NORTHWEST QUADRANT (NAAS)

FRAMEWORK MASTERPLAN

June 2026

AECOM

Executive Summary

The Northwest Quadrant Framework Masterplan sets out a clear and deliverable vision for a major urban extension to Naas, supporting its role as a Key Town. The plan will deliver up to 4,000 homes alongside employment, community facilities and supporting infrastructure within a sustainable, mixed-use district.

The Framework Masterplan is underpinned by a strong evidence base and stakeholder engagement, promoting a low-carbon, well-connected neighbourhood focused on sustainable transport, walkable communities and high-quality placemaking. Green and blue infrastructure, particularly the Grand Canal, form the backbone of the design, supporting biodiversity, recreation and climate resilience.

A clear spatial and delivery framework ensures development is coordinated, phased and infrastructure-led, providing a flexible but robust structure to guide future planning applications. Overall, the Masterplan establishes a high-quality, integrated and sustainable extension to Naas that will support long-term growth and enhance quality of life.

Quality information

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Revision history

Issue	Date	Details	Issued by
04	04/06/2026	Framework Masterplan Report Final	Niltay Satchell **Technical Director**
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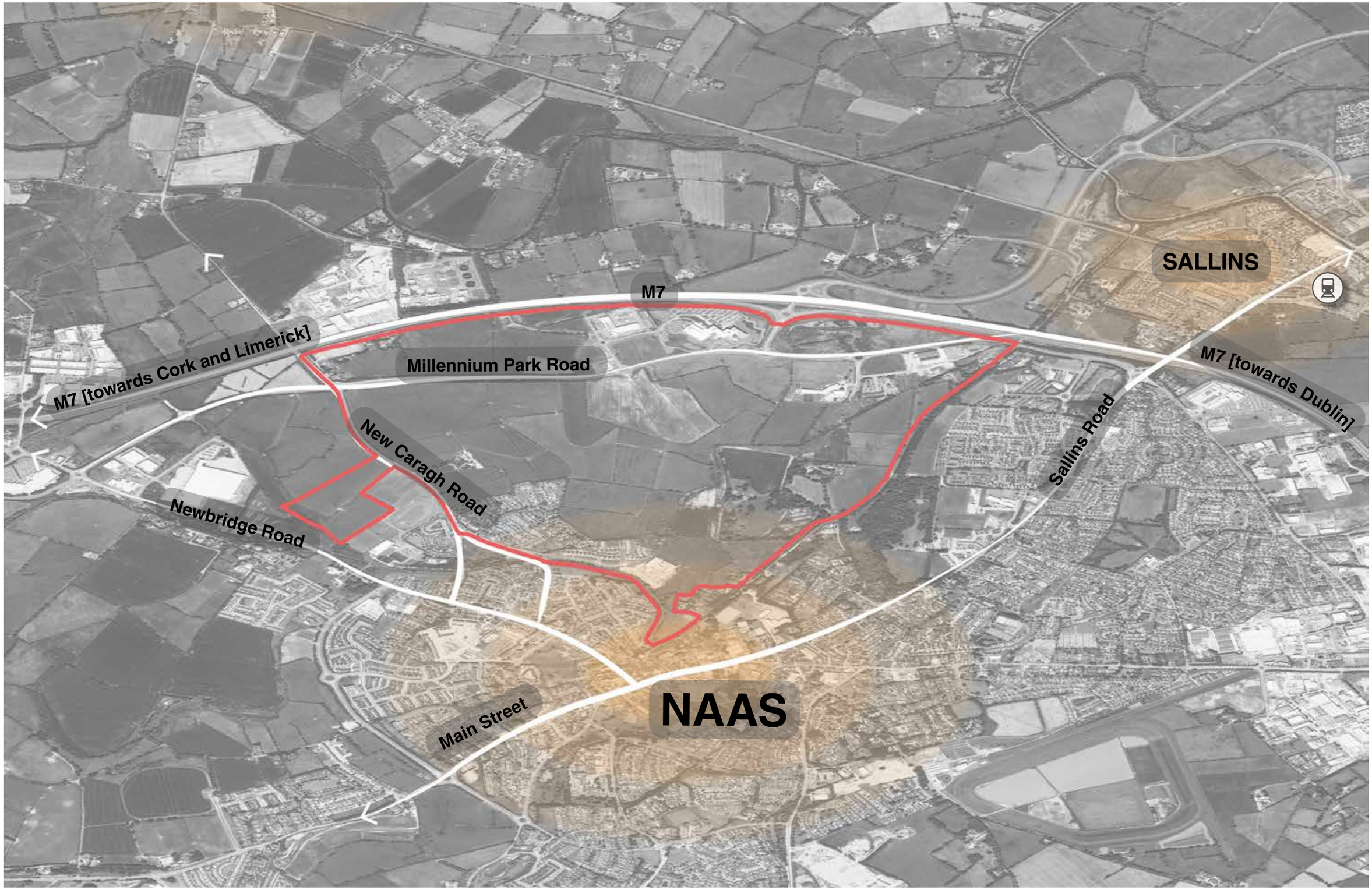


Figure 01: Northwest Quadrant (Naas) urban extension in context.

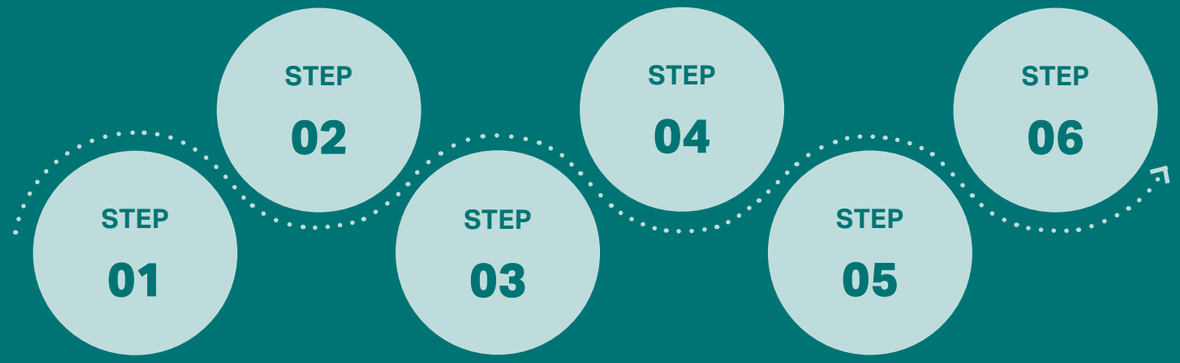
1. Introduction

Naas, a designated Key Town and the county town of County Kildare, stands as a vibrant retail and commercial heart for both the county and the wider region. The Northwest Quadrant (NWQ) represents a bold and forward-looking Urban Extension identified by Kildare County Council as a cornerstone for the town's long-term evolution.

Encompassing approximately 300 hectares, the NWQ is poised to become the most ambitious Urban Extension in Ireland, creating a series of distinctive new neighbourhoods supported by high-quality employment opportunities, amenities, services, and infrastructure seamlessly integrate the Quadrant into the rest of Naas and connect it to the heart of Naas. This transformative initiative aspires to enhance the quality of life for current and future residents, workers, and visitors, shaping a thriving, resilient, and inclusive future for the wider region.

This report has been prepared by AECOM on behalf of Kildare County Council as a key component of the Northwest Quadrant Urban Extension Framework Masterplan. The Framework Masterplan builds on the baseline analysis and sets out the guiding development, design and delivery principles that will shape an ambitious, mixed-use district at the NWQ. It provides a clear and inspiring framework for future proposals, supporting developers as they bring forward planning applications that will contribute to a vibrant, high-quality new urban quarter.

The Framework has been informed by a comprehensive suite of planning policy documents and created in close collaboration with Kildare County Council, enriched by extensive engagement with stakeholders whose insights have helped shape a shared vision for this transformative new development for Naas.



01
Initial site visit, briefing session and inception meeting with AECOM and KCC technical teams to establish project scope and priorities.

02
Visioning workshops followed by baseline analysis with KCC and key stakeholders to review constraints, opportunities and strategic context.

03
Definition of the overarching vision, development objectives, key design drivers and opportunities plan informing the emerging proposals.

04
Preparation and iterative refinement of masterplan options in collaboration with KCC technical teams and stakeholders.

05
Engagement with landowners alongside development of the Infrastructure Delivery Plan, including costing, phasing and delivery strategies.

06
Preparation of the Framework Masterplan and supporting evidence studies to inform and underpin the emerging update to the statutory plan.

Figure 02: Site visit with KCC and AECOM teams

1.1 Shaping the Future of the Northwest Quadrant

The Northwest Quadrant Framework Masterplan envisions **a sustainable, well-connected new district** that allows Naas to grow in a resilient and forward-looking way.

The Northwest Quadrant (Naas) Framework Masterplan will seek to unlock the **potential of key undeveloped lands** near the town centre, shaping them into a **low-carbon**, **mixed-use neighbourhood** with **high-quality homes**, **workplaces** and **public spaces**.

It ensures development is guided by a clear understanding of flood risk, environmental and heritage sensitivities and infrastructure needs, **creating a protected and future-ready community**. New urban streets with **public transport, and strong walking and cycling links** aim to seamlessly connect the area with the heart of Naas.

The Framework Masterplan sets a **high design ambition and strengthens Naas as an economic hub**, ultimately delivering a **vibrant, coherent and sustainable extension of the town**.

1.2 Key components of NWQ Framework Masterplan

Approximately 4,000 new homes at compact densities and featuring a diverse range of housing sizes, tenures and types

Accessible commercial and community infrastructure and services for all residents

A dedicated employment area to attract skilled professionals, creative thinkers, and forward-looking businesses

A commitment to climate resilient, low-carbon development with reduced car dependency in line with national decarbonisation goals

Municipal sports facilities to provide for active recreational needs

Leisure recreation facilities on the doortstep to meet the needs of all age groups, including play for all and circular walking routes

Inviting streets and vibrant public spaces that encourage people to pause, connect, and enjoy shared moments.

Mobility hubs, active travel corridors and attractive streets facilitating active travel within and beyond the site

Nature based development with greening on all levels

2. Context Analysis

Naas, the county town of County Kildare, is situated in eastern Ireland, approximately 33 kilometres southwest of Dublin. With a population of just over 26,000 (Census 2022), it currently ranks as the 14th largest town in Ireland. Designated as a Key Town, Naas plays a pivotal role as an administrative, commercial, and service centre within the region, reflecting its strategic importance and growth potential.

2.1 Site introduction

The Naas Branch of the Grand Canal extends into the town at Naas Harbour, an historically significant feature that contributed to the town's early industrial and commercial development. Today, Naas maintains strong transport links, with rail services via the nearby Sallins and Naas station offering both commuter and InterCity connections along the Dublin-Cork and Dublin-Waterford line. The town also benefits from exceptional road connectivity, with three junctions of the M7 motorway located along its northern and western edges. This corridor forms a vital component of the national road network, linking Dublin with Limerick and providing key access routes to Cork via the M8 and Waterford via the M9.

These strategic transportation links underpin Naas's role as a significant employment and business hub, as well as significant employment in health and education services. The town is home to several major industrial and business parks, including Millennium Park, M7 Business Park, Newhall Retail Park, and the Aldi Distribution Centre. These developments emphasise the town's attractiveness as a logistics and employment centre, supported by proximity to Dublin, the M50, and Dublin Airport.

Naas is also noted for its historical character, featuring heritage landmarks such as St. David's Castle, the Grand Canal, and its historic Main Street. It offers a high quality of life, with a blend of traditional charm and modern amenities, including good educational, cultural, and recreational facilities. A diverse housing stock and well-developed network of green infrastructure contribute to a vibrant and sustainable community.

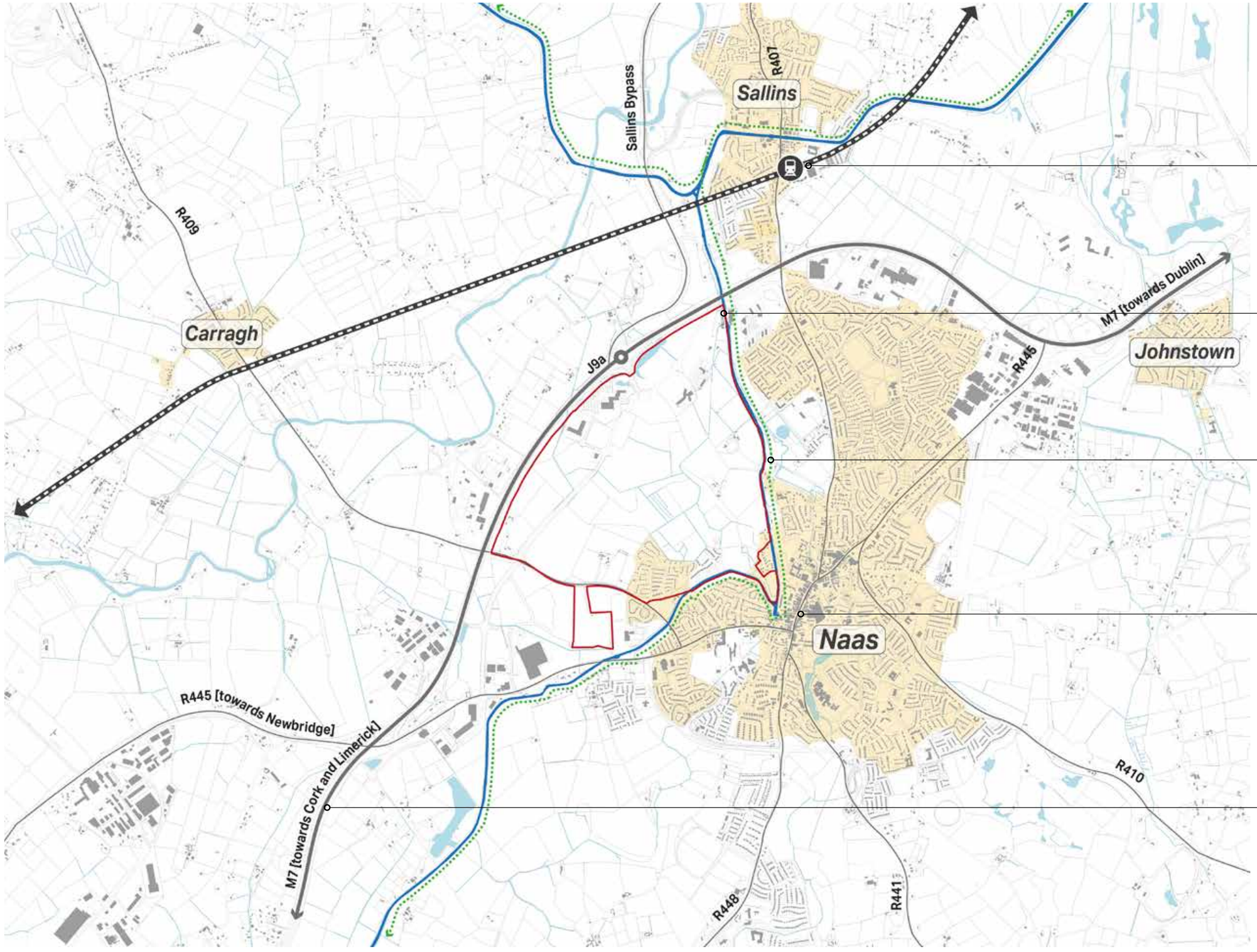
The surrounding landscape is predominantly flat lowland terrain with minimal elevation, while the River Liffey flows just north of the town, near Sallins. Naas itself is located on gently elevated ground to the south and east.

The NWQ urban extension area is strategically positioned immediately adjacent the town centre to the southeast and the Sallins and Naas Train Station, Junction 9A / Sallins by-pass to the northeast. This location offers excellent accessibility, supporting its suitability as a sustainable development site. Recent infrastructure enhancements, including the M7 widening (Naas to Newbridge), the Junction 9A, and the Sallins Bypass, further improved connectivity. In particular, the Junction 9A provides direct motorway access to the site, supporting its potential for higher-value employment uses that are well-connected to public transport and accessible to residents of Naas.

Figure 03: Naas within the regional context

Figure 04: Naas library and cultural centre provides an anchor point

Figure 05: View from the canal towards Abbey Bridge



Train Station

The Sallins and Naas railway station is situated 1.3km from NWQ and 3km from Naas town centre.

Grand Canal

The Grand Canal (Sallins-Naas, Naas-Corbally) branch threads through the town.

Greenway

The Canal Greenway offers a peaceful, pedestrian-friendly route for walking and cycling.

Town Centre

The Naas town centre is situated to the south east of the NWQ site. It offers a variety of commercial, civc and community services, including Naas Courthouse, shops, restaurants and other amenities.

Motorway and J9a

The arterial route connecting Dublin to Limerick, with J9a providing direct access to NWQ and Naas.

Figure 06: NWQ site within Naas and surrounding context.

2.2 Planning policy framework

Sustainable Urban Extension (SUE) planning has emerged as a key strategy within Ireland's national spatial planning framework, providing a mechanism to accommodate population growth, support compact development, and reduce the environmental impacts of urban sprawl. Sustainable Urban Expensions should be well-integrated with existing settlements and offer opportunities to deliver new housing, employment, and community infrastructure in a sustainable and coordinated manner.

Planning Development Act (PDA) 2024

The Planning and Development Act 2024 establishes a robust plan-led framework for development, featuring extended-term development plans and innovative structures such as Urban Development Zones, urban areas, priority areas, and coordinated areas. This approach supports sustainable urban extensions by integrating growth with essential infrastructure, housing, transport, and environmental objectives, rather than treating sites in isolation.

The aim of the new PDA Ireland approach to local area planning and forecasting is to make planning more plan-led, more consistent, and better aligned with evidence-based housing and land-use needs. It shifts away from a one-size-fits-all local area plan model toward more targeted area plans that translate higher-level national and regional policy into place-specific guidance.

National Planning Framework (NPF) 2024

The PDA includes the NPF, which provides a high-level strategic plan for shaping planning policy, future growth and development in Ireland in the period up to 2040. The NPF sets out a vision for balanced regional growth and compact urban development. It also prioritises growth within existing settlement boundaries and supports the creation of sustainable urban extensions characterised by higher densities, flexible building heights, innovative car parking approaches and nature-based solutions to improve environmental performance.

S28 guidelines

In the 2024 update to the PDA, Section 28 guidelines – issued under the Planning and Development Act 2000 – continue to play a critical role in shaping development. These are ministerial guidelines issued by the Department of Housing, Local Government and Heritage to planning authorities and An Bord Pleanala.

Section 28: Sustainable Residential Development and Compact Settlements 2024

The new Sustainable Residential Development and Compact Settlements Guidelines strengthen Ireland's shift toward compact, climate-aligned urban expansion. By prioritising infill, brownfield reuse, and growth within existing settlement footprints, the guidelines aim to curb sprawl and make better use of serviced land. Their alignment with the National Planning Framework, Housing for All, and the Climate Action Plan reinforces a planning approach that reduces car dependency and supports more efficient infrastructure delivery.

The updated density ranges, flexible development standards, and emphasis on high-quality placemaking create a clearer pathway for sustainable, higher-density neighbourhoods that remain liveable. SPPRs on separation distances, private open space, and car parking enable more compact forms while supporting a broader mix of housing types. Combined with a strong focus on design quality, multimodal mobility, and "15-minute settlement" principles, the guidelines provide a robust framework for sustainable urban expansion that grows inward and upward rather than outward.

Section 28: Housing Growth Requirements 2025

The Housing Growth Requirements provide updated, evidence-based housing targets that local authorities must integrate into their development plans, ensuring alignment with the revised NPF and the transition to 10-year plan cycles under the Planning and Development Act 2024. The guidelines strengthen compact growth by requiring at least 40% of new homes to be delivered within existing settlement footprints, applying a tiered zoning approach, and allowing up to 50% additional land provision to maintain a viable pipeline of serviced sites. For Naas and the Northwest Quadrant, the guidelines reinforce the need to plan for higher annual housing delivery, prioritise infrastructure-ready lands, and focus growth in strategic, well-connected areas, supporting the NWQ's role as a compact, transit-linked expansion area within the town's core strategy.

National Development Plan (NDP) 2025 Review

At the national level, the NDP sets out the Government's investment priorities to drive sustainable economic growth and is directly relevant to the Naas NWQ, which promotes compact growth and integrated transport solutions as key elements for successful delivery.

The NDP review provides a strengthened long-term investment framework that underpins Ireland's strategy for compact, climate aligned growth and infrastructure delivery to 2035. By significantly increasing capital allocations and reaffirming priorities in housing, sustainable mobility, energy transition, and water services, the NDP reinforces the implementation of the National Planning Framework and supports the delivery of well planned, higher density urban expansion. Key commitments from the NDP are listed below.

- Capital Investment: The updated NDP commits €275.4 billion in public capital investment to 2035, including €102.4 billion for 2026–2030 and €100 billion for 2030–2035, providing long-term certainty for strategic infrastructure delivery.
- Housing Delivery: A national target of 300,000 new homes is supported through major investment in serviced land, water services, energy networks, and enabling infrastructure to accelerate compact, sustainable residential development.
- Growth & Infrastructure Priorities: The NDP prioritises compact growth, brownfield regeneration, higher-density development, and major investment in public transport, active travel, renewable energy, and climate-resilient infrastructure, ensuring development aligns with capacity and supports sustainable settlement patterns.

Climate Action Plan (CAP) 2025

The Climate Action Plan (CAP) 2025 sets out measures to meet Ireland's legally binding climate targets, including a 51% reduction in greenhouse gas emissions by 2030 and carbon neutrality by 2050. The plan proposes a number of interventions to achieve this:

- Authority led decarbonisation zones to pilot innovative mitigation and adaptation measures.
- Decarbonisation of the built environment via retrofit, district heating, renewable heat, smart technologies solar roofs.
- Investment in planning that reduces the need to travel (e.g. densification, compact growth and urban form, greenways), minimising car dependence and promoting active travel.
- Investment in resilient Nature Based Solutions such as green roofs, rain gardens, green streets and natural water retention areas.
- Strong roles for local authorities and community-level funding mean that design interventions can be more tailored, participatory, and locally grounded.

This is reinforced at the regional level through the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region, which identifies Naas as a Key Town. The RSES highlights Naas's role in supporting the Dublin metropolitan area by facilitating population and employment growth through compact, transport-led development. It also places strong emphasis on infrastructure coordination, placemaking, and integration with public transport.

Kildare County Development Plan 2023–2029

The Kildare County Development Plan (KCDP) provides the statutory framework for spatial development across the county and aligns with national and regional policy in promoting compact, sustainable growth. The Core Strategy, as varied to incorporate the government's updated housing requirements, outlines a housing supply target of approximately 16,970 housing units for the county. Naas, as a designated Key Town, is a primary focus for planned population and employment growth.

The Plan supports sustainable urban extensions that are integrated with existing towns and services, and includes the following key objectives:

- Deliver well-designed, connected neighbourhoods.
- Prioritise active and public transport.
- Promote brownfield and infill development.
- Coordinate infrastructure delivery with development phasing.
- Enhance climate resilience and green infrastructure networks.

Strategic development areas are identified in the plan to accommodate this growth, ensuring that expansion occurs in a managed, sustainable, and infrastructure-led manner.

Naas Local Area Plan 2021–2027

The **Naas Local Area Plan (LAP)** outlines a spatial framework for the town's continued growth and regeneration, building on the policies of the NPF, RSES, and KCDP. As a Key Town, Naas is expected to accommodate significant development while maintaining a high quality of life, urban character, and environmental performance.

The LAP emphasises:

- **Compact Growth**: Prioritising infill and brownfield development to consolidate the town's urban structure.
- **Sustainable Mobility**: Enhancing pedestrian, cycling, and public transport infrastructure to reduce car dependency.
- **Economic Development**: Supporting Naas's role as a regional employment centre through mixed-use and enterprise development.
- **Community Infrastructure**: Ensuring delivery of schools, healthcare, recreational facilities, and open space.
- **Placemaking and Urban Design**: Improving the public realm and architectural quality, particularly in the town centre.
- **Climate and Green Infrastructure**: Integrating SuDS, biodiversity measures, and green networks to support climate adaptation.

Policy NWQ 1 – Northwest Quadrant

Policy NWQ 1 within the Naas LAP provides a strategic framework for the planned development of the **NWQ**, a designated urban expansion area. The policy supports the creation of a sustainable, integrated neighbourhood that includes a mix of residential, commercial, educational, and recreational uses, supported by appropriate infrastructure.

Key objectives of Policy NWQ 1 include:

- Ensuring a **compact and connected urban structure** that integrates with the existing town.
- **Prioritising sustainable transport** modes, including walking, cycling, and public transport.
- Requiring the preparation of a **Framework Masterplan** to guide land use, layout, phasing, and infrastructure delivery.
- Promoting **high-quality urban design** with strong emphasis on green infrastructure, open space, and community facilities.

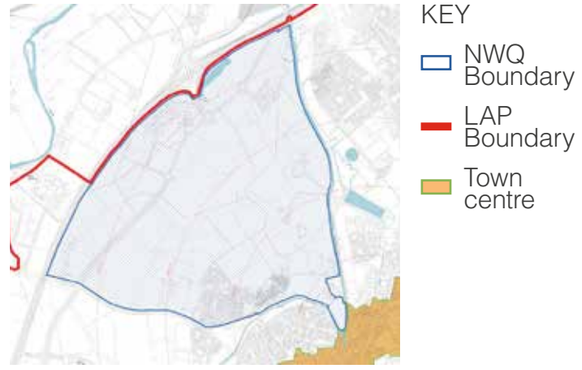


Figure 07: Policy NWQ 1, Naas Local Area Plan.

2.3 Access and mobility

The NWQ holds a strategically important position within the Naas transport network, offering strong regional and local connectivity. Bounded by the M7 motorway to the north-west and the Grand Canal to the east and south, it is located close to key interchanges such as the Junction 9A and the Sallins Bypass. This direct access to the national motorway network positions the NWQ as a vital gateway linking Naas town centre with major regional destinations.

Regionally, the N7/R445 corridor connects the area to Dublin, while the nearby Sallins and Naas railway station offers services on the Dublin–Cork line, including direct connections to Dublin City Centre. The station's location in the Short Hop Zone enables lower fares, and a potential second Park & Ride station west of Sallins is being explored.

Bus services link Naas and Sallins to surrounding towns, with Main Street acting as the primary interchange. While central stops are well equipped, those in peripheral areas lack facilities. Public transport provision around the NWQ is currently limited. There is also a lack of bus priority.

The cycle network within and around Naas is currently underrgoing significant development, supported by new Kildare County Council projects, the development of the National Cycle Network, also in support of Safe Routes to School Programme.

The local road network includes the R445 (east–west), R407 and R448 (north–south), orbital distributor routes, and M7 access from junctions 9, 9a, and 10. Naas is currently highly car-dependent, 69% of commuters travel by private car, with only 4% each using bus or rail, and active travel modes accounting for 10%.

Travel patterns show that many work trips remain internal to Naas or nearby Newbridge, with significant flows to Dublin city centre and suburban employment hubs near the M50. Education trips are mostly local, though some extend to third-level institutions such as Maynooth University, UCD, Trinity College Dublin, and DCU.

The town's transport network is constrained by linear barriers such as the Grand Canal, the railway line, and the M7 motorway, which limit permeability across key areas. To support future development in the NWQ, it will be essential to enhance east–west connectivity and integrate walking and cycling routes with the wider urban fabric, particularly with links to the town centre, the harbour, and the Grand Canal Greenway. These improvements will be critical to ensuring cohesive and accessible infrastructure within the NWQ.

Figure 08: Local access and mobility network diagram

2.4 Green and blue infrastructure

The NWQ lies within the Naas and Liffey Foothills (LCA8) of the Kildare County Development Plan. This is classified as Medium Sensitivity Landscape and requires all large development proposals to respect the scale, character and sensitivities of the local landscape and to be accompanied by a detailed landscaping plan.

The NWQ site has a gently sloping topography with an overall fall of 11 metres from the higher ground in the south-east towards the Grand Canal in the north-west. The underlying soils are primarily fine loamy drift with limestone.

The eastern boundary is defined by the Grand Canal corridor which forms a distinctive landscape with high scenic value and ecological importance. The Greenway along the canal is a key recreational amenity for walking and cycling, attracting both residents and visitors. Visual amenity is further shaped by three protected views from Ploopluck Bridge, Abbey Bridge, and Tandy's Bridge, all of which require preservation. Historically, the Oldtown Demesne extended across the Grand Canal and featured formal garden landscapes, remnants of which remain in the form of mature trees and hedgerows that reflect the area's cultural heritage.

The NWQ is visually and physically fragmented by established hedgerows, mature trees, and watercourses, with key green infrastructure corridors identified in the Naas Local Area Plan as the Grand Canal and Osberstown. Hedgerows dominate mainly eastern part of the site which is characterised by treelines and woodlands. Areas of the site surrounding the Grand Canal are included in the Proposed Natural Heritage Areas (*pNHA*) on a non-statutory basis. These are sites of significance for wildlife and habitats and recognised for its ecological value.

In addition to the Canal, the site's water environment consists of multiple land drains and streams that flow in a north-westerly direction, discharging to the River Liffey north of the M7. Surface water runoff from most of the site drains towards this network, which also conveys runoff from beyond the site boundaries. Draft flood risk mapping prepared as part of the Naas Flood Relief Scheme identifies several areas adjacent to watercourses and drains as being at risk during both a 1 in 100-year (Flood Zone A) and 1 in 1000-year (Flood Zone B) events. Flood-prone areas include land around the existing attenuation storage area north-east of Naas Community College and along the southern side of the M7. The Ploopluck and Oldtown (former Rathasker Stream) watercourses form part of the key blue infrastructure features within and adjoining the site, contributing to local drainage, biodiversity, and landscape character.

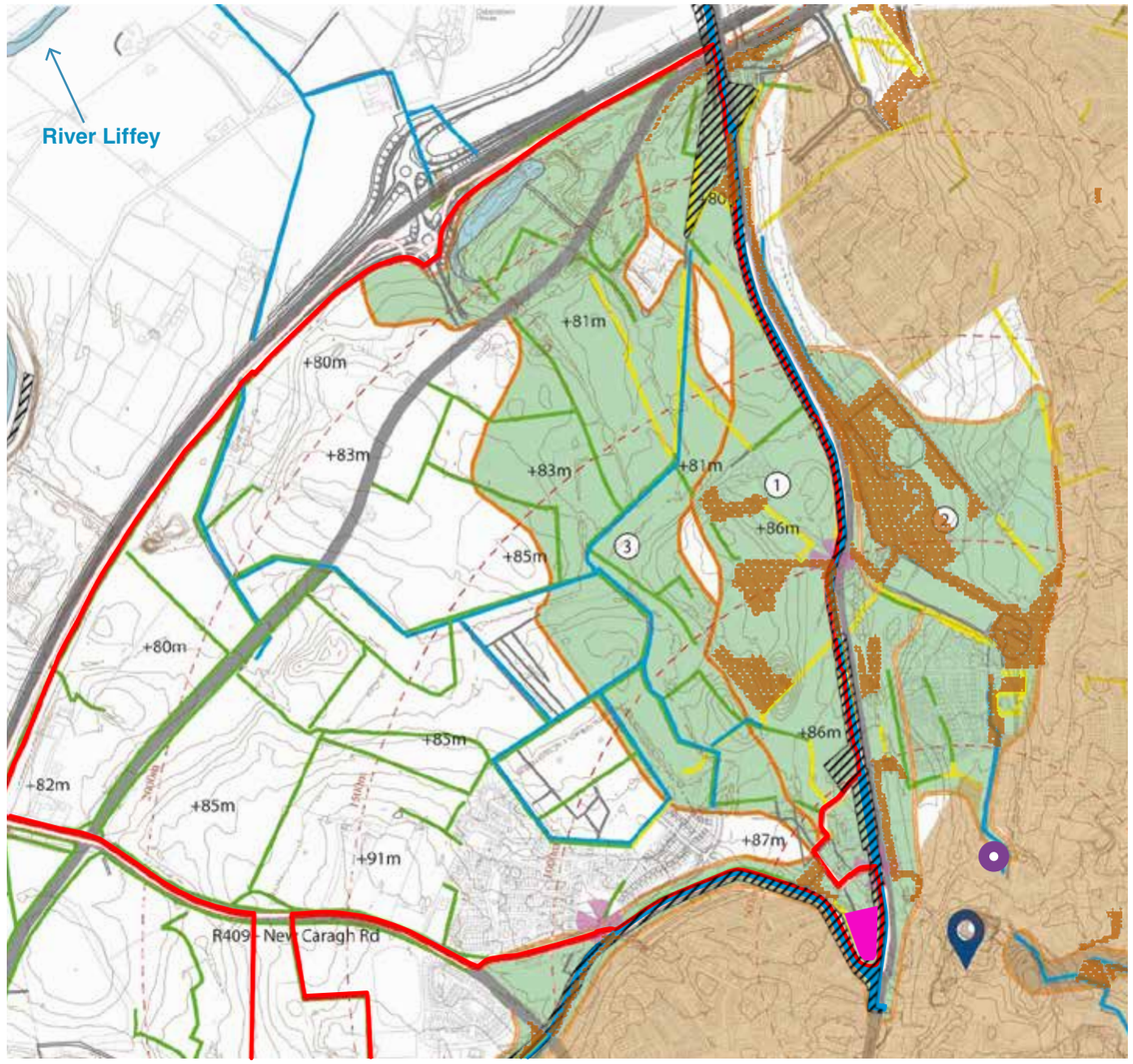


Figure 09: Green and blue infrastructure baseline analysis diagram

2.5 Cultural heritage

The heritage context of the NWQ is shaped by Naas's deep historical, cultural, and architectural legacy, which spans from prehistoric settlement to the industrial era. In Irish mythology, Naas, derived from "Nás na Ríogh" or "Place of Assembly", is said to be the burial place of Nás, the wife of the god Lugh, and the location of his royal court. Historically, Naas was the seat of the Kings of Leinster until the early 10th century. Following the Anglo-Norman invasion in 1169, the town became a fortified stronghold at the edge of the Pale, the defensive boundary of Anglo-Norman control. This period saw the construction of a network of fortified structures, including multiple castles and mottes such as White's Castle, St David's Castle, the North and South Mottes, and Eustace, Lattin's, and Black Castles, many of which date from pre-Norman origins through to the post-medieval period. Naas also developed a strong ecclesiastical presence, with churches, priories, friaries, and associated burial grounds, both within the town and in the surrounding landscape.

From the late 18th century, the Grand Canal profoundly influenced the development of Naas and its hinterland. Linking Dublin to the River Shannon, the Naas Branch Canal opened in 1779, connecting the town to the national inland waterway network. The canal facilitated trade, transport, and industry, encouraging the growth of warehousing, goods handling, and passenger services.

Heritage assets associated with the canal within or bounding the NWQ include the canal harbour, a historic warehouse, workers' cottages, the 4th and 5th canal locks, and iconic humpback bridges at Ploopluck, Tandy's, and Abbey. Industrial heritage features such as the Odlum Leinster Flour Mills (established 1790) and Naas Gas Works (dating to 1865) illustrate the canal's role in powering industry and providing a transport route for raw materials and finished goods.

The NWQ also retains evidence of earlier settlement and archaeological activity. This includes a Bronze Age cemetery with multiple pit burials accompanied by artefacts, an incomplete circular enclosure visible as a cropmark, and the site of a now-lost earthwork mound recorded on early maps. These features demonstrate the area's long-standing occupation and ritual use.

The landscape of the NWQ incorporates designed demesnes and planned estates which contribute to its heritage character. Oldtown Demesne, Knocks Demesne, and the remains of Millbank House and gardens are notable examples, featuring tree-lined avenues, walled gardens, ornamental ponds, and woodland belts, many of which still survive despite later encroachment. These estates reflect the influence of landed gentry in shaping the rural environment and provide important cultural references in the present-day landscape.

A number of structures and features in and around the NWQ are recorded in the Record of Protected Structures (RPS) and National Inventory of Architectural Heritage (NIAH). The site's proximity to Naas's Architectural Conservation Area, which preserves the historic town core, adds to its heritage sensitivity. This setting of archaeological sites, industrial heritage, designed landscapes, and canal infrastructure creates a unique cultural environment that is integral to the identity of Naas and will require careful integration into any future development proposals for the NWQ. Keredern House and demesne represent an important component of the site's historic landscape character, reflecting its estate origins and contributing to local heritage significance. The demesne, including mature tree belts, boundary features, and historic planting patterns, provides a strong landscape framework that enhances the visual quality and identity of the area.

Key townlands within the site include Oldtown, Jigginstown, Ploopluck, Osberstown and Naas West.

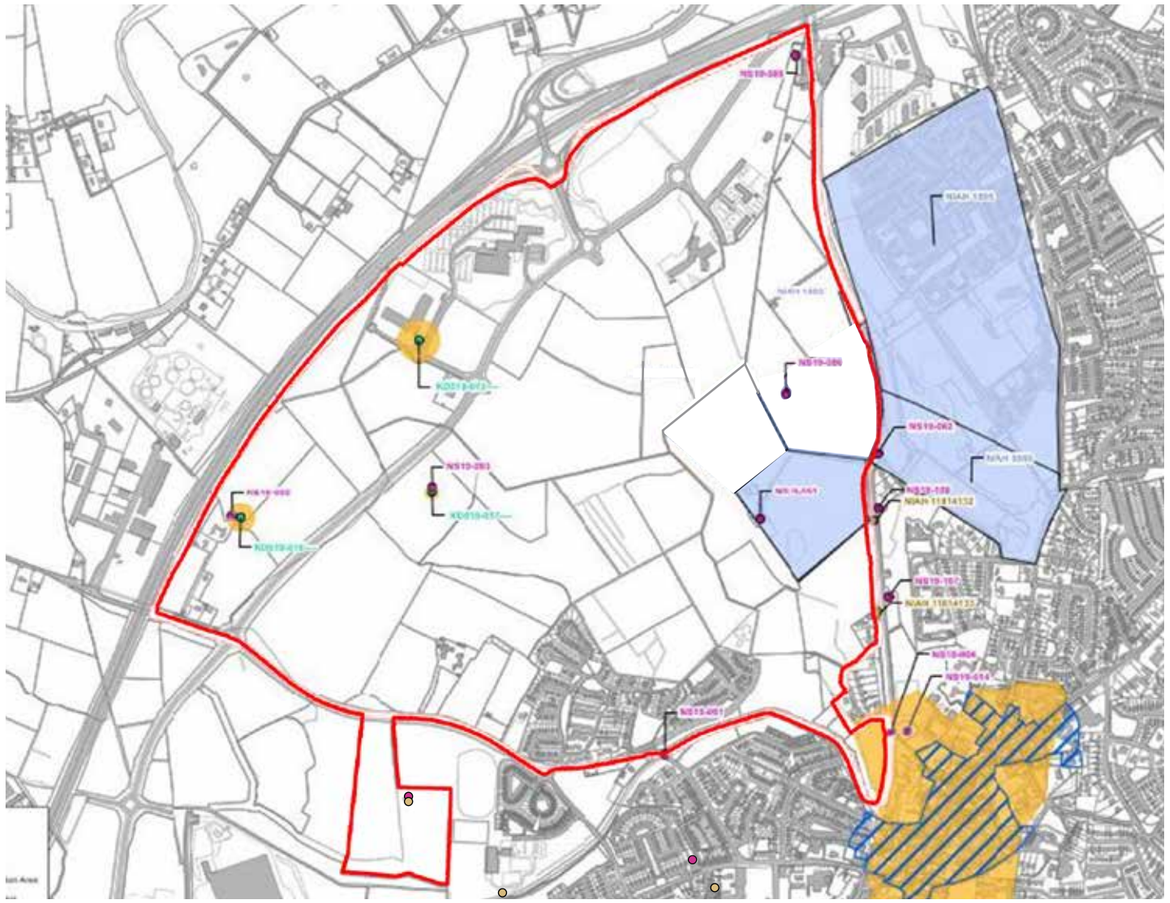


Figure 10: Heritage baseline analysis diagram

KEY

- Zones of Notification
- Architectural Conservation Area
- NIAH Register of Historic Gardens and Designed Landscapes
- Protected Structures
- SMR and SMR Zones of notification
- Buildings (NIAH)

2.6 Utilities

The NWQ site already benefits from significant utility infrastructure, presenting an opportunity to support development while reducing the cost burden associated with Phase 1.

Existing utilitiy locations are illustrated in Fig. 11 and include a combined sewer pipe running diagonally across the western section, a foul sewer line running north–south through the centre, and a rising main traversing from south to east. Also an over ground sewer in a berm is located within the southern part of the site. In addition, existing water supply infrastructure is present within the wider area, with watermains serving adjoining lands and reflecting the site's proximity to established urban networks. Overhead high-voltage (110 kV) and medium-voltage (10/38 kV) power lines cross the site, while a medium-pressure natural gas pipeline and multiple fibre-optic networks also run through the area. The established fibre-optic networks and energy infrastructure indicates a high level of servicing capacity, highlighting potential for integrated energy solutions, including district heating, subject to further assessment.

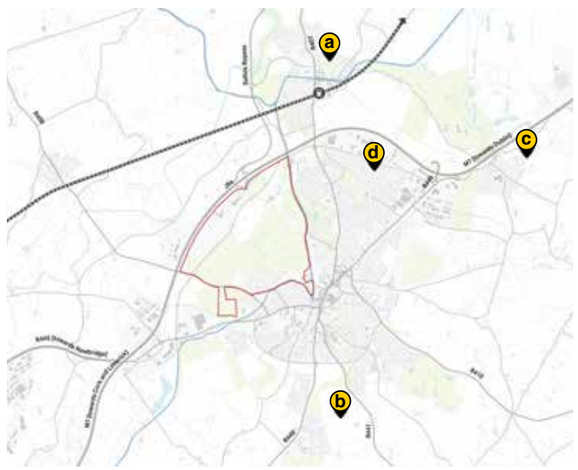


Figure 12: ESB substation locations

The following Primary ESB substation infrastructure are situated in proximity to the NWQ site:

- (a) Sallins 38kV Substation 3.4km to the Northeast (2.9MVA available) – Cyan pin.
- (b) Naas 38kV Substation 3.3km to the Southeast (no capacity available) – Purple pin.
- (c) Johnstown 38kV Substation 4.2km to the East (8.7MVA available) – Light Green pin.
- (d) Monread 110kV Substation 3.2km to the East (11.7MVA available) - Dark Green pin.

Existing overhead HV (110kV) and MV (10kV / 38kV) cables will require an easement if they cannot be diverted underground through a road or footway. Engagement with ESB Networks required to agree diversion/easement requirements. MV lines should be straightforward to underground but HV 110kV will be more challenging.

These services present both opportunities for integration and constraints for construction, depending on their location and protection requirements. The area is well served by existing infrastructure on Millenium Park Road and New Caragh Road, with a few gaps that could be addressed.

The Meath-Kildare Project (https://www.eirgrid.ie/community/projects-your-area/kildare-meath-grid-upgrade) proposes a high-capacity 400 kV underground electricity connection between Dunstown substation in Kildare and Woodland substation in Meath. Planning permission for this project was granted in March 2025 by An Bord Pleanála. The project presents opportunities for shared costs with other utilities by utilising single road openings.

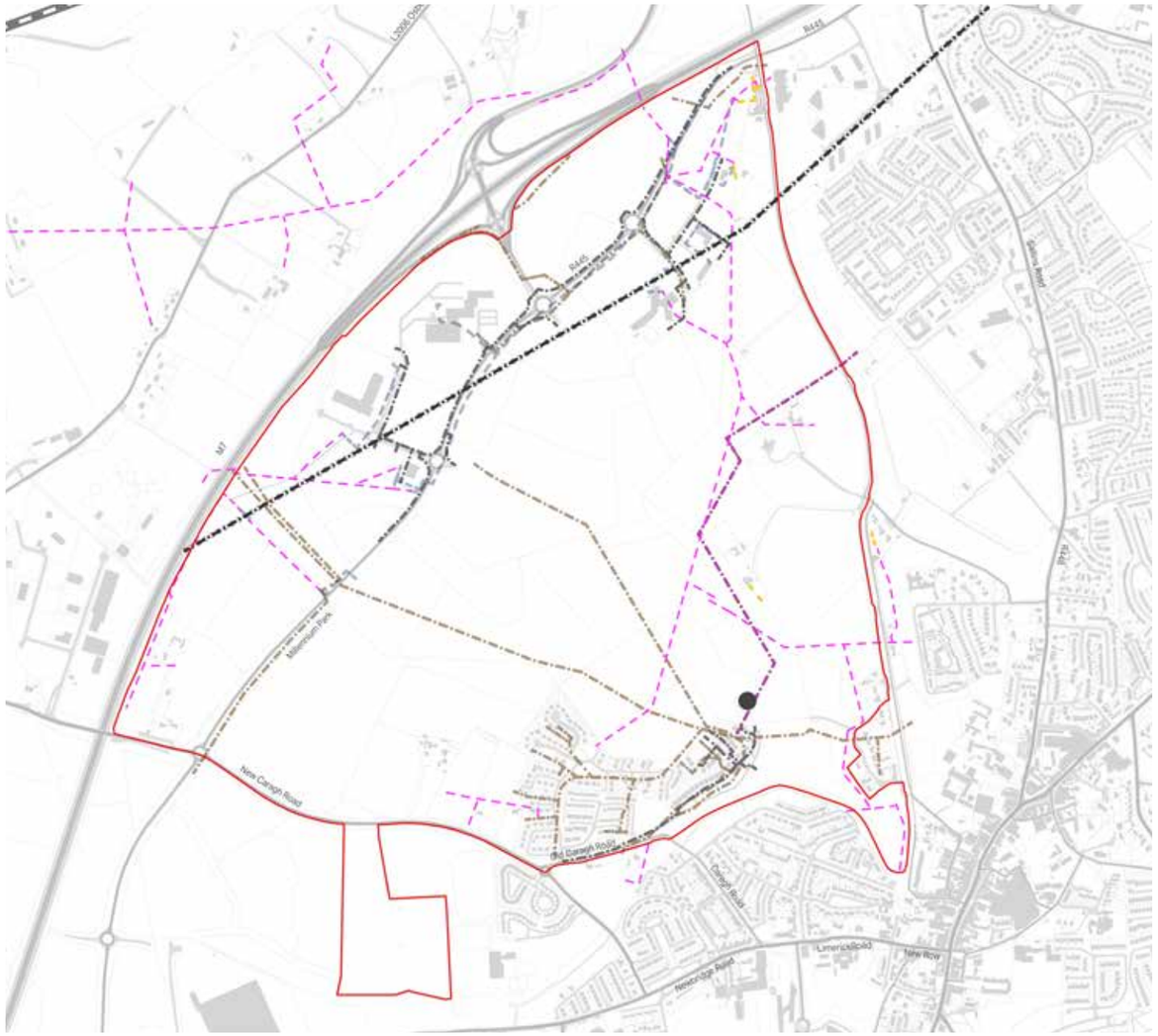


Figure 11: Utilities baseline analysis diagram

KEY

- 110kv and higher voltage over headlines and 6m easement on either sides
- 10kv/38kv (Medium voltage overhead lines)
- 40v/230v (Low voltage overhead lines)
- Gas pipe (medium pressure)
- Existing foul sewer
- Overground sewer berm
- Rising main
- Existing combined sewer

2.7 Composite site analysis

The composite site analysis plan, illustrated in Fig. 16 provides an integrated overview of the key opportunities, constraints, and considerations that will inform potential future development within the NWQ. Certain environmental, cultural, and infrastructural features impose spatial limitations and will require targeted mitigation measures to ensure that development is both feasible and sensitive to the site's context.

The NWQ benefits from a predominantly flat topography and an extensive network of green infrastructure, most notably in the eastern section where the Grand Canal offers significant potential for open spaces, greenway development and the creation of ecological corridors. The landscape is characterised by mature hedgerows and tree belts, alongside cultural and natural heritage assets including historic humpback bridges, designated protected views, and the Grand Canal itself, which is a Natural Heritage Area. The surrounding environment features urban parks, sports grounds, and regional greenways, enhancing recreational and amenity value. However, the prominence of protected viewpoints and the visual relationship with neighbouring settlements heighten the sensitivity of the area to change.

Due to the absence of site surveying at the time of preparing this report, the condition and quality of individual hedgerows are not fully understood. An initial assessment has therefore been undertaken through desktop studies, including a review of historic mapping. Based on this analysis, the composite site analysis plan identifies hedgerows of potential highest priority. Detailed ecological surveys are recommended at the next development stages to confirm the quality and habitat value of all existing hedgerows across the site.

The NWQ is of considerable heritage value, with assets such as the Grand Canal, Odlum Leinster Flour Mills, Knocks and Oldtown Demesnes, and a range of protected industrial buildings and bridges reflecting its historic significance in transport, industry, and designed landscapes. These features demand careful conservation, including protection of settings, management of visual impacts, and safeguarding of archaeological sites and recorded notification zones. Maintaining the rural character and integrity of planned landscapes will require a balanced approach to conservation and growth.

The northern part of the site is traversed by the R445 Millennium Park Road, a single-lane carriageway with roundabouts and a 60 km/h speed limit, forming the principal vehicular access route. The western edge of the site is bounded by the R409 New Caragh Road, a single-lane carriageway and mixed speed limits of 60kph (non-urban) and 50kph (in urban area). Transport constraints include a lack of crossing points over the Grand Canal, limiting pedestrian and cycle connectivity across the site.

The majority of the NWQ is greenfield in character, with watercourses running through the site and discharging to the River Liffey. Surface water generally flows northwards, aided by existing but limited drainage infrastructure. Flood risk mapping identifies vulnerable areas, subject to both 1 in 100-year (Flood Zone A) and 1 in 1000-year (Flood Zone B) events. Development in high-risk zones should be avoided, and moderate-risk areas mitigated through Sustainable Drainage Systems (SuDS) and the maintenance of riparian buffer zones to protect the ecological status of the River Liffey and its tributaries.

The existing utilities across the site are described in detail in the preceding section. It is anticipated that underground utilities will generally be retained in situ, with any required accommodation and easements to be assessed at the detailed design stage. Overhead utilities are, however, envisaged to be undergrounded as part of the development.

Figure 13: The Grand Canal offers potential for greenway development and the creation of ecological corridors.

Figure 14: NWQ benefits from a predominantly flat topography and an extensive network of green infrastructure.

Figure 15: The surrounding environment features urban parks, sports grounds, and greenways.

KEY

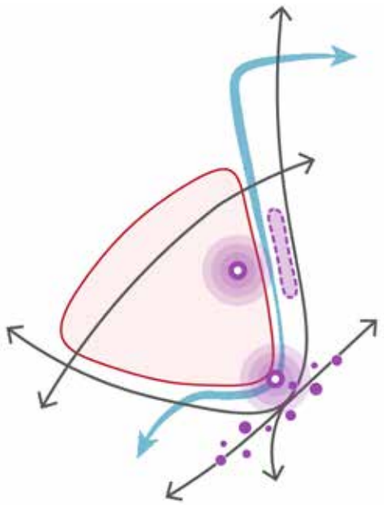
- Site boundary
- Architectural conservation area
- Planned landscape National Inventory of Architectural Heritage (NIAH)
- Site of Monument Record (SMR) zones
- Retail
- Commercial
- Industrial
- Education
- Consented residential development
- Consented commercial development
- Strategic open space
- GI corridor
- pNHA
- Park and green space
- Noise pollution (65-70db)
- Noise pollution (70-75db)
- Noise pollution (greater than 75db)
- Flood risk (in 1000 years)
- Water
- Grand Canal and 30m buffer zone
- Railway
- Road/street network
- 110kv and higher voltage over headlines and 6m easement on either sides
- 10kv/38kv (Medium voltage overhead lines)
- 40v/230v (Low voltage overhead lines)
- Gas pipe (medium pressure)
- Existing foul sewer
- Overground sewer berm
- Rising main
- Existing combined sewer
- Highest priority hedgerows
- Hedgerows
- Cycle network
- Existing minor greenway
- Slí na Sláinte routes
- 1m contours
- National Inventory of Architectural Heritage (NIAH)
- Record of Protected Structures (RPS)
- Site of Monuments Record (SMR)
- Canal crossing point
- Canal traffic free crossing point
- Potential long distance views
- Potential short views
- Protected views
- Station
- Tree

Figure 16: Composite site analysis diagram

2.8 Key design drivers

- The key design drivers identify the site's key assets and characteristics of the development land and establish the foundation of the opportunities plan.
- The key design driver are high level strategic themes underpinning the key characteristics of the developments land, guiding the development of the masterplan.

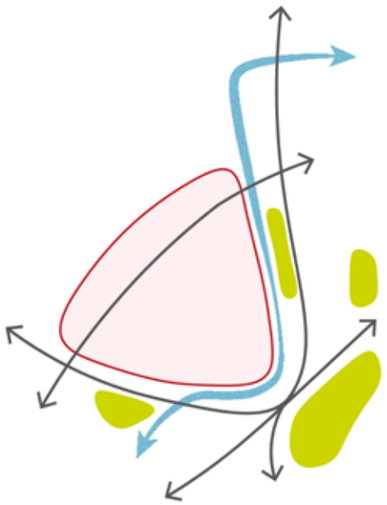
1



HERITAGE

Celebrate, protect, and enrich heritage for future generations

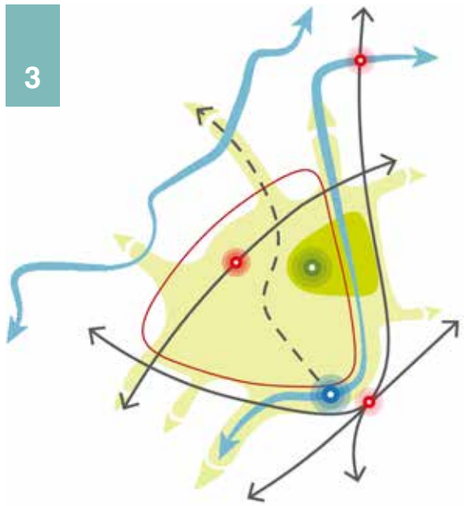
2



LANDSCAPE

Deliver green spaces that complement and integrate with existing parks and gardens

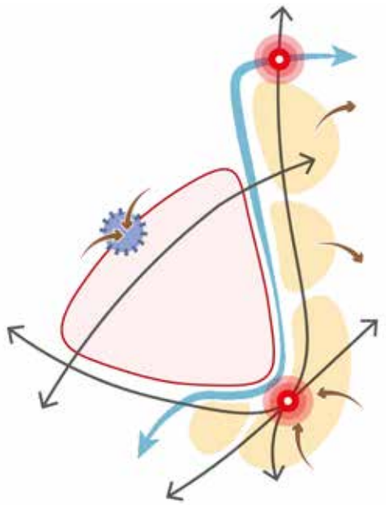
3



HABITAT CONNECTIONS

Protect habitats and ecological linkages and promote the appreciation of natural assets

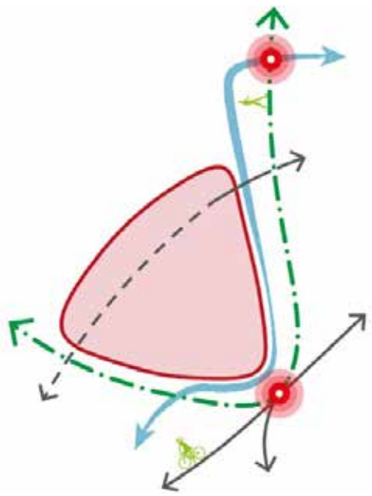
4



INTEGRATION

Ensure strong integration with established communities and employment hubs

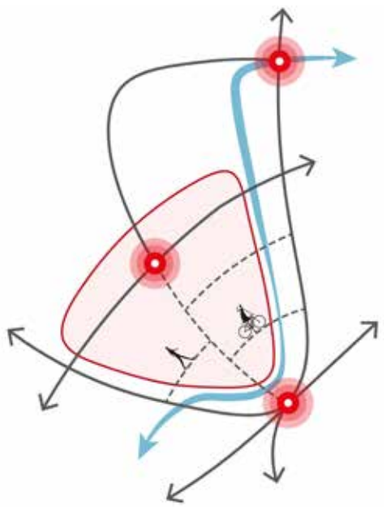
5



CONNECTIVITY

Provide access to the Greenway and key destinations

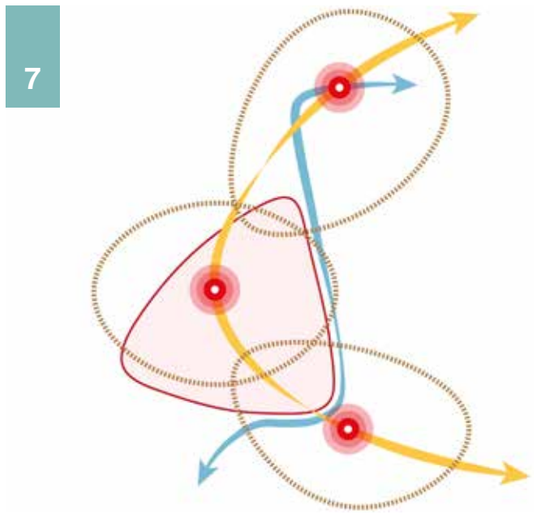
6



WALKING AND CYCLING

Promote integrated, high-quality networks for walking and cycling

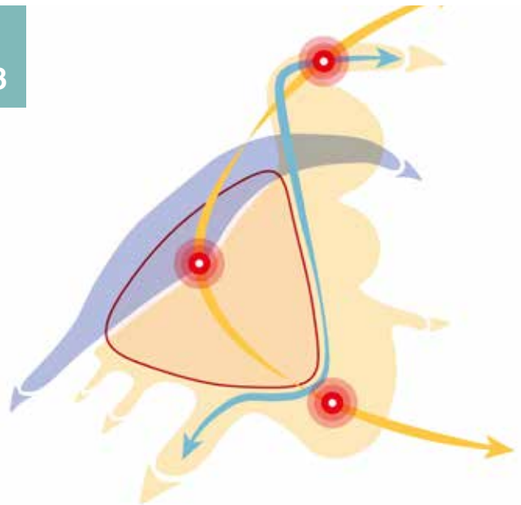
7



FACILITIES

Establish essential neighbourhood facilities to support community needs

8



COMMUNITY

Create a community that is physically integrated, socially aligned, and functionally complementary to Naas

2.9 NWQ Opportunities

The Opportunities Plan (see Figure 17) is the first step towards developing a **preferred framework masterplan** - it defines the **big picture opportunities** that can inform the development of masterplan options. The opportunities are shaped by a **comprehensive baseline analysis** and **client engagement process**, with the overarching objective of **creating a vibrant, sustainable, and well-connected new community**. It is underpinned by a commitment to **high-quality placemaking, environmental stewardship, and integrated mobility**. The plan considers the natural assets of the site, the surrounding urban and landscape structure, and future growth needs, **identifying how best to support a thriving, well integrated, and resilient urban community**.

HABITAT CONNECTIONS

A key starting point in the opportunities plan is the identification and preservation of the site's natural assets. Green corridors are established as the backbone of the open space strategy, following the alignment of existing watercourses, mature trees, and hedgerows. These corridors serve as ecological buffers supporting biodiversity and maintaining continuous habitat networks across the site and natural surface water drainage. They create a distinctive landscape character and contribute significantly to placemaking.

These green corridors are also designed to accommodate a well-connected pedestrian and cycle network. This network is integrated into the landscape, offering direct, safe, and attractive routes that promote active travel and reduce reliance on private vehicles. The tranquil, nature-rich environment of the corridors enhances peoples' experience and encourages regular use by residents of all ages. More information on the green corridor network is set out in the Green Infrastructure section later on in the report.

INTEGRATION

The plan also carefully considers the role of the canal as both a natural asset, a recreational route and a potential barrier to movement. Existing crossing points have been reviewed, and three new pedestrian and cycle bridges are proposed to increase permeability and, integration with surrounding communities and promote active travel across the site:

- Landen Park crossing: Establishes a link with the Millennium Park area, supporting access to employment and leisure.
- Millbridge crossing: Connects with Millbridge Way, enhancing movement within the central parts of the site.
- Naas Harbour crossing: Creates a vital link between NWQ, the Canal Quarter, and Naas town centre, supporting integration with the wider urban fabric. Also provides wider north-west connections.

These connections will play a crucial role in ensuring that new development is not isolated but instead becomes seamlessly integrated into the wider Naas area.

LANDSCAPE

The opportunities plan includes a number of parks and open spaces that are strategically distributed to ensure every household has convenient access to green space. These parks vary in size, supporting a range of recreational, social, and ecological roles.

The largest park is located in the eastern part of the site. It plays a dual role: preserving existing mature vegetation and protected structures, and providing a generous and multifunctional green space for the community. This park also enhances the setting of heritage assets, ensuring they remain prominent and accessible within a contemporary urban context.

HERITAGE

A public space is proposed to surround the protected structures, safeguarding their settings while celebrating the area's local heritage.

The canal heritage plays a vital role in the town's identity, including its industrial heritage, historic locks, old stone bridges, and other links to the town's history. The iconic Leinster Mills area is a historic local landmark. The building dates from 1790 when it was a grain flour mill and later started operations as a coffee roastery. The masterplan takes into account this history and enhances the opportunities around these heritage assets.

CONNECTIVITY, WALKING AND CYCLING

The layout is to be designed to promote sustainable mobility, supporting improved connectivity and reducing reliance on private car use. The movement network prioritises walking, cycling and public transport, with connections and route alignments structured to provide convenient access to local centres, key destinations and surrounding infrastructure. By ensuring neighbourhoods are within easy walking distance of bus stops and connected routes, the scheme creates a more accessible, legible and sustainable place.

A series of new bus stops are proposed and strategically located at local centres and key destinations within the NWQ. Designed to complement existing bus stops along the wider route, the route will ensure integration with the broader transport network for convenient access to key destinations including the town centre and Sallins & Naas Train Station. New stops will be located to ensure that all parts of the NWQ are accessible within 5-10 minutes through bus-based transport service.

COMMUNITY FACILITIES

Three new local centres are planned to function as the heart of the community. Strategically located to maximise accessibility, they will include a cluster of amenities such as retail, community services, education facilities, and public open space. The centres will have focal public spaces and high quality public realm. The integration of a park and nearby schools creates a vibrant and multifunctional civic hub that supports social cohesion and daily convenience.

- Millennium Park Road Neighbourhood Centre
- Central Local Centre
- New Caragh Road (western) Local Centre

EMPLOYMENT

Integrating employment uses into the NWQ is important for local job creation, economic development, sustainable commuting, quality of life for residents and creating vitality during the working day.

Employment zone is proposed east of Naas Community College, as consolidation of existing employment area, strengthening the economic base of the development and supporting job creation within walking or cycling distance for many residents.

Further employment zones are primarily located to the north of the Millennium Park Road leveraging its connectivity and access to existing infrastructure. The plan also introduces a horizontally mixed-use zone on either side of Millennium Park Road, combining residential and light industrial uses to support local employment opportunities and reduce the need for long commutes.

EDUCATION FACILITIES

Education provision has been planned to ensure balanced distribution across the development. The opportunities plan proposes three primary schools, with locations chosen to maximise accessibility:

- One primary school is located near Naas Community College to create an educational cluster in the north.
- A second primary school is situated centrally near the proposed park, creating a community and educational hub.
- A third primary school is proposed to the west, ensuring full site coverage and meeting long-term educational demand.

A new post primary school is also proposed to the west close to the third primary school.

These facilities are all accessible via sustainable mobility routes, allowing students and families to walk or cycle safely from their homes while recognising that the post primary school will have a wider catchment.

There is also an opportunity in the proximity to municipal playing fields which could enable optimisation in the size of school sites.

KEY

- Existing settlement
- Town centre
- Local centre
- Post-primary school
- Primary school
- Existing employment
- New employment
- Potetial future employment
- Development
- Potential future development
- Existing parks and greenspace
- Existing trees
- Green corridors
- Proposed parks
- Water
- Railway
- Road/street network
- Vehicular access
- Bus route
- Bus only route, ped + cycle lanes
- Pedestrian and cycle link
- Record of Protected Structures (RPS)
- Existing bridges
- New pedestrian and cycle bridges
- Station

The opportunities plan represents our initial thoughts on the potential of the site and was prepared early on in the placemaking process. It was a culmination of the baseline analysis and informed the subsequent optioneering process. More detailed and layered information on the landscape proposals is set out later on in the Green Infrastructure section.

Figure 17: The opportunities diagram.

3. Design Development

3.1 NWQ Vision

The Northwest Quadrant in Naas will be a **nationally and internationally recognised place** where people choose to live, work, visit and invest. **Embracing its canalside location, natural beauty, historic landmarks, and growing economic potential**, it will be a **vibrant, resilient, and sustainable community** that will ensure Naas fulfils its role as a **key town and focus for compact growth**.

This dynamic **low-carbon district** will provide coherent new neighbourhoods that combine a wide range of housing and property options with **on the doorstep services and infrastructure** that meet the demands and needs of its communities. It will enable the success of global and local businesses through **opportunities for innovation and growth** supported by housing choice on the doorstep, **excellent transport and mobility connections and a high quality of life in a healthy and stimulating environment**.

1. **Combining 21st Century living with historic character & identity of Naas**
2. **Enhancing and preserving the natural environment**
3. **Creating accessible, well-connected, low-car neighbourhoods**
4. **Promoting environmental responsibility**
5. **Delivering leisure, recreation, and green connections**
6. **Building cohesive, vibrant, and safe communities**
7. **Fit for the future**
8. **Promoting employment opportunities and supporting innovation**

3.2 NWQ objectives

Combining 21st century living with historic character & identity

- Enrich people's lives through the conservation and enhancement of the historic environment.
- Root the development in the built and spatial character of Naas.
- Integrating the NWQ into its context, linking new neighbourhoods sensitively with the town.
- New neighbourhoods will be designed to the highest placemaking standards that enhance and ensure a strong sense of place.
- Create gentle density and own-door neighbourhoods at a human scale that are attractive to the Naas market.
- Placenaming strategy to ensure that the NWQ responds to place-specific items, heritage and culture of Naas
- Leinster Mills presents a prime opportunity to establish a leisure destination, leveraging its historic heritage and Grand Canal tourism.

Building cohesive, vibrant, and safe communities

- Neighbourhood centres and public spaces will provide distinct, vibrant, and welcoming destinations - strengthening community bonds and enhancing the overall quality of life. This will create focal spaces for strengthening community bonds
- Establish strong physical, environmental, and social connections to surrounding areas through new, inviting walking and cycling routes.
- Streets and public spaces will be designed with active frontage, ensuring they are well overlooked and feel safe and attractive.
- Provide facilities "on the doorstep" to encourage local choice and reduce the need to drive.
- A diverse mix of housing sizes, types, and tenures, fostering an inclusive and well-balanced community with an emphasis on own-door housing.

Fit for the future

- Embrace future-proofed design, enabling it to adapt to inevitable cultural, technological, environmental, and economic changes.
- Public spaces will be vibrant and multifunctional, serving as social hubs.
- A flexibly designed district responding to the growth of the town.
- Nature based resilience to urban flooding, trees and greenspaces will provide urban cooling and shading.
- Set within a thoughtfully designed zero-carbon development, the community will feature a balanced mix of uses and amenities that support a more sustainable lifestyle.
- In line with Climate Action Plan 2025 (or any updated plan), a targeted set of measures including NZEB standards, renewable energy, low-carbon transport, district heating, and green infrastructure will be achieved.

Promoting environmental responsibility

- Embrace cutting-edge technologies and infrastructure designed to support zero-carbon living, with the goal of becoming carbon-positive.
- Prioritise water efficiency, employing innovative technologies, thoughtful layouts, to minimise flood risks and reduce water waste.
- An energy masterplan will explore opportunities for self-sufficiency within the district supported by adjacent areas.
- Local municipal sports grounds and sports facilities managed to provide access for all.
- Incorporate opportunities to generate food, energy and building materials from the local landscape.

Delivering leisure, recreation, and green connections

- New green corridors for walking and cycling will provide residents with easy access to these facilities while fostering a strong connection to nature.
- Tree-lined streets and thoughtfully designed public spaces will create attractive, vibrant areas.
- A network of local green spaces will enhance residents' well-being and contribute to the development's climate resilience.
- Consciously provide attractive, vibrant and inclusively designed spaces or all age groups (e.g. children, young people and elderly).
- Seating strategies to provide for the needs of elderly.

Enhancing and preserving the natural environment

- Seamlessly blend the built environment with the landscape features of the site and its surroundings.
- New neighbourhoods will seek to maintain existing, and create new, natural habitats and biodiversity corridors achieving an overall net gain in biodiversity across the area.
- Integrate sustainable, nature-based drainage systems, enhancing and creating habitats and managing surface water.

Creating accessible, connected, and low-car neighbourhoods

- Establish a well-integrated sustainable transport and mobility network designed to promote a low-car lifestyle with diverse and practical travel options.
- Prioritise active and eco-friendly alternatives to car travel with filtered connections to ensure strong demand for non-car trips.
- Leverage existing and planned planned rail and bus-based public transport and mobility infrastructure to promote seamless, faster, cheaper and safer travel connections to Naas Town Centre, Naas-Sallins Railway Station.
- Aproximately ~13% of the site falls within 1 km walking distance of the town centre, promoting low-car living.

Promoting employment opportunities and supporting innovation

- Provide high-quality employment opportunities, fostering economic growth and supporting a range of industries.
- The development will create an environment where meaningful jobs are accessible to the local community, helping to meet the needs of a growing and diverse workforce.
- Encourage creation of an innovation district to serve as a key feature of the area, offering space designed to attract skilled professionals, creative thinkers, and forward-looking businesses.

3.3 Optioneering

A key benefit of planning at the scale of the NWQ is the ability to provide the social and community infrastructure such as schools, open spaces, and sports facilities needed to serve the new community. This analysis of requirements needs to be set in the context of existing provision and strategies to ensure these key community assets are effectively planned, provided efficiently and well-integrated into the NWQ and wider town, meeting the diverse needs of both new and existing residents. These town wide planning considerations are particularly important in terms of bringing forward higher densities of residential development to optimise the potential of the NWQ in line with the Compact Settlements Guidelines.

A preliminary options framing exercise was undertaken to qualitatively assess approaches to social infrastructure provision within the site in relation to the existing town. Three alternative approaches were explored at a conceptual level to understand the pros and cons of each and identify a preferred approach.

BALANCED GROWTH

Balanced growth considers a strategy of self-sustaining development that delivers all the social infrastructure required to meet the needs of the new population.

Pros

+ Avoids negative impacts on existing communities and facilities
+ Supports development in the surrounding area
+ Provides facilities within walking or cycling distance from homes
+ Creates a more cohesive and integrated new community

Cons

– Reduces the residential capacity of the site
– Limits optimal use of a strategically important growth area
– New facilities may compete with existing ones that require reinvestment

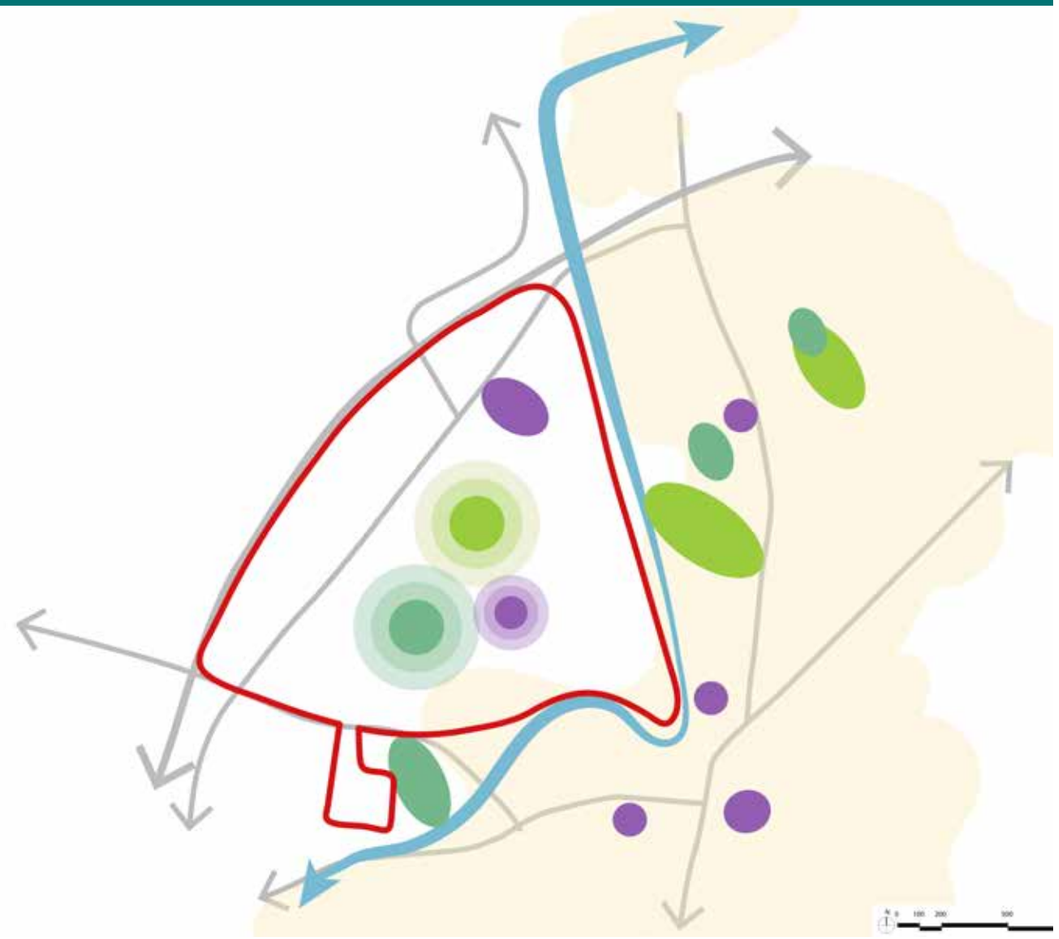


Figure 18: Balanced Growth option

KEY

- NWQ Boundary
- Settlement area
- Canal
- Road/street network
- Greenspaces
- Schools
- Recreational

WHOLE TOWN APPROACH

The whole-town approach investigates the possibility of sharing social infrastructure development to address the needs of new communities throughout the town by enhancing and expanding existing facilities rather than building new ones within the new development.

Pros

+ Maximises residential capacity close to the town centre and public transport.
+ Enables a whole-town approach to planning Naas's growth.
+ Reinvesting in existing facilities elsewhere can benefit current communities, promote circular economy principles, and help integrate new and existing populations.
+ Encourages both "inside-out" and "outside-in" planning approaches.

Cons

– Creates dependency on investments in other locations by external partners.
– More complex to implement and deliver.
– May increase travel requirements, potentially undermining compact settlement goals.

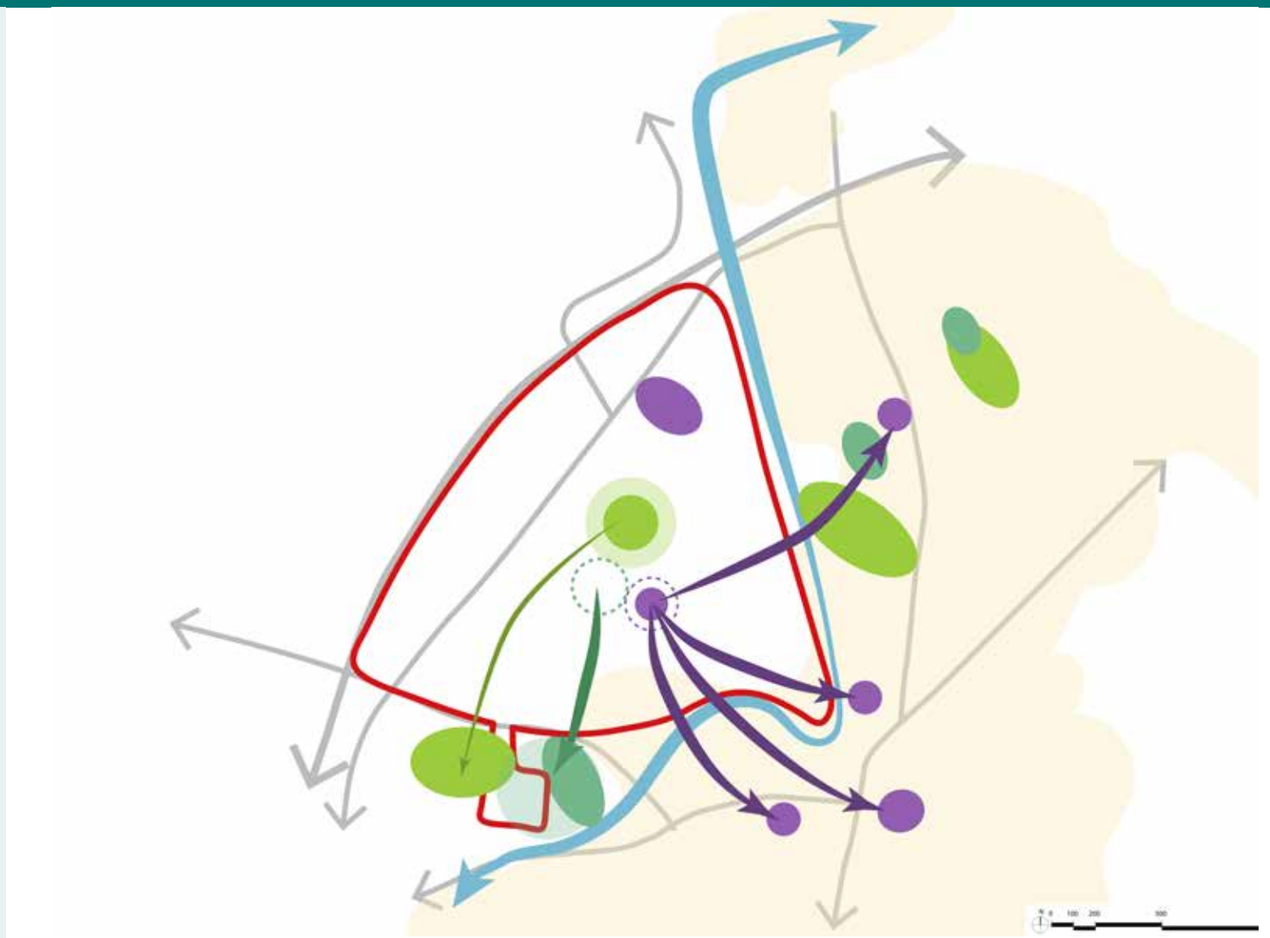


Figure 19: Whole town approach option

KEY

- NWQ Boundary
- Settlement area
- Canal
- Road/street network
- Greenspaces
- Schools
- Recreational

HYBRID APPROACH

The hybrid approach explores a model in which some of the social infrastructure needs of the new community are provided directly within the development area itself while other requirements are met through shared or existing facilities located outside the development area.

Pros

+ Maximises residential capacity near the town centre and close to public transport, supporting sustainable urban growth and reducing reliance on private vehicles.
+ Leverages existing facilities by reinvesting in infrastructure elsewhere, which can benefit both new and established communities.
+ Supports circular economy principles, reducing waste and maximising the use of current assets.
+ Promotes integration between new and existing communities, fostering social cohesion and shared use of amenities.

Cons

– Dependent on external investment from other partners or agencies to deliver certain facilities outside the development area.
– Increases delivery complexity, requiring coordination between multiple stakeholders and locations.
– Potential for additional travel, which could slightly conflict with compact settlement principles and sustainability goals.

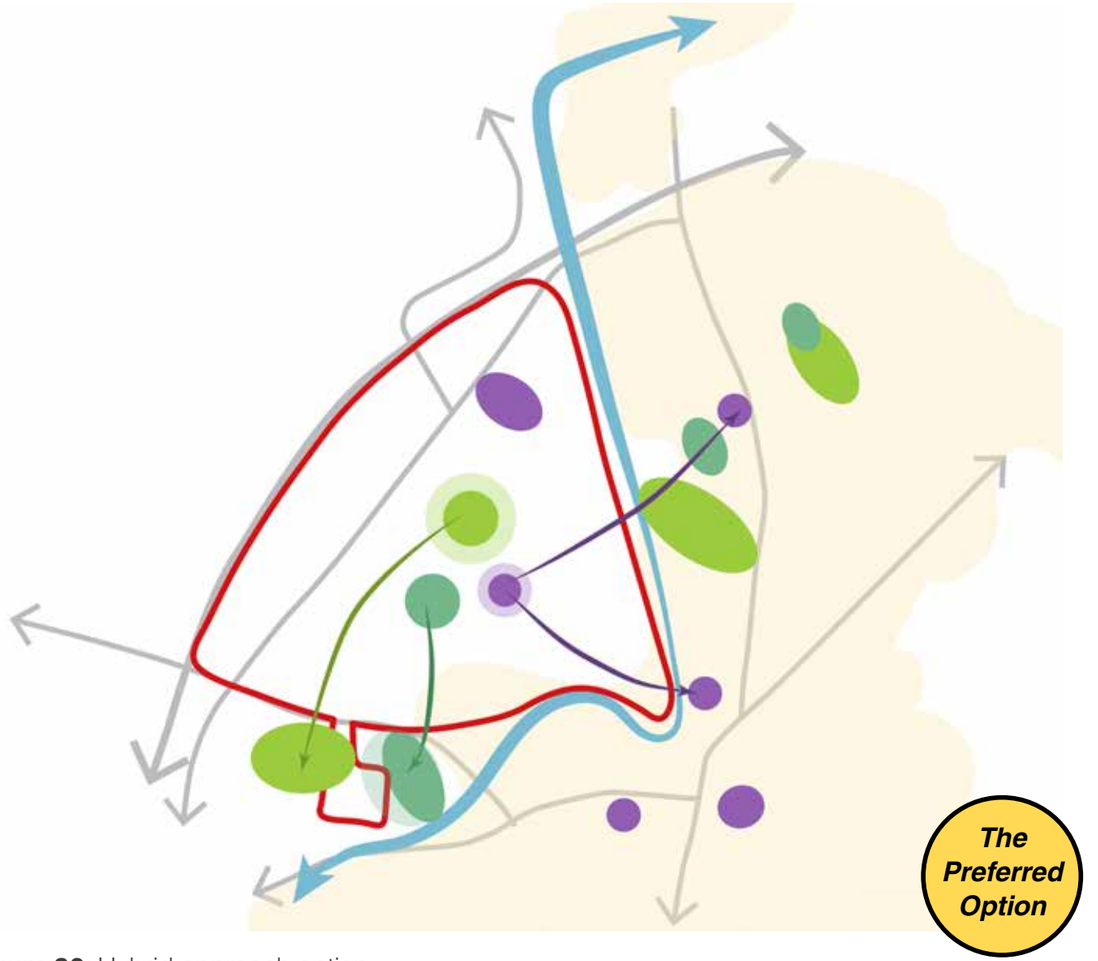


Figure 20: Hybrid approach option

The Hybrid option is selected as the preferred approach throughout the masterplanning process due to the advantages that it offers such as maximising the residential capacity within the NWQ which benefits from its close proximity to the town centre and public transport as well as integration opportunities between the new and existing communities fostering social cohesion.

3.4 Collaboration and engagement

A comprehensive and well-structured collaboration and engagement strategy has been implemented throughout the masterplanning process, ensuring that key stakeholders and technical officers were actively involved from the earliest stages. Key stakeholders include state and semi-state agencies, infrastructure, utility and service providers, housing bodies and landowners.

This proactive approach was designed to build consensus, surface critical issues early, and incorporate expert input into the development of options and proposals. By fostering ongoing collaboration and dialogue, the strategy helped to minimise the risk of late-stage objections, reduce potential delays, and ensure that the emerging Framework Masterplan is both technically robust and broadly supported.

BRIEFING WORKSHOP AND SITE VISIT (7.03.24)

A briefing day covered Naas, the Northwest Quadrant, and Sallins, bringing together the Kildare County Council (KCC) Client Working Group, the AECOM project team, and the Design Review Panel. The session included a site visit and discussions on the initial project scope.

The purpose of this workshop was to:

- Gain understanding of the site by conducting a site visit and through discussion over the initial project scope; and
- Identify opportunities, issues and aspirations for future development on the site.
- Summary of the key outcomes:
- Vision: Create a sustainable, low carbon urban district with mixed use neighbourhoods that strengthen Naas town centre and support live work lifestyles.
- Environment: Protect canal and habitats; integrate green corridors, and community green spaces.
- Social & Housing: Provide affordable, intergenerational housing and co located social infrastructure (schools, health, leisure).
- Transport: Prioritise walking/cycling links, car free corridors, potential new rail connections, and early planning for district heating.
- Placemaking: Celebrate heritage (canal, demesne, mills) and activate the harbour as a public gateway; phase development to align with infrastructure.

The design process was paused for a few months to August 2024 to allow for interim flood extent mapping from the Naas Flood Relief Scheme project to be shared with the masterplanning team.

KCC SYNTHESIS AND VISIONING WORKSHOP (20.11.24)

A synthesis and visioning workshop with KCC officers was held on 20 November 2024. The workshop aimed to:

- Outline and validate the team's understanding and assumptions regarding the area's context.
- Share and agree on the key priorities for the strategic place assessment.
- Establish development objectives.
- Discuss and agree on potential solutions.

Summary of the key outcomes:

- Heritage-led placemaking: Emphasise Naas's identity, integrate history, and deliver sustainable, low-carbon development with strong pedestrian/cycle links and new canal footbridges.
- Social infrastructure gaps: Address shortages in childcare, healthcare, and sports provision; prioritise multifunctional facilities and innovative school models aligned with higher-density living.
- Green/blue networks: Protect and enhance ecological assets; create linked parks and corridors connecting to the canal and town centre.
- Mobility strategy: Expand local bus services, develop a bus-only route, redesign Millennium Park Road for active modes, and promote low-car living with mobility hubs.
- Development vision: Structure around three centre types (transport hub, sports hub, heritage focus) and phase car-free principles to suit local conditions.

Figure 21: Photographs from the briefing workshop and site visit on 7th March 2024.

STAKEHOLDER SYNTHESIS AND VISIONING WORKSHOP (11.12.24)

A synthesis and visioning workshop with key stakeholders was held on 11 December 2024. Its purpose mirrored that of the KCC workshop, ensuring the perspectives and input of key stakeholders were captured.

Summary of the key outcomes:

- Exemplar ambition: Position NWQ as a leading sustainable urban expansion with strong public realm and reduced car dependency.
- Transport: Prioritise bus and active travel spine route, mobility hubs, and improved links to Sallins Station and town centre; address congestion and sensitive canal crossings.
- Social infrastructure: Tackle childcare and healthcare gaps; co locate facilities with schools and explore shared sports provision.
- Placemaking: Use canal, historic parkland, and green blue networks to create identity; develop distinctive neighbourhood typologies.
- Development strategy: Phase early delivery in connected areas (canal quarter, north near Sallins); test centre hierarchy and integrate with public transport.

KCC FRAMEWORK MASTERPLAN OPTIONS WORKSHOP (13.02.25)

A framework masterplan options workshop with KCC officers was held on 13 February 2025. The consultant team presented the emerging vision and key objectives, outlined the key design drivers, and introduced four masterplan options. Two group sessions were then held to capture attendees' feedback on the options.

Summary of the key outcomes:

- Transport: Prioritise bus and active travel routes near K Leisure; avoid costly Millbridge Way link; support canal side park as key amenity.
- Green/Blue Infrastructure: Enhance canal corridors for biodiversity and views; manage light/flood risks; integrate play and activity spaces.
- Housing & Social: Provide multi generational, age friendly homes; co locate schools, childcare and community facilities; address service gaps without competing with town centre.
- Placemaking: Create strong identity (e.g., "Canal Walk"), canal facing architecture, cultural hubs, and natural play areas.
- Sustainability: Incorporate district heating, circular economy, water recycling, and permeable paving; plan adaptable vision for long term delivery.

STAKEHOLDER OPTIONS WORKSHOP (5.03.25)

A framework masterplan options workshop was held on 5th March 2025 with the key stakeholders. The workshop mirrored the KCC officer options workshop and the following key outcomes were captured:

- Option 3 was most preferred for its strong open space, transport links, and community benefits.
- The canal is a key asset and should be central to the green/blue infrastructure strategy.
- Sustainable transport must be prioritised , especially connections to the town centre and railway station.
- Community infrastructure (schools, healthcare, Garda station) should be clustered and accessible via public transport.
- Education: Opportunity to create a comprehensive school campus; improve safe cycling infrastructure.
- Employment strategy: Focus on innovation, flexibility, and green energy; brand the area to attract investment.
- Infrastructure: Realignment or undergrounding of the 110kv line is feasible; multiple substations needed.
- Amenity and green space should drive the Framework Masterplan, with strong biodiversity and active travel connections.

THE ACADEMY OF URBANISM DESIGN REVIEW PANEL

The Academy of Urbanism Design Review Panel was invited by KCC to provide an independent assessment throughout the masterplanning process. The panel comprised professionals from diverse fields, including landscape architecture, transport planning, masterplanning, planning, and community engagement.

From the outset, panel members were actively involved in the process, participating in all the workshops referenced above. Through benchmarking exercises and constructive feedback, the panel played a key role in shaping the framework masterplan.

Figure 22: Photograph from the synthesis workshop on 20th November 2024.

LANDOWNER ENGAGEMENT (11.12.25)

KCC held a landowner briefing in December 2025 to present the emerging masterplan options and outline the proposed development framework. The session provided an opportunity to explain the rationale behind the options and to receive initial feedback from affected landowners. Following the briefing, each landowner was invited to submit written representations, and a full set of comments was subsequently received. These submissions informed further review and refinement of the masterplan proposals. Briefings followed up with meetings to explore issues arising.

STATE AND SEMI-STATE AGENCIES ENGAGEMENT (DECEMBER 25 / JANUARY 26)

KCC held a further engagement session with state and semi-state agencies in December 2025, including representatives from infrastructure, utility services, and housing bodies, to present the latest updates to the preferred masterplan. Briefings followed up with meetings to explore issues arising.

3.5 Framework masterplan testing

Following on from the contextual analysis and design development process, various placemaking strategies relating to green infrastructure, recreation, access and connectivity and infrastructure provision were tested.

These drew on the findings of the stakeholder engagement process and are presented over the following pages.

1

MAIN GREEN CORRIDORS

The main green corridors established as part of the Green and Blue Infrastructure strategy, form a network along existing watercourses and hedgerows. These corridors provide habitats, natural drainage and offer peaceful routes for pedestrians and cyclists.

2

OFF-STREET PEDESTRIAN AND CYCLE CONNECTIONS

The green corridors will incorporate pedestrian and cycle paths, creating a robust and sustainable mobility network. These routes will link new and existing communities via new and existing canal crossings.

3 BUS ROUTE ALIGNMENT

Three potential bus route alignments were explored around a public transport connection between Naas town centre and Sallins Railway Station via the Northwest Quadrant (NWQ).

Option A - Link Millennium Park Road to Sallins Road via a new bus, pedestrian, and cycle bridge crossing the canal.

Option B - Link Millennium Park Road to New Caragh Road using the existing Old Caragh Road alignment.

Option C - Link Millennium Park Road directly to New Caragh Road.

4 LOCAL AND NEIGHBOURHOOD CENTRES

Three alternative configurations were explored around the location and type of centres within the NWQ. These include a Neighbourhood Centre – a larger centre offering a substantial range of retail, community services, and facilities and Local Centres to provide day to day convenience retail and community services.

Option A - Neighbourhood centre located at the intersection of the primary green routes; local centres located along New Caragh Road and to the west of Millennium Park Road.

Option B - Neighbourhood centre located along New Caragh Road; local centre located at the intersection of the primary green routes.

Option C - Neighbourhood centre located closer to existing mixed and commercial uses along Millennium Park Road and local centres at New Caragh Road and at the centre of the site at the intersection of the primary green routes.

5 OUTDOOR PLAYING FIELD LOCATION

Three potential configurations for outdoor playing field provision were considered, with different sizes and locations tested.

Option A - One large playing field located in the southeast of the NWQ and one smaller playing field in the north of the NWQ close to Naas College.

Option B - One larger playing field located in the southeast of the NWQ.

Option C - One smaller playing field in the north of the NWQ (as A) and one large playing field adjoining the NWQ, adjacent to K-Leisure.

6 OPEN SPACE PROVISION

Three alternative configurations for open space provision were considered, each with x3 large neighbourhood parks and various other types of parks and linear spaces tested.

Option A - Three neighbourhood parks, a heritage park by the canal, and a linear park connecting the central area of the NWQ to the Canal Quarter.

Option B - Three neighbourhood parks and a larger heritage park by the canal.

Option C - Three neighbourhood parks and a heritage park by the canal.

3.6 NWQ Framework Masterplan Options

Four framework masterplan options were developed and presented at the options workshops. These options were based on the opportunities plan outlined in Chapter 2 and were further refined in response to feedback during the synthesis and visioning workshops and meetings. All Framework Masterplan options share common features; employment provision for example, is consistent across all options, with industrial and logistics uses located to the southwest of Millennium Park Road, and office development positioned to the northeast. All options are presented on the following pages.

3.7 NWQ Framework Masterplan Option 1

Sustainable Transport and Public Bus Route with Canal Bridge & Linear Park

This option focuses on a primary sustainable transport route linking Millennium Park Road and Sallins Road via a dedicated bus, pedestrian and cycle bridge over the canal. This alignment is consistent with the Naas-Sallins Transport Strategy (NSTS, 2020), which envisions a bus-only street connecting the harbour site with M7 Junction 9A.

The western local centre clusters key uses including retail, a community centre, a secondary school and playing fields, with a primary school located nearby. The central neighbourhood centre forms a hub of retail, a community centre, and a primary school, strategically positioned along both the bus route and the linear park. A second primary school is located further south along the bus route. The local centre to the west of Millennium Park Road provides a limited retail offer, comprising only a small number of units.

In this option, all playing field provision is accommodated within the NWQ -one at the intersection of Millennium Park Road and New Caragh Road, and another to the south of the existing Naas College. This option includes a linear park between the Central Neighbourhood Centre and the Canal Quarter.

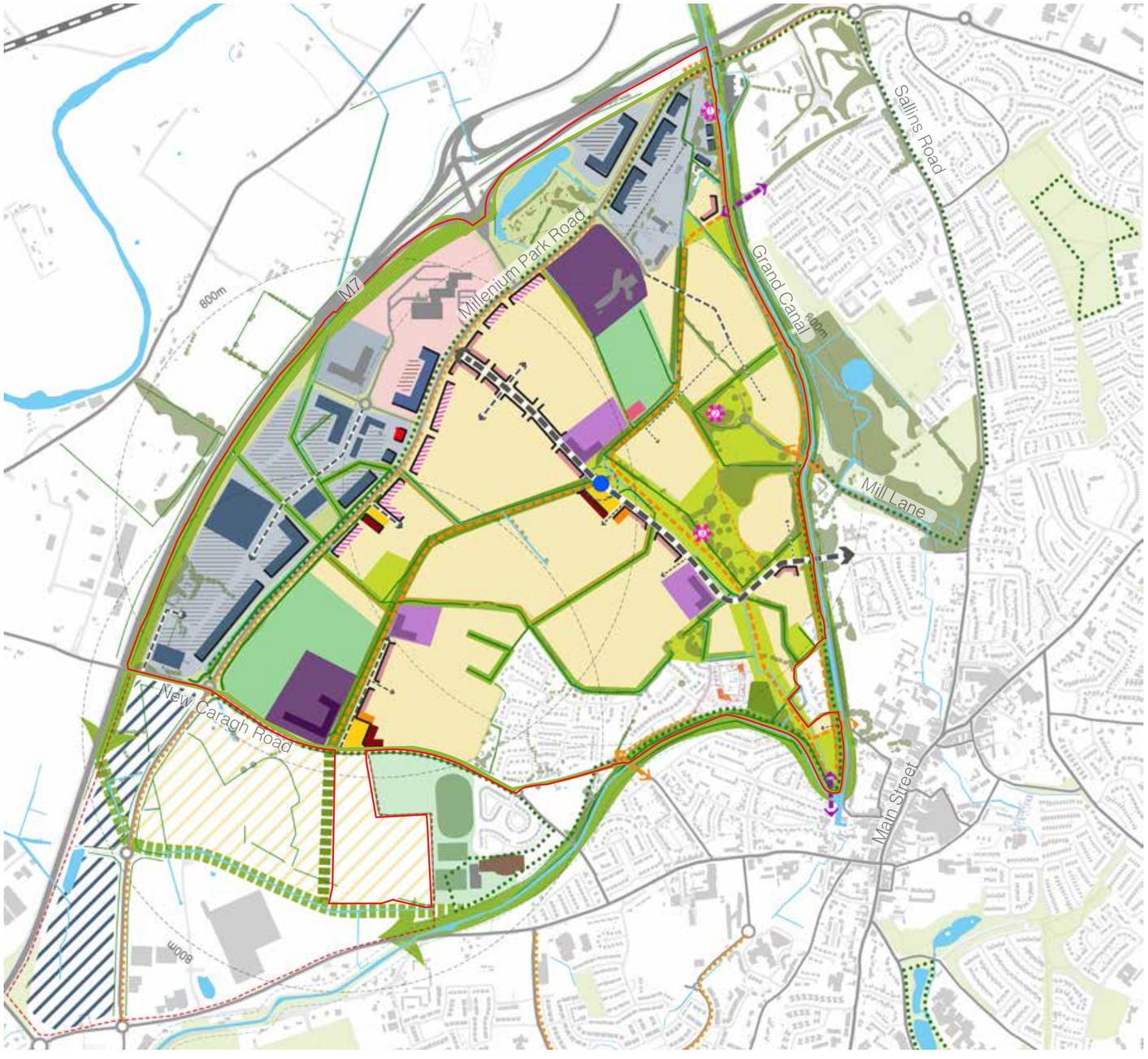


Figure 23: Option 1 - NWQ Framework Masterplan (please refer to the key overleaf on page 31)

3.8 NWQ Framework Masterplan Option 2

Two-Centre Structure with Consolidated Playing Fields

This option utilises the Old Caragh Road as part of the bus route alignment, creating a connection between Millennium Park Road and New Caragh Road.

This configuration tests the provision of only two centres. The western neighbourhood centre, similar to Option 1, clusters key community uses, including retail, a community centre, a secondary school, and playing fields, with a primary school located nearby. In this option, the entire playing field provision is consolidated as a single entity at this location.

As in Option 1, the central local centre forms a hub comprising retail, a community centre, and a primary school, strategically positioned along both the bus route and the linear park. A second primary school is located further south along the bus route.

KEY

Existing

- Site boundary
- Park and green space
- Water
- Grand Canal and 30m buffer zone
- Petrol station shop
- Railway
- Road/street network
- Cycle network
- Slí na Sláinte Routes
- Highest priority hedgerows
- Hedgerows
- Station
- Tree

Record of Protected Structures (RPS)

- Odium leinster Flour Mills
- Keredem House
- Knocks House

Opportunities

- Residential
- Potential future residential development
- Employment
- Potential future employment
- Employment car parking
- Further potential mixed use with retail and residential
- Further potential horizontal mixed use with employment and residential
- Secondary school
- Primary school
- Special education needs school
- Local centre
- Community centre
- Primary health care centre
- Further Education Training Centre
- Sports pavilion
- Park
- Green corridor
- Playing field
- Green space
- Sustainable transport route
- Future potential sustainable transport route
- Access street
- Lanes
- Pedestrian and cycle route
- Frontage
- Existing bridge over the canal
- Potential new bridge over the canal
- Proposed 38kV substation

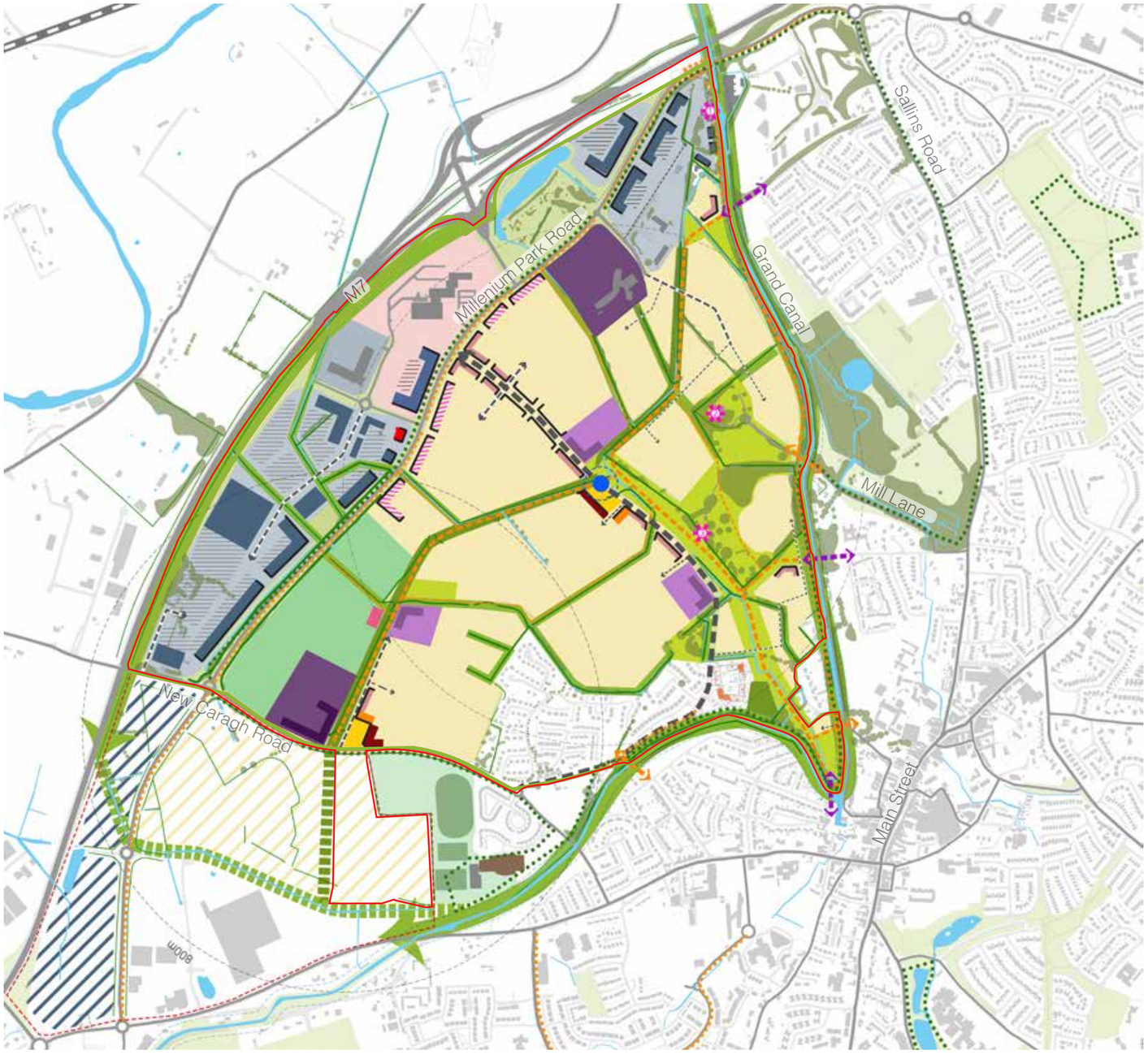


Figure 24: Option 2 - NWQ Framework Masterplan

3.9 NWQ Framework Masterplan Option 3

Internal Bus Route with Large Heritage Park

This option explores a bus route running through the NWQ, connecting Millennium Park Road and New Caragh Road.

The neighbourhood centre is located along Millennium Park Road at its junction with the bus route, to the west of Naas College. The central and western local centres cluster key community uses in a manner similar to Options 1 and 2.

A defining feature of this option is the large heritage park situated along the canal. This open space enhances the setting of protected buildings and creates a generous public park for community use.

Another key difference is the playing field configuration: a small playing field is positioned near the central local centre, while a large playing field is located adjacent to the new secondary school next to the K-Leisure Centre.

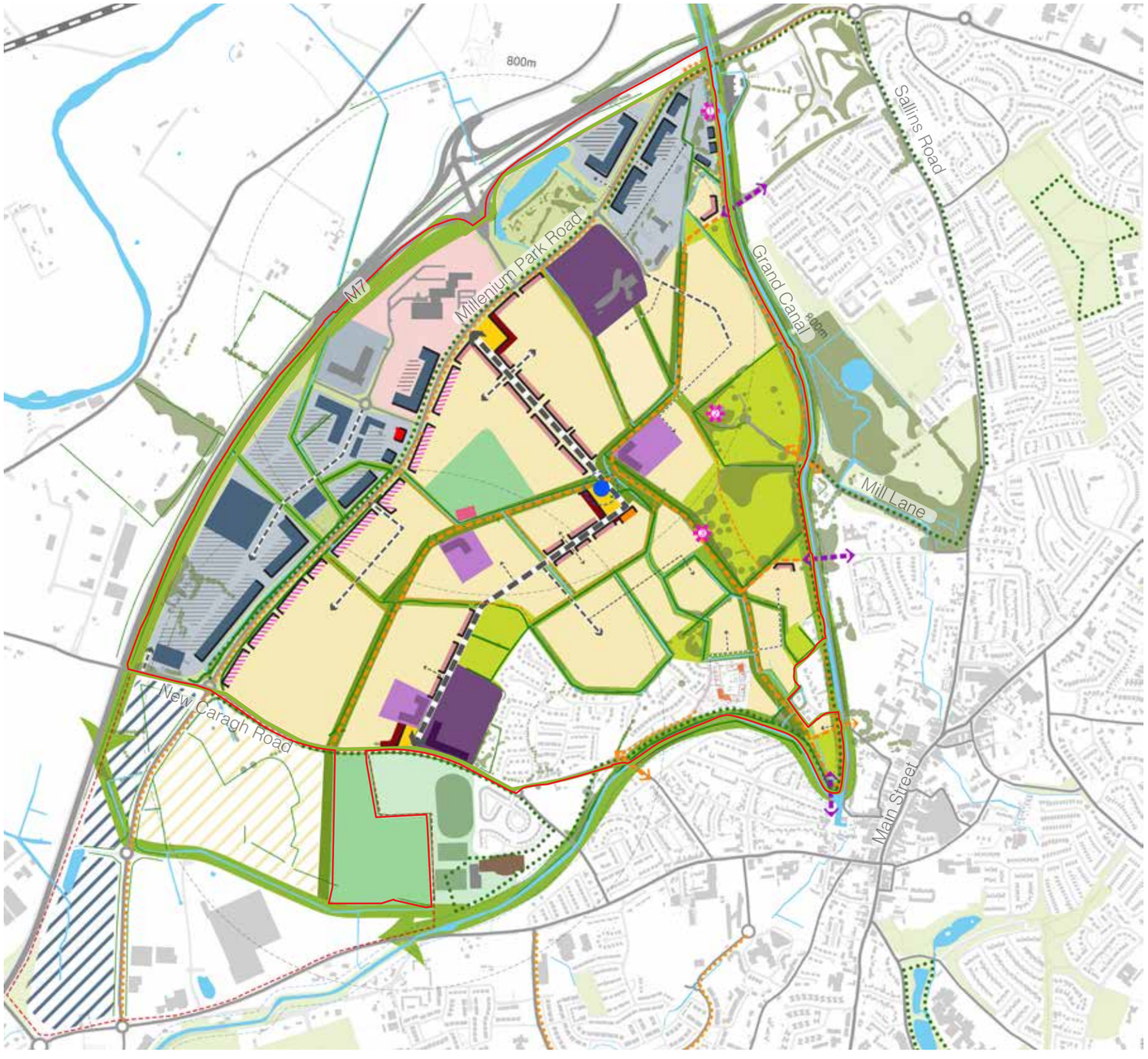


Figure 25: Option 3 - NWQ Framework Masterplan (see the key on page 29)

3.10 NWQ Framework Masterplan Option 4

Adjusted Layout with Smaller Heritage Park

This option is largely similar to Option 3, with the primary difference being the inclusion of a smaller Heritage Park along the canal. It also explores an alternative arrangement for the primary school and playing field locations.

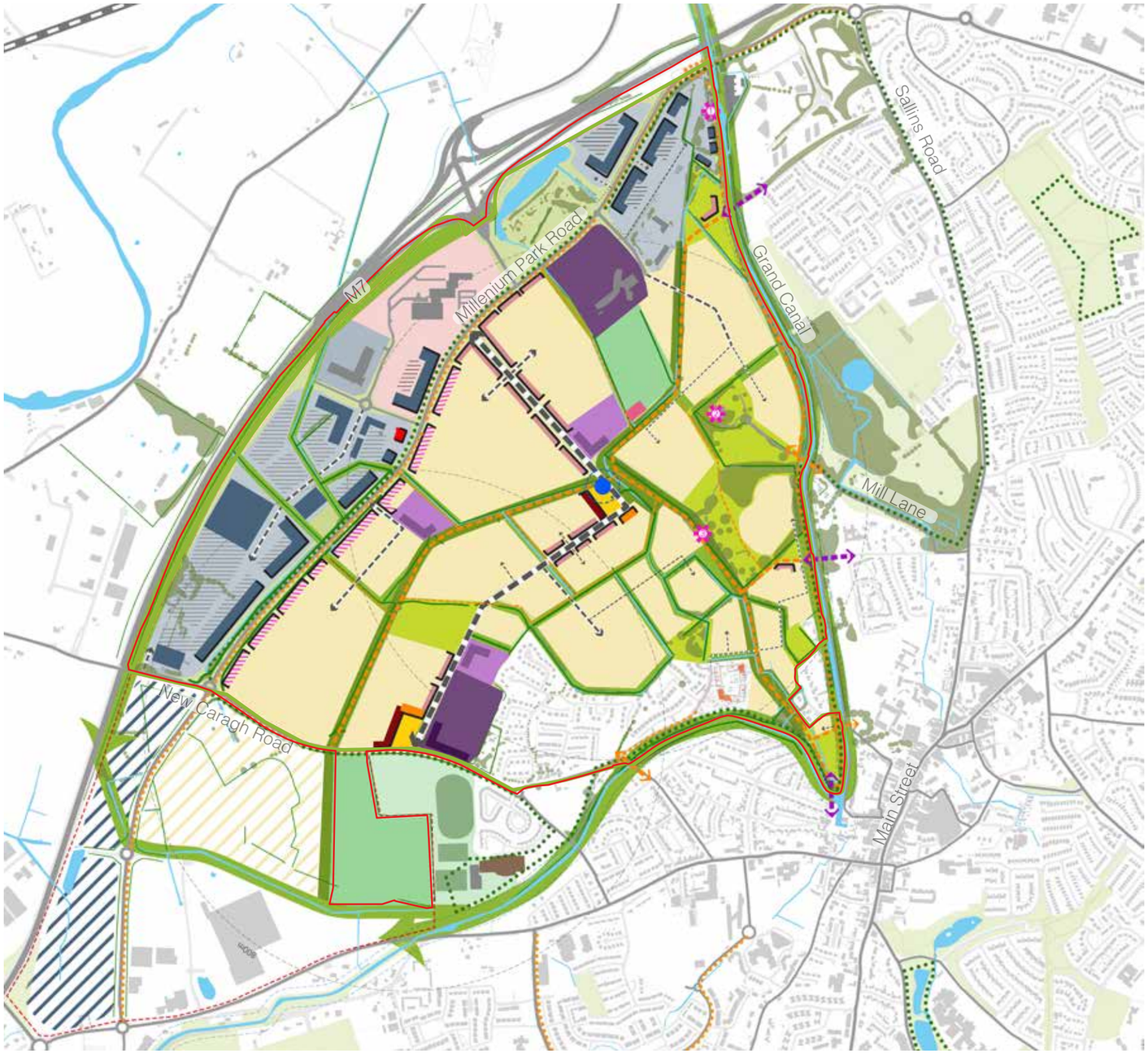


Figure 26: Option 4 - NWQ Framework Masterplan (see the key on page 29)

3.11 Options assessment framework summary

An Options Assessment Framework was then developed to appraise each Framework Masterplan option in a structured and consistent manner and was used during a workshop. The principal assessment criteria applied was designed to reflect key policy objectives and project priorities and the results of this process is presented on the following pages. Each option was assessed against the agreed criteria with Kildare County Council to provide a comparative evaluation of performance.

The RAG (Red–Amber–Green) scoring used in the assessment is a simple visual system used to assess the status or performance of key elements. Green indicates that an item is on track or meeting requirements, Amber signals that there are issues that may need attention or monitoring, and Red highlights significant concerns that require improvement. This approach helps quickly identify priorities, risks, and areas needing further work as the Framework Masterplan develops.

The criteria tested included:

Overarching principle: Compact growth

Social infrastructure: Education provision and outdoor sports facilities

Urban Design: Heritage considerations, quality of open spaces, spatial layout, centres, and overall permeability and accessibility

Natural environment and climate change: Integration of green and blue infrastructure and alignment with the Climate Action Plan 2024

Sustainable mobility: Pedestrian and cycle connectivity, and public transport connectivity; and

Delivery: Cost, ability to phase delivery, and dependencies.

As illustrated in the summary table, right, Option 3 achieved the highest overall score, demonstrating the strongest alignment with the assessment criteria and offering the most balanced response to the project objectives. Option 4 also performed well, securing the second-highest score and indicating a broadly positive fit, albeit with some limitations when compared with Option 3. By contrast, Option 1 ranked lowest, reflecting weaker performance against several key criteria and a reduced ability to meet the project's priorities.

The table overleaf presents feedback from the workshops and provides an assessment of the performance of each option.

	Option 1	Option 2	Option 3	Option 4
Overarching principle				
Compact Growth				
Policy compliance				
MTO 2.1 people intensive land uses				
MTO 3.5 improved accessibility over the canal and access to the town centre and Sallins Railway Station				
EDO 1.2 Promote enterprise and employment development				
EDO 1.9 Mixed-use and residential developments in appropriate locations with access to high quality public transport and/or active travel routes				
HCO 4.3 public parkland amenity in proximity to the Grand Canal.				
BH 1.1 protection and conservation of all protected structures				
NE 1.3 Protect and enhance the built, natural and recreational potential of the Grand Canal Corridor				
NE 2.2 Protect trees and woodlands				
Social infrastructure				
Education				
Outdoor sports fields				
Urban Design considerations				
Heritage				
Quality of open spaces				
Spatial layout				
Centres				
Permeability and accessibility				
Natural Environment and Climate Change				
Green and blue infrastructure				
Climate Action Plan 2024				
Sustainable movement				
Pedestrian and cycle connectivity				
Public transport connectivity				
Delivery				
Cost				
Ability to phase				
Dependencies				

Figure 27: Options Assessment Framework table

3.12 Options workshops feedback

	Option 1	Option 2	Option 3	Option 4
Comments received from workshops				
AoU Design Review Panel Feedback 03/03/2025				
Outdoor sports fields				
Secondary school				
Primar schools				
Main sustainable transport route				
Private vehicle traffic				
Main sustainable transport route				
The Canal				
Millenium Park Road				
Natural surveillance				
Walking and cycling routes				
Crossing the canal				
Drainage				
Employment				
Employment				
Employment				
Employment				
Healthcare				
KCC officer comments				
Public transport route				
GI				
Stakeholder comments				
GI				
Development plots				
Park along the canal				
Outdoor sports fields				
Public transport route				

Figure 28: Options Assessment Framework table

3.13 NWQ Framework Masterplan Freeze

The preferred option builds on the core configuration principles established in Option 3, with targeted refinements introduced where required. It has been further informed by additional engagement with the NTA, landowners, and state and semi-state agencies, including infrastructure, utilities, and housing stakeholders. As part of this process, further testing of potential bus route alignments was undertaken, leading to confirmation of the final arrangement.

In addition, the validated fluvial flood mapping issued in March 2026 necessitated further amendments to the masterplan to respond to identified flood constraints.

The resulting Framework Masterplan is set out in the following chapter.

4. Framework Masterplan

The Framework Masterplan establishes a series of distinctive neighbourhoods, each supported by well-designed open space structure, sustainable transport links, and community and educational facilities located within a short walking distance of every home. It safeguards key heritage and natural assets, most notably the Grand Canal, while opening them up for public enjoyment, allowing these unique features to be both celebrated and shared.

A new public transport service will connect the emerging neighbourhoods with the town centre as well as Sallins and Naas Railway Station. New canal bridges will create seamless integration between the NWQ and Naas, ensuring residents can easily access both new and existing amenities by foot or bicycle.

While the primary employment focus is positioned along Millennium Park Road, the Framework Masterplan remains flexible, allowing employment opportunities to be integrated throughout the development where appropriately scaled.

The key attributes of the NWQ Framework Masterplan are outlined, right.

1. A large heritage park, set alongside the canal, will enhance the setting of protected buildings. It will offer a generous and accessible public space, providing scenic surroundings for community use, all within easy reach of the town centre.
2. The Millennium Park Road Neighbourhood Centre serves as the primary gateway to the NWQ, marked by signature architecture that establishes a clear sense of arrival. It will offer a welcoming focal point for the people of Naas, bringing together important commercial and community services, with a potential primary care centre to serve the Naas catchment.
3. The New Caragh Road Local Centre will form the western gateway to the NWQ, establishing a dynamic hub that accommodates key community facilities, including the new post-primary school and municipal sports grounds, and strengthening the presence of K-Leisure as one of the town's key destinations.
4. The Central Local Centre will establish a community hub at the heart of the development, featuring a new community centre and high-quality open space. It will sit within easy reach of the town centre and the Greenway along the Canal, ensuring convenient access for residents and strengthening connections across the NWQ.
5. Three primary schools are situated at accessible locations to ensure that all residents can walk / cycle to school.
6. A new special needs school contributing to the education hub in the New Caragh Road Local Centre and to serve the wider Naas catchment.
7. Two employment zones: the eastern office district and the western light industry and logistics hub, with complementary mixed use light industrial, offices and residential zone on southern side of Millennium Park Road.
8. Potential for horizontal mixed use development along the Millenium Park Road with employment and residential.
9. Potential further mixed use development opportunities along the sustainable transport route.
10. Leinster Mills presents a prime opportunity to establish a leisure destination, leveraging its built heritage significances and Grand Canal tourism potential.
11. Highest-priority hedgerows for protection and enhancement via green infrastructure, identified through desktop studies. Detailed ecological surveys are recommended.

KEY

Existing
- Site boundary
- Park and green space
- Water
- Grand Canal and 30m buffer zone
- Petrol station shop
- Railway
- Road/street network
- Cycle network
- Slí na Sláinte Routes
- Highest priority hedgerows
- Hedgerows
- Station
- Tree

Record of Protected Structures (RPS)
- Odium leinster Flour Mills
- Keredem House
- Knocks House

Opportunities
- Residential
- Potential future residential development
- Employment
- Potential future employment
- Employment car parking
- Further potential mixed use with retail and residential
- Further potential horizontal mixed use with employment and residential
- Secondary school
- Primary school
- Special education needs school
- Local centre
- Community centre
- Primary health care centre
- Further Education Training Centre
- Sports pavilion
- Park
- Green corridor
- Playing field
- Green space
- Sustainable transport route
- Future potential sustainable transport route
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- Frontage
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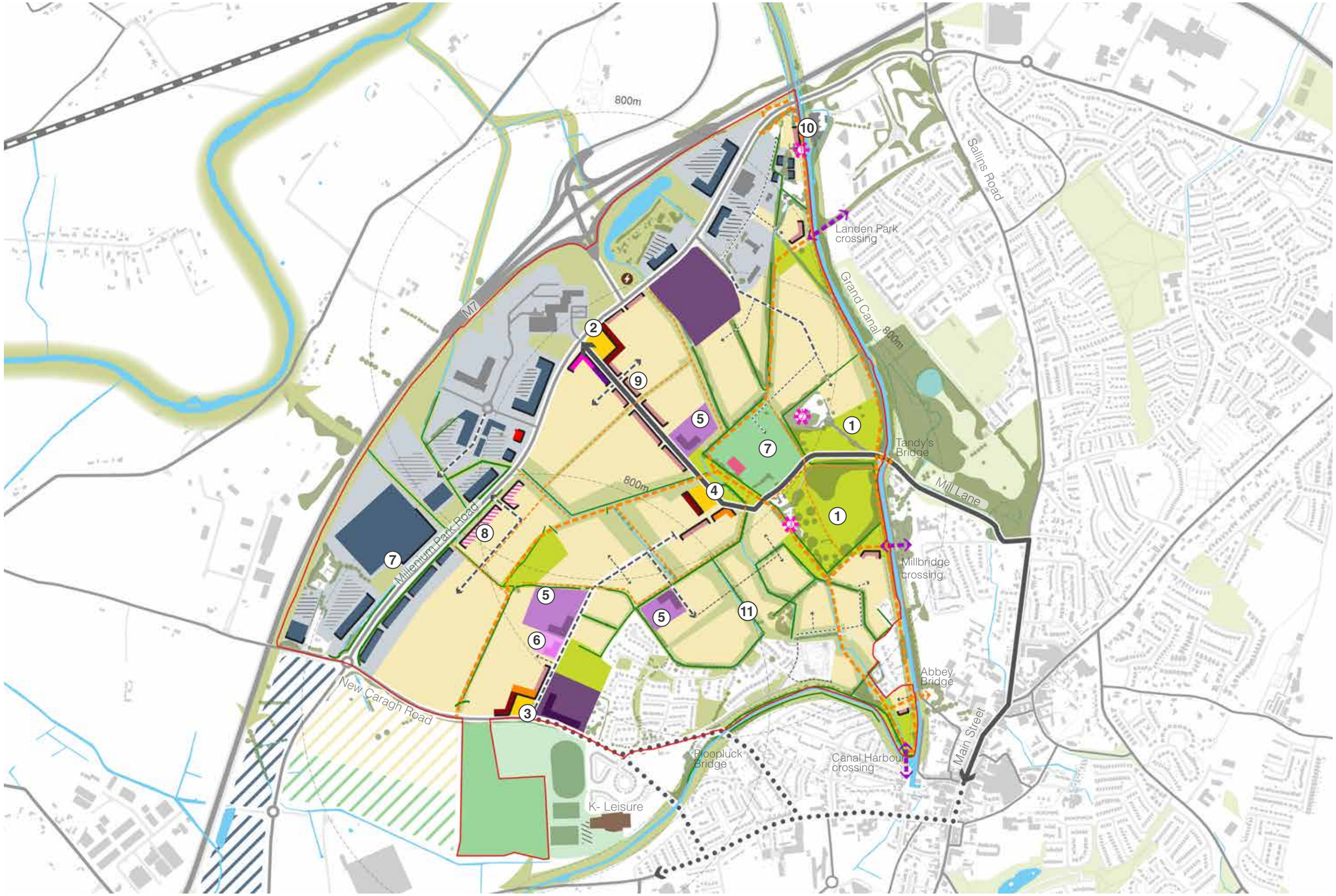


Figure 29: Preferred Framework Masterplan

4.1 Framework Masterplan design principles

Below are the key placemaking principles relating to the final framework masterplan. The following pages set out further detail on the various parameters such as land use, density, green and blue infrastructure, access and mobility are set out later in this section.

URBAN DESIGN

1. **Strengthen social and community life -** Create accessible hubs, schools, health, and community facilities that bring people together and support wellbeing.
2. **Meet daily community needs -** Concentrate shops and services into vibrant, walkable centres that support everyday life and encourage social activity.
3. **Create residential and mixed use neighbourhoods -** Deliver a mix of homes, services, and workplaces that support inclusive, sustainable living.
4. **Deliver employment opportunities -** Provide a variety of employment options to meet a range of business sector needs, provide local employment, mixed use places with activity throughout the day and great placemaking.
5. **Shape local character -** Create a sense of place rooted in NWQ that celebrates identity, heritage, landscape and locality.
6. **Ensure architectural quality -** The design process should consider architecture, massing, and iconic buildings which frame to key streets, open spaces and public spaces.

SUSTAINABLE MOBILITY

1. **Prioritise active travel -** Design safe, attractive walking and cycling routes as the backbone of everyday movement.
2. **Reduce car dependency -** Employ demand management to incentivise non-car based trips, and traffic-dominated streets, promoting compact, mixed-use layouts that reduce the need for private car journeys. Street design should ensure that walking and cycling are the most convenient options for short distances, while driving becomes less direct or slightly inconvenient. This could be achieved through one-way systems, filtered streets, and limited parking.
3. **Strengthen connectivity -** Establish an integrated street and path network linking neighbourhoods, centres, green spaces, and public transport.
4. **Apply filtered permeability -** Use selective vehicular connections to prioritise active and public transport while reducing through-traffic.
5. **Enhance public transport -** Support sustainable travel with well-connected bus services, with stops within easy walking distance. Bus stop locations along the bus route should service key destinations such as neighbourhood / local centres, canal walk, and Millennium Park Road. Provision of high quality bus services enable classification of NWQ as accessible for the purposes of allowing increases in urban density
6. **Introduce a mobility hub -** Provide shared transport facilities, cycle parking, and services in central locations to encourage low-carbon travel choices.

GREEN AND BLUE INFRASTRUCTURE

1. **Celebrate the Canal -** Make the canal a defining feature of the Framework Masterplan, with development and public spaces arranged to highlight its natural beauty and support its role as a key active travel route.
2. **Protect and Enhance Existing Green Assets -** Establish a strong green and blue infrastructure network that protects the existing assets and augments them to optimise their placemaking, amenity, biodiversity and water value.
3. **Create new green corridors -** Introduce new green corridors that link habitats, strengthen biodiversity networks, and provide pleasant, accessible routes for people and wildlife.
4. **Celebrate the local heritage -** Create a public park opposite Oldtown Demesne as a multifunctional open space that weaves together the protected structures, their settings, and the canal, reinforcing the area's historic character and sense of place. Create a focal public park for the NWQ on the canal that celebrates GBI and heritage value of the site to create a destination whose value is greater than the sum of its parts.
5. **Integrate multifunctional open spaces -** Incorporate local parks, open spaces and playing fields, that deliver recreation, biodiversity, and climate resilience.
6. **Integrate Sustainable Drainage Systems (SuDS) -** Employ wetlands, swales, and rain gardens to manage surface water naturally, reduce flood risk, and create habitat as part of the SuDS solution.
7. **Celebrate water as a placemaking asset -** Use watercourses, swales, and basins as focal points for public spaces and active travel routes.
8. **Enhance Biodiversity -** Promote habitat creation and ecological diversity through both new and retained green infrastructure, including native planting, wildlife corridors, and ecological stepping-stones.


CARRAGH
RIVER LIFFEY
KERRY GLOBAL CENTRE
NAAS COMMUNITY COLLEGE
GRAND CANAL
TRAIN STATION
J9A
M7 [TOWARDS CORK AND LIMERICK]
MILLENNIUM PARK ROAD
NEIGHBOURHOOD CENTRE
LOCAL CENTRE
LOCAL CENTRE
SALLINS
SALLINS ROAD
M7 [TOWARDS DUBLIN]
MONREAD PARK
NEWBRIDGE ROAD
K LEISURE
MAIN STREET
NAAS HARBOUR
ST. DAVID'S CASTLE
DE BURGH'S WOODLAND GARDEN
NAAS

4.2 Design parameters

Green and blue infrastructure

The NWQ is framed by the Green Infrastructure(GI) corridors identified in the Naas Local Area Plan (2021–2027). The Grand Canal corridor, designated as a proposed Natural Heritage Area (pNHA), extends along the canal and through the eastern edge of the Framework Masterplan area. It includes semi-natural woodland, reed marsh, and mature hedgerows that provide important ecological connectivity across Naas and the surrounding countryside. To the west, the Osberstown corridor supports a mosaic of wetland and semi-natural grassland habitats centred on an artificial lake with potential for SuDS integration and biodiversity enhancement. Adjacent to the NWQ Framework Masterplan area, the Oldtown Demesne corridor contains the largest continuous woodland in Naas, together with wetlands, reed marsh, and the ornamental Octagon Pond, creating a strong cultural and ecological link to the canal.

Together, these corridors form the foundation for a multifunctional GI network that integrates ecology, recreation, and heritage. Within the Framework Masterplan, key GI measures, such as Green Corridors, Green Links, Wellness Trail, and the Canal and Riparian Corridor, will be fully integrated into the open space hierarchy to strengthen connections between neighbourhoods, local parks, and the surrounding landscape.

By aligning biodiversity features with neighbourhood greens, pocket parks, and community parks, these spaces will function both as everyday amenities for residents and as connectors between the larger Green Infrastructure corridors, ensuring continuity between urban parks, peri-urban greenspaces and the surrounding rural landscape.

Strategic Objectives

- Strengthen ecological connectivity by integrating the Framework Masterplan with the Grand Canal, Osberstown, and Oldtown Demesne GI corridors, linked through a coordinated network of open spaces and green routes.
- Provide a hierarchy of open spaces (district, community, and neighbourhood) to ensure equitable access to amenity and recreation.
- Protect and enhance the 30m buffer to the Grand Canal, safeguarding its ecological, cultural, and recreational role.
- Retain and enhance existing hedgerows and trees as linear corridors, while requiring that at least 15% of land within development parcels is allocated to public open space and amenity, in accordance with the Kildare County Development Plan 2023–2029.

Key Green and Blue Infrastructure Elements

Wellness Trail

- The internal wellness trail will form part of the Green Infrastructure network, aligning with Naas's Slí na Sláinte routes to create continuous recreational circuits linking neighbourhood greens, community parks, civic spaces, and the Grand Canal Greenway. It will also connect with the Recreation and Play Strategy, supporting the integration of movement, health-walking, and play within the wider landscape framework.

Primary Green / Riparian Corridor

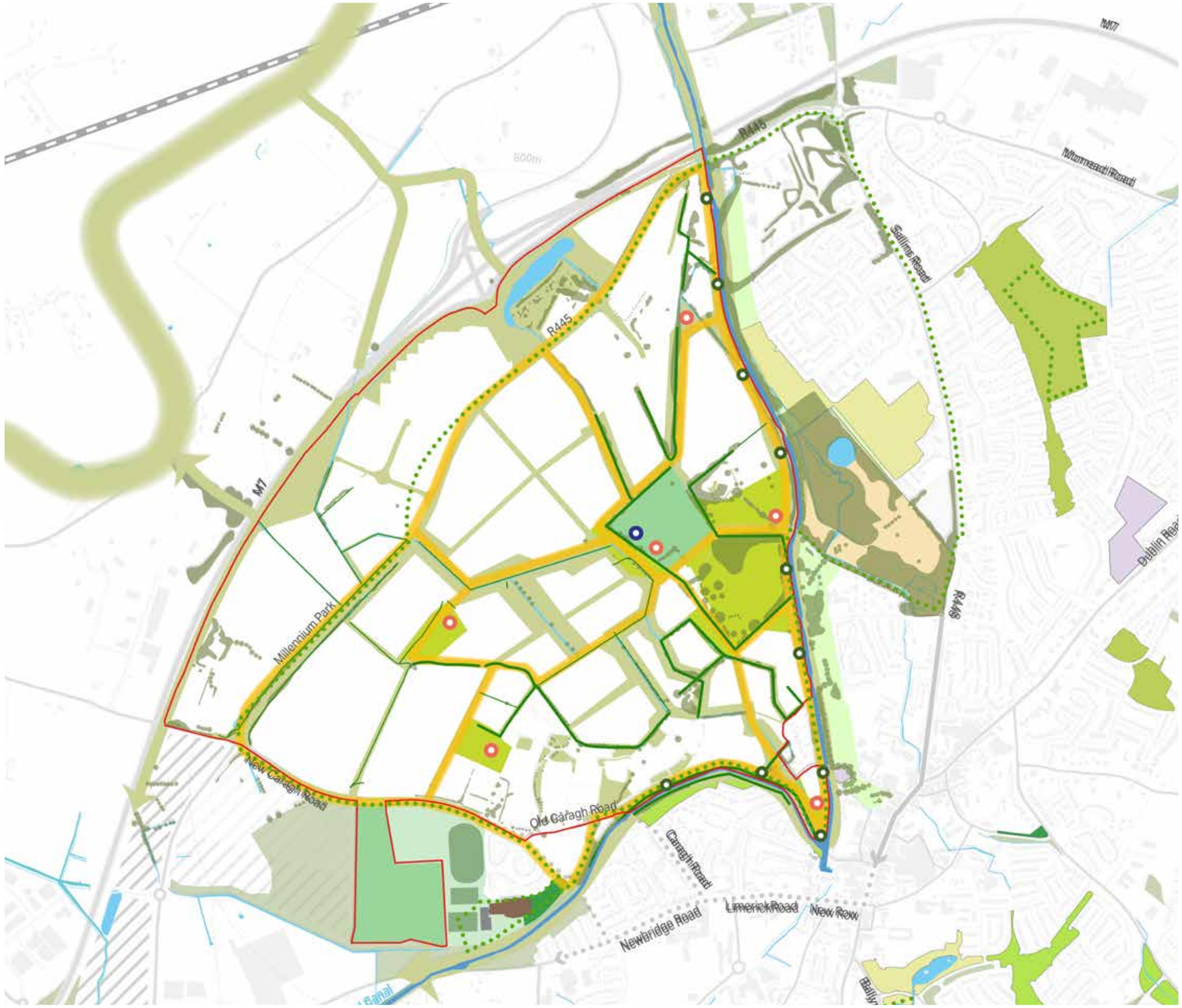
- Extending from the existing woodland belt adjoining Oldtown, the Primary Green Corridor will form a principal structuring element of the Framework Masterplan, running south-west to north-east to connect the New Caragh Road with Oldtown Townland Demesnes (Knocks / Keredern) Strategic Open Space. The corridor will function as a strategic landscape link, biodiversity enhancements, and active movement routes to establish a robust green infrastructure spine.
- This sequence of landscape elements will take the form of a linear park incorporating SuDS features, transitioning into natural parkland at its north-eastern extent to connect with Oldtown Townland Demesnes (Knocks / Keredern). A large play space will also be provided at the north-eastern end of the corridor, reinforcing connections to the Naas Sports Centre and the amenity spaces along the New Caragh Road. It will strengthen links between the Naas to Sallins Greenway and the Framework Masterplan, and to the wider town.
- Riparian corridors are vegetated zones forming the interface between land and watercourses. They play a vital role in protecting and enhancing water quality, stabilising riverbanks, supporting biodiversity, and improving habitat connectivity. In NWQ all the primary corridors shown in the diagram are riparian in nature, creating buffer zones along watercourses identified as having the highest potential ecological value

Secondary Green Corridor

- Secondary Green Corridors will run north-west to south-west, linking the Primary Corridor to the canal bank at Canal Quarter and the south-western edge of the masterplan. Additional corridors will connect the Primary Green Corridor to the M7, together creating a continuous north-west to south-east network that strengthens connectivity, biodiversity, and access across the site.

Green Nodes

- A series of green nodes will be located at key intersections of the open space network and along green corridors and primary green links.
- These nodes will function as focal points for community interaction, incorporating seating, play-on-the-way, biodiversity planting, and SuDS features such as rain gardens.



KEY

- Park
- Playing field
- Amenity greenspace
- Watercourses
- Green corridor
- Canal
- Highest priority hedgerows
- Hedgerows
- Wellness trail
- Nature play along wellness trail
- Local Equipped Areas for Play
- Neighbourhood Equipped Areas for Play
- Trees
- Existing Slí na Sláinte routes
- Country level strategic open spaces
- Urban neighbourhood parks
- Local parks
- Local linear parks
- Small parks and pocket parks
- Private sport and recreation facilities
- Strategic open spaces
- Surrounding open space and amenity

Figure 30: Green and blue infrastructure diagram

Green Links

- The Green Links will complement the Primary and Secondary Green Corridor to create an extensive Green Infrastructure network of landscaped routes with new footpaths and cycleways that weaves through new neighbourhoods and links to key destinations within and beyond the site. It will provide natural and semi-natural green space with SuDS element, including permeable paving, urban tree planting, rain gardens, and bioswales, will be integrated within these links to manage surface water, enhance biodiversity, and mitigate flood risk.
- Planting and enhanced lighting along key routes will create a safe, attractive public realm, supporting Naas's Purple Flag status and reinforcing its role as a high-quality evening destination.

Canal Buffers

- A 30m canal buffer and widened stream corridors managed as multifunctional landscapes, delivering flood management, habitat creation, and recreational value.
- Footpaths and cycling routes will be incorporated to provide continuous access along the canal edge, linking to the Grand Canal Greenway, Oldtown Townland Demesnes (Knocks / Keredern), and Naas's Slí na Sláinte routes.
- In key nodes, the buffer will accommodate terraced seating, viewing decks, and interpretation points, celebrating the canal's heritage and providing spaces for rest, play, and environmental education. These should be framed with the creation of activity nodes along the canal and canal-based activity (e.g. plazas and canal infrastructure). SuDS features will be integrated to manage runoff and support climate resilience.

Views

- Views to and from Tandy Bridge (GC30), Abbey Bridge (GC31), and Plooppluck Bridge (GC32) will be retained and enhanced through the provision of a canal buffer or green corridor along the canal edge, ensuring the integrity of this protected view is safeguarded within the Framework Masterplan.

Existing vegetation

- Existing trees, hedgerows, and woodland corridors will be retained, and where possible, augmented, forming integral components of the proposed Green Corridors and Green Links contributing to habitat connectivity and reinforcing the landscape character of the site.

KEY

- Rainwater attenuation element
- Green node
- Canal buffer
- Secondary green corridor
- Primary green/riparian corridor
- Green links
- Canal

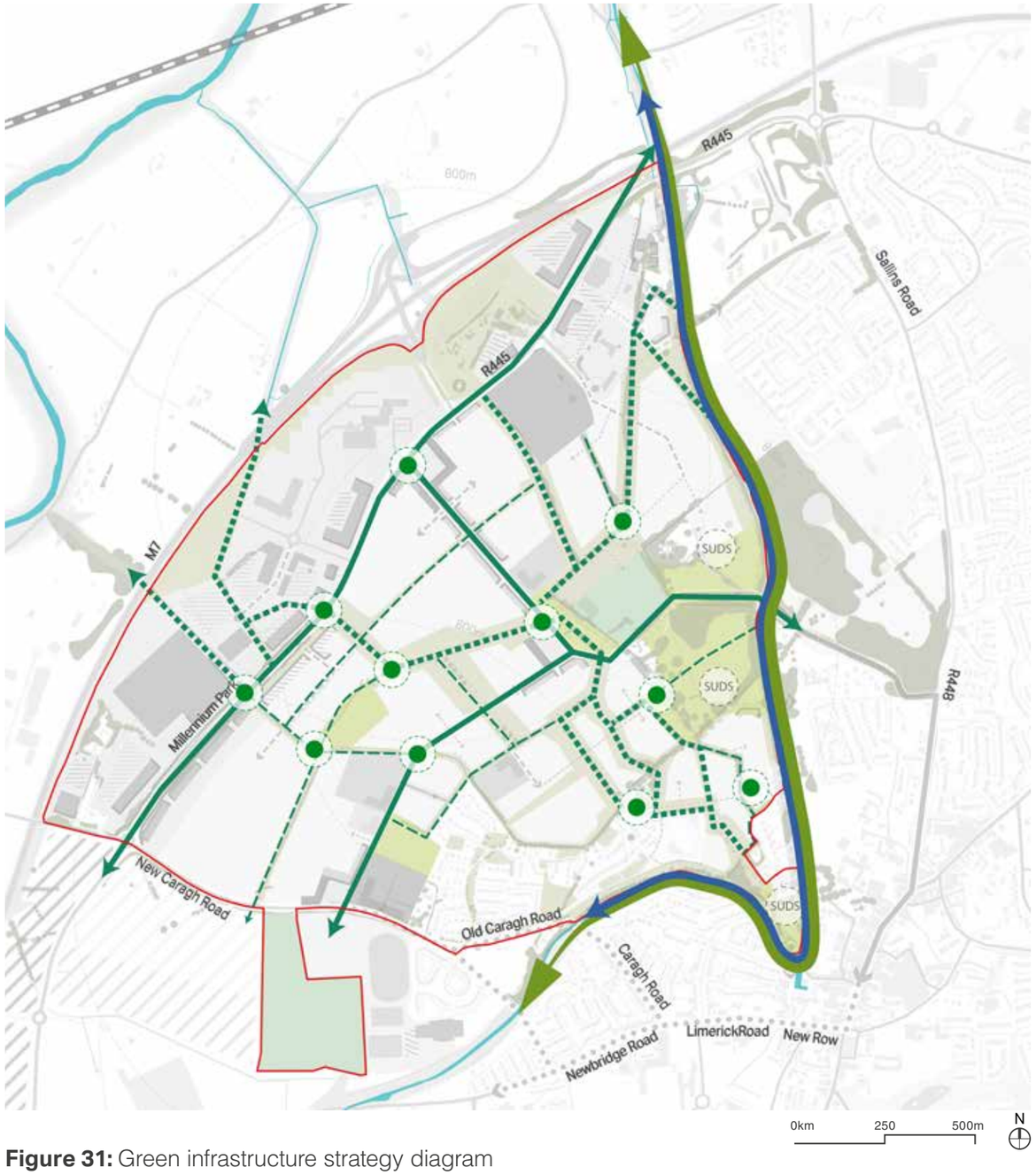


Figure 31: Green infrastructure strategy diagram

Biodiversity and Ecology Strategy

The Northwest Quadrant is characterised by extensive hedgerows, treelines, riparian corridors, and woodland copses, particularly near the Grand Canal. These features provide ecological structure, support habitats of potential conservation value, and contribute to the canal's landscape setting. The eastern half of the site is designated as a Green Infrastructure Corridor, offering an opportunity to create strong ecological linkages between Naas town centre, the canal, and the wider countryside.

The strategy seeks to retain and enhance these ecological assets wherever possible, embedding them into the wider green and blue infrastructure network of the Framework Masterplan.

It would beneficial to incorporate ecological land bridges across key barriers (e.g. the M7), where feasible, to enhance habitat connectivity across surrounding road infrastructure, supporting safe wildlife movement and strengthening the wider ecological network.

Strategic Objectives

- Retain and enhance riparian corridors, wetlands, hedgerows, and tree groups as defining features of the Northern Lowlands landscape setting.
- Protect and enhance the 30m buffer to the Grand Canal, ensuring that mature trees and canal-side vegetation are safeguarded as part of the site's character, in line with the Naas Local Area Plan (2021–2027).
- Secure ecological connectivity across the Green Infrastructure Corridor and link to the wider Grand Canal Greenway.
- Incorporate pollinator-friendly planting and align with the All-Ireland Pollinator Planand Ireland's 4th National Biodiversity Action Plan.
- In line with Target 3C1 of the Fourth Irish National Biodiversity Plan, the approach seeks to achieve no net loss of biodiversity through the application of appropriate strategies, spatial planning, mitigation measures, biodiversity offsetting where necessary, and investment in blue-green infrastructure.
- Reinforce regional ecological networks by connecting site habitats into the Grand Canal corridor which provides onward links to the Royal Canal Greenway and River Liffey catchment.
- Tree planting within the NWQ should be selected to be cognisant of the National Biodiversity action plan and All Ireland Pollinator plan. Species should be selected to ensure diversity across the site to allow for climate resiliency.
- Tree planting should be set out to define character areas throughout the Framework Masterplan which will assist with wayfinding across the site.

Key Biodiversity and Ecology Elements

- Hedgerows & Treelines: Retain and reinforce mature hedgerows with native infill, integrating them into open spaces, gardens, and walking and cycling routes.
- Riparian Corridors: Enhance the north–south stream corridor through native wet woodland, marginal planting, and widened buffers, reinforcing the role of watercourses as multifunctional landscape spines within the lowland settings.
- Woodland & Canal Setting: Protect woodland copses near Oldtown/Mill Lane and Tandys Bridge, reinforcing the mature canal-side tree belt for landscape character and biodiversity.
- Habitat Creation: Introduce species-rich meadows, wildflower grasslands, wetlands, and native woodland belts across the eastern GI corridor and linear parks, reflecting the open, meadowed character of the Northern Lowlands agricultural landscape.
- Urban Ecology: Provide street tree planting along key routes, supplemented by feature trees at green node (squares and gateways); integrate bird or bat boxes, swift bricks, and green roofs in higher-density areas.

Blue Infrastructure

Blue Infrastructure within the NWQ Framework Masterplan is proposed as an integrated network of surface water features that work in tandem with the Green Infrastructure framework to manage water sustainably, enhance biodiversity, and enrich the quality of public open spaces. The approach is informed by the Surface Water Management Plan and has been developed to align with the natural hydrology of the site, existing watercourses, and the wider Green & Blue Infrastructure corridors identified in the Naas Local Area Plan (2021–2027). By aligning surface water features with neighbourhood greens, pocket parks, and community parks, the strategy ensures that water management infrastructure also functions as everyday amenity, supporting recreation, health, and wellbeing.

The Blue Infrastructure strategy prioritises visible, landscape-led water management, embedding surface water features within parks, green corridors, riparian zones, and streetscapes. Rather than relying on concealed or hard-engineered solutions, water is managed on the surface wherever feasible through a coordinated sequence of vegetated features that intercept, convey, store, and treat runoff while contributing positively to place-making and ecological value.

Key elements of the Blue Infrastructure network include attenuation basins, retention ponds and constructed wetlands within parks and green corridors; linear SuDS features such as swales, rain gardens, and tree pits along streets and green links; and open spaces designed to safely accommodate temporary flood storage during extreme rainfall events while remaining usable throughout the year.

Collectively, the proposed Blue Infrastructure will support sustainable surface water management and long-term climate resilience while enhancing biodiversity through the creation of wetland, riparian, and aquatic habitats. By integrating water management features within parks, green corridors, and streetscapes, the strategy will contribute to the delivery of high-quality, multifunctional public spaces that provide amenity, ecological value, and recreational opportunities. In doing so, the Blue Infrastructure network will help reinforce the identity of the NWQ as a place shaped by water, landscape, and ecology, ensuring that environmental systems play a visible and positive role in the character of the Masterplan.

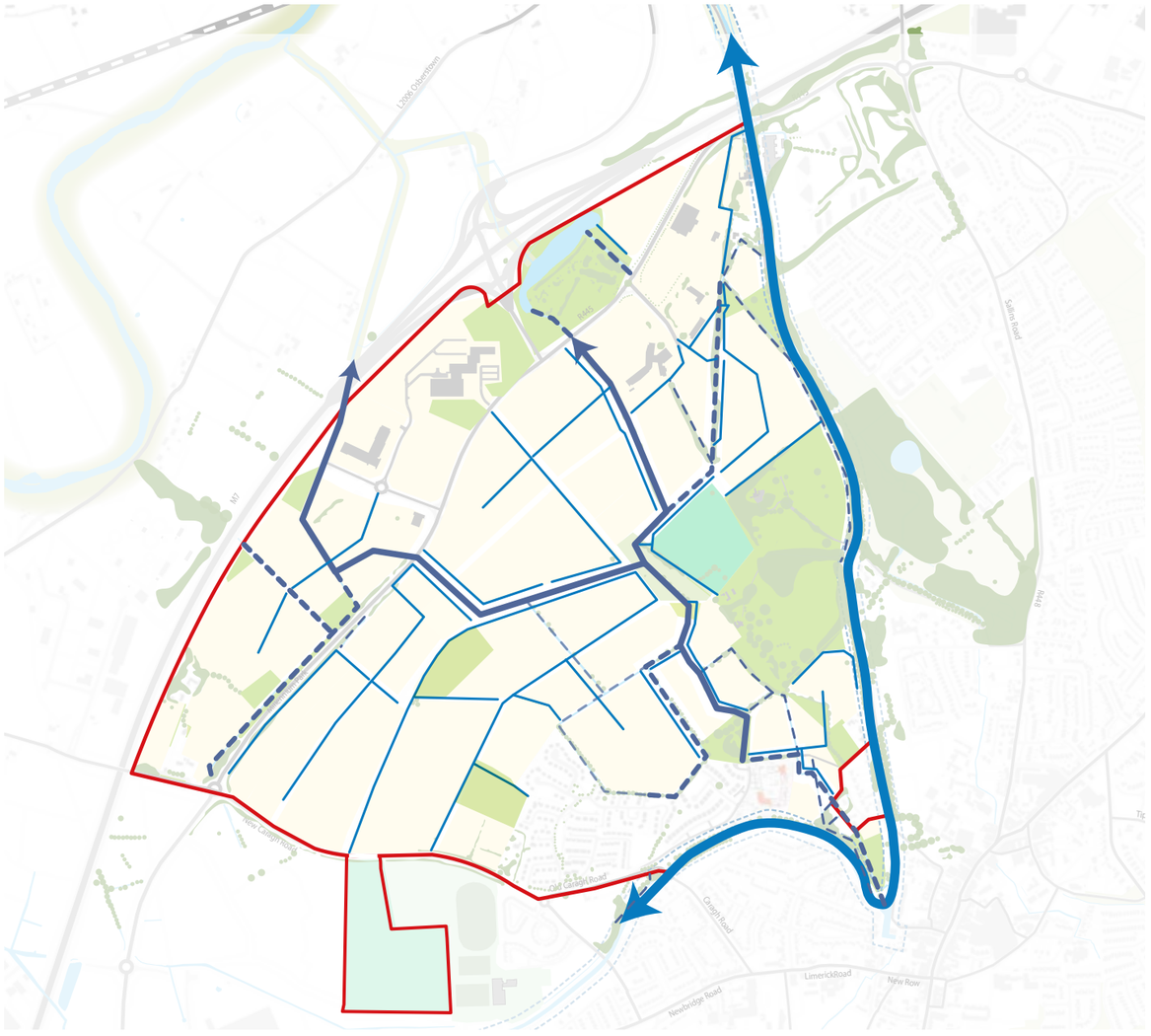


Figure 35: Blue infrastructure strategy diagram

Pedestrian and cycle movement

The Framework Masterplan establishes a highly permeable movement framework that places walking and cycling at its core. A fine-grained network of safe, direct, and attractive routes connects key destinations within the site and integrates seamlessly with the wider urban context.

Cycle provision is embedded within the street hierarchy. Segregated cycleways are accommodated along primary corridors, while on access streets and local streets cyclists share the carriageway with vehicles at low speeds.

The proposed primary pedestrian and cycle routes provide segregated paths for both commuting and leisure, ensuring high-quality, continuous connections. Secondary routes complement this network, offering shared pedestrian and cycle paths that support local movement and recreational use.

Strong connectivity to surrounding areas is a defining attribute of the Framework Masterplan. In addition to existing canal bridge links, three new pedestrian bridges are proposed to enhance access to neighbouring communities and the town centre, ensuring the NWQ is fully integrated with the existing neighbourhoods in Naas.

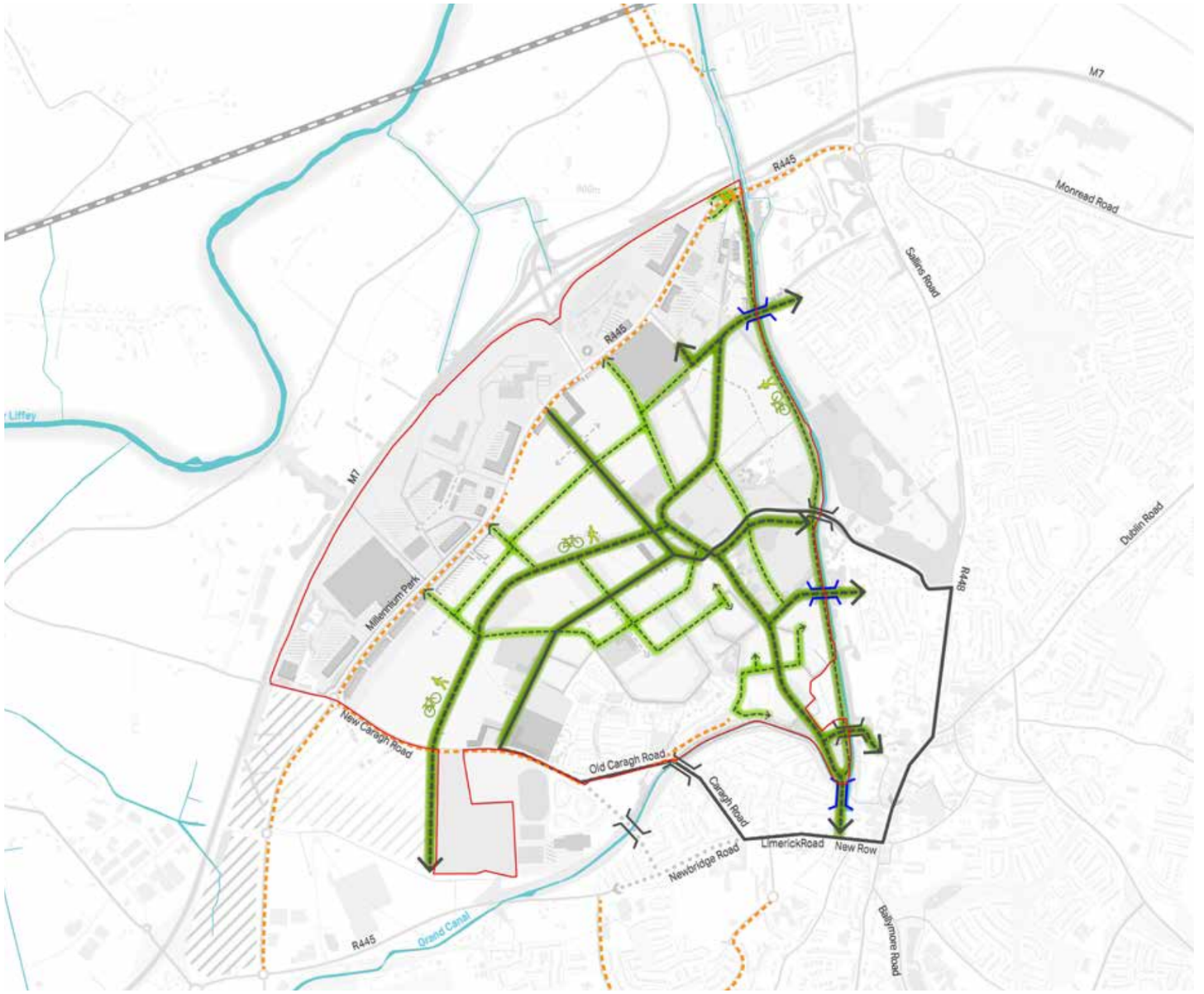


Figure 36: Pedestrian and cycle route diagram

Public transport

Naas is served by Sallins & Naas Railway Station, approximately 2–4 km north of the NWQ. While regional and local bus services operate nearby, they are not directly accessible from within the site.

Both the Naas/Sallins Transport Strategy (2021) and the Naas Local Area Plan (2021–2027) highlight the need for a new bus service linking Sallins Station, the NWQ, and Naas Town Centre, to improve connectivity, encourage sustainable travel, and reduce car dependency. The GDATS objective to provide a 1,000-space car park west of Sallins may also benefit the NWQ by improving access to public transport.

In line with this policy direction, the NWQ Framework Masterplan includes a new dedicated bus route connecting Sallins Railway Station with Naas Town Centre via the NWQ. The alignment of the bus route has been developed through an iterative and collaborative design process, taking key placemaking principles into account. As a result, while the route supports the objectives of the Naas–Sallins Transport Strategy, it proposes a different alignment. The bus route options presented in the Framework Masterplan represent KCC's proposals and are intended to inform the NTA's decision-making process. The final urban bus routes for Naas will be defined through the NTA's Bus Planning Project.

The majority of the route within the NWQ planned to be bus, pedestrian and cycle only. It will enter the site via a new junction from Millennium Park Road, before continuing eastwards to connect with Sallins Road through Tandy's Bridge over the Grand Canal and Mill Lane. Passing through the town centre, the route will extend northwards across Ploopluck Bridge, facilitating access to the western neighbourhoods of the NWQ, the new secondary school, playing fields, K-Leisure, and potential future development lands to the west of Caragh Road.

The Framework Masterplan proposes a series of new bus stops strategically located at local centres, Tandy's bridge and key destinations within the NWQ, as shown on the plan opposite. These are designed to complement existing bus stops along the wider route, ensuring integration with the broader transport network. The positioning of new stops has been guided by accessibility principles, with the intention that all parts of the NWQ are within a 5–10 minute walking distance. This approach ensures equitable access to public transport and supports the development of a compact, walkable neighbourhood structure in accordance with the objectives of the LAP. Three new mobility hubs are proposed and shown on the plan, right and described on the following pages.

KEY

- Proposed bus routes
- Indicative route for NTA consideration
- Existing bus routes
- Proposed bus stops
- 400/800m walking isochrones
- Existing bus stops
- M Mobility hub

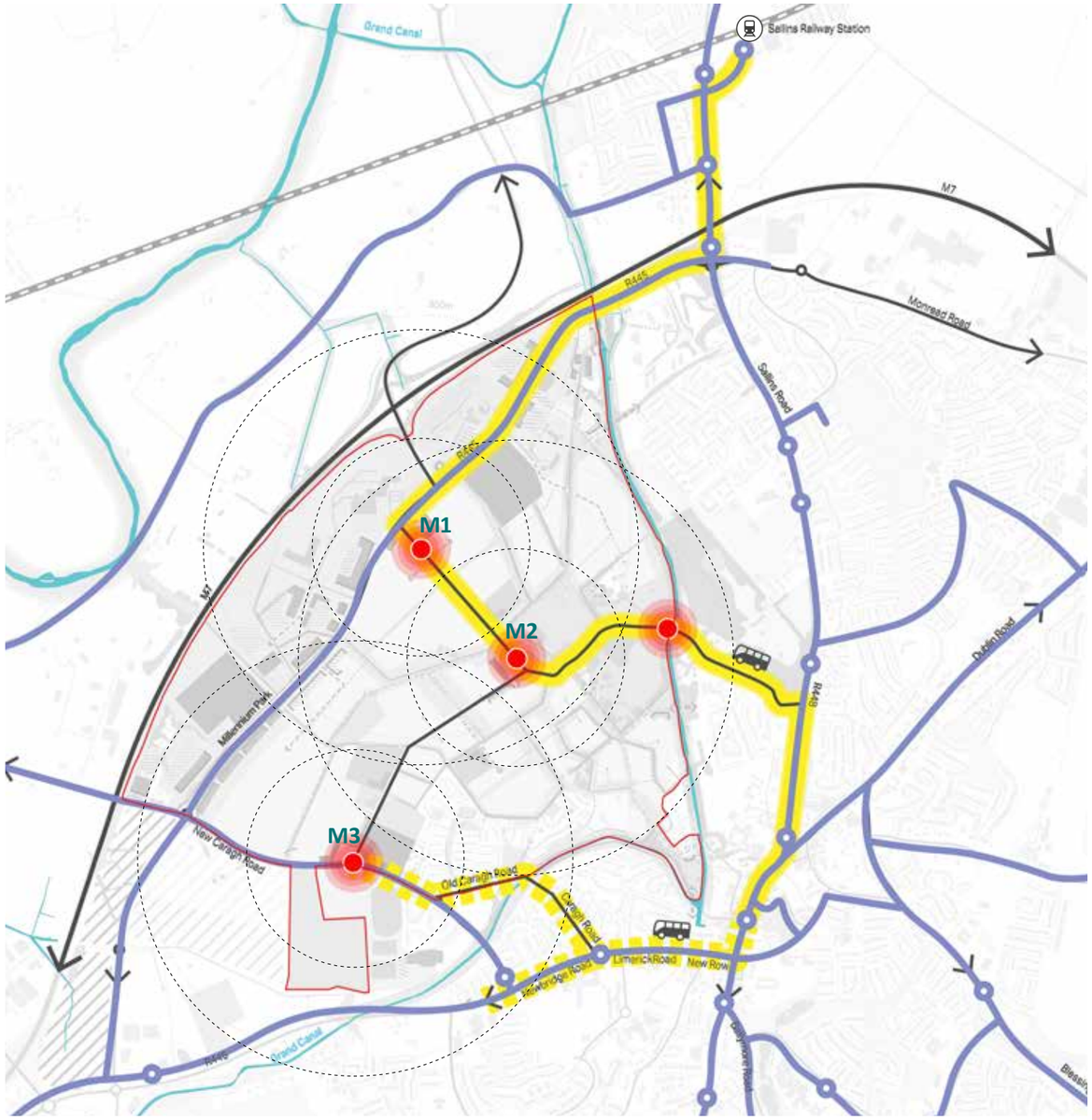


Figure 38: Public transport diagram

Mobility hub

A mobility hub serves as a key interchange point integrating multiple modes of transport, supported by high-quality infrastructure to encourage sustainable travel behaviour. By offering convenient access to shared and active travel options, mobility hubs can substantially reduce dependence on private car ownership, with car-club membership often serving as a practical alternative. These hubs facilitate efficient “first mile” and “last mile” connections, helping to balance and manage transport demand across the NWQ.

All proposed mobility hubs within the NWQ are strategically located within local centres and positioned adjacent to bus stops to optimise access to public transport services provided for people waiting for transport services, to avoid wasted time and make public transport at the development an efficient and attractive way to travel.

M1 Mobility Hub – Central Local Centre

The M1 mobility hub is located within the Central Local Centre, at the heart of the NWQ. Its central position maximises accessibility to public transport while co-locating with other sustainable travel options such as cycle hire, e-bike, and e-scooter charging facilities. The M1 hub will act as a focal point for multimodal connectivity, promoting active travel and supporting local movement patterns.

M2 Mobility Hub – Millennium Park Road Neighbourhood Centre

The M2 mobility hub is situated at the Millennium Park Road Neighbourhood Centre, positioned at the intersection between the neighbourhood access route and the public bus corridor. As the largest centre within the NWQ, this location includes extensive retail and community facilities and accommodates a multi-storey car park. The multi-storey car park serves nearby residential apartments and centre-based uses, while also providing limited parking for users of the mobility hub.

The M2 hub is envisioned as a key interchange point, offering access to a range of travel modes including car parking (limited), public transport, car clubs, EV charging, and secure cycle parking.

M3 Mobility Hub – Western Neighbourhood Centre

The M3 mobility hub is located within the Western Neighbourhood Centre, which similarly includes retail and community uses supported by a multi-storey car park. Consistent with the M2 hub, M3 will facilitate connections between multiple travel modes, including public transport, shared mobility (car clubs), active travel, EV charging, and limited car parking provision.

Key Design Principles and Supporting Facilities

The NWQ mobility hubs are intended to operate as both physical and informational travel planning points, offering guidance on sustainable travel choices alongside access to transport infrastructure. Each hub should be connected to:

- Secure cycle parking and maintenance facilities
- Car hire and car club spaces (except M1)
- Adjacent bus stops with real-time service information
- Comfortable, sheltered waiting and seating areas

Hubs should be designed to provide safe, accessible, and convenient interchange between modes, with careful consideration given to the movement of buses and service vehicles to prevent conflicts with pedestrians and cyclists.

Commercial and community-oriented amenities, such as parcel or delivery lockers, and informal workspace, may be incorporated to enhance user experience and promote social interaction. These features will help make public transport and shared mobility within the NWQ a practical, efficient, and attractive choice for everyday travel.

Access, filtered permeability and street hierarchy

Access points

The NWQ development is envisaged to be served by five primary vehicular access points. Three of these will be from Millennium Park Road, one of which is the existing junction serving Naas College. In addition, a new junction is proposed on New Caragh Road to the west, while to the south the development will be accessed via Old Caragh Road. Collectively, these access points establish the primary vehicular connections into the site and provide integration with the wider street and road network.

Filtered permeability

Consistent with the objectives of the Greater Dublin Area Transport Strategy 2022–2042, the NWQ Framework Masterplan incorporates a filtered permeability strategy. This approach ensures that pedestrians and cyclists have full and direct permeability across the site, while vehicle movement is more limited in order to prioritise sustainable modes of travel.

Key features of the strategy include: The use of restricted vehicular access junctions into development areas, a reduced number of direct routes available to cars, reduced speed limits, and enhanced pedestrian and cycle priority, including raised crossings.

Street hierarchy

The Framework Masterplan defines a clear street hierarchy comprising the following types: Primary Streets, Access Streets, and Local Streets. The cross-sections of these streets have been informed by DMURS.

Full details of street hirarchy (including Millennium Park Road and New Caragh Road), cross-sections and design intent are set out within the Northwest Quadrant (Naas) Character Area Guidance report.

Primary Streets

There are four primary routes which provide the structural framework for movement within the NWQ.

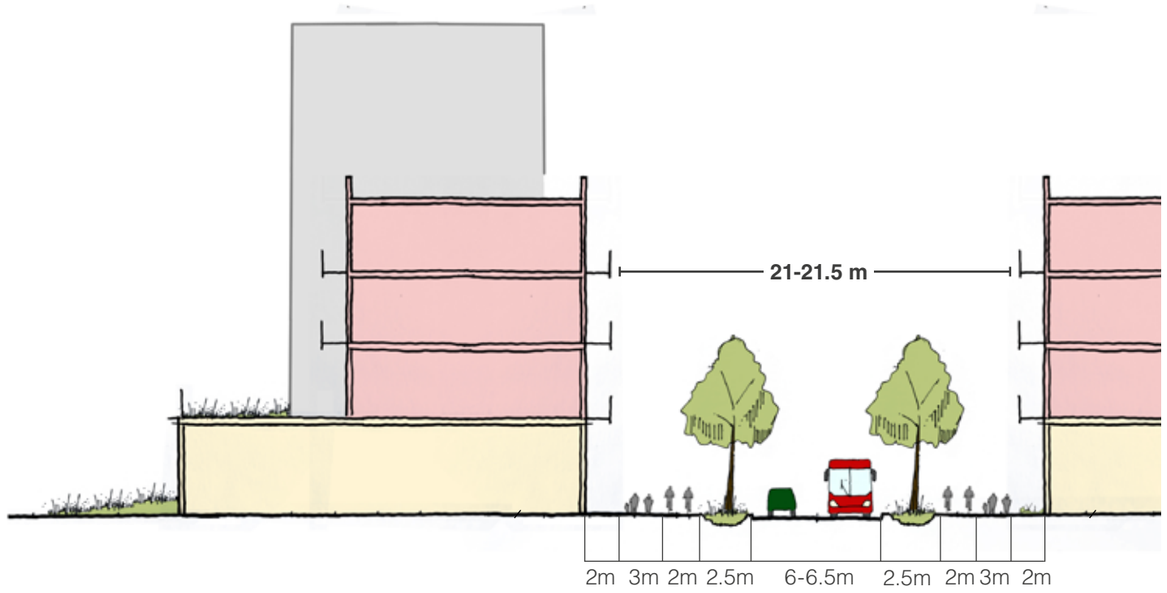
The Primary Street Access, Central and Park connects Millennium Park Road to Tandy's Bridge. This section accommodates a mixed carriageway with public bus services, general vehicular traffic, pedestrians, and cyclists. Beyond the residential access junctions, the alignment transitions to a bus, pedestrian, and cycle-only street.

The Primary Street West enters the development from a new junction on New Caragh Road. This route allows for shared use by both public bus services and private vehicles for an initial section, before transitioning to vehicular traffic only further into the development.

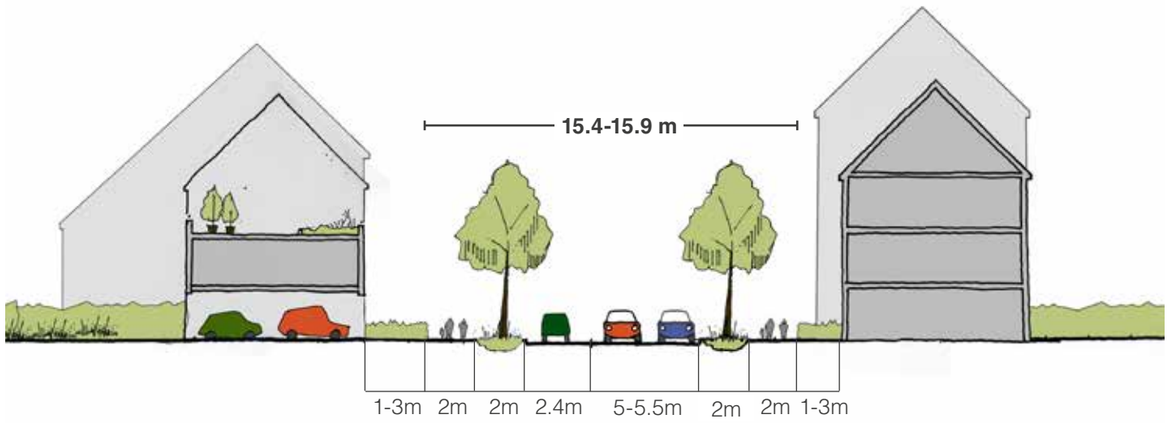
Access Streets and Local Streets

These provide the next level of connectivity, linking individual development parcels to the Primary Street network. Access Streets accommodate a mix of movement and access into development, while local streets provide more fine-grained permeability, particularly within residential areas.

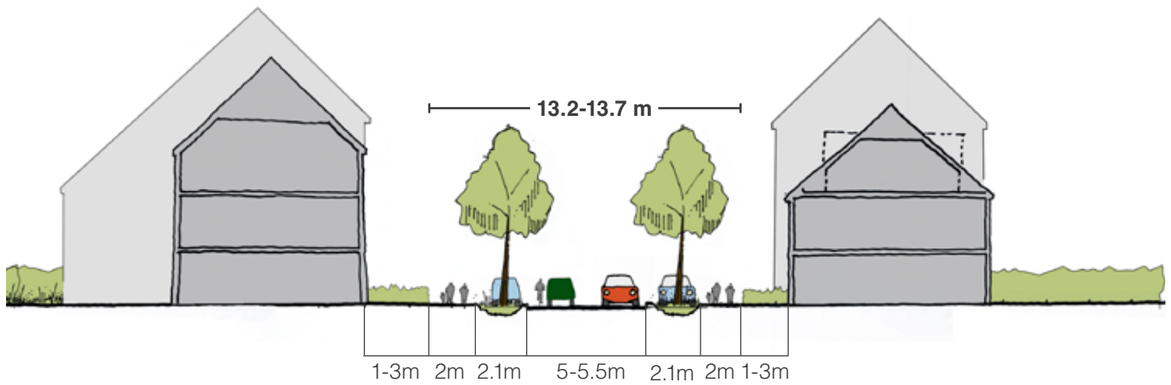
The Framework Masterplan illustrates indicative alignments, but it is anticipated that additional need for connectivity will be incorporated at detailed design stage.



Primary street indicative section



Access street indicative section



Local street indicative section

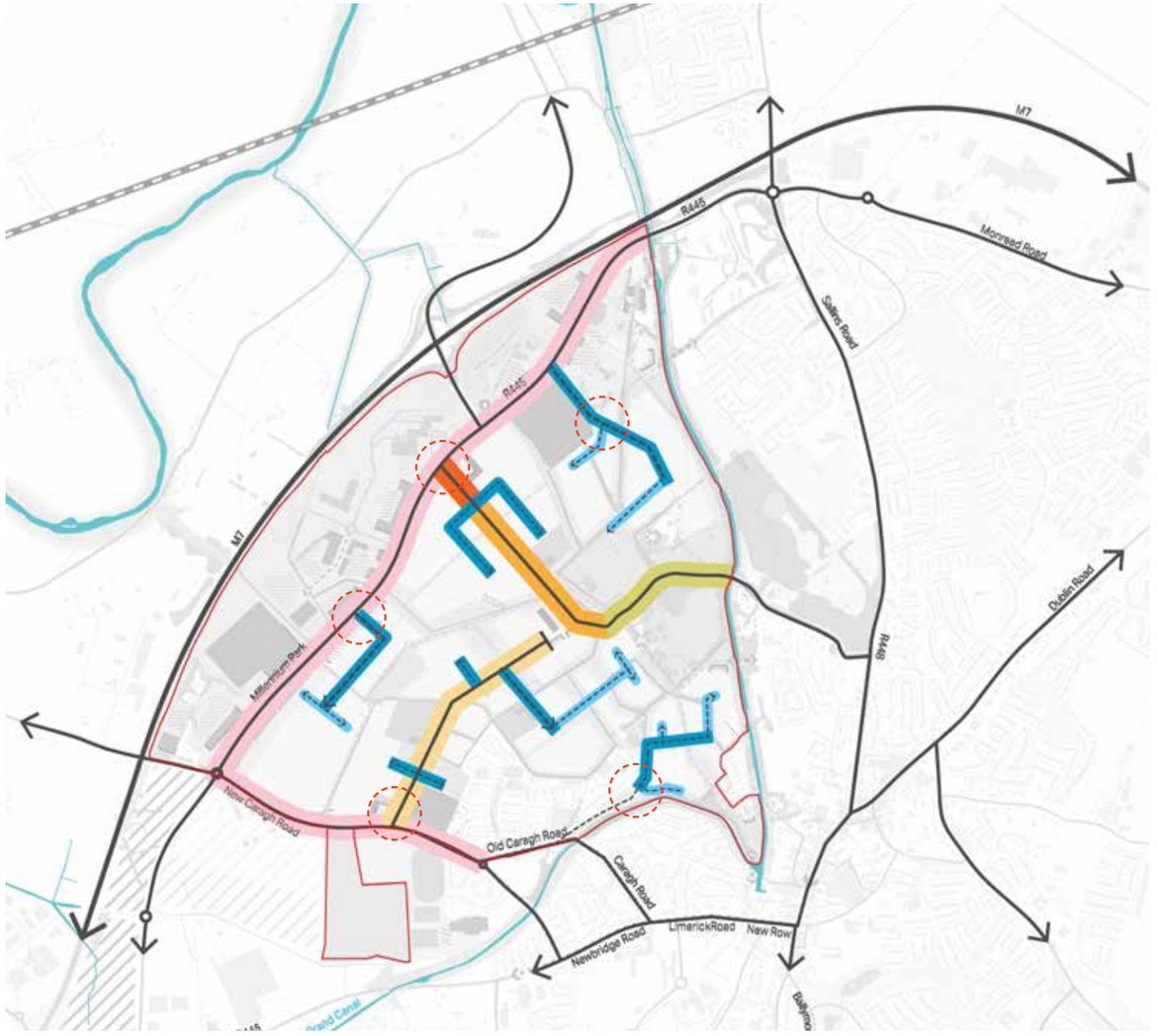


Figure 39: Street hierarchy diagram

Land use

The Land uses diagram opposite illustrates how the main land uses are organised across the site and the land use schedule details the main areas.

Green Infrastructure

A range of green infrastructure elements, such as green corridor, green links, wellness trails, the canal corridor and the heritage park extend throughout the site, forming a connected web of accessible open space.

Education

Three primary schools, one secondary school and a special needs school are located at accessible locations to ensure that all residents can walk / cycle to school. A further education training centre is also located along the Millenium Park Road neighbourhood centre.

Healthcare

Two primary healthcare hubs are proposed, comprising a 10,000sqm primary health care centre in the Millennium Neighbourhood Centre and a 1,000sqm health facility in the Western local centre.

Residential

The NWQ will provide approximately 4,000 new homes distributed across five distinct character areas. This capacity has been calculated based on an assumption that 80% of the gross site area is net developable. This discount factor accounts for the need to accommodate secondary streets, sustainable drainage systems (SuDS), biodiversity net gain (BNG), and other non-developable spaces within each gross parcel. The new homes will feature a diverse range of typologies and tenures to create a balanced and inclusive community

Mixed uses

The neighbourhood centre is located on Millennium Park Road at its junction with the new bus route. Two local centres are located in the centre of the site and on the western boundary of on New Caragh Road. Each centre includes a number of community uses and other services. The Millennium Park Road Neighbourhood Centre features small shops, an anchor food store, a further education teaching centre, a primary healthcare hub, a creche, a community cafe and other community uses. Each local centre will feature shops, food and drink outlets, health facility, community uses and creches.

The neighbourhood and local centres are part of the ‘Residential and mixed use gross area’ in the land use schedule and are marked on the adjacent plan.

Employment

The NWQ is a strategic growth area with strong transport connectivity via the M7 motorway and Naas / Sallins railway station, making it attractive for mixed-use development. The development has the potential to complement Millennium Park (a key business hub) while addressing future employment and retail demands for a growing population.

The proposed employment provision is wide ranging, with industrial and logistics uses located to the southwest of Millennium Park Road, and office development positioned to the northeast.

	Land use	Gross area (ha)	Percentage (%)
Proposed	Residential	93.48	30.32%
	Mixed use (N/L centres, commercial)	2.58	0.84%
	Enterprise and employment	9.38	3.04%
	Industry and warehousing	34.86	11.31%
	Community and education	9.67	3.14%
	Key parks and open space	26.27	8.52%
	Amenity open space	47.04	15.26%
	Playing fields	14.95	4.85%
	Primary street corridors	3.96	1.28%
	Sub-total	**242.19**	**78.55%**
Existing	Existing residential	19.60	6.36%
	Existing enterprise and employment	14.95	4.85%
	Existing industry and warehousing	3.76	1.22%
	Existing community and education	5.79	1.88%
	Existing street corridors	13.80	4.48%
	Existing open spaces	6.94	2.25%
	Sub-total	**64.84**	**21.03%**
	TOTAL	**308.34**	**100%**

Figure 40: Land use schedule

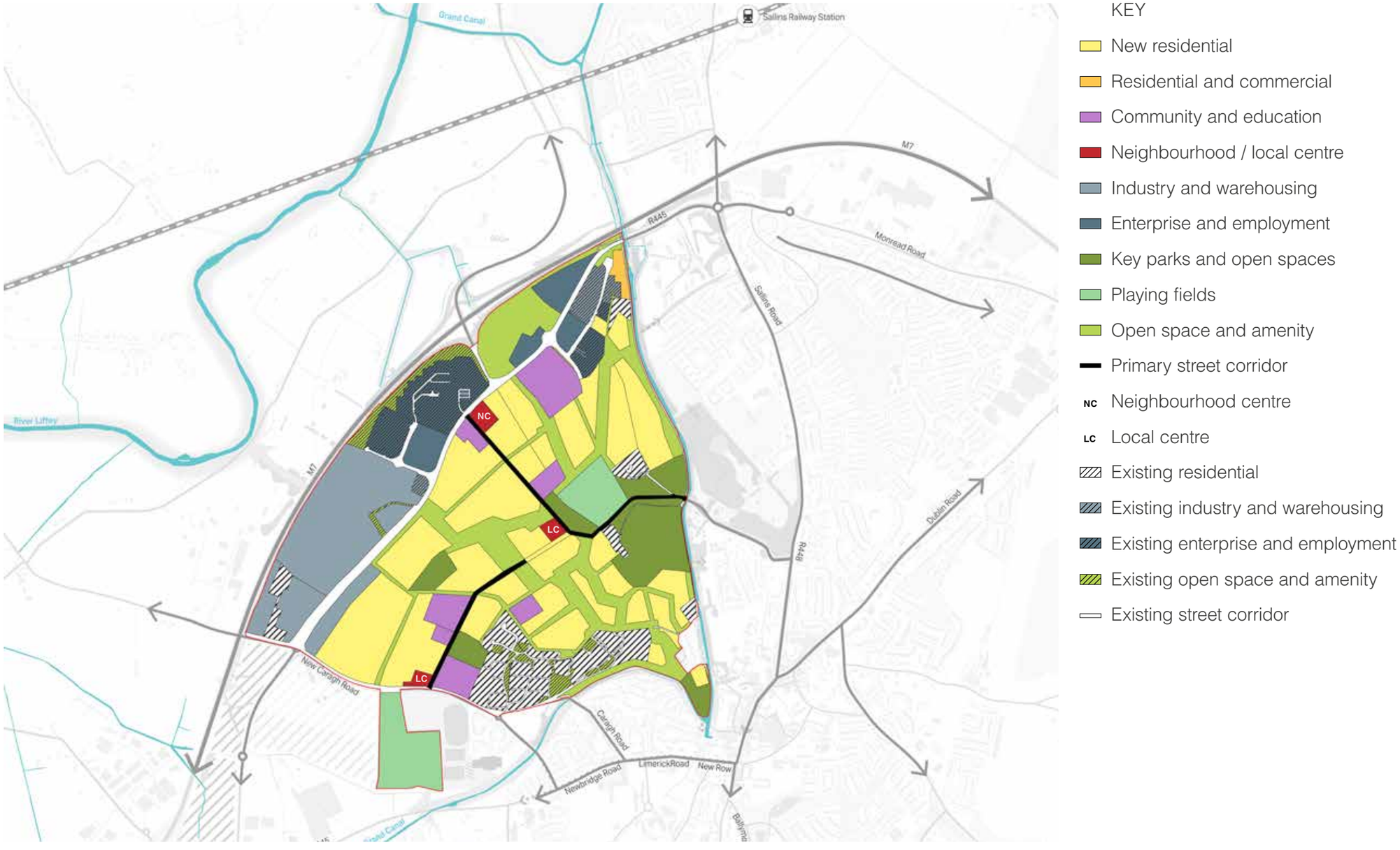


Figure 41: Land uses

Densities

The densities set out in the NWQ Framework Masterplan have regard to the Section 28 Guidelines for Planning Authorities on Sustainable Residential Development and Compact Growth, which have been incorporated into the Plan through Variation No. 3 to the County Development Plan. As Naas is designated as a Key Town, Tables 3.5 (Areas and Density Ranges for Key Towns and Large Towns) of the Section 28 Guidelines are relevant to its urban density strategy, as further informed by Table 3.8 on Accessibility.

The NWQ framework masterplan is an urban extension to a Key Town with a proposed bus corridor intended to provide high quality bus services to the development, and so enabling higher densities in accordance with Table 2.8: Accessibility of the s28 GPA. The masterplan aims to enable NWQ to be attractive to the market and meet housing need and demand. Our density approach is gentle, gradual and as such, there will be a natural transition between each area.

The proposed densities respond to the level of accessibility and to the varied characteristics of the site (adjacent land uses and street network, heritage features and the canal) as well as the proposed character areas and the land uses.

The NWQ will deliver approximately 4,000 new homes at a range of densities. The overall housing mix comprises flats, duplexes and houses and there is an emphasis on 'own door' properties, which provides a direct entrance at street level.

The highest residential densities, at 90+ dwellings per hectare (dph), are located along the Millennium Park Road, Western and Central local centres. This density reflects placemaking initiatives aimed at creating gateway development along key corridors, while also increasing the residential population in areas where community facilities are concentrated. It ensures a higher number of homes are located in close proximity to mobility hubs and public bus stops, maximising the benefits of this infrastructure. Within this area, residential typologies will include duplexes, small-scale apartment buildings, and terraced or townhouse development.

High densities within the range of 60-70dph front onto either side of the primary street and the local centres. New homes in this area will be predominantly homes with some apartments forming.

Medium densities within the range of 50-60dph form the largest part of the site, particularly within the local centres and along the edges, directly connecting to the high and highest density areas. Homes in this area are predominantly homes, with some apartments.

Lower densities within the range of 40-50dph are mainly located in the centre of the development, providing mainly homes and a small amount of larger apartments.

Overall, the density strategy offers a 70:30 houses-apartments mix, and a 80:20 'own door' mix.

Higher development density can support stronger economic output by concentrating people, activity, and investment in one place. In turn, this increased intensity helps justify the delivery of community infrastructure and a wider mix of supporting land uses needed to create a complete and sustainable place.

KEY

- Neighbourhood / local centres - High density (90+ dph)
- High density (90+ dph)
- Medium-High density (60-70 dph)
- Medium density (50-60 dph)
- Low density (40-50 dph)

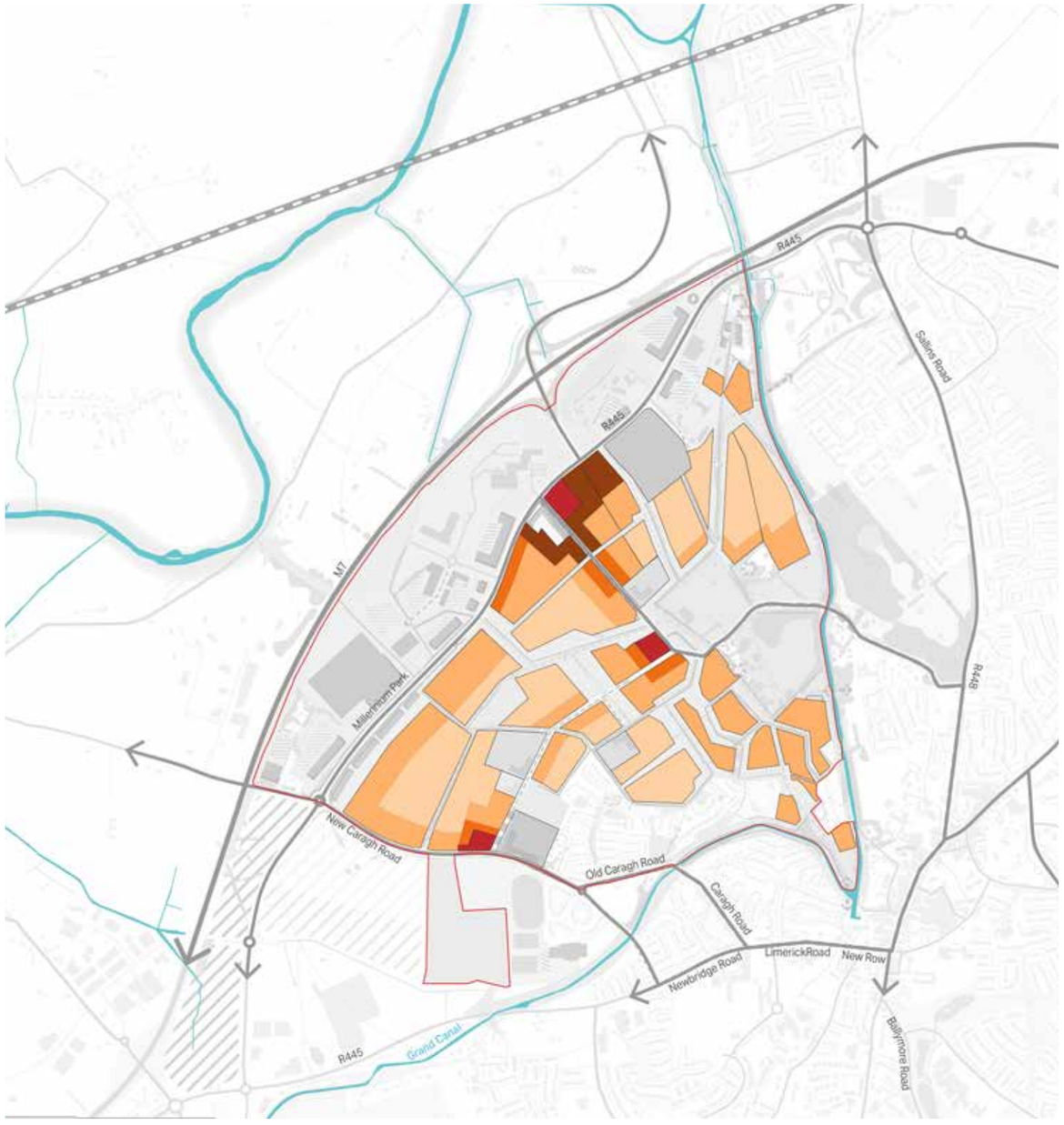


Figure 42: Density Strategy diagram

Mews

Intimate, low rise style house on small plot with private front door alternating with garage door. Flexible to cater for a variety of resident needs and lifestyle.


Eddington, Cambridge


Great Kneighton, Abode, UK


Wilkinsons Brook, Dublin


Abode, Cambridge

Townhouse, ‘own door’ apartments and duplexes

Continuous frontage with up to 4 storeys. Allows for a variation in house types as duplex, back to back or singular dwelling.


Duplex, Sanford Lodge, Dublin


Townhouse, Kidbrooke, London


Townhouse and duplex, Wilkinsons Brook, Dublin


Back to Back, Abode, Cambridge

Apartments

Typical corner block typology at taller scale. Can sit above mixed use or maisonette on ground floor with private entrance, with apartments on upper levels.


Apartments over mixed use, Great Kneighton, UK


Compact apartment, Huebergrass, Bern


Eddington, Cambridge


Burridge Gardens, London

Building heights

The Building Height Strategy diagram (see Fig. 43) shows the spatial distribution of heights across the site, which has been determined by a combination of factors including: adjacent building heights; appropriate heights to achieve good place making; and the proposed residential densities set out on the previous page.

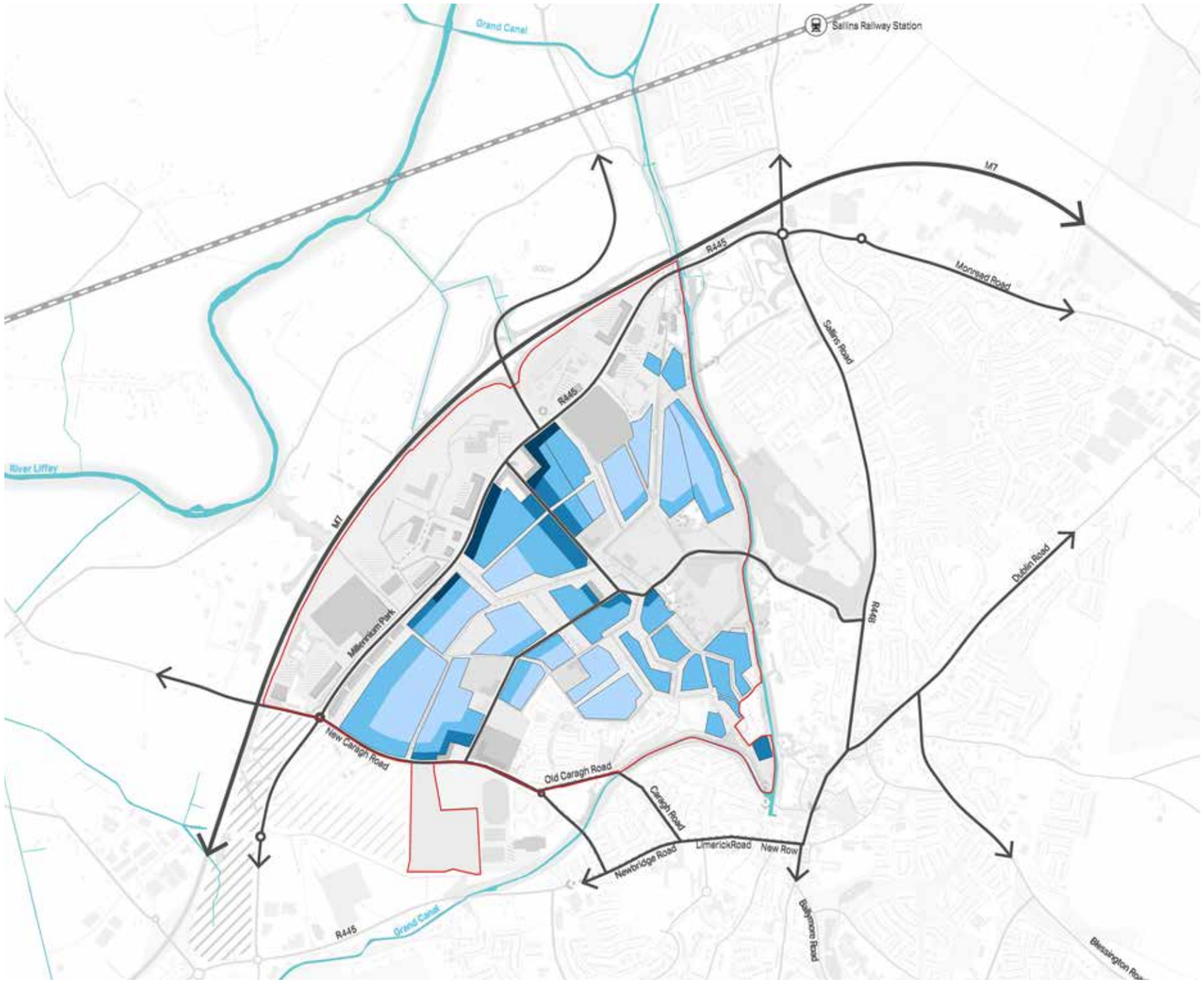
Taller buildings at predominantly 4-6 storeys correlate with the higher density area along Millennium Park Road.

Higher buildings (predominantly 3-5 storeys) are also proposed along the Primary Street, at access points into the site and in the local and neighbourhood centres to enclose these spaces and define them with taller buildings, aiding wayfinding. Higher buildings in these locations will also create a critical mass of residents living in close proximity to key facilities and uses.

Elsewhere in the main residential areas of the site, lower to medium scaled buildings of 2-3 storeys are proposed, with some higher buildings (up to 4 storeys) in key locations for emphasis and wayfinding, and along the site edges and on the Primary Street for enclosure.

Higher building heights may be acceptable where carefully positioned, such as at corners or to define and frame urban blocks. Increasing minimum building heights is preferred in order to achieve the target urban densities.

The building heights strategy is an indicative guidance and reflects the density strategy, accessibility ambition, market advice and placemaking strategy. Refer to Northwest Quadrant (Naas) Character Area Guidance report for additional guidance.



KEY

- Predominately* 2-2.5 residential storeys, with key buildings or groupings at 3 storey
- Predominately* to 3 residential storeys with key buildings or groupings at 4 storeys
- Predominately* 3 to 5 residential storeys
- Predominately* 4 to 6 residential storeys

** Predominately indicates that 80% within range, 20% can be outside, variety in height is encouraged to provide character and visual interest.*

Figure 43: Building height strategy diagram

4.3 Phasing strategy

The phasing strategy for the NWQ development is structured to prioritise the early delivery of the sustainable transport route and related development parcels along this corridor. The approach also reflects the relative readiness of individual sites, taking account of existing landownership and developer interest.

Phase 1

The northern component of Phase 1 delivers the full extent of the public bus route, and existing utility infrastructure already provided within existing street corridors. This phase also initiates the delivery of Millennium Park Road neighbourhood centre and adjoining residential areas that are accessed from the northern section of the street accommodating the sustainable transport route. Early construction of the Millennium Park Road junction is a key enabling intervention, facilitating access to land designated for the Primary Health Care Facility and the Further Education and Training Centre.

Further west, development parcels accessed from the existing street to the east of Naas Community College can also be brought forward during the earlier stages of the development, as they do not rely on new strategic infrastructure.

The southern component of Phase 1 is accessed via the existing Old Caragh Road and can be advanced earlier than other parts of the wider development. Early delivery of this area will establish a direct connection between the town centre and the NWQ and is expected to act as a catalyst for regeneration within the Canal Quarter.

A 24-classroom primary school, located along the sustainable transport route, will be delivered as part of Phase 1 to serve the residential quantum provided during this phase. Associated open spaces, including playing fields and a pavilion, will also be delivered as part of Phase 1 to complement Naas Community College and the Primary School.

In addition, the delivery of a continuous pedestrian and cycle route linking the northern and southern components of Phase 1 is critical. This route will ensure safe and convenient access to the primary school and neighbourhood centre, while supporting sustainable movement throughout the development.

Phase 2

Similar to Phase 1, Phase 2 focuses on the continued delivery of the eastern part of the development. This phase completes the development areas between the northern and southern components of Phase 1 and brings forward additional parcels to the south-west of the sustainable transport route.

A new secondary school located along New Caragh Road, together with its associated playing fields, will be delivered in the early stages of Phase 2. This is to ensure that the school infrastructure is in place prior to occupation exceeding 2,000 residential units across the development.

The residential quantum delivered as part of Phase 2 also generates a requirement for an additional primary school. Accordingly, a new 16-classroom primary school will be brought forward during this phase to support the growing population and ensure adequate educational provision.

Phase 3

The final phase delivers all remaining development parcels, junctions, and community facilities located to the west of the site. This phase includes the provision of a third primary school comprising 24 classrooms, along with a special educational needs (SEN) school, completing the planned social and community infrastructure for the development.

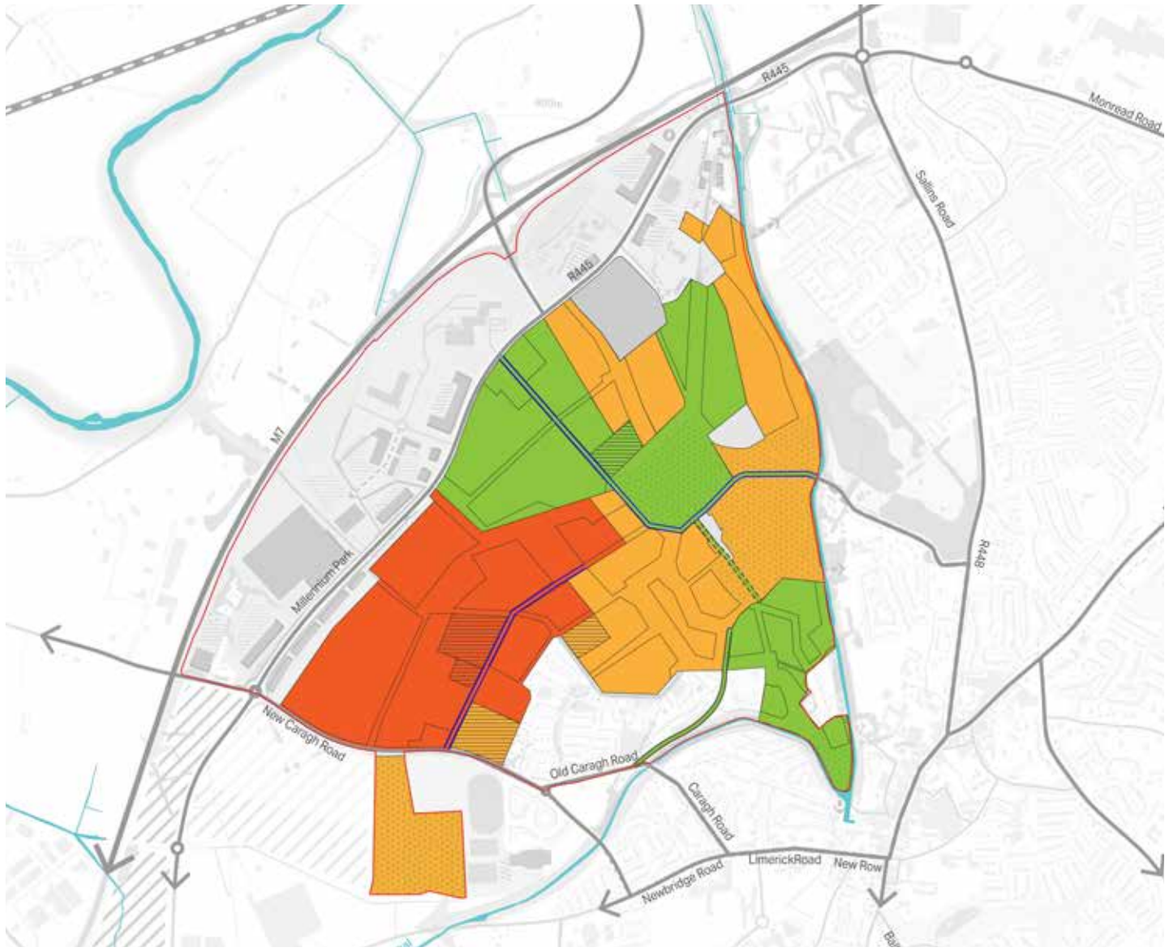


Figure 44: Phasing strategy

KEY

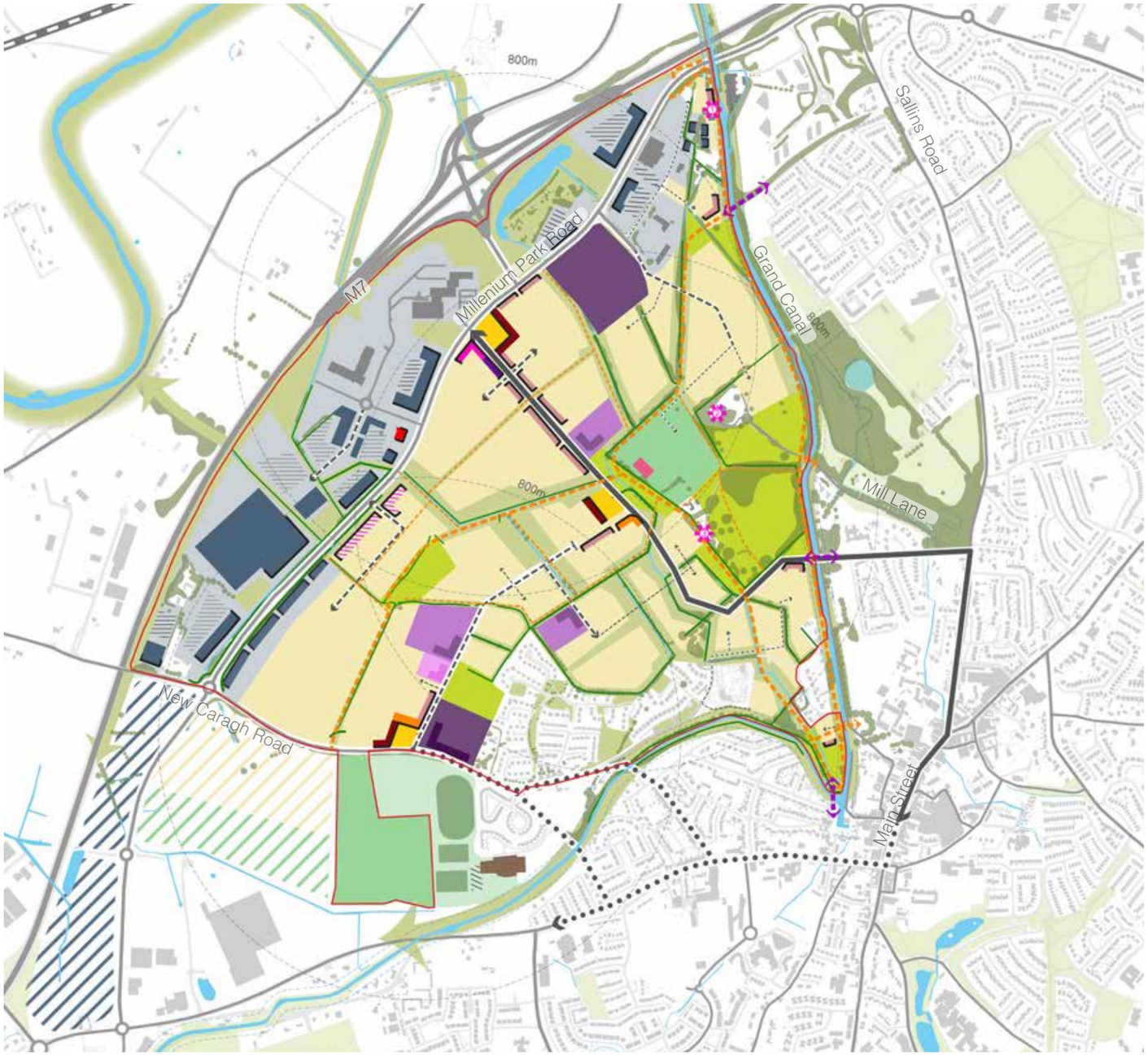
- **Phase 1**
- **Phase 2**
- **Phase 3**
- Schools
- Parks / Playing fields
- Primary route
- Secondary route
- Pedestrian and cycle route

4.4 Higher Quality (frequency) urban bus service route variant

Depending on anticipated demand, it may be necessary to provide a higher-frequency and/or higher-capacity bus service, operating at 15-minute intervals and/or using larger vehicles. The bus route identified in the Framework Masterplan via Tandy's Bridge is based on an assumed 30-minute frequency and the use of smaller bus vehicles.

Tandy's Bridge is a narrow, historic bridge and is a protected structure. Its physical constraints mean that it cannot accommodate larger bus vehicles. In addition, due to its limited width, buses cannot operate concurrently with pedestrian and cycle movements, which further restricts its suitability for increased service frequency.

Should future demand require a more frequent service or larger buses, Tandy's Bridge would no longer be appropriate to accommodate the bus route. In this scenario, a new dedicated pedestrian, cycle, and bus bridge would be required along the Millbridge corridor to safely and effectively support higher public transport capacity while maintaining active travel connectivity. The plan (right) illustrates thepotential bus route along the Millbridge corridor.



Key

Sustainable transport route

Future potential sustainable transport route

(see page 29 for full key)

Figure 45: Option 5 - NWQ Framework Masterplan

Figure 46: An aerial view looking eastward along Millennium Park Road.