over the Plan period, Objective HCO 2.2 of this Plan supports locating a new 24-32 classroom primary school at Crotanstown in southern Newbridge. Objective HCO 2.1 also supports the future expansion of existing primary schools.

Post Primary Schools

All of the existing post-primary schools in the town are currently operating at capacity, with three post primary schools operating over-capacity. Combined, the schools can accommodate 3,298 pupils, however, there are currently 3,487 pupils enrolled for the 2024/2025 academic year, with 197 more students than their current capacity allows.

The SIA determined that approximately 1,065 additional pupil places will be required over the Plan period and beyond to cater for the projected population growth. The Department of Education and Youth indicated that additional pupil places can be accommodated by extending three of the existing public post-primary schools in Newbridge to cater for 1,000 students per school. This will increase the overall capacity of these schools in Newbridge by 732 student places. However, these schools are currently operating at 197 students above their capacity. Therefore,

accounting for this overcapacity the remaining requirement would be 530 pupil places.

While these extensions are envisaged to cater for the forecasted population rise over the Plan period, it is noted several unforeseen events such as the war in Ukraine have increased school populations in Newbridge well beyond forecasted growth in the last few years. It is therefore considered appropriate to reserve lands for a 1,000 pupil post primary school at Cornelscourt to ensure sufficient capacity both during and beyond the lifetime of the Plan. These lands in northern Newbridge are zoned 'E (3): Community and Education' and their location has regard to the 10-minute settlement concept.

Special Education Needs (SEN) Schools

There are two dedicated SEN schools in Newbridge which accommodate students aged 4-18. Both these schools are at full capacity (100%) and are operating waiting lists as there is a significant shortage of placements for students. The Department of Education and Youth is advancing projects to expand both SEN schools, which will result in five new classrooms, providing approximately 40 additional students based on the standard teacher-student ratio of 1:8.

In mainstream schools, special classes are supported by 16 dedicated teaching posts across eight primary schools. Currently, an extension is under construction at St Patrick's Church of Ireland National School. This project will add one SEN classroom and two special education teacher rooms to the existing school; however, the extension will serve current students and not increase the school's overall capacity. This Plan supports further extensions to these SEN Schools, subject to planning and design considerations.

Further Education and Training Facilities

Newbridge is home to three further education and training facilities, with courses available from Level 2 to Level 6 of the Quality and Qualifications Ireland (QQI). The town is adequately served by further education facilities and courses. The Plan supports these existing facilities and seeks to facilitate the development of the Further Education and Training Sector at appropriate locations within the town, subject to planning and design consultation.

Education and Training Objectives

It is an objective of Kildare County Council to:

- HCO 2.1** Support and facilitate new schools and improvements/expansion of existing educational facilities, including special needs education and further educational opportunities which may arise, at appropriate locations, accounting for the 10-minute settlement concept.

HCO 2.2 Continue to engage with the Department of Education and Youth in respect of the identification and phased delivery of the following:

- A new 24 - 32 classroom primary school at Crotanstown on lands zoned as 'E (1): Community and Education'
- A 1,000 pupil post primary school in Newbridge at Cornelscourt on lands zoned as 'E (3): Community and Education'

6.4.1.2 Childcare

The 17 childcare facilities identified in the SIA are well-distributed around the town, ensuring that most residential areas have access to childcare facilities within a notional 10-minute walk (800 metres) of their homes. One additional facility is due to open at Station Walk in the near future.⁶⁸ The SIA notes there are waiting lists for full time care, Early Childhood Care and Education (ECCE) Programme classes and afterschool care. Infant care is particularly limited, with only four of the 17 childcare providers accepting children aged 0-1 years. The SIA determined that an additional 777 childcare places are anticipated to be required in Newbridge over the plan period and beyond.⁶⁹ The opening of the new Station Walk childcare facility will provide 146 childcare places, reducing the projected shortfall to 631 places.

In Newbridge, there are three extant planning permissions for new childcare facilities as part of permitted new residential schemes which could accommodate approximately 216 additional childcare places. The locations within these approved residential schemes where the crèche facilities have been permitted are zoned E*: Community and Education. At the time of writing, one planning application is currently awaiting decision, which could provide a further 154 places if approved.⁷⁰ It is noted that Objective SC O78 in Chapter 10 in Vol 1 requires childcare provision to be delivered in Phase 1 of any new residential or commercial development within the county. It is also noted Objective SC O80 also in Chapter 10 in Vol 1 encourages integration and co-location of childcare facilities, including after-school care facilities with educational institutions to improve accessibility and convenience.

⁶⁸ Time of writing September 2025.

⁶⁹ Appendix 2 of the Childcare Guidelines for Planning Authorities (2001) establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas. The additional housing unit growth envisaged over the lifetime of the Settlement Plan is 2,912 units (Estimated population growth= 8,007 / CDP Occupancy rate of 2.75). Therefore, 777 [(2912/75) x 20] new childcare places are required.

⁷⁰ Planning Reg. Ref. 22/313306 is a Strategic Housing Development being assessed by ABP.

Childcare Objectives

It is an objective of Kildare County Council to:

HCO 3.1 Support the provision of appropriately located and purpose-built early learning and childcare facilities to resolve the current capacity issues and to meet the pro-rata childcare needs of housing development during the plan period.

6.4.1.3 Health

The SIA identified a total of 50 health facilities in Newbridge, comprising of one health centre, one primary care centre, nine general practitioner locations (GPs), one residential care setting for older people, one respite centre, eleven pharmacies, six opticians and audiologists, three physiotherapists, three podiatry clinics, nine dental practices, three therapy facilities (salt therapy, play therapy, sports therapy), a women's health clinic, and a brain injury clinic.

Primary Care Centres

The Department of Health (DoH) states that a typical primary care team serves around 7,000 to 10,000 people. Based on the Health Service Executive standards and considering the anticipated population growth of Newbridge the SIA determined that another primary care centre is required within Newbridge. Accordingly, this Plan has identified one potential site within the Central Consolidation Site on lands zoned 'A Town Centre' as outlined in Section 4.4.

General Practitioners (GPs)

The Irish College of General Practitioners (ICGP) and Irish Medical Organisation (IMO) recommend a minimum of 12 GPs per 10,000 population to ensure a safe and effective healthcare service. The SIA notes that the current doctor-to-population ratio in Newbridge is eight GPs per 10,000 population, with 17 full-time GPs and six part-time GPs practicing from nine different surgeries. It is noted that if the population is to grow by the anticipated 8,007 persons, the ratio of existing doctors per population will fall to six GPs per 10,000 population which is significantly below the recommended ratio. Therefore, to meet the recommended GP-to-patient ratio, an additional 19 GPs would be needed in Newbridge by the end of the Plan period and beyond. While the provision of medical facilities is outside the scope of a land-use plan, proposals to address this identified need will be supported by the Council through the zoning of land and supporting objectives.

Residential Care Settings for Older People

The one residential care facility for older people located within close proximity of Newbridge is at 96% capacity. Census 2022 revealed that 11.4% of the population

living in the Built-Up Area (BAU) of Newbridge is aged 65 and older. In view of the continued aging of the population in the town the SIA identified the need for an additional 203 bed spaces for older people in a residential care setting.

The Liffey Lodge in Newbridge owned by Kildare County Council is included in the Kildare County Council Action Plan 2022-2026 to be redeveloped into Age-Friendly Housing, a move that is expected to offer valuable right-sizing opportunities for older residents in the Newbridge area. Furthermore, Objective HCO 4.5 allows for the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly at Crotanstown.

Healthcare Objectives

It is an objective of Kildare County Council to:

- HCO 4.1** Support and liaise with operators of public and private healthcare facilities by encouraging the provision of facilities in appropriate locations in Newbridge in order to address the current deficit provision and to meet future needs during the lifetime of the Plan.
- HCO 4.2** Support the delivery of a new primary care centre on land zoned 'MU: Mixed Use', as outlined in Section 4.4.3. Newbridge Central SCS Urban Design Framework, subject to planning and design considerations.
- HCO 4.3** Support the provision of GP practices in Newbridge within the town centre, in designated neighbourhood centres and on lands zoned for community purposes, subject to planning and design considerations.
- HCO 4.4** Require planning applications for new Neighbourhood Centre developments within Newbridge to be accompanied by a feasibility study for a GP practice to be located within the respective development.
- HCO 4.5** Support the provision of supported living accommodation for young adults, residential care facilities and services for older people, subject to appropriate siting and universal design considerations, including the redevelopment of the Liffey Lodge into age-friendly housing and the development of lands zoned 'E (2): Community and Education' for the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly.

6.4.1.4 Open Space

The public open space in Newbridge includes public parks, playgrounds, amenity green space and outdoor sports areas. There are approximately 124.09 hectares of existing public open space within the study area. It is a requirement of the CDP for 2.5 hectares of open space to be provided per 1,000 population. Applying these open space standards to the Census 2022 Newbridge population, it indicates that there are 5.1 hectares of public open space per 1,000 residents in Newbridge, which exceeds the CDP minimum standard.⁷¹ This population is anticipated to rise to 32,373 persons. If no further public open spaces were to be provided, there would still be 3.8 hectares of open space per 1,000 residents.⁷²

Public Parks

No national standards exist regarding public parks provision, so consideration has been given to the 2015 Fields in Trust ('FIT', UK) recommended benchmark guidelines for 'outdoor space', outlined in *Creating Great Spaces for All (2024)*.⁷³ Whilst it is not the policy of Kildare County Council to implement FIT standards, these are referred to in this Plan for the purposes of highlighting potential deficits in provision across the open space typologies.

These Guidelines recommend a standard of 0.8 ha of parks and gardens to be provided per 1,000 persons. Currently Newbridge falls below the recommended standard of parks, at 0.56 hectares of public parks per 1,000 persons.⁷⁴ If no further parks were to be provided, the ratio in Newbridge would be 0.42 hectares per 1,000 persons, further falling below the FIT benchmark guidelines.⁷⁵ In order to meet the standard and considering future population growth, Newbridge would require a total of 25.9 hectares of public parks, consequently an increase in 12.2 hectares.

Volume 1 of the CDP includes an objective (LR 094) to identify potential sites for regional-type parks in the Naas–Newbridge–Allenwood areas. Additionally, the Newbridge Local Area Plan 2013–2019 (as amended and extended) outlines an objective (OS 4) to extend and develop a linear park along both sides of the River Liffey, from Tankardsgarden to the M7 Motorway. This Plan will therefore support developing an urban neighbourhood park on the opposite side of the river from the Liffey Linear Park, where an appropriate quantum (circa 21.49 hectares) of suitably located land is available for such a project. Map 7.1 supports an active modes bridge to allow pedestrians to easily navigate from the Liffey Linear Park into this potential urban neighbourhood park. Improved access from vacant land immediately to the

⁷¹ (124.09 hectare / 24,366 population) * 1,000 = 5.1 ha per 1,000 population

⁷² (124.09 hectare / 32,373 population) * 1,000 = 3.8 ha per 1,000 population

⁷³ <https://fieldsintrust.org/insights/standards/standards-calculator> (Accessed: February 2025)

⁷⁴ (13.70 hectare / 24,366 population) * 1,000 = 0.56 ha per 1,000 population. Public Parks: including the local parks and small parks and excluding the pocket parks.

⁷⁵ (13.70 hectare / 32,373 population) * 1,000 = 0.42 ha per 1,000 population.

south into the existing Liffey Linear Park is also supported by this Plan (See Map 11.2: Implementation).

This Plan further supports the development a masterplan for the amenity green space of Pairc Mhuire. Once developed, this 1.72 hectare amenity green space will be classified as a small park within the public parks' hierarchy.

The Council's Allotment and Community Garden Strategy 2024 – 2030 identified a site for a community garden/allotment in Newbridge beside the Family Resource Centre. This site would extend the gardens already adjoining the Family Resource Centre (see: Objective HCO 5.5).

Amenity Space

In the absence of national Irish standards for amenity green space at the settlement level, the UK's Fields in Trust (FIT) Standards, will be considered as a reference. The standards recommend a minimum provision of 0.6 hectares of amenity green space per 1,000 population.

Applying this standard to Newbridge's Census 2022 population of 24,366 persons and 71.09 hectares of amenity green space, the town currently provides 2.92 hectares per 1,000 population.⁷⁶ This provision exceeds the FIT benchmark guidelines. However, it is observed that much of this open space within residential estates around Newbridge is made up of open grassland with little communal facilities such as playgrounds or allotments. Objective HCO 5.3 aims to address this where possible through the development of the linear park.

Open Space, Parks and Amenity Space Objectives

It is an objective of Kildare County Council to:

HCO 5.1 Support to and facilitate the Parks and Open Space Department in the delivery of:

- Safety measures along the river path in Liffey Linear Park from the Strand to The Gables and upgrade the wooden boardwalk.
- A masterplan for Dara Park.
- A masterplan for the amenity green space at Pairc Mhuire.

HCO 5.2 Support and facilitate the development of a new urban neighbourhood park in Newbridge; on the opposite side of the river from the Liffey Linear Park on lands zoned 'F (1): Open Space and Amenity' on Map 11.2: Implementation, which shall contain a number

⁷⁶ Amenity green space; excluding pocket parks. (71.09 hectare / 24,366 population) * 1,000 = 2.92 ha per 1,000 population

of play facilities catering for a variety of ages and abilities, outdoor seating, multi-use sports facilities (including water-based activities, if appropriate). The park shall incorporate a comprehensive landscaping scheme that enhances the existing riparian habitat.

- HCO 5.3** Extend and develop a linear park along both sides of the River Liffey from Tankardsgarden to the M7 Motorway and to continue the development of the riverside park system for the purposes of passive recreation, water sports and angling (where appropriate) in accordance with the objectives outlined in Liffey Valley Strategy' Towards a Liffey Valley Park (2006), or any superseding plan. Any detailed design must have regard to riparian habitats outlined in Section 9.5.1.3 and mapped on Map V2-N:9.1.
- HCO 5.4** Promote community-managed gardens, allotments, sensory gardens at appropriate locations in Newbridge, including but not limited to lands adjacent to the Newbridge Family Resource Centre identified in Kildare's Allotment and Community Garden Strategy 2024 – 2030.
- HCO 5.5** Improve existing open space areas in housing developments that have been taken in charge and to provide additional play facilities, pocket parks and outdoor seating where feasible and appropriate.
- HCO 5.6** Investigate the feasibility of providing an accessible dog park, pump track and cricket pitch within lands designated as 'F: Open Space and Amenity.'

6.4.1.5 Sports and Recreation

There are approximately 32 sports and recreational facilities in Newbridge. There is one GAA stadium, one Greyhound stadium, five sports clubs, three leisure clubs (one is closed to the public), seven sport and fitness classes or schools. Eleven educational institutions include sports facilities, most of which are shared with sports clubs outside of school hours. Furthermore, an outdoor gym is located in the Liffey Linear Park. These facilities provide approximately 39.21 hectares of outdoor sports areas.

Currently, there are no national standards for sports and recreational facilities at settlement level. For comparison, the UK's Fields in Trust (FIT) Standards, recommend providing 1.6 hectares of outdoor sports areas per 1,000 population. This equates to 1.61 hectares per 1,000 population which marginally exceeds the FIT benchmark guidance.⁷⁷ If the overall quantum of land allocated to these facilities

⁷⁷ 39.21 hectare / 24,366 population) * 1,000 = 1.61 ha per 1,000 population.

were to remain the same over the course of the Plan the provision of outdoor sports areas would fall below the FIT (2015) standards.⁷⁸ This Plan provides for sites totalling approximately 23 hectares for the delivery of sports facilities in Newbridge to oversee future requirements.⁷⁹

This Plan supports the redevelopment of Newbridge Greyhound Stadium as a municipal sporting facility as part of the wider Newbridge North Key Development Area. This multi-purpose sports hub extends to circa 6.42 hectares and zoned 'F (2): Open Space and Amenity'. It is intended to accommodate a circular running track and pitches and facilities for a variety of sports. The need for a multi-use purpose sports hub was highlighted by members of the public, local councillors and various sports clubs during the pre-draft consultation stage.

Additionally, the proposed implementation of an urban neighbourhood park would provide for significant sports and recreational opportunities given its size (circa 21.49 ha) and relative flat terrain. Furthermore, an Multi-Use Games Area (MUGA) is proposed as part of the Greatconnell Key Development Area which was permitted as part of the planning application for the Newbridge Southern Ring Road.

Lands are also zoned 'F (3): Open Space and Amenity' at Cornelscourt which extends to circa 7 hectares, which can provide for several full-size GAA, rugby and soccer pitches (see Section 11.2 for the urban framework of this area).

Playgrounds and Play Facilities

Newbridge includes one skatepark, two playgrounds and 17 open spaces within housing estates, which are equipped with play facilities for very young children. These playgrounds/play areas cover a total area of approximately 3.62 hectares.

Sections 15.6.5 and 15.6.6 of Volume 1 and Section 4.4 of the Planning Design Standards for Apartments – Guidelines for Planning Authorities (DHLGH, July 2025) require new residential developments to incorporate natural features that promote children's play as part of a landscaping plan. However, there are no current national standards for playground provision at a settlement level and the UK Fields in Trust (FIT) Standards, are considered as reference point in this regard. This document recommends a minimum provision of 0.25 hectares of amenity green space per 1,000 population for a range of play areas.

⁷⁸ (39.21 hectare / 32,373 population) * 1,000 = 1.21 ha per 1,000 population.

⁷⁹ To maintain alignment with the FIT benchmark, an additional 12.91 hectares of outdoor sports areas will be required. This calculation includes 16.10 hectares of outdoor sports areas within educational facilities that have limited public access. Excluding these areas, the shortfall increases significantly to 29.01 hectares of additional outdoor sports areas. (1.61 hectare / 1,000) * 32,373 population = 52.12 ha and 52.12 ha – 39.21 ha = 12.91 ha required)

With anticipated population growth to 32,373, a total of 8.1 hectares will be needed in Newbridge.⁸⁰ Consequently, an additional 4.53 ha of playing space will be required over the plan period to meet FIT guidance.

The Parks and Open Spaces Section of Kildare County Council have plans to develop a masterplan for Dara Park and the amenity green space of Pairc Mhuire. The aim is to make provision for playgrounds for Dara Park and Pairc Mhuire within these masterplans. Additionally, a playground in Moorefield Park, adjacent to the skatepark is also proposed.

Sports and Recreation Objectives

It is an objective of Kildare County Council to:

- HCO 6.1** Facilitate sports clubs, community groups and educational institutions in the acquisition and/or use of accessible lands for sports and recreation purposes (including a swimming pool) and support the delivery of multi-use sports facilities on land zoned as 'F (1): Open Space and Amenity', 'F (2): Open Space and Amenity', 'F (3): Open Space and Amenity' and lands zoned 'F (5): Open Space and Amenity' within the Plan area.
- HCO 6.2** Support the delivery of a Municipal Sporting Facility in Newbridge and work with key stakeholders to deliver a shared amenity for sports clubs and the general public.
- HCO 6.3** Facilitate the development of a network of universally designed playgrounds on amenity spaces and recreational areas throughout the town and support the Parks and Open Space Department in Kildare County Council in the delivery of playgrounds at Moorefield Park, Dara Park and Pairc Mhuire.
- HCO 6.4** Actively seek funding from relevant agencies and government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) to secure financial support to develop sports facilities (including a swimming pool) on lands zoned 'F (1), F (2) and F (3): Open Space and Amenity' and other appropriately zoned lands.
- HCO 6.5** Address the deficit in social infrastructure in respect of the provision of an urban neighbourhood park, municipal sports facility and community centres through the application of a Special Development Contribution where specific exceptional costs in respect of recreational and community facilities are not covered by the Kildare

⁸⁰ (0.25 hectare / 1,000) * 32,373 (projected population) = 8.09 hectares

County Council Development Contribution Schemes 2023-2029, or any successor of same.

HCO 6.6 Support the provision of a universally designed natural playground within lands zoned 'F (4): Open Space and Amenity' at Roseberry/Rosconnell, having full regard to the sensitivities of the wet grassland habitat as illustrated on Map V2-N:9.1.

6.4.1.6 Social and Community Services

Social and community facilities/services are varied in nature and can include general civic services and services targeted to specific sections of the community. There are 13 social and community services identified within Newbridge, which includes the library and garda station. Most of these facilities are located within the Newbridge Town Centre.

There are no national standards for the provision of social or community services. However, it is noted that good neighbourhood planning can be achieved by following the recommendation of 0.3 community facilities per 1,000 population.⁸¹ Newbridge currently maintains a ratio of 0.45 facilities per 1,000 population (based on 11 facilities, excluding the garda station and fire station).⁸²

Applying the current figure of 0.45 facilities per 1,000 population (to take account of the wider catchment) to the projected population growth (8,007 persons) indicates a requirement of three additional social and community facilities/services.⁸³

Submissions received during the pre-draft consultation stage of the Plan revealed a desire for more community centres/halls, and family resource centres. Similarly, the delivery of a multi-purpose community centre or resource centre was identified in many submissions, for shared use by multiple clubs and age groups.

This Plan has earmarked a site for such community centre/hall, within the North Newbridge Key Development Area zoned 'E (4): Community and Education' and a community and changing facility as part of the urban neighbourhood park.

⁸¹ Barton et al. (2010). Shaping Neighbourhoods: For Local Health and Global Sustainability 2nd Edition. London: Routledge.

⁸² (11 facilities / 24,366 population) * 1000 = 0.45 per 1,000 population

⁸³ (0.45 / 1,000) * 8,007 population growth = 3.6 facilities

Social and Community Objectives

It is an objective of Kildare County Council to:

- HCO 7.1** Actively support the development of universally accessible community centres/halls that supports a wide range of uses for groups and clubs on lands zoned 'E (2) Community and Education', 'E (4): Community and Education' and a changing and community facility on lands zoned 'F (1) Open Space and Amenity'.
- HCO 7.2** Support the approved refurbishment and extension of the existing Newbridge Library, to create the new Kildare County Library as a cultural centre and a community facility.
- HCO 7.3** Support the development of a dedicated new Youth Centre on Athgarvan Road that provides a safe, inclusive and accessible environment for young people to learn, connect and grow.

6.4.1.7 Arts and Cultural Facilities

There are 12 arts and cultural facilities in Newbridge most of which are related to music, dance and drama. The majority of the facilities are located in the centre of Newbridge. Typical benchmarking standards for arts and cultural facilities relate to the spend per capita in a given area, as opposed to the provision of physical infrastructure. There is no record of such spending patterns in Newbridge, although the town is considered well-served by arts and cultural facilities, primarily through the Riverbank Arts Centre, which offers regular music, theatre, comedy, family events and workshops.

As outlined in Objective TCO 3.7 in Chapter 4, this Plan supports completion of a planned high-quality redevelopment of the Riverbank Arts Centre over the lifetime of the Plan.

6.4.1.8 Faith Facilities

A total of 12 faith facilities were identified in Newbridge, comprising of ten places of worship, one cemetery and one columbarium. There are no known benchmarking standards for this category of infrastructure provision. St. Conleth's Cemetery is the only cemetery in Newbridge managed by Kildare County Council. There are approximately 710 plots currently available, which are projected to suffice until the beyond the end of the Plan period. The Council propose to construct three columbarium walls which will hold 120 urns in total during the lifetime of the Plan.⁸⁴

⁸⁴ Each wall will have 20 niches, and each niche can hold up to two urns, providing space for a total of 120 urns across all three walls.

This Plan has zoned an additional 0.69 hectares of undeveloped land to the south of St. Conleth's Cemetery for further cemetery plots on land zoned 'E: Community and Education'.

Faith Facility Objectives

It is an objective of Kildare County Council to:

- HCO 8.1** Support and facilitate the extension of St. Conleth's Cemetery on lands zoned 'E: Community and Education' immediately south of the existing cemetery, subject to detailed design and environmental assessment, including investigation of the site's water table levels to determine suitability for burial purposes.

6.4.1.9 Neighbourhood Centres

There are four existing neighbourhood centres in Newbridge which meet the definition outlined in the Section 28 Retail Planning Guidelines (2012).⁸⁵ There is also one extant (live) permission for a neighbourhood centre on Station Road.⁸⁶ Additionally, there are a number of convenience stores throughout the town which serve a local retail function however they would not fall within the definition of a neighbourhood centre.

Considering the catchment areas of these neighbourhood centres and the individual convenience stores in Newbridge, having regard to the 10-minute settlements concept, it is considered that spatially, additional neighbourhood centres are required in the north, south and the east of Newbridge. Accordingly, land has been zoned 'N: Neighbourhood Centre' as part of the Greatconnell Key Development Area and on lands at Crotanstown.

⁸⁵ Under the guidelines neighbourhood centres are defined as generally comprising a small group of shops, typically a newsagent, small supermarket/general grocery store, post office and other small shops of a local nature serving a small, localised neighbourhood catchment population.

⁸⁶ Planning Ref. No. 22/1003 permitted a neighbourhood centre containing a large neighbourhood shop and four local scale units for retail, medical and takeaway.

Neighbourhood Centre Objectives

It is an objective of Kildare County Council to:

HCO 9.1 Support and facilitate the development of a neighbourhood centre east of Newbridge within the Greatconnell Key Development Area on lands zoned 'N (1): Neighbourhood Centre' and on lands at Crostanstown zoned 'N (2): Neighbourhood Centre' in accordance with the definition outlined in the Section 28 Retail Planning Guidelines (2012), subject to planning, transport and environmental considerations.

6.4.2 Summary of Social Infrastructure Requirements

Table 6.4 sets out an overview of the social infrastructure requirements of Newbridge up to the end of the Plan period and beyond as determined by the Social Infrastructure Audit.

Table 6.3: Summary of Social Infrastructure Requirements

Existing Infrastructure	Specific Social Infrastructure Requirement	Identified Location	Delivery Mechanism
Education and Training			
Nine primary schools	A 24 – 32 classroom primary school	A site circa 1.67 ha in area located in Crostanstown has been zoned 'E (1): Community and Education'. Adjacent land has been zoned as 'F: Open Space and 'Amenity' to facilitate the development of play areas for the school. Additional land zoned for future expansion of educational facilities at Scoil na Naomh Uilig	Department of Education and Youth

Existing Infrastructure	Specific Social Infrastructure Requirement	Identified Location	Delivery Mechanism
Four post-primary schools	A 1,000 pupil post-primary school	A site circa 4.7 ha zoned 'E (4): Community and Education' at Cornelscourt	Department of Education
Childcare			
17 existing childcare facilities and an additional one due to open Q4 2025	631 childcare spaces	Various locations, see zoning matrix. Note extant crèches are zoned 'E*': Community and Education'.	Private developer-led in tandem with new residential developments in accordance with Section 28 Guidelines
Health			
Seventeen full-time GPs and six part-time GPs	Up to 19 additional General Practitioners	Various locations, see zoning matrix. A feasibility study for a GP practice to be submitted with all new Neighbourhood Centre development	Private developer-led
Two health centres	An additional primary care centre	An area is identified within the Central Settlement Consolidation Site (see framework in Section 4.4)	Health Service Executive (HSE)
47 bed spaces in Willowbrook Nursing Home	203 bed spaces for older persons	Various locations, see zoning matrix including the redevelopment of the Liffey Lodge into age-friendly housing and the development of individual housing units and/or a nursing home facility to	Kildare County Council / Private developer-led

Existing Infrastructure	Specific Social Infrastructure Requirement	Identified Location	Delivery Mechanism
		provide for the needs of the elderly at Crotanstown on lands zoned 'E (2): Community and Education'.	
Sports, Recreation and Open Space			
13.70 hectares of public park	Public Parks <ul style="list-style-type: none"> • A new urban neighbourhood park. • New community gardens / allotments 	<ul style="list-style-type: none"> • Lands are zoned 'F (1): Open Space' for a new urban neighbourhood park with a site circa 21.5 ha in area on the eastern bank of the River Liffey opposite the Liffey Linear Park. • Various locations are zoned 'F: Open Space' including adjoining the Family Resource Centre to allow for new community gardens / allotments. 	Kildare County Council
39.21 hectares of sports and recreation facilities	Additional outdoor multi-use sports and recreation facilities circa 23 ha	<ul style="list-style-type: none"> • Circa 9.41 ha within the new urban neighbourhood park, zoned 'F (1): Open Space' to contain multi-use sporting facilities including pitches and courts. 	Kildare County Council / Kildare Sports Partnership / Athletics Ireland / FAI / GAA / Private developer-led

Existing Infrastructure	Specific Social Infrastructure Requirement	Identified Location	Delivery Mechanism
		<ul style="list-style-type: none"> • Municipal sporting facility (circa 6.42 ha) zoned 'F (2): Open Space and Amenity.' • An area of 7.17 ha adjoining the proposed Municipal Sporting Facility, zoned 'F (3): Open Space and Amenity' to contain multi-use sporting facilities including pitches and courts. 	
0.09 hectares of playground facilities	Additional playground facilities circa 4.5 ha in area	<p>Within existing parks Dara Park, Pairc Mhuire, Moorefield Park, and the Key Development Areas.</p> <p>The urban neighbourhood park zoned 'F (1): Open Space and Amenity' and at the municipal sporting facility zoned 'F (2): Open Space and Amenity'. Also allowed for in other various locations, see zoning matrix.</p>	Kildare County Council / Private developer-led
Social and Community			
13 social and community facilities/services	Three universally accessible additional community centres/halls	A site has been identified in Crotanstown on lands zoned 'E (2): Community and Education' for a	Kildare County Council

Existing Infrastructure	Specific Social Infrastructure Requirement	Identified Location	Delivery Mechanism
		community centre, Newbridge North Key Development Area on lands zoned 'E (4): Community and Education' and a changing community facility on lands zoned 'F (1): Open Space and Amenity'.	
	The redevelopment of Newbridge Library	On Main Street (see Table 4.6)	Kildare County Council
Arts and Culture			
11 arts and cultural facilities/services	The redevelopment of the Riverbank Arts Centre	On Main Street (see Table 4.6)	Kildare County Council
Faith Facilities			
One cemetery	Burial facilities including 710 burial plots and three columbarium walls for circa 120 urns	0.69 hectares of undeveloped land to the south of St. Conleth's Cemetery zoned 'E: Community and Education'.	Kildare County Council
Neighbourhood Centres			
Four existing neighbourhood centres	A neighbourhood centre in areas underserved.	Greatconnell Key Development Area on lands zoned 'N (1): Neighbourhood Centre' and at Crotanstown on lands zoned 'N (2): Neighbourhood Centre'.	Private developer-led

7. Movement and Transportation

7.1 Policy Background

In recent years there has been a marked strategic policy shift towards sustainable movements in Ireland, emphasising active travel (walking and cycling) and reduced car dependence. For example, the National Planning Framework 2025 (NPF) supports the realisation of sustainable movement (National Strategic Outcome 4). The Greater Dublin Area (GDA) Transport Strategy 2022–2042 provides a framework to implement and expand upon the sustainable movement objectives outlined in both the NPF and in the Regional Spatial and Economic Strategy (RSES) 2019–2031. These policies are grounded in the legally binding requirement, as set out in the Low Carbon Development (amendment) Act 2021, to achieve net-zero emissions no later than 2050.

As part of the Climate Action Plan 2025 (CAP) the Government has reaffirmed its commitment to a reduction in sectoral emissions including a 20% reduction in total vehicle kilometres travelled relative to business-as-usual projections and a 51% reduction in annual greenhouse emissions usage by 2030 and firmly placing the country on a pathway to net zero by 2050. The CAP cites a significant behavioural shift away from private car usage to increase the total share of journeys undertaken by walking, cycling or public transport, and continued electrification of vehicle fleets is required to achieve these targets.

The Kildare Climate Action Plan 2024 – 2029 (CAP) identified the transport sector as having the largest share of emissions of carbon dioxide in the county. This baseline study in the CAP also identifies commuting traffic on the M7 and M9 Motorways south of Newbridge as particularly high sources of emissions within the county.

The National Sustainability Mobility Policy, published in 2022, cites the Avoid-Shift-Improve principle (as shown in Figure 7.1) as central to achieving a more sustainable transport sector. It is considered that the integration of land use and transport planning policy is critical to successfully implementing the National Sustainable Mobility Policy in Newbridge.

Figure 7.1: The Avoid-Shift-Improve Principle



Source: National Sustainable Mobility Policy (2022, as adapted)

7.2 Local Context

In recent decades, the population expansion in Newbridge has been accommodated largely around the periphery of the town with the majority of this growth taking place in the Walshestown area to the south, along with the Morrinstown and Rickardstown areas in the north of the settlement. This has resulted in longer internal trip distances from these new residential areas to key destinations such as the town centre and schools. At present, there are substantial levels of car dependency among Newbridge residents; with 58% of work trips and 27% of education trips taking place by private motor vehicle.

Newbridge is located in a highly accessible and strategic location within the Greater Dublin Area (GDA), offering excellent transport accessibility. Positioned proximate to the M7 and M9 motorways, it provides direct road links to Dublin and other major regional centres. The town is also served by a mainline rail station on the Dublin-Cork line, with frequent commuter and intercity train services. In addition, several local bus routes connect Newbridge to surrounding towns and Dublin City and airport.

Severance is a big issue with regard the rail line, River Liffey and M7 Motorway which makes walking and cycling journeys to local destinations within the town long and indirect due to limited crossing points. There is also limited existing cycling infrastructure within Newbridge making cycling a less desirable means of travel around the town, with only 2% of people recorded under Census 2022 as cycling within Newbridge for travel to work or school.

7.3 Newbridge Area Based Transport Assessment (NABTA)

The Newbridge Area Based Transport Assessment (NABTA) was prepared by the Kildare County Council Roads and Transport Team and presents a comprehensive analysis of the current transport infrastructure and service provision across all modes of transport. It also presents a range of measures to improve conditions throughout the town to create a compact and connected Newbridge. This Plan supports the implementation of measures contained in the NABTA.

7.3.1 Integration of Land Use and Transport Planning

As part of the NABTA development process, a detailed land-use modelling assessment was undertaken to determine the preferred land-use scenario which has the best potential to promote sustainable travel. In the NABTA assumptions, future population and employment growth are located in areas which are most likely to facilitate sustainable travel, which the NABTA capitalises on by proposing integrated walking, cycling, public transport and road measures to connect these growth areas to retail, education, service, and employment trip destinations. An integrated approach to land-use and transport such as this will encourage modal shift away from the private car, rather than older planning approaches which were more

reactive to traffic problems associated with growth (e.g., increasing road capacity to 'solve' congestion) and inadvertently encouraged induced demand and urban sprawl.

7.3.2 Consultation with the Public

The NABTA development process has included two rounds of consultation. The first phase, conducted early in the process, gathered opinions on transport issues and opportunities in the study area. This consisted of an online survey of the public, stakeholder submissions and a series of stakeholder meetings. It is noted a substantial 727 completed surveys were received from members of public at this phase. This Phase 1 consultation fed into the identification and development options, as well as their assessment to formulate the draft NABTA strategy which went out to Phase 2 consultation. Similarly, this consisted of an online survey, stakeholder submissions and meetings on the draft strategy elements. This Phase 2 consultation received 316 further submissions. This feedback led to the refinements documented in Part 4 of the NABTA and the final strategy presented in Part 5. This relatively high level of engagement illustrates the commitment of Kildare County Council to engage the public on transport issues and create a strategy that is reflective of the needs and desires of the local community as well as achieving critical policy goals on sustainable movement.

7.3.3 Implementing the NABTA

The outputs of the NABTA outlines strategies for each mode of transport, detailing measures where relevant, are supported and outlined in this Plan. The implementation of the proposed measures will be subject to a separate statutory process, either under Section 38 of the Road Traffic Act 1994 or through a Part 8 procedure in accordance with the Planning and Development Act 2000 (as amended) — or the Planning and Development Act 2024 (when commenced), which includes provisions for detailed design and appraisal, engagement with relevant statutory stakeholders, and public consultation.

Each measure has been assigned an estimated delivery timescale. It is important to note that these timescales do not reflect the relative importance of the measures. Rather, they indicate the level of complexity involved in their implementation and the anticipated duration of the planning and construction phases.

The following timeframes are used to define the implementation period for each measure:

- **Short term** 1 to 2 years
- **Medium term** 3 to 5 years
- **Long term** 6 to 10 years

These timescales are indicative only and will be subject to funding and resource availability.

7.3.4 Modal Split Target

The Greater Dublin Area Transport Strategy 2022-2042 targets an overall reduction in car mode share from 58% in 2016 to 49% in 2042. This would represent a reduction in car modal share of nine percentage points, which would result in thousands of fewer car trips each day. It is important to note that the GDA Strategy area covers many urban areas, with more sustainable travel alternatives than in Newbridge. The targets demonstrate how difficult it is to achieve mode shift.

Over half of Newbridge residents (58%) drive to work according to Census 2022. In order to achieve modal shift, fundamental changes are required to the transport network to promote the use of sustainable modes of travel and the NABTA provides for a comprehensive range of measures which will help to initiate a meaningful shift to more sustainable travel behaviour. In this regard, the walking and cycling networks proposed in the NABTA have the greatest potential for realising modal shift over the short to medium term for local journeys to key destinations within the town, while the public transport improvements will provide better alternatives for longer distance trips.

The NABTA sets out measures to be implemented over a 15-year timeframe by 2040. If the NABTA is implemented as planned, then most measures will be in place by the 2042 Census, and this is the best opportunity to assess modal split for Newbridge and determine if the modal split targets have been achieved.

Furthermore, monitoring of modal split statistics and progress can take place at each intervening census period. The achievement of the modal split targets will rely on the majority of the NABTA measures being implemented prior to 2040.

In light of the current levels of car dependency in Newbridge and the level of intervention proposed in the NABTA, this Plan supports a seven-percentage point reduction in private motor vehicle modal split for work trips by Census 2040 or a reduction of 2.6% per annum for the Plan period.⁸⁷ If these modal split targets are achieved, then car dependency for work trips would reduce to 51% by 2040.

According to Census 2022 10.13% of residents travel by public transport for school or work, whereas 18.38% of people walk and 2.29% cycle to work or school. The National Cycle Policy Framework 2020 (update pending) aspire to 10% of all journeys by cycling and this Plan supports this aspiration.

7.4 Sustainable Movement and Accessibility

This Plan fully supports the NABTA in its aim to implement the 10-minute settlement concept throughout Newbridge. This concept provides for key community facilities and services to be within a 10-minute walk (800 metres) or cycle from peoples' homes or to ensure that they are accessible by public transport services. In this

⁸⁷ Further details of how Modal Split Targets were calculated for Newbridge is provided in Section 4.3 of the NABTA.

regard, this Plan seeks to prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of the town centre, neighbourhood centres, public transport nodes along with other facilities at the local level such as schools and parks. The development of an active travel network can also be integrated into an expanded green and blue infrastructure network, providing the opportunity to deliver safe alternative off-road routes whilst also helping to enhance the overall sense of place in the town, allowing residents increased interaction with natural spaces.

The Social Infrastructure Audit (SIA) that accompanies this Plan includes an assessment of the current provision of schools, childcare and neighbourhood centres within a 10-minute (800-metre radius) buffer. To address current deficiencies and to provide for future growth, the SIA includes a suite of recommendations which have informed land use zonings. The modelling of a 12-minute walk (i.e., 1,000 metres) from Newbridge Train Station in the NABTA was also used to inform the land use zonings contained in the Plan and was of particular relevance in providing a strong evidence base for the Settlement Capacity Audit in this regard.

The achievement of universal accessibility, where a town is fully accessible for all members of the community is an essential prerequisite for achieving sustainable mobility in Newbridge. In this regard, a universally accessible transport system plays a vital role in realising truly integrated communities, whilst also promoting healthy lifestyles and wellbeing. Furthermore, it is considered that the adoption of ‘whole journey approach’ to all elements of a person’s journey from the starting point to destination is critical in delivering universal accessibility. This Plan supports the implementation of a range of universal accessibility measures relating to transport infrastructure in the town, in accordance with the ‘whole journey approach’ and the principles of people-centred urban design.

Sustainable Movement and Accessibility Objectives

It is an objective of Kildare County Council to:

MATO 1.1 Adopt a ‘whole journey approach’ to delivering transport infrastructure in Newbridge, to ensure universal accessibility is integrated into all stages of a person’s journey from starting point to destination. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops / shelters fully accessible to older people, people with disabilities and people with young children.

7.5 Active Travel: Walking, Permeability and Cycling

The walking strategy in the NABTA aims to create convenient, efficient, and safe routes between homes and key trip attractors. The permeability measures will support the reduction in walking trip distances which will give active modes of travel a competitive advantage over private cars. The strategy also facilitates recreational walking through the delivery of new and improved greenway links and amenity walking links, as well as through improving access to existing facilities which are attractive to recreational walkers such as Pollardstown Fen and Corbally Harbour.

This Plan supports the implementation of a wide variety of active travel measures detailed in the Newbridge Area Based Transport Assessment, several of which are shown on Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures. In line with best practice, where possible pedestrian paths and cycle lanes should be segregated as per the principles of the Design Manual for Urban Roads and Streets (DMURS). Several active travel measures are illustrated both within and beyond the Plan boundary. Measures shown outside the boundary are included for context and informational purposes only.

7.5.1 Greenways and Quietways

Greenways are trails built to be used exclusively by cyclists, pedestrians, and other non-motorised transport. With no vehicular traffic, the routes are safe and can be enjoyed by most members of society. Greenways are typically built along linear features such as natural features like rivers or manmade features such as rail lines, roads, and canals. The greenway identified along the northern side of the rail line and along the banks of the River Liffey (see Map 7.1 and Map 7.2) will fundamentally improve pedestrian and cycle movement through the town encouraging sustainable commuting to the town centre and schools within the settlement. Furthermore, the Liffey Greenway will provide links to Corbally Harbour and the Grand Canal Greenway (outside the Plan area) via the proposed Quietways.

Quietways, like greenways, are for pedestrians and cyclists but are routed along more rural roads on pathways. These low traffic volume roads provide leisure routes for people to enjoy nature. Map 7.1 and Map 7.2 illustrates these measures, which will open up access between the town along scenic routes to the Curragh, Pollardstown Fen and wider afield.

7.5.2 New active modes bridges

Active modes bridges are designed to be accessible for walkers, cyclists and for use by people with mobility issues. Map 7.1 identifies locations for such bridges across the River Liffey. The measures will improve east to west mobility across the River Liffey. Of particular importance is an active mode bridge linking The Strand area of the Liffey Linear Park with the proposed urban neighbourhood park on the eastern banks of the River Liffey (measure 87 on Map 7.1).

7.5.3 Cycle Network Measures

The cycling strategy seeks to provide a network of safe routes to ensure cycling becomes an attractive option for local trips, while also facilitating recreational cycling. This Plan supports eight different categories of cycling measures: feeder, greenway, primary orbital, primary radial, inter-urban, Quietway and secondary links. These measures are detailed on Map 7.2 Transport and Movement – Cycling Measures. Categories such as greenway, active modes bridge, and Quietways also form part of the walking strategy. Primary radial, primary orbital and secondary links will generally be adjacent to existing roads. Feeder and Quietway links are where cyclists will use the road carriageway and improvements to the streets for cycling may be required. Whilst for the inter-urban cycle routes, dedicated space / protection from traffic is required for cyclists, however the exact route and type of infrastructure will need to be determined by a future study and design may vary on different sections.

7.5.4 Complementary measures

This Plan supports a series of complementary active travel measures including shared cycle schemes, enhancing crossing points and improving bicycle parking, identified on Map 7.1 and Map 7.2. These measures will create an environment where walking and cycling is an attractive alternative for Newbridge residents, especially for those travelling to schools and the train station. This Plan also supports the implementation of the School Safe Zones identified in Map 7.1 outside all existing schools. These zones make it clear to drivers there is a school in the area and to slow down. Various methods can be used to do this, such as bright drawings on the road surface, education themed bollards and signage in line with the National Transport Authority (NTA) Safe Routes to School (SRTS) programme.

Table 7.1: Walking Measures and Delivery Timeframe⁸⁸

Ref. No. ⁸⁹	Measure	Delivery Timeframe
Walk 1	New footpath on Great Connell Road connecting to Old Abbey Manor	Short-Medium
Walk 3	New footpath on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches	Short-Medium
Walk 4	New footpath on Morristown Road and Meadows Road	Short-Medium
Walk 5	New footpath along R416 providing new connection to Athgarvan	Short-Medium
Walk 6	New footpath along the R413 providing a new connection to St. Anne's Special School	Short
Walk 8	New footpath along Standhouse Road connecting to Curragh Farm Estate	Short-Medium

⁸⁸ Some walking measures (ref. Table 7.1 and Map 7.1) will also correspond with the cycling measures referenced on Map 7.2.

⁸⁹ The numbering sequence of this table relates to the numbering of the measures in the NABTA, that have been selected for incorporation into the Newbridge Settlement Plan.

Walk 9	New footpath along Morrinstown Road south of the Morrinstown Bridge	Short-Medium
Walk 66	Permitted section of L2003 Newbridge Southern Ring Road with footpaths across the River Liffey including new road bridge	Short-Medium
Walk 67	Permitted road connection with footpaths from Green Road to Standhouse Road. Some sections have been completed.	Short-Medium
Walk 69	Proposed road connection with footpaths from the Meadows to Milltown Road	Long term
Walk 70	Proposed road connection with footpaths from Standhouse Road to Morrinstown Road	Long term
Walk 71	Active modes bridge across the River Liffey	Medium Term
Walk 72	Active travel bridge across the River Liffey	Medium Term
Walk 74	Active modes bridge across the River Liffey connecting with Corbally Harbour Quietway	Medium Term
Walk 75	Proposed Liffey Greenway	Medium Term
Walk 76	Proposed M7 Motorway Greenway	Medium Term
Walk 77	Proposed M7 Greenway	Medium Term
Walk 78	Proposed Train Line Greenway (in line with Objective MATO 2.3)	Medium Term
Walk 79	Proposed Walshestown Road Quietway	Medium Term
Walk 80	Proposed Great Connell Quietway	Medium Term
Walk 81	Proposed Corbally Harbour Quietway	Medium Term
Walk 82	Proposed upgrade to bridge to better provide for active modes on Rickardstown Bridge.	Medium Term
Walk 83	Proposed upgrade to bridge to better provide for active modes on Morrinstown Bridge.	Medium Term
Walk 84	Proposed upgrade footpath in the "Strand" Liffey Linear Park	Short Term
Walk 85	Proposed new Quietway on Blackberry Lane	Short Term
Walk 87	New Bridge Connecting Baroda Court, Wellesley Manor, and the Proposed Great Connell Key Development Area (KDA) to the River Liffey Greenway	Medium Term
Walk 90	New Greenway along east side of the River Liffey	Medium Term
Walk 91	New pedestrian bridge over the River Liffey from Old Connel Wier to New Greenway on East side of the River Liffey	Medium Term
Walk 92	New pedestrian bridge over the River Liffey from Ring of Roseberry to the new Greenway on east side of the River Liffey	Medium Term

Note: Measures Walk 71, 72, 74- 82, 85, 87 and 90-92 in Table 7.1 above are also relevant to the proposed cycling network outlined in Map 7.2, as they comprise of active modes bridges and greenways which cyclists as well as pedestrians can use. Some of these measures where relevant are also included on Map 7.3 in for the proposes of illustrating the entirety of the proposed cycle network in Newbridge.

Active Travel Objectives

It is an objective of Kildare County Council to:

- MATO 2.1** Support and facilitate the implementation of the measures in Table 7.1, Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures to improve movement through the settlement and promote modal shift from the private car to more sustainable modes in conjunction with the National Transport Authority, and other relevant stakeholders. The indicative measures will form the basis for individual projects. Each project will be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based solutions to surface water management and have regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) (or any successor of same) and TII Publications requirements, where relevant.
- MATO 2.2** Ensure that all developments allow for universally accessible connectivity for active travel modes to adjacent lands, in accordance with Reimagining Permeability in Kildare – Reconnecting our Communities: Permeability Guidelines April (2024), or any updated version of same.
- MATO 2.3** Engage with Iarnród Éireann and all relevant landowners to implement greenways north of the rail line and along the western bank of the River Liffey, as detailed in Maps 7.1 and 7.2, subject to detailed engineering design (ensuring the route of the greenway does not hinder the potential future provision of a four-track rail line), Environmental Impact Assessment (SEA) and Appropriate Assessment (AA).
- MATO 2.4** Provide appropriate, secure and sheltered bicycle parking facilities at locations identified on Map 7.2 Transport and Movement – Cycling Measures.

- MATO 2.5** Support and improve links from Newbridge Town Centre to destinations outside the plan area including Corbally Harbour and Naas (via the Grand Canal Greenway), the Curragh Plains and Pollardstown Fen using Quietway routes along existing rural roads as detailed in Map 7.1 and Map 7.2 subject to detailed design, environmental and planning assessments.
- MATO 2.6** Support the implementation of School Safe Zones identified on Map 7.1 in line with the National Transport Authority's Safe Routes to School Programme.
- MATO 2.7** Support the development of a shared cycle scheme in conjunction with the National Transport Authority (NTA) for the town of Newbridge.

7.6 Public Transport

Public transport plays a crucial role in reducing carbon emissions, especially with respect to longer trips outside of Newbridge to surrounding towns and cities. By offering a shared mode of travel, it can significantly lower the number of private vehicles on the road, thereby reducing overall carbon emissions per capita. Buses and trains are far more energy-efficient than cars, consuming less fuel per passenger kilometre. Thus, promotion and improvements to public transport not only reduces traffic congestion but can create cleaner and healthier urban environments. While public transport provision is outside the remit of a Settlement Plan, putting in place a positive framework to incentivise train and bus travel is an essential climate action measure and critical for achieving the stated goals of the 2025 Climate Action Plan.

7.6.1 Train

Newbridge Train Station is located to the north of Newbridge Town Centre. At peak times this station serves at least four trains an hour. This station has frequent trains to inter alia, Dublin's Connolly Station, Dublin's Heuston Station and Kildare Town with more infrequent intercity services to Galway, Waterford, Westport, Limerick and Cork. The measures proposed in the NABTA will allow for more geographical areas to be within a 12 minute walk (i.e., 1 km) of the station, making it a more attractive transportation option.

7.6.2 Bus

Newbridge is part of the Outer Dublin Metropolitan Area commuter bus network benefiting from the Transport for Ireland 126 bus service which operates between

Connolly Station in Dublin and Kildare Town.⁹⁰ This route stops on the Main Street of Newbridge and also on Naas Road outside of the Pfizer plant and the Lidl Regional Distribution Centre in the Littleconnell Strategic Employment Area. Newbridge also benefits from a number of privately operated bus services stopping in the town centre, such as the Dublin Coach 726 Big Green Bus that provides a 24-hour service between Portlaoise, the Red Cow and Dublin Airport.

This Plan supports measures to expand local bus services, including the provision of a dedicated bus service for the town, in order to give residents both living in Newbridge and in surrounding settlements and rural areas an alternative to the private car. The Plan also supports bus priority measures along Main Street. It is acknowledged that close collaboration between the local authority and the National Transport Authority (NTA) is of critical importance in ensuring these measures are realised. Accordingly, the Plan contains Objective MATO 3.4 which seeks to actively engage with the NTA to implement the identified improvements to the local bus service network in Newbridge of which an indicative proposal for a town bus loop route is illustrated on Map 7.3 Transport and Movement – Public Transport.

7.6.3 Transport Mobility Hubs

The NABTA demonstrated a tiered approach to the delivery of transport mobility hubs in Newbridge to encourage more travel by sustainable modes.

1. Key Destination Hubs
2. Local Interchange Mobility Hub
3. Neighbourhood Mobility Hubs

The NABTA identified four locations for Key Destination Hubs:

- Newbridge Train Station
- Whitewater Shopping Centre
- Newbridge IDA Business Park
- Littleconnell Strategic Employment Area

In addition, a Local Interchange Hub is defined as a recognisable and easily accessible place that integrates multiple transport modes for the benefit of various users. Following an assessment of three locations, the NABTA recommends that a local interchange hub would be most ideally located at Liffey View/Main Street in Newbridge (the GAA overflow carpark).

Similarly, the NABTA supports delivery of a series of Neighbourhood Mobility Hubs to complement the Local Interchange Hub in Newbridge Town Centre and the Key Destination Hubs and may be included as an element of new large-scale residential developments in Newbridge or retrofitted where possible into existing residential

⁹⁰ It also has a limited service to Rathangan.

neighbourhoods. These hubs will be designed to work in partnership with the larger-scale Mobility Hubs in Newbridge to generate network benefits and more multimodal sustainable trips for internal and external trips in and out of Newbridge.

Neighbourhood Mobility Hubs, where possible, will be focused on public transport, such as a bus stop and will be easily accessible by walking and cycling and may include some elements (but not all) which would be available in the key destination and local interchange hubs.⁹¹ The Urban Design Briefs for the Greatconnell Key Development Area (see Section 11.1.1) and the Newbridge North Key Development Area (see Section 11.1.2) support the development of Neighbourhood Mobility Hubs to serve each respective KDA.

Table 7.2 (below) outlines the various public transport measures supported by the Plan. The measures are illustrated on Map 7.3 Transport and Movement – Public Transport.

Table 7.2: Public Transport Measures and Delivery Timeframe

Ref. No. ⁹²	Measure	Delivery Timeframe
PT 1	Provide for a bus priority route on Main Street.	Short-Medium Term
PT 3	Work with key stakeholders to upgrade the facilities at Newbridge Train Station.	Medium Term
PT 4	Work with key stakeholders to install new bus stops within Newbridge. This should include fixed route Local Link services where appropriate.	Short Term
PT 5	Work with key stakeholders to provide a Local Interchange hub within Newbridge to provide for better transfer between public transport services and other modes. (The carpark at Liffey View/ Main Street was identified in the ABTA as ideal location for a Local Interchange Hub in Newbridge)	Long Term
PT 6	Work with key stakeholders to provide a series of Key Destination Hubs within Newbridge at the following locations: <ul style="list-style-type: none"> • Train Station • Whitewater Centre • Newbridge IDA Business Park • Littleconnell Strategic Employment Area 	Long Term
PT 10	Work the NTA Town Bus Service Planning Team and other key stakeholders to design and deliver a Newbridge town bus service. Also ensure that this bus service provides universal access and considers the needs of people with intellectual disabilities. An indicative route is proposed for this town bus service, connecting the major trip attractors.	Short-Medium Term

⁹¹ Examples of the facilities which may be available at Key Destination and Local Interchange Hubs are shared mobility services such as bike, cargo bike, car, e-scooter, EV charging infrastructure, taxi area, travel information services, car and bike parking, high-quality public realm.

⁹² The numbering sequence of this table relates to the numbering of the measures in the NABTA.

Measures not mapped		
Ref. No. ⁹³	Measure	Delivery Timeframe
PT 2	Work with the key stakeholders to upgrade key bus stops within Newbridge. Including the extension of bus bays on the main street to reduce bus queuing and enable easier use of ramps for disabled users as buses can align with footpath.	Medium Term
PT 7	Work with the key stakeholders to Achieve Leap Card Integration at Newbridge Train Station.	Medium Term
PT 8	Work with the key stakeholders in the implementation of the new Dublin Commuter Zone and National Fares strategy to ensure cheaper fares for Newbridge Commuters.	Short Term
PT 9	Work with the key stakeholders to establish a new public transport connections to key destinations for commuter to and from Newbridge, building on the work of Connecting Ireland.	Medium Term
PT 11	Work with the key stakeholders to improve the frequency on key bus and rail services serving Newbridge. Including introducing earlier services to reduce overcrowding on commuter services in the AM peak.	Medium Term
PT 12	Work with the Department of Education to improve school bus provision, especially to schools outside the town.	Short-Medium Term
PT 13	Work with key stakeholders to deliver later night bus and rail services to Newbridge from Dublin City Centre to facilitate socialising and reduce the potential for drink driving as well as shift work.	Short-Medium Term
PT 14	Work with stakeholders to review and improve college bus services to Maynooth, Carlow and Tallaght third level education to see if services can be improved.	Short-Medium Term

Public Transport Objectives

It is an objective of Kildare County Council to:

- MATO 3.1** Support sustainable mobility within Newbridge by focusing people-intensive land uses around existing public transport node at Newbridge Train Station.
- MATO 3.2** Support and facilitate, in conjunction with the National Transport Authority, the implementation of the public transport measures in the Newbridge Area Based Transport Assessment including those detailed in Table 7.2 and Map 7.3 Transport and Movement – Public

⁹³ The numbering sequence of this table relates to the numbering of the measures in the NABTA.

	Transport, to encourage a shared mode of travel and incentivise train and bus travel.
MATO 3.3	Actively engage and co-operate with the Department of Transport, National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Newbridge, increasing the number of destinations available and the frequency of train and buses, as identified in Table 7.2.
MATO 3.4	Support and facilitate the National Transport Authority (NTA) in the delivery of a town bus service along with ancillary infrastructure (including bus layover and turnaround facilities) at appropriate locations, to serve both the existing town and the expanding areas of Newbridge including in Rickardstown, Cornelscourt, Greatconnell, Crostanstown, Newbridge Industrial Estate and Littleconnell Strategic Employment Area.
MATO 3.5	Support and facilitate Iarnród Éireann in the further development of Newbridge Train Station, including ancillary supporting infrastructure (including a changing place toilet) that improves user experience in terms of shelter, universal access and parking, subject to planning and environmental considerations.
MATO 3.6	Support and facilitate the development of Key Destination Hubs on Map 7.3 that provide for interchange between public transport modes. <ul style="list-style-type: none"> • Newbridge Train Station • Whitewater Shopping Centre • Newbridge IDA Business Park • Littleconnell Strategic Employment Area
MATO 3.7	Support and facilitate the development of a Local Interchange Mobility Hub at the Liffey View/Main Street carpark in Newbridge.
MATO 3.8	Support the delivery of a series of Neighbourhood Mobility Hubs to complement the Key Destination Hubs and Local Interchange Hub in Newbridge Town Centre.
MATO 3.9	Support Iarnród Éireann in expanding the rail line in line with the All-Island Strategic Rail Review which includes inter alia the option for

the provision of a four-track rail line in Newbridge as part of the wider rail network.

7.7 Road Infrastructure

The National Framework for Investment in Transport (2021) clearly states that further investment on sustainable travel modes should be prioritised over new roads infrastructure. Accordingly, the development of future roads infrastructure will need to demonstrate a clear sustainable travel rationale. The NABTA Road Strategy acknowledges this policy requirement and seeks to ensure that in addition to providing critical access to new development areas, new roads will integrate high quality sustainable travel options that promote and improve connectivity and permeability within the wider town, thereby assisting in the delivery of the 10-minute settlement concept. In this regard, the Road Strategy is designed to fully integrate with the Active Travel and Public Transport Strategies of the NABTA. Furthermore, public transport measure PT 1 which proposes Main Street to incorporate a bus priority route is linked to the delivery of measure PT 10, which relates the provision of a bus service in the town over the short-medium term. These measures are also linked to the development of the Newbridge Southern Ring Road which is also proposed to be delivered over the short to medium term. This is in line with measure ROAD9 of the NTA GDA Transport Strategy 2022-2042 which provides for the delivery of orbital routes to be ‘accompanied by, and facilitating, enhanced public transport, cycling and pedestrian facilities in the relevant centre’.

7.7.1 Road Measures

The Plan supports a number of new road measures around Newbridge including the construction of the approved bridge over the River Liffey which would complete the Newbridge Southern Ring Road.⁹⁴ Objective MATO 4.2 supports the delivery of this vital piece of infrastructure. Other important measures relate to widening the Rickardstown Bridge and the Morristownbiller Bridge over the rail line which would remove existing vehicular bottlenecks and allow for pedestrians and cyclists to more easily travel north to south. These measures are mapped on Map 7.4 Transport and Movement – Road Network Measures and the NABTA outlines how each of these road measures will be implemented.

⁹⁴ KCC Planning Register Reference 22/1504.

Table 7.3: Road Network Measures and Delivery Timeframe

Ref. No. ⁹⁵	Measure	Delivery Timeframe
RD 1	Permitted road between Ballymany Road to Standhouse Road	Short Term
RD 2A	Permitted road connection between Ballymany Rd towards Green Road (will not connect to Green Road this connection is delivered under Option 2B)	Short Term
RD 2B	Proposed new road connection between Ballymany Rd to Green Road – connection to Green Road (combines with committed measure 2A to make the connection to Green Road)	Short Term
RD 3	Second Bridge across the River Liffey via Belin Woods	Short - Medium
RD 4	Proposed new road connection from Morrinstown Road (L7036) to the R416 Milltown Road.	Long Term – Linked to development taking place and supporting orbital roads
RD 5	Proposed new road connection from Morrinstown Road (L7036) to the R416 Station Road at the entrance to the Department of Defence, through Morrinstown Crescent, utilising the existing section of street already constructed.	Long Term – Linked to development taking place and supporting orbital roads
RD 6	Reconfiguration of two key town centre junctions at: <ul style="list-style-type: none"> • Junction of St. Conleth's Bridge / R416 / Main Street / Canning Place • Junction of Moorfield Road / Athgarvan / Military Road/ Edward Street 	Medium Term
RD 8	Junction upgrades within Newbridge to ensure junctions are better designed for active modes users. This measure includes the following junction locations along the following roads: <ul style="list-style-type: none"> • along R416; • Ballymany Road, Moorfield; • Edward Street; • Main Street and Naas Road (R445); and • Station Road (R416). 	Medium Term
RD 9	Proposed new road connection from Standhouse Road to The Meadows Road.	Long Term – Linked to development taking place and supporting orbital roads
RD 11	Progress the upgrade of Rickardstown and Morrinstown Road bridges to better provide for general traffic, walking and cycling. KCC will work with CIE to progress this project and engage with them on its design.	Medium Term

⁹⁵ The numbering sequence of this table relates to the numbering of the measures in the NABTA.

Measures not mapped		
Ref. No. ⁹⁶	Measure	Delivery Timeframe
RD 7	30 kilometres per hour speed limit in the centre of Newbridge.	Short Term
RD 10	Work with key stakeholders to provide upgrade works to the M7 Motorway Junction 12 to better provide for active modes, which should include improved pedestrian crossings on all arms of the junction. This will be progressed in consultation with TII and in accordance with Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) and the requirements of TII Publications.	Medium-Long Term
RD 13	Making Eyre Street one-way in the westbound direction allowing traffic flow from Canning Place to Station Road.	Medium Term
RD 16	Closure of Lanes linking Main Street and Eyre Street. This option is linked with measure RD 13 (making Eyre Street one-way), westbound, and seeks to eliminate rat running between Main Street and Eyre Street as a result of the one-way system and improve pedestrian safety along Main Street. Using filtered walking, the lanes would still allow for local access while maintaining the connection for people walking and cycling. This measure covers the following lanes: <ul style="list-style-type: none"> • Robert Street • Anne Street • Thomas Street • Francis Street • Closure of car park access at The Liffey Arms and Main Street 	Medium Term
RD 18	Provide a short two-way section on the southern section of Cutlery Road to provide access to/from Moore's Builders Providers and other businesses located in this area such as the Tarmel Centre.	Short-Medium Term

7.7.2 Parking Measures

This Plan supports the NABTA's parking strategy which is illustrated on Map 7.5 Transport and Movement – Parking Measures and detailed in Table 7.4.

⁹⁶ The numbering sequence of this table relates to the numbering of the measures in the NABTA.

Table 7.4: Parking Measures and Delivery Timeframe

Ref. No. ⁹⁷	Measure	Delivery Timeframe
PK 3	Work with key stakeholders to expand the capacity at Newbridge train station car park.	Medium Term
PK 4	The introduction of a park and stride facility for all schools located along the Naas Road utilising the Newbridge Town Hall public car park.	Medium Term
PK 6	Installation of variable message signs (VMS) for parking on key approach roads to ensure location of parking within Newbridge is legible and eliminate traffic circulating looking for parking within the town.	Long Term
PK 10	Cycle Parking locations proposed across the town to improve supply of spaces available to cyclists at key locations	Medium - Long Term
Measures not mapped		
Ref. No. ⁹⁸	Measure	Delivery Timeframe
PK 2	<p>Ensure adherence to the County Development Plan (CDP) parking provisions at all new development sites within Newbridge. Reducing parking provision is a key part of demand management to reduce car trips and encourage the use of sustainable travel. The number of parking spaces provided at new developments is controlled by planning conditions during the planning permission stage.</p> <p>This option proposes that the CDP levels are the maximum parking levels allowed in Newbridge going forward. These standards are:</p> <ul style="list-style-type: none"> For houses -1 space for each unit up to and including 3 bed units and 1 space +0.5 visitor spaces for units of 4 units or greater. For apartments – 1.5 spaces per unit + 1 visitor space per 4 apartments. 	Short Term
PK 5	Mobility management plans for major employers within Newbridge.	Medium Term
PK 7	Increase parking enforcement to eliminate illegal parking in road space designated for sustainable travel modes.	Short Term
PK 8	Implement smart parking measures and provide a town parking app. Smart parking measures, such as Automated Number Plate Recognition (ANPR) technology or a bay monitoring system, reduce time spent by motorists looking for a parking space and provides useful data on car park usage.	Long Term

⁹⁷ The numbering sequence of this table relates to the numbering of the measures in the NABTA.

⁹⁸ The numbering sequence of this table relates to the numbering of the measures in the NABTA, a number of the measures are outside the remit of a land use plan however have been provided for information purposes.

	This data helps determine parking trends and the analysis of capacity requirements in the future.	
PK 9	Provide hidden disability/age friendly designated parking spaces.	Short Term
PK 11	Conduct a follow-on study to review car parking and access arrangements along Chapel Lane during mass, school and sporting events. This will consider the potential impact of match day traffic parking and management, as well as identifying the best way to utilise the new footbridge to access Cedral St. Conleth's Park.	Short Term

Road and Parking Objectives

It is an objective of Kildare County Council to:

- MATO 4.1** (a) Facilitate the implementation of the road and parking measures outlined in Table 7.4 and Map 7.4 Transport and Movement – Road Network Measures and in Table 7.5 and on Map 7.5 Transport and Movement – Parking Measures, in accordance with the DMURS standards for urban roads and streets and subject to Appropriate Assessment (AA) screening and where applicable Stage 2 Appropriate Assessment. Where necessary preserve the identified road routes for the future delivery of the proposed roads. All measures shall incorporate nature-based solutions to surface water management.
- (b) All proposed road measures shall comply (where relevant) with the provisions of Measure ROAD1 – Principles of Road Development, Measure ROAD2 – National Roads Requirements and Measure ROAD9 - Regional and Local Roads Policy of the Greater Dublin Area Transport Strategy 2022-2042.
- MATO 4.2** Support and prioritise the delivery of the Newbridge Southern Ring Road and associated bridge over the River Liffey within the lifetime of the Plan.
- MATO 4.3** Support and facilitate the implementation of the preferred car parking measures, as outlined on Map 7.5 Transport and Movement – Parking Measures. Proposals for largescale car parking should consider, in the first instance, multi storey or underground areas. Largescale surface car parking associated with town centre developments will be discouraged, save in exceptional circumstances.

- MATO 4.4** Promote car-free or low car developments in the opportunity sites identified in the Newbridge Central Settlement Consolidation Site, identified in Figure 4.10 Urban Design Framework for the Newbridge Central Settlement Consolidation Site.
- MATO 4.5** Support the provision of charging infrastructure for electric vehicles (EVs) at Newbridge Town Hall public car park and on other public and private lands, in accordance with County Development Plan standards.
- MATO 4.6** Require developers of residential developments of 100 units or more or residential schemes of 20 units or more located within 1,000 metres of high-capacity public transport routes (i.e., Newbridge Train Station) or schemes over 2,000 square metres within the Littleconnell Strategic Employment Area to provide reserved space for Car Sharing Schemes.

8. Built Heritage and Archaeology

8.1. Overview

Newbridge was originally part of the Barony of Connell, where the name still exists in the townlands of Greatconnell, Littleconnell and Oldconnell. Ruins of the Great Connell Abbey/Priory which dated back to 1202 A.D.⁹⁹(Map 8.1, KD023-016, refers), are still evident on the site. In 1780 a bridge was built across the River Liffey a short distance upstream from the existing bridge. The origin of the modern town of Newbridge was primarily shaped as a garrison town with the establishment of the Cavalry Barracks in c. 1815-1819. From 1819 various Cavalry Regiments were stationed in Newbridge and it became a thriving business town.¹⁰⁰ Many of the Great Connell Abbey buildings were demolished at this time and the material was used for the erection of military barracks. The barracks originally extended from the River Liffey to Cutlery Road, and from Main Street to Military Road. The barracks was demolished over time, and little remains of the military presence save for old walls and gateways which are still visible on the Athgarvan / Military Road. Newbridge expanded further following the establishment of the Curragh Camp to the southwest in 1855. New streets such as Eyre Street and Edward Street were built in the years 1855-1861, while churches, schools and the railway (1846) also catered for the increasing population.

This Plan supports the protection and preservation of the built heritage of Newbridge, while also seeking their re-use and upgrading in order to safeguard these important assets for the benefit of present and future generations. Furthermore, the adaptive re-use of the existing built heritage, not only has a cultural and heritage value but also an environmental gain. The re-use of existing buildings keeps carbon locked up while also reducing the need for new carbon-generating construction activities. This re-use of existing building stock is supported by Objectives HO O12, AH O39 and AH O40 in Volume 1 of the CDP. All Protected Structures in Newbridge are listed in Appendix 6 of the CPD.

Heritage and Conservation Objectives

It is an objective of Kildare County Council to:

- BHO 1.1** Encourage the sensitive restoration and enhancement of shopfronts and signage of architectural merit or heritage value, and promote the replacement of inappropriate shopfronts and signage, within the town centre. Proposals for new shopfronts and signage, contemporary or traditional, will be required to respond positively to the proportions of the building and complement the character of the area in terms of

⁹⁹ Source: <https://www.archaeology.ie/archaeological-survey-ireland>

¹⁰⁰ Source: [www. http://www.newbridgehistory.org](http://www.newbridgehistory.org)

design, detail, lighting and materials. The use of the Irish language is encouraged.

BHO 1.2 Reduce, prevent and encourage the removal of visual and urban clutter within the town centre including:

- Excessive traffic management structures and related signage
- Utility structures and signage
- Commercial related signage (including signs protruding from the façade) at ground and upper floor levels
- Obsolete/unnecessary lighting, electrics, cables, ducts
- External roller shutters and shutter boxes
- Internally affixed stickers and internally illuminated signage, where planning permission is required.

BHO 1.3 Proactively address dereliction, endangerment, neglect and vacancy in the town centre, particularly within its network of back lanes, through the application of the Derelict Sites Act 1990 and the Residential Zoned Land Tax as well as through the promotion of appropriate uses and the sensitive conservation of historic buildings, in conjunction with other relevant initiatives.

8.2. Record of Protected Structures

Architectural heritage is protected through the Record of Protected Structures which are listed within Appendix 6 of the County Development Plan. The Planning and Development Act 2000 (as amended) places an obligation on local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. The full extent of a protected structure includes the land lying within the curtilage of the protected structure and other structures within that curtilage and their interiors. The concept of a curtilage is not defined by legislation however, is understood to be the parcel of land immediately associated with that structure and which is, or was, in use for the purposes of that structure. There are 37 protected structures located within the Newbridge Settlement Plan boundary, which are mapped on Map 8.1 and Map 8.2.

8.2.1 Barracks Heritage

The origin of the modern town lies in the establishment of Cavalry Barracks (1815-1819). This barracks originally extended from the River Liffey to Cutlery Road, and from Main Street to Military Road, however little of the barracks remains today except the old walls and gateways which can be found on the Athgarvan / Military

Road, and to a lesser degree on Cutlery Road. The Barracks Arch on Athgarvan / Military Road and Watering Gates located at the entrance to the Liffey Linear Park are two of the most notable features still remaining of the original barracks complex. The Barracks Arch was the entrance into the barracks while the original purpose of the Watering Gates was to provide an area where cavalry horses could drink from the River Liffey. Little of the original barracks features now remain and this important local heritage is considered a finite resource. It is the intention of Kildare County Council Planning Department to seek to add these two structures to the Record of Protected Structures in Appendix 6 of the CDP. These additions outlined in Table 8.1 below, will be undertaken by a separate statutory process to the Settlement Plan provided for under Sections 54 and 55 of the Planning and Development Act 2000 (as amended).

Table 8.1: Future additions to Appendix 6 to the Kildare County Development Plan 2023 – 2029 (as varied)

NIAH Ref.	Structure Name	Townland	Description	Image
n/a	Watering Gates (related to the former Newbridge Cavalry Barracks)	Greatconnell	Gates that allowed cavalry horses from the barracks drink from the River Liffey. Only the two original stone piers and associated low stone walls remain.	
11818 062	Newbridge Barracks Archway (related to the former Newbridge Cavalry Barracks)	Greatconnell	A stone entrance to the former Newbridge Cavalry Barracks.	

Record of Protected Structures Objectives

It is an objective of Kildare County Council to:

- BHO 2.1** Undertake an assessment of the Watering Gates, the Reading/Recreation Room on the Bord na Móna site and the Pinkeen Bridge, to consider the merit in adding the structure(s) to the Record of Protected Structures in Appendix 6 of the Plan subject to the identification of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest as required under the Planning and Development Act 2000 (as amended).

8.3. Protected Views

The CDP has identified two scenic routes which are located to the southwest of the plan boundary (see Map 8.1) which provide views across the Curragh Plains. The CDP also provided for a scenic viewpoint on the bridge over the River Liffey, which provides for important views of the river (see Map 8.2).

8.4. Archaeological Heritage – Protecting Our Past

8.4.1. Record of Monuments and Places

Archaeological heritage consists of the material remains (whether in the form of sites and monuments or artefacts in the sense of moveable objects) left behind by past societies. The preservation of our archaeological heritage is of great cultural importance as they represent the remaining legacy of societies and individuals that inhabited an area providing an understanding on how cultures and past societies developed. The Record of Monuments and Places (RMP) under Section 12 of the National Monuments (amendment) Act 1994 is the statutory list of recorded monuments, which is informed by the Sites and Monuments Record (SMR). Monuments included in the statutory RMP are legally protected and are generally referred to as ‘Recorded Monuments’. All ‘Recorded Monuments’ are protected by the National Monuments Act 1930- 2014 and the Historic and Archaeological Heritage and Miscellaneous Provisions Act 2023.

Any person (including a landowner) proposing to carry out, or to cause or to permit the carrying out of, any work at or in relation to a Recorded Monument must give notice in writing to the Minister for Housing, Local Government and Heritage two months before commencing that work. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS).

8.4.2 Sites and Monuments Record

The Archaeological Survey of Ireland database at www.archaeology.ie contains an interactive map/search facility which focuses on recording monuments dating from before AD 1700, along with sites selected from the post-AD 1700 period, according to their interest or merit. This database is compiled by the National Monuments Services of the Department of Housing, Local Government and Heritage and is known as the Sites and Monuments Record (SMR). The SMR forms the basis for issuing the Record of Monuments and Places, the addition of a monument to the SMR database does not, of itself, confer legal protection.

The Sites and Monuments Record (SMR) has been illustrated on Map 8.1 and Map 8.2 Built Heritage and Archaeology. The map identifies the sites within the plan boundary that are included on the Sites and Monuments Record. This map should be read in conjunction with Table 8.2 which lists all the relevant sites, which has

been reproduced in this Plan for information purposes only.¹⁰¹ Items which are also on the RMP have been indicated with an asterisk.

The SMR database (a 'live' database) should be consulted prior to the development of land within the plan area. Not all of the sites plotted are scheduled for inclusion in the next revision of the Record of Monuments in Places (RMP) or are legally protected. Therefore, the National Monuments Service should be consulted prior to development.

Table 8.2: Sites and Monuments

SMR No	Townland	Monument Class
KD023-021----	Kilbelin	Burial
KD023-010----	Piercetown	Enclosure
KD023-011---	Oldconnell	Church
*KD023-012---	Oldconnell	Castle - motte and bailey
*KD023-019---	Ballymany	Mound
*KD023-020---	Ballymany	Church
KD023-011001-	Oldconnell	Graveyard
KD023-011002-	Oldconnell	Font
KD023-110----	Littleconnell	Burial
KD023-112----	Rickardstown	Enclosure
KD023-123----	Clownings (Newbridge Rural Ed), Littleconnell	Field system
KD023-016007- ¹⁰²	Greatconnell	Ford

* Denotes the monument is on the Record of Monuments and Places¹⁰³

8.4.3. Register of Historic Monuments

The CDP under Table 11.6 lists sites on the Register of Historic Monuments in Kildare. One Registered Monument site exists in Newbridge (Table 8.3, refers). The Register of Historic Monuments covers any historic monuments, or other archaeological areas, to which the Minister forms an opinion on the level of interest, the physical integrity, the level of community or amenity value, the likelihood of being protected in situ; and the extent the item is subject to protection under any other

¹⁰¹ The data from the SMR is dated February 2025.

¹⁰² This SMR is part of a wider site with a zone of notification depicted on Map 8.1. This site also contains SMRs with the following reference numbers KD023-016001-, KD023-016002-, KD023-016003-, KD023-016004-, KD023-016005-, KD023-016006-, KD023-016007-, KD023-016008- and KD023-016----which are located outside the plan boundary.

¹⁰³ The Record of Monuments and Places is provided in Appendix 5 of the Kildare County Development Plan 2023-2029 (as varied).

enactment. The item is also included in the Record of Monuments and Places. When work is proposed to be carried out, at/near a Registered Monument, notice in writing two months before commencing the work should be given to the Minister.

Table 8.3: Registered Monument

Name	Townland	RMP No.
Motte and Bailey	Oldconnell	KD023-012

Archaeological Heritage Objectives

It is an objective of Kildare County Council to:

- BHO 3.1** Protect and promote the archaeological heritage of Newbridge, in particular those sites illustrated on Map 8.1 and Map 8.2 Built Heritage and Archaeology and listed in Appendix 6 of the Kildare County Development Plan 2023 – 2029 (as varied), and avoid negative impacts on sites, monuments, features or objects of significant historical or archaeological interest by ensuring archaeological assessments are undertaken to inform proposed development in accordance with the Framework and Principles for the Protection of the Archaeological Heritage (1999) (or any subsequent guidance).
- BHO 3.2** Prioritise the protection/preservation in situ of items of archaeological interest as listed in Table 8.2 and shown on Map 8.1 and Map 8.2 from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites.
- BHO 3.3** Support the sensitive incorporation of public amenity and open spaces around monuments (where practical), in a manner compatible with the protection and proper management and conservation of the monument, subject to an appropriate management and conservation plan to be prepared by the relevant landowner or stakeholder.
- BHO 3.4** Support the protection, preservation and promotion of military architecture including structures associated with the former cavalry barracks walls on Athgarvan / Military Road, Cutlery Road and within the Liffey Linear Park.
- BHO 3.5** Seek the implementation of heritage-led regeneration including that of the public realm, through funding sources such as the Historic

Town Initiative and the Urban Regeneration Development Fund (or any successor fund).¹⁰⁴

BHO 3.6 Ensure old stones walls around the Liffey Linear Park and Ryston Sports and Social Club are preserved where appropriate and ensure the contribution they make to green infrastructure is protected.

BHO 3.7 Provide for the protection of historic burial grounds within Newbridge, in cooperation with agencies such as the Office of Public Works and the National Monuments Section of the Department of the Housing, Local Government and Heritage.

BHO 3.8 Support the protection, preservation and promotion of the archaeological value of underwater or archaeological sites within the Plan area including any associated with the River Liffey and associated features.

¹⁰⁴ Note the program for Government states this will be replaced by the Town and Cities Infrastructure Investment Fund, but at the time of writing it has not yet been enacted.

9. Green and Blue Infrastructure

9.1 Natural Heritage and Biodiversity

Our natural heritage is a critical asset which encompasses waterways, landscapes and habitats such as woodlands, wetlands and grasslands, together with native species of plants, fungi and animals. Natural heritage provides critical ecosystem services including pollution control in air and water and on land, flood mitigation, carbon sequestration and sustaining agricultural production. Biodiversity refers to the variety of all living things, including plants, animals and their habitats as well as the physical and geological foundation that forms the landscape. The concept of biodiversity goes beyond the variety or number of species that may occur within a given area. It also recognises the inter-connectivity and interdependencies that occur between different species and their habitats. For example, a negative impact in the local environment could adversely affect a much wider ecosystem. It is therefore considered that sustainable land use planning cannot be achieved without a holistic approach to the conservation and enhancement of the biodiversity and natural heritage assets of an area.

It is also important to recognise the intrinsic value of nature in its own right, independent of human uses, even if it does not directly or indirectly benefit people.

To ensure natural heritage and biodiversity is thoroughly considered this Plan is accompanied by the Newbridge and Environs Habitat Mapping Report (December 2024) which surveys, maps and assesses habitats throughout the Plan area.

9.2 Designated Sites

There are a range of statutory provisions in force in Ireland to protect, conserve and manage our natural heritage, and to control and regulate human activities that may impact upon them negatively. Currently there are three main types of designation of protected areas - Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Natural Heritage Areas (NHAs). Further information on these protected areas is outlined in Chapter 12 of Volume 1.

There are no designated sites located within the plan area. However, there are designated sites located in the vicinity of the plan area including Pollardstown Fen SAC and Mouds Bog SAC, these are depicted in Figure 9.2. There are no Special Protected Areas (SPAs) in the vicinity of Newbridge.

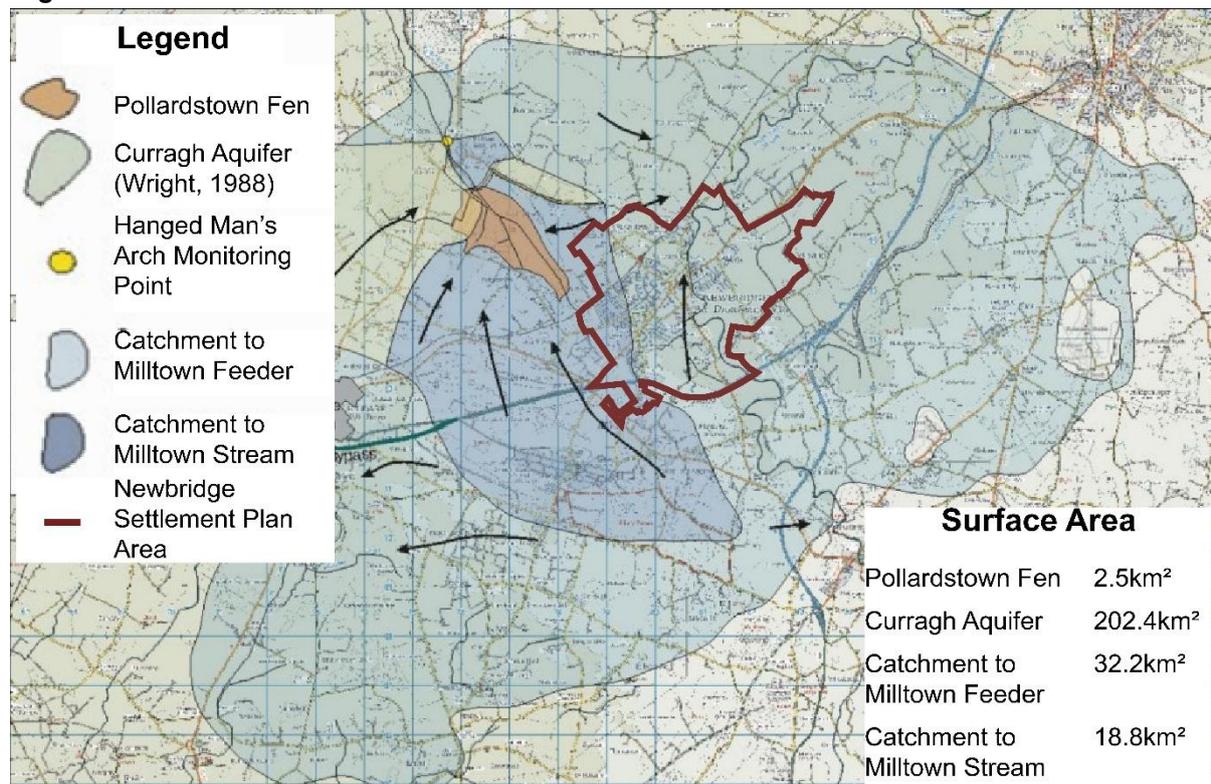
Pollardstown Fen SAC (site code: 000396) is located outside plan area, proximate to its western boundary (Figure 9.2). At 47.97 hectares in size, it is the largest spring-fed fen in Ireland and has a well-developed and specialised flora and fauna.

Pollardstown Fen lies in a shallow depression and is fed by about 40 springs which

provides it with a continuous supply of water.¹⁰⁵ This continual inflow of calcium-rich water from the Curragh, and from the limestone ground to the north, creates waterlogged conditions which lead to peat formation. Owing to the rarity of this habitat and the numbers of rare organisms found there, the site is rated of **international importance**. Furthermore, some of the qualifying interests for which this fen is renowned including the Calcareous fens, the Petrifying springs, the Alkaline fens, the Geyer's Whorl Snail, the Narrow-mouthed Whorl Snail and the Desmoulin's Whorl Snail depend on the quality of the spring water. It is noted that the catchment area of the Milltown Stream which feeds into the Pollardstown Fen is located within the Plan boundary.

Figure 9.1 below indicates the extent of the water spring catchment which feeds into this sensitive fen. The Newbridge and Environs Habitat Mapping Report 2024 (the 'Habitats Report') which was prepared as a supporting document for the Plan surveyed and categorised all habitats within Newbridge and Environs recommended that the improved grassland habitats adjoining the fen area should be managed in the future to act as a buffer to trap / absorb excessive nutrients associated with the surrounding landscape before they reach Pollardstown Fen.¹⁰⁶ This is supported by Objective GBIO 1.2 of the Plan.

Figure 9.1: Groundwater Catchment into Pollardstown Fen



Source: The Curragh Conservation Management Plan 2024

¹⁰⁵ https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000396.pdf

¹⁰⁶ Section 3.2.1 of the Newbridge and Environs Habitat Mapping Report (Dec 2024).

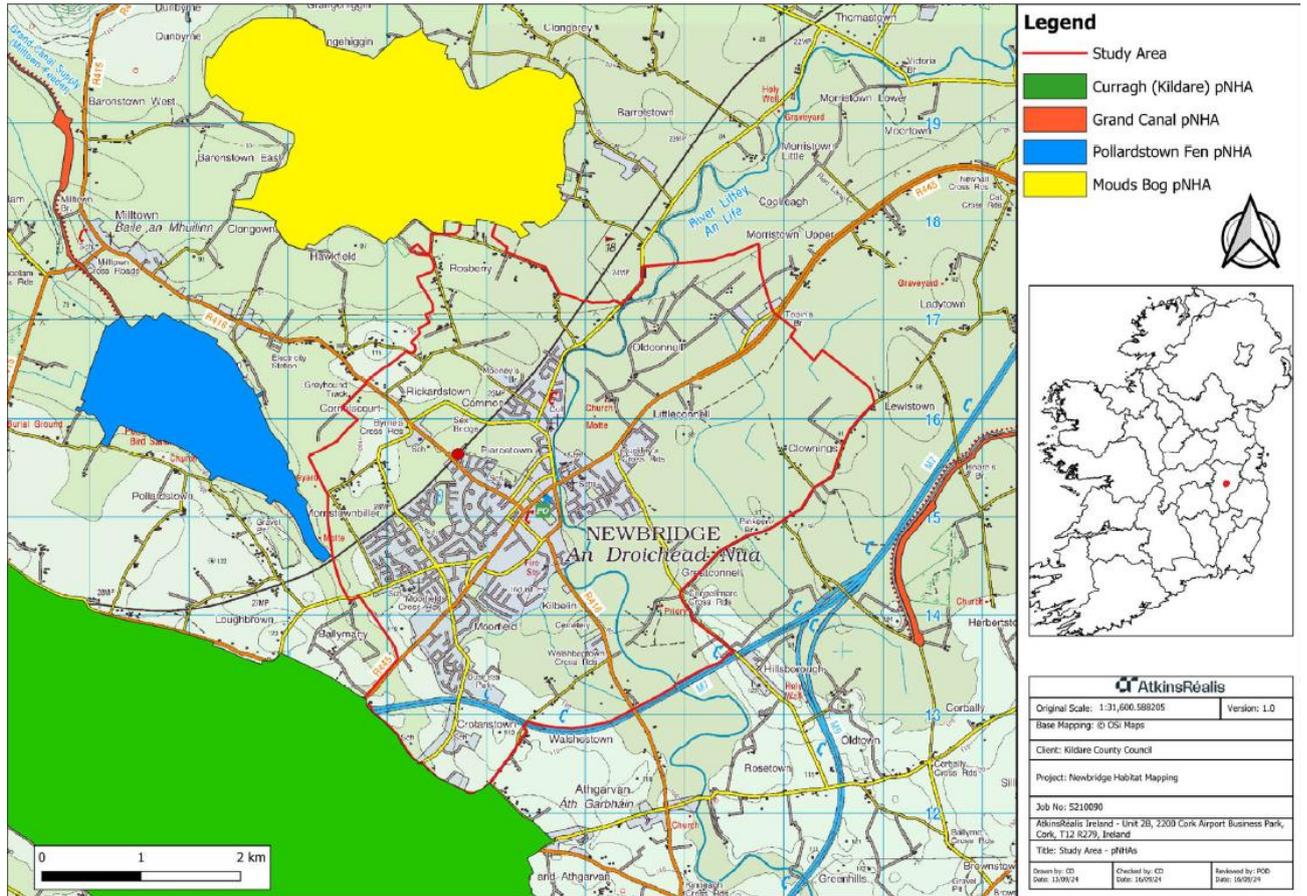
Mouds Bog SAC (site code: 000395) is located to the north of the plan area. The SAC is significant in terms of its high bog area and geographical location as it is at the eastern extreme of the range of raised bogs in the country. It is a site of considerable conservation significance comprising a large-raised bog, a rare habitat in Europe, and one that is becoming increasingly scarce in Ireland. The qualifying interests for which this bog is designated as an SAC relate to this habitat including active raised bogs, degraded raised bogs still capable of natural regeneration, and depressions on peat substrates of the Rhynchosporion.

The River Barrow and River Nore SAC (site code: 002162) is located a significant distance away from the plan boundary being located approximately 17km to the southwest of Newbridge.

At the next level of designation, sites that are of national ecological importance because of the habitats, species, or geological features they support are designated as Natural Heritage Areas (NHAs). The Curragh (grassland plains) proposed Natural Heritage Area (pNHA) (site code: 000392) lies adjacent to the plan boundary to the south and west. The Curragh pNHA comprises of over 2,000 hectares of unimproved semi-natural grasslands. It is the most extensive tract of land of this type in the country. The Curragh Plains Conservation Management Plan (Kildare County Council and Department of Defence, 2024) puts in place conservation policies and actions to maintain and improve the biodiversity of these plains, as well as ensure its amenity value for recreation is maintained.

The Corbally branch of the Grand Canal pNHA (site code: 002104) is located approximately 1.7 kms to the east of the Plan boundary (see Figure 9.2). The Grand Canal pNHA is a corridor for flora, fauna and recreation stretching between Shannon Harbour (County Offaly) and Dublin City.

Figure 9.2: Map of Designated Sites



Source: Newbridge and Environs Habitat Mapping Report

9.3 Newbridge Biodiversity Action Plan 2021-2025

The Newbridge Biodiversity Action Plan (BAP) 2021-2025 was produced by Kildare County Council for the community for the purpose of providing a professionally guided tool to facilitate the protection and enhancement of local biodiversity within the town.

Critically, the overarching feature of the BAP is that it represents a call to action to halt and reverse the ongoing national and international trends of biodiversity loss at local level in Newbridge. The BAP contains the following four high level objectives for implementation of which are supported by a range of specific actions and targets:

Objective 1: Making Newbridge biodiversity friendly

Objective 2: Raising awareness of local wildlife and how to protect it

Objective 3: Collecting evidence to track change and measure success

Objective 4: Build local capacity to manage and record biodiversity

The Biodiversity Action Plan was developed in tandem with the community and responsibility for its implementation will be shared, with Kildare County Council taking the lead on some actions and targets, and community stakeholders (such as Newbridge TidyTowns) progressing others. This Plan fully supports the objectives, targets and actions contained in the BAP and seeks to integrate its provisions including supporting the provision of community gardens, herb gardens and a masterplan for Dara Park and Páirc Mhuire (LHD Masterplan).¹⁰⁷ It should be noted that the actions in the BAP relate mainly to the management of existing greenspace and flora to enhance their biodiversity which is outside of the remit of a land use plan.

Natural Heritage and Biodiversity Objectives

It is an objective of Kildare County Council to:

GBIO 1.1 Protect, conserve and manage the Pollardstown Fen SAC and Mouds Bog SAC by ensuring that screening for Appropriate Assessment (AA), in accordance with Article 6(3) of the Habitats Directive is carried out with respect to any plan or project.

GBIO 1.2 Promote the use of the identified Nature-Based Management Areas on Map 10.1 to manage surface water runoff and associated nutrients from entering the catchment of the Milltown Stream which feeds the Pollardstown Fen.

¹⁰⁷ Lakeside, Highfield and Dara Park Masterplan

<p>GBIO 1.3 Support the full implementation of the targets and actions outlined in the Newbridge Biodiversity Action Plan 2021–2025 (and any subsequent or amended Plan).</p>

9.4 Habitat Survey and Mapping

A Newbridge and Environs Habitat Mapping Report accompanies this Plan. This report surveyed and categorised all habitats within Newbridge and the Environs.¹⁰⁸

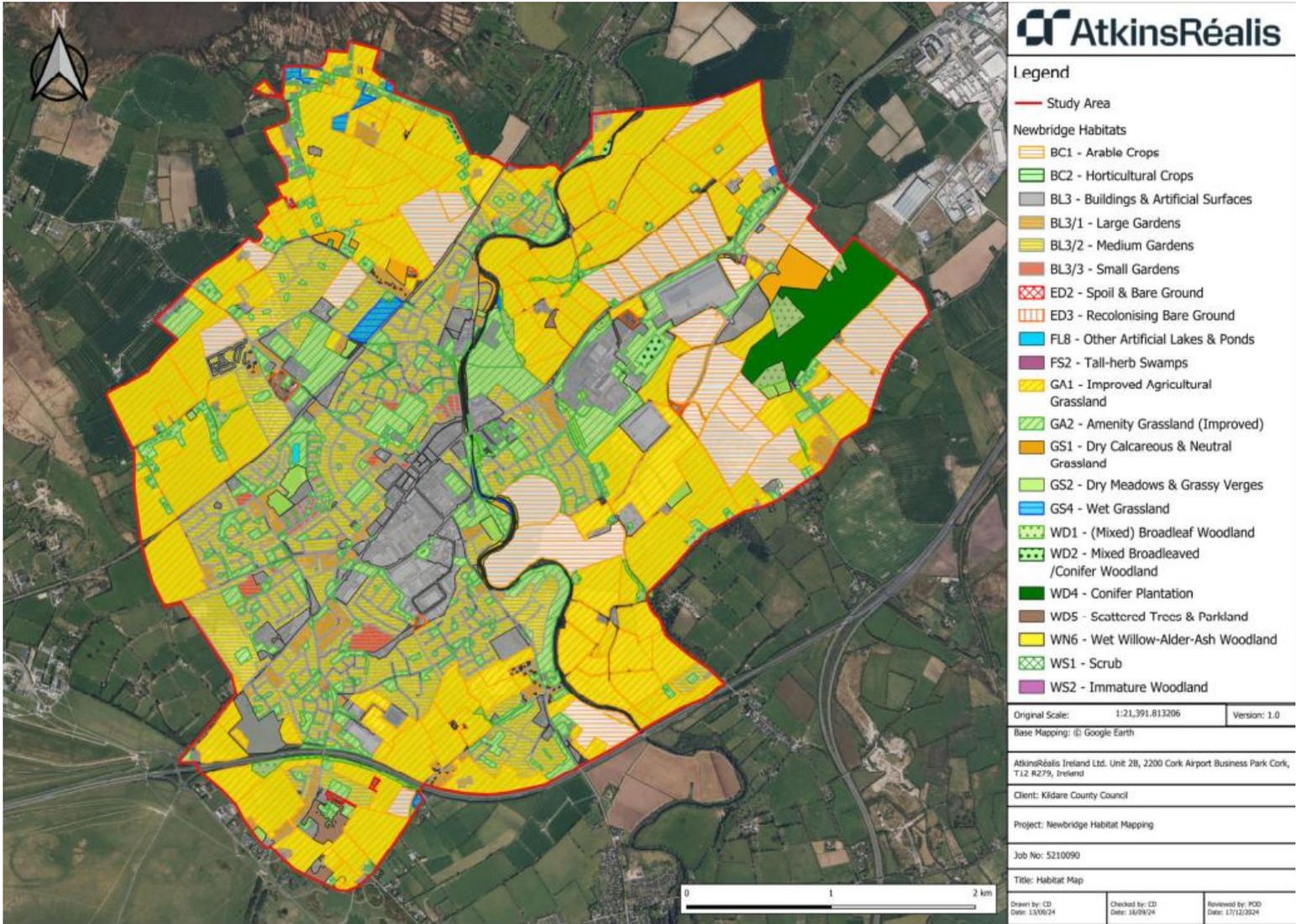
The Habitats Report found that while there has been significant growth around areas at the periphery of the town in terms of industrial and residential development the outer fringes of Newbridge are still dominated by agricultural pastureland, bounded by a network of hedgerows and treelines. Indeed, it is noted that improved agricultural grassland is still the most dominant habitat in the Habitats Report study area.

The River Liffey forms one of the main ecological features within Newbridge. In addition to the main channel of this large depositional watercourse, the many adjoining habitats such as semi-natural woodland, tall herbs swamps, treelines, tributaries, drainage ditches and adjoining areas of semi-natural grassland represent a considerable ecological network around which the town has developed.

These habitats are mapped in Figure 9.3 overleaf. This habitat map is considered a critical piece of baseline information which has informed the Green and Blue Infrastructure Network (see Map 9.1).

¹⁰⁸ It is noted that the study area for this report was wider than the plan area, as the findings of this report was one of the elements that factored into deciding the boundary of the Plan.

Figure 9.3: Habitat Map of the Newbridge and Environs Habitat Mapping Report



9.5 Green and Blue Infrastructure

Green and Blue Infrastructure (GBI) is a term that is used to describe the interconnected network of environmental features such as nature conservation areas, parks, open space, rivers, wetlands, woodlands and farmland and other open spaces and waterbodies that adjoin and are threaded through our settlements. A GBI network should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.

The areas were selected on the basis of several criteria which include their:

- Conservation value;
- Ability to act collectively to form a coherent habitat complex;
- Contribution to amenity and eco-system services in the town; and
- Their function as core habitats, corridor habitats and stepping stone habitats.

Core habitat areas are substantial areas of high biodiversity which are attractors to fauna and have established flora.

Corridors are linear avenues of habitats that link larger areas of habitat allowing for animal, bird and plant movement. Examples of corridors could be hedgerows linking areas of woodland or rivers and riverside habitats connecting larger areas of wetlands or natural grasslands.

Stepping stones are more isolated habitat patches that help reduce ecological fragmentation in the landscape by increasing connectivity among habitats, giving plants and animals greater access to living space and other resources. Stepping stones also allow species to recolonise areas where they may have been lost and maintains their health by reducing inbreeding.

Under Article 10 of the EU Habitats Directive, planning and development policies must endeavour to conserve and sustainably manage habitat features.

9.5.1 Core Habitat Areas

9.5.1.1 The Curragh Plains

The plan area is directly adjacent to the northeastern margins of the Curragh. This section of the Curragh is designated as a proposed Natural Heritage Area (pNHA). Habitats within this part of the Curragh are dominated by dry-humid acidic grassland. This semi-natural unfertilised grassland which is considered to be of regional importance for nature conservation and is grazed by horses, cattle and sheep, along with species such as rabbits and hares.

9.5.1.2 Pollardstown Fen

While Pollardstown Fen SAC lies outside of the plan boundary its unique flora outlined in Section 9.2 is an attractor to surrounding wildlife.

9.5.1.3 The River Liffey and Associated Riparian Habitats

The River Liffey bisects Newbridge, and while it is not designated for nature conservation, it still provides the main ecological epicentre of the Plan area. The river forms both a core habitat and corridor habitat. The river is consistently fringed by a buffer of semi-natural habitats as it passes through the town. The most ecologically important habitats within the core and buffer area of the River Liffey includes wet woodland¹⁰⁹ on the island in the river upstream of St. Conleth's Bridge and pockets of similar woodland on the riverbank. This is a rare habitat within the plan area which contains mature trees such as willows (sally and white willow), with ash, alder, elm, and beech.

The margins of the River Liffey also support pockets of semi-natural grassland and wetland such as those identified at The Strand (riverbank adjoining the Liffey Linear Park) located upstream of St. Conleth's Bridge.

9.5.1.4. Mature Woodlands at Greatconnell

An ecological network of regional importance is based around several stands of old woodland and wet woodland in the south and southeast of the town, centred on the Great Connell Estate. The woodland parcels at Greatconnell are of both biodiversity and cultural importance as they support the site of an early river crossing and contains ruins of church buildings as well as several graveyards. The most valuable woodland in this area is a stand of a semi-natural wet woodland which has developed on a peat-based soil. Tree species include ash, alder, willow coppice and grey willow. This area supports many mature deciduous trees of considered potential to support roosting bats. Further north, a line of mature pedunculate oak trees provide, although mostly isolated, an ecological consistency with the woodlands and tree cover displayed on the Greatconnell lands. The site, which is not managed, includes dry meadows and grassy verge grassland, drainage ditches and hedgerows and is located just outside the southeastern boundary of the site.

9.5.1.5 Woodlands at Littleconnell

An area of nearly 40 hectares in Littleconnell south of the Littleconnell Strategic Employment Area is the largest continuous wooded area which is just outside the play boundary. It is primarily a plantation of conifer woodland which is bordered by pockets of mixed broadleaved woodland along the northern boundary. While this plantation is of limited biodiversity value it is an important asset in terms of carbon sequestration. The adjoining mixed broadleaved woodland have a sizable ecological

¹⁰⁹ Mapped in Map 9.1 as woodlands.

value, especially as the surrounding areas are dominated by farmland containing arable crops to the south and west and industrial lands to the north and east.

9.5.1.6 Treelines at Crotanstown House

Due to the dominance of improved grassland and built surfaces within the plan area, scattered trees, and parkland at Crotanstown House has been identified as a valuable Green Infrastructure area. These habitats and their proximity to the M7 Motorway corridor screen planting, provide a valuable continuum of treelines within the local area.

9.5.2 Corridor Habitats

9.5.2.1 M7 Motorway Corridor

This corridor contains screen planting of alder, ash, maple, and spruce pine bordering the westbound carriageway of the M7 Motorway, which may provide an ecological connection between the River Liffey main channel and the north-eastern section of the Curragh. This corridor, although not entirely continuous (it is traversed by three local roads), does present a mode of transit for smaller mammals and birds between these two ecologically significant areas. Given the dominance of agricultural grassland and associated hedges, the landscaping along the M7 Motorway may provide a lower order permeability ecological corridor for movement of animals, whilst also providing a visual woodland screen to the motorway. As the screen planting bordering the M7 corridor continues to mature it is likely that it will provide more viable ecosystem and connectivity functions. This is especially the case in those areas that adjoin hedgerows and treelines associated with adjoining agricultural land.

9.5.2.2 Hedgerows and Treelines

The outer margins of Newbridge are dominated by improved grassland habitats, most of which are bordered to some extent by hedgerows and treeline networks. These hedgerows provide valuable habitats themselves but more importantly provide corridors for wildlife into and out of ecologically important sites, particularly woodland habitats such as those adjoining or providing linkages with treelined habitats fringing the River Liffey. The hedgerow network located toward the northwestern boundary of the plan area provides considerable linear connectivity between those semi-natural grassland habitats in the townlands of Rickardstown, Morristownbiller and Roseberry with the wider landscape including Mouds Bog to the north and Pollardstown Fen to the west. Key hedgerow and treelines in the area have been identified on Map 9.1: Green and Blue Infrastructure.

9.5.3 Stepping Stone Habitats

A number of smaller locations have also been identified as areas of Green and Blue Infrastructure. These can provide biodiversity and ecosystem services on a smaller scale than those sites discussed above. They may also function as stepping stones,

facilitating movement of wildlife between the larger GBI of Newbridge and the surrounding rural landscape.

The northwestern part of the Newbridge (northwest of the railway line and between the townlands of Rickardstown and Morrinstownbillier) includes discrete blocks of wet grassland. This area also supports pockets of scrub, mixed broadleaved woodland and scattered trees. Direct connectivity between these semi-natural habitats and the River Liffey to the southeast is severely curtailed, in part by the presence of the railway line, but more significantly due to the extensive residential developments southeast of the railway line.

The Habitats Survey identified a small tributary of the River Liffey. This watercourse provides the principal aquatic conduit between this part of Newbridge and the lands south of the railway line bordering the River Liffey main channel. The watercourse and its catchment area are considered to be under significant pressure as the surrounding area has been extensively urbanised over the past number of decades. Map 9.1: Green and Blue infrastructure contains a potential green infrastructure connection between the River Liffey next to Newbridge College and the rail line.

9.6 Mitigating Negative Impacts on Green and Blue Infrastructure

The first step of any proposed development should be to avoid removal of any habitats illustrated on Map 9.1. If such a development is to have any adverse impact the following mitigation hierarchy should be applied:

- To inform decision-making an ecologist should be consulted early in the design process such that identified ecological constraints can inform the evolution of the project design. This will become increasingly important as the application of the Biodiversity Net Gain concept becomes a more critical aspect in the sustainable development of lands.
- Where it is not possible to avoid all loss or disruption of Green and Blue Infrastructure the developer shall be required to provide a detailed landscape planting scheme which maximises the use of native species as appropriate to the nature of the location. The landscape architect should work closely with an appropriately qualified ecologist in designing any such development proposal. Consideration must also be given to the time it may take for such planting to fully replace the ecological value of and functionality of what is to be lost.

9.7 Using Green and Blue Infrastructure for Surface Water Management

Using Green and Blue Infrastructure to manage surface water drainage within Newbridge is an important feature of this Plan. Nature-Based Management Areas (NBMAs) allow for surface water (i.e., rainwater) to drain in an environmentally friendly way by replicating natural systems of unmanaged environments. This represents a critical move away from the conventional practice of piping all surface

water directly to the nearest watercourse or river, towards a system where water is conveyed more slowly to watercourses via constructed wetlands, permeable surfaces, filter strips, ponds, swales and basins. Such Nature-Based Solutions (NBS) to the management of surface water drainage contribute to more environmentally friendly and aesthetically pleasing methods of controlling surface water, as well as representing a responsive and proactive climate adaptation measure. These NBMAAs also provide a refuge for native flora and fauna and are identified in Map 10.1. It is noted that the NBMAAs located on the western side of Newbridge would negate runoff from urban Newbridge into the Milltown Stream which flows into the sensitive receptor of Pollardstown Fen SAC.

9.8 Tree Coverage

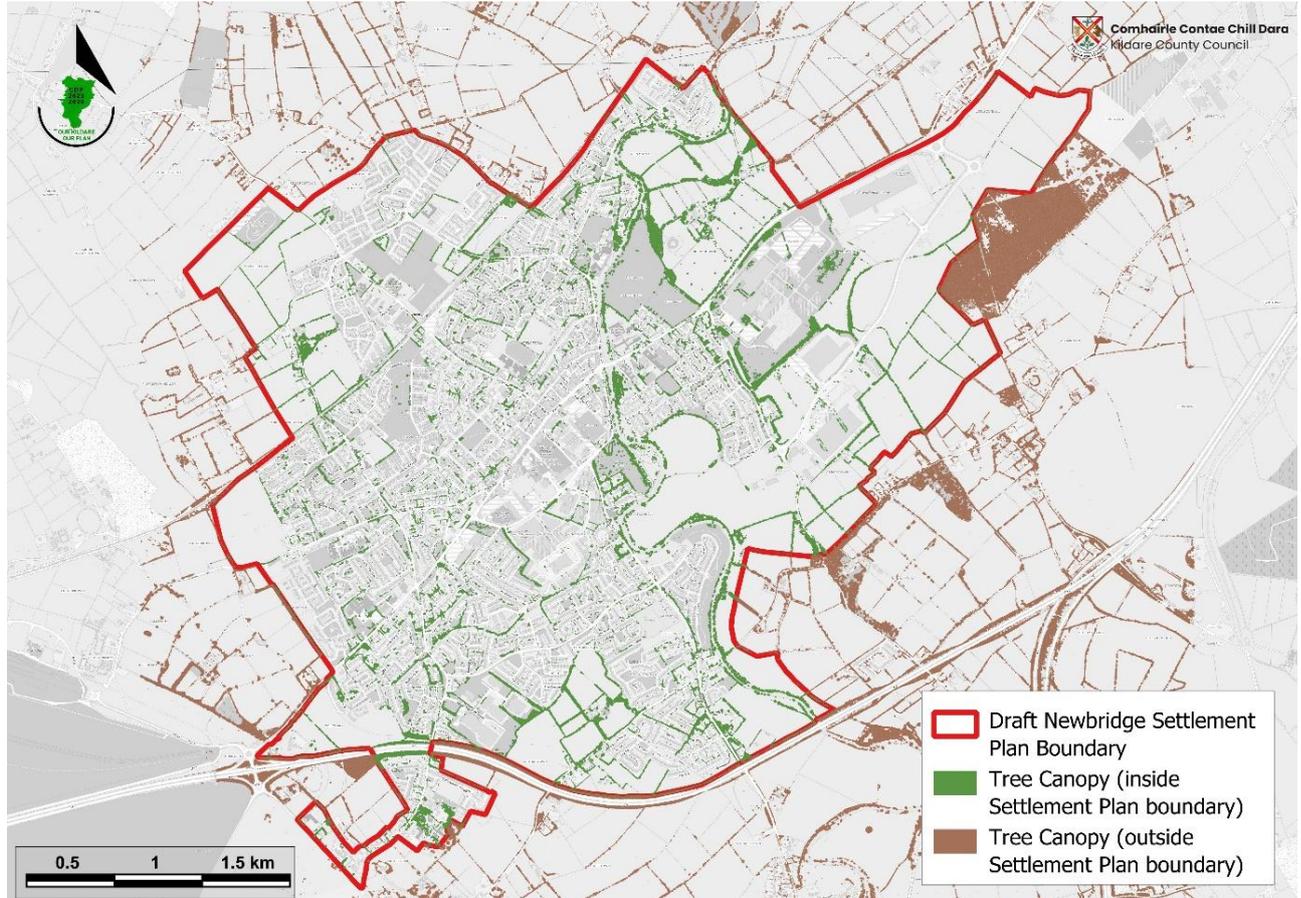
The plan area contains many mature trees and patches of woodland which are not only of considerable biodiversity value but also enhance the character and setting of the town (see Figure 9.4). A study of Newbridge found that 8.11% (106.2 ha) of the plan area had tree canopy cover.¹¹⁰ The most notable areas of tree cover are found along the River Liffey, to the east of the town centre and just outside the plan area between the Littleconnell Strategic Employment Area and Ladytown Environs.¹¹¹ Tree coverage plays an important part in our natural and urban environments, providing habitats for wildlife in areas that are often intensively managed, while also forming an important element of the ecological infrastructure.

Action BI A14 in Chapter 12 of Vol 1 provides for the Council to survey the existing tree coverage in urban areas. It is also an Action (BI A29 refers) to increase this urban canopy coverage by 30%. This would increase the canopy cover to circa 138.1 hectares or circa 23,122 trees (an increase of 31.9 ha or 5,336 trees). Increasing tree canopy coverage in an urban area can provide a wide range of environmental and social benefits including improved air quality, water purification, along with increased space for biodiversity, recreation and amenity (place quality).¹¹² In terms of climate action urban trees can help mitigate against negative effects of climate change (i.e., the urban heat island effect) whilst also providing carbon sequestration.

¹¹⁰ BlueSky Tree Map layer on KCC GIS (2025) estimated the Plan area contained 22,227 trees of a canopy of greater than 1 metre, with a canopy cover of 144.67 hectares.

¹¹¹ The Ladytown Environs are defined in Volume 2 of the CDP 2023 – 2029 (as varied).

¹¹² Note this calculation only factors in the tree canopy within the Plan area.

Figure 9.4: Tree Canopy Map of Newbridge

Source: Bluesky National Tree Map

The Habitats Mapping Report considers the most appropriate place for targeted planting is between Newbridge and the open grasslands of the Curragh to shield the Curragh from excess light pollution and aid with naturally curtailing any harmful runoff that may drain into the Milltown Stream which forms a pathway to the ecologically sensitive Pollardstown Fen SAC. This Report also posits the advantages of the Miyawaki method of planting trees in tight groups. This method advises how these tight groups of trees are less prone to vandalism than planting single trees in rows and this type of planting creates better habitats for fauna. This Curragh Buffer Zone is shown on Map 9.1: Green Blue Infrastructure.

It is envisaged that additional tree planting can be achieved throughout the plan area by the following mechanisms:

- Kildare County Council managed projects
- State Agencies' projects
- Private developers of new projects/developments
- On lands identified for the Liffey Linear Park extension.
- Community-led initiatives¹¹³

¹¹³ As supported by Objective BI O4 in Chapter 12 of Vol 1.

The Department of Agriculture, Food and the Marine has two schemes to support tree planting, these are:

1. The *Woodland Creation on Public Lands Scheme* which provides funding to public bodies to encourage the establishment of new native woodlands on suitable land.
2. The *NeighbourWood Scheme* which provides financial assistance to create woodland amenities for local people.

Green and Blue Infrastructure Objectives

It is an objective of Kildare County Council to:

- GBIO 2.1** Protect and enhance identified key Green and Blue Infrastructure (Map 9.1) and prohibit developments that would fragment or otherwise degrade the Green and Blue Infrastructure network. New developments shall appropriately utilise existing and new green infrastructure as an essential urban design and placemaking tool to integrate built form into their surrounding contexts. Site specific ecology surveys should be carried out to inform, assess and mitigate potential ecological impacts of any proposed development and its construction.
- GBIO 2.2** Ensure that all development proposals on sites where hedgerows and treelines are located (identified in Map 9.1) are, as far as practicable, retained and fully integrated as a focal point of the development in the first instance. In exceptional circumstances, where they are demonstrably required to be removed, development proposals shall be accompanied by a detailed landscape planting scheme prepared by a landscape architect in association with a qualified ecologist, maximising the use of native species as appropriate to the scheme and location of similar quantity and species mix to ensure no net biodiversity loss over the longer term and these biodiversity corridors are maintained.
- GBIO 2.3** Increase native tree planting and pollinator friendly planting of local provenance, in accordance with the recommendations of the All-Ireland Pollinator Plan, throughout Newbridge and in open spaces in new developments in order to enhance local biodiversity, visual amenity and surface water management. Planting schemes should consider the Miyawaki method to deter antisocial behaviour and increase biodiversity.
- GBIO 2.4** Support and facilitate the creation of a linear nature park along the eastern banks of the River Liffey between the M7 Motorway and St.

Conleth's Bridge on lands zoned F: Open Space and Amenity over the medium to long term and ensure that any landscaping scheme protects the existing riparian habitat and contributes to the enhancement of the corridor as a significant Green and Blue Infrastructure asset in the town.

GBIO 2.5 Require all development proposals located along the 'Curragh Buffer Zone' as identified on Map 9.1 to include a tree planting programme of native trees of local provenance (to primarily include tree canopy of Scot's pine (*Pinus sylvestris*) / Pedunculate oak (*Quercus robur*) and underplanted with hazel (*Corylus avellane*) / birch (*Betula pubescens*) to protect the ecological and amenity value of the Curragh.

GBIO 2.6 Encourage state agencies and private entities to include tree planting measures when delivering key infrastructure or upgrading infrastructure works in the town.

10. Infrastructure and Environmental Services

10.1 Overview

The availability of high-quality infrastructure networks and environmental service provision is a key element in creating sustainable and attractive places, ensuring health and well-being, securing investment and safeguarding the environment. The adequacy of existing provision, optimising the use of existing infrastructure and the need for additional facilities are critical elements for the future development of Newbridge. In this regard a Settlement Capacity Audit (SCA) was prepared to inform the appropriate zoning of land for residential and economic development, to ensure that future growth occurs in tandem with the delivery of the required physical infrastructure during the lifetime of the Plan. The SCA (which accompanies the Plan) supports the evidence-based land use zoning decisions made in respect of Map 11.1 with regards the residential and employment zoned lands.

10.2 Water Supply and Wastewater

Uisce Éireann as the national water services utility is responsible for the delivery of public water and wastewater services at a national level. Their primary function is to provide drinking water and to treat and return wastewater safely to the environment. Water services are to be delivered and developed in line with the needs and expectations of users; in compliance with legal obligations; in a fair and cost-effective manner, and in keeping with the principles of social, economic and environmental sustainability. Future development of water services will accord with Uisce Éireann's Investment Plan 2025 - 2029, which sets out the investment required for improvements to water services over the plan period in line with objectives inter alia, National Planning Framework (2025).

A Master Co-operation Agreement has replaced the Service Level Agreements between Uisce Éireann and the Local Authority Sector, which give Uisce Éireann full accountability for water services, including management of local authority staff (until the end of 2026). Kildare County Council have entered into a Support Services Agreement to support the delivery of water services function until the end of 2026.

10.2.1 Water Supply

Newbridge is served by two water supply sources. Approximately 85% of the water in Newbridge comes from the Scrowland Water Treatment Plant located 3km outside Athy. Water from this plant is abstracted from the River Barrow and goes to the Old Kilcullen Reservoir and then falls by gravity feed to Newbridge. The remaining 15% of water is from the Ballymore Eustace Water Treatment Plant via the Old Kilcullen Reservoir and then onto Newbridge. Water pressure is a noted issue in Newbridge which is similar to other settlements around the county. Uisce Eireann have recently installed pressure loggers around the town to facilitate modelling of the network and this Plan supports any measures identified by this investigation.

The Srowland Water Treatment Plant is listed on the EPA's Remedial Action List (RAL) which is a record of the public water supplies known to be at risk and where the EPA is requiring Uisce Éireann to take corrective action. A proposed upgrade of the plant is to be completed by December 2026¹¹⁴.

10.2.2 Wastewater

Newbridge is connected to the Osberstown Wastewater Treatment Plant. Uisce Éireann in partnership with Kildare County Council upgraded and replaced the sewers in several locations in Newbridge, as part of the Upper Liffey Valley Sewerage Scheme.¹¹⁵ The upgrade comprised of increasing the design capacity at the plant from 80,000 population equivalent (P.E.) to 130,000 P.E. The upgrade has provided additional capacity for the town, facilitating future population growth and economic development. It will also reduce emergency overflows to the River Liffey and reduce the risk of flooding at Páirc Mhuire and Upper Moorefield Road.

Water and Wastewater Objectives

It is an objective of Kildare County Council to:

- | | |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| IEO 1.1 | Work in conjunction with Uisce Éireann to promote and facilitate the provision of adequate water (including sufficient water pressure) and wastewater infrastructure, to ensure that land is effectively serviced and ensure that such infrastructure is provided prior to, or in tandem with new development in accordance with the Implementation and Delivery Schedule (Section 10.2 refers). |
| IEO 1.2 | Ensure that surface run-off does not discharge to the existing wastewater treatment infrastructure in order to protect the integrity of the wastewater infrastructure. |
| IEO 1.3 | Support Uisce Éireann in addressing the issues relating to the Scrowland Water Treatment Plant, any other issues identified on the Environmental Protection Agency (EPA) Quarterly Remedial Action Lists. |
| IEO 1.4 | Support Uisce Éireann in addressing maintenance issues relating to public sewer network in the Dara Park area. |
| IEO 1.5 | Consult with Uisce Éireann and ESB prior to the implementation of any significant public realm works or development within the Newbridge Central Settlement Consolidation Site to avoid and/or |

¹¹⁴ EPA Drinking Water Remedial Action List Q1 of 2025.

¹¹⁵ The upgrades took place at the following locations: Athgarvan / Military Road, Páirc Mhuire Estate, R445/Edward Street, Moorefield Road (R445), Green Road/Moorefield Road Junction, Standhouse Road/Artillery Place, and at Moorefield Road/Langton Road Junction

mitigate impacts on existing or planned water and wastewater infrastructure.

10.3 Groundwater and Surface Water

The management of surface water and protection of groundwater is an integral part of Kildare County Council's sustainable water services policy. Protecting ground water resources is of vital importance to protect both human health and provide for a healthy environment and is monitored by the Environmental Protection Agency (EPA). The Ground Waterbody WFD Status 2016-2021 for the Plan area is 'Good' and the area is deemed 'not at risk'¹¹⁶. The Surface Water Management Strategy that accompanies the Plan determines that the risk of groundwater flooding is low.

The Council's Sustainable Drainage Systems Guidance Document (2024) aims to ensure that development across County Kildare is designed to reduce flood risk from stormwater surges, whilst also improving the amenity, biodiversity and placemaking. This guidance document outlines that Sustainable Drainage Systems (SuDS) are a very important part of the toolkit available to help improve flood resilience, climate adaptability and the built and natural environment. It details the general approach is to slow down the flow of water toward rivers and streams by improving the ability of developments to absorb water, similar to a sponge, using Nature-Based Solutions (NBS). NBS are a way of managing rainfall using more nature-based methods by slowing it down so that sites maintain greenfield runoff rates while also improving water quality. Examples of NBS in the public realm include rainwater gardens, swales, permeable surfaces, and ponds.

This Plan supports the Nature Based Management Areas (NBMAs) as provided for on Map 10.1: Infrastructure and Environmental Services – Surface Water Management Strategy. It is considered their implementation will mitigate against surface water flooding and maintain and or improve the River Liffey's 'good and high quality' status (shown in green and blue through in Figure 10.1, overleaf).

¹¹⁶ <https://gis.epa.ie/EPAMaps/> - Checked August 2025

IEO 2.3	Ensure areas indicated as Nature-Based Management Areas (NBMAs) on Map 10.1: Infrastructure and Environmental Services – Surface Water management Strategy are reserved free from development and integrated into design proposals for nature-based surface water drainage purposes, subject to Appropriate Assessment (AA) screening and where applicable Stage 2 Appropriate Assessment.
IEO 2.4	Pursue opportunities to divert untreated surface water away from discharging into either the River Liffey or the groundwater area which feeds Pollardstown Fen, subject to Appropriate Assessment (AA).
IEO 2.5	Support Uisce Éireann’s Surface Water Separation Project to alleviate system surcharge and facilitate additional foul network capacity.

10.4. Flood Risk Management

The main source of flooding in Newbridge is fluvial from the River Liffey. The capital works programme of the Office of Public Works (OPW) list the Newbridge Flood Relief Scheme as a project. It is considered the proposed measures for Newbridge that may be implemented after project-level assessment for this scheme may include a series of hard defences (flood embankments and walls), four new or upgraded trash screens, tanking two existing properties and works to improve channel conveyance including dredging of the Doorfield tributary and upgrading two culverts. These hard defences are envisaged to protect to the 1% AEP fluvial flood event.

A Strategic Flood Risk Assessment (SFRA), as required by the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) has informed the preparation of the Plan. This Plan avoids development in areas at risk of flooding as identified by the SFRA and has substituted vulnerable land uses with a less vulnerable use where this is not possible. Where neither is possible, mitigation and management of risks must be managed.

Justification tests were carried out on a number of sites and are detailed in the SFRA report accompanying this Plan.¹¹⁷ The SFRA has recommended that development proposals for a number of areas within the plan boundary should be the subject of site-specific flood risk assessment appropriate to the nature and scale of the

¹¹⁷ Justification tests are used to assess the appropriateness of developments in flood risk areas. For further detail, refer to the Strategic Flood Risk Assessment which accompanies the Plan.

development being proposed. All areas susceptible to flooding are identified on Map 10.2: Strategic Flood Risk Assessment.

It is noted that the identification and mapping of flood risk as shown in CFRAM Fluvial Flood Zone Mapping is subject to change, dependent on review by the OPW of the CFRAM Mapping and associated data. The SFRA has been developed using the best available information at the time of publication. However, all planning applications made during the lifetime of the plan should take due consideration of the latest available flood information, which may include flood mapping published following publication of this Settlement Plan / SFRA.

10.4.1 Site Specific Flood Risk Assessment

All development proposals within areas where a Justification Test has been undertaken, where a residual flood risk remains, or areas identified as requiring a Flood Risk Assessment on Map 10.2 Strategic Flood Assessment, should be supported by an appropriately detailed Site-Specific Flood Risk Assessment (SSFRA). The level of detail within the FRA will depend on the risks identified and the land use proposed. Applications should apply the use of the sequential approach in terms of the site layout and design and, in satisfying the Justification Test (where required), the proposal must demonstrate that appropriate mitigation and management measures are put in place. The development should ensure that no encroachment onto, or loss of, the flood plain shall occur. Only water compatible development such as Open Space will be permitted for the lands which are identified as being at risk of flooding within that site. Areas of flood risk which are already substantially developed and have passed the justification test for development plans will be restricted to 'Minor Development' as per Section 5.28 of the Flood Risk Management Guidelines. For any development in flood risk areas that meet the Development Plan Justification Test, a Development Management Justification Test must then be applied. Development must satisfy all of the criteria of the Development Management Justification Test as per Box 5-1 of the Flood Risk Management Guidelines (2009).

10.4.2 Flood Risk Management and Achieving Climate Resilience

In light of the increasing risk and frequency of flooding due to climate change the SFRA has used the CFRAM High End Future Scenario extents to mitigate against any envisaged adverse impacts. In order to achieve resilience throughout the Plan area greenfield and undeveloped lands identified as subject to flood risk in Flood Zone A or Flood Zone B on Maps 10.2 will not accommodate vulnerable or less vulnerable uses. Floodplains and wetlands subject to flooding are therefore recognised and preserved in the Plan under zoning Objective F: Open Space and Amenity, as green and blue infrastructure that provide for a natural defence against flood risk. In recognition of this and in light of their additional value as ecological corridors, the Plan seeks to integrate these features into the wider green and blue infrastructure network outlined in Chapter 9 of this Plan.

Objective IEO 3.4 of this Plan will also support the flood relief scheme proposed by the Office of Public Works (OPW) aimed to alleviate a 1 in 100-year flood event in Newbridge.¹¹⁸

Flood Risk Management Objectives

It is an objective of Kildare County Council to:

- IEO 3.1** Manage flood risk in Newbridge in conjunction with the Office of Public Works, and in accordance with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).
- IEO 3.2** Ensure development proposals within the areas where Kildare County Council have applied a Justification Test and where residual flood risk remains as outlined on Map 10.2 Strategic Flood Risk Assessment are the subject of a Site-Specific Flood Risk Assessment, appropriate to the nature and scale of the development proposed.
- IEO 3.3** Maintain all existing overland flow routes.
- IEO 3.4** Support and co-operate with the Office of Public Works in progressing the development of a Flood Relief Scheme for Newbridge which may include physical works, such as a series of hard defences (flood embankments and walls), new or upgraded trash and works to improve channel conveyance including dredging 90m of the Liffey tributary and upgrading two culverts.

10.5 Energy Supply and Communications

10.5.1 Energy Supply

A secure and resilient supply of energy is critical to the functioning of any settlement. With increases in population and economic growth, the demand for energy intensifies. The main energy networks serving the Newbridge area are electricity and gas.

10.5.2 Electricity Network Infrastructure

The electricity infrastructure in Newbridge is well served with access to two 110kV stations at Baroda to the east and Newbridge to the north. Furthermore, Dunstown

¹¹⁸ <https://www.floodinfo.ie/scheme-info/> - See Future Schemes tab for the Newbridge Flood Relief Scheme.

440kV and 220kV station is located around 13km to the southeast of the plan area. This has facilitated high-tech manufacturing and logistics industries in Littleconnell Strategic Employment Area to flourish to the east of the town centre.

10.5.3 Gas Network Infrastructure

Gas Networks Ireland (GNI) operates and maintains a modern gas network in Newbridge. The town is served via a spur from the Cork to Dublin national gas pipeline network. GNI continually undertakes detailed system modelling of the network to anticipate constraints. Where there are areas of growth and increased demand that would potentially result in a constraint, GNI would schedule upgrade works in those areas. GNI outline there are currently no constraints on the network within Newbridge, and they have no specific plans for projects within the plan area. GNI do however envisage that there may be some interest in a biomethane connection in the Newbridge area within the timeframe of the Plan as GNI seeks to decarbonise its network. Objective EC O89 in Chapter 7 of Vol 1 would support any such future development.

10.5.4 Locally Generated Renewable and Low Carbon Energy

The role of micro-generation along with small-scale and community-owned renewable generation within Newbridge is noted in the Kildare Local Authority Climate Action Plan (LACAP) 2024–2029 as having the potential to enable the replacement of fossil fuels whilst also enabling the development of the circular economy at a local level. Particularly in regard to areas zoned H: Industrial and Warehousing, as buildings in these locations tend to have larger footprints, wider separation distances and less sensitive to noise pollution. In this regard, the LACAP includes strategic priorities which promote greater community and business engagements on climate action and which support local community based renewable energy projects.¹¹⁹ The CDP supports the implementation of these strategic priorities. Furthermore, the LACAP also supports the placement of a Green Energy Hub at Bord na Móna headquarters on Main Street which is also supported by Objective RE O79 in the CDP.¹²⁰

10.5.5 Broadband Provision

Newbridge is well served by high-speed broadband. The National Broadband Plan Map for Q1 in 2024 indicates all populated areas are well served by commercial operators or there are indicated plans to deliver high speed broadband services.

¹¹⁹ SP S3 and SP G4 in the Kildare Local Authority Climate Action Plan (LACAP) 2024 – 2029

¹²⁰ SP S7 in the Kildare Local Authority Climate Action Plan (LACAP) 2024 – 2029

Energy and Communications Infrastructure Objectives

It is an objective of Kildare County Council to:

- IEO 4.1** Support the statutory providers of electricity and gas infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.
- IEO 4.2** Support and facilitate the provision of telecommunications infrastructure, including broadband services in Newbridge, subject to safety and amenity requirements.
- IEO 4.3** Engage with EirGrid, ESB Networks and telecommunications providers in relation to the rationalisation of transmission and telecommunications infrastructure and/or underground routing of all electricity, telephone, broadband and television cables within the Built-Up Footprint as defined on Map 11.2: Implementation.
- IEO 4.4** Promote and encourage micro-generation on existing and proposed building stock, including solar, photovoltaic, wind, hydro and other renewable energy technologies.

10.6 Pollution and Environmental Services

The management and control of pollution and environmental services is essential for a good quality of life, human health, wildlife and the economy. The Council will continue to protect and enhance the environment within the Plan area through waste management and the control of air, light and noise pollution, where possible.

10.6.1 Waste Collection

The Council recognises the importance of maintaining Newbridge as a litter free town and protecting it from indiscriminate dumping and advertising. Along with its legal obligations, the Council will work with the Tidy Towns Committee, schools and local residents' associations to increase awareness of waste recycling and litter control. Refuse collection is currently carried out by a number of private contractors. There are bring bank recycling facilities operated by the Council located at Lidl, Tesco and the Newbridge Football Club. Newbridge have an active Tidy Towns organisation, which organises clean-ups / litter picking by volunteers.

This Plan will also support the actions in the Waste Action Plan for a Circular Economy (September 2020). This Action Plan shifts focus away from waste disposal and instead examines how we can best preserve resources by creating a circular economy. It aims to increase recycling targets to 60% by 2030 and 65% by 2035. In

addition, the Landfill Directive has been amended to require that by 2035 no more than 10% of waste goes to landfill.

10.6.2 Air Pollution

Air pollution has a range of impacts on our environment, including on biodiversity, water quality and wider ecosystems services. The World Health Organisation (WHO) has estimated that 4.2 million premature deaths globally were linked to ambient air pollution in 2019. The Clean Air Strategy for Ireland outlines that agriculture is responsible for over 99% of ammonia emissions, and 37% of emissions of nitrogen oxides. Industry and electricity generation account for some 30% of emissions of sulphur oxides, and 42% of nonmethane volatile organic compounds. More than 35% of emissions of nitrogen oxides, and more than 10% of PM2.5 (fine particulate matter) emissions, come from the transport sector. The residential and commercial / institutional sectors are the leading cause of PM2.5 emissions, with solid fuel being the main contributor. However, it is noted the air pollution monitoring system (instrument Issue: TNO3953¹²¹) in the centre of Newbridge, used for more detailed analysis, is currently offline. The GEO portal of the Environmental Protection Agency (EPA) records air quality levels.¹²² Newbridge is stated as having achieved category '1 – Good' on their air quality index.

Annex 1: Strategic Framework Actions and the Annex 2: Pollutant focused Actions in the Clean Air Strategy for Ireland (April 2023) focus on reducing harmful pollutants such as nitrogen oxides (NOx), ammonia (NH3), particulate matter (PM10), fine particulate matter (PM2.5), non-methane volatile organic compounds (NMVOCs) and sulphur dioxide (SO2). It is noted Objectives IN O59, IN O60, IN O61 in the Kildare County Development Plan all detail how the county will reduce these harmful pollutants and support better monitoring.

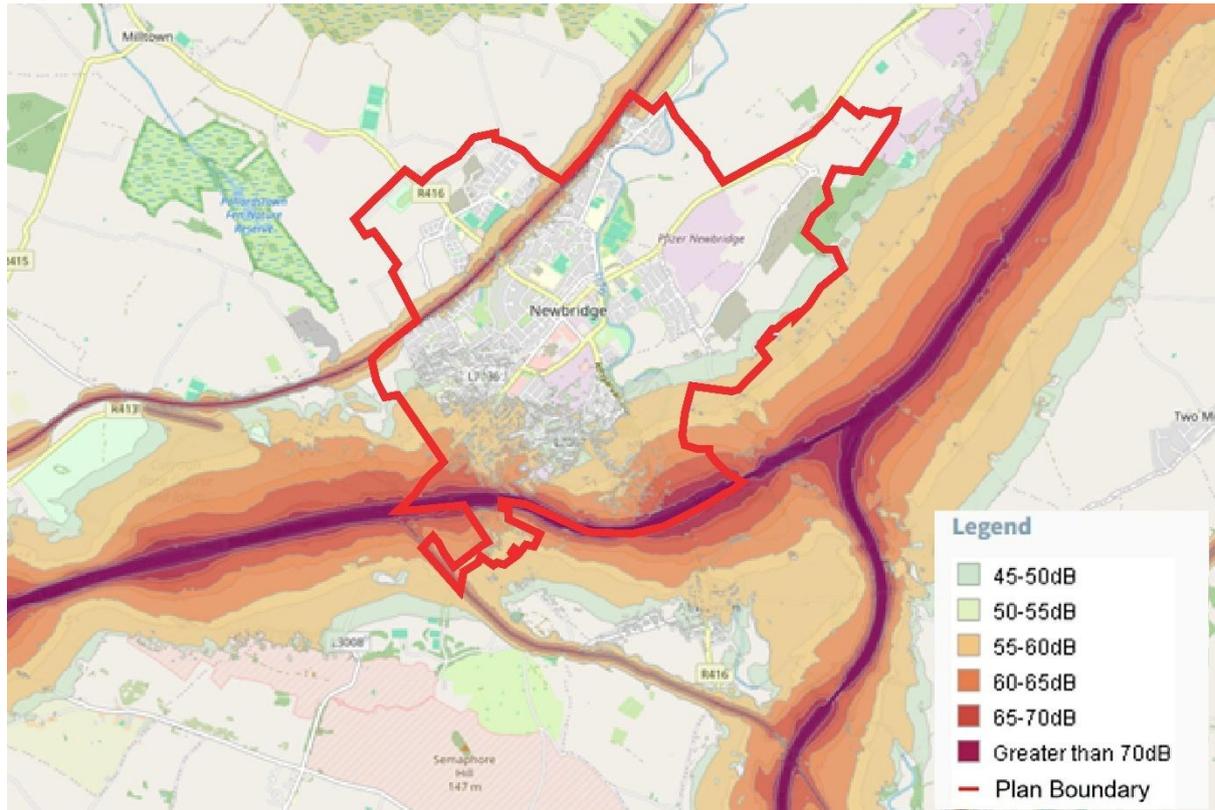
10.6.3 Noise Pollution

The EPA portal includes strategic noise mapping of roads and the rail line in Newbridge, in the form of noise contours for the Lden (day-evening-night level). The map extract in Figure 10.2 (overleaf) shows the dB Value along such routes which represents the average decibel value during the daytime period. This illustrates the impact on properties of higher noise levels from traffic along routes including the M7 motorway, the R445 to the west, the R146 to the south and the Curragh Grange relief road to the south. It also illustrates the impact on properties adjoining the main rail line to the northeast of the town.

Objective TM O71 (see Chapter 5 of Vol 1) requires that new residential schemes in close proximity to heavily trafficked roads and the rail line within the Plan area are spatially and acoustically assessed and designed to minimise noise impact.

¹²¹ <https://airquality.ie/station/TNO3953>

¹²² <https://gis.epa.ie>

Figure 10.2: Noise Pollution from Environmental Protection Agency Maps

Source: <https://gis.epa.ie/EPAMaps/> using Round 4 National Roads and Rail layers

Pollution and Environmental Services Objectives

It is an objective of Kildare County Council to:

- IEO 5.1** Maintain existing recycling facilities and secure the provision of additional universally accessible facilities, in conjunction with new development as required, in particular at the lands zoned N: Neighbourhood Centre.
- IEO 5.2** Support the development of a green waste composting site in Newbridge for use by local community groups for the sustainable disposal of green waste at appropriate locations.
- IEO 5.3** Support local schools and community groups such as Newbridge Tidy Towns through education and awareness programmes and where available, through the provision of grant aid.

11. Implementation

This Plan sets out a strategic Vision to guide and co-ordinate the sustainable development of Newbridge. In order for the Vision to be realised it is critical that the projected population growth is accompanied by the delivery of the necessary social infrastructure and site servicing requirements. In this regard, the identification of critical infrastructure that needs to be delivered either in tandem or prior to the planned development of the town, forms the basis of the following supporting documents:

- Newbridge Settlement Capacity Audit (SCA)
- Newbridge Social Infrastructure Audit (SIA)
- Newbridge Area Based Transport Assessment (NABTA)
- Newbridge and Environs Habitats Mapping Survey
- Newbridge Surface Water Strategy

These audits and assessments provide a strong evidence base which has informed the contents and objectives of the Plan, including the Implementation and Infrastructure Delivery Schedule, as outlined in Section 11.3. This seeks to ensure that the targeted growth of the town occurs in a sustainable manner, as well as maximising opportunities for integrating new development into the existing built fabric of the town.

This chapter incorporates a range of other delivery mechanisms to achieve the planned and sustainable development described in previous chapters. It contains urban design frameworks for the Greatconnell, Newbridge North and Crotanstown Key Development Areas. It outlines key critical infrastructure such as community facilities, active travel measures, road linkages and nature-based surface water solutions which must be delivered in tandem with much needed housing and employment opportunities within Newbridge. The chapter also provides a delivery schedule for said supporting infrastructure and funding sources for their delivery. It also gives consideration to critical infrastructure required to be delivered in tandem with lands zoned for future housing within lands zoned Phase 2 New Residential. Section 11.3 of this chapter also outlines the Land Use Zoning Objectives along with the Land Use Zoning Matrix for Newbridge.

11.1 Key Development Areas (KDAs)

The Plan identifies three specific Key Development Areas (KDAs) within Newbridge, as follows:

- Greatconnell KDA
- Newbridge North KDA
- Crotanstown KDA

These lands are considered to be strategic areas for the development of integrated residential neighbourhoods that will make an important contribution to the future growth and consolidation of the town. A design brief and an urban design framework has been prepared for each KDA based on an appraisal of each area in its respective contextual environment. The purpose of both the brief and the framework is to set out broad parameters for future development within the KDAs and are intended to assist landowners, developers, residents and other interested stakeholders involved in the planning process. They will also guide the Planning Authority in its assessment of any detailed proposals submitted.

While principal access points and connections, key building frontages and public spaces should generally be regarded as fixed requirements; a degree of flexibility can apply. For example, access points from the main road network and key connections within the KDA will be required but the actual position of each route could be altered subject to site-specific traffic and permeability considerations. Key building frontages and the layout of the urban blocks may also be varied where it is demonstrated that there is a strong urban design rationale, and that passive supervision of public spaces will not be compromised.

Furthermore, in the interests of promoting an innovative approach to design-led planning of KDAs, the Planning Authority will be open to alternative proposals for the KDAs where it is demonstrated that more optimal planning outcomes can be achieved, in terms of delivering increased place quality within a site. However, such proposals must still align with land use zoning objectives and provide for the implementation of all relevant walking, cycling and road measures, as outlined in Chapter 7 of the Plan.

11.1.1 Greatconnell Key Development Area

Table 11.1: Greatconnell KDA Design Brief

Site area:	14.9 hectares (C3: New Residential lands)
Indicative net density:	45 dwellings per hectare (dph)
Estimated residential yield:	570 units
Vision	
<i>To provide for the creation of a compact residential neighbourhood that consolidates development within the eastern part of the town. To contribute to the delivery of a portion of an urban neighbourhood park for Newbridge, in addition to the realisation of the final section of the Newbridge Southern Ring Road (NSRR), including the bridge over the River Liffey.</i>	
Built Form and Urban Structure	
The built form should seek to fully integrate with Wellesley Manor; the established residential estate located directly to the north of the lands. Urban form should be	

designed around the existing green and blue infrastructure features, whilst also having regard to the findings of the Site-Specific Flood Risk Assessment which is required. The size of the street blocks should, as far as practicable, be 80-120 metres in dimension (as per DMURS Guidelines) to enable permeability and legibility. A mix of housing types and styles is required to create legibility and variety in the urban environment. Built form on corner sites shall incorporate dual frontages. Green spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. This is of particular importance for key amenity features such as the Multi-Use Games Area (MUGA) and all playgrounds within the KDA.

A new neighbourhood centre shall be located adjacent to Great Connell Road to the north of the NSRR and should be a key feature of the KDA. Designed as an urban village centre, it should fully integrate into the KDA and act as an attractive local landmark.

Connectivity and Movement

Vehicular access to this KDA shall be provided via the Newbridge Southern Ring Road (NSRR) which shall be constructed, in tandem with the phased residential development within the KDA. Vehicular access to the Urban Neighbourhood Park shall be provided via the NSRR through the KDA.

The KDA should provide for a pedestrian and cycle friendly environment which integrates walking/wheeling routes and incorporates strong links to the Urban Neighbourhood Park. It shall also ensure the possibility of delivering future connections to potential development lands to the south. The Urban Neighbourhood Park should provide pedestrian/cycling links to adjacent residential areas, and its layout and design shall incorporate the provision of an active modes bridge across the River Liffey (Walk Measure 87).

The KDA should also provide a Neighbourhood Mobility Hub (as per section 7.6.3. of the Plan). The precise location of the hub will be agreed with the planning authority at the planning application stage.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Natural features on the site such as existing hedgerows, treelines, woodlands and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the KDA and help provide an established sense of place in the neighbourhood from the outset.

New landscaping should seek to enhance the long-term biodiversity potential of open spaces, particularly along the River Liffey Corridor. In this regard, it is considered that the development of a high quality landscaped linear park alongside the river will be crucial in promoting place quality both locally and in the wider area. Accordingly, a bespoke landscaping scheme that enhances the existing riparian habitat, will be required for lands that are linked to residential

development within the KDA, in accordance with Objective GBIO 2.4. Furthermore, the overall development of all lands comprising the future Urban Neighbourhood Park should seek to enhance the urban tree canopy area, as per Section 9.8 and Objective GBIO 2.3 of the Plan. Appropriate urban trees should be planted to help define internal streets.

Green open spaces should be designed to a high quality finish, and the KDA should also provide for a new Multi-Use Games Area and playgrounds. Greenways, pathways and all ancillary lighting and amenity infrastructure shall be setback at an appropriate distance from the River Liffey and adjacent waterways, as per Objectives BI O41 and BI O44 of Volume 1.

Public Open Space on lands zoned 'F: Open Space and Amenity' forming an integrated part of this KDA residential development may contribute towards the 15% site area public open space provision, as provided under Section 15.6.6 of the Development Plan, subject to it providing well located, useable open space.

Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Newbridge Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan.

In accordance with Map 10.2 and Map 10.2a part of the site will require a Site-Specific Flood Risk Assessment. In this regard, water compatible uses shall be proposed for the areas prone to flooding.

Boundaries and Entrance Treatments

All entrance treatments to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas with the NSRR should be understated and avoid presenting a closed-off or walled-in character.

Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of Volume 1.

Figure 11.1: Greatconnell KDA Urban Design Framework



Key

Newbridge Southern Ring Road		Open space linked to residential scheme	
Local route		Existing green infrastructure	
Key pedestrian/cyclist connection		Soft landscaping measures	
Residential block		Neighbourhood Centre	
Key building frontage		Nature-Based Management Area	
Playground		Indicative walking/wheeling paths	
Multi-Use Games Area		Indicative community and changing facility	

11.1.2 Newbridge North Key Development Area

Table 11.2: Newbridge North KDA Design Brief

Site area:	5.91 hectares: Cp2 (1) New Residential – Phase 2 6.19 hectares: Cp2 (2) New Residential – Phase 2 3.77 hectares: Cp2 (3) New Residential – Phase 2
Indicative net density – dwelling per hectare (dph):	50 dph: Cp2 (1) 60 dph: Cp2 (2) 50 dph: Cp2 (3)
Estimated residential yield:	618 units

Vision

To provide for the creation of a sustainable urban extension that consolidates development within the northern part of the town and provides for the delivery of critical social infrastructure including a municipal sports facility, a post-primary school and a community centre.

Built Form and Urban Structure

The built form should seek to fully integrate with The Meadows and Station Walk; the established residential estates located directly to the south and east of the lands. Urban form should be designed around existing green infrastructure features and should be both permeable and legible. To enable this, the size of the street blocks should, as far as practicable, be between 80-120 metres in dimension (as per DMURS Guidelines). A mix of housing types and styles are required to create legibility and variety in the urban environment. Built form on corner sites shall incorporate dual frontages. Green spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. This is of particular importance for all playgrounds within the KDA.

Connectivity and Movement

Vehicular access to Cp2 (1), Cp2 (2) and E (3) lands within the KDA shall be provided via the proposed Morrinstown Road – Milltown Road orbital link (Measure RD 4) which shall be constructed in full, in tandem with the phased development of these lands. Residential development within Cp2 (3) lands shall be accessed through the existing Station Walk residential estate.

The KDA should provide for a pedestrian and cycle friendly environment which incorporates walking connections with adjacent areas. It shall also ensure the possibility of delivering future connections to potential development lands to the west and south. The Municipal Sports Facility should provide walking connection to the adjacent post-primary school site to the south. The facility should also provide for the delivery of a universally accessible walking/wheeling route around its perimeter which could be linked, over the longer term, to Pollardstown Fen.

Furthermore, the walking and wheeling paths in the KDA should integrate with the proposed quietway on Blackberry Lane to the south, as per Walk Measure 85.

The KDA should also provide a Neighbourhood Mobility Hub (as per section 7.6.3. of the Plan). The precise location of the hub will be agreed with the planning authority at the planning application stage.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Natural features on the site such as existing hedgerows, treelines and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the KDA and help provide an established sense of place in the neighbourhood from the outset.

New landscaping should seek to enhance the long term biodiversity potential of open spaces. Furthermore, any design scheme for the lands comprising the future Municipal Sports Facility should seek to enhance the overall urban tree canopy area, as per Section 9.8 and Objective GBIO 2.3 of the Plan. Appropriate urban trees should be planted to help define internal streets.

Green open spaces should be designed to a high quality finish, and an appropriate number of playgrounds should be distributed throughout the KDA.

Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Newbridge Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan.

Boundaries and Entrance Treatments

All entrances to developments within the KDA should be minimal, with the sense of arrival to the residential development and community/education facilities being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas along the proposed orbital road (Measure RD 4) and Station Road / Milltown Road should be understated and avoid presenting a closed-off or walled-in character.

Overall, boundary and entrance treatments should be in keeping with Section 15.4.5 of Volume 1.

Figure 11.2: Newbridge North KDA Urban Design Framework



Key

Proposed road (Measure RD 4)	←- - - - ->	Playground	✳
Local route / access to parking	←- - - - ->	Strategic open space	■
Pedestrian/cyclist connections	←- - - - ->	Existing green infrastructure	●
Residential block	■	Soft landscaping measures	●
Key building frontage	┌	Walking/wheeling path	←- - - - ->

11.1.3 Crotanstown Key Development Area

Table 11.3: Crotanstown KDA Design Brief

Site area:	9.19 ha: General Business (GU) 7.24 ha: New Residential – Phase 2 (Cp4) 4.08 ha: Community and Education (E) 6.22 ha: Open Space and Amenity (F) (including buffer zone) 0.45 ha: Neighbourhood Centre (N)
Indicative net density – dwelling per hectare (dph):	40 dph: New Residential – Phase 2 (Cp4)
Estimated residential yield:	231 units

Vision

To provide for a sustainable urban extension that consolidates the existing urban structure and fosters economic development through the expansion of the IDA Newbridge Business Park to the south, alongside the creation of a compact, well-connected residential neighbourhood. The neighbourhood will be supported by a range of high-quality social infrastructure, including a primary school, housing for older people, a community centre, a neighbourhood centre, a local park, and a crèche.

Built Form and Urban Structure

The built form for the residential, community and education uses should seek to integrate with the surrounding established residential neighbourhoods (The Park and the Crescent to the north, Kilbelin Abbey to the east and Kellsborough House). The urban form should provide permeability with block sizes being, as far as practicable, between 80-120 metres in dimension (as per DMURS). Building frontages should overlook to public spaces, open space, permeable links and local routes to provide passive surveillance.

The built form shall respect the existing green and blue infrastructure through the provision of a local park with key permeable links and amenity features like a GAA pitch, Multi-Use Games Area (MUGA) pitches, playground and leisure areas.

The primary school shall be linked to the local park to allow for community facilities to be complimentary to each other for the benefit of the community.

The new neighbourhood centre should be integrated into the main local road with active travel access to Walshestown Road to create a new centrality that serves the community.

New developments should provide a variety of high-quality design typologies to cater for a diverse range of residents while also creating a pleasant urban environment with high quality landscape and amenity areas.

The general business blocks should integrate and create an extension of the existing IDA Newbridge Business Park.

Connectivity and Movement

Vehicular access to the KDA should be via Walshestown Road (L7043 Local Road). Active travel to the primary school shall be incentivised with the provision of improved connectivity and the redesign of Walshestown Road as per DMURS (updated 2019) as far as the M7 Motorway bridge.

Access to the primary school (staff access), community centre, neighbourhood centre and housing for the elderly and/or nursing home facility shall be off the Walshestown Road via existing access.

The KDA shall provide a pedestrian and cycle friendly environment with connections to the amenities within the site. The KDA should also provide for key active travel connections with the residential areas to the north (the Crescent and the Parks).

Vehicular access to the general business area shall be via Green Road (through Newbridge Business Park). A permeability link should be provided between the extended business park and Walshestown Road to the south to provide for active travel access.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Natural features on the site such as existing hedgerows, treelines and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the KDA. These features will also provide a sense of place, provide visual appeal and improve the overall wellbeing of the community.

The new landscape design of the KDA should enhance the long-term potential of biodiversity within open spaces and complement the existing natural features.

The local park should be designed with high quality finishes, sports pitches, leisure/resting spaces and playgrounds. The design should integrate waterbodies and existing natural features, prioritising nature-based solutions for water and flood management within the KDA. Proposals should be aligned with the Newbridge Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan. The local park should maximise connections within the larger green and blue infrastructure network.

The landscape buffer adjacent to the residential area and community uses shall serve as a transitional zone, providing visual and acoustic separation from the general business blocks. It should also function as an amenity space incorporating

Sustainable Drainage Systems (SuDS) to manage surface water effectively. The buffer should enhance local biodiversity through increased native tree planting and pollinator-friendly vegetation, in accordance with Objective GBIO 2.3.

Public Open Space on lands zoned F: Open Space and Amenity forming an integrated part of this KDA residential development may contribute towards the 15% site area public open space provision, as provided under Section 15.6.6 of the Development Plan, subject to it providing well located, useable open space.

Boundaries and Entrance Treatments

All entrance treatments to the KDA should be clear with a sense of arrival from the layout of the built form. The primary school should respect the existing landscape setting of Kellsborough House grounds and provide a high-quality boundary treatment with minimum intervention. All boundaries and interface areas should avoid a closed-off or walled-in character. Overall, boundary and entrance treatments should be aligned with Section 15.4.5 of Volume 1.

Figure 11.3: Crotanstown KDA Urban Design Framework



Key

Key connection		Existing green infrastructure	
Local routes		Nature-Based Management Area	
Key pedestrian/cyclist connection		Playground	
Building frontage		Community and Education block	
Soft landscaping measures		Residential block	
Open space linked to development		General Business block	
Indicative landscape buffer		Neighbourhood Centre	

11.2 Implementation and Infrastructure Delivery Schedule

The Council acknowledge that one of the main factors in the successful implementation of the Plan is securing the necessary funding and partnerships to deliver key objectives such as those relating to infrastructure and services. The Settlement Capacity Audit (SCA) which accompanies the Plan provides an assessment of the necessary infrastructure that will be required for the development of lands which are zoned for residential and employment development. The outputs of the Audit have informed the overall development strategy and objectives in the Plan, specifically the residential and employment land use zoning.

The following Tables 11.4 and 11.5 represent the Implementation and Infrastructure Delivery Schedule for the key infrastructure necessary and funding sources in order to achieve the timely delivery of the objectives of this Plan. Appendix B also provides an overview of the site infrastructure requirements across the key areas for development within the plan area.

The lifetime of this Plan is aligned with the Kildare County Development Plan (CDP) 2023-2029 (as varied), and the delivery schedule is divided into several phases to be carried out during the CDP plan period and beyond or in tandem with new development.

Short term:	Year 1 and Year 2
Medium term:	Year 3 to Year 5
Long term:	6 to 10 Years

Table 11.4: Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands

Newbridge Central Settlement Consolidation Site		
Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
Pedestrian and cycle connections and local access connections as shown in Figure 4.10.	In tandem with development.	Developer / KCC
Social Infrastructure		
A primary care centre as identified on Figure 4.10.	In tandem with the first phase of development.	Developer / KCC / HSE
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer

Open Space		
Develop a series of pocket parks/civic space, private amenity spaces and playgrounds identified on Figure 4.10	In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
May cause constraints in the downstream network, modelling required.	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate brownfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development	Developer / KCC

C (1): New Residential – Oldconnell		
Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
Cycle lanes are required on the R445.	Short to medium term.	Developer / KCC
Social Infrastructure		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
Open Space		
Open space areas with playgrounds	In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
May cause constraints in the downstream network, modelling required.	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to	In tandem with new development	Developer / KCC

appropriate greenfield run-off rates. Any additional surface water should be contained within the site.		
---------------------------------------------------------------------------------------------------------	--	--

C (2): New Residential – Rickardstown

Required Infrastructure	Delivery Schedule	Funding Sources
Social Infrastructure		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings in the first phase of development.	Developer
Open Space		
Open space areas with playgrounds.	In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
A 225mm diameter sewer runs through the northwest of the site. A wayleave will be required	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development	Developer / KCC

C (3): New Residential – Greatconnell KDA

Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
A new vehicular bridge with associated pedestrian and cycle ways crossing the River Liffey linking Belin Woods and Greatconnell, completing the Newbridge Southern Ring Road as identified on Map 7.4.	Short to medium term.	KCC / NTA / State / Developer
Social Infrastructure		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places	Developer

	per 75 dwellings in the first phase of development.	
A new neighbourhood centre on land zoned 'N (1) Neighbourhood Centre'.	In tandem with new development.	Developer
Open Space		
The partial provision of the new urban neighbourhood park on lands zoned 'F (1): Open Space'.	In tandem with new development.	KCC / Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
The gravity sewer will require a wayleave or be diverted. The impact on terminal pumping stations will need to be assessed.	In tandem with new development.	Developer
Surface Water Drainage		
Any scheme should ensure connection to the existing surface water network. The site is limited to appropriate green field run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer

Cp2 (1): New Residential – Phase 2		
Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
A new road connection from Morristown (L7036) to the R416 Milltown Road (RD 4) as identified on Map 7.4 and on Table 7.3. Associated active travel measures associated with RD 4. ¹²³	Linked to development taking place and supporting orbital roads.	KCC / Developer
Social Infrastructure		
Develop a universally accessible additional community centre/hall on land zoned 'E (4): Community and Education'.	In tandem with new development.	Developer
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings in the	Developer

¹²³ The section of RD4, together with the associated active travel measures within the subject lands (Cp2(1) and Cp2(2)), shall be delivered in tandem with the provision of residential units.

	first phase of development.	
1,000 pupil post-primary school	Long Term – Linked to development taking place and supporting orbital roads.	Department of Education and Youth
Open Space		
Municipal Sporting Facility.	Short to medium term.	Kildare Sports Partnership / Athletics Ireland / Developer /KCC
Open space areas with playgrounds.	In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
May cause constraints in the downstream network, modelling required.	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development	Developer / KCC

Cp2 (2): New Residential – Phase 2

Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
<p>A new on footpath Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches (Walk 3) as outlined on Map 7.1 and on Table 7.1.</p> <p>A new road connection from Morristown (L7036) to the R416 Milltown Road (RD 4) as identified on Map 7.4 and on Table 7.3. Associated active travel measures associated with RD 4.¹²⁴</p>	<p>Short-Medium</p> <p>Linked to development taking place and supporting orbital roads.</p>	KCC / Developer

¹²⁴ The section of RD4, together with the associated active travel measures within the subject lands (Cp2(1) and Cp2(2)), shall be delivered in tandem with the provision of residential units.

Social Infrastructure		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings in the first phase of development.	Developer
Open Space		
Municipal Sporting Facility.	Short to medium term.	KCC / Kildare Sports Partnership / Athletics Ireland
Open space areas with playgrounds.	In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
May cause constraints in the downstream network, modelling required.	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development	Developer / KCC

Cp2 (3): New Residential – Phase 2		
Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
A new footpath on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches (Walk 3) as outlined on Map 7.1 and on Table 7.1.	Linked to development taking place and supporting orbital roads.	KCC / NTA
Social Infrastructure		
Childcare facility	Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings in the first phase of development.	Developer

Open Space		
Municipal Sporting Facility.	Short to medium term.	KCC / Kildare Sports Partnership / Athletics Ireland / Developer
Open space areas with playgrounds.	In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
May cause constraints in the downstream network, modelling required.	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development	Developer / KCC

Table 11.5: Implementation and Infrastructure Delivery Schedule – Employment Lands

Newbridge Central Settlement Consolidation Site		
Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
Pedestrian and cycle permeability measures and a local access connection identified in on Figure 4.10.	In tandem with development.	Developer / KCC
A short two-way section on southern section of Cutlery Road to provide access to/from Moore’s Builders Providers and other businesses located in this area.	Short to medium term	Developer / KCC / State
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer / KCC
Wastewater		
May cause constraints in the downstream network, modelling required.	In tandem with new development.	Developer / KCC
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate brownfield run-off rates. Any	In tandem with new development.	Developer / KCC

additional surface water should be contained within the site.		
---------------------------------------------------------------	--	--

H (1): Littleconnell Strategic Employment Area (Site G in SCA)

Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
Allow for an additional exit off the existing roundabout on the Littleconnell section of the Newbridge Southern Ring Road which accommodates vehicular and segregated cycle and pedestrian traffic.	In tandem with development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer
Wastewater		
No site-specific constraints envisaged.	In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer / KCC

H (1): Littleconnell Strategic Employment Area (Site H in SCA)

Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
The development of this site requires a new access onto Great Connell Road and will also link into lands indicated in the Littleconnell Strategic Employment Area Urban Design Framework (Section 5.4.2.3 and Figure 5.2). Active travel measures are also required.	In tandem with development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer

Wastewater		
There are no sewers in this area. Depending on the gradient of the site a pumping station may be required.	In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer / KCC

H (1): Littleconnell Strategic Employment Area (Site I in SCA)

Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
The development of this site requires a new junction with a roundabout onto the Littleconnell section of the Newbridge Southern Ring Road as indicated in the Littleconnell Strategic Employment Area Urban Design Framework (Section 5.4.2.3 and Figure 5.2). Active travel measures are also required.	In tandem with development.	Developer
Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer
Wastewater		
No site-specific constraints envisaged.	In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer / KCC

H (1): Littleconnell Strategic Employment Area (Site L in SCA)

Required Infrastructure	Delivery Schedule	Funding Sources
Movement and Active Travel		
The development of this site requires a new access onto Greatconnell Road and will also link into lands indicated in the Littleconnell Strategic Employment Area Urban Design Framework (Section 5.4.2.3 and Figure 5.2). Active travel measures are also required.	In tandem with development.	Developer

Water Supply		
No site-specific constraints envisaged.	In tandem with new development.	Developer
Wastewater		
There are no sewers in this area. Depending on the gradient of the site a pumping station may be required.	In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Ensure connection to existing surface water network and site limited to appropriate greenfield run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer / KCC

11.3 Land Use Zoning Objectives

Land use zonings objectives identified on Map 11.1 have been formulated having regard to the existing pattern of development, the protection of the environment and the need to promote the proper planning and sustainable development of Newbridge in accordance with national, regional and local policy objectives.

Table 11.6: Land Use Zoning Objectives

Ref	Use	Land-Use Zoning Objective
A	Town Centre	To protect, improve and provide for the future development of the town centre.
B	Existing Residential/ Infill	To protect and enhance the amenity of established residential communities and promote sustainable intensification.
C	New Residential	To provide for new residential development.
Cp2	New Residential – Phase 2	To protect future development lands from inappropriate forms of development which would impede the sequential expansion of the town in accordance with Objective CSO 1.5.
E	Community and Education	<p>To provide for community, recreation and educational facilities.</p> <p>Site Specific Objectives:</p> <p>E (1) This site is identified for the provision of a 24 – 32 classroom primary school.</p> <p>The lands identified as 'F: Open Space and Amenity' to the front of Kellsborough House can</p>

		<p>facilitate the development of play areas for the primary school.</p> <p>E (2) This site shall accommodate the development of:</p> <ul style="list-style-type: none"> - individual housing units specifically to provide for the needs of the elderly and/or a nursing home facility - a universally accessible community centre/hall. <p>E (3) Lands in this location in Newbridge North Key Development Area (Cornelscourt) are reserved for a future 1,000 pupil post-primary school.</p> <p>E (4) This site in Newbridge North Key Development Area is identified for the provision of a universally accessible community centre/hall.</p> <p>E* These lands have been identified for the provision of a childcare facility as part of an approved residential development.</p>
<p>F</p>	<p>Open Space and Amenity</p>	<p>To protect and provide for open space, amenity and recreation provision.</p> <p>Site Specific Objectives:</p> <p>F (1) These lands have been designated for the provision of a neighbourhood park.</p> <p>F (2) Designated for the provision of a Municipal Sporting Facility.</p> <p>F (3) These lands have been designated for the provision of playing pitches.</p> <p>F (4) These lands have been designated for the preservation of a wet grassland habitat and the provision of a natural playground facility.</p> <p>F (5) Designated for the provision of recreational open space and /or sports buildings and for an extension to the Liffey Linear Park on lands not occupied by the Ryston Sports and Leisure Club subject to all necessary environmental assessments.</p>

GU	General Business Use	<p>To provide for general business development.</p> <p>This zoning provides for a wide range of uses including office, leisure and light industrial. In this zone, it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones.</p>
H	Industry and Warehousing	<p>To provide for manufacturing, warehousing and industrial development.</p> <p>Site Specific Objective:</p> <p>H (1) These lands are designated for strategic employment and identified as the Littleconnell Strategic Employment Area.</p>
I	Agriculture	To retain and protect agricultural uses.
L	Leisure and Tourism	To provide for leisure and tourism facilities.
MU	Mixed Use	<p>To provide for a mix of uses to include residential and commercial.</p> <p>This zoning allows for a wide range uses including residential, commercial, office and cultural.</p>
N	Neighbourhood Centre	<p>To provide for new/existing neighbourhood centres and associated facilities.</p> <p>Neighbourhood centres are intended to serve the immediate needs of local residents and workers and should not compete with similar retail uses within the town centre.</p> <p>Site Specific Objective:</p> <p>N (1): Lands in this location of Greatconnell reserved for a neighbourhood centre within the wider Key Development Area.</p> <p>N (2): Lands designated for the provision of a neighbourhood centre.</p>
O	Department of Defence	To provide for services associated with the Department of Defence.
Q	Enterprise and Employment	To provide for and facilitate an appropriate mix of employment uses including office-based industry,

		<p>enterprise and incubator units, business, science and technology and institutional uses.</p> <p>The purpose of this zoning is to accommodate Horse Racing Ireland headquarters and to allow for clustering of other office-based industries which are intrinsic to the equine industry.</p>
R	Retail and Commercial	To support continued operation of existing retail commercial uses.
SR	Strategic Reserve	<p>To protect the integrity of the lands to provide for the future strategic expansion of the town over future plan period and ensure and development that would prejudice the future orderly expansion of the town will be resisted.</p> <p>The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.</p>
SR	Strategic Reserve (Residential and Community)	To protect the integrity of the lands to provide for future residential development and community facilities for the strategic expansion of the town, over future plan periods and ensure any development that would prejudice the future orderly expansion of the town will be resisted.
U	Transport and Utilities	To provide for and improve public infrastructure utilities.

Table 11.7: Zoning Matrix – Definition of Terms

Term	Definition
Zoning Matrix	<p>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 (Refer to Table 11.8) illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. The land use zoning matrix is intended to provide guidance to landowners and developers and is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting</p>

	of permission, or indeed that a planning application may necessarily be successful.
Permitted in Principle (Y)	Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives set out in other chapters of this Settlement Plan and the policies, objectives and actions in Volume 1 of the Kildare County Development Plan 2023 – 2029 (as varied).
Open for Consideration (O)	Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.
Not Normally Permitted (N)	Land uses which are indicated as 'Not Normally Permitted' in the Land Use Zoning Matrix (see Table 11.8) are uses which will not be permitted, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the objectives contained in this Plan or that it may be inconsistent with the proper planning and sustainable development of the area.
Other Uses	Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.
Non-Conforming Uses	Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1 st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.
Transitional Areas	While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale

and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity. In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties. Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.

Table 11.8: Land Use Zoning Matrix

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Agricultural Buildings	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N
Allotments	N	O	O	O	Y	N	O	N	N	O	N	N	N	N	N
Amusement Arcade / Casino	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Betting Office	O	N	N	N	N	N	N	N	O	O	N	N	O	N	N
Car Park (other than ancillary) / Bus Parking	Y	N	N	N	O ₁₂₅	N	N	N	Y	N	N	N	N	N	O
Cemetery	N	N	N	Y ₁₂₆	N	N	N	N	N	N	N	N	N	N	N
Childcare Facility	Y	O	Y	Y	N	N	N	N	Y	Y	O	N	O	O ₁₂₇	N

¹²⁵ Only open to consideration on lands zoned F (1) associated with the development of the Neighbourhood Park, F (2) associated with the proposed development of a Municipal Sporting Facility, 3) associated with the development of playing pitches and in the lands associated with the Liffey Linear Park.

¹²⁶ A cemetery will be considered on the lands at Kilbelin referred to under Section 6.4.1.8 only.

¹²⁷ Only open to consideration in the area zoned 'GU: General Business Use' within the Cill Dara Industrial Estate.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Cinema	Y	N	N	N	N	N	N	N	Y	N	N	N	Y	O ₁₂₈	N
Community facilities and/or Sports buildings ¹²⁹	Y	O	O	Y ₁₃₀	O ₁₃₁	N	N	Y	Y	N	N	N	Y	O	N
Conference / Exhibition Centre	Y	N	N	N	N	N	N	O	Y	N	O	N	Y	N	N
Cultural Uses / Theatre / Library	Y	N	N	Y	N	N	N	Y	Y	O	N	N	O	O	N
Funeral Homes	Y	N	N	N	N	N	N	N	Y	O	N	N	O	O	N
Garage/Car Repairs	N	N	N	N	N	O	N	N	O	N	N	N	N	O	N
Group / Special Needs Housing ¹³²	Y	Y	Y	O ₁₃₃	N	N	N	N	Y	O	N	N	O	O	N
Guest House/ Hotel/Hostel	Y	O	O	N	N	N	N	Y	Y	N	N	N	O	N	N
Heavy Commercial Vehicle Park	N	N	N	N	N	Y	N	N	N	N	N	N	O	O	O
Hot food takeaway	O	N	N	N	N	N	N	O	O	O	N	N	O	N	N

¹²⁸ Only open to consideration in the area zoned 'GU: General Business Use' within the Cill Dara Industrial Estate.

¹²⁹ 'Sports buildings' may also include uses such as gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios.

¹³⁰ Only permissible in principle on sited zoned 'E (3): Community and Education' and 'E (5): Community and Education'. Refer to Objective HCO 7.1 under Section 6.4.1.6 which supports community centres/halls to said lands.

¹³¹ Only open to consideration on lands zoned 'F (1), F (2), F (3) and F (5): Open Space and Amenity'. Refer to Objectives HCO 6.1 and HCO 6.2 under Section 6.4.1.5 which supports sporting facilities.

¹³² For further information refer to Section 6.3.1 of this Plan.

¹³³ Only open to consideration on sited zoned 'E (2): Community and Education' earmarked for a nursing home.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Indoor Recreational Facilities ¹³⁴	Y	N	N	N	N	N	N	N	O	N	N	N	O	O	N
Industry (general)	N	N	N	N	N	Y	N	N	N	N	N	N	N	O	O
Industry (light)	Y	O	N	N	N	Y	N	N	Y	N	N	N	N	Y	N
Medical Consultant/ Health Centre	Y	O	O	N	N	N	N	N	Y	Y	N	O	O	O	N
Motor Sales	O	N	N	N	N	O	N	N	O	N	N	N	O	Y	N
Night-club	Y	N	N	N	N	N	N	N	O	N	N	N	N	N	N
Offices	Y	O ₁₃₅	O ₁₃₆	N	N	Y	N	N	Y	O	Y	Y	O	Y	N
Park / Playground	Y	Y	Y	Y	Y	N	N	O	Y	O	N	N	N	N	N
Place of Worship	Y	O	O	O	N	O ₁₃₇	N	N	O	O	N	N	N	O	N
Playing Fields	Y	Y	Y	Y	Y	N	O	N	Y	N	N	N	N	N	N
Pub	Y	N	O	N	N	N	N	O	Y	O	N	N	O	N	N
Residential unit(s)	Y	Y	Y	O ₁₃₈	N	N	O ₁₃₉	N	Y	O ₁₄₀	N	N	N	N	N
Restaurant/ Café	Y	O	O	O ₁₄₁	O ₁₄₂	O	N	Y	Y	O	O	O	O	O	O

¹³⁴ This land use relates to play centres such as indoor play/adventure centres, bowling alleys, and trampoline parks.

¹³⁵ Proposals of this nature shall be restricted to a gross floor area of 100sqm.

¹³⁶ Proposals of this nature shall be restricted to a gross floor area of 100sqm.

¹³⁷ Only open to consideration in the area zoned 'GU: General Business Use' within the Cill Dara Industrial Estate.

¹³⁸ Ancillary to health/community use, and/or to meet group/special needs housing.

¹³⁹ Subject to Rural Housing Policy as outlined in the Kildare County Development Plan.

¹⁴⁰ Residential unit(s) within the Neighbourhood Centre zoning shall be ancillary to an overall neighbourhood centre development.

¹⁴¹ Only when ancillary to a community building facility.

¹⁴² Only open for consideration in public parks owned and/or maintained by KCC.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Retail Warehousing	Y	N	N	N	N	N	N	N	O	N	N	N	O	O ₁₄₃	N
School	Y	O	O	Y	N	N	N	N	Y	N	N	N	O	O ₁₄₄	N
Service Station	N	N	N	N	N	N	N	N	O	O	N	N	O	Y ₁₄₅	O
Shop-Comparison	Y	N	N	N	N	N	N	N	O	O	N	N	O	N	N
Shop-Convenience	Y	O ₁₄₆	O ₁₄₇	N	N	N	N	O ₁₄₈	O	O ₁₄₉	N	N	O	N	O
Specialist Housing for Older Persons ¹⁵⁰	Y	O	O	Y	N	N	N	N	Y	N	N	N	N	N	N
Stable Yard	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N
Utility Structures	O	O	O	O	N	O	O	O	O	O	O	O	O	O	Y

¹⁴³ Only open to consideration in the area zoned 'GU: General Business Use' within the Cill Dara Industrial Estate in accordance with the Retail Planning Guidelines or any subsequent guidelines.

¹⁴⁴ Only open to consideration in the area zoned 'GU: General Business Use' within the Cill Dara Industrial Estate.

¹⁴⁵ Only open to consideration in the area zoned 'GU: General Business Use' within the Cill Dara Industrial Estate.

¹⁴⁶ No single unit shall exceed 100sqm. of net retail, unless subject to the sequential approach to retail development in accordance with the Retail Planning Guidelines or any subsequent guidelines

¹⁴⁷ No single unit shall exceed 100sqm. of net retail space, unless subject to the sequential approach to retail development in accordance with the Retail Planning Guidelines or any subsequent guidelines.

¹⁴⁸ Any retail unit shall be ancillary to the Leisure and Tourism land use zoning objective.

¹⁴⁹ No single unit shall exceed 200sqm of net retail space subject to a maximum number of three units. The total net retail space shall not exceed 300sqm. Where permission is sought for a floor area in excess the sequential approach to retail development shall apply in accordance with the Retail Planning Guidelines or any subsequent guidelines.

¹⁵⁰ This land use relates to retirement villages, nursing homes, supportive housing, and long-term care facilities.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Veterinary Services	Y	O	O	N	N	O	O ₁₅₁	N	Y	O	N	N	O	O	N
Warehouse (wholesale) /Logistics /Store/Depot	O	N	N	N	N	Y	N	N	O	N	N	N	N	O	N

¹⁵¹ A large animal practice will only be considered.