



Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied)

*Athrú Beartaithe Uimh. 7
(Plean Lonnaíochta Mainistir Eimhín)
de Phlean Forbartha Chontae Chill Dara
2023-2029 (arna athrú)*

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Comhairle Contae Chill Dara
Kildare County Council



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1. Introduction and Context

1.1 Background to the Monasterevin Settlement Plan

Objective (CS O9) of the Kildare County Development Plan (CDP) 2023-2029 (as varied) seeks to *'ensure that up-to-date settlement plans (specifics to be determined through the County Development Plan review/variation) are in place for those County Kildare settlements in the Settlement Hierarchy in accordance with the obligations of the planning legislation and in accordance with relevant Ministerial Guidelines, regional planning objectives, and the County Development Plan.'*

Kildare County Council had initially undertaken work to prepare a replacement local area plan to the Monasterevin Local Area Plan (LAP) 2016-2022 (see Section 1.1.2 below). However, as there is no longer a legislative provision for local area plans under the Planning and Development Act 2024 (as amended), this plan has subsequently been progressed as a settlement plan to form part of the Kildare County Development Plan 2023-2029 (as varied). This settlement plan is being adopted by way of a statutory variation to the County Development Plan under Section 58 of the Planning and Development Act 2024 (as amended) and in accordance with Objective CS O9.

The Monasterevin Settlement Plan (hereafter referred to as 'the Plan') comprises a written statement and is accompanied by a suite of maps (Appendix A)¹ and an overview of site infrastructure requirements (Appendix B). The written statement shall take precedence over the maps should any discrepancy arise between them. This Plan will refer to Volume 1, Volume 2 and Appendices of the Kildare County Development Plan 2023 – 2029 (as varied) as either Vol. 1 or Vol. 2 or Appendix (1 – 13) accordingly.

1.1.1 The Purpose and Role of the Monasterevin Settlement Plan

The Plan sets out an overarching strategy to guide and manage the proper planning and sustainable development of Monasterevin over the remaining period of the County Development Plan (CDP).

Whilst it is noted that Vol. 1 of the CDP outlines a range of policies and objectives which support sustainable development across the county, many of which are applicable to Monasterevin, the role of the Settlement Plan is not to duplicate these but rather to build on them by providing for additional locally tailored and site-specific provisions and objectives, developed in response to the settlement's unique development characteristics and requirements. Accordingly, to avoid unnecessary repetition, the overarching policies and objectives of Vol. 1 of the CDP will not be restated in this Plan. It is therefore imperative that this Plan is read in tandem with Vol. 1 and any relevant appendix of the CDP.

1.1.2 Pre-Draft Consultation

Pre-draft consultation for this Plan was undertaken in order to gain an understanding of the key issues which the local community, public sector agencies, non-

¹ Each reference number associated with a map starts with V2-MN (i.e. Volume 2 – Monasterevin Settlement Plan). The unique map reference is the last two digits (i.e. **V2-MN-6.1**).

governmental agencies and commercial interests, consider important for Monasterevin.

As part of the pre-draft public consultation process, Kildare County Council invited submissions from interested parties over a six-week period (9th April – 22nd May 2024 inclusive). A Pre-draft Public Consultation Issues Paper was also published which identified the key planning and development matters that the Plan could address. The pre-draft consultation process also included an informal public ‘drop-in’ event held on Thursday 16th May 2024 at the Monasterevin Council Hall. The event was attended by approximately 50 people.

Figure 1.1: Pre-Draft Consultation Event



The public consultation process attracted a total of 53 written submissions from residents, service providers, local community groups, elected representatives and other interested parties. These submissions have been taken into consideration during the formulation of the Plan.

1.2 Approach Taken in Formulating this Plan

Spatial planning reforms over the past number of years have sought to ensure that the preparation of all statutory plans incorporate a more robust evidence-led approach. As planning becomes more data-driven, the gathering of spatial information is an increasingly critical aspect of all stages of the planning process, in supporting transparent and evidence-based decisions. Accordingly, a comprehensive suite of data-based documents has been prepared to inform this Plan.

The environmental reports published alongside the Plan include a Screening for Appropriate Assessment (AA) Report, a Strategic Environmental Assessment (SEA) Screening Report, an addendum to the Strategic Flood Risk Assessment (SFRA) Report and a Surface Water Management Strategy (SWMS). These focused reports should be read in the context of the environmental reports which accompany the CDP.

In addition, a number of stand-alone supporting documents have also provided the evidence underpinning the key provisions of the Plan, as follows:

- Settlement Capacity Audit
- Monasterevin Local Transport Plan
- Social Infrastructure Audit
- Monasterevin Architectural Conservation Area Statement of Character
- Monasterevin Town Renewal Masterplan

These supporting documents will each be discussed in more detail, within relevant chapters, throughout the Plan. It should be noted that all of these documents have

been published alongside the Plan, except for the Monasterevin Town Renewal Masterplan which was published by Kildare County Council in 2023. Furthermore, the Green and Blue Infrastructure Map (Map V2-MN-6.1) is based on the outputs of the Monasterevin Habitats Mapping and Green Infrastructure Survey (2014).

1.3 Monasterevin in Context

1.3.1 Spatial Planning Context

The settlement strategy of the Regional Spatial and Economic Strategy 2019-2031 (RSES) for the Eastern and Midland Regional Assembly identifies Monasterevin as being located within the '*Core Region*' surrounding the Dublin Metropolitan Area. Monasterevin has been designated as a Self-Sustaining Town under the County Development Plan (see Chapter 2 of Vol. 1). Such settlements are described in the RSES as being towns which have experienced rapid population growth and require 'catch-up' investment to become more self-sustaining. The RSES states that the policy response should be to support the continued consolidation of the settlement, coupled with targeted investment where required to improve local employment, services and sustainable transport options and to become more self-sustaining settlements.

1.3.2 Historical Growth and Present Development Context

Evidence of human activity in Monasterevin dates back to Neolithic times, when settlers were drawn to its advantageous location by the River Barrow. The town began to form in the 6th century AD with the arrival of St Evin and the establishment of a monastery, from which the town's name is derived, with the Irish *Minister Eimhín*, meaning 'St Evin's Monastery'. Though the monastery held great significance, it was eventually destroyed during Viking incursions. In its place rose a 12th century Cistercian Abbey, followed later by a fortified medieval mansion.

The town's development accelerated in the 18th century with the arrival of the Moore family, Earls of Drogheda, who significantly shaped Monasterevin's street pattern and architecture. On the site of the earlier monastery, they established Moore Abbey Demesne, a Georgian mansion that became a prominent feature of the town's landscape. The arrival of the Grand Canal in 1785, followed by the railway in the mid-19th century, transformed Monasterevin into a vital node in Ireland's transport network. This connectivity spurred the growth of local industries, most notably Cassidy's Distillery, and sustained further residential development throughout this period. The closure of the distillery in the 1920s, and later the train station, resulted in the slow decline of the town throughout most of the 20th century.

Monasterevin in the 2020s is a fast-expanding settlement with a young population, serving a wide rural catchment area. The sustained population growth over the past number of decades has been aided by the re-opening of the train station in 2001 and the M7 Motorway in 2004. Whilst this growth has further enhanced Monasterevin's strategic location within the region, it has not been accompanied by any substantial growth in its employment base, as illustrated by the results of Census 2022, meaning that Monasterevin remains firmly established as a commuter town.

1.3.3 Socio-Demographic Profile

1.3.3.1 Population Change

Table 1.1 below illustrates the sustained increase in the population of Monasterevin since the beginning of the 21st century. The pace of growth increased over the intercensal period between 2016 and 2022, where the town recorded a substantial population increase of 25% or 1,061 persons. In comparison, County Kildare grew by 11.4%, while the national increase was lower again at 8.1% over the same period.

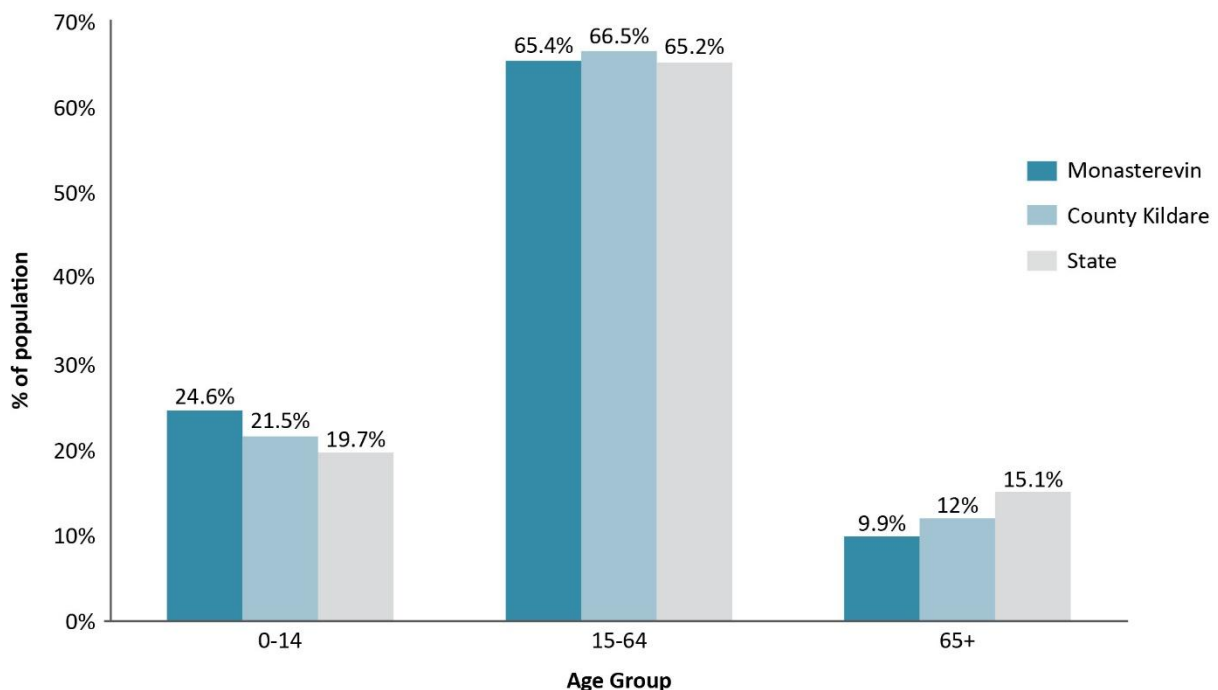
Table 1.1: Population Change in Monasterevin 2002-2022

Census Year	2002	2006	2011	2016	2022
Population	2,583	3,017	3,710	4,246	5,307
% Growth from Previous Census	12.2%	16.8%	23%	14.4%	25%

1.3.3.2 Age Profile

According to Census 2022, Monasterevin has a noticeably higher proportion of its population within the 0-14 age group (24.6%) than either County Kildare (21.5%) or the State (19.7%) (see Figure 1.2 below). Whilst the town's working age population (the 15-64 age group) was similar to both the county and State averages, there was a much lower percentage of population aged 65+ (9.9%) when compared with the 2022 average for County Kildare of 12% or the State (15.1%).

Figure 1.2: Census 2022 Population Profile of Monasterevin by Age Group



Source: CSO, Census 2022

The town maintains a young demographic profile with an average age recorded in Census 2022 of 34.7 years, compared to the national average of 38.8 years. However, echoing similar trends at both county and national levels, Monasterevin is

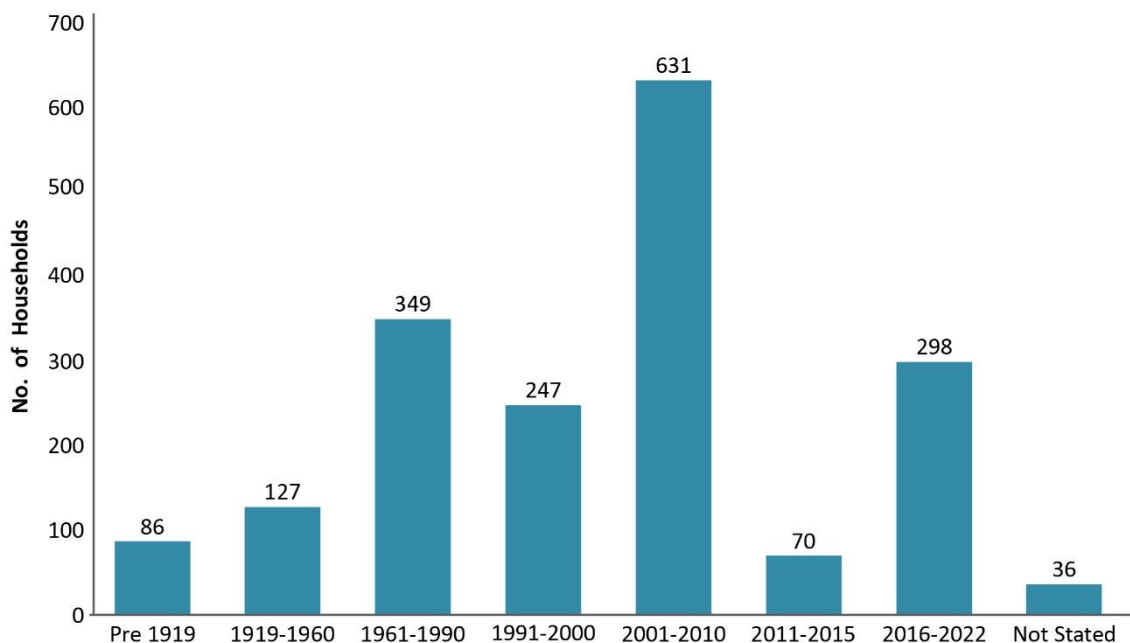
ageing, with the average age rising from a figure of 33.3 years recorded in Census 2016.

1.3.3.3 Housing Stock and Household Size

Census 2022 shows that the vast majority of the population of Monasterevin (86.9%) lived in a bungalow/house, while 12.5% live in an apartment/flat. The figure for persons living in apartments is noticeably higher than the county average of 9.7% and is considered to be reflective of Monasterevin being a commuter town.

The results of Census 2022 show 1,844 permanent private households within Monasterevin. Over a two-decade period from 1991 to 2010, some 878 additional households were constructed in the settlement. This equates to 47.6% of all private households recorded in 2022 and is also considered to be indicative of Monasterevin's growing role as a commuter town over that period (see Figure 1.3 below). During the recessionary period between 2011 and 2015, the rate of building activity decreased sharply with only 70 units reported as being completed. Residential development in the town recovered significantly as the economy improved in the post-2016 period, with 298 units (or 16.2% of the total private households) recorded as being constructed in the intercensal period between 2016 and 2022. This figure is higher than that recorded for the nearby settlement of Kildare Town where 14.3% of all units were constructed in the same period.

Figure 1.3: Permanent Private Households Built by Year



Source: CSO, Census 2022

The results of Census 2022 record the average household size in Monasterevin as being 2.87 persons per household. This is lower than that recorded for County Kildare (2.97) but higher than the national average of 2.74.

1.3.3.4 Housing Tenure

Census 2022 records 67% of all homes in Monasterevin as being owner occupied whilst 16% of the housing stock is privately rented and 13% being social rented². Monasterevin has a higher proportion of both social and privately rented housing than County Kildare but slightly less than the nationally recorded figure in 2022 (see Table 1.2 below).

Table 1.2: Housing Tenure Breakdown 2022

	Monasterevin	County Kildare	State
Owner Occupied	67%	71%	65.9%
Privately Rented	16%	15%	18%
Social Rented	13%	10%	10%

Source: CSO, Census 2022

The town recorded a vacancy rate of 7.3% in 2022, which is notably higher than the figure for County Kildare (5.1%)³. The standardised average monthly rent for existing tenancies in the Kildare Local Electoral Area, including Monasterevin, was €1,170 as of Q4 2025.⁴ Although this is significantly below the county average of €1,471 for this period, Monasterevin's limited housing supply remains a chronic and ongoing issue, with the town first being designated as a Rent Pressure Zone (RPZ) in 2020.

1.3.3.5 Educational Attainment

According to the results of Census 2022 a higher proportion of the population of Monasterevin received either no formal education or just primary education than the population of the county or State. This pattern is also mirrored at second level. The difference is even more marked for third level or higher, with Census 2022 recording that only 30.6% of persons aged 15 and over attained a qualification in this category, as opposed to County Kildare's corresponding figure of 42.7%.

Table 1.3: Breakdown of Educational Attainment in 2022 for Persons Aged 15 and Over

	No formal Education / Primary	Higher Secondary	Technical / Apprentice / Certificate	Third level or higher
Monasterevin	11.2%	21.8%	15.2%	30.6%
Kildare	8%	18.6%	13.6%	42.7%
State	9.8%	18.1%	13.1%	39.2%

Source: CSO, Census 2022

1.3.3.6 Social Deprivation

The Pobal Trutz Haase and Jonathan Pratschke (HP) Deprivation Index for 2022 recorded that the majority of small areas within Monasterevin and its immediate hinterland are 'Marginally Below Average'. Two small areas were categorised as 'Disadvantaged' and one small area was categorised as 'Very Disadvantaged'. By

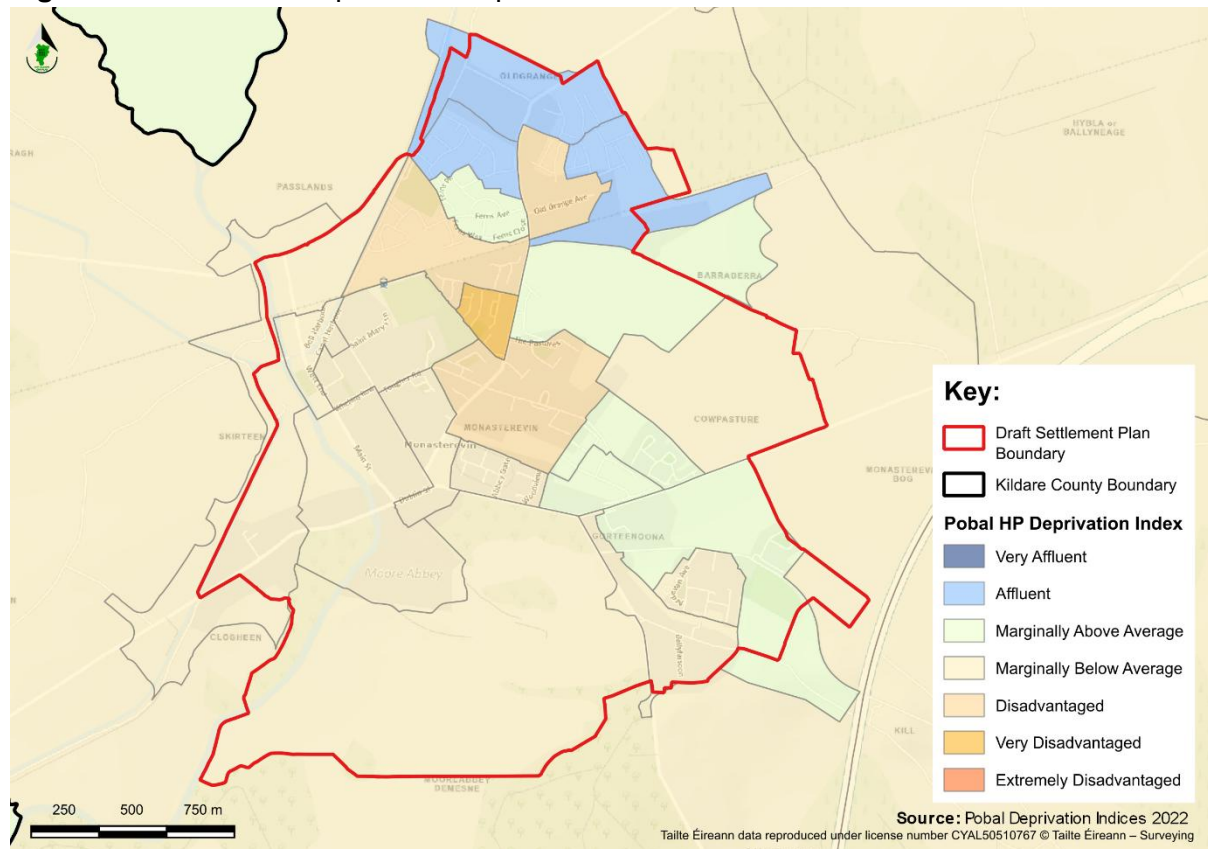
² The term 'social rented' in this instance means units that are available to rent either from the Council, a housing association (known as Registered Providers) or other affordable housing providers.

³ Note: The vacancy rate is based on the 'other vacant dwellings' category from Census 2022 data.

⁴ Source: Residential Tenancies Board Rent Index for Quarter 4 2025

contrast, some of the more newly developed residential areas were classified as 'Marginally Above Average' or 'Affluent'.

Figure 1.4: Pobal HP Deprivation Map 2022 for Monasterevin



1.4 Overview of Key Issues Affecting the Development of Monasterevin

Table 1.1 below outlines the key Strengths, Challenges, Opportunities and Threats (SCOT) shaping the town's spatial and economic development. While it is essential for the Plan to respond to the main issues and pressures identified, it is equally important that it leverages the town's existing economic, social, heritage and environmental assets to support and facilitate sustainable development in tandem with the generation of locally based employment opportunities.

Table 1.4: A SCOT Analysis of Monasterevin

Strengths	Challenges	Opportunities	Threats
The features of the town that are successful and set it apart from others	The aspects of the town that puts it at a disadvantage and could be improved	What can be changed and how can the strengths of the town be built upon	What external factors could impede the success of the town

Strengths	• A strategic and accessible location within the region with excellent road (M7 Motorway) and rail connectivity (Dublin-Cork-Limerick-Galway line). • A young demographic profile with a vibrant and fast-growing population. • An established services centre catering for an expanding settlement and a wider rural hinterland. • Rich in historic, architectural and industrial heritage with an intact and highly legible urban core. • The presence of high quality green and blue infrastructure including the Moore Abbey Demesne, the River Barrow and the Grand Canal.
Challenges	• A low job ratio (i.e. population to employment ratio) of 0.6, resulting in elevated levels of daily commuting to other centres of employment. • The urgent need to deliver new homes within high quality environments, that are accessible to services, close to where people work and to public transport options. • High levels of vacancy and dereliction within the town centre. • Pockets of socio-economic disadvantage present within the town. • A car dependant settlement which is characterised by an extended built-up footprint which lacks alternatives for active travel and sustainable movement options. • High levels of localised congestion relating to school drop-offs and pick-ups due to over-reliance on the private car. • A lack of certain types of recreational amenities such as sports pitches / training facilities for local clubs and teen hangout spaces. • Heritage and tourism assets are under-utilised and, in some cases, lack investment in visitor infrastructure.
Opportunities	• Create a more climate resilient town by reducing carbon emissions and integrating climate adaptation and mitigation measures. • Develop a compact, integrated town structure guided by the 10-minute settlement principle that delivers walkable and cyclable neighbourhoods while supporting the regeneration and reuse of key town centre and infill sites. • To develop Monasterevin as a key visitor destination that capitalises on the Barrow Blueway, its canal and river network, and its historic assets to create a connected tourism offer of water-based and heritage-focused activities. • Ensure that the town acts as a key economic driver in southwest Kildare by providing for strategic locally based employment opportunities. • The delivery of improved levels of social infrastructure including additional sports and recreational facilities, a new community library and new fire station. • Protect and enhance the town's natural, built and archaeological heritage assets.
Threats	• Growth in population that is not accompanied by the generation of local employment opportunities or investment in social infrastructure and sustainable transport. • Continuance of a 'business as usual' model of development, which is reliant on the private car and does not maximise opportunities for active travel and public transport. • Continued development of poorly integrated housing estates at edge-of-town locations, accompanied by continued elevated levels of vacancy in the town centre. • Lack of targeted investment in specific areas including social infrastructure, sustainable mobility and adapting the town to meet the needs of an ageing population. • Climate change and associated negative consequences (i.e., increased frequency of severe weather events such as flooding).

2. Compliance with the Kildare County Core Strategy

2.1 Future Population and Housing Growth

The housing growth requirement for Monasterevin for the Development Plan period (Q1 2023 – Q4 2028) is set out in Table 2.1 below and reflects the combined housing requirement for the settlement in Tables 2.8 and 2.8A of Vol 1 of the CDP. The housing growth requirement of 488 units for the CDP period equates to an estimated population increase of between 1,337 and 1,449 persons⁵.

Table 2.1: Core Strategy Allocation for Monasterevin

Population Census 2022	Housing Growth Requirement 2023-2028	Estimated Population Growth 2023-2028
5,307	488	1,377 – 1,449

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

2.1.1 Housing Completions and Extant Permissions

A total of 123 housing units were completed within the Built-Up Area boundary of Monasterevin between the coming into effect of the CDP in Q1 2023 and Q2 2026⁶. These completed dwellings are likely to consist of housing units granted planning permission prior to the coming into effect of the CDP and after January 2023.

Furthermore, there are several extant permissions for multi-unit residential developments in Monasterevin, as detailed in Table 2.2 below. It is estimated there is a remaining balance of approximately 202 units to be delivered over the remaining period of the CDP.

Table 2.2: Housing Completions and Extant Permissions

Housing Completions	
Housing Completions Q1 2023 – End Q2 2026	123
Extant Permissions	
Ferns Bridge	64
St Evin's Park Part 8 Planning Scheme	13
The Malt House	39
Oldgrange	26
Kill Hill	8
Brocan Wood	5
No. 3 West End	2
The Limes, Oldgrange	3
Moore Street	3
Total Extant Permissions:	163

2.2 Delivering Compact Growth

The NPF First Revision (2025) highlights that many centrally located areas within urban settlements hold significant potential for redevelopment and re-use. A core

⁵ Calculated using the Census 2022 national household size (2.74 persons per household) and County level household size (2.97 persons per household).

⁶ <https://data.cso.ie/table/NDQ10>

priority of national planning policy is to ensure that these sites are effectively utilised, promoting consolidation and achieving appropriate density. In this context, National Planning Objective (NPO 9) of the NPF requires that at least 30% of all new homes targeted for settlements (excluding the five major cities and their suburbs) must be delivered within their existing built-up footprints and ensure compact and sequential patterns of growth.

This Plan seeks to provide for the majority of all new homes to be located within the identified built-up footprint to ensure the delivery of compact and sequential patterns of growth in the town.

2.3 Residential Development to 2029 and Beyond

Table 2.3 (below) identifies the population and housing growth for 2029 and beyond. The future population has been considered through the Social Infrastructure Audit to identify deficits in social infrastructure in Monasterevin for the Plan period and beyond.

Table 2.3: Housing and Population Growth to 2029 and Beyond

Housing and Population Growth to 2029 and beyond	
Housing Units	Units
Housing Growth Requirement 2023-2029	488
Remaining Housing Delivery Q3 2026 – Q4 2028 (inclusive)	365
Population	Persons
Census 2022 Population of Monasterevin	5,307
Add estimated Population Growth Q2-Q4 2022	202 ⁷
Estimated Population at commencement of County Development Plan	5,509⁸
Additional Core Strategy Population Growth	1,377 – 1,449
Estimated population of Monasterevin at expiration of the CDP 2023-2029 and beyond	6,886 – 6,958

This settlement plan seeks to ensure that sufficient lands are available to meet the housing requirement for the CDP period and beyond. Accordingly, the development framework for Monasterevin has zoned a quantum of residential lands that are in excess of the housing growth requirement, as detailed in Table 2.4 below.

⁷ CSO data records that 71 units were constructed within the built-up area (BUA) of Monasterevin between Q2 and Q4 2022. Accordingly, 71 x 2.85 (average unit occupancy for Monasterevin in Census 2022) = 202 persons.

⁸ This figure, which shows the population of Monasterevin at the start of the CDP, was calculated on the basis of the 2022 Census population (5,307) and adding the increased population residing in new homes completed in the town between Q2 2022 and Q4 2022 (i.e., the period between the undertaking of the Census in April 2022 and Q1 2023 the commencement of the Kildare CDP 2023-2029) i.e., 202 persons + 5,307 (Census 2022 population) = 5,509 persons.

2.4 Residential Density, Mix and Design

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) and the Urban Development and Building Height Guidelines, DHLGH (2018) outline appropriate densities and building heights applicable to settlements of various size and location within these settlements.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) focus on creating compact, sustainable and well-designed neighbourhoods with a variety of housing types and good urban design / placemaking to support sustainable and compact growth. The 2022 Census population places Monasterevin as a '*Large Town*' under the Guidelines, with applicable general recommended density ranges of 40-100 dwellings per hectare for central / urban neighbourhoods and 30-50 dwellings per hectare for suburban areas / urban extension areas.

This settlement plan gives effect to the 2024 Guidelines by mapping the town centre, suburban and urban extension areas of Monasterevin (see Map V2-MN-10.2) with appropriate density ranges for each area type depending on the location of the land involved and local circumstances, detailed under Table 2.4. The general applicable density ranges have also been refined in accordance with Section 3.4 of the 2024 Guidelines, having due regard to the significant built heritage and historic character of lands within and surrounding the town centre, together with the frequency of public transport options.

The settlement plan also provides urban design frameworks for Key Development Areas in Section 10.2 that considers the layout and density, connectivity and movement attributes alongside the natural features of new residential development sites, with a focus on delivering residential development within or proximate to the existing built-up footprint of the town to ensure that the future growth of Monasterevin occurs in a compact and sequential manner.

2.5 Building Heights

The Urban Development and Building Height Guidelines, DHLGH (2018) suggest that taller buildings are those that are significantly taller than the prevailing and/or traditional building heights. The Guidelines note that higher densities do not automatically and constantly imply taller buildings alone, with increased height as a component in making optimal use of sites in urban locations where transport, employment opportunities and local services can sustainably achieve such intensity of use.

In this regard, the County Development Plan adopts a contextual approach to building heights, suggesting that there is scope for higher densities without the need for significantly taller buildings. However, it may be appropriate for taller buildings in urban settings to ensure the most efficient and sustainable use of lands in strategic locations, such as at high-capacity transport corridors (i.e. high frequency bus routes or railways).

While taller buildings are possible on residential lands proximate to the Monasterevin Train Station, it is not anticipated that significantly taller buildings will be required to

achieve the estimated development densities in Monasterevin, having due regard to the characteristics of the receiving environment and the rich historic fabric of the town.

Increased building heights on new residential lands should be subject to site-specific and design quality considerations to ensure that such buildings appropriately integrate with the surrounding environment, make efficient use of lands and afford appropriate regard to the sensitive historic built fabric of the town where relevant.

Table 2.4: Estimated Residential Development Capacity

Location / Site Name	Zoning Designation	Opportunity Site / Key Development Area (KDA)	Built Up Footprint Status	Tier	Gross Site Area (hectares)	Estimated Residential Yield (Units) ¹⁰	Estimated Net Density – dwellings per hectare (dph) ⁹	Estimated Density Range (dph)
Former Cassidy's Distillery Complex	A: Town Centre	Opportunity Site	Within	Tier 1	1.5	25 ¹⁰	circa 43	30-50
Dublin Road	A: Town Centre	Opportunity Site	Within	Tier 1	0.37	21 ¹¹	57	40-100
Canal Harbour	A: Town Centre	Opportunity Site	Within	Tier 1	0.08	6	100	40-100
The Malt House	B: Existing Residential / Infill	Opportunity Site	Within	Tier 1	1.1	39 ¹²	35	30-50
Other Infill Sites	A: Town Centre and B: Existing Residential / Infill	N/A	Within	Tier 1	N/A	37 ¹³	N/A	30-100
The Hulk	C*(1): New Residential	KDA	Within	Tier 1	5.6	172	45	30-50
St Evin's Park West	C(2): New Residential	KDA	Within	Tier 1	3.0	101	45	30-50
Cowpasture West	C(3): New Residential	KDA	Within	Tier 1	1.1	136	35	30-50
Cowpasture East	C(4): New Residential		Within	Tier 1	2.8			
Cowpasture South	C(5): New Residential	KDA	Within	Tier 1	3.7	100	33	30-50
Ferns Bridge	C(6): New Residential	Residential Land	Within	Tier 1	1.0	40 ¹⁴	40	30-50
Oldgrange Cross Roads	C(7): New Residential	KDA	Within	Tier 2	3.9	125	32	30-50
Oldgrange East	C(8): New Residential	KDA	Partially Within	Tier 2	4.5	118	35	30-50
St Evin's Park East	C(9): New Residential	Residential Land	Within	Tier 1	0.64	13 ¹⁵	N/A	N/A
Kill Cottages	C(10): New Residential	KDA	Within	Tier 2	2.9	87	30	30-50
Overall Total:					32.19 ha	1,020 units		

⁹ The quantum of units and estimated net densities in Table 2.4 are indicative only, with appropriate development densities to be determined on a case-by-case basis through the development management process, having due regard to the objectives and standards of this Plan, the CDP and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

¹⁰ The potential for residential development within the Former Cassidy's Distillery Complex is to be directly informed by the conservation led, mixed use regeneration of the lands as per the Conservation Management Plan (2024) commissioned by Kildare County Council.

¹¹ Residential development proposed under Kildare Planning Reference 26/60726.

¹² Residential development permitted under Kildare Planning Reference 23/60285 and An Coimisiún Pleanála Reference ABP-319795-24.

¹³ Other infill sites on lands zoned A: Town Centre and B: Existing Residential / Infill have been allocated approximately 10% of the overall remaining Core Strategy housing growth requirement to account for potential unidentified residential growth.

¹⁴ Including the residential development proposal permitted under Kildare Planning Reference 25/60658.

¹⁵ Residential development approved under Kildare County Council Part 8 Planning Scheme Reference P82023.06.

2.6 Core Strategy Objectives

It is an objective of Kildare County Council to:

- | | |
|----------------|---|
| CSO 2.1 | Support and facilitate compact growth development in Monasterevin through the application of the 10-minute settlement concept, the consolidation of the existing urban form and the sequential approach to land use development. |
| CSO 2.2 | Monitor the level of residential development within Monasterevin during the lifetime of the Plan and apply appropriate development management prioritisation measures to ensure the delivery of strategic plan-led and coordinated balanced development within the town. |
| CSO 2.3 | Seek the delivery of new residential development in tandem with the delivery of supporting physical and social infrastructure. |
| CSO 2.4 | Promote the delivery of mixed use (including residential) or residential development on the infill and regeneration opportunity sites identified in Table 2.4, subject to future development proposals demonstrating due regard and adherence to the objectives and provisions of this Settlement Plan. |
| CSO 2.5 | Support and facilitate the delivery of the Key Development Areas identified in Table 2.4, subject to future development proposals demonstrating due regard to the relevant urban design briefs and frameworks, together with adherence to the Implementation and Infrastructure Delivery Schedule. |
| CSO 2.6 | Support and facilitate the delivery of employment related developments on appropriately zoned lands in Monasterevin, subject to future development proposals demonstrating adherence to the Implementation and Infrastructure Delivery Schedule. Compliance with general development management standards and regard to environmental considerations will also be required. |

3. Social Infrastructure

3.1 Social Infrastructure Requirements

Social infrastructure relates to the provision of services and facilities essential for the health, wellbeing and social development of a town, including, but not limited to, schools, health services, neighbourhood centres, and community facilities, such as sports and recreational spaces.

A Social Infrastructure Audit (SIA) has been prepared in tandem with the preparation of this settlement plan to (i) assess the availability and capacity of Monasterevin's existing social infrastructure facilities, (ii) to determine future demand requirements based on projected population increase, and (iii) to make recommendations for social infrastructure requirements during the Plan period and beyond. The SIA has been published alongside this Plan and should be read in conjunction with the Plan. The key findings of the SIA are summarised in Table 3.1 below. Figure 3.1 also outlines an indicative location for key proposed social infrastructure facilities.

Table 3.1: Summary of Social Infrastructure Requirements

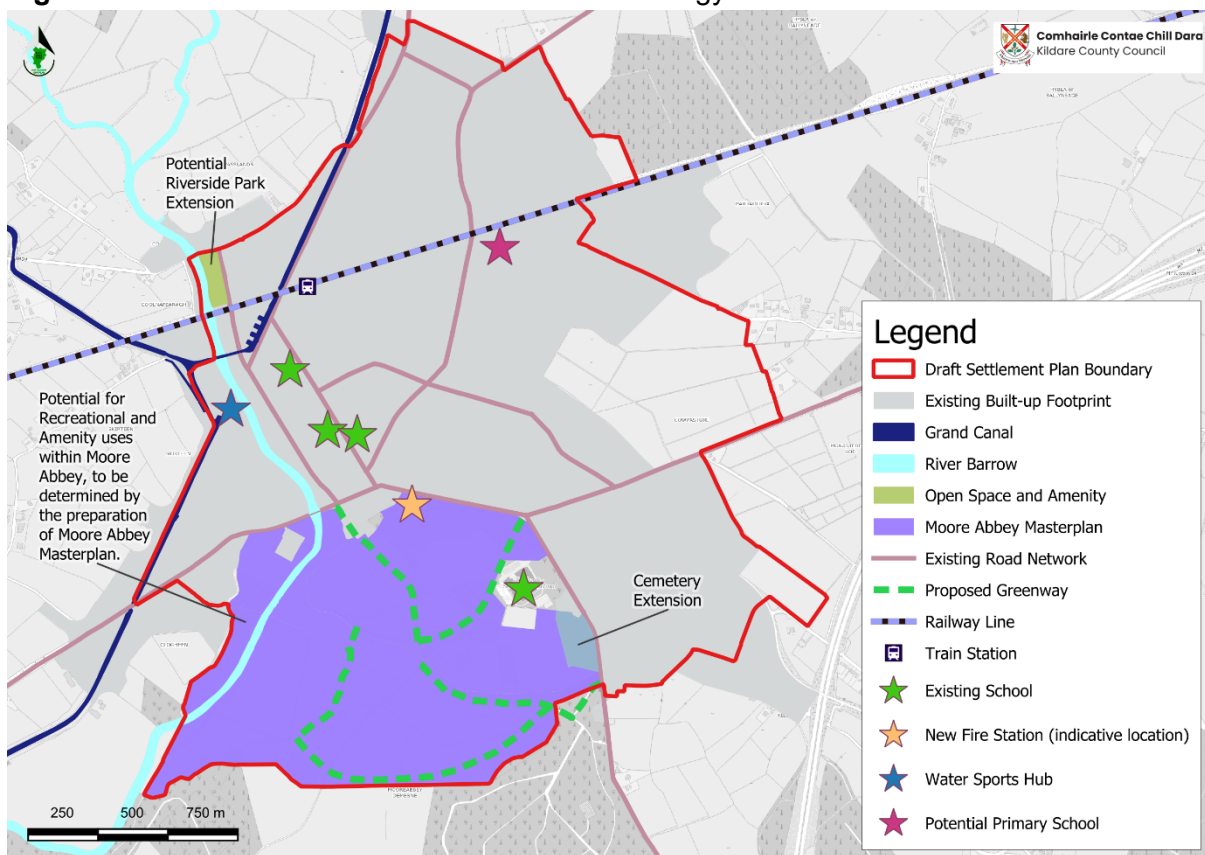
Existing Infrastructure	Specific Social Infrastructure Requirements	Identified Location	Delivery Mechanism
Education			
3 primary schools	101 additional primary school pupil places (five classrooms at 23 pupils each). Reserve a site for a new primary school to cater for population growth beyond the lifetime of the Plan. In terms of the 10-minute settlement concept, the northeast of Monasterevin is lacking in this regard.	'E: Community and Education' lands zoning at Monasterevin National School and St John's National School to cater for future expansion. Maintain 'E: Community and Education' zoning at former St Peter's National School site to facilitate a new Special Education School. 'E(3): Community and Education' zoned lands have been identified for an additional primary school.	Department of Education and Youth

Existing Infrastructure	Specific Social Infrastructure Requirements	Identified Location	Delivery Mechanism
1 post-primary school (including 18 specialist classrooms in Special Educational Needs unit)	106 additional post-primary school places (6 classrooms at 19 students per class).	'E(2): Community and Education' zoned lands at St Paul's Secondary School for future expansion.	Department of Education and Youth
Childcare			
4 existing childcare facilities	92 childcare spaces	Various locations, see zoning matrix.	Private developer-led in tandem with new residential developments in accordance with Section 28 Guidelines.
Health			
3 full-time GPs	Up to 5 additional GPs required	Various locations, see zoning matrix.	Private developer-led
1 Residential Care facility for older people (located outside the Plan boundary)	A total of 34 bedspaces may be required to accommodate people needing residential or nursing home care in Monasterevin over the lifetime of the Plan and beyond.	Various locations, see zoning matrix.	Kildare County Council / Private developer-led
Public Open Space, Sports and Recreation			
0.78 ha public parks	An additional 4.68 ha of public park space is required over the lifetime of the Plan and beyond.	Lands are zoned 'F: Open Space and Amenity' for the improvement and potential extension of Riverside Park to the north. Investigate the feasibility of developing a new local park at Moore Abbey (minimum 2 ha	Kildare County Council

Existing Infrastructure	Specific Social Infrastructure Requirements	Identified Location	Delivery Mechanism
		in size) zoned 'MA: Moore Abbey Masterplan' zoning subject to masterplan. Also allowed for in various other locations, see zoning matrix.	
0.24 ha play area / playground	An additional 1.46 ha of play space is required.	Lands are zoned 'F: Open Space and Amenity' Also allowed for in various other locations, see zoning matrix.	Kildare County Council / Private developer-led
10.21 ha outdoor sports facilities	An additional 2.75 ha required for the delivery of outdoor sports facilities in Monasterevin.	Lands are zoned 'F: Open Space and Amenity' and 'MA: Moore Abbey Masterplan'. Also allowed for in various other locations, see zoning matrix.	Kildare County Council / Kildare Sports Partnership / Athletics Ireland / FAI / GAA / Private developer-led
Community Facilities			
7 community facilities	Support the provision of a new community library and fire station. Additional community facilities may be required over the Plan period and beyond. Regard should be had to the needs raised during pre-draft public consultation stage, including the need for community centre/hall, youth	Various locations, see zoning matrix.	Kildare County Council

Existing Infrastructure	Specific Social Infrastructure Requirements	Identified Location	Delivery Mechanism
	facilities, community gardens and allotments.		
1 cemetery including two columbarium walls	Provide for 'E: Community' zoning adjacent to existing Monasterevin Cemetery to allow for planned future expansion.	Provide for 'E(1): Community' zoning adjacent to existing Monasterevin Cemetery.	Kildare County Council

Figure 3.1: Monasterevin Social Infrastructure Strategy



3.2 Social Infrastructure Objectives

It is an objective of Kildare County Council to:

- SIO 3.1** Support and facilitate improvements and expansion of the existing primary and post-primary school facilities, including special educational needs (SEN) and the provision of new schools and further educational opportunities which may arise, at appropriate 'E: Community and Education' zoned locations.
- SIO 3.2** Continue to engage with the Department of Education and Youth in respect of the phased delivery of 'E(3): Community and Education' zoned lands for an additional primary school.
- SIO 3.3** Support the provision of appropriately located and purpose-built early learning and childcare facilities in tandem with and in the vicinity of all new and existing residential developments.
- SIO 3.4** Support and liaise with operators of public and private healthcare facilities by encouraging the provision of facilities in appropriate locations in Monasterevin to address the current deficit provision and to meet future needs during the lifetime of the Plan.
- SIO 3.5** Support the provision of residential care facilities and services for older people and persons with disabilities, subject to appropriate siting and universal design considerations, including the development of individual housing units and/or a residential care home facility to provide for the needs of older persons and persons with disabilities.
- SIO 3.6** Prioritise improving the existing Riverside Park and to carry out a feasibility study to extend the existing park to the north, in partnership with Iarnród Éireann and other relevant stakeholders.
- SIO 3.7** Facilitate the development of a teen outdoor space or facility on appropriately zoned lands in the town, subject to funding.
- SIO 3.8** Encourage recreational / amenity / community facilities in Monasterevin to be multi-functional, fully accessible and not used exclusively by any one group or club.
- SIO 3.9** Actively seek funding from relevant agencies and Government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) or other funding sources to secure financial support to develop sports and recreation facilities in Monasterevin, including within Moore Abbey Demesne.

- | | |
|-----------------|--|
| SIO 3.10 | Support the development of Monasterevin Water Sports Hub at Moore's Lock on lands zoned 'F(1): Open Space and Amenity' in partnership with Waterways Ireland, and all other relevant stakeholders. |
| SIO 3.11 | Support the development of a kayak/canoe trail from the proposed Water Sports Hub at Moore's Lock to provide a loop route along the River Barrow and Grand Canal. |
| SIO 3.12 | Provide for the delivery of recreational and/or social infrastructure in tandem with new housing delivery through the application of a Special Development Contribution on all Key Development Areas where specific exceptional costs are not covered by the Council's Development Contribution Scheme or through developer-led provision. |

4. Town Centre Regeneration and Delivering Place Quality

4.1 Prioritising the Centre

The centre of a settlement plays a crucial role in the life of a community, serving as a focal point of economic, social and cultural activities. When a town centre is bustling with activity, it is an appealing place to live, shop, work and socialise. A vibrant and visually attractive town centre creates a welcoming environment where people enjoy spending time and is increasingly a key element in driving tourism development and economic investment. The viability, attractiveness and economic prosperity of town centres is central to the Government's Town Centre First Policy (DoRCD and DoHLGH, 2022). This approach recognises the importance of the town centre for enabling the economic development and revitalisation of settlements in addition to improving the quality of life for residents.

Monasterevin's town centre is defined as lands zoned 'A: Town Centre' on Map V2-MN-10.1 Land Use Zoning. In recent years, the development pattern of Monasterevin has shifted away from the historic core towards the northern and eastern areas of the town and prominent sites within the town centre have become vacant or derelict. To address this issue, and in line with national policy on compact growth and regeneration, it is essential to prioritise the rejuvenation and reuse of these vacant and derelict structures. Their redevelopment would provide opportunities for a range of retail, commercial and residential uses within the established town centre of Monasterevin and close to the River Barrow and Grand Canal recreation and amenity areas. This, in turn, would enhance the vibrancy and vitality of the town for residents and visitors alike, while ensuring that the town centre continues to fulfil its vital role as the focal point for civic and commercial activity.

Figure 4.1: Aerial view of Monasterevin Town Centre, looking north along Main Street (Moore Street)



4.2 Monasterevin Town Centre Ground Floor Land Use Survey

To ascertain the principal land uses in Monasterevin town centre, a survey was undertaken of the ground floor uses of buildings within the area zoned 'A: Town Centre'¹⁶. The findings of this survey are illustrated in Figure 4.2 overleaf.

The survey found a range of retail uses (19) including convenience shop (1), comparison shops (6), retail services (11) and other retail (1), as well as health and medical services (6) and financial business services (3) in the town centre. In addition, the town centre contains several leisure services (15), including pubs, cafés, restaurants and takeaways, all of which contribute to the town's vitality and social activity.

Of the 147 buildings surveyed within the town centre, 19% were found to be vacant, with a notable concentration at the northern end of Drogheda Street, in close proximity to Canal Harbour and at the former Cassidy's Distillery complex along both sides of the Dublin Road. It is noted that approximately 21 buildings and structures are located within the former distillery complex, all of which are in various states of vacancy or dereliction. These vacant and derelict areas are situated at key gateways into the town centre and therefore contribute significantly to visitors' first impressions. Dublin Road serves as the main vehicular approach, while Canal Harbour and Drogheda Street form the principal route for pedestrians and cyclists arriving from the train station and the Barrow Blueway.

The survey found that Monasterevin town centre has a very high retail vacancy rate of 21%.¹⁷ Whilst it is acknowledged that the sample size (i.e. a total of 24 retail units) is small, this vacancy rate is considered to be exceptionally high, given that the general vacancy rate within town centres under normal conditions is 5%. Consequently, it is considered that such an elevated rate undermines the overall vibrancy of the town centre and threatens the long-term viability of the commercial core.

The survey recorded 56 buildings (38%) in residential use, while two buildings were under construction at the time of the survey. This is a positive finding and, based on the land use survey, indicates significant potential for additional residential units to be created within former commercial premises. This would support the development of a 'living town', with a thriving local community making use of historic building stock and benefiting from proximity to a wide range of services.

¹⁶ The survey was conducted in April 2026 using the land/building use classifications developed by the Heritage Council in their Collaborative Town Centre Health Check (CTCHC) programme.

¹⁷ Retail vacancy is calculated on the vacancy rate of comparison, convenience and retail services units in the town centre (see Table 4.1). The survey found that 5 out of 24 confirmed retail units in the town centre were vacant at the time of survey. It is noted that this figure is different to the figure for overall commercial unit vacancies.

Table 4.1: Land Use Classifications – Description of Use

Convenience

Supermarkets, Newsagents, Groceries and Frozen Food, Butchers, Markets, Health Foods, Fishmonger, Delicatessen, Bakers and Confectioners, Tobacconists, Vape Shops, Off-Licence, Shoe Repairs etc.

Comparison

Pharmacies, Clothing and Footwear, Jewellers, Charity Shops, Opticians, DIY and Hardware, Garden Centre, Booksellers, Electrical Goods, Florists, Furniture shops, Stationers, Office Supplies etc.

Retail Services

Clothing and Fancy Dress Hire, Dry Cleaner and Laundrette, Filling Stations and Garages, Health and Beauty (e.g., beauticians, nail bars), Hairdressers/Barbers, Other Retail Outlets, Photo Processing, Photo Studio, Post Offices, Repair, Alterations and Restoration, Travel Agents, Vehicle Repair and Service

Leisure Services

Bars, Pubs and Wine Bars, Restaurants, Cafés, Bingo and Amusement, Casino and Betting Offices, Cinemas, Theatres and Concert Halls, Clubs, Disco, Dance and Nightclubs, Fast Food and Takeaways, Hotels and Guest Houses, Sports and Leisure Facilities

Finance and Business Services

Property Services, Retail Banks, Building Society, Building Supplies and Services, Business Goods and Services, Employment and Careers, Financial Services, Legal Services, Other Business Services, Printing and Copying

Health and Medical Services

Dental Surgery, Doctors Surgery, Health Centre, Nursing Home, Osteopath, Chiropodist, Other Health and Medical Service, Rest Home, Veterinary Surgeon

Public Services

Advice Centre, Community Centre, Council Offices, Educational Establishment, Emergency Services, Information Centre, Kindergarten, Library, Museum and Art Gallery, Tourist Information

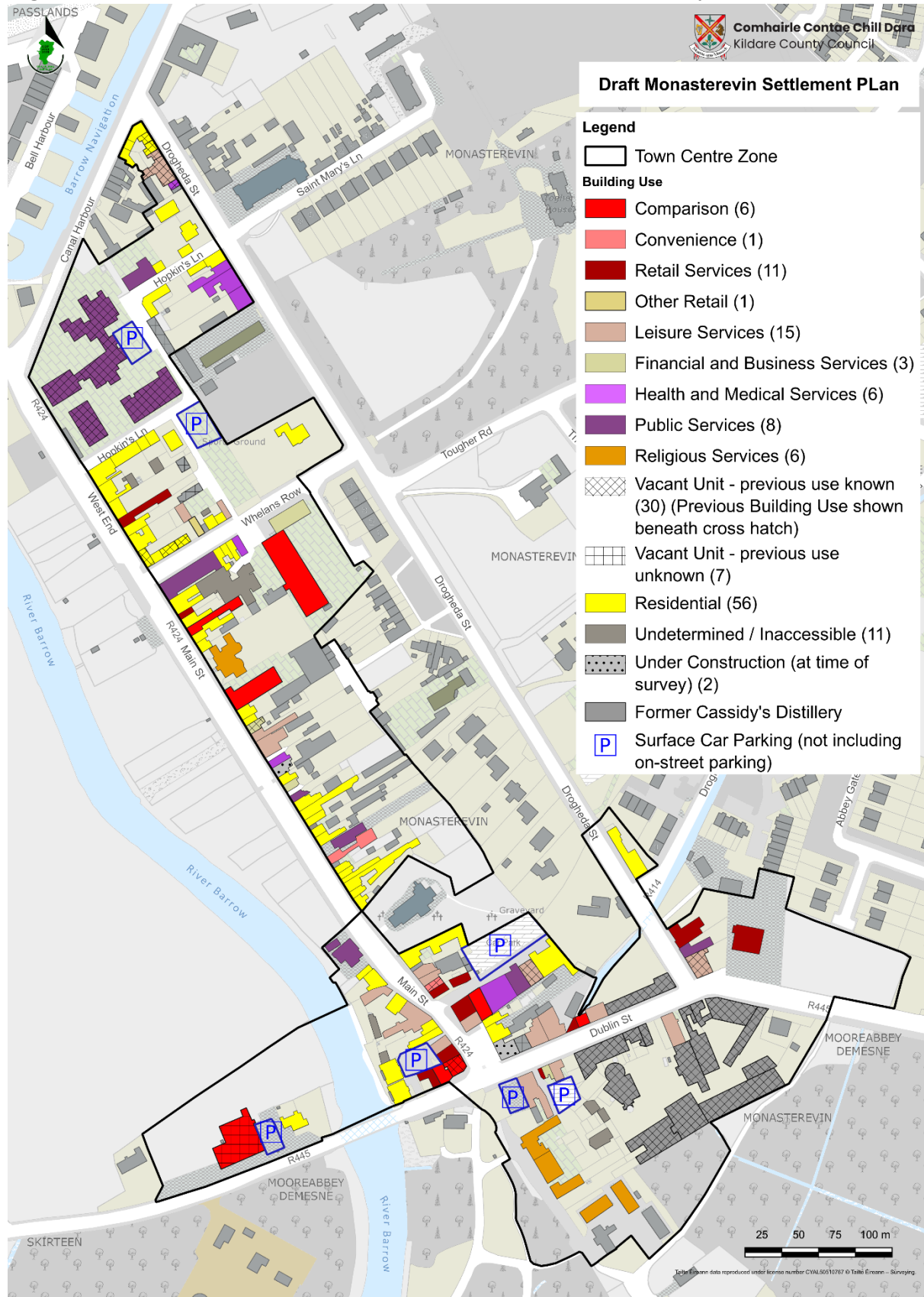
Religious Services

Place of Worship

Storage and Warehouses

Not including retail warehousing outlets

Figure 4.2: Monasterevin Town Centre Ground Floor Land Use Survey



4.3 Public Realm Quality within the Town Centre

A high-quality public realm creates a positive experience for people whether they are residents, shoppers, tourists or other visitors to the town centre and encourages people to spend more time in the area and to support the local economy. In contrast, poor quality public spaces can reduce the public's enjoyment, weaken a town's sense of character and are often areas dominated by cars rather than people.

Often referred to as the 'Venice of Ireland', Monasterevin is characterised by the presence of the River Barrow and the Grand Canal which collectively act as a focus point for recreation and amenity within the town. The Canal Harbour and Main Street (Moore Street) along with Drogheda Street, running parallel to the east, and Market Square and Dublin Street to the south form the historic core of the town. In conjunction with the waterways, these spaces provide Monasterevin with a distinctive identity and an inherent sense of place.

Whilst Monasterevin is not severely affected by heavy traffic it does experience congestion during peak times, particularly at junctions off Dublin Road onto Market Square and Drogheda Street. Despite this, the town centre is considered to be a vehicular-dominated environment which, in turn, negatively effects overall levels of place quality within the town. Additionally, several other factors also detract from the town centre's overall appreciation and vibrancy. These include a poor-quality public realm defined by narrow footpaths, excessive street clutter, poor quality shopfronts, an overabundance of signage, and vacant or derelict properties.

Accordingly, there is significant potential to enhance the quality of the public realm. Such improvements would not only enrich the quality of life for residents but also support local businesses by promoting increased footfall within a more attractive, people-centred, and universally accessible visitor destination.

4.4 Monasterevin Town Renewal Masterplan

Comprehensively addressing the challenges facing the town centre, as outlined in Sections 4.2 and 4.3 above, will require sustained and coordinated action. In this regard, a heritage-led and place-based regeneration is considered critical to underpinning a future development approach for the historic core, sustaining its long-term viability, and maximising its built and natural heritage assets. To this end, Kildare County Council has prepared the Monasterevin Town Renewal Masterplan (2023)¹⁸. This plan proposes (inter alia) a number of public realm regeneration projects for the town centre, which are summarised below.

4.4.1 Canal Harbour

The Town Renewal Masterplan (TRMP) proposes that the Canal Harbour be re-established as a thriving place of civic activity, café dining and waterfront vitality. A heritage trail is also proposed to announce visitors' arrival to Monasterevin town centre along the Barrow Blueway. Traffic-calming measures are proposed to transform the street into a pedestrian and cyclist friendly place with accessible points

¹⁸ Kildare County Council (2023), Monasterevin Town Renewal Master Plan, available at: <https://kildarecoco.ie/AllServices/PublicRealm/TownRenewalMasterPlans/MonasterevinTownRenewalMasterplan2023/>

along the waterfront, increased landscaping and planting as buffers, architectural upgrades to heritage shop frontages, local play points beside the historic wharf and a safe pedestrian connection underneath the rail bridge.

Traffic-calming measures are proposed to reimagine the streetscape as an active travel corridor that prioritises pedestrians and cyclists. This transformation will be delivered through a series of integrated enhancements including accessible waterfront entry points, improved landscaping, upgrades to heritage shopfronts, local play areas beside the historic wharf, and a dedicated pedestrian connection underneath the rail bridge.

Figure 4.3: A Regenerated Canal Harbour - Monasterevin Town Renewal Masterplan



4.4.2 Moore Street (Main Street) and Market Square

The TRMP envisages that Moore Street (Main Street) would not just function as a through route but would become an active street to stop and to explore local shops and riverside connections, with an improved Market Square as a focal point at the southern end of the street. Potential new outdoor dining spaces are identified alongside expanded public spaces, all finished with quality paving, simplified signage, seating and lighting. Kildare County Council have received a funding allocation for the Monasterevin Market Square Regeneration project under the Rural Regeneration and Development Fund (RRDF) announced in October 2025.¹⁹

¹⁹ Rural Regeneration and Development Fund allocations, as announced in October 2025, available at: <https://www.gov.ie/en/department-of-rural-and-community-development-and-the-gaeltacht/publications/rural-regeneration-and-development-fund-funding-allocations/>

Figure 4.4: Moore Street Public Realm Proposal – Monasterevin Town Renewal Masterplan



Figure 4.5: Market Square Public Realm Proposal – Monasterevin Town Renewal Masterplan



4.4.3 Former Cassidy's Distillery Complex

The former Cassidy's Distillery complex is envisaged in the Monasterevin TRMP as a mixed-use centre for living in, working at and visiting. It also presents an opportunity as a community hub with the potential to develop ties with local community groups and educational facilities for local performance, exhibition and public events.

4.4 Town Centre Regeneration and Delivering Place Quality Objectives

It is an objective of Kildare County Council to:

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| TRO 4.1 | Promote the town centre as the primary focus for commercial, civic, social, cultural and tourism activity, including opportunities at the former Cassidy's Distillery complex, Market Square, Canal Harbour and north of Drogheda Street areas, by supporting the reuse and renewal of existing buildings, upper floors, backland areas, derelict sites and brownfield lands, ensuring high quality urban design and strong integration and linkages that reinforce compact growth and the vibrancy of the urban core. |
| TRO 4.2 | Protect the vibrancy, ambience, quality and vitality of the town centre by:
(i) Promoting an appropriate mix of day and night-time uses.
(ii) Encouraging the regeneration and reuse of vacant units, including those on the Derelict Sites Register, for alternative functions and uses such as live-work units, residential units, remote working hubs, enterprise incubation, tourist spin-off enterprises, tourist accommodation, niche retail including food or craft enterprises. |
| TRO 4.3 | Require that all new development within the town centre enhances the quality of the public realm by facilitating a connected network of streets and spaces which prioritise pedestrians and cyclists and provides for the possibility of connections to future development on adjacent lands. |
| TRO 4.4 | Support the implementation of the Monasterevin Town Renewal Masterplan (2023) by actively pursuing and securing funding and investment opportunities from relevant sources including the Historic Town Initiative and the Rural Regeneration and Development Fund (RRDF), or any successor fund. |
| TRO 4.5 | To support the establishment of a 'Town Team' in association with the Housing and Regeneration Department of Kildare County Council in consultation with Elected Members and community representatives. |

5. Economic Development

Monasterevin is identified as a 'Self-Sustaining Town' in the Economic Development Hierarchy of the Kildare County Development Plan (CDP) 2023-2029 (as varied) and is characterised by high levels of population growth and a weak employment base. The town is predominantly reliant on other areas for employment and/or services and requires catch-up investment to become more self-sustaining. By supporting the key sectoral growth opportunities identified in the CDP, Monasterevin can build on its existing local employment base to become a more self-sustaining settlement.

5.1 Employment Profile

Census 2022 recorded 2,646 persons aged 15 years and over as being in employment and living in Monasterevin. 19.7% (475) of the resident workers were employed in the town and 62.9% (1,517) travelled to work outside the town, of which 33.7% travel to locations elsewhere in County Kildare and 29.2% commuted outside of the county. The large outward commuter activity is not surprising given the settlement's excellent rail and road links along with its location in the vicinity of major employment centres such as the Naas-Newbridge Strategic Economic and Employment Zone, Portlaoise and Dublin. According to Census 2022, there are 1,443 jobs within the Built-Up Area of Monasterevin. It is recorded that 475 persons work and live in the settlement, equating to 33% of local jobs, while conversely, 968 persons commute into the town to work, equating to 67% of the local jobs. This illustrates the role of the settlement as an important local centre for employment serving a wider rural catchment area²⁰. It is noted that a substantial number of workers commuting out of the town travelled to work by car (85%).

Census 2022 recorded that almost half of the resident workers in the Monasterevin Built-Up Area are employed in the Commerce and Trade (23.2%) and Public Administration (23.1%) sectors of the economy, as detailed in Table 5.1 overleaf.

The Census 2022 recorded jobs ratio for Monasterevin was 0.60, illustrating that for every 100 resident workers there were only 60 jobs based in the town²¹. This figure is broadly consistent with the nearby larger towns of Athy and Kildare Town, which have a job ratio of 0.58 and 0.65 respectively, but higher than a number of other similarly sized towns in the Greater Dublin Area. While the jobs ratio for Monasterevin falls somewhat short of the 0.70 ratio recommended in the CDP, this can be explained (to a certain extent) by the settlement's proximity to larger scale settlements with greater employment opportunities.

²⁰ CSO Dataset F7069 'Population 15 years of Age and Older, Usually Resident and Present in the State at Work'.

²¹ The term job ratio (employment to population ratio) relates to the number of jobs based in a settlement or area divided by its resident workforce; it does not factor in employees commuting in or out of the town to work. For example, a job ratio of 1 (or 1:1) for a town or area would mean that theoretically there is one job available for every resident worker. A jobs ratio of less than 1 means that a proportion of the resident workforce have to leave the area to go to a place of employment.

Table 5.1: Sectoral Breakdown of Workers

Industry	No. of Workers	% of Workers
Agriculture, Forestry and Fishing	65	2.5%
Building and Construction	216	8.2%
Manufacturing Industries	269	10.2%
Commerce and Trade	615	23.2%
Transport and Communications	189	7.1%
Public Administration	611	23.1%
Professional Services	314	11.9%
Other	367	13.9%
Total:	2,646	100%

Source: Census 2022

5.2 Economic Development Strategy

The Economic Development Hierarchy of the CDP identifies sectoral opportunities for Monasterevin focusing on biotechnology, digital enterprise, tourism, distilling and brewing industries and food and beverage products. Objective RE O88 of the CDP seeks to promote Monasterevin as a centre for distilling and brewing that builds on the history of Cassidy's Distillery and Brewing Co. located in the town centre and the recent development of the Church of Oak Distillery at Ballykelly, situated approximately 2km to the north of the town.

The Government's Town Centre First Policy (2022) also seeks to support regeneration opportunities to enhance the viability and attractiveness of town centres and to retain their critical function in serving as the commercial, civic and cultural focal point of settlements. This approach also recognises the importance of the town centre for enabling place-based local economic development opportunities.

Therefore, it is a strategic aim of this Plan is to seek to protect existing employment in the town and to attract new employment opportunities, to ensure Monasterevin can grow as a resilient, attractive and well-serviced settlement with a strong and sustainable local economy.

The Monasterevin Economic Development Strategy focuses on:

1. Increasing the job ratio in the settlement.
2. Ensuring an adequate supply of zoned land for a range of employment types at appropriate locations.
3. Supporting, in the first instance, the consolidation and revitalisation of the town centre and built-up areas of the town for retail, tourism, cultural and local services that maximise the potential of the existing natural and built heritage assets.
4. Promoting the development of lower density employment lands at Cowpasture and Kill townlands.
5. Facilitating sustainable, locally based employment opportunities by leveraging the town's existing strengths to support the development of

appropriate tourism, recreation and visitor-focused destinations, activities and facilities, along with associated spin-off enterprises that maximises the potential of the existing heritage and amenity areas, including within Moore Abbey Demesne.

5.2.1 Target Jobs Ratio

The Plan seeks to increase the job ratio (employment-to-population ratio) for the town. As previously noted, Census 2022 recorded a job ratio of 0.60 and high levels of outward commuting - indicating that the majority of the resident workforce are commuter driven with a strong reliance on centres of employment elsewhere within and outside of the county.

Table 5.2: Employment in the Built-Up Area of Monasterevin

Population 2022	Resident Workers	Local Jobs	% of all jobs in County Kildare	Job Ratio
5,307	2,410	1,443	1.8%	0.60

Source: Census 2022

In establishing employment projections, the CDP (as varied) suggests that the job ratio for a settlement should not fall below 0.70. Table 5.3 (below) outlines the number of jobs required to meet the proposed job ratio target in Monasterevin based on the most recent employment data available (Census 2022). The proposed job ratio targets are applied to the resident workforce using a low (0.65 ratio), medium (0.70) and high (0.75) employment growth range.

A 0.70 job ratio is considered an ambitious yet realistic target for Monasterevin and if it were applied to the projected population growth for the town in the Plan, using the most recent employment data available (Census 2022), an additional 727 jobs would be required by the end of the Plan period²².

Table 5.3: Targeted Employment Growth for Monasterevin to the end of the Plan period

	Census 2022	Projected Employment Growth to end of the Plan period		
		Low	Medium	High
Jobs Ratio	0.60	0.65	0.70	0.75
Population	5,307	6,827	6,827	6,827
Resident Workers	2,410	3,100	3,100	3,100
Local Jobs	1,443	2,015	2,170	2,325
Increase in Jobs:		572	727	882

²² It is noted that the Strategic Employment Lands Study (Kildare County Council, 2026) suggests a 2040 job ratio target of 0.75. Accordingly, a 0.70 job ratio is considered an appropriate interim target for the town to the end of the Plan period.

5.2.2 Ensuring an Adequate Supply of Zoned Land for a Range of Employment Types

One of the key enablers in attracting potential investment and employment in Monasterevin will be to ensure the availability of an adequate quantum of appropriately located and serviced employment lands. While all types of employment generation will be encouraged, job growth targets by employment sector have been established, informed by key considerations such as Census 2022 employment data for the Mid-East region (excluding Dublin and Wicklow). Census 2022 indicates that 75% of jobs in this region are in office, warehouse and industrial type categories covering a broad range of sectors and job types. The Economic Development Strategy set out for Monasterevin is notably ambitious in its targets for job generation and supports an additional 727 jobs during the lifetime of the Plan. Table 5.4 outlines the envisaged split of the 727 additional jobs across the targeted growth areas.

This Plan seeks to target 30% of the distribution of future jobs to the lands zoned 'A: Town Centre', 'R: Commercial and Retail', 'E: Education and Community' and 'MA: Moore Abbey Masterplan'. It is considered reasonable to assume that the lands zoned 'A: Town Centre' and 'R: Commercial and Retail', through the densification of existing units and the re-opening of vacant units, will facilitate an expansion of an additional 218 jobs. Furthermore, the proposed education facilities on lands zoned 'E: Education and Community' will provide additional jobs in Monasterevin. Additionally, it is expected that that employment opportunities will emerge as part of the regeneration of Moore Abbey House and Demesne²³.

The remaining 70% of future jobs are allocated to lands zoned 'H: Industry and Warehousing' located at Cowpasture and Kill.

Table 5.4: Location of the Distribution of Future Jobs

Jobs Growth	Zoning	Sector Growth Scenario		Sector Jobs Growth	
572	A: Town Centre, R: Commercial and Retail, E: Education and Community, MA: Moore Abbey Masterplan	30% of future jobs distribution: Retail, Services, Education, Tourism and Health		218	
	H: Industry and Warehousing	70% of future jobs distribution:		509	
		Industrial	45%	Industrial	229
		Logistics	45%	Logistics	229
		Office	10%	Office	51

²³ The 'MA: Moore Abbey Masterplan' zoning is included in Table 5.4 to acknowledge its potential in contributing to the future employment base of the town. The jobs figures outlined are indicative in nature and are not intended to act as either a cap on future potential employment within Moore Abbey Demesne or to predetermine any outputs of the Moore Abbey masterplanning process, as provided for by Objective MAO 10.1.

5.2.2.1 Enterprise and Employment Land Zoning Methodology

30% of future jobs (218 jobs) are targeted towards retail, services, hospitality, education and health sectors across various land use zoning objectives. The majority (70%) of new employment is targeted for industrial, logistical and office-based jobs (see Table 5.1 above). To this end, the Plan provides approximately 36.42 hectares of land zoned 'H: Industry and Warehousing' at Cowpasture and Kill to facilitate employment development that responds to the projected population growth in Monasterevin.

Whilst the substantial quantum of land is acknowledged, it is considered both appropriate and necessary given the town's development context. This position is supported by the historically limited uptake and near absence of development on employment-zoned lands to date, together with the realities of existing land ownership patterns, which could significantly influence the deliverability of employment opportunities within the settlement. Additionally, a large portion of the employment lands (H(3) and H(4)) were previously zoned for employment uses and have also been identified in the Kildare County Council's Strategic Employment Locations Study (2026) as a preferred location for such activities. Accordingly, the scale of land is considered justified to facilitate future investment, to provide a meaningful supply of employment lands, and to support the long-term sustainable development of the town.

An array of potential employment-based activities are 'permitted in principle' or 'open to consideration' across the land use zonings, outlined in Table 5.4 (refer also to Table 10.4: Land Use Zoning Matrix). This Plan seeks to guide economic development to appropriately zoned lands, which consider the requirements of different enterprises. Land use zonings are carefully considered to ensure they are compatible with the wider area in terms of strategic access, residential areas and public transport nodes - to ensure the delivery of a consolidated and compact settlement in Monasterevin. Furthermore, the results of the Settlement Capacity Audit (published alongside the Plan) has informed the zoning of land for economic development in Monasterevin.

Table 5.5 overleaf sets out guiding principles for density, floor space and plot ratio requirements per various job sectors.

Table 5.5: Zoned Land Requirements

Category	Jobs	Density (sqm per job)	Floor Space Requirement (sqm)	Plot Ratio (sqm per ha)	Land Requirement (ha)
Retail, Services and Tourism	218				
Subtotal:	218				
Industrial	229	36	8,244 ²⁴	0.45 (4,500)	1.83 ²⁵
Logistics	229	77	17,633	0.35 (3,500)	5.04
Office	51	12	612	0.80 (8,000)	0.08
Subtotal:	509		24,489		6.95
Total:	727		24,489		6.95

5.2.3 Urban Core Consolidation and Revitalisation

There is significant potential for urban renewal and consolidation in Monasterevin, supporting compact growth by prioritising the redevelopment of underutilised sites, vacant buildings and brownfield/backland lands within the existing urban footprint. Building on the momentum of the regeneration of buildings on Market Square and Moore Street / Main Street, these opportunities can contribute positively to placemaking, enhancing the quality and vibrancy of the town centre.

Lands zoned 'A: Town Centre' represent key strategic locations for employment creation and economic diversification. The unique riverside and canal setting enables Monasterevin to maximise its attractive waterside as a focal point for commercial activity, tourism and community life.

Survey work undertaken during the preparation of this Plan identified vacancy and underutilised land.²⁶ Table 5.6 overleaf summarises vacancy and undeveloped sites.

²⁴ Number of jobs x density = Floor space requirement.

²⁵ Floor space requirement ÷ plot ratio = Land requirement.

²⁶ Ground floor land use survey carried out by the Forward Planning team in April 2026.

Table 5.6: Vacant and Undeveloped Sites

Location	Vacancy/Undeveloped Sites
Lands zoned 'A: Town Centre'	• 21 vacant units. • Former Cassidy's Distillery complex.
Watermills Place Development	• One of 6 commercial units vacant.
Lands to rear of Dublin Street (south)	Circa 0.37 hectares of undeveloped land.
Lands at Canal Harbour	Circa 0.08 hectares of brownfield land.
Lands to south of Monasterevin Train Station and to west of St Evin's Park	Circa 3 hectares of undeveloped land.
Lands at former St Paul's Secondary School	Circa 0.75 hectares of brownfield land.

Vacancy and inactivity in a town centre reduce activity, footfall and the overall vitality within a settlement. This Plan strongly supports the reuse, regeneration and active occupation of vacant and underutilised sites, including backland areas, to consolidate the urban form and strengthen Monasterevin's role as a destination for hospitality, retail services, enterprise and tourism. Facilitating a mix of employment uses within the urban core is essential to enhancing economic resilience, promoting sustainable travel patterns and reinforcing the vitality of Monasterevin.

5.2.3.1 Monasterevin Fashion and Textiles Design Hub

The former Bank of Ireland building on Market Square is currently being repurposed by Kildare County Council as a Fashion and Textile Design Hub. The hub seeks to act as a social initiative to support newly graduated designers, established designers and small and medium sized enterprises (SMEs) in the fashion and textile industry in Kildare and the mid-east of Ireland - to support training and upskilling of new entrants for employment in this sector. The hub intends to work with local schools, colleges and the wider community in partnership with Kildare County Council and local business owners. It is anticipated that the hub will open in Q4 2026.

5.2.4 Development of Employment Lands

The Plan supports the development and promotion of lower density employment lands at Cowpasture and Kill. The lands comprise approximately 36 hectares. Given their scale and connectivity to the regional and national transport network, these lands offer capacity to accommodate a diverse mix of employment generating uses.

Development of these sites will play a central role in expanding local job opportunities, enabling more residents of Monasterevin and its hinterlands to access meaningful employment closer to home, supporting the needs of a growing population and encouraging more sustainable commuting patterns.

5.2.5 Expanding Tourism Potential

Monasterevin, often referred to as the 'Venice of Ireland', has an established and growing tourism base, anchored by its unique location on both the River Barrow and Grand Canal, its associated built and natural heritage and the recent opening of the Barrow Blueway. These combined assets provide a strong foundation for further tourism development and economic expansion.

Figure 5.1: The Barrow Blueway in Monasterevin



Tourism already plays an important role in the economic development of Monasterevin, particularly through river and canal-based attractions such as angling, barge trips, bike hire and the growing hospitality offer within the town centre. Given the town's strategic location along the 120 km Barrow Blueway, connecting Robertstown, County Kildare to St Mullins, County Carlow, there is significant potential to strengthen waterway related tourism across Monasterevin and its wider hinterland. This includes opportunities arising from proposed greenway projects on the Grand Canal, such as the development of a proposed greenway between Monasterevin and Portarlinton, partially along the route of the former Mountmellick Line of the Grand Canal, which is currently being progressed by Waterways Ireland along with Kildare County Council and Laois County Council.

The delivery of additional waterside development including the permitted watersports hub at Moore's Lock and proposed public realm improvement works at Canal Harbour will further enhance the tourism and recreational offer of the town.

In addition, a greenway route through the grounds of Moore Abbey Demesne is proposed which would link Market Square and the town centre to proposed recreational and amenity facilities within the demesne grounds²⁷.

There is significant potential to build on existing tourism clusters, expand experience-based tourism and integrate tourism development opportunities with the ongoing town centre regeneration. In this regard, it is considered that enhancing the public realm, promoting connected visitor experiences and maximising the unique natural and built heritage assets of the River Barrow, Grand Canal, Moore Abbey Demesne and historic town centre will help consolidate the position of Monasterevin as a key inland tourism hub within County Kildare.

5.2.6 Employment Opportunities within a Regenerated Moore Abbey

As outlined in Section 10.1 of the Plan, the adaptive reuse of Moore Abbey House and associated buildings could support employment in tourism, hospitality, heritage,

²⁷ Subject to the preparation of the Moore Abbey Masterplan.

events, community and cultural activities, while complementary enterprise, educational and recreational uses could provide further opportunities for local employment and entrepreneurship. The management of the estate's landscape, biodiversity and recreational assets could also support a range of specialist and land-based roles. Collectively, such uses would help establish Moore Abbey as a diverse, locally focused employment location, contributing to the long-term economic vitality of Monasterevin. The Moore Abbey Masterplan, as provided for under Objective MAO 10.1 will provide further detail on the potential employment-generating uses and opportunities within the estate, having regard to the character and capacity of the lands.

5.3 Economic Development Objectives

It is an objective of Kildare County Council to:

- | | |
|----------------|--|
| EDO 5.1 | Incentivise employment creation on lands zoned 'A: Town Centre' through the development of infill site and the redevelopment / renewal of underutilised sites and buildings as a key driver of regeneration, through the application of the Commercial Incentive Grant Scheme (2025), the Shopfront Improvement, Universal Accessibility and Age Friendly Grant Scheme or any successors to the same. |
| EDO 5.2 | Promote new employment development on lands zoned as 'H(1) – H(4): Industry and Warehousing' at Cowpasture and Kill, supported by the movement and active travel links detailed on Map V2-MN-8.1, Map V2-MN-8.2 and Map V2-MN-8.3. |
| EDO 5.3 | Support the development and expansion of the Monasterevin Fashion and Textiles Design Hub and facilitate its remit to support newly graduated and established designers and SMEs in the fashion and textile industry through training, upskilling and employment opportunities, fostering an innovation-rich environment for the fashion and textile sector in County Kildare and the wider Mid-East Region. |
| EDO 5.4 | Promote the economic renewal and revitalisation of the former Cassidy's Distillery complex as a dynamic and sustainable employment cluster and a vibrant mixed-use quarter with a distinct spatial identity. |
| EDO 5.5 | Support Monasterevin as a key tourism destination by promoting and facilitating the development of tourism infrastructure and tourism-related enterprises, including additional tourist accommodation, while working with relevant stakeholders to utilise, enhance and sustainably manage the town's natural and built heritage assets, subject to planning and environmental considerations. |

- | | |
|-----------------|---|
| EDO 5.6 | Actively support and facilitate Waterways Ireland and relevant stakeholders in the sensitive enhancement, regeneration and provision of visitor, recreational and servicing facilities (including universally accessible public toilets) along the Grand Canal and Barrow Blueway at Bell Harbour or at another appropriate location, subject to planning and environmental considerations. |
| EDO 5.7 | Investigate the feasibility of a dry dock and service yard at an appropriate location adjacent to the Grand Canal in Monasterevin, in conjunction with Waterways Ireland and all other relevant stakeholders. |
| EDO 5.8 | Support and facilitate the development of an integrated network of waymarked greenways, heritage / tourist trails and looped walks (and associated facilities) in the town connecting various sites of natural, built and cultural heritage such as the Grand Canal, Barrow Blueway, the town centre, the Hulk and Moore Abbey Demesne, subject to planning and environmental assessments. |
| EDO 5.9 | Support and facilitate the provision of appropriate bespoke signage, mapping and interpretation of the town's tourist attractions, amenities and heritage assets at key gateways and nodal spaces, including Monasterevin Train Station, the Grand Canal and Barrow Blueway, Market Square, the Hulk, entrances to Moore Abbey Demesne and key areas within the town centre. |
| EDO 5.10 | Support tourism initiatives including Fáilte Ireland's 'Ireland's Ancient East' tourism marketing platform which promotes Monasterevin as a visitor destination, particularly for water-based activities linked to the Grand Canal and River Barrow and also initiatives which promote Monasterevin as a centre for distilling and brewing. |

6. Green and Blue Infrastructure

6.1 Natural Heritage and Biodiversity

Monasterevin boasts a strong and distinctive green and blue infrastructure (GBI) network ranging from the River Barrow, Grand Canal, mature woodlands at Moore Abbey Demesne, Togher House and Riverside Park, as well as an interconnected pattern of agricultural lands, streams, treelines, hedgerows, semi-natural open spaces and transport corridors. These natural and man-made features serve a dual function for biodiversity and natural amenity, while also adding to Monasterevin's unique character and sense of place. This Plan supports the protection and enhancement of these amenity features for both biodiversity and recreational purposes.

6.2 Kildare Biodiversity Action Plan 2026-2031

The Kildare Biodiversity Action Plan (BAP) 2026-2031 includes a series of actions that have the potential to have a range of positive environmental effects on biodiversity, including habitats, key species, designated sites and locally important non-designated sites that are aimed at protecting and enhancing biodiversity. This Plan supports the implementation of the Kildare BAP at a local level in Monasterevin.

6.3 Designated Sites

There are two designated sites located within the Plan area which contribute greatly to the natural heritage assets of the town. These are the River Barrow and River Nore Special Area of Conservation (SAC) (site code: 002162) and Grand Canal proposed Natural Heritage Area (pNHA) (site code: 002104), these are illustrated in Map V2-MN-6.1. There are no Special Protected Areas (SPA) in the vicinity of Monasterevin.

6.3.1 River Barrow and River Nore SAC

The River Barrow and River Nore SAC which is located along the western edge of Monasterevin has been designated on the basis of its support for several rare and threatened plant and animal species, as listed on Annex II of the Habitats Directive. The SAC also supports a number of rare Annex I listed habitats. The River Barrow is also of high conservation value for various populations of bird species. The occurrence of several Red List plant species within the SAC adds to the conservation value of the site. The SAC designation ensures the protection of these sensitive species and habitats at EU level, with conservation objectives focused on maintaining or restoring their favourable conservation status.

6.3.2 Grand Canal pNHA

The Grand Canal pNHA is a man-made waterway the flows to the west of Monasterevin and crosses over the River Barrow via the Monasterevin Aqueduct. The canal supports important habitats such as hedgerows, tall herbs, calcareous grassland, reef fringe, open water, scrub and woodland. A diverse range of species are present on the site including otters and white clawed crayfish which are designated Annex II listed species. The ecological value of the canal lies more in the

diversity of species it supports along its linear habitats than in the presence of rare species.

6.4 Habitat Survey and Mapping

This Plan has been informed by a Habitat Survey and Green Infrastructure mapping report, which was produced as an output of the Monasterevin Habitats Mapping and Green Infrastructure Survey (2014). The main areas of ecological importance within Monasterevin were identified as the River Barrow (and River Nore) SAC, Grand Canal pNHA, Moore Abbey Demesne, the railway line and The Hulk (former Monasterevin Charter School) site. Overall, the main habitats comprise of mixed woodlands, hedgerows and treelines, improved and semi-improved grasslands, watercourses, arable crops, scrub and areas of recolonising bare ground and spoil where construction activities have recently taken place or are ongoing. These habitats represent a considerable ecological network around which the town has evolved and developed.

6.5 Green and Blue Infrastructure

Green Infrastructure has been defined as: “A strategically planned network of natural and semi-natural areas with other environmental features, designed and managed to deliver a wide range of ecosystem services, while also enhancing biodiversity.” These services include, but are not limited to, water purification, improving air quality, providing space for recreation and aiding with climate mitigation and adaptation. This network consists of green (land-based) and blue (water-based) areas, with an aim to improve the quality of the environment, the condition and connectivity of natural areas, and to improve human health and quality of life. The development of green and blue infrastructure can also support a green economy and create job opportunities. The backbone of our green infrastructure network consists of Natura 2000 designated sites and protected areas.²⁸

This Plan seeks to protect and enhance the green and blue infrastructure network of Monasterevin to maximise the benefits of the multi-functionality that these ecological networks provide. The green and blue infrastructure network is made up of a core area, corridor habitats and stepping stone habitats.²⁹ The key green and blue infrastructure areas within Monasterevin are identified as the River Barrow, the Grand Canal, Moore Abbey Demesne, the railway line and the grounds of Togher House, as illustrated in Map V2-MN-6.1³⁰.

²⁸ European Commission (2025): https://environment.ec.europa.eu/topics/nature-and-biodiversity/green-infrastructure_en

²⁹ As per Section 12.1.5 of the Kildare County Development Plan (CDP) 2023-2029 (as varied), the three key components to Kildare’s Green Infrastructure Strategy are core areas, stepping stones and corridors.

³⁰ As part of the preparation of the Settlement Plan the Green Infrastructure Map contained in the Monasterevin Settlement Plan 2016-2022 was reviewed and updated to reflect subsequent changes in the plan area over the intervening period. This process was overseen by the Kildare County Council Ecologist.

6.6 Key Green and Blue Infrastructure Areas

6.6.1 River Barrow SAC and Grand Canal pNHA

The River Barrow (and River Nore) SAC and Grand Canal pNHA traverse the western edge of Monasterevin and act as both core areas and core corridors for aquatic and terrestrial wildlife species. The River Barrow's main channel is approximately 7-8 metres wide within the Plan area and is predominantly edged by hedgerows and treelines, narrow, wet grasslands, open space, gardens, agricultural lands and woodlands, including Moore Abbey Demesne woodlands, as it passes through the town. The Grand Canal (the Barrow Line) is edged by towpaths, hedgerows and treelines, amenity grassland, including semi-natural grassland which may also be species rich.

6.6.2 Moore Abbey Demesne

The mature mixed woodland associated with Moore Abbey Demesne supports a variety of broadleaf and conifer trees, mainly beech, ash, oak, Norway spruce and Douglas fir. The importance of these habitats within the wider green and blue infrastructure network lies in their potential cover for fauna as well as their roosting and nesting potential for birds and bats. In addition to the woodland habitat, the demesne also features semi-improved grassland and scrub habitats. The demesne also connects directly with the River Barrow which further enhances its biodiversity potential.

6.6.3 Togher House and the Hulk (Former Monasterevin Charter School)

Woodland and scrub habitats at Togher House and the Hulk (former Monasterevin Charter School) provide suitable habitats for wildlife and can act as a corridor connecting into other habitats, such as hedgerows. These sites were also noted to have old or derelict buildings which may support bat roosts. In addition, the mature trees in these locations could provide bats with roosting sites.

6.6.4 Corridor Habitats

6.6.4.1 Monasterevin Railway Line

The Monasterevin railway line offers an area of relatively undisturbed verge habitat, including high value hedgerow and woodlands, which connects a number of sites across the northern extents of the town. This linear corridor also connects directly with the River Barrow and Grand Canal watercourses.

6.6.4.2 Hedgerows and Treelines

These linear habitats provide essential foraging and commuting areas for a wide variety of species such as breeding birds, badgers and bats. In Monasterevin, the species diversity and connectivity of these linear routes are noted as good. Hedgerows and treelines were found to provide wildlife corridors which connected into the wider 'key green infrastructure' areas of the town.

6.6.5 Stepping Stone Habitats

Although not highlighted in the Map V2-MN-6.1 Green and Blue Infrastructure, important habitat connectivity is also provided by the valuable network of hedgerows, treelines and green verges that are present across the town. These verges and

hedgerows link to form stepping stone habitats, such as those found at roadsides, within field margins, and rough or long grassland/crops. In addition, parks such as Riverside Park and Monasterevin Community Garden can provide useful habitats which connect into areas of greater biodiversity allowing species to widen their range. These areas also provide important amenity and recreational sites.

6.7 Tree Coverage

The Plan area contains many mature trees and patches of woodland which are not only of considerable biodiversity value but also enhance the character and setting of the town. A study of Monasterevin found that 16.5% (68 ha) of the Plan area had tree canopy cover. The most notable areas of tree cover are found in Moore Abbey Demesne, at the Hulk (former Charter School) site and at Togher House, as well as along the River Barrow and Grand Canal watercourses. The Tree Council of Ireland's 'Tree Register of Ireland' includes references to yew trees within Moore Abbey Demesne, one of which is believed to be over 300 years old and is noted as a tree of character, while an avenue of yew trees from Moore Abbey House to the walled garden is noted as an arboricultural curiosity.³¹ Tree coverage plays an important role in our natural and urban environments, providing habitats for wildlife in areas that are often intensively managed, while also forming an important element of the ecological infrastructure.

Increasing tree canopy coverage in an urban area can provide a wide range of environmental and social benefits including improved air quality, water purification, along with increased space for biodiversity, recreation, amenity and placemaking. In addition, urban trees can help mitigate against negative effects of climate change, such as the urban heat island effect, whilst also providing carbon sequestration.

It is an action of the County Development Plan (Action BI A14, Chapter 12, Vol. 1) for the Council to survey the existing tree coverage in urban areas. In this regard, Table 6.1 below and Figure 6.1 overleaf illustrates a dataset which estimates the number of trees of greater than 1 metre in canopy size and their total canopy area both within the Plan area.

Table 6.1: 2026 Tree Coverage within the Monasterevin Settlement Plan Area

Number of trees	7,920
Tree Canopy Area	68.3 hectares

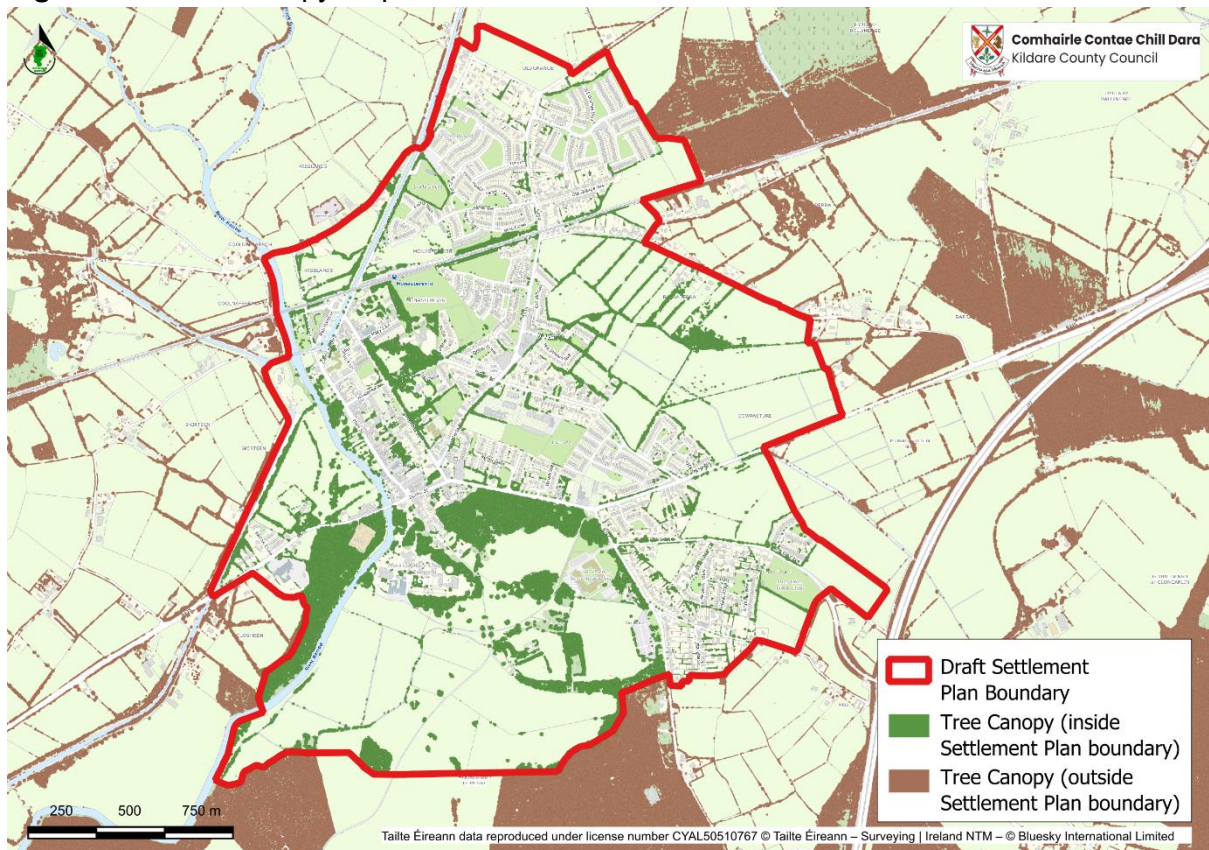
It is also an action (Action BI A29 refers) to increase this urban canopy coverage by 30%. This would increase the canopy cover to circa 88.76 ha or circa 10,296 trees (an increase of 20.48 ha or 2,376 trees) over that outlined in Table 6.1 above.

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

³¹ Tree Council of Ireland, Tree Register of Ireland, reference to yew trees at Moore Abbey Demesne, available online at: <https://www.treeregister.ie/98.htm> and <https://www.treeregister.ie/99.htm> (Date of access: 4 August 2026).

- Kildare County Council managed projects including biodiversity enhancement / nature restoration initiatives being proposed under the Moore Abbey Masterplan (refer to Objective MAO 10.1).
- On lands identified for the extension to the Riverside Park.
- As part of other State agencies' projects.
- Private developers of new projects/developments.
- Community-led initiatives.³²

Figure 6.1: Tree Canopy Map of Monasterevin



Source: Bluesky National Tree Map

³² As supported by Objective BI O4 of the Kildare County Development Plan 2023-2029.

6.8 Green and Blue Infrastructure Objectives

It is an objective of Kildare County Council to:

- GBIO 6.1** Protect and enhance identified key Green and Blue Infrastructure (refer to Map V2-MN-6.1) and prohibit developments that would fragment or otherwise degrade the Green and Blue Infrastructure network. New developments shall appropriately utilise existing and new green infrastructure as an essential urban design and placemaking tool to integrate built form into their surrounding contexts. Site specific ecology surveys should be carried out to inform, assess and mitigate potential ecological impacts of any proposed development and its construction.
- GBIO 6.2** Support the full implementation of the targets and actions outlined in the Kildare Biodiversity Action Plan 2026 – 2031 and any subsequent Local Biodiversity Action Plan prepared for Monasterevin.
- GBIO 6.3** Support and facilitate opportunities for natural restoration initiatives within the grounds of Moore Abbey Demesne, as part of the preparation and implementation of the Moore Abbey Masterplan, and ensure that any landscaping scheme protects the existing riparian and woodland habitats and contributes to the enhancement of the demesne landscape as a significant Green and Blue Infrastructure asset for the town.
- GBIO 6.4** Encourage state agencies and private entities to include tree planting measures and the restoration of hedgerow habitats when delivering key infrastructure or upgrading infrastructure works in the Plan area in order to increase the tree canopy cover in Monasterevin by 30% in accordance with Action BI A29 of Volume 1.

7. Built Heritage and Archaeology

7.1 Architectural Heritage

7.1.1 Record of Protected Structures

Within the Plan boundary, 80 Protected Structures are listed, all of which are detailed in Appendix 6 of the CDP and illustrated on Map V2-MN-7.1 (Appendix A: Maps). Many of these structures are also identified in the National Inventory of Architectural Heritage (NIAH) as being of regional significance/importance. However, there are also a number of structures in the town which are listed on the NIAH but are not included on the register of protected structures in the CDP.

It is important to recognise that Protected Structures should not be viewed in isolation or as an impediment to development but rather be considered as an inherent part of the collective townscape of Monasterevin, which provides the settlement with a unique 'sense of place'. Therefore, this Plan considers such built heritage assets as potential generators in spurring future economic development and supporting the place-based regeneration of the town. It is further noted that the sensitive adaptation of existing built heritage not only preserves and harnesses cultural and heritage value but also an environmental gain. Reusing existing buildings keeps carbon locked up while also reducing the need for new, carbon-generating construction activities, and is supported by Objectives HO O12, AH O39, and AH O40 in Vol 1.

7.1.2 Monasterevin Architectural Conservation Area

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures, and whose character it is an objective of a development plan to preserve. While the purpose of the ACA is to protect and enhance the special character of the area, this in no way precludes appropriate forms of development from happening.

Monasterevin's built environment reflects centuries of layered development, from its monastic origins to the Georgian planned layout of the town centre and the subsequent industrial expansion linked to the opening of the Grand Canal. Monasterevin ACA, which encompasses the historic core of the town, captures this complexity through its Protected Structures, vernacular buildings and historic streetscape, all of which contribute to distinctive sense of place.

As part of the preparation of the Plan, the extent of the ACA has been reviewed and its boundaries revised to include Monasterevin Aqueduct and the Canal Harbour area, recognising their architectural and technical significance and their role in shaping the town's identity. Other changes include the expansion of the ACA to the south to incorporate the entrance gate to Moore Abbey Demesne, and the entirety of the former Cassidy's Distillery complex, along with Togher House, Kilrue House and the parochial house to the east. Furthermore, a portion of the ACA which covered the former Charter School ('The Hulk') has been removed as the presence of the Protected Structures on the site is deemed to provide sufficient safeguards to protect

its architectural heritage. It is considered that the amendments will strengthen the visual and historic coherence of this particular ACA.

Alongside the revision of the ACA boundary, an updated Statement of Character for the Monasterevin ACA was prepared and is published as part of the Plan. The purpose of the statement is to define the special character of the Monasterevin ACA and to provide guidance to property owners, developers and built environment professionals on the important characteristics of the area and the type of works that would require planning permission within the ACA.

Development proposals within and adjacent to the ACA must demonstrate sensitivity to the established character of the area. Planning permission is required for any works that would materially affect the external appearance of buildings or the public realm, including alterations to façades, rooflines, windows, doors and boundary treatments. New development will only be permitted where it can be shown to preserve or enhance the architectural, historical and visual integrity of the ACA.

Applicants are encouraged to refer to Chapter 11 'Built & Cultural Heritage' of Vol. 1 and Appendices 5 and 6 of the CDP.

7.1.3 Protected and Important Views within Monasterevin

Four protected views located within the settlement boundary have been designated in Vol. 1; these relate to views to/from historic bridges over the River Barrow and Grand Canal respectively.³³

The Statement of Character for Monasterevin ACA outlines several important views/aspects which are deemed to be worthy of protection, see Table 7.1 and Figure 7.1. Such views should be taken into consideration when developing sites within the ACA.

Table 7.1: List of Important Views Outlined in the Monasterevin ACA Statement of Character

View Ref.	Location/Description
View 1	View south-west along Canal Harbour from railway bridge.
View 2	Views from Monasterevin Viaduct east and west along the canal and north and south along the River Barrow.
View 3	View south-east along West End / Main Street from junction with Canal Harbour.
View 4	View south-east towards Market Square and Moore Abbey beyond from Main Street.
View 5	View north-west into Market Square from entrance of Moore Abbey.
View 6	Views from the bridge over the River Barrow south towards Moore Abbey and the sylvan open space lining its banks, north-east towards St John's Church and along Dublin Street to the east.

³³ See Vol. 1, Chapter 13, Table 13.7 – *Views to and from bridges* and Map Ref: V1-13.3 Scenic Routes and Viewpoints

View 7	View north-west towards St John's Church and views west along Dublin Street and north into Drogheda Street from corner of Dublin Street and Drogheda Street.
View 8	Views from Main Street / Moore Street across various gardens towards the River Barrow and flood plain beyond.
View 9	View from Manley Hopkins Garden south-west across the river and floodplain beyond towards the former Charter School ('The Hulk') (and reciprocal view to north-east)

Figure 7.1: Monasterevin Architectural Conservation Area – Important Views



7.2 Significant Architectural Heritage Assets

7.2.1 Former Cassidy's Distillery Complex

The former Cassidy's Distillery complex, once home to Cassidy and Company, a major whiskey and later beer distilling company founded in 1784, is located on Dublin Street and is an architecturally significant site comprising several 18th century Georgian industrial buildings including a mash house, kiln, grain store and warehouses which together form one of the most important surviving examples of a combined distillery and brewery in Ireland. Despite its current advanced state of dereliction, the site holds huge potential for sensitive conservation and adaptive reuse that will help to ensure the long-term preservation of this important historic place and to stimulate heritage-led regeneration of the town centre. A Conservation Management Plan, commissioned by Kildare County Council in 2024, proposes a phased redevelopment into a vibrant, mixed-use quarter. It prioritises preserving the site's historic character while introducing sensitive, high-quality design, positioning Cassidy's complex as a cornerstone of Monasterevin's regeneration and development.

7.2.2 Moore Abbey House and Demesne

Moore Abbey House, situated on the southern edge of the town, is a substantial Georgian Gothic mansion built in the late 1760s. It stands within extensive landscaped grounds and a very large historic demesne. Despite its use as a convent, hospital and care facility, the house and associated outbuildings retain much of their original form and character. Moore Abbey House and Demesne remain one of Monasterevin's most significant heritage assets, not only for its architectural and archaeological value, but also for its enduring presence in the town's cultural landscape.

The preservation and adaptive reuse of the house is considered essential to maintaining the town's connection to its layered past, from monastic origins to Georgian estate planning, and offers opportunities for future community engagement, education, and heritage-led stewardship. The wider Moore Abbey estate offers huge potential in terms of improving the overall level of place quality for residents within the town. Opportunities range from the provision of additional community amenities and recreational facilities to tourism / economic development and nature-based rewilding initiatives, particularly in areas proximate to the River Barrow (refer to Section 10.1 for further details).

7.2.3 Monasterevin Charter School ('The Hulk')

The former Monasterevin Charter School, known locally as 'The Hulk', is a substantial Georgian institutional building constructed in 1759. For most of the 19th and early 20th century the building was in use as a warehouse but now stands in a state of dereliction. Despite this, it retains much of its original form and features, and as one of the few surviving charter school buildings in Ireland, is of considerable architectural and historical significance. Through sensitive adaptation and rejuvenation, this building and its attendant grounds (including its walled garden) could be repurposed for a variety of uses, including residential, employment, community, amenity and cultural purposes, while also promoting awareness of the

complex history it represents. Further provisions on the future development of 'The Hulk' along with the wider surrounding landholding is outlined in Section 10.2.1 of the Plan. Additional information on the history and architectural heritage of the former charter school is set out in Appendix C.

7.3 Archaeological Heritage

The Sites and Monuments Record (SMR) is a comprehensive inventory maintained by the National Monuments Service of the Department of Housing, Local Government and Heritage which lists all known or suspected monuments in Ireland.

The database which is being continually updated as new information becomes available and new sites are uncovered. It comprises of a 'live' database (available to view at: www.archaeology.ie) that contains an interactive map/search facility which focuses on recording monuments dating from before 1700 AD, along with sites selected from the post 1700 AD period, according to their interest or merit. The addition of a monument to the SMR database does not, of itself, confer legal protection.

The Record of Monuments and Places (RMP) is a subset of the SMR which records three sites within the plan boundary. The RMP is the statutory list of recorded monuments and is informed by the Sites and Monuments Record (SMR). Monuments included in the statutory RMP are legally protected and generally referred to as 'Recorded Monuments'. Table 7.2 below and Map V2-MN-7.1 (Built Heritage and Archaeology) provide details on the records listed on the RMP and SMR. Sites which are also on the Record of Monuments and Places (RMP) have been indicated with an asterisk.

Table 7.2: Record of Sites and Monuments

SMR No	Townland	Monument Class
KD021-006----*	Coolnafearagh, Passlands	Bridge
KD026-001001-	Moore Abbey Demesne	Font, chapel
KD026-001----	Moore Abbey Demesne	Religious house, Cistercian monks
KD026-002----	Moore Abbey Demesne	House, 17 th century
KD026-003----	Moore Abbey Demesne	Burial
KD026-004----*	Moore Abbey Demesne	Moated site
KD026-013----*	Moore Abbey Demesne	Ritual site, holy well

In certain cases, archaeological structures may also be considered architectural heritage and may appear on both the RMP and the Record of Protected Structures (RPS), as is the case with Moore Abbey House and Demesne (B26-010, B26-010B, KD026-002---, KD026-003---) and the Pass Bridge (B21-02, KD021-006--).

7.4 Built Heritage and Archaeology Objectives

It is an objective of Kildare County Council to:

- BHO 7.1** Strongly resist the demolition of any structure (or parts of any structure) that is registered on the National Inventory of Architectural Heritage (NIAH) unless, on the basis of evidence provided as part of any planning application, the local authority is satisfied that exceptional circumstances exist.
- BHO 7.2** Preserve the character of the designated Monasterevin Architectural Conservation Area (ACA) by ensuring that new development within or in close proximity to the ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the ACA including *inter alia* vistas, streetscapes, established building lines, fenestration patterns and architectural features. Proposals for development shall include an analysis of how the new development complements the setting, character and appearance of the Monasterevin ACA referring to the findings of the ACA Statement of Character (2026) and the Architectural Heritage Protection – Guidelines for Planning Authorities (DoAHG, 2011) (including ‘Advice Series’)³⁴.
- BHO 7.3** Reduce, prevent and encourage the removal of visual and urban clutter within the town centre including:
- Excessive traffic management structures and related signage.
 - Utility structures and signage
 - Commercial related signage (including signs protruding from the façade) at ground and upper floor levels
 - Obsolete / unnecessary lighting, electrics, cables and ducts.
 - External roller shutters and shutter boxes
 - Internally affixed stickers and internally illuminated signage, where planning permission is required
- BHO 7.4** Seek to protect and enhance important views connected to the Architectural Conservation Area (ACA) as illustrated in Map V2-MN-7.1 by requiring a Visual Impact Assessment for developments which have the potential to impact on the character, value or sensitivity of the ACA. Where it is considered that a development may impact on a protected view, proposals must have regard to the significance of any such impact and incorporate appropriate mitigation measures.
- BHO 7.5** Support the sensitive and adaptive reuse of the buildings on the former Cassidy’s Distillery complex, in accordance with the outputs of the Conservation Management Plan (2024) commissioned by Kildare

³⁴ Department of Housing, Local Government and Heritage’s Advice Series is available online on the website of the National Inventory of Architectural Heritage at: www.buildingsofireland.ie/resources/

	County Council. Any redevelopment must enhance the interpretation and appreciation of the site's unique built heritage while also making a meaningful contribution to the sustainable development and socio-economic revitalisation of the town centre.
BHO 7.6	Support the sensitive and appropriate development of Moore Abbey Demesne, having regard to its historic character, designed landscape, rich archaeological potential, and location within and adjoining the Monasterevin Architectural Conservation Area, as well as the concentration of protected structures and monuments across the estate.
BHO 7.7	Support the sensitive and appropriate development of the former Monasterevin Charter School (The Hulk). The adaptive reuse of the building and the development of the surrounding landholding shall be guided by the findings and recommendations of a Conservation and Feasibility Report to be prepared by Kildare County Council. The local authority shall assist applicants developing the lands in securing funding for the restoration of the Hulk and its attendant grounds.
BHO 7.8	Ensure historic rubble stone boundary walls, particularly those around Moore Abbey Demesne, the former Cassidy's Distillery complex and in front of the Church of St John the Evangelist, are preserved as far as practicable and ensure that the contribution they make to green infrastructure is also protected.
BHO 7.9	Support measures to provide for the appropriate interpretation of Monasterevin's built heritage, including structures associated with Moore Abbey Demesne, the former Cassidy's Distillery complex, the former Monasterevin Charter School (The Hulk), and the town's historic bridges, merchant houses and canal infrastructure.
BHO 7.10	Support the sensitive incorporation of public amenity and open spaces around monuments where appropriate, in a manner compatible with the protection, conservation and proper management of monuments.

8. Movement and Active Travel

8.1 Local Context

Transport and active travel play a fundamental role in supporting economic activity and social interaction, and they are strongly connected to quality of life, public health and overall wellbeing. A well-functioning transport network, combined with accessible active travel options, is essential for economic development, enhancing quality of life and promoting social inclusion. When supported by effective compact growth policies, it can also help to reduce the overall need to travel, decrease reliance on private cars and strengthens the viability of higher frequency public transport services.

In the context of Monasterevin, the settlement benefits from reasonable connectivity provided by Monasterevin Train Station, several regional bus operators, proximity to the M7 Motorway and the Grand Canal, which together provide enhanced accessibility and support sustainable mobility.

8.2 Existing Modal Share

According to Census 2022, the proportion of residents in Monasterevin who travel to work by private modes of transportation is 84.7%³⁵. However, when trips to work, school, college or childcare are accounted for, the percentage for private modes of transportation is reduced to 74.4%, with notable increases in active travel and public transport, particularly walking (12.4%). This suggests that shorter education trips are already enabling a higher level of sustainable travel for non-work journeys.

Table 8.1: Mode Share for Work, School, College and Childcare Trips in Monasterevin

Trips to work in Monasterevin (2022) ³⁶	%	Trips to work, school, college or childcare in Monasterevin (2022)	%
Walking	4.3%	Walking	12.4%
Bicycle	0.86%	Bicycle	1.82%
Public Transport (bus, minibus or coach / train, DART or LUAS)	10.2%	Public Transport (bus, minibus or coach / train, DART or LUAS)	11.4%
Private modes of transportation [motorcycle or scooter / car driver / car passenger / van / other (including lorry)]	84.7%	Private modes of transportation [motorcycle or scooter / car driver / car passenger / van / other (including lorry)]	74.4%

³⁵ Total percentage for private modes of transportation to work [motorcycle or scooter, car driver, car passenger, van, other (including lorry)] figures from Census 2022 in Monasterevin is 84.7%. CSO, Census 2022, SAPMAP 2022 [Online] available from: <https://data.cso.ie/table/SAP2022T11T1TOWN22>

³⁶ The current mode share percentage is based on Census 2022 data and the percentages calculated above do not include 'work from home' or 'not stated' responses.

8.3 Monasterevin Local Transport Plan

In accordance with the principles outlined in national and regional spatial planning and transport policy, including the Greater Dublin Area (GDA) Transport Strategy 2022-2042, this Plan aims to initiate a significant shift in travel behaviour by reducing reliance on private car use and increasing the proportion of trips made by walking, cycling and public transport.

Regional Policy Objective (RPO) 8.6 of the Regional Spatial and Economic Strategy (RSES) 2019–2031 provides for the preparation of Local Transport Plans (LTPs) which are intended to apply regional transport policies to individual settlements such as Monasterevin. The Monasterevin Local Transport Plan (LTP), which is published alongside the plan, has been prepared to inform this Plan in accordance with the guidance documents on Area Based Transport Assessments developed by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).

The LTP sets out a coherent programme of walking, cycling, public transport and traffic management measures to support compact growth and provide for a tangible sustainable mode shift in Monasterevin, away from car dependency to more active travel modes, particularly for short trips to key destinations within the town. This approach aligns with the 10-minute settlement concept, a key provision of the RSES. Essentially this concept seeks to ensure that key community facilities and services are within a 10-minute walk or cycle of peoples' homes or to ensure that they are accessible by public transport services.

8.3.1 Mode Share Target and Monitoring Implementation

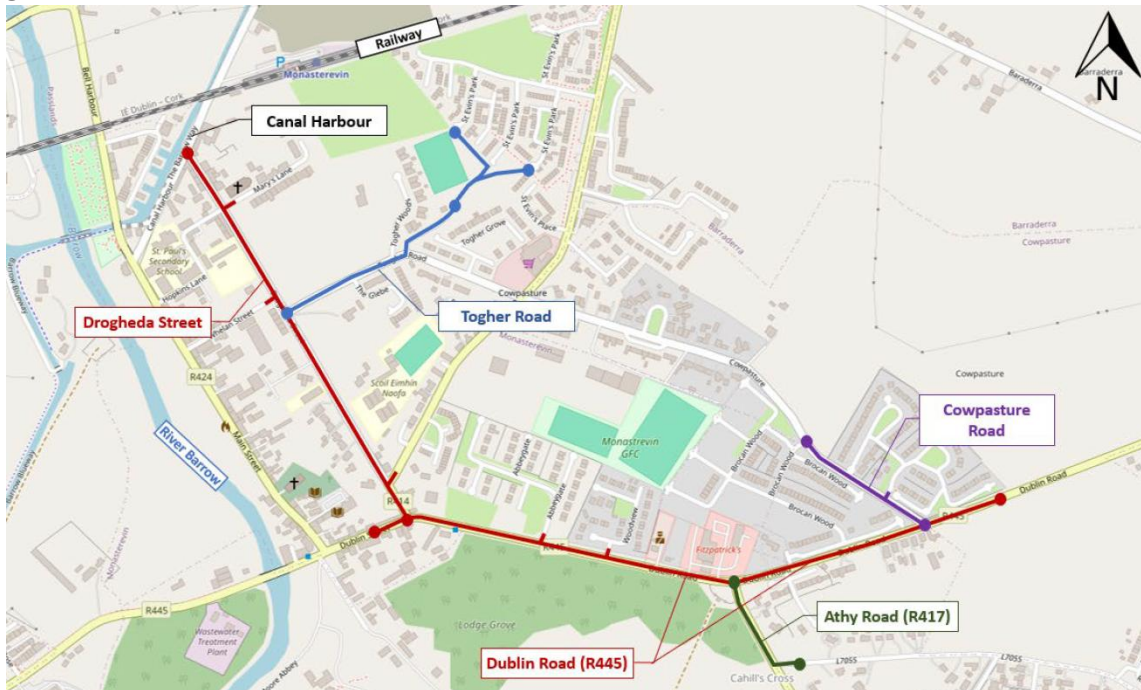
It is recognised that a significant mode shift from car use to walking, cycling and public transport is required in the settlement. Therefore, measuring the overall change in mode share within Monasterevin will be a key indicator as to measuring the success of implementing the measures proposed for the town. The LTP includes a mode share target that align with the GDA Transport Strategy 2022-2042 increasing walking to over 30%, cycling to over 12%, public transport to over 20% and reducing car mode share to approximately 38%. Monitoring of the LTP will be carried out on the basis of reviews, coordinated with the release of new data and the timing of major planning cycles. A formal review of mode share trends and transport outcomes is anticipated in the early 2030s, informed by the results of Census 2032.

8.3.2 Monasterevin Active Travel Scheme

The Monasterevin Active Travel Scheme (a proposed planning scheme) is currently being progressed by Kildare County Council. This multimillion-euro project is being funded by the National Transport Authority (NTA) and represents a key step towards encouraging a shift away from private car use towards walking and cycling. The extent of the active travel scheme is illustrated in Figure 8.1 below and is primarily focused on improving pedestrian and cyclist infrastructure and introducing a series of traffic calming measures along Drogheda Street, Dublin Road (R445), Cowpasture Road, Athy Road and Togher Road. Together, these measures aim to connect various residential areas within the town to key destinations, including the town centre, primary and post-primary schools, the Grand Canal Greenway, and by extension, Monasterevin Train Station. The Monasterevin Active Travel Scheme is a

central component of the LTP and is intended to be prioritised for delivery during the first phase of its implementation. Further details of the active travel scheme are detailed in Table 8.2 below.

Figure 8.1: Extent of Monasterevin Active Travel Scheme



8.3.3 Measures of the Monasterevin Local Transport Plan

This Plan supports a series of movement and active travel measures, including improvements to pedestrian and cyclist infrastructure, the public transport services/facilities, along with the roads and streets infrastructure measures, as outlined in the Monasterevin LTP. These measures are illustrated on V2-MN-8.1, V2-MN-8.2 and V2-MN-8.3 and are detailed in Table 8.2 below and in Table 10.1 Implementation and Infrastructure Delivery Schedule. It is important to note that the movement and transport measures contained in the Plan are indicative only. The exact route and type of infrastructure will need to be determined by future study and detailed design. Furthermore, unless otherwise stated, all new links included as permeability measures shall also be accessible for cycling. However, only measures which provide some strategic function in the context of the overall cycle network have been included as cycle network options.

Several active travel measures are illustrated both within and beyond the Plan boundary, measures shown outside the boundary are included for context and information purposes only.

The progression of the measures will be subject to a separate statutory process, either under Section 38 of the Road Traffic Act 1994 or through a Part 8 planning scheme in accordance with the Planning and Development Act 2000 (as amended) (or the Planning and Development Act 2004 (as amended), if commenced). This process will include detailed design and appraisal, engagement with relevant statutory stakeholders, and public consultation.

Each of the measures have been assigned an estimated delivery timescale. It is important to note that the timescale category is not a reflection of the importance attached to each measure, but rather reflects the challenge involved for implementation and the expected duration of the planning/construction process.

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

- **Short term** – measure intended for implementation within 1-3 years.
- **Medium term** – measure intended for implementation within 3-5 years.
- **Long term** – measure intended for implementation within 6-10 years.

Table 8.2: Summary of Local Transport Plan (LTP) Measures

LTP No.	Measure	Delivery Timeframe ³⁷
Walking and Permeability		
WALK 1	Drogheda Street – new footpaths on existing road	Short term – part of active travel scheme
WALK 2	Moore Street (Main Street) – new footpaths on existing road	Medium term
WALK 3	Togher Road – new footpaths on existing road	Short term – Phase 1 is part of active travel scheme ³⁸
WALK 4	Togher Road Extension – planned footpath	Short term – Phase 1 is part of active travel scheme ³⁹
WALK 5	Cowpasture Road – new footpaths on existing road	Short term – Phase 1 (Dublin Road to Brocan Wood entrance) is part of active travel scheme ⁴⁰
WALK 6	Dublin Road – new footpaths on existing road	Short term – Phase 1 (Hopkins Haven to Drogheda Street) is part of active travel scheme ⁴¹
WALK 7	Athy Road to St Paul's Secondary School – new footpaths on existing roads	Short term – part of active travel scheme

³⁸ Phase 2 to be delivered separately (medium term).

³⁹ Phase 2 to be delivered separately (medium term).

⁴⁰ Phase 2 to be delivered separately (medium term).

⁴¹ Phase 2 to be delivered separately (medium term).

WALK 8	Moore Abbey Demesne – new greenway ⁴²	Medium term
WALK 9	St Mary's Lane – public realm, safety and environmental improvement scheme	Medium term
WALK 10	Fern's Bridge to Ballykelly GAA ⁴³ – new footpath on existing road ⁴⁴	Long term
WALK 11	Circle K (R414) to underbridge (R414) – new footpath on existing road	Medium term
WALK 12	Underbridge (R414) to Oldgrange (R414) – footpath upgrades on existing road	Long term
WALK 13	Underbridge (R414) to Barraderra Road (L3009) – footpath upgrades and new footpath provision on existing road to connect with proposed link road (WALK 17 and ROAD 4)	Long term
WALK 14	High Bridge, Passlands – shared surface, low speed environment with road markings and signage indicating walking/cycle route, local access only to vehicles	Medium term
WALK 15	Bell Harbour (R424) to Passlands – new and upgraded footpaths on existing road ⁴⁵	Medium term
WALK 16	L7005 from junction of R417 and L7055 to Ros Glas GAA club – new footpaths on existing road	Long term
WALK 17	Barraderra Link Road – Dublin Road to L3009 – new footpaths on new road ⁴⁶	Long term
WALK 18	L7049 into adjoining lands to the east – local access link (potential shared vehicular access)	Long term
WALK 20	R414 into adjoining lands to the west – local access link (potential shared vehicular access)	Long term
WALK 23	Dublin Road to the former Charter School site (The Hulk) – permeability link for pedestrians and cyclists	Medium term
WALK 24	St Mary's Lane – permeability link for pedestrians and cyclists ⁴⁷	Medium term
WALK 25	St Evin's Park – permeability link for pedestrians and cyclists	Short term – Phase 1 is part of active travel scheme ⁴⁸

⁴² Indicative greenway route subject to preparation of Moore Abbey Masterplan.

⁴³ It should be noted that measure WALK 10 extends outside of the Plan area.

⁴⁴ Due to road width restrictions, a new footpath may only fit on one side of the existing road.

⁴⁵ Preference is for footpaths on both sides of the existing road. At a minimum, the existing footpath is to be upgraded with pedestrian crossing provision and universal access to Riverside Park incorporated.

⁴⁶ Also refer to LTP Cycle measure CYCLE 9 and Road and Street measure ROAD 4.

⁴⁷ As permitted under KCC planning register reference: 23/60285.

⁴⁸ Phase 2 to be delivered separately (medium term).

WALK 26	St Paul's Secondary School to junction with The Bungalow / Kill Cottages – new footpaths on existing road	Long term
WALK 27	Link to Moore Abbey Demesne – local access link (potential shared vehicular access)	Long term
WALK 28	Kill Cottages – new footpath on existing road (along one side)	Long term
WALK 29	Moore Street (Main Street) and junction of Dublin Road to Clogheen Bridge – new footpaths on existing road	Medium term
WALK 32	Ferns Bridge - permeability link for pedestrians and cyclists ⁴⁹	Short term
WALK 33	Rosglas Link Road – Dublin Road to Rosglas – new footpaths on new road ⁵⁰	Long term
WALK 35	L7055 into adjoining lands to the west – local access link (potential shared vehicular access)	Long term
WALK 36	Cowpasture Road into adjoining lands to the northeast – local access link (potential shared vehicular access)	Long term
WALK 39	Moore Abbey Demesne – new footpath on new road ⁵¹	Long term
WALK 40	Canal Harbour to St Mary's Lane – permeability link for pedestrians and cyclists	Medium term
WALK 41	Monasterevin Charter School (The Hulk) site towards Main Street (Moore Street) – active travel bridge for pedestrians and cyclists (indicative location) ⁵²	Long term
Cycling		
CYCLE 1	Drogheda Street – 3.2m wide two-way protected cycle lane	Short term – Part of active travel scheme
CYCLE 2	Cowpasture Road – 2.4m wide two-way protected cycle lane	Short term – Phase 1 (Dublin Road to Brocan Wood) is part of active travel scheme ⁵³
CYCLE 3	Togher Road – shared surface on road	Short term – Phase 1 (Drogheda Street to junction of Togher Road extension) is part of

⁴⁹ As permitted under KCC planning register reference 25/60658.

⁵⁰ Also refer to LTP Cycle measure CYCLE 10 and Road and Street measure ROAD 5.

⁵¹ Indicative route subject to preparation of Moore Abbey Masterplan.

⁵² Also refer to Cycle measure CYCLE 16.

⁵³ Phase 2 to be delivered separately (medium term).

		active travel scheme ⁵⁴
CYCLE 4	Togher Road extension – shared surface on road	Short term – Phase 1 is part of active travel scheme ⁵⁵
CYCLE 5	Moore Street (Main Street) – 3.2m wide two-way protected cycle lane	Short term – Part of active travel scheme
CYCLE 6	Dublin Road – 3.4m wide two-way protected cycle lane	Short term – Phase 1 (Hopkins Haven to R445 Drogheda Street junction) is part of active travel scheme ⁵⁶
CYCLE 7	Athy Road – 3.4m wide two-way protected cycle lane	Short term – Phase 1 is part of active travel scheme ⁵⁷
CYCLE 8	Main Street (Moore Street) junction towards Clogheen Bridge – cycle infrastructure type to be confirmed, subject to detailed design ⁵⁸	Medium term
CYCLE 9	Barraderra Link Road – Dublin Road to L3009 – new 2m cycle track in both directions on new road ⁵⁹	Long term
CYCLE 10	Rosglas Link Road – Dublin Road to Rosglas – new 2m cycle track in both directions on new road ⁶⁰	Long term
CYCLE 11	Circle K (R414) to underbridge (R414) - cycle infrastructure type to be confirmed subject to detailed design ⁶¹	Long term
CYCLE 12	Dublin Road towards Junction 14 (M7) ⁶² – 2m cycle track both directions	Long term
CYCLE 13	Moore Abbey Demesne – shared surface, low speed environment ⁶³	Medium term
CYCLE 14	Moore Abbey Demesne – new greenway ⁶⁴	Medium term

⁵⁴ Phase 2 to be delivered separately (medium term).

⁵⁵ Phase 2 to be delivered separately (medium term).

⁵⁶ Phase 2 to be delivered separately (medium term).

⁵⁷ Phase 2 to be delivered separately (medium term).

⁵⁸ Having regard to existing constraints such as available carriageway width and junction layouts.

⁵⁹ Also refer to LTP Walking and Permeability measure WALK 17 and Road and Street measure ROAD 4.

⁶⁰ Also refer to LTP Walking and Permeability measure WALK 33 and Road and Street measure ROAD 5.

⁶¹ Having regard to existing constraints such as available carriageway width and junction layouts.

⁶² It should be noted that measure CYCLE 12 extends outside of the Plan area.

⁶³ Indicative route subject to preparation of Moore Abbey Masterplan.

⁶⁴ Indicative greenway route subject to preparation of Moore Abbey Masterplan.

CYCLE 15	High Bridge, Passlands – shared surface, low speed environment	Medium term
CYCLE 16	Monasterevin Charter School (The Hulk) site towards Main Street (Moore Street) – active travel bridge for pedestrians and cyclists only (indicative location) ⁶⁵	Long term
CYCLE 17	High Bridge (L7049) to Ballykelly GAA ⁶⁶ – shared surface, low speed environment	Long term
Public Transport		
PT 1	Monasterevin Train Station – improve pedestrian and cyclist access, including seating / shelter.	Medium term
PT 2	Monasterevin Train Station – upgrade parking facilities including layout, surfacing and management, to improve the overall functioning and safety of the station environment.	Medium term
PT 3	Support the optimisation of existing TFI Local Link (Connecting Ireland) services serving Monasterevin, including improved connections with rail services, service visibility and periodic review in line with changing demand.	Ongoing
PT 4	Reroute TFI Local Link Route 888 via Ferns Bridge following the implementation of Drogheda Street one-way system with a relocated town centre bus stop at the Canal Harbour area.	Short term – part of active travel scheme
PT 5	Improve intermodal integration by providing secure cycle parking facilities near the train station, bus stops and other key public transport nodes to support sustainable first and last mile trips.	Short term
PT 6	Support the enhancement of existing bus services (including commercial operators), supporting increased service frequency at peak periods, improved evening and weekend provision and timetable coordination to facilitate convenient transfers with rail services at Monasterevin Train Station.	Ongoing
PT 7	Deliver improved bus stop infrastructure, including shelters, seating, accessible boarding areas, clear signage and Real Time Passenger Information (RTPI).	Short term

⁶⁵ Also refer to Walking and Permeability measure WALK 41.

⁶⁶ It should be noted that measure CYCLE 17 extends outside of the Plan area.

PT 8	Engage with the National Transport Authority (NTA) and Iarnród Éireann to advocate for improved fare structures, ticketing integration and consideration of Monasterevin's position within the wider commuter belt, to support greater public transport use.	Ongoing
Parking		
PARK 1	Monasterevin Train Station – parking upgrade and upgraded access	Medium term
PARK 2	Provide appropriate car parking arrangements for specific user requirements including age friendly, disabled, hidden disabled and motorcycle parking at suitable locations.	Short term
PARK 3	Review existing accessible car parking spaces and relocate or improve, where required, to include hatching and dropped kerbs as required.	Short term
PARK 4	Provide secure bike lockers at Monasterevin train station	Medium term
PARK 5	Provide secure and well-located cycle parking at strategic locations throughout Monasterevin to support everyday cycling and multimodal journeys. Strategic locations to include Monasterevin Train Station, town centre / Market Square, schools and community facilities and public transport stops.	Short term
PARK 6	Provision of car parking to support future sports, community and amenity uses, while prioritising sustainable access. Potential location near Drogheda Street.	Long term
PARK 7	Provision of car parking to support development at Moore Abbey Demesne ⁶⁷	Medium term
PARK 8	Identify car parks and other suitable locations for the provision of appropriate charging infrastructure for electrical cars/vehicles	Short term
Road and Street Measures		
ROAD 1	Drogheda Street - one-way street from junction of Drogheda Street and R414, flow of traffic northbound towards Canal Harbour	Part of active travel scheme, short term
ROAD 2	Main Street (Moore Street) - one-way street, flow of traffic from Canal Harbour southbound to Dublin Road	Part of active travel scheme, short term

⁶⁷ Subject to preparation of Moore Abbey Masterplan.

ROAD 3	Togher Road extension – final alignment to be developed through detailed design in consultation with relevant stakeholders ⁶⁸	Medium term
ROAD 4	Barraderra Link Road – Dublin Road to L3009 ⁶⁹	Long term
ROAD 5	Rosglas Link Road – Dublin Road to Rosglas ⁷⁰	Long term
ROAD 6	Road access to serve Moore Abbey Demesne ⁷¹	Medium term
ROAD 7	Junction improvements with pedestrian priority at town centre nodes (DMURS aligned): • J1 - Dublin Road R445 / Drogheda Street. • J2 - Dublin Road R445 / R417 • J3 - Dublin Road R445 / Cowpasture Road – signalised junction • J4 - Drogheda Street / Drogheda Row • J5 - Drogheda Street / Togher Road • J6 - Dublin Street / Moore Street (Main Street) –public realm enhancement scheme • J7 - Junction of R417, The Bungalows/Kill Cottages and Monasterevin Cemetery • J8 - Signalisation of the Canal Harbour railway underbridge	Short to medium term
ROAD 8	Traffic-calming gateways, narrower lanes and raised tables: • GW1 (Dublin Road) – approach from the east • GW2 (Athy Road/ R417) – approach from the south • GW3 (Dublin Road) – approach from the west • GW4 (Rathangan Road) – approach from the north	Medium term

⁶⁸ Having regard to existing adjacent recreational uses at Monasterevin AFC.

⁶⁹ ROAD 4 also provides for new footpaths and 2m cycle track (refer to LTP Walking and Permeability measure WALK 17 and Cycle measure CYCLE 9).

⁷⁰ ROAD 5 also provides for new footpaths and 2m cycle track (refer to LTP Walking and Permeability measure WALK 33 and Cycle measure CYCLE 10).

⁷¹ Indicative route subject to preparation of Moore Abbey Masterplan.

8.5 Movement and Active Travel Objectives

It is an objective of Kildare County Council to:

- | | |
|-----------------|--|
| MATO 8.1 | Support and promote the use of sustainable transport modes in Monasterevin through the implementation of the measures detailed in Table 8.2 and illustrated on Maps V2-MN-8.1, V2-MN-8.2 and V2-MN-8.3 in conjunction with the relevant stakeholders such as the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and Irish Rail and by actively seeking funding for the measures from relevant agencies and government sources. The indicative measures will form the basis for individual projects, which will be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based solutions to surface water management. |
| MATO 8.2 | Adopt a ‘whole journey approach’ to delivering transport and active travel infrastructure in Monasterevin, to ensure universal accessibility is integrated into all stages of a person’s journey from starting point to destination. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossings, greenways and bus stops/shelters fully accessible to older people, people with disabilities and people with young children. |
| MATO 8.3 | Ensure that all developments allow for universally accessible connectivity for active travel modes to adjacent lands, in accordance with Reimagining Permeability in Kildare – Reconnecting our Communities: Permeability Guidelines (2024), or any updated version of same, and in accordance with the Design Manual for Urban Roads and Streets (DMURS). |
| MATO 8.4 | Support and facilitate the delivery of the Monasterevin Active Travel Scheme, including the provision of new or improved footpaths, cycle lanes and traffic calming measures along Drogheda Street, Dublin Road, Togher Road, Cowpasture and Athy Road. |
| MATO 8.5 | Actively engage and co-operate with the Department of Transport, National Roads Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Transport for Ireland (TFI) Local Link and other stakeholders to improve the provision of public transport services, including upgrades to the Monasterevin Train Station. |
| MATO 8.6 | To support the enhancement of existing bus services (including commercial operators and TFI Local Link) by supporting increased service frequency at peak periods, improved evening and weekend provision, and timetable coordination to facilitate convenient transfers with rail services at Monasterevin train station. This |

	includes supporting the development of necessary ancillary infrastructure, including bus shelters, seating, accessible boarding areas, clear signage and Real Time Passenger Information (RTPI).
MATO 8.7	Investigate the feasibility of providing secure and sheltered bicycle parking facilities at appropriate locations in Monasterevin, including at Monasterevin Train Station, Canal Harbour, town centre / Market Square area, schools and community facilities and public transport stops.
MATO 8.8	Support and facilitate improved pedestrian and cyclist connectivity from Monasterevin town centre to Ballykelly GAA grounds to the northeast and to Rosglas GAA grounds in the southeast.

9. Infrastructure and Environmental Services

9.1 Overview

The availability of high-quality infrastructure networks and environmental service provision is a key element in creating sustainable and attractive spaces and places, ensuring health and wellbeing, securing investment and safeguarding the environment. The adequacy of existing provision, optimising the use of existing infrastructure and the need for additional facilities are critical elements to be considering in planning for the future sustainable development of Monasterevin.

In this regard, a Settlement Capacity Audit (SCA) has been prepared to inform the appropriate zoning of land for residential and economic development, to ensure that future growth occurs in tandem with the delivery of the required physical infrastructure during the lifetime of the Plan. The SCA, which accompanies this Plan, supports the evidence-based land use zoning decisions made in respect of Map V2-MN-10.1 (Appendix A: Maps) with regards the residential and employment zoned lands.

9.2 Infrastructure and Environmental Services

Table 9.1 below provides an overview of the infrastructure and environmental services relevant to Monasterevin. The table summarises the current provision and status of essential utilities and services, including water supply, wastewater infrastructure, groundwater quality, electricity supply, natural gas availability, as well as baseline environmental considerations relating to noise and air quality. This overview is intended to identify constraints associated with existing service networks and environmental factors.

Table 9.1: Infrastructure and Environmental Services in Monasterevin

Energy and Communications Infrastructure
<u>Electricity Network Infrastructure</u> As indicated on ESB's online 'Availability Capacity Heatmap', the western, older side of the town including Main Street/Moore Street, Drogheda Street and Canal Harbour areas are served by Portarlinton substation, while the eastern and more recently developed areas of the town are served by substations located in Kildare Town. The Portarlinton substation has remaining capacity, but Kildare's substations are noted as constrained with limited capacity available.⁷² <u>Gas Networks Ireland</u> Gas Networks Ireland has confirmed that Monasterevin is currently served by two high-capacity gas distribution pipelines from Athy and Kildare/Naas. Furthermore, there is a new biomethane injection facility currently under construction at Lackaghmore, to the northeast of Monasterevin, along the R445. At present, there is sufficient capacity in the existing network to facilitate the level of development proposed for Monasterevin without the need for further reinforcement.⁷³

⁷² ESB 'Availability Capacity Heatmap', available at: <https://www.esbnetworks.ie/services/get-connected/renewable-connection/network-capacity-heatmap> - Date of access: 7 July 2026

⁷³ Date of email communication with Gas Networks Ireland: 9 July 2026.

Pollution and Environmental Services

Air Pollution

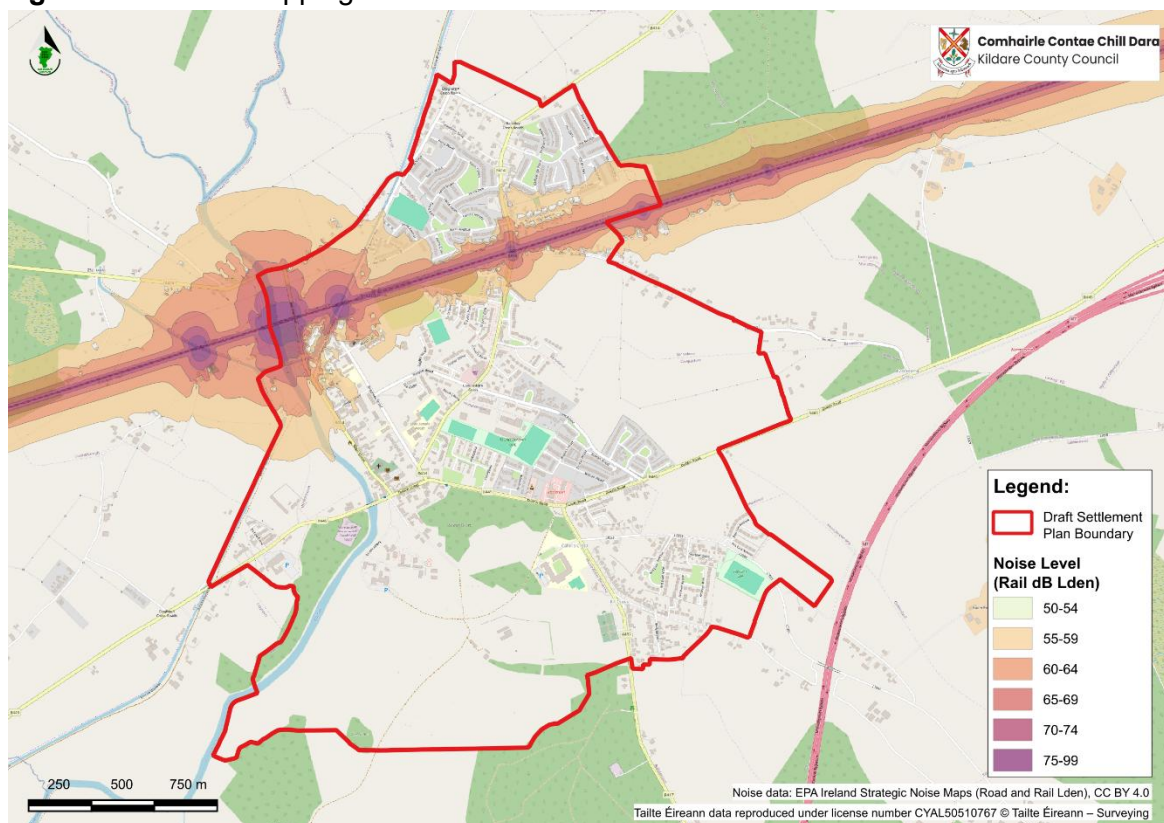
The Environmental Protection Agency (EPA) records air quality levels nationally. Monasterevin is shown to have achieved category '2 – Good' on the EPA's air quality index⁷⁴.

Noise Pollution

The EPA's Environment and Wellbeing online mapping portal features strategic noise mapping of roads and rail in Monasterevin in the form of noise contours for the Lden (day-evening-night level) period⁷⁵. The map extracts in Figure 9.1 shows the decibel (dB) value along road and rail routes which represents the average dB value during the Lden period.

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

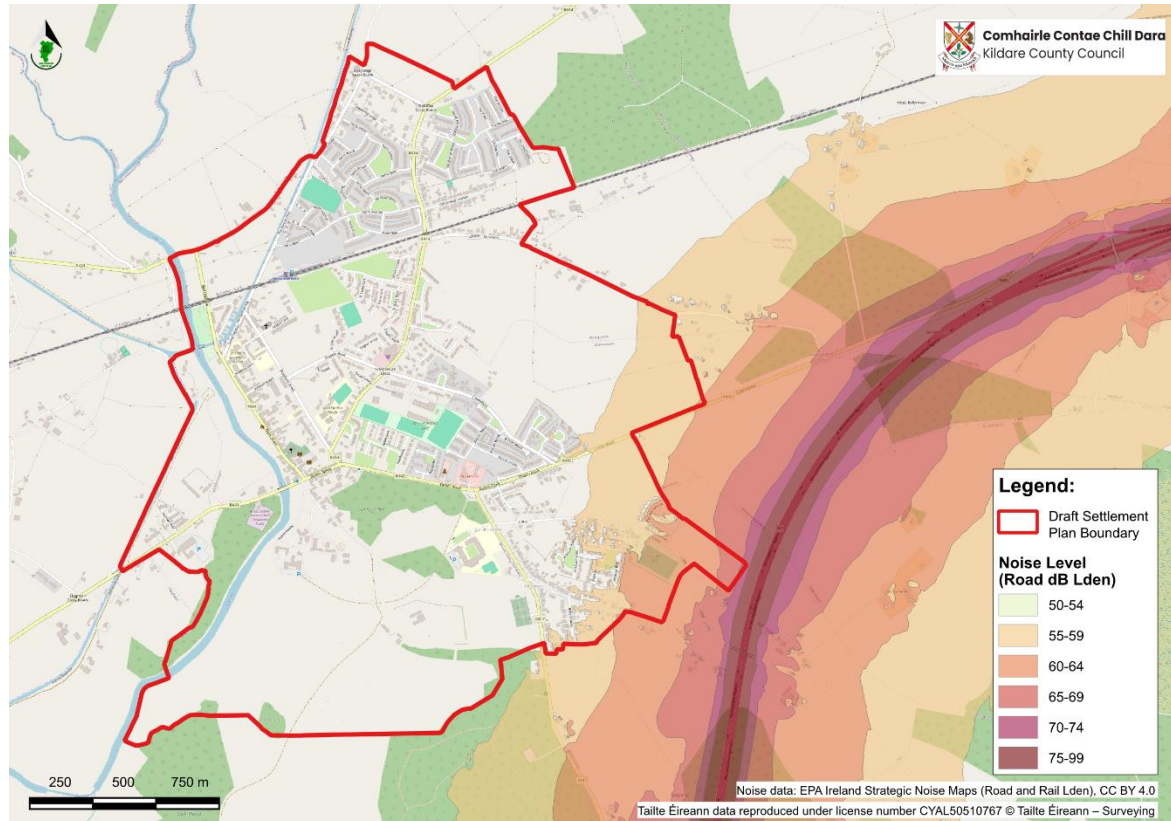
Figure 9.1: Noise Mapping - Rail



⁷⁴ Environmental Protection Agency (EPA), Air Quality Monitoring, available at: <https://www.airquality.ie/> - Date of access: 11 June 2026

⁷⁵ Environmental Protection Agency (EPA), Environment and Wellbeing, available at: <https://gis.epa.ie/EPAMaps/EnvironmentAndWellbeing> - Date of access: 11 June 2026

Figure 9.2: Noise Mapping - Road



Water Supply

Monasterevin's water supply comes from the Greater Dublin Area (GDA) Water Resource Zone. Uisce Éireann's submission on the pre-draft public consultation (dated May 2024) notes that Monasterevin's water supply is primarily from Hillwood Reservoir to the south of the town with the area north of the railway line being served from the Rathangan supply through the Ballykelly water treatment plant.

According to Uisce Éireann's 10-Year Water Supply Capacity Register (published April 2026) there is potential capacity available in Monasterevin to meet targeted population growth to 2035, but improvement to the Level of Service (LoS) will be required⁷⁶. In their pre-draft submission, Uisce Éireann note that depending on the extent of development, localised network upgrades may be required which will be developer driven.

In the medium to long term, the proposed Water Supply Project for the Eastern and Midlands Region will be required to ensure a secure and sustainable water supply for the GDA. This strategic infrastructure is essential to meeting future

⁷⁶ Uisce Éireann, Kildare 10-Year Water Supply Capacity Register, <https://www.water.ie/connections/developer-services/capacity-registers/water-supply-capacity-register/kildare> - Date of access: 11 June 2026.

demand, supporting continued population and economic growth, and strengthening the overall resilience of the regional water network⁷⁷.

Wastewater

Monasterevin is served by the Monasterevin Wastewater Treatment Plant (WWTP) which has spare capacity available, according to Uisce Éireann's Wastewater Treatment Capacity Register (published April 2026)⁷⁸.

Uisce Éireann's submission on the pre-draft public consultation (dated May 2024) states that the Monasterevin WWTP has a design capacity for 9,000 population equivalent and notes a headroom of 3,625 as of June 2023.

In addition, Uisce Éireann note there are no major constraints in the sewer network in Monasterevin. The town is served by six wastewater pumping stations and an assessment of capacity at these pumping stations would be assessed when any connection application is submitted.

Surface Water and Groundwater

Monasterevin is located within the Eastern River Basin District (WFD⁷⁹ Catchment 14 – Barrow). This catchment area has achieved a 'Good' status.

Monasterevin Surface Water Management Strategy

A Surface Water Management Strategy was prepared to inform the Plan. The SWMS states that preference should be given to above ground attenuation SuDS components to maximise benefits for water quality, amenity and biodiversity and to satisfy the objectives set out in the Kildare CDP 2023-2029 (as varied). The SWMS has found no reason why above ground SuDS component would not be feasible within the study area.

This Plan supports the Nature Based Management Areas (NBMAs) as provided for on Map V2-MN-9.1 and supported by Objective IEO 9.4.

Flood Risk Management

Monasterevin town centre experiences recurring flooding events at the corner of Drogheda Row and Drogheda Street. The OPW's online mapping system (floodinfo.ie) notes that the road is liable to recurring river flooding at this location after heavy rain.

A Strategic Flood Risk Assessment (SFRA), as required by the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) has

⁷⁷ **Note:** The Water Supply Project for the Eastern and Midlands Region (An Coimisiún Pleanála reference: ACP-323980-25) is due to be decided by 2 July 2027. <https://www.pleanala.ie/en-ie/case/323980> - Date of access: 8 July 2026.

⁷⁸ Uisce Éireann, Kildare Wastewater Treatment Capacity Register, <https://www.water.ie/connections/developer-services/capacity-registers/wastewater-treatment-capacity-register/kildare> - Date of access: 11 June 2026.

⁷⁹ Water Framework Directive

informed the preparation of the Plan. This Plan aims to avoid development in areas at risk of flooding as identified by the SFRA and has substituted highly vulnerable land uses with less vulnerable uses where this is not possible. Where neither is possible, mitigation and management of risks must be managed, including application of Plan Making Justification Tests.

Site Specific Flood Risk Assessment

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

9.5 Infrastructure and Environmental Services Objectives

It is an objective of Kildare County Council to:

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|----------------|--|
| IEO 9.1 | Work in conjunction with ESB Networks to prioritise and facilitate the provision of adequate electricity in a manner that will support the demand of existing and future population growth in Monasterevin. |
| IEO 9.2 | Work in conjunction with Uisce Éireann to prioritise and facilitate the provision of adequate water and wastewater infrastructure in Monasterevin to ensure that such infrastructure is provided prior to, or in tandem with new development in accordance with the Implementation and Infrastructure Delivery Schedule. |
| IEO 9.3 | Ensure Sustainable Drainage System (SuDS) surface water management areas, as indicatively indicated on Map V2-MN-9.1, are integrated into design proposals at appropriate locations within their respective sites for nature-based surface water drainage purposes. |
| IEO 9.4 | Incorporate nature-based solutions as part of all plans and projects in the subject area, as outlined in the Monasterevin Surface Water |

	Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024).
IEO 9.5	Ensure all development proposals are the subject of a Site-Specific Flood Risk Assessment appropriate to the nature and scale of the development proposed, in accordance with the provisions of The Planning System and Flood Risk Management – Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).
IEO 9.6	Promote and encourage the use of local-based and/or community-owned renewable energy technologies within existing and proposed building stock and in commercial developments, including district heating, micro-generation (solar, photovoltaic, micro-wind, micro-hydro and micro combined heat and power), and other renewable energy technologies.
IEO 9.7	Maintain existing recycling facilities and secure the provision of additional universally accessible facilities, in conjunction with new development as required.
IEO 9.8	Support the development of dedicated green waste composting areas in Monasterevin integrated into the public open space provision of existing and future residential developments, where appropriate, for the purposes of composting grass cuttings and other organic material generated within public open space areas.

10. Implementation

This Plan establishes a clear strategic framework to guide and manage the targeted growth of Monasterevin over the coming years. To ensure that the sustainable development of the town is achieved, population growth must be accompanied by the timely delivery of the necessary social infrastructure, transport networks, environmental measures and site servicing requirements. In this regard, the need to identify the critical infrastructure required to support the planned growth of the town has informed the preparation of the following supporting documents:

- Monasterevin Settlement Capacity Audit (SCA)
- Monasterevin Social Infrastructure Audit (SIA)
- Monasterevin Local Transport Plan (LTP)
- Monasterevin Surface Water Management Strategy (SWMS)
- Monasterevin Architectural Conservation Area Statement of Character

These assessments and strategies provide a robust evidence base, which informs the objectives and implementation measures contained within the Plan, including the preparation of the Implementation and Infrastructure Delivery Schedule (as set out in Section 10.3). This schedule identifies the key infrastructure necessary to facilitate sustainable growth and seeks to ensure that development is delivered in a coordinated manner, while maximising opportunities to integrate new development with the existing built fabric and character of the town.

Another key mechanism for implementing the Plan is the identification of appropriate Land Use Zonings and site-specific objectives for strategic development areas within Monasterevin. Section 10.4 sets out the Land Use Zoning Objectives (Table 10.2) and the associated Land Use Zoning Matrix (Table 10.4) which provide guidance on the appropriate uses and development potential of lands identified within the Plan area.

10.1 Moore Abbey Masterplan

10.1.1 Vision for Masterplan

The regeneration of Moore Abbey will be advanced as a distinctive place-based opportunity that builds upon its unique built heritage, historic landscape and environmental assets to create a valued community resource for Monasterevin. The future evolution of the estate will support the sensitive conservation, adaptive reuse and activation of its built heritage assets, while enhancing biodiversity, landscape character and connections with the wider natural environment. Through an assets-based approach to regeneration, the masterplan will provide opportunities for community, cultural, recreational, residential, enterprise and environmental uses, contributing positively to the long-term social, environmental and economic wellbeing of Monasterevin.

10.1.2 Background to Masterplan – The Acquisition of Moore Abbey

Kildare County Council is, at the time of writing, in the final stages of acquiring Moore Abbey, together with its associated lands and buildings from the trustees of the Sisters of Charity of Jesus and Mary. The Muiríosa Foundation, the current

occupants of Moore Abbey House, which runs intellectual disability and autism services, will continue to maintain a presence on the site for a period of time after transfer of ownership.

Following the acquisition, Kildare County Council will engage in a process of consultation to support the preparation of a masterplan for the future use and development of the estate for the benefit of the community. The preparation and implementation of the Moore Abbey Masterplan will provide a coordinated framework to guide the evolution of the estate, ensuring that any intervention appropriately integrates with its historic character while allowing the site to fulfil its potential as a significant civic, economic and environmental resource for current and future generations. The masterplan will also seek to provide for the sympathetic preservation and adaptive reuse of Moore Abbey House.

Figure 10.1: Moore Abbey House and Demesne



10.1.3 Locational Context, Development Constraints and Opportunities

Moore Abbey Demesne is located on the southern perimeter of Monasterevin and extends to approximately 110 hectares in area. The estate is bound by the built-up area of the town to the north and north-east, by St Paul's Secondary School and Monasterevin Cemetery to the east, by Moore Abbey Woods to the south-east and by open farmland to the south. The landholding also extends across the River Barrow to encompass a woodland area to the west.

Moore Abbey House, though much altered over time, is set within a designed landscape which, despite the proliferation of a range of mid-to-late twentieth-century buildings associated with its residential care use, retains many of its original features, including gate lodges, treelined avenues, walled demesne, parkland, formal garden and a working garden including gardener's cottage. Woodlands, treelines and mature trees, which dominate the northern portion of the estate, transition to agricultural fields within the southern part of the landholding.

The future development of Moore Abbey will need to respond appropriately to a range of constraints, including the architectural significance of Moore Abbey House

and associated historic structures, the historic designed landscape and character of the demesne, the presence of archaeological features and Recorded Monuments, the estate's deep historical connection with the town of Monasterevin along with its location within and adjoining the Monasterevin Architectural Conservation Area, and the need to protect and enhance existing green and blue infrastructure assets. While these features establish important parameters for the future development of the estate, they also present significant opportunities to pursue an assets-based approach development that harnesses Moore Abbey's unique built and natural heritage features to deliver transformative place-based regeneration that will maximise the benefits to the wider community.

The proximity of the house and the wider demesne to the town is of huge value, for the potential provision of recreational amenities, community facilities, residential development, tourism hospitality and other uses. Land at the northern end of the site also have the potential of unlocking the important former distillery at the adjoining Cassidy's Complex, which by extension could transform the historic character, local economy, amenities and public realm of the wider historic urban core.

10.1.4 Future Potential Uses

The Moore Abbey Masterplan shall identify an appropriate mix of future uses that support the regeneration of the estate while safeguarding its architectural, archaeological, historical, social, cultural and landscape significance.

Potential future uses may include:

- Open space and recreational amenity uses, including sports pitches, training facilities, tennis, padel and basketball courts, swimming facilities, outdoor forest activities, play spaces with associated ancillary facilities;
- The sensitive adaptive reuse of Moore Abbey House and associated buildings, including opportunities for hospitality and event-related uses;
- Tourism, heritage and visitor-related uses that celebrate the history, cultural significance and distinctive character of the estate;
- Community and cultural facilities that provide opportunities for local engagement, learning and participation;
- Educational, creative or enterprise uses where compatible with the sensitive setting.;
- Residential uses including appropriately sited new residential development;
- A new Fire Station to be developed at an accessible location;
- Nature-based initiatives, ecological enhancement and rewilding projects, and environmental education facilities; and
- Small-scale renewable energy generation projects, appropriately sited and designed, particularly on existing agricultural lands, where they can be accommodated without adverse impacts on the historic landscape character or visual amenity of the estate.

Any proposed uses shall be assessed having regard to the receiving environment of the historic estate, the protection of heritage assets and the requirement to maintain the landscape integrity of the demesne.

10.1.5 Access and Movement

Improving accessibility and connectivity will be a key component of the Moore Abbey Masterplan. The future development of the estate shall promote sustainable movement patterns, enhanced permeability and improved connections between Moore Abbey, the town centre and surrounding green infrastructure networks.

The Masterplan shall include an access and movement strategy which should, as far as practicable, incorporate the measures outlined in Table 8.2 and Maps V2-MN-8.1, V2-MN-8.2 and V2-MN-8.3. The strategy shall establish a movement framework that will:

- Appropriately and sensitively address vehicular access arrangements, particularly in relation to the eastern portion of the demesne, adjoining the R417 Athy Road.
- Enhance linkages with existing and planned walking and cycling routes within the town
- Provide safe and attractive active travel routes and greenways through the estate while respecting the historic landscape character and natural heritage
- Ensure universal accessibility within appropriate areas of the estate
- Manage parking requirements in a manner that protects the setting of Moore Abbey House and the wider demesne landscape.

The movement framework shall support a transition towards a more sustainable, connected and inclusive approach to accessing heritage, recreation and community facilities within Moore Abbey.

10.1.6 Built Heritage and the Historic Landscape

Moore Abbey House and demesne represent a significant heritage asset within Monasterevin, reflecting the town's layered history from its monastic origins through Georgian estate development and its subsequent community uses.

The future development of the estate shall recognise the importance of:

- Moore Abbey House as an architectural and cultural landmark of national significance
- The historic relationship between the house, associated structures, outbuildings and designed landscape (including parkland and woodland)
- The rich archaeological heritage and National Monuments located within the estate;
- The contribution of the demesne landscape to the overall character and identity of Monasterevin.

The sensitive conservation and adaptive reuse of Moore Abbey House shall be supported where proposals demonstrate an appropriate understanding of its architectural significance and historic fabric. Any new development shall be carefully designed and located to ensure that it complements rather than detracts from the established character of the estate.

10.1.7 Strengthening Biodiversity

Moore Abbey Demesne represents a critical component of Monasterevin's green and blue infrastructure network. The mature woodland, parkland, hedgerows, grassland habitats and relationship with the River Barrow provide significant ecological value and exciting opportunities for biodiversity enhancement. The future development of Moore Abbey shall incorporate an ambitious landscape and biodiversity strategy which seeks to protect, restore and expand existing ecological assets.

The Masterplan shall support:

- The retention and enhancement of mature woodland, treelines, hedgerows and parkland features
- Strengthening ecological connections between the estate, the River Barrow to the west, Moore Abbey Woods to the east and the wider rural hinterland to the south
- Enhancement of riparian habitats and river buffers
- Creation of new native planting, wetland features and habitat corridors
- Incorporation of nature-based solutions for surface water management
- Opportunities for biodiversity education, interpretation and community involvement.

The wider demesne lands provide opportunities to improve landscape connectivity through the creation of woodland belts, native hedgerows and wetland habitats, particularly where existing agricultural landscapes have experienced habitat loss.

The regeneration of Moore Abbey should contribute to wider biodiversity objectives of the development plan by demonstrating how heritage-led regeneration can be combined with nature restoration and climate resilience.

10.1.8 Moore Abbey Masterplan Objectives

It is an objective of Kildare County Council to:

MAO 10.1 Prepare a comprehensive masterplan for Moore Abbey (as outlined on Map V2-MN-10.3: Implementation) to guide the future regeneration, conservation and sustainable use of Moore Abbey House and demesne. The masterplan shall be subject to the considerations and requirements outlined in Section 10.1 of this Plan and will be developed in conjunction with the relevant environmental assessments.

The masterplan shall *inter alia*:

- Establish a clear vision for the future role of Moore Abbey as an important asset for the town and residents of Monasterevin which will contribute positively to the long-term social, environmental and economic wellbeing of the community
- Provide a framework for the sensitive conservation and adaptive reuse of Moore Abbey House and associated structures

- Protect and enhance the architectural, archaeological and landscape heritage of the estate
- Integrate green and blue infrastructure principles, biodiversity enhancement / nature restoration and climate-resilient design
- Improve public access, connectivity and permeability between Moore Abbey and the wider settlement
- Identify appropriate future uses that support community benefit, sustainable regeneration and the long-term stewardship of the estate.
- Incorporate a Site-Specific Flood Risk Assessment (SSFRA) to inform the masterplan with water compatible uses only proposed for lands identified as at risk of flooding (Map V2-MN.9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009).

The preparation of the Masterplan shall include appropriate consultation with relevant stakeholders and the local community to ensure that the future development of Moore Abbey reflects local needs, aspirations and the unique character of the estate.

MAO 10.2 Support the implementation of the Moore Abbey Masterplan over the life of the plan and beyond by actively pursuing and securing funding and investment opportunities from relevant sources including the Rural Regeneration and Development Fund (RRDF), or any successor fund.

10.2 Key Development Areas (KDAs) and Employment Areas

The Plan contains urban design frameworks for seven specific Key Development Areas (KDAs) within Monasterevin, as follows:

- The Hulk (Former Charter School) KDA
- St Evin's Park West KDA
- Cowpasture West and East KDA
- Cowpasture South KDA
- Oldgrange Crossroads KDA
- Oldgrange East KDA
- Kill Cottages KDA

These lands are considered to be strategic areas for the future development of integrated residential neighbourhoods that will make an important contribution to the future growth and consolidation of the town over the life of the Plan and beyond. A design brief and an urban design framework has been prepared for each KDA based on an appraisal of each area and its respective contextual environment. The purpose of the brief and the framework is to set out broad parameters for future development

within the KDAs and are intended to assist landowners, developers, residents and other interested stakeholders involved in the planning process. They will also guide the Planning Authority in its assessment of any detailed proposals submitted.

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

Furthermore, in the interests of promoting an innovative approach to the design-led planning of KDAs, the Planning Authority will be open to alternative proposals for the KDAs - where it is demonstrated that more optimal planning outcomes can be achieved, in terms of delivering increased place quality within a site. However, such proposals must still align with land use zoning objectives and provide for the implementation of all relevant walking, cycling and road measures, as outlined in Chapter 8 of the Plan.

10.2.1 The Hulk KDA

Site area:	5.6 ha (zoned C: New Residential) 5.24 ha (zoned F: Open Space and Amenity)
Urban character area:	Urban Neighbourhood
Indicative net density:	45 dwellings per hectare
Estimated residential yield:	172 units

Note: This urban design brief and framework represents a preliminary design solution that reflects Kildare County Council's preferred development outcome for the KDA at this stage. However, the final design approach will be informed by the findings and recommendations of the Conservation and Feasibility Report for the Hulk (see Objective BHO 7.7). Should the Report identify any additional conservation, heritage or feasibility considerations, amendments to the design and layout of any future development proposal may be required to safeguard the site's built and natural heritage assets and archaeological potential.

Vision

To secure the regeneration and activation of 'The Hulk' (the former Monasterevin Charter School) site and its surrounding lands through the restoration and adaptive reuse of the protected structures, together with a high-quality, sensitively designed residential development that enhances the site's heritage, provides public access and integrates visually and spatially with the surrounding environment.

Built Form and Urban Structure

The built form shall be designed to sensitively integrate the existing protected structures (RPS No. B21-29 and RPS No. B26-03) including the historic perimetral garden wall, located at the centre of the site. These heritage assets should be retained and incorporated as a focal point within the overall development, to contribute to the site's identity and distinctiveness.

In addition to safeguarding the built heritage of the site, the design of any new development should respond appropriately to the ecological sensitivities of the area and integrate with existing green infrastructure features. The layout of the urban form should be legible and permeable; to achieve this the urban block sizes should, as far as practicable, be between 60-120 metres in dimensions (as per DMURS guidelines) to create an accessible and integrated urban environment.

The development should seek to incorporate a public space to the front of the Hulk that provides a focal point for the development and a space for public gatherings. Building frontages within the KDA should provide passive surveillance to active travel links and public spaces, in addition to creating a strong building edge alongside the Grand Canal and at the junction of the canal and the River Barrow. The design should preserve and enhance designated important views towards the River Barrow and the views from the Main Street to the site (see Section 7.1.3 and Map V2-MN-7.1), ensuring that heritage features, landscape elements and landmarks remain prominent.

'The Hulk' buildings should ideally accommodate complementary community uses or local enterprise / tourism uses that would contribute to the vitality of the town, while the remain area of the site should be developed as a residential neighbourhood. The design scheme should deliver new residential typologies of high-quality architectural design, while responding sensitively to the contextual historic setting. There is also the potential for integrating an appropriately scaled, sensitively designed courtyard style development (i.e. 1 ½ storeys) within the garden walls of the Hulk.

Any design scheme should seek to incorporate interpretive measures that tells the complex story of the site, either through dedicated interpretation within the Hulk buildings or through sensitively designed elements integrated into the public realm.

Connectivity and Movement

Vehicular access to the site should be provided via a new entrance to the west of the existing entrance to the Hulk on the R445 Regional Road through public open space zoned lands. The existing entrance to the Hulk should be retained and incorporated as a pedestrian and cyclist route. The development should provide a pedestrian and cycle friendly environment and integrate walking / wheeling active travel links that provide accessibility to surrounding areas, including the Grand Canal. The design scheme should provide the potential for a new bridge to be constructed across the

River Barrow, subject to appropriate funding, which would link the site to Main Street and the services of the town centre.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

The proposed development should integrate, protect and enhance existing woodland areas, hedgerows and treelines; to protect the existing biodiversity and ecological networks of the site.

The development should also seek to integrate new high-quality landscape design into the overall scheme. Where open space amenities like playgrounds, resting areas and pathways are proposed the landscape design must integrate high-quality materials and durable finishes.

The soft landscaping scheme should enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation. In addition, the development should incorporate the existing water bodies and natural features. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

All entrances to the KDA should adopt a restrained and understated design approach, with the arrival experience shaped first and foremost by high-quality soft landscaping, followed by the sensitive integration of the built form. Designated important views should be used to reinforce the identity of the development and assist with wayfinding from outside the site.

The boundaries of the site should be designed as integral part of the overall scheme, while responding to the surrounding infrastructure and the natural features (Grand Canal and River Barrow). Boundaries and interface areas should provide a clear delineation between public and private / semi-private open spaces, while avoid presenting a closed-off or walled-in character. Accordingly, soft landscaping shall form a key component of all boundary treatments, helping to create a sensitive transition between the development and its surroundings reinforcing the site's natural heritage assets. The existing historic stone walls of the Hulk should be retained and integrated to the new design, ensuring coherence with the heritage character of the wider site.

Figure 10.2: The Hulk KDA Urban Design Framework



Legend

- | | | |
|-------------------------|------------------------|-------------------------|
| --- KDA boundary | ← Active travel links | ■ Refurbished buildings |
| ■ Existing water bodies | ■ Public space | ■ SuDS |
| ■ Existing woodland | ■ Open public space | ■ Pathways |
| ■ Existing vegetation | ● Landscape vegetation | ■ Active travel bridge |
| ▲ Important views | ● Playground | |
| ▲ Local access | □ Buildings | |

10.2.2 St Evin's Park West KDA Urban Design Brief

Site area:	3 hectares
Urban character area:	Urban Neighbourhood
Indicative net density:	45 dwellings per hectare
Estimated residential yield:	101 units

Vision

To provide for the creation of a compact and well-connected urban neighbourhood that maximises the potential of this important infill site and improves access to the Monasterevin Train Station.

Built Form and Urban Structure

The built form should seek to fully integrate with established residential neighbourhoods; Saint Evin's Park to the east and Saint Mary's Lane to the southwest of the lands. Connections should also be provided to future development on the former Malt House site to the west/northwest of the KDA.

The urban block layout should be legible, permeable and reflective of its location proximate to the town centre. Accordingly, block dimensions should range between 60-100 metres in dimension (as per DMURS Guidelines) to mirror the fine urban grain of the historic core. New development should incorporate a variety of residential typologies while providing high-quality landscape and amenity areas. Corner treatments should incorporate dual aspect frontages and buildings should provide passive surveillance to active travel links, public spaces and amenity areas; including any playgrounds.

Connectivity and Movement

Vehicular access to the site should be provided via the proposed new road (Measure ROAD 3) on Table 8.2 and Map V2-MN-8.3 to the south and/or via Saint Evin's Park to the east. In keeping with the proposals contained in Monasterevin Town Renewal Masterplan (2023), the development should seek to provide for an attractive universally accessible public space within the northwest corner of the KDA which would provide an active travel connection to Monasterevin Train Station.

The development should provide a pedestrian and cycle friendly environment and integrate walking / wheeling active travel links that provide accessibility to the surrounding areas.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

The proposed development should integrate, protect and enhance any green infrastructure features on the site to safeguard the existing biodiversity and ecological networks of the area.

The landscaping scheme should seek to enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation. In this regard, the development should provide a landscaped buffer area along the northern perimeter of the lands.

This will enhance the green infrastructure corridor along the railway line which connects a number of sites in the north of the town to the Grand Canal and River Barrow. It will also mitigate visual and acoustic impacts from passing trains.

Nature based solutions (NBS) to surface water managements within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas should provide a clear delineation between public and private / semi-private open space, while avoiding a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Figure 10.3: St Evin's Park West KDA Urban Design Framework



Legend

- | | | |
|------------------------------|------------------------|---------------------|
| --- Site boundary | ← Active travel links | □ Buildings |
| ### Railway | ■ Open public space | ■ Public space |
| ■ Existing woodland | ● Landscape vegetation | ■ Proposed new road |
| ▲ Potential vehicular access | ● Playground | |

10.2.3 Cowpasture West and Cowpasture East KDA Urban Design Brief

Site area:	C(3): 1.1 hectares C(4): 2.8 hectares
Urban character area:	Urban extension
Indicative net density:	35 dwellings per hectare
Estimated residential yield:	136 units

Vision

To facilitate the development of sustainable urban infill opportunities that deliver well-connected and compact residential neighbourhoods, consolidating the built-up footprint within the eastern part of the town.

Built Form and Urban Structure

The built form should seek to integrate with the surrounding established residential neighbourhoods and should be designed around existing green and blue infrastructure. The layout should be legible and permeable; to achieve this the block dimension should range, as far as practicable, be between 60-120 metres in dimension (as per DMURS Guidelines) to provide for the creation of an accessible urban environment.

New development should provide for a variety of residential typologies to create legibility and variety in the urban environment. Open spaces and movement routes should be defined by a strong building edge and overlooked to provide passive surveillance. In addition, corner buildings should incorporate dual aspect frontages.

Connectivity and Movement

Vehicular access to the KDA's should be provided via the local Cowpasture Road to the southwest (refer to Table 10.1 for further details). The development should provide a pedestrian and cycle friendly environment which integrates the KDA with surrounding residential areas. The design scheme should ensure that connections to potential future development on lands to the north-east are incorporated.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Development should integrate, enhance and protect water bodies, hedgerows, woodland areas and mature trees to safeguard the existing biodiversity and ecological networks within the area. These existing natural features will help create a sense of place and also help to integrate the new development into the receiving environment.

The landscaping scheme should enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

Entrances to the KDAs should be kept minimal, with the sense of arrival created through the design and layout of the built form and soft landscaping, rather than through the design of the entrance itself. Boundaries and interface areas should provide clearly defined public and private / semi-private open space whilst avoid presenting closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Figure 10.4: Cowpasture West and Cowpasture East KDA Urban Design Framework



10.2.4 Cowpasture South KDA Urban Design Brief

Site area:	3.7 hectares
Urban character area:	Urban Extension
Indicative net density:	33 dwellings per hectare
Estimated residential yield:	100 units

Vision

To provide for the creation of a compact and well-connected sustainable urban extension that consolidates development within the southern part of the town.

Built Form and Urban Structure

The built form should seek to integrate with established residential neighbourhoods and should be designed around existing green infrastructure features. The layout of the urban form should be legible and permeable; to achieve this the urban block should, as far as practicable, be between 60-120 metres in dimension (as per DMURS Guidelines) to create an accessible urban environment.

The design scheme should provide a strong building edge along the R445 Regional Road to the north, the L7055 Local Road to the south and along the new urban street (Measure ROAD 5) to the east of the KDA. The layout should be complemented by a high-quality landscaping scheme appropriate to this prominent site. Building frontages should provide passive surveillance to public spaces, active travel links and amenity areas. Corner treatments should integrate dual aspect frontages. The development should incorporate a variety of residential typologies to provide for a level of variety and legibility in the urban environment.

Connectivity and Movement

Vehicular access to the site should be provided via the proposed new road (ROAD 5) as outlined in Table 8.2 and Map V2-MN-8.3, which will connect the development to the R445 Regional Road to the north and to the L7055 Local Road to the south. The development should provide a pedestrian and cycle friendly environment and integrate walking / wheeling active travel links to the surrounding areas.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

The design scheme should integrate, protect and enhance hedgerows and mature trees on the site to safeguard the existing biodiversity and ecological networks of the area. Existing natural features will also provide a sense of place and improve the overall wellbeing of the community and assist in integrating the development into the receiving environment.

The landscaping scheme should enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

All entrances to the KDA should be minimal and clearly defined, with a sense of arrival to the development being created through the layout of the built form and not by the entrance itself. The boundaries and interfaces should provide a clear delineation between public and private / semi-private open space whilst avoid presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Figure 10.5: Cowpasture South KDA Urban Design Framework



Legend

- | | | |
|------------------------------|------------------------|--------------|
| --- Site boundary | ← Active travel links | ● Playground |
| Existing woodland | Open public space | □ Buildings |
| ▲ Potential vehicular access | ● Landscape vegetation | ■ SuDS |
| Proposed new road | | |

10.2.5 Oldgrange Cross Roads KDA Urban Design Brief

Site area:	3.92 hectares
Urban character area:	Urban Extension
Indicative net density:	32 dwellings per hectare
Estimated residential yield:	125 units

Vision

To provide for the creation of a sustainable urban extension; a compact and well-connected residential neighbourhood that consolidates development within the northern part of the town.

Built Form and Urban Structure

The built form should seek to integrate with surrounding established residential neighbourhoods and provide links which will connect with any future development to the north.

The design scheme for new development should respond appropriately to the existing green infrastructure features. The layout of the urban form should be legible and permeable; to achieve this the urban block sizes should, as far as practicable, be between 60-120 metres in dimension (as per DMURS Guidelines) to create an accessible urban environment.

The new development should incorporate a variety of residential typologies while also creating a pleasant urban environment with high-quality landscape and amenity areas. Corner treatments should incorporate dual aspect frontages and buildings should provide passive surveillance to active travel links, public spaces and amenity areas; including any playgrounds.

Connectivity and Movement

Vehicular access to the site should be provided via the R414 Regional Road.

The development should provide a pedestrian and cycle friendly environment and integrate walking and wheeling active travel links that provide accessibility to the surrounding areas (refer to Table 10.1 for further details).

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

The proposed development should integrate, protect and enhance the existing hedgerows which form the KDA's boundaries to safeguard the biodiversity and ecological networks within the area. These features will also provide a sense of place, visual amenity and help to integrate new development into the receiving environment.

The landscaping scheme should enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. Boundaries and interface areas should provide a clear delineation between public and private / semi-private open spaces, while avoid presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Figure 10.6: Oldgrange Cross Roads KDA Urban Design Framework



Legend

- | | | |
|-----------------------|------------------------|--------------|
| --- Site boundary | ← Active travel links | ● Playground |
| Existing water bodies | Open public space | □ Buildings |
| Existing hedgerows | ● Landscape vegetation | ■ SuDS |
| ▲ Local access | | |

10.2.6 Oldgrange East KDA Urban Design Brief

Site area:	4.5 hectares
Urban character area:	Urban Extension
Indicative net density:	35 dwellings per hectare
Estimated residential yield:	118 units

Vision

To provide for the creation of sustainable urban extension; a compact and well-connected residential neighbourhood that consolidates development within the northeast part of the town.

Built Form and Urban Structure

The built form should seek to fully integrate with the establish residential neighbourhoods; Oldgrange Wood Hawthorns and The Green to the north and Old Grange Avenue to the west of the KDA. The urban form should be designed around the existing green infrastructure features. The urban block layout should be legible and permeable; to achieve this the block dimension should range between 60-120 metres in dimension (as per DMURS Guidelines) to create an accessible urban environment.

New development should provide a variety of residential typologies while also creating a pleasant urban environment with high-quality landscape and amenity areas. The building frontages shall provide passive surveillance of active travel links, public space and proposed playgrounds. In addition, corner buildings should incorporate dual aspect frontages to ensure overlooking to create a more attractive, responsive and safer environment.

Connectivity and Movement

Vehicular access to the site should be provided via the existing residential estate(s) to the north. The development should provide a pedestrian and cycle friendly environment which integrates with existing residential areas (refer to Table 10.1 for further details).

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

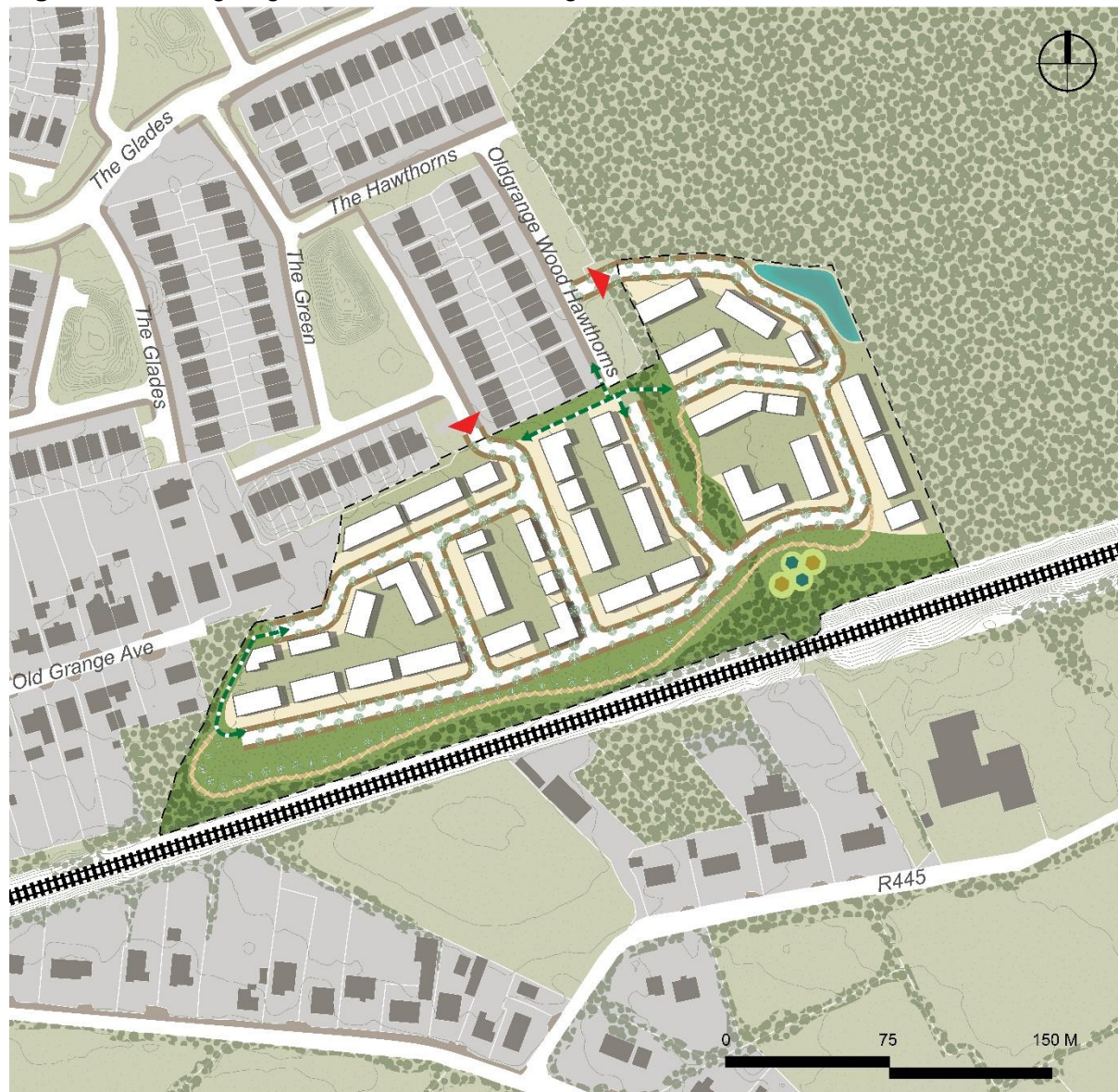
The development should integrate, enhance and protect existing hedgerows, woodland areas and mature trees to safeguard the biodiversity and ecological networks within the area.

The landscaping scheme should protect local biodiversity and increase native tree planting and pollinator-friendly vegetation. In this regard, the development should provide an open green space on the southern perimeter of the site. This will incorporate a landscaped buffer area alongside railway line mitigating visual and acoustic impacts. This area will also serve to enhance the existing green infrastructure corridor which links wooded areas to the east with the Grand Canal to the west. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas should provide a clear definition of public and private / semi-private open space, while avoid presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Figure 10.7: Oldgrange East KDA Urban Design Framework



Legend

- | | | |
|-------------------|-----------------------|-------------|
| --- Site boundary | ← Active travel links | □ Buildings |
| Existing woodland | Open public space | SuDS |
| #### Railway | Landscape vegetation | Pathways |
| ▲ Local access | Playground | |

10.2.7 Kill Cottages KDA Urban Design Brief

Site area:	2.9 hectares
Urban character area:	Urban extension
Indicative net density:	30 dwellings per hectare
Estimated residential yield:	87 units

Vision

To provide for the creation of a compact and well-connected sustainable urban extension that consolidates development within the southern part of the town.

Built Form and Urban Structure

The built form should seek to integrate with the existing residential neighbourhoods and provide links to surrounding areas. The development should appropriately respond to the existing green infrastructure features present on the site. The layout of the urban form should be legible and permeable; to achieve this the urban block sizes should, as far as practicable, be between 60-120 metres in dimension (as per DMURS Guidelines) to create an accessible urban environment.

New development should incorporate a variety of residential typologies while also creating a pleasant urban environment with high-quality landscape and amenity areas. Corner treatments should incorporate dual aspect frontages and buildings within the development should provide passive surveillance to active travel links, public spaces and amenity areas.

Connectivity and Movement

Vehicular access to the site should be provided via the road off the L7055 Local Road. The development should provide a pedestrian and cycle friendly environment and integrate walking / wheeling active travel links that provide accessibility to the surrounding areas (refer to Table 10.1 for further details).

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

The proposed development should integrate, protect and enhance the hedgerows and mature trees present on the site to safeguard the existing biodiversity and ecological networks of the KDA. These features will also provide a sense of place, visual amenity and help to integrate new development into the receiving environment.

The landscaping scheme should enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Boundaries and Entrance Treatments

Entrances to the KDA should be minimal, with a sense of arrival to the residential development created by the design and the layout of the built form and not the

entrance itself. Boundaries and interface areas should clearly delineate public and private / semi-private open space while avoid presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Figure 10.8: Kill Cottages KDA Urban Design Framework



Legend

- | | | |
|--------------------|------------------------|--------------|
| --- Site boundary | ← Active travel links | ● Playground |
| Existing woodland | Open public space | □ Buildings |
| ▲ Vehicular access | ● Landscape vegetation | |

10.3.8 Employment Areas - Urban Design Priorities and Principles

The key employment lands (zoned H(1) – H(5): Industry and Warehousing) present a critical opportunity to enhance Monasterevin's role as a self-sustaining town by delivering locally-based employment.

The H(5) lands cover the existing Tirlán facility and garden centre, together with adjoining industrial estate. It is an objective of the Plan to support conforming employment uses on developed lands, while ensuring that sufficient lands are available for the growth of employment opportunities in the town. In this regard, the H(1) to H(4) lands are employment landbanks positioned along key arrival corridors to Monasterevin. Accordingly, development on these lands requires a responsive design approach to ensure high-quality integration into the existing urban fabric.

While the Planning Authority acknowledges that specific commercial requirements may necessitate large floorplates to facilitate efficient business and enterprise operations, standard principles of good urban design must be maintained.

Accordingly, the following urban design principles set out the key guidance and parameters necessary to ensure these employment lands contribute to the development of a functional, orderly and attractive urban environment over the longer term:

- To ensure that development on employment lands presents a strong, positive image to residents, investors, and visitors to Monasterevin through the integration of good quality design, coordinated landscaping, and a cohesive visual identity.
- To require that the design and layout of buildings contribute positively to the public realm by incorporating a well-considered external profile, clearly articulated building entrances, and the use of good quality, durable, and contextually appropriate materials.
- To prioritise sustainable movement within the lands by ensuring that access and street design comply with the principles and standards set out in the Design Manual for Urban Roads and Streets (DMURS). Emphasis should be placed on creating a safe, attractive, and walkable area that supports active modes of travel, incorporating all measures outlined in Table 8.2.
- To ensure that no individual development compromises future connectivity by blocking potential access to adjoining lands zoned for employment that may currently lack road access. Layouts should safeguard logical, future-ready movement networks.
- To encourage building design which provides a strong building edge to streets and roads, particularly key arterial routes, within the area. To this end, vehicular parking should, as far as practicable, be placed to the rear and side of buildings to minimise its visual impact and prioritise sustainable modes of transport.
- To provide for focal buildings at key locations, including entrances. Such developments should be distinct from their surroundings and incorporate a higher level of architectural merit with appropriate finishes and landscaping.

- The landscaping scheme should enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation in appropriate areas. Urban trees should be planted to help define internal streets and provide an element of separation between industrial units.
- Nature-based solutions (NBS) to surface water management within the lands shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

In addition to the design principles above, the following Table 10.1 outlines the Implementation and Infrastructure Delivery Schedule for the key infrastructure required for employment development on the H(1) to H(4) lands.

10.3 Implementation and Infrastructure Delivery Schedule

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

The Table 10.1 overleaf sets out the Implementation and Infrastructure Delivery Schedule for the key infrastructure necessary and funding sources in order to achieve the timely delivery of the objectives of this Plan.

The lifetime of this Plan is aligned with the Kildare County Development Plan (CDP) 2023-2029 (as varied), and the delivery schedule is divided into several phases to be undertaken during the CDP plan period and beyond or in tandem with new development.⁸⁰

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

Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin

The Hulk Key Development Area (KDA) – C*(1)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Vehicular access to the residential lands is preferred to be via a new junction onto the R445 Regional Road through Open Space and	Short to medium term - In tandem	Developer

⁸⁰ Please note that Odum's Site ('A: Town Centre') and Sallins Wharf / Sallins Pier [C(4)] were not included in the Implementation and Infrastructure Delivery as there are extant planning permissions on the lands.

Amenity zoned lands to the west of the existing access to the Hulk (Former Monasterevin Charter School). The existing junction and lane from the R445 to the Hulk is to be retained as a pedestrian / cycle only route to enable access to heritage assets, residential lands and the public open space lands along the River Barrow. Pedestrian / cycle access should also be provided from the subject lands to the Grand Canal. Development on the subject lands should provide new footpath infrastructure extending along the site frontage of the R445 and eastwards to the Finlay's Garage to the east. Development on the subject lands should also provide new cycle infrastructure extending along the site frontage of the R445 and eastwards to the Finlay's Garage to the east, subject to feasibility. Development on the subject lands should enable the future delivery of an active travel bridge (Measure CYCLE 16) over the River Barrow to Main Street.	with new development.	
Social Infrastructure		
Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001) or any updated guidance at minimum. Public realm improvements to the front of the Hulk as a civic space. Provision of a playground.	Short to medium term - In tandem with new development.	Developer
Open Space		
Provision of open space and recreational areas on New Residential and Open Space and Amenity zoned lands. A reduced proportion of the net site area for public open space (10%) on residential lands	Short to medium term - In tandem with new development.	Developer

may be considered by the Planning Authority, subject to the quality and quantum of open recreational areas provided on adjoining Open Space and Amenity zoned lands, the quality of the overall development, conservation / built heritage and environmental considerations.		
Water Supply		
Upgrades to watermain along R445 (circa 270m), together with crossings may be required subject to further investigation.	Short to medium term - In tandem with new development.	Developer
Wastewater		
Foul sewer in adjacent road (R445). No constraints envisaged subject to determination of connection access.	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk on New Residential zoned lands. Flood zones on adjoining Open Space and Amenity zoned lands. Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.	In tandem with new development.	Developer

St Evin's Park West Key Development Area – C(2)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Vehicular access to the residential lands is preferred to be via the Togher Road extension (Measure ROAD 3 of Table 8.2 and Map Ref. V2-MN-8.3) on Open Space and Amenity zoned lands. The Togher Road extension should be delivered in tandem with residential development in the KDA. Alternative potential vehicular access via St Evin's Park to the east may be considered by the Planning Authority where access from the Togher Road extension is not achievable. Pedestrian / cycle connections to St Evin's Park to the east, St Mary's Lane to the west and to the Monasterevin Train Station track overbridge to the north-west.	Short to medium term - In tandem with new development.	Developer / KCC
Social Infrastructure		

Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001) or any updated guidance at minimum.	Short to medium term - In tandem with new development.	Developer / KCC
Provision of public cycle parking facilities adjoining the Monasterevin Train Station track overbridge to the north-west, subject to agreement with KCC and Irish Rail.		
Provision of a playground.		
Open Space		
Provision of open space and recreational areas.	Short to medium term - In tandem with new development.	Developer
Water Supply		
Local watermain upgrades may be required, together with potential need for crossing of third-party lands, subject to determination of connection access and further investigation.	Short to medium term - In tandem with new development.	Developer
Wastewater		
No constraints envisaged subject to determination of connection access, with potential need for crossing of third-party lands.	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk.	Short to medium term - In tandem with new development.	Developer
Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.		

Cowpasture West and Cowpasture East Key Development Area – C(3) and C(4)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
<u>C(3) new residential lands:</u> Vehicular access is preferred to be via the unnamed cul-de-sac along the south-eastern boundary, subject to appropriate upgrades along the road and at the junction with Cowpasture Road. Where this vehicular access is demonstrated to not be feasible, alternative vehicular access arrangements through adjoining lands (incl. Open Space and Amenity and Agricultural zoned lands) will be considered by the Planning Authority.	Short to medium term - In tandem with new development.	Developer

Pedestrian infrastructure to be provided along the site frontage of the unnamed road along the south-eastern boundary, subject to feasibility. <u>C(4) new residential lands:</u> Vehicular access is preferred to be either via the Cowpasture Road to the south or via an unnamed cul-de-sac along the western boundary (subject to appropriate upgrades to the unnamed cul-de-sac and at the junction with Cowpasture Road). Pedestrian and cycle infrastructure (Measure WALK 5 and Cycle 2 of Table 8.2) to be provided along the Cowpasture Road site frontage, integrating with the adjoining Cowpasture Road element of the Monasterevin Active Travel Scheme. Pedestrian infrastructure to be provided along the site frontage of the unnamed road along the western boundary, subject to feasibility. The design of pedestrian / cycle infrastructure shall have cognisance of the need to protect the existing hedgerows which form the boundaries of the site.		
Social Infrastructure		
Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001) or any updated guidance at minimum.	Short to medium term - In tandem with new development.	Developer
Open Space		
Provision of open space and recreational areas.	Short to medium term - In tandem with new development.	Developer
Water Supply		
Local watermain upgrades may be required.	Short to medium term - In tandem with new development.	Developer
Wastewater		
No site-specific constraints envisaged	Short to medium term - In tandem	Developer

	with new development.	
Surface Water Drainage		
No known flood risk. Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.	Short to medium term - In tandem with new development.	Developer

Cowpasture South Key Development Area – C(5)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Vehicular access is preferred to be from the Rosglas Link Road (Measure ROAD 5) of Table 8.2. The Rosglas Link Road (ROAD 5), including associated pedestrian and cycle infrastructure is to be provided in full, in tandem with any new development on the C(5) zoned lands or the adjoining H(1) lands. Footpath (Measure WALK 16 of Table 8.2) and cycling infrastructure is to be provided along the L7055 frontage, extending to the Rosglas Avenue estate to the east, in tandem with any new development on the C(5) zoned lands or the adjoining H(1) zoned lands. Footpath and cycling infrastructure is to be provided along the Dublin Road frontage of the C(5) and H(1) zoned lands, in tandem with any new development on the C(5) or H(1) lands. Such infrastructure is to integrate with the Dublin Road element of the Monasterevin Active Travel Scheme. The design of pedestrian/cycle infrastructure shall have cognisance of the need to protect the existing hedgerows which form the boundaries of the site.	Short to medium term - In tandem with new development.	Developer
Social Infrastructure		
Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001) or any updated guidance at minimum.	Short to medium term - In tandem with new development.	Developer

Provision of a playground.		
Open Space		
Provision of open space and recreational areas.	Short to medium term - In tandem with new development.	Developer
Water Supply		
Local watermain upgrades may be required.	Short to medium term - In tandem with new development.	Developer
Wastewater		
No site-specific constraints envisaged	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.	Short to medium term - In tandem with new development.	Developer

Oldgrange Crossroads Key Development Area – C(7)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Appropriate vehicular access junction and other standard access-related works. Pedestrian infrastructure to be provided along the southern and eastern boundary of the site, together with a shared surface pedestrian / cycle infrastructure along the western boundary of the site to integrate with measure CYCLE 17 of Table 8.2. The design of such infrastructure shall have cognisance of the need to protect the existing hedgerows which form the boundaries of the site. Appropriate junction upgrades may be required to integrate with existing pedestrian infrastructure along the R414.	Short to medium term - In tandem with new development.	Developer
Social Infrastructure		
Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning	Short to medium term - In tandem	Developer

Authorities (June 2001) or any updated guidance at minimum. Provision of a playground.	with new development.	
Open Space		
Provision of open space and recreational areas.	Short to medium term - In tandem with new development.	Developer
Water Supply		
No site-specific constraints envisaged	Short to medium term - In tandem with new development.	Developer
Wastewater		
No site-specific constraints envisaged, however, capacity of the downstream Pumping Station would need to be assessed.	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.	Short to medium term - In tandem with new development.	Developer

Oldgrange East Key Development Area – C(8)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Access is to be from the adjoining Oldgrange Wood estate to the north. Applications for development on the subject lands should investigate the feasibility of providing a pedestrian connection to Oldgrange Avenue estate to the west.	Short to medium term - In tandem with new development	Developer
Social Infrastructure		
Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001) or any updated guidance at minimum. Provision of a playground.	Short to medium term - In tandem with new development.	Developer
Open Space		
Provision of open space and recreational areas.	Short to medium term - In tandem with new development.	Developer

Water Supply		
No constraints envisaged subject to determination of connection access, with potential need for crossing of third-party lands.	Short to medium term - In tandem with new development.	Developer
Wastewater		
No constraints envisaged subject to determination of connection access, with potential need for crossing of third-party lands. However, capacity of the downstream Pumping Station will need to be assessed.	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk. Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.	Short to medium term - In tandem with new development.	Developer

Kill Cottages Key Development Area – C(10)		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Appropriate vehicular access junction and other standard access-related works. Road upgrade works to be provided along the Kill Cottages Road, from the residential development permitted to the west under KCC Planning Ref. 22/874 to the junction at the south-eastern boundary of the site. Pedestrian infrastructure to be provided along the Kill Cottages Road frontage of the site, extending to the residential development permitted to the west under KCC Planning Ref. 22/874. The design of such infrastructure shall have cognisance of the need to protect the existing hedgerows which form the boundaries of the site. Pedestrian infrastructure to be provided from the subject site to the existing pedestrian infrastructure to the north-east at the junction with the L7055.	Short to medium term - In tandem with new development.	Developer
Social Infrastructure		
Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning	Short to medium term - In tandem	Developer

Authorities (June 2001) or any updated guidance at minimum.	with new development.	
Provision of a playground.		
Open Space		
Provision of open space and recreational areas.	Short to medium term - In tandem with new development.	Developer
Water Supply		
Network extension required (c.120m) to the south of the site for watermain connection.	Short to medium term - In tandem with new development.	Developer
Wastewater		
Network extension required (c.530m) to 225mm diameter sewer on the L7055.	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
No known flood risk.	Short to medium term - In tandem with new development.	Developer
Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.		

H(1) Employment Lands		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Vehicular access is preferred to be from the Rosglas Link Road (Measure ROAD 5) of Table 8.2. The Rosglas Link Road (ROAD 5), including associated pedestrian and cycle infrastructure is to be provided in full, in tandem with any new development on the H(1) lands or adjoining C5 zoned lands. Footpath (Measure WALK 16 of Table 8.2) and cycling infrastructure is to be provided along the L7055 frontage, extending to the Rosglas Avenue estate to the east, in tandem with any new development on the H(1) lands or adjoining C(5) zoned lands.	Short to medium term - In tandem with new development.	Developer

Footpath and cycling infrastructure is to be provided along the Dublin Road frontage of the C(5) and H(1) zoned lands, in tandem with any new development of either zoned landholding. Such infrastructure is to integrate with the Dublin Road element of the Monasterevin Active Travel Scheme.		
Water Supply		
Local watermain upgrades may be required.	Short to medium term - In tandem with new development.	Developer
Wastewater		
No site-specific constraints envisaged	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
There is flood risk on the eastern boundary of the lands and any employment development should accord with the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.	Short to medium term - In tandem with new development.	Developer

H(2) and H(3) Employment Lands		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Vehicular access is preferred to be from the Barraderra Link Road (Measure ROAD 4) of Table 8.2. The Barraderra Link Road (Measure ROAD 4), including associated pedestrian and cycle infrastructure is to be provided in full, in tandem with any new development on the H(2) or H(3). Pedestrian and cycling infrastructure is to be provided along the Dublin Road frontage of the H(2) zoned lands, in tandem with any new development thereon. Such infrastructure is to integrate with the Dublin Road element of the Monasterevin Active Travel Scheme.	Short to medium term - In tandem with new development.	Developer

Pedestrian infrastructure is to be provided along the Barraderra Road frontage of the H(3) zoned lands, in tandem with any new development thereon (Measure WALK 14 of Table 8.2 refers).		
Water Supply		
Local watermain upgrades may be required.	Short to medium term - In tandem with new development.	Developer
Wastewater		
Downstream impact would need to be assessed, including the capacity of the downstream Pumping Station.	Short to medium term - In tandem with new development.	Developer
Surface Water Drainage		
There is flood risk across both site H(2) and H(3). Any employment development should accord with the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests etc.	Short to medium term - In tandem with new development.	Developer

H(4) Employment Lands		
Required Infrastructure	Delivery Schedule	Funding Source
Movement and Active Travel		
Access is to be provided from the L7055 Local Road to the south. Footpath (WALK 16 of Table 8.2) and cycling infrastructure is to be provided along the L7055 frontage, extending to the Rosglas Avenue estate to the west, in tandem with any new development.	Short to medium term - In tandem with new development.	Developer
Water Supply		
Local watermain upgrade may be required depending on water usage.	Short to medium term - In tandem with new development.	Developer
Wastewater		
Downstream impact would need to be assessed, including the capacity of the downstream Pumping Station.	Short to medium term - In tandem with new development.	Developer

Surface Water Drainage		
No known flood risk.	Short to medium term - In tandem with new development.	Developer
Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.		

10.4 Land Use Zoning Objectives

Land use zonings objectives identified in Table 10, have been formulated having regard to the existing pattern of development, the protection of the environment and the need to promote the proper planning and sustainable development of Sallins in accordance with national, regional and local policy objectives. This Table should also be read in conjunction with Table 10.4.

Table 10.2: Land Use Zoning Objectives

Ref.	Use	Land-Use Zoning Objective
A	Town Centre	To protect, improve and provide for the future development of the town centre.
B	Existing Residential / Infill	To protect and enhance the amenity of established residential communities and promote sustainable intensification.
C	New Residential	To provide for new residential development. • C*(1) – C(10): Refer to Table 2.4 Estimated Residential Development Capacity. • Refer to Section 10.2 for Key Development Areas (KDAs). <u>Site Specific Objective</u> C*(1) This site is identified for the purposes of securing the regeneration and sensitive redevelopment of 'The Hulk' and its surrounding lands as a high-quality, integrated residential neighbourhood, while conserving and enhancing the site's significant architectural, historical, archaeological and natural heritage. Development shall support the conservation and adaptive reuse of the former Charter School and its associated structures and walled garden for appropriate community, cultural, tourism, employment or other complementary uses (residential use may be considered), alongside a sensitively designed residential development that respects the site's historic character and setting.

E	Community and Education	To provide for community, recreation and educational facilities. <u>Site Specific Objectives</u> E(1) This site is identified to facilitate the continued operation of Monasterevin Cemetery along with its planned expansion. E(2) This site is identified to support the continued operation of St Paul's Secondary School along with any planned expansion of the school and/or ancillary facilities. E(3) This site is identified for the provision of a new primary school.
F	Open Space and Amenity	To protect and provide for open space, amenity and recreation provision. <u>Site Specific Objective</u> F(1) These lands at Moore's Lock are identified for the development of Monasterevin Water Sports Hub, as per the planning permission granted under Plan Ref. 23/60116.
H	Industry and Warehousing	To provide for manufacturing, warehousing and industrial development. <u>Site Specific Objectives</u> H(1)– H(4) Site-specific design, layout and landscaping will be an important consideration on these lands which are located on approach roads to the town from the east and south-east (refer to Section 10.3.8).
I	Agriculture	To retain and protect agricultural uses.
L	Leisure and Tourism	To provide for leisure and tourism facilities.
MA	Moore Abbey Masterplan	To support the preparation and implementation of a masterplan for Moore Abbey. To ensure that Moore Abbey House and the other existing buildings within the demesne are maintained and do not fall into neglect, dilapidation, or dereliction. Appropriate meanwhile uses and other community / recreational uses will be permitted pending the finalisation of the Moore Abbey Masterplan. Such uses shall not adversely impact on the vitality or viability of the town centre and should be

		compatible with the future potential uses for Moore Abbey, outlined in Section 10.1.4. Existing uses associated with the ongoing activities of the Muiríosa Foundation within Moore Abbey will also be permitted. A Site-Specific Flood Risk Assessment (SSFRA) shall be prepared to inform the masterplan with water compatible uses only proposed for lands identified as at risk of flooding (Map V2-MN-9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). <u>Site Specific Objective</u> MA* This site within Moore Abbey Demesne is identified as an indicative location for a new fire station.
R	Retail and Commercial	To support continued operation of existing retail and commercial uses.
U	Transport and Utilities	To provide for and improve public infrastructure utilities.

Table 10.3: Definition of Terms

Term	Definition
Zoning Matrix	Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective. The Zoning Matrix (Refer to Table 10.4) illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. The land use zoning matrix is intended to provide guidance to landowners and developers and is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may necessarily be successful.
Permitted in Principle (Y)	Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives set out in other chapters of this Settlement Plan and the policies, objectives and actions in Volume 1 of the Kildare County Development Plan 2023 – 2029 (as varied).
Open for Consideration (O)	Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed

	use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.
Not Normally Permitted (N)	Land uses which are indicated as 'Not Normally Permitted' in the Land Use Zoning Matrix (see Table 10.4) are uses which will not be permitted, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines / National Planning Statements. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the objectives contained in this Plan or that it may be inconsistent with the proper planning and sustainable development of the area.
Other Uses	Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.
Non-Conforming Uses	Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1 st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.
Transitional Areas	While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity. In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties. Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.

Table 10.4: Land Use Zoning Matrix

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education ⁸¹	F: Open Space and Amenity ⁸²	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MA: Moore Abbey Masterplan	R: Commercial and Retail	U: Transport and Utilities
Agricultural Buildings	N	N	N	N	N	N	Y	N	O	N	N
Allotments	N	O	O	O	Y	N	O	N	Y	N	N
Amusement Arcade / Casino	N	N	N	N	N	N	N	N	N	N	N
Betting Office	O	N	N	N	N	N	N	N	N	O	N
Car Park (other than ancillary) / Bus Parking	Y	O ⁸³	N	N	N	N	N	N	O	N	Y ⁸⁴
Cemetery	N	N	N	O ⁸⁵	N	N	O	N	O	N	N
Childcare Facility	Y	O	Y	Y	N	O	N	O	Y	O	N
Community facilities and/or sports buildings ⁸⁶	Y	O	O	Y	O	O	N	N	Y	O	N
Cultural Uses / Theatre / Library	Y	O	O	O	N	N	N	O	Y	O	N
Fire Station	Y	N	N	O	N	O	N	N	Y	N	N
Funeral Homes	Y	N	N	O	N	N	N	N	N	O	N
Garage / Car Repairs	O ⁸⁷	N	N	N	N	Y	N	N	N	O	N
Group / Older Persons and	Y	Y	Y	O	N	N	N	O	Y	O	N

⁸¹ Refer to the land-use zoning site-specific objectives for 'E: Community and Education' outlined in Table 10.2.

⁸² Refer to the land-use zoning site-specific objective for 'F(1): Open Space and Amenity' lands outlined in Table 10.2.

⁸³ Only on lands within close proximity to the town centre for the purposes of providing a 'park and stride' facility.

⁸⁴ Only 'Permitted in Principle' on lands zoned 'U: Transport and Utilities' at Monasterevin Train Station.

⁸⁵ Only within lands zoned 'E(1): Education and Community' (i.e. Monasterevin Cemetery).

⁸⁶ 'Sports buildings may also include uses such as gyms, fitness centres, martial arts facilities, dance studios, yoga / pilates studios, indoor play centres.

⁸⁷ Garage / Car Repair uses will be limited to longstanding existing operators. New Garage / Car Repair uses shall not be permitted.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education ⁸¹	F: Open Space and Amenity ⁸²	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MA: Moore Abbey Masterplan	R: Commercial and Retail	U: Transport and Utilities
Special Needs Housing ⁸⁸											
Guest House / Hotel / Hostel	Y	O	N	N	N	N	N	Y	Y	O	N
Heavy Commercial Vehicle Park	N	N	N	N	N	Y	N	N	N	N	N
Hot Food Takeaway	O	N	N	N	N	O	N	N	N	O	O
Industry (general)	N	N	N	N	N	Y	N	N	N	N	N
Industry (light)	O	O	N	N	N	Y	N	N	N	N	N
Medical Consultant / Health Centre	Y	O	O	Y	N	N	N	N	O	Y	N
Motor Sales	O	N	N	N	N	O	N	N	N	O	N
Offices	Y	O ⁸⁹	O ⁹⁰	N	N	Y	N	N	Y	Y	N
Park / Playground	Y	Y	Y	O	Y	N	O	Y	Y	N	N
Place of Worship	Y	O	O	O	N	O	N	O	O	O	N
Playing Fields	N	N	O	O	Y	N	N	O	Y	N	N
Pub / Wine Bar	Y	O	O	N	N	N	N	O	O	O	N
Residential unit(s)	Y	Y	Y	N	N	N	O ⁹¹	N	Y	O	N
Restaurant / Café	Y	O	O	O ⁹²	O ⁹³	O	N	Y	Y	O	O
Retail Warehousing	Y	N	N	N	N	N	N	N	N	O	N

⁸⁸ There are a number of groups with specific design and planning needs. These include people with disabilities, members of the travelling community, and older people. Examples of such housing includes retirement villages, nursing homes, supportive housing, and long-term care facilities.

⁸⁹ Proposals of this nature shall be restricted to a net floor area of 200 sqm.

⁹⁰ Proposals of this nature shall be restricted to a net floor area of 200 sqm.

⁹¹ Subject to Rural Housing Policy as outlined in the Kildare County Development Plan 2023-2029 (as varied).

⁹² Only open for consideration when ancillary to a community building facility.

⁹³ Only open for consideration in public parks owned and/or maintained by Kildare County Council.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education ⁸¹	F: Open Space and Amenity ⁸²	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MA: Moore Abbey Masterplan	R: Commercial and Retail	U: Transport and Utilities
School	Y	O	O	Y	N	N	N	N	O	N	N
Service Station	O	N	N	N	N	N	N	N	N	O	N
Shop-Comparison	Y	N	N	N	N	O ⁹⁴	N	N	N	Y	N
Shop-Convenience	Y	O ⁹⁵	O ⁹⁶	N	N	N	N	N	N	Y	O
Storage Yard ⁹⁷	O	N	N	N	N	O	N	N	N	O	N
Utility Structures	O	O	O	O	O	Y	O	O	O	O	Y
Veterinary Services	Y	O	O	N	N	O	O ⁹⁸	N	N	O	N
Warehouse (wholesale) / Logistics / Depot	O	N	N	N	N	Y	N	N	N	N	O

⁹⁴ Only relates to 'H(5): Industry and Warehousing' zoned lands linked to the existing operations of Tirlán.

⁹⁵ No single unit shall exceed 100 sqm. of net retail, unless subject to the sequential approach to retail development in accordance with the Retail Planning Guidelines or any subsequent guidelines.

⁹⁶ No single unit shall exceed 100 sqm. of net retail, unless subject to the sequential approach to retail development in accordance with the Retail Planning Guidelines or any subsequent guidelines.

⁹⁷ 'Storage yard' in this instance means an ancillary area for the storing of goods connected to an existing commercial premises operating within the same land use zoning.

⁹⁸ A large-scale veterinary practice will only be considered.