



KILDARE COUNTY COUNCIL
NAAS
LOCAL
AREA PLAN
2021-2027

PLEAN CHEANTAIR ÁITIÚIL
AN NÁS

A blue-tinted photograph of a waterfall cascading over rocks in a forest. The water flows from the top left towards the bottom right, creating white foam as it hits the rocks. The surrounding area is filled with dense foliage and trees, with some branches visible in the foreground. The overall scene is serene and natural.

The Naas Local Area Plan 2021-2027 (LAP) has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000 (as amended). It sets out an overall strategy for the proper planning and sustainable development of Naas in the context of the Kildare County Development Plan 2017-2023 (as varied), the Eastern and Midland Regional Spatial and Economic Strategy 2019-2031 and the National Planning Framework (2018). It is informed by Ministerial Guidelines issued pursuant to Section 28 of the Planning and Development Act 2000 (as amended), together with EU requirements regarding Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA).

The Naas Local Area Plan 2021-2027 was adopted by the Elected Members of Kildare County Council on 21st October 2021 and is effective from 1st December 2021.

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1. Introduction and Context

1.1. Background

The Naas Local Area Plan 2021 – 2027 (the ‘Plan’) has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000, as amended (the ‘Act’), in particular Sections 18-20 of the Act. A local area plan is required to be prepared in respect of an area that is designated as a town in the most recent census; has a population in excess of 5,000 and is situated in the functional area of the planning authority which is a county council. The 2016 Census of Population indicated that the settlement of Naas had a total population of 21,393 persons. A local area plan is therefore mandatory for Naas.

The Plan sets out an overall strategy for the proper planning and sustainable development of Naas in the context of the Kildare County Development Plan 2017-2023 (as varied), the National Planning Framework (2018), the Regional Spatial and Economic Strategy for the Eastern and Midland Region, and the Kildare County Council Climate Change Adaptation Strategy 2019-2024. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Act together with EU requirements regarding Strategic Environmental Assessment (SEA) an Appropriate Assessment (AA), and Strategic Flood Risk Assessment (SFRA). The Plan has also been informed by a Sustainable Planning and Infrastructure Assessment (SPIA), a Social Infrastructure Assessment (SIA) and a Transport Strategy.

In May 2019, Kildare County Council placed on public display a Draft Naas Local Area Plan 2019-2023. Submissions and observations were received on the plan. The Draft Naas Local Area Plan 2019-2023 and the Chief Executive’s Report on submissions and observations was considered by Kildare County Council at their meeting on the 29th of July 2019 where the Council resolved to not make the Draft Plan under Section 20 of the Planning and Development Act 2000 (as amended). This decision was on foot of the Chief Executive’s recommendation to not make the Plan having regard to the nature and extent of the concerns raised by the Office of the Planning Regulator (OPR), Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) during the public consultation process which would require a number of studies (Transport and Flooding) which were not feasible to complete within the statutory timeframe.

The issues raised in the submissions and observations through the statutory public consultation period in tandem with the extensive pre-draft public consultation, which included plenary sessions, workshops and meetings with sectoral groups, informed the content and the direction of this Plan for the period 2021-2027. This Plan places a major emphasis on citizen consultation and stakeholder engagement, and it is committed to harnessing the energy of all Naas stakeholders in creating a positive context for optimising collaboration on the successful implementation of the Plan.

1.2. Composition of the Plan

This Plan comprises a written statement with accompanying Appendices comprising of associated maps (Appendix 1), extract from the Record of Protected Structures (Appendix 2) and Sites and Monuments Record (Appendix 3). The written statement shall take precedence over the maps should any discrepancy arise between them. In

the full interpretation of all objectives for Naas, it is essential that both the County Development Plan (CDP) and the Local Area Plan (LAP) are read in tandem. Where conflicting objectives arise between the CDP and the LAP, the objectives of the CDP shall take precedence. It should be noted that the general development management standards applicable to the plan area are included in the Kildare County Development Plan. This Plan therefore includes policies and objectives that are specific to the future development of the town of Naas.

A number of stand-alone documents also accompany the Plan, providing for an evidence-led approach to the formulation of the written statement. Accordingly, the following data-based documents have been prepared to inform the Plan and are published alongside the document:

1.2.1. Strategic Environmental Assessment

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan-making. SEA is mandatory for plans for areas with a population of 10,000 or more; therefore, a SEA is required for the Plan.

The findings of the SEA are set out in the Environmental Report, which, while constituting part of the Plan documentation, is presented as a separate document. The Environmental Report provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the Plan area. The mitigation measures needed to offset potential adverse effects of the Plan and future monitoring proposals have been transposed from the Environmental Report into the Plan.

1.2.2. Habitats Directive Assessment

The requirements for Habitats Directive Assessment of plans or projects, is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). In any case where, following screening for Appropriate Assessment (AA), it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out.

The Plan was screened for AA during its preparation at draft stage. This screening found that the Plan alone or in combination with other plans or projects, would not have a significant effect on the Natura 2000 network and that a Stage 2 Appropriate Assessment is not required. The AA Screening Report is presented as a separate document accompanying the Plan.

1.2.3. Strategic Flood Risk Assessment (SFRA)

A SFRA was carried out to support the preparation of the Plan. The SFRA is required to be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).

1.2.4. Transport Strategy

The Naas/Sallins Transport Strategy examined the existing and proposed transport infrastructure, including the service provision across all modes of transport including sustainable means such as active modes (walking and cycling) in Naas and Sallins. The Strategy presents a comprehensive analysis of the current transport situation, outlines the impact of possible future development on transportation and presents potential solutions to improve conditions for active modes, driving and public transport. The study ensures that the optimal transportation interventions can be planned and provided for to meet future demand to drive a sustainable modal shift for the successful transition to a low carbon and climate resilient society.

1.2.5. Social Infrastructure Audit (SIA)

The SIA examined the current context with respect to social infrastructure provision in Naas. This involved identifying the future requirements of the town and making recommendations on priority areas for investment within the plan area. The audit identified relevant social infrastructure that will contribute to quality of life, forming a key part of the fabric of an area, not just in terms of well-being, but also in terms of sense of place and local identity.

1.2.6. Sustainable Planning and Infrastructural Assessment (SPIA)

A Sustainable Planning and Infrastructural Assessment (SPIA) was carried out to inform the appropriate zoning of residential and employment land throughout the Plan. In accordance with Appendix 3 of the National Planning Framework, the Sustainable Planning and Infrastructural Assessment comprises both quantitative and qualitative research analysis of existing and proposed infrastructure and accompanies the Local Area Plan.

1.2.7. Naas Architectural Conservation Area (ACA) Statement of Character

The purpose of the statement of character was to conduct a comprehensive historical and architectural analysis in order to identify and define the special character of Naas ACA. The statement of character also includes a guide which provides advice to homeowners, developers, architects and planning professionals on best practice for development within the ACA and type of works that will require planning permission.

1.3. The Role of the Office of the Planning Regulator

The Office of the Planning Regulator (OPR) plays a key role in the preparation of local area plans in ensuring the overall plan is consistent with national and regional planning policies and guidance. The OPR have a range of functions including the independent assessment of all local authority and regional assembly forward planning, including the zoning decisions of local authority members in local area and development plans. Throughout the statutory public consultation of the plan process the OPR provides statutory observations to ensure consistency with relevant regional or national policies. In performing its functions, the OPR takes into account the objective of contributing to proper planning and sustainable development and the optimal functioning of planning under the Planning and Development Act (2000) as amended. Kildare County Council takes all observations received from the OPR into consideration throughout the plan process and commits to working with the office to

realise the most optimal planning and development outcomes within each respective plan area.

1.4. Overview of Core Issues and Development Challenges

This Plan is committed to ensuring sustainable and compact settlement patterns and the development of further residential, employment, educational, community, leisure and recreational facilities. The sustainable growth of Naas should be carefully managed to influence positive behavioural changes for a successful transition to a low carbon and climate resilient society, by promoting the concept of a compact town by encouraging appropriate densities in suitable locations and by resisting sporadic isolated developments which do not integrate with the surrounding urban fabric or maximise the efficient use of land.

Naas has a range of assets and characteristics, given its unique historical heritage and natural environment which continue to underpin a largely positive profile. However, there are several strategic issues and challenges, which the Plan has identified as having the potential to adversely affect the future sustainable development of the town. While Naas presently has a strong economic base, the location and spatial pattern of this economic activity has tended to cluster along the motorway, creating a peripheral 'arc' which is detached from the established town centre. In addition, residential development has tended to locate outwards in a somewhat dispersed pattern of development removed from the town centre. A mix of housing tenure and size which can accommodate the changing needs of a household over time, have not been provided. Social and community infrastructure has not been delivered in parallel with the growth in residential development. Movement and transport patterns have relied disproportionately on private transport modes, with a poor emphasis on public transport, walking and cycling.

It is important to note, in accordance with Section 10 (8) and Section 19(6) of the Planning and Development Act 2000 (as amended) which relates to both development plans and local area plans, there shall be no presumption in law that any land zoned in a particular plan (Naas Town Development Plan 2011-2017) shall remain so zoned in any subsequent plan (Naas Local Area Plan 2021-2027).

2. Planning Context and Vision for Naas

2.1. Spatial Planning Context

The National Planning Framework (NPF) together with the National Development Plan (2018-2027) was published in 2018 under Project Ireland 2040. Project Ireland 2040 is the Government's overarching long-term policy initiative to make Ireland a better country for all its citizens. The NPF places specific emphasis on the regeneration and rejuvenation of towns through the promotion of compact growth and the consolidation of future development within and close to the existing footprint of built-up areas. The NPF states that this will be achieved through infill and brownfield development rather than an over-reliance on greenfield, edge-of-town development.

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Assembly 2019-2031 sets out a framework to direct future growth of the Eastern and Midland Region over the medium to long term and implement the strategic planning framework set out in the NPF. Naas has been designated as a Key Town (in tandem with the town of Maynooth), all other settlements have been designated at County Development Plan level through Variation No. 1 of the CDP.

Key Towns are defined as large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres, such as Athlone, Dundalk and Drogheda.

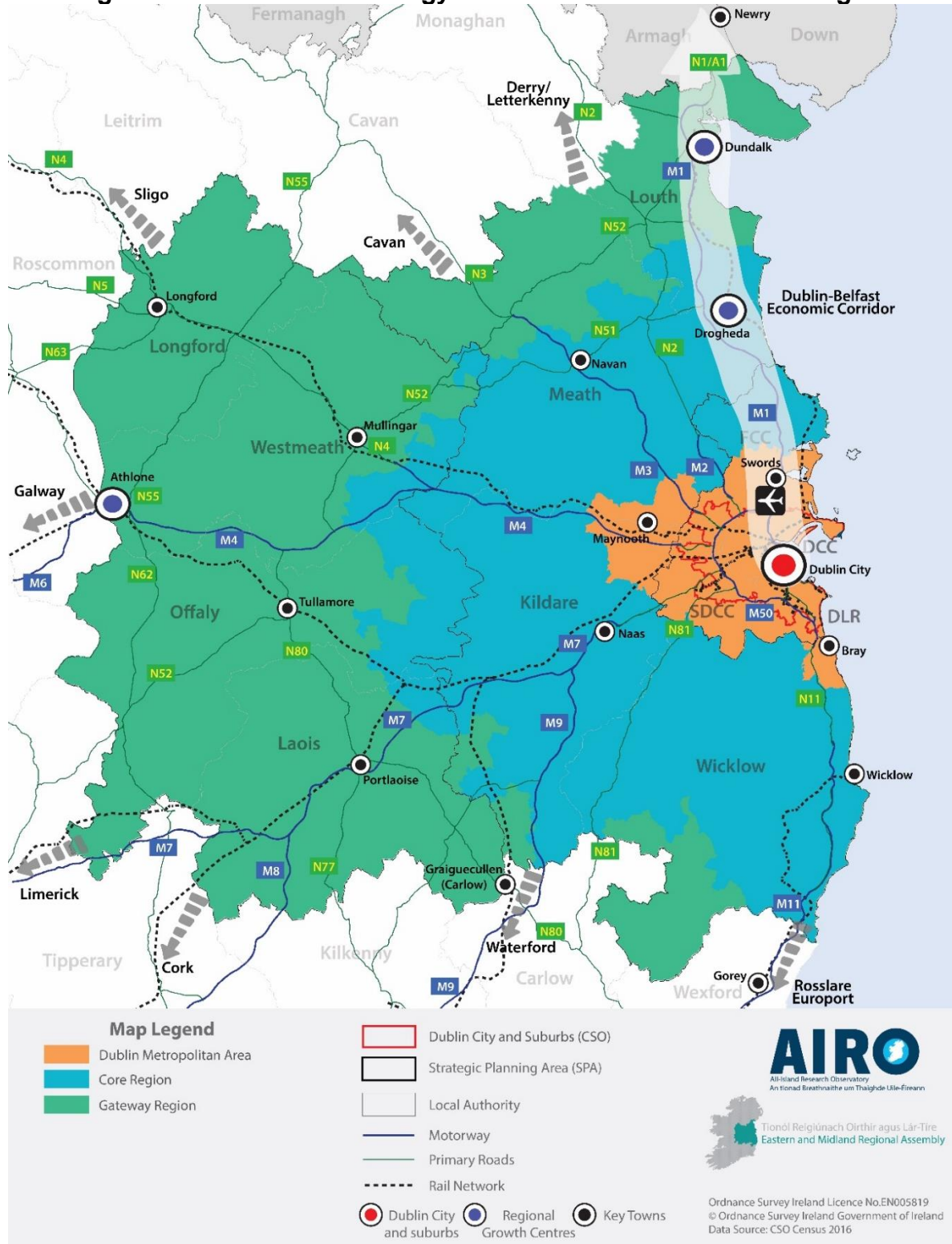
The RSES sets out the following Regional Policy Objectives (RPOs) for Naas as a Key Town within the Region:

- RPO 4.48** Promote the improvement of the transport network within and serving Naas town, including delivery of a robust and efficient walking, cycling and bus network with strong links to Sallins Railway Station, key destinations within the town and to the Northwest Quadrant and town centre area.
- RPO 4.49** Support the development of the Grand Canal for amenity, recreation and sustainable transport purposes including the Naas to Sallins and Naas to Corbally Harbour greenways and linking these to the national Grand Canal Greenway.
- RPO 4.50** Regeneration and consolidation of the historic centre to improve the retail and commercial functions of the town core, with enhanced permeability and sustainable mobility within the town centre and improve links between the core and surrounding residential and employment areas through the further development of walking and cycling routes and improved public transport.
- RPO 4.51** Strengthen the local employment base including through the development of MERITS, Millennium Park in the Northwest Quadrant and the regeneration of underutilised lands including industrial lands in the north east of the town.
- RPO 4.52** Support the delivery of new and enhanced public transport infrastructure in Naas and Sallins, including Park and Ride and

interchange facilities as identified by the NTA and Kildare County Council.

RPO 4.53 Support an enhanced role and function of Naas as the county town of Kildare, particularly as a hub for high quality employment, residential and amenities.

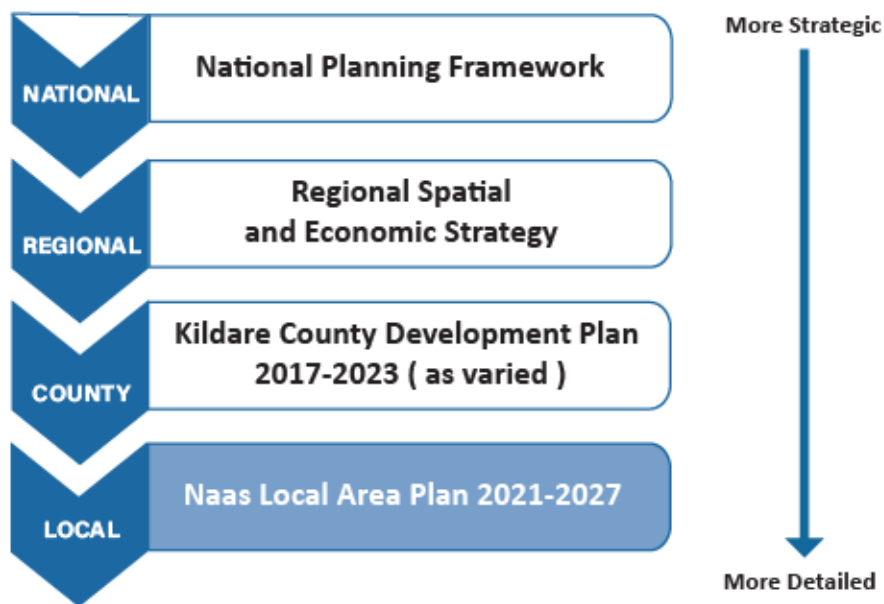
Figure 2.1 Settlement Strategy for the Eastern and Midland Region



Source: Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy

The RSES (and the Implementation Roadmap for the National Planning Framework (July 2018)) provide the transitional regional and county population projections to 2031 for the mid-east counties. Variation No. 1 of the Kildare County Development Plan 2017-2023 revised the Core Strategy to respond to changes in national and regional policy and to revise the population and housing targets for all towns, villages and the open countryside. Section 19(2) of the Planning and Development Act 2000 (as amended) states that a local area plan shall be consistent with the Core Strategy and objectives of the County Development Plan as well as any regional spatial and economic strategy for the area.

Figure 2.2 Hierarchy of Spatial Planning Context



2.1.1. Integrating Climate Considerations into the Naas Local Area Plan

This Plan is set in a context where climate change is accepted as a global challenge and requires climate action responses in adaptation and mitigation to ensure a healthy, economically thriving, liveable built environment. One of the National Strategic Outcomes of the NPF is to transition to a low carbon and climate resilient society. Towards the end of 2019, the Kildare County Council Climate Change Adaptation Strategy 2019-2024 was finalised. The Strategy forms part of Ireland’s national strategy for climate adaptation as set out in the National Adaptation Framework 2018 (NAF) which was mandated under the provisions of the Climate Action and Low Carbon Development Act 2015. The purpose of this Strategy was to ensure that climate adaptation considerations are mainstreamed into all plans and policies and integrated into all operations and functions of the local authority and it is a policy of the County Development Plan to support its implementation. The land use and development objectives contained within the Strategy seek to; integrate climate action consideration into land use planning policy, explore policies to help the transition to a climate resilient low carbon society, and promote and maximise the most efficient and sustainable use of land. Therefore, climate change adaptation considerations are at the forefront of the formulation of this Plan in order to build resilience in our economy, environment and communities.

Climate action measures are fundamental to the overarching objectives and principles of the Plan, through the regeneration of the town centre, the creation of walkable neighbourhoods, reducing car dependency, the introduction of a low carbon urban district in the Northwest Quadrant, intensive use of land, the greening of our urban environment, the protection of habitats and reducing vulnerability in areas prone to flooding.

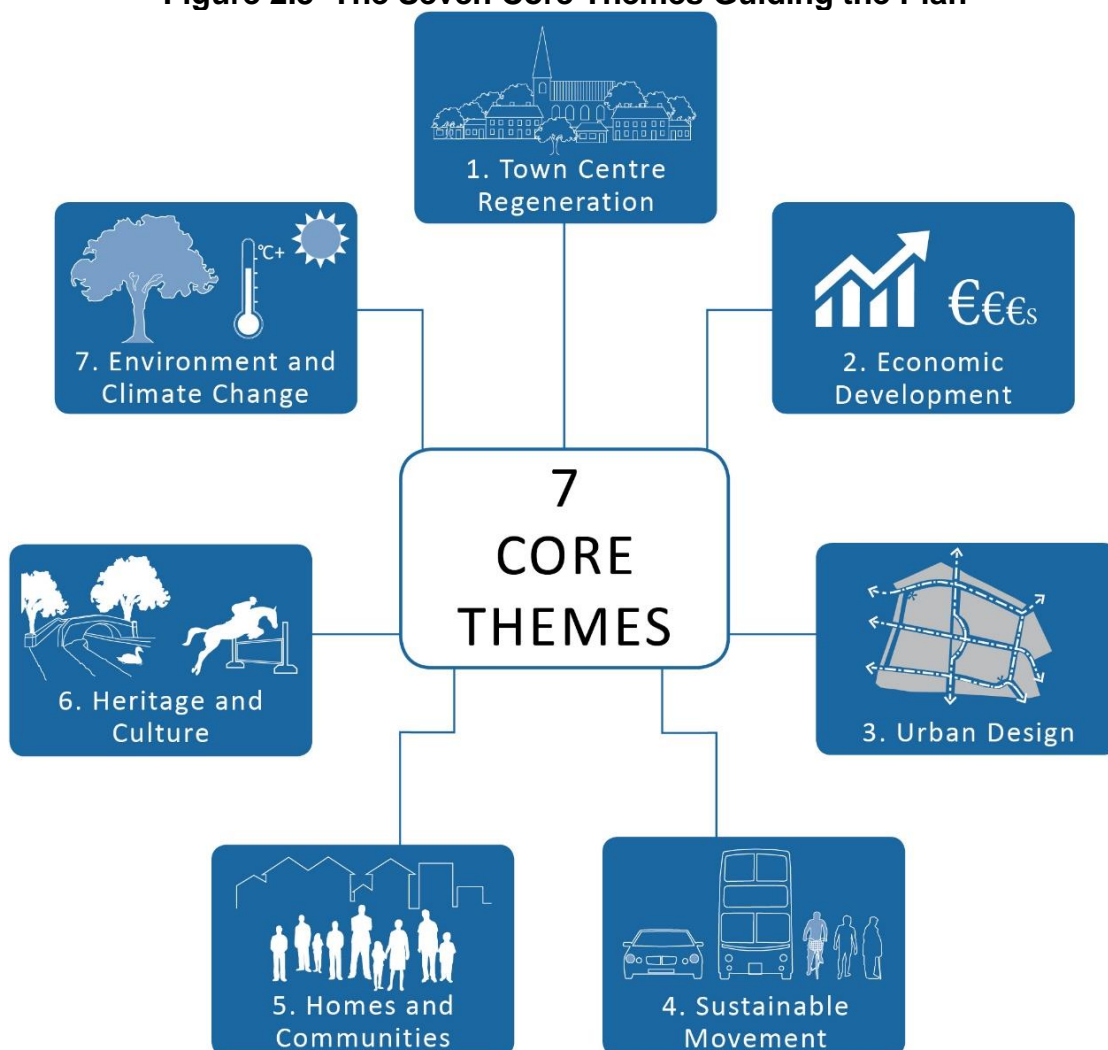
2.2. Vision for Naas

This Plan is underpinned by a strategic vision which is intended to guide the future growth of Naas in a sustainable manner, in a way that reflects the existing character and amenities of the area, the surrounding landscape, heritage and environment and improves the quality of life for the existing and future community.

2.2.1. Guiding Principles: Seven Core Themes

Through extensive analysis of the quality of the existing urban environment, taking cognisance of the spatial planning context Seven Core Themes were identified, which seek to address the key issues and challenges, facing Naas. These Core Themes, set out in Figure 2.3, have been used to shape and inform the Vision for Naas (refer to Section 2.3) and will act as guiding principles underpinning the policies, objectives, and actions in the Plan.

Figure 2.3 The Seven Core Themes Guiding the Plan



- (i) **Town Centre Regeneration** – the established town centre will be the focus for retail, commercial and residential development. Through regeneration, the renewal of key sites and buildings and the restoration of retail and commercial uses centrally, the town centre will continue to act as the economic, social and cultural hub of the town. The footprint of the commercial core will be consolidated and encouraged to expand to both the east and west of the Main Street.
- (ii) **Economic Development** – The provision of designated centres of employment in which the key sectors are identified and supported in order to enhance a strong skilled employment base and deliver sustainable long-term economic growth for Naas.
- (iii) **Urban Design** – Addressing the current disconnect between the town centre and surrounding areas by ensuring that the public realm provides attractive, legible and high-quality connections through the town. The urban form of the town will be consolidated and strengthened with most of the new development being concentrated within designated Core Regeneration Areas, the Key Development Area and in the longer-term vision to the Northwest Quadrant.
- (iv) **Sustainable Movement** – Developing an improved and permeable sustainable network of cycling and pedestrian routes to encourage alternatives options, improving the permeability of the town centre, providing for an improved public transport network and alleviating traffic congestion in the town centre are priorities of the Plan.
- (v) **Homes and Communities** – Promoting placemaking and liveable neighbourhoods supported by appropriate social infrastructure, excellent standard in design, density, layout and finish. Ensuring Naas achieves a diversity of housing typologies and a good mix of tenures. The development of an appropriate network of community infrastructure including health, education, recreation and sports facilities, ensuring that the town is a safe and healthy place for all ages and supporting a growing and increasingly diverse community.
- (vi) **Heritage and Culture** – The identity of Naas will always be strongly associated with the historic commercial spine of Main Street and the quality of its enclosing streetscape, yet there are other heritage assets which remain underutilised. These include St David’s Castle, the parklands at Oldtown estate, the canal network, North Moat and the Friary. While this Plan creates a dynamic framework, which values these resources and generates pathways for their promotion and adaptive re-use, there is also a focus on nurturing cultural energy in the community and enabling access for all.
- (vii) **Environment and Climate Change** – The existing natural heritage in Naas provides an opportunity to promote and develop a comprehensive green infrastructure network that will preserve and enhance biodiversity, contribute to the climate change resilience of

Naas and be the focus of public recreational activities. On climate change, the Plan will integrate a series of measures focusing on compact growth, town centre regeneration, sustainable mobility, the creation of a low carbon urban district, green infrastructure protection and enhancement for carbon off-set, that will aid in the delivery of a sustainable low carbon and climate resilient future for the town.

2.3. Vision for Naas 2031 and Beyond

The Vision for Naas is aligned with the time period for the Regional Spatial and Economic Strategy (RSES) to sustainably grow the Eastern and Midland Region to 2031 and beyond and will be realised over many plan periods.

The vision for Naas over the lifetime of the Plan and beyond is:

To ensure that the growth planned for the town up to 2031 and beyond occurs in a sustainable and sequential manner, while prioritising a low carbon, compact, consolidated and connected pattern of development.

To develop Naas as a vibrant and culturally rich town supported by an inclusive sustainable all-of-life residential community.

To create a distinct sense of place and community in which people will continue to choose to live, work, do business and visit. Movement, connectivity and permeability to key destinations within the town and wider region will be prioritised and a greater emphasis on safe active transport routes and an enhanced public transport network.

To deliver and facilitate the regeneration and redevelopment of Core Regeneration Areas in tandem with a radically improved public realm and rejuvenated town centre while having regard to and optimising the heritage assets of the town.

Through the realisation of a shared civic vision Naas will undergo expansion of growth within the designated New Residential Areas, and future strategic expansion of a low carbon urban district towards the Northwest Quadrant (NWQ) to 2031. Development of the NWQ into the future will comprise of a clear emphasis on linking the town centre to the NWQ lands and Sallins Train Station, in particular harnessing the potential of the canal greenway, developing key transport modes, community facilities and amenities and delivering a high quality and connected employment quarter with diverse residential and amenity areas.

The strategic vision is illustrated under Figure 2.4, Naas Development Strategy, and is expanded upon in the policies, objectives and actions contained within each chapter of this Plan, in keeping with the Vision for Naas 2031 and beyond some of which may require several plan periods to achieve.

2.3.1. Delivering the Strategic Vision

Kildare County Council will seek to actively progress the vision during the lifetime of the Plan and beyond. Chapter 11, Land Use Zoning Objectives and Implementation, details specific focus areas for implementation and funding.

The Plan identifies several opportunities supported by area/sector specific projects that need to be delivered in order to achieve the sustainable development of the town through the progression and support of transformative projects set out below:

Town Centre Regeneration

To realise the potential and increase economic activity, whilst promoting a high-quality town centre experience, the following specific projects are to be progressed during the lifetime of the Plan:

- i. Implementation of the Urban Regeneration and Development Strategy for Naas (Chapter 10).
- ii. Town Renewal Plan and Public Realm Strategy.
- iii. Canal Quarter masterplan including a public realm plan and associated specific projects (Chapter 10).
- iv. Process the Dublin Road Corridor and Poplar Square Part 8 application.
- v. Murtagh's Corner and Corban's Lane, develop to Part 8 stage.
- vi. Support the redevelopment /completion of the Naas Shopping Centre (Corbans' Lane)

Sustainable Movement

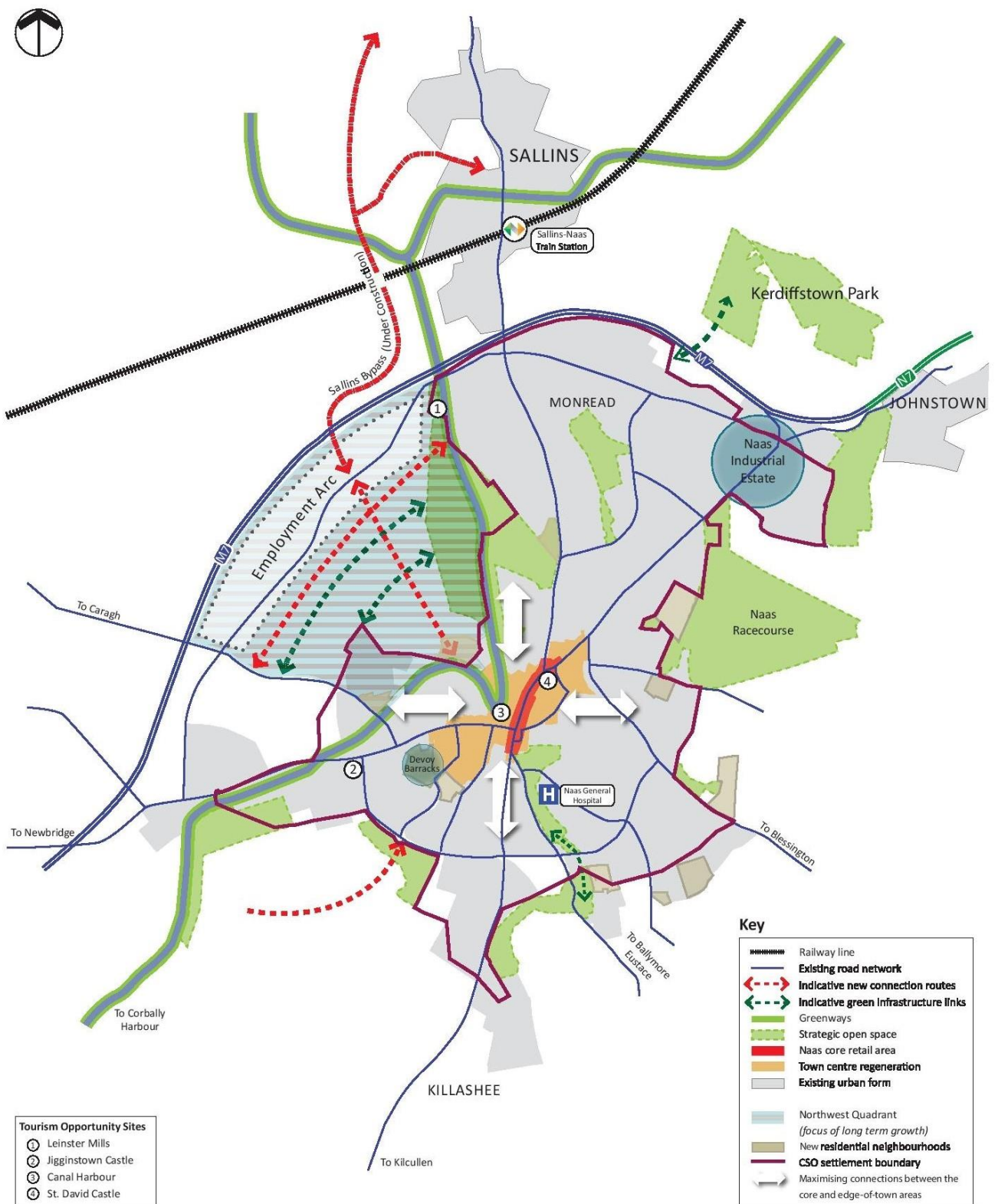
The Plan seeks to develop and encourage more sustainable travel modes including walking, cycling and public transport and to reduce the existing over-reliance on the private car across the plan area, particularly within the town centre. The Plan will address the modal shift in transportation through the following projects:

- i. Implement the permeability, cycling, public transport and road transport measures detailed in the Naas/Sallins Transport Strategy (Chapter 5).

This Plan acknowledges that development at the periphery has become a significant influence of the development of Naas; the spatial severance between the core and the periphery needs to be addressed through:

- (i) A masterplan for the Northwest Quadrant which shall be prepared on completion of the OPW Flood Study and incorporated into the Local Area Plan by way of a statutory amendment under Section 20 of the Planning and Development Act, 2000 (as amended)
- (ii) A masterplan for the Canal Quarter (Chapter 10).
- (iii) A land use zoning approach and development strategy which brings forward sequentially preferable development to improve connections and permeability of the town.

Figure 2.4 Naas Development Strategy



3. Compliance with Core Strategy

Aim: To accommodate 14.9% of Kildare's target housing in Naas, the County Town, and Key Town, in accordance with the Kildare County Development Plan's Core Strategy.

3.1. Function, Population and Scale of Naas

Naas is the County Town of County Kildare and in recognition of its status the Regional Spatial and Economic Strategy (RSES) has designated it a Key Town, located in the Core Region of the Eastern and Midland Region. The RSES identifies Key Towns as large towns which are economically active that provide employment for their surrounding areas, with high quality transport links and the capacity to act as regional drivers to complement the Regional Growth Centres¹, such as Athlone, Dundalk, and Drogheda. Key Towns have the capacity and future growth potential to accommodate above average growth coupled with requisite investment in employment creation, services, amenities, and sustainable transport.

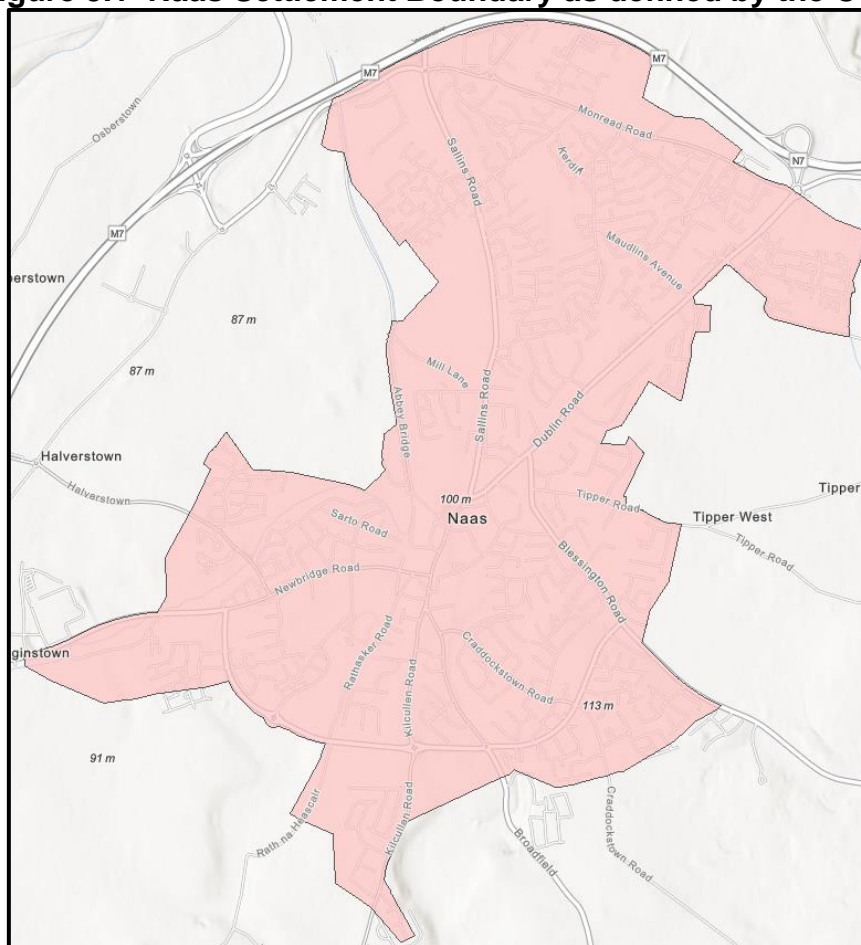
Naas is strategically located with direct access to the M7 motorway with high quality road connections to the rest of the county and region, with access to a commuter rail service to Dublin, located ca. 3.5km away in Sallins. There are strong links between Naas and the nearby settlements of Sallins and Newbridge, with a strong interrelationship of services, employment and education between Naas and Newbridge. The overall function of Naas depends heavily on a synergy with Sallins for the provision of rail transport, which reinforces their connected relationship. The Council considers that the sustainable future development of both settlements requires a single coordinated development strategy which plays to the strengths of the composite areas and takes account of the economic, social and environmental sensitivities within the overall study area. The Council intends under future land use plans, to move towards the preparation of an Integrated Spatial Plan for Naas and Sallins, providing for a cohesive overall land use strategy for the respective and interdependent urban environments.

Naas, in recognition of its status as the historic County Town, is at the top of the County Settlement Hierarchy, set out in Table 3.1 of the Kildare County Development Plan 2017-2023 (as varied). According to Census 2016, the population of Naas was 21,393, which relates to the Settlement Boundary of the town as identified by the CSO² (Figure 3.1 refers).

¹ Regional Growth Centres are large towns with a high level of self-sustaining employment and services that act as regional economic drivers and play a significant role for a wide catchment area.

² In Census 2016, a new Census town was defined, being a minimum of 50 occupied dwellings, with a maximum distance between any dwelling and the building closest to it, of 100 metres and where there was evidence of an urban centre, (shop, school etc.) (Background Notes, CSO.ie).

Figure 3.1 Naas Settlement Boundary as defined by the CSO



Source: www.cso.ie

This represents 9.6% of the overall population of County Kildare which comprised of 222,504 persons in 2016. Table 3.1 illustrates the change in population in Naas as a Legal Town over previous censuses.

Table 3.1 Population change in Naas 1991-2016 (Legal Town)

	1991	1996	2002	2006	2011	2016
Population	11,141	14,074	18,288	20,044	20,713	21,597
Households	3,125	4,391	5,906	6,506	7,665	7,726
Average Household size (occupancy rate)	3.56	3.21	3.09	3.08	2.7	2.79

The growth target for Naas is set out in the Kildare County Development Plan 2017-2023 (as amended) under Table 3.3 Settlement Hierarchy – Population and Housing Unit Allocation 2020-2023 which was amended under Variation No. 1. Table 3.3 identifies a target increase of 5,866 persons to the year 2026 and a dwelling target of 2,095 units to year 2026. It is important to note that the dwelling targets for the county were revised in accordance with the transitional population targets from the National Planning Framework Implementation Roadmap (July 2018) and the RSES, which were transposed in the CDP under Variation No. 1 to which the Naas Plan must now comply.

3.1.1. Review of the Kildare County Development Plan

Kildare County Council has in early 2021 commenced the statutory review of its County Development Plan (CDP). This two-year formal process will conclude with the adoption by the members of a new Kildare County Development Plan in 2023. The new CDP may contain provisions, including revised population/housing targets for Naas, which may differ from those on which this Plan is based. The Council acknowledges this possibility and commits to amending this Plan through a statutory amendment under Section 20 of the Planning and Development Act 2000 (as amended) to ensure that it adheres to the Core Strategy and any other material changes contained in the new CDP, insofar as they relate to Naas.

Objectives

It is an objective of the Council to:

CDP 1.1 Align the Naas Local Area Plan 2021–2027, if necessary, with the Core Strategy of the Kildare County Development Plan 2023-2029 once adopted and any other material changes relevant to Naas contained in the Kildare County Development Plan 2023 – 2029, by way of a statutory amendment to the Local Area Plan pursuant to Section 20 of the Planning and Development Act 2000 (as amended).

3.2. Future Population and Housing Targets

The NPF Implementation Roadmap (2018) provided for a set of transitional population projections for each county in Ireland for the period 2026 and 2031. These are specifically identified within this document for County Kildare. The County Development Plan Core Strategy (as amended by Variation No.1) allocates 14.9% of the projected population to Naas, resulting in an additional 898 units (Table 3.2 refers) to 2023. This Plan period is from 2021-2027 and therefore beyond the period of the current County Development Plan. Therefore, Table 3.3 represents an annualised figure until 2027 to provide for the housing unit target for the life of the Plan.

Table 3.2 Excerpt from Kildare County Development Plan Core Strategy

Town	2016 Pop	2016 Units	Allocated Growth	2026 Pop	2026 Growth in units	Pop Growth 2020 - 2023	Dwelling Target 2020 - 2023
Naas	21,393	7,726	14.9%	5,866	2,095	2,514	898

Source: Kildare County Development Plan 2017-2023 (as varied)

Table 3.3 Naas Local Area Plan Projected Housing Unit Target to 2027

2026 Population growth ³	2026 growth in Units ⁴	2027 Population	2027 growth in units
5,866	2,095	6,704 ⁵	2,394 ⁶

3.3. Residential Land Requirement

Local Area Plans are required to ensure that sufficient land is zoned for residential use to cater for the projected population over the lifetime of the Plan. In line with the Core Strategy, Naas requires an additional 2,394 units for the lifetime of the Plan. It is estimated⁷ that 1,346 residential units were constructed in the Plan area since Census 2016, of which 382 units were transferred to social housing clients⁸. This reduces the required housing unit target to 1,430. Planning permissions which have the potential to be implemented or completed during the life of the Plan (extant permissions) must also be taken into consideration as detailed in Table 3.4. Overall, there is a high level of commencement and construction of planning permissions across the plan area and the town has performed significantly in meeting the County's housing targets.

Table 3.4 Units Target (less developed / extant permissions)

	Units
Total units required to 2027	2,394
Less private units/area developed since 2016*	964
Less extant permissions	877
Add 594 cases on the County housing list currently resident in Naas (2021) **	594
Remaining unit target	1,147

**Transferred to social housing clients over the period 2016-2020 amounted to 382 units.*

*** There are 2,275 applicants on the Local Authority's social housing list that have identified Naas as their area of preference (2021), however, only 594 of these are currently resident in Naas.*

3.3.1. Social Housing Requirement

It is important to note that the Plan will also make provision for social housing within the town, through the application of Part V during the planning application process, and through Local Authority and Voluntary Housing developments.

Following consultation with the Housing Section during the preparation of this Local Area Plan, it was established that 594 cases on the Local Authority's housing list are

³ As per Table 3.3 Kildare County Development Plan 2017-2023 (Variation No. 1).

⁴ As per Table 3.3 Kildare County Development Plan 2017-2023 (Variation No. 1).

⁵ Annualised growth of 838 persons per year (5,866/7) for the additional year to 2027.

⁶ Housing target based on an occupancy rate of 2.8 as detailed in the Core Strategy of the CDP (6,704/2.8).

⁷ This figure is based on the results of survey of zoned residential lands undertaken in October 2020.

⁸ There are 594 cases on the county housing list currently resident in Naas, further detail under Section 3.3.1.

currently resident in Naas and therefore do not represent population growth in the context of the Core Strategy.

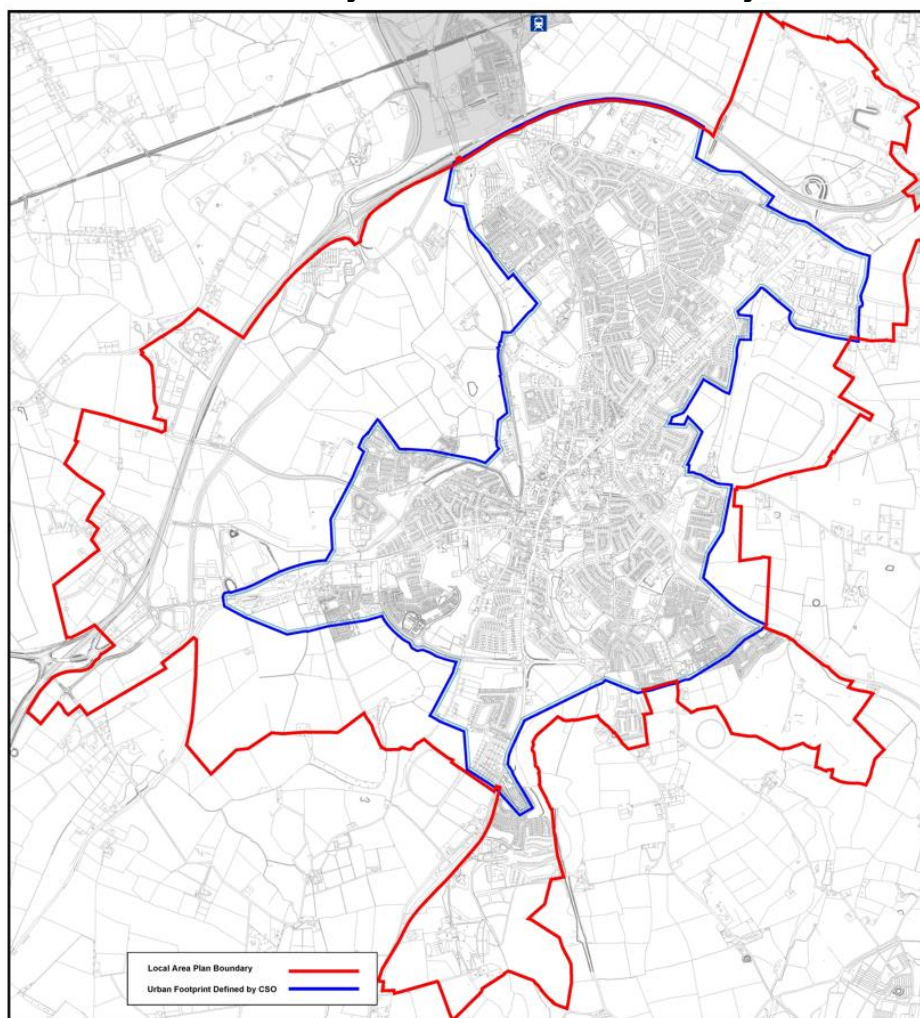
The Council are currently progressing two substantial social housing schemes in Naas in addition to three units at Craddockstown Road. The schemes at the Caragh Road and Rathasker Road, will provide 73 and 100 housing units respectively. While it is acknowledged that these proposals do not accommodate a significant percentage of those currently awaiting social housing, further units will be acquired through other social housing delivery mechanisms such as Part V and through supporting housing developments brought forward by Approved Housing Bodies.

3.4. Approach to New Residential Zoning

Consolidation and infill development underpin the development strategy in this Plan in line with achieving Strategic Objective No. 1 (Compact Growth) of the National Planning Framework (NPF). National Policy Objective (NPO 3c) of NPF requires that at least 30% of all new housing units (2,394) must be delivered within the existing built-up footprint of the town (Figure 3.2 refers). The required 30% of the housing units is 718. From analysis of the units either constructed and the remaining extant permissions 899 units are within the CSO defined settlement boundary which is excess of this requirement. Due to the nature of the settlement boundary that defines the built-up area of the town and the emphasis on delivering sequential and compact growth the additional land required to meet the remaining unit target will be achieved within the CSO defined settlement boundary (see Figure 3.2) or contiguous to the boundary, representing appropriate consolidation of the built-up area.

The approach to new residential zoning was also informed by the Naas/Sallins Transport Strategy which outlines a number of physical interventions and other measures necessary to create a sustainable model of development for Naas for existing and future residents and to make the move towards creating a low carbon town. Awareness of this Strategy was crucial to informing the overall future development strategy for the town of Naas and in particular determining the most suitable residential sites. Balancing housing provision with infrastructure delivery, in order to assist in the realisation of objectives for the delivery of some of the key infrastructure necessary to achieve the overall vision for Naas, as a Key Town.

Figure 3.2 Naas Plan Boundary and Settlement Boundary as defined by CSO



3.4.1. A Tiered Approach to Zoning

The National Planning Framework (NPF) requires the Plan to adopt a Tiered Approach to Zoning. With specific reference to Appendix 3, the NPF sets out a two-tier approach to land zoning as follows:

- Tier 1:** Serviced Zoned Land – comprising lands that are able to connect to existing development services and generally positioned within the existing built-up footprint of a settlement or contiguous to existing developed lands or spatially sequential within the plan area.
- Tier 2:** Serviceable Zoned Land – comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan. These lands may be positioned within the existing built-up footprint of a settlement, or contiguous to existing developed lands or to Tier 1 zoned lands. The potential for delivery of the required services and/or capacity to support new development on Tier 2 lands must be identified and specific details provided by the planning authority in the form of an Infrastructural Assessment.

The National Planning Framework is explicit in stating that ‘where lands cannot be serviced during the lifetime of the Plan, they should not be zoned for development⁹.

To comply with the requirements of Appendix 3 of the National Planning Framework, a Sustainable Planning and Infrastructural Assessment (SPIA) was undertaken to assess the suitability of lands for future development. This assessment which accompanies the Plan, provides a weighting of potential sites for future development on the basis of sustainable planning and serviceability/infrastructural grounds. This assessment assists in the designation of lands as either Tier 1 lands or Tier 2 lands and identifies the likely development services required to support new development. An indicative timeframe for delivery of critical infrastructure i.e., short, medium term or long term is also provided. The SPIA was integral in informing the future development strategy for the town of Naas over the plan period and beyond.

In order to provide a comprehensive assessment of all potential sites within the Plan area, the SPIA identifies sites in excess of the requirement needed for the Plan period. In the interests of orderly development and to protect lands which have the potential to deliver residential units into the future, these sites have been zoned New Residential Phase II.

Furthermore, the Plan designates land within the Northwest Quadrant as Strategic Reserve, these lands will enable the delivery of a Bus-only Route to Sallins through the Northwest Quadrant which will facilitate the future development potential of these lands for the town of Naas and indeed the County and region. These lands will be subject to a masterplan for the overall area on completion of the Flood Relief Scheme currently being undertaken on the Northwest Quadrant (see Chapter 9). The development of these key lands is crucial to unlocking the potential for Naas as both the County Town and as a Key Town. In order to protect the integrity of these lands and to ensure their development is plan led, no development shall be permitted on lands zoned Strategic Reserve until the masterplan is prepared (informed by the initial stage of the Naas Flood Relief Scheme currently being progressed) and integrated into the local area plan by way of a statutory amendment (See Chapter 10, Objective NWQ 1.1).

3.5. Residential Capacity

The town centre of Naas is relatively compact and presents a variety of regeneration opportunities (see Section 10.4.2 on Core Regeneration Areas). While this Plan promotes the regeneration of the town centre as a high intensity mixed use area, it also acknowledges that there may be issues around site amalgamation, access and building standards in terms of providing any substantial residential uses within these areas. Although residential uses will be encouraged, the urban regeneration strategy for the town centre focuses on rekindling the economic, civic and amenity function of these areas.

⁹ National Planning Framework, Appendix 3: A Methodology for a Tiered Approach to Land Zoning.

One specific Key Development Area (KDA) at the Devoy Barracks which extends to ca. 4.4 hectares has been identified. Given the location of the lands proximate to the town centre and public transport, the site has the capacity to deliver a higher density.

3.5.1. Core Regeneration Areas (CRAs)

The Plan has been informed by an Urban Regeneration and Development Strategy (refer to Chapter 10) which was developed to support the consolidation and revitalise underutilised and vacant lands within the existing built-up area of the town. Six Core Regeneration Areas (CRAs) have been identified with a high-level development framework provided for each site.

It is envisaged that many of the Core Regeneration Areas will contain an element of residential according to the context and character of each area. The density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local conditions, sensitivities and having regard to the various provisions on development management with the Kildare County Development Plan along with the relevant Section 28 Ministerial Guidelines.

However, many of these sites have remained underutilised for many years, over many plan periods, despite their obvious development potential. The Council is cognisant even through active land management of these sites they may not come on stream during the life of the Plan. Therefore, a balance is required within the Plan to provide sufficient land to achieve housing units and the regeneration of the town centre.

3.5.2. Key Development Area

The Plan identifies one Key Development Areas (KDA) located at Devoy Barracks, to cater for new residential development and ancillary facilities. A detailed design framework for the site is provided for in Chapter 10. The KDA is located within the settlement boundary and therefore achieves compact growth within the town.

The following Table 3.5 represents the outstanding residential capacity on sites in Naas. The sites outlined have been informed by the Sustainable Planning and Infrastructural Assessment (SPIA) which accompanies this Plan.

Table 3.5 Estimated Residential Capacity of Lands Zoned New Residential

Site Ref. No.	Location	Site Area (Ha.)	Estimated capacity	Density range
Planned Local Authority Housing Schemes¹⁰				
C (1)	Old Caragh Road	2.06	73	35
C (10)	Craddockstown Road	0.68	3	4
A (4)	West of Rathasker Road (CRA 4)	1.34	100	75
Private Landholdings				
C (2)	Devoy Barracks	4.37	175 -218	40-50
C (16)	The Racecourse	6.3 ¹¹	220 – 315	35-50
C (12)	Tipper Road / Blessington Road	3.2 ¹²	112-160	35-50
C (19)	Sallins Road / Oldtown	2.56	102 -128	40-50
C (15)	Craddockstown	4.0	140-200	35-50
C (3)	Finlay Park	2.8	112-168	40-60
C (13)	Dublin Road	1.1	39-55	35-50
Town Centre Core Regeneration Areas¹³				
	CRA 1: Main Street	-	22/2= 11	-
	CRA 2: Castle Quarter	-	166/2 =83	-

¹⁰ Reference Section 3.3.1 Social Housing Requirement

¹¹ A reduction of 10% of the overall site for the construction of the Gallops Avenue.

¹² A reduction of 10% of the overall site for the construction of the Gallops Avenue.

¹³ Allocated unit capacity of Town Centre Core Regeneration Areas to be reduced by 50%.

	CRA 3: Corban's Lane	-	12/2 =6	-
	CRA 4: Rathasker Road	-	9/2 =5	-
	CRA 5: Northeast Gateway	-	33/2= 17	-
	CRA 6: Canal Quarter	-	143/2=72	-
Total		28.41	1,270 – 1,614	
Extant Permissions				
C (6) **	Devoy Quarter (Devoy Link Road)	2.24	152	68
C (7) *	Oak Park	2.49	71	29 ¹⁴
C (8) **	Blessington Road	5.53	118	21 ¹⁵
C (7) ** Infill	South of Oak Park	1.0	7	7
Total		11.26	348 ¹⁶	
Combined Totals		39.67	1,618 – 1,962	

* *Relates to extant permissions active on site*

** *Relates to an extant permission*

It should be noted that the development of the lands adjacent to the Racecourse is fully dependant on the delivery of Gallops Avenue (See Chapter 5 and Chapter 10 Objective URD 1.15) as detailed in the Naas/Sallins Transport Strategy. The realisation of this new connection is considered to be a significant and strategic intervention in order to progress the regeneration of the town centre by alleviating traffic from the Dublin Road thereby enabling the progression of the Dublin Road Naas Corridor Scheme (which includes the Poplar Square plaza). The additional residential units would likely be delivered towards the end of the plan period. The site

¹⁴ The stated units per hectare represent a portion of an overall residential scheme.

¹⁵ The stated units per hectare represent a portion of an overall residential scheme.

¹⁶ These figures differ from the extant figure under Table 3.4 as some of the extant permissions are on sites zoned B: Existing Residential.

extends to ca. 7 ha and it is estimated the development of the site would result in additional circa 220 to 315 units, over the lifetime of the Plan once the delivery of the road is complete.

3.6. Compliance with the Core Strategy

The Council will endeavour to monitor the number of residential units permitted and developed on an annual basis within Naas, having regard to the overall Core Strategy for County Kildare and Naas. As detailed in Section 3.1.1. the new Kildare County Development Plan shall be adopted in 2023, which may provide for revised population/housing targets for Naas and the Council is committed to amending this Plan through a statutory amendment under Section 20 of the Planning and Development Act 2000 (as amended) to provide for further additional residential units within Naas.

3.7. Economic, Retail and Social Infrastructure Capacity

3.7.1. Employment

The Plan seeks to designate a sufficient amount of land for both enterprise and employment functions, commercial development and for industry and warehousing uses commensurate with Naas's role as a Key Town. The Plan continues to support the town centre as the commercial core. It is envisaged that the larger campus style sites and high-end office complexes will be located in the Northwest Quadrant. Industry and Warehousing are proposed to the southwest and northeast of the town. Sites have been identified for commercial/residential development on land located in the northeast of Naas off the Dublin Road and on the corner of the Newbridge Road / South Ring Road. Lands have been zoned for a mix of general commercial/ industrial/ enterprise uses at the Maudlins Interchange. A specific zoning for the development of Data Centres has been applied to two sites which are considered suitable for land extensive development.

3.7.2. Retail

The policies and objectives of this Plan underpin an overall strategy which seeks to strengthen and protect the viability of the established retail function of Naas. This will be achieved through a combination of measures including an Urban Regeneration and Development Strategy (see Chapter 10) that outlines a range of opportunities for the town centre along with protecting established neighbourhood centres through appropriate land use zoning objectives.

3.7.3. Social Infrastructure

A key component of this Plan is the provision of adequate social infrastructure to cater for both the needs of the existing population as well as to accommodate the projected level of growth within the plan area. In this regard a Social Infrastructure Audit has been carried out to identify any existing shortfalls and ensure that adequate provision is made for such infrastructure to meet the future needs of the plan area. On foot of the findings of this Audit a number of objectives and actions have been set out in this Plan to support the delivery of such infrastructure.

3.8. Environment and Heritage Protection

The environmental sensitivities of the county identified in the Strategic Environmental Assessment (SEA) process for the Kildare County Development Plan 2017-2023 have informed the Core Strategy and the role it identifies for Naas. The Plan

responds to environmental factors such as those areas at risk of flooding. It also acknowledges the importance of built and natural heritage as an environmental and economic asset (including tourism) and includes comprehensive and integrated objectives for its conservation and enhancement. The Plan has also been subject to and informed by a Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA). Regarding built heritage protection, a Statement of Character has also been prepared for the Naas Architectural Conservation Area (ACA) which provides the local authority, residents and developers with best practice advice for development within the ACA.

3.9. Future Development Priorities

This Plan has been prepared in the context of a longer-term vision for Naas, which will only be achieved by focussed implementation of sustained and targeted measures over the medium to long term, some of which may extend beyond the life of this Plan. However, this Plan presents an opportunity to address shortfalls in social infrastructure provision and initiate the necessary transition to a low carbon and sustainable model of development that will improve the quality of life for people living in the town. Furthermore, the implementation of the Urban Regeneration and Development Strategy will provide a key area of focus for the rejuvenation and development of the town during the life of the Plan.

In the post-2027 period or following the review of the Kildare County Development Plan, the lands identified as Strategic Reserve lands represent an opportunity for the future strategic growth within the Northwest Quadrant, consolidating the employment arc with the town centre and realising the roads objective for a Bus-only Route through these lands. The Strategic Reserve designation seeks to protect such lands from inappropriate forms of development which would impede the orderly and efficient expansion of the urban settlement, while also waiting for the finalisation of the Naas Flood Relief Scheme on these lands.

Policy CS1 – Compliance with the Core Strategy

It is the policy of the Council to support the sustainable long-term growth of Naas in accordance with the Core Strategy of the Kildare County Development Plan 2017-2023 (as varied), or any subsequent plan, the provisions of the National Planning Framework (2018) and the Regional Spatial and Economic Strategy 2019-2031.

Objectives

It is an objective of the Council to:

- CSO 1.1** Support and facilitate compact growth through the sustainable intensification and consolidation of the town centre and established residential areas.
- CSO 1.2** Monitor the scale, type, tenure and location of constructed and permitted developments in Naas during the lifetime of the Plan and apply appropriate development management standards to ensure compliance with the Core Strategy to achieve the delivery of strategic plan-led and coordinated balanced development within the town.

CSO 1.3	Support and facilitate the implementation of the Urban Development and Regeneration Strategy for the town and pursue suitable funding mechanisms to bring forward the realisation of the Strategy as they arise.
CSO 1.4	Focus new enterprise development into lands identified for Enterprise and Employment, and Industry and Warehousing uses.
CSO 1.5	Support the delivery of supporting physical and social infrastructure to support all residential development.
CSO 1.6	Work with multi-disciplinary stakeholders and the business community to realise the objectives and actions contained in this Plan.
CSO 1.7	Transition over the lifetime of the Plan towards the preparation of a Joint Integrated Spatial Plan incorporating both Naas and Sallins to provide a single coordinated development strategy which considers the economic, social and environmental sensitivities within the overall study area, thereby providing a cohesive overall land use strategy for the respective urban environments.
CSO 1.8	Investigate in consultation with the NTA, Irish Water, Irish Rail, Waterways Ireland and other statutory agencies and stakeholders, options for the longer-term development of Naas and Sallins, and in particular the development of the Northwest Quadrant within the context of a masterplan.
CSO 1.9	Preserve the lands identified as 'Strategic Reserve' on Map 11.1 Land Use Zoning Objectives, thereby controlling the level of piecemeal and haphazard development on these lands and safeguarding their strategic value in accommodating the orderly sequential expansion of the urban settlement beyond the current Plan period.

4. Homes and Communities

Aim: To facilitate and deliver liveable, high-quality, nearly zero-energy, integrated residential development that provides for an appropriate demographic mix in tandem with the delivery of good social and physical infrastructure to support the development of vibrant and diverse communities.

4.1. Context

Policy at both national and regional level in tandem with guidance documents recognises that local area plans must act as a vehicle for the delivery of a range of housing types and tenures while supporting community infrastructure necessary for the provision of sustainable mixed-use communities. The theme of 'Homes and Communities' is one of the Seven-Core Themes of this Plan; recognising that liveable neighbourhoods are supported by social infrastructure and a place identity. Chapter 3 outlined the future housing targets which provide for an increase of 2,394 units in Naas up to 2027, from 7,726¹⁷ residential units in 2016. There is a need over the lifetime of this Plan and beyond to continue to respond to the demographic and societal changes occurring within Naas and the wider area, having regard to a varied housing demand and the physical, social and recreational infrastructure provision, which improve quality of life of residents.

The housing mix in Naas currently consists of a high proportion (c.86.8% of overall housing stock) of detached and/or semi-detached dwellings. The provision of a range of homes including apartments, smaller units, age friendly units, single storey houses, adaptable and universally designed homes must also be considered as part of new residential schemes and mixed-use developments to provide a greater choice for the existing and future population of Naas. This Plan seeks to respond to this challenge through the development of residential schemes on appropriately zoned land within the plan area, in accordance with the policies and objectives set out in this Plan.

This Plan acknowledges that a major challenge facing Naas during the plan period and beyond is to consolidate and connect existing and new residential areas. There will also be an emphasis on building communities with a high standard of design, putting emphasis on the principles of placemaking, permeability and connectivity alongside the integration of community and recreation facilities.

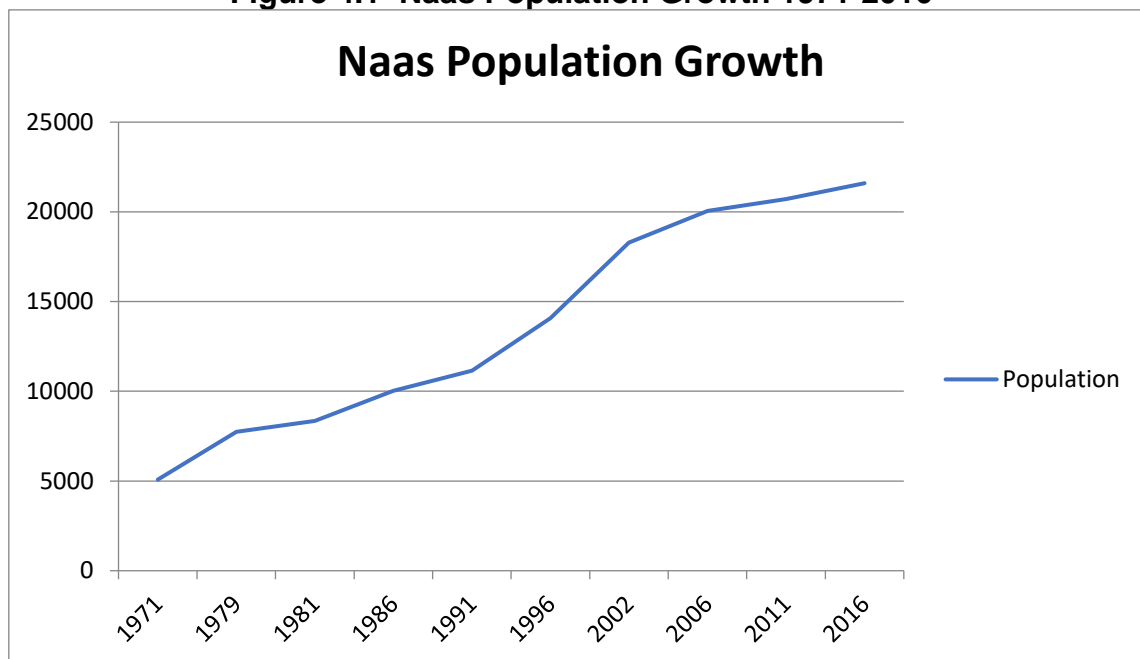
4.2. Demographic Profile

Census 2016 recorded a population of 21,597 persons in Naas Former Legal Town¹⁸ which represents a 4.2% (884 persons) increase in population from 2011 (20,713 persons).

¹⁷ Census 2016, CSO defined Settlement Boundary.

¹⁸ Legal Town data used for comparison over previous as Census 2016 was the first census which contained the CSO defined Settlement Boundary.

Figure 4.1 Naas Population Growth 1971-2016



Source: Census of Population, 2016

4.2.1. Age Profile of Population

According to Census 2016, the age profile of residents in the Naas Legal Town includes a high percentage of children, young people and those at work. The 0-24 age cohort makes up 34.5% of the population which is higher than the national proportion of 33.2%, while the 25-64 age cohorts make up 55% of the population compared to 53.3% nationally. In contrast, there is a lower proportion of the population over 65 years (10.5%) compared to 13.4% nationally. Therefore, Naas needs to provide the appropriate housing mix for the 65+ population cohort in the coming years.

Table 4.1 Population Profile

Age Group	Population	% of Naas Population	% of National Population
0-14	4,839	22.5%	21.1%
15-24	2,540	12%	12.1%
25-44	6,706	31%	29.5%
45-64	5,241	24%	23.8%
65+	2,271	10.5%	13.4%

Source: Census of Population, 2016

4.2.2. Housing Stock

The housing stock of Naas Town was recorded at 7,726¹⁹ units in 2016. Within the housing stock 86.8% of these consisted of either detached or semi-detached houses, with 12.4% of units comprising flats or apartments. The more established

¹⁹ Census 2016 – Settlement of Naas

residential areas are located in Monread and Ballycane and were constructed in the 1970's and 1980's. Recent residential development has occurred along the Kilcullen Road, Blessington Road, Sallins Road, the Southern Distributor Road, Jigginstown and Oldtown Demesne.

4.2.3. Household Size

The average household size in Naas (CSO settlement boundary) comprises of 2.76 persons per household, which is similar to the national average of 2.75. The Kildare County Development Plan 2017-2023 (as varied) uses an occupancy rate figure of 2.8 persons as this is the figure for the county as reported by Census 2016. It is important to note the figure of 2.5 persons occupancy as referred to in the NPF is the projected figure for 2040 and if appropriate will be phased into future Core Strategy calculations in the succeeding development plans for the county.

In 2016, 41.4% of households in Naas comprised couples with children. This is higher than the proportion across the State of 35.2% for this household composition category. In contrast the household composition of one person households in Naas is 17.8% which is significantly less than that of the State at 23.5% for this household category.

Table 4.2 Households by Composition²⁰

Composition	No. of households	Naas %	State %
One Person	1,280	17.8	23.5
Couples without Children	1,324	18.4	18.9
Couples with Children	2,975	41.4	35.2
Lone parent family	636	8.9	10.5
Other	968	13.5	11.9
Total	7,183	100	100

4.3. Residential Development, Capacity and Delivery

A major challenge when considering the creation of new residential areas is to ensure that the development impacts positively on both existing and new residents. New residential and mixed-use areas should seek to create attractive, liveable, safe places with an appropriate mix of house types, sizes and architectural variety that would contribute to the overall setting and character of the town. Good permeability with pedestrian and cycle links informed by the Naas/Sallins Transport Strategy to key destinations such as the town centre, community/recreational facilities, education facilities, and retail areas are a necessity for ensuring the development of sustainable

²⁰ Source: Census of Population, 2016, Naas Legal Town. Note the number of households does not equal housing stock. Housing stock consists of permanent private households (inhabited by both usual residents and visitors), holiday homes, vacant houses or apartments along with dwellings where all the occupants were temporarily absent on Census night.

communities. Applications for residential and mixed-use development must have regard to design principles outlined in Chapters 10 of this Plan, the Kildare County Development Plan and must clearly demonstrate compliance with statutory planning guidelines.

Naas has a number of existing infill sites on town centre zonings which can provide significant opportunities for a wide number of mixed uses that could incorporate residential development. This Plan seeks to establish a framework for the provision of housing that takes account of the demographic profile, existing housing and household types of Naas and its strategic economic position within Kildare and as a Key Town in the Core Region of the Eastern Midland Regional Area. The framework for delivery of residential development comprises five strands:

- (i) Focusing residential development for the Plan period within the CSO defined settlement boundary as delineated under Census 2016.
- (ii) Focusing infill/brownfield mixed use development, including residential development, into the six Core Regeneration Areas (CRAs) located within the existing town centre area based on urban design principles set out in Urban Regeneration and Development Strategy in Chapter 10. CRAs seek to consolidate and regenerate the town centre area and encourage more people to live and work in the town.
- (iii) Active land management will be encouraged, including the application of the Vacant Site Levy along with the pursuit of funding under the Urban Regeneration and Development Fund (URDF) in order to bring forward vacant and underutilised sites for the supply of housing and to support urban regeneration.
- (iv) Integrating new residential communities with the inclusion of one Key Development Area (KDA); the Devoy Barracks, along with lands zoned for New Residential development and the Core Regeneration Area sites in the town centre. Development of these sites should comply with the area-based design guidance and the Urban Regeneration and Development Strategy set out in Chapter 10.
- (v) Delivering physical and social infrastructure in tandem with residential development to support the continued development of a healthy, active and liveable town.

Policy HC1 – Residential Development

It is the policy of the Council to ensure that sufficient land is available at appropriate locations to satisfy the County Core Strategy growth allocation for Naas, to ensure Naas maintains its status as one of Kildare’s Key Towns and that good quality housing is provided.

Objectives

It is an objective of the Council to:

- HCO 1.1** Support new residential development and infill development that occurs in tandem with the delivery of supporting physical and social infrastructure.
- HCO 1.2** Support approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing and exploring new models at low-cost rental and affordable homeownership.
- HCO 1.3** Encourage the appropriate redevelopment of brownfield and infill sites for residential uses within the footprint of the existing built-up area.
- HCO 1.4** Manage the provision of one-off housing on lands zoned as I: Agricultural. Limited one-off housing may be permitted in this zone subject to compliance with Chapter 4, Rural Housing Policy of the County Development Plan 2017-2023 (as varied) or any subsequent development plan subject to compliance with all other normal siting and design considerations.
- HCO 1.5** Promote the sustainable development of vacant residential and regeneration sites in Naas, through the application of the provisions of the Urban Regeneration and Housing Act 2015 (as amended), Vacant Site Levy, on Residential Land and Regeneration Land.²¹
- HCO 1.6** Continue to pursue potential funding avenues and apply for funding under the Urban Regeneration and Development Fund and other available funds to realise the vision for Naas Town Centre.
- HCO 1.7** Require all Strategic Housing Development applications, or applications for 100 residential units or more, to include an assessment of how the development connects to high-capacity sustainable transport services and measures proposed to improve this.

²¹ Urban Regeneration and Housing Act 2015 (as amended) - “regeneration land” means land identified by a planning authority in its development plan or local area plan, after the coming into operation of [section 28](#), in accordance with section 10(2)(h) of the Act of 2000 with the objective of development and renewal of areas in need of regeneration, and includes any structures on such land.

HCO 1.8 Require all new housing developments to deliver safe areas for children to play as part of the public open space provision, in accordance with standards for new developments set out in the Kildare County Development Plan.

Actions

- Identify and acquire lands at appropriate locations for social housing to meet the Councils housing needs.
- Prepare a Vacant Sites Register for Naas in accordance with the provisions of the Urban Regeneration and Housing Act 2015 (as amended) and carry out Active Land Management to ensure regeneration of appropriate sites within the town centre and on lands located at Maudlins Interchange.

4.4. Residential Density, Mix and Design

Given the proximity and connectivity of Naas to Dublin and being a key employment centre in the Core Region, it will continue to be an attractive place to live. It is anticipated that there will continue to be a strong demand for a varied mix and type of housing within the Plan area, especially for single occupancy units given the limited supply, which can provide the elderly with more suitable housing in order for them to free up larger homes by downsizing. The Plan seeks to address this imbalance by ensuring a greater mix of house types. Residential schemes should provide for both a mix of dwelling size and dwelling type to cater for a diverse range of housing needs. The overall design and layout of schemes should be of high quality and comply with the urban design principles contained in the Kildare County Development Plan 2017-2023 (as varied) or any subsequent development plan.

The guidelines titled Urban Development and Building Heights: Guidelines for Planning Authorities (DHPLG, 2018) contain a number of mandatory Specific Planning Policy Requirements (SPPRs) which local authorities are obliged to provide for when making their statutory plans. Of particular relevance to this Plan is SPPR 1 which requires local authorities to explicitly identify areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development and that such plans shall not provide for blanket numerical limitations on building height.

Having regard to the requirements outlined, this Plan does not propose to place any height limitations on new development in Naas. Also, in keeping with the provisions set out in SPPR 1 the town centre has been identified for the possible location of taller buildings.

Taller buildings can, in circumstances where they are well-designed and sited, make a positive contribution to an urban setting, however, particular care must be taken when making such interventions in a town with such a rich historic fabric as Naas which is also an Architectural Conservation Area (ACA).

Government policy as outlined in the Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities (DEHLG, 2009) and the Urban Development and Building Heights: Guidelines for Planning Authorities (DHP&LG, 2018) state that land is a scarce resource and should be managed efficiently. These guidelines set out a range of appropriate densities for different site locations having

regard to the level of transport available. As a general principle, higher densities should be located in town centre infill locations and proximate to public transport.

The design of residential schemes in close proximity to Naas's heavily trafficked road network should have regard to the noise levels from these roadways. Developers should engage acoustic specialists in the early stages of the design process for new residential developments in order to mitigate any negative impacts concerning noise.

4.4.1. Group/Special Needs Housing

There are a number of groups in society with specific design and planning needs including older people, members of the Travelling community and people with disabilities. The assessment of current needs for traveller accommodation detailed in the Council's Traveller Accommodation Programme 2019-2024 identified nine units for the Naas Municipal District area comprising of four standard social houses and five group houses.

Kildare County Council's Strategic Plan for Housing Persons with Disabilities (2016) has a target that a minimum of 12% of new builds should be suitable for persons with a disability. This Plan places emphasis on universal design in order to provide for those with specific housing needs. Universal Design is not only applicable to the needs of people with disabilities, but to everyone, regardless of age, size, ability or disability, as no person operates with full capability for every activity for the duration of his or her lifetime.

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

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

4.4.2. Low Energy Buildings

The design construction and operation of new buildings has a significant role to play in reducing energy demand and increasing energy efficiency into the future. The Nearly Zero-Energy Buildings (NZEB) applies to all new buildings occupied after the 31st December 2020. Therefore, all new homes will have a typical Building Energy Rating (BER) of A2 compared within the current rating for new builds of A3.

Retrofitting and refurbishment of the existing housing stock also plays an important role in meeting higher energy efficiency standards in the future. Grants are available through the Sustainable Energy Authority of Ireland (SEAI) to upgrade the energy efficiency of a person's home.

4.4.3. Housing for Older People

Supported housing and longer-term residential care facilities for older people should be fully integrated into the local community. These facilities should be within walking

distance of the town centre, key services, public transportation, car parking and public spaces set within a universally designed and age friendly public realm. McAuley Place has become a national exemplar model of housing for older people and there will be further opportunities for Naas to expand this supported housing market.

4.4.4. Becoming an Age Friendly Town

In future proofing Naas to cater for an increased older population we can help make it a town that allows people to age in their community whilst also creating stronger more sustainable settlements. Such an aspiration requires an integrated approach and targeted investment at many levels from social infrastructure, to mobility and housing.

In this regard, Kildare County Council is leading the way and there are many examples where measures are actively being implemented to make Naas an age friendly town. For example, a number of measures from the 2013 Walkability Audit have been carried out such as, age friendly seating located at different areas throughout the town, the most recent being at the Fairgreen.

In the provision of housing Kildare County Council has appointed an age friendly housing specialist who will be involved in developing a programme to implement the age friendly housing policy at local level. In relation to housing provision in Naas there are plans afoot to develop assisted living units on a site in the town centre and supported living units within Elsmore residential development.

Policy HC2 - Residential Density, Mix and Design

It is the policy of the Council to ensure that all new residential development provides for a sustainable mix of housing types, sizes and tenures and that new development complements the existing residential mix.

Objectives

It is an objective of the Council to:

- HCO 2.1** Require that a good mix of housing types and sizes is provided in all new residential areas and in appropriate brownfield/infill areas, to meet the needs of the population of Naas, including the provision of appropriate supported housing and longer-term residential care solutions designed for older people and/or people with disabilities. All planning applications on lands zoned C: New Residential or C: New Residential Phase 2 shall be accompanied by a Housing Mix Statement illustrating compliance with this objective.
- HCO 2.2** Seek to provide Traveller Specific Accommodation at appropriate locations close to key services, including education, community, health, recreation and public transport facilities in accordance with the Traveller Accommodation Programme 2019-2024.
- HCO 2.3** Require that residential schemes in close proximity to Naas' heavily trafficked roads and streets are designed and constructed to minimise noise disturbance. A suitably qualified acoustic specialist

	shall be engaged in the development design process, paying particular attention to the Kildare Noise Action Plan 2019-2023 (or any subsequent plan) and the EPA ‘Environment and Wellbeing’ Maps ²² . An Acoustic Design Statement, including proposals for post-construction noise monitoring, clearly demonstrating that significant adverse noise impacts will be avoided shall be submitted with development applications.
HCO 2.4	To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use or for a mixture of residential and other uses (save where the development is exempt from the provisions of Part V).
HCO 2.5	Promote high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro fitting of energy efficiency in traditional buildings. All new buildings will be required to achieve the Nearly Zero-Energy Buildings (NZEB) standard in line with the Energy Performance of Buildings Directive (EPBD).
HCO 2.6	Support the objectives set out in Kildare Age Friendly County Strategy 2019–2021 and any subsequent strategy, regarding the implementation of Age Friendly principles in the planning, design and delivery of physical infrastructure, public realm works, business and commercial premises.
HCO 2.7	To comply with the Special Policy Planning Requirements (SPPRs) for apartment standards and building heights issued under Section 28(1) of the Planning and Development Act 2000 (as amended).
Actions	<ul style="list-style-type: none"> • Identify and develop sites in Naas and/or the greater Municipal District to provide accommodation appropriate to the needs of members of the Traveller community. • Continue to provide Home Energy Kits for the public to borrow free of charge in Naas Library, to help the public identify common issues such as lack of insulation, poor ventilation and the appliances that might be driving up electricity bills in homes.

4.5. Social Infrastructure

As part of the plan-making process a Social Infrastructure Audit (SIA) was carried out (separate document accompanying the overall plan) to examine the availability and capacity of existing social infrastructure facilities in Naas, to determine future requirements and make recommendations based on existing and anticipated settlement growth.

²² <https://gis.epa.ie/EPAMaps/>

Social Infrastructure relates to the provision of services and facilities which are essential for health, well-being and the social development of a town. Social infrastructure facilities include for example, schools, health services, doctor surgeries and community specific services, as well as areas which can offer active sports and passive recreational activities. In addition to the actual activity and function, social infrastructure facilities can provide an invisible platform of community and social interaction which some residents may rely upon for personal well-being. The provision of the requisite levels of social infrastructure within Naas is therefore important and vital to support the needs of the existing and planned residential base.

The audit was structured as follows:

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

4.5.1. Assessing the Existing Situation

The 'baseline' assessment was derived from a desk-top examination of available information and field assessment, use of digital mapping techniques to identify spatial relationships between community infrastructure in the study area and an analysis of the demographic profile. This assessment included:

- (i) A social and demographic profile of the community who live within the study boundary (Naas Legal Town boundary).
- (ii) Identification and catalogue of existing community infrastructure features (including where relevant, their capacity) under a number of predefined themes including education / training, childcare, health, sports and recreation, social / community services, arts and culture, faith and other features.

Education

Facilities examined under this theme include primary schools, post-primary schools along with third-level evening classes and skills development programmes. Within the study area (Naas Legal Town boundary) there are eight primary schools, five post-primary schools and six further education / training centres.

Direct consultation with the primary schools revealed that they are oversubscribed for primary school places with many schools operating waiting lists. Six of the eight schools are operating at or above their capacity. The schools can accommodate 3,186 children; however, 3,226 pupils are enrolled in the eight primary schools for the 2019/20²³ academic year.

The post-primary schools are operating above capacity too. There are 3,854 students enrolled for the 2019/20 academic year within schools that are built to accommodate 3,248 students.

²³ Source: Naas Social Infrastructure Audit (July 2020)

Childcare

Childcare facilities are well distributed spatially within Naas with 21 premises (two located outside plan area but in close proximity) spread throughout the study area. They are predominantly located close to or within existing residential developments. Figures obtained from these facilities show that 777 children were enrolled for the 2019/20 year²⁴ with availability for 824 children, therefore operating at 94.3% capacity rate. However, the majority of the provision comprises of sessional care which provides the government funded Early Childhood Care and Education (ECCE) Programme for children aged approximately three years, for three hours a day. Seven premises provide full time care providing 409 places across a range of ages, 0-5, which would also include children availing of the ECCE Programme. Many have long waiting lists and two premises have stated that they need to find alternative accommodation of else face closure. Therefore, there is a significant under provision for full-time care and care for the younger age profile in Naas.

Health

Healthcare facilities include GPs, health centres, dentists, pharmacies, care and other related facilities. The audit indicated a total of 51 health facilities comprising one hospital (adult - 16 years plus), 12 GP practices, a care-doc facility, three nursing homes, 11 pharmacies, 14 dentists and nine physiotherapists.

It should be noted that while this Plan supports the extension and/or appropriate expansion of the hospital, the SIA did not examine hospital beds or adult critical care capacity, as it is outside the remit of a land use plan. However, the National Adult Critical Care Bed Capacity Census 30th September 2019, states that Naas ICU²⁵ has; four Level 2 HDU Beds, four Critical Care Bed Capacity and one non-operational, commissioned critical care beds (funding allocated).

There are no national standards for health provision in Ireland relating to the provision of primary care centres or the number of doctors for an area. Having regard to the Graduate Medical Education National Advisory Committee (GMENAC) an advisory group to the US Department of Health and Human Services the benchmark of 0.25 physicians per 1,000 population is used. Taking the projected population to 2027 for Naas results in provision for 0.92 per 1,000 population, which is in excess of the benchmark requirement. However, through consultation with the GPs it was discovered that all general practices in Naas were at capacity and were finding it difficult to facilitate new patients.

Sport and Recreation

Sports and recreation facilities in Naas were examined under two headings: open space and sports facilities and amenities.

Sport Facilities and Amenities

There are 21 locations in Naas with sports facilities of different descriptions. Several clubs and facilities are clustered at the following locations: Naas Sports Centre, Naas GAA, Monread Park and Monread Community Centre. The audit identified 26 different clubs many of which share facilities. The facilities accommodate 12 outdoor

²⁴ Source: Social Infrastructure Audit (July 2020).

²⁵ Intensive Care Unit (ICU) and High Dependency (HDU).

playing pitches (nine soccer and three GAA); four astro-turf pitches (three soccer and one hockey), 12 tennis courts; four indoor halls/courts; one golf course (18 holes) and one 400m outdoor athletics track.

Other amenities include four playgrounds; one skate park; four swimming pools (two public and two private located at the Osprey and Killashee Hotels). The town is also in close proximity to Punchestown Racecourse located to the southeast and Naas Rugby Club located to the east of Johnstown, which comprises three pitches, a clubhouse and on-site parking. Craddockstown Golf Course is located within the plan boundary and Naas Golf Club is located north of the M7 at Kerdiffstown.

Open Space

The provision of open space was examined under a range of types and standards. There is circa 118.8 hectares of open space within the study area. The audit by type of open space indicated that Naas contains a neighbourhood park (16.45 ha) at The Lakes / Fairgreen off the Kilcullen Road and a local park Monread Park (10.23 ha). Playgrounds account for 0.932 ha, natural/semi natural green space extends to 22.9 ha and amenity green space which are relatively small areas of open space throughout the town accounts for ca. 55 ha.

The neighbourhood park at The Lakes / Fairgreen falls short on the recommended standards as it is primarily for passive recreation and does not provide for active uses. Monread Park is an excellent example of a local park given the range of activities provided for on-site. It is also in excess of the ≥ 2 ha requirement for a local park.

Social and Community

Social and community facilities are a broad category and can include general civic services and services targeted at specific sections of the community. Excluding the fire station and garda station, there are ten other social/community services such as the library, community centres at Monread and on the Sallins Road, Men's Shed, McAuley Place and Enable Ireland. There are other notable community services located within other facilities such as the Halo Project, Amen, Aware, Naas Tidy Towns, Naas Lions Club and Scouts Ireland. It is considered that Naas is adequately served with community services for the projected population of the town.

Arts and Culture

There are 11 arts and culture facilities in the town. All of these are related to music, speech and drama. Facilities are dispersed in various locations across the town with a concentration of facilities in the town centre and a number also outside the study area, but which serve the town.

Faith

There are 12 places of worship in the town. Saint Corban's Cemetery is the only public cemetery in Naas with an average 120 internments per annum, with approximately 646 plots remaining. A columbarium wall was installed in 2019 to ease the burden on space with capacity for 100 with 96 places remaining at the time of the audit.

4.5.2. Future Demand Analysis

The social infrastructure audit also considered the existing infrastructure provision relative to the existing and projected population for the period of the Plan and best practice provision.

Education

The audit revealed both primary and post-primary schools are currently operating at capacity. Primary schools have capacity for 3,186 students and 3,226 students are enrolled in the schools. The audit revealed that post-primary schools have capacity for 3,248 students with 3,854 enrolled. It is evident that at both levels of education, schools are operating to a larger catchment than the town boundary given the lack of post-primary education facilities in neighbouring areas such as Sallins, Kill and Johnstown and personal choice that a larger town can accommodate.

Primary schools in Naas are serving a larger catchment than the legal town boundary. It is envisaged that an additional 1,030 student places are required for the plan period. The Department of Education and Skills have school building projects planned for St. Corban's National School and the Mercy Convent²⁶. The development proposal for the Mercy Convent Primary school is to provide for 32 classrooms (896 students) on the site of the existing school which has capacity for 616 students, thereby providing for an increase of 280 places. This project is to be retendered²⁷. The St Corban's NS project is at preliminary design stage (Stage 1), the project is to provide accommodation for a 16-mainstream classroom and two Special Educational Need Base Classroom schools. This project will replace the existing school on site.

The Council have liaised with the Department of Education and Science (DES) during the Plan preparation process as a new school, Naas Primary is at site acquisition stage. From ongoing consultation with the DES, it is envisaged that this school will be a 24 mainstream classroom school. Taking the average pupil to teacher ratio of 26:1 this will result in an additional 624 student places.

At post-primary school level, given the high level of inflow of students from the surrounding areas the audit anticipated an additional 1,800 post-primary places would be required to 2027. The Department of Education and Skills have school building projects at post-primary level for the Naas Community School and St Mary's Girls Post-Primary. Planning permission has been granted for a post-primary school for the Naas Community School with capacity for 1,000 students at Millennium Park and the developers are actively on-site with a provisional completion date in 2021. With regards St Mary's College Post-Primary, the procurement of the design team has commenced²⁸, the brief is to provide an appropriate extension and the refurbishment of existing buildings for the long-term enrolment of a 1,000-pupil school. The school is currently operating at 208% capacity, having enrolled 1,042 students in a school with existing capacity for 500 pupils. Similarly, the existing Naas

²⁶ www.education.ie (September 2020) Current Status of Large-Scale Projects Being Delivered under the School Building Programme.

²⁷ www.education.ie (September 2020) Current Status of Large-Scale Projects Being Delivered under the School Building Programme.

²⁸ www.education.ie (September 2020) Current Status of Large-Scale Projects Being Delivered under the School Building Programme.

Community School has 476 students enrolled, which would leave approximate available capacity for 524 students. Therefore, the new school under construction will alleviate some of the pressure in Naas.

The Council have liaised with the Department of Education and Science during the Plan preparation process and it was advised that an additional post-primary school would be required having regard to the population projections in the Plan and in consideration of the RSES figures.

Taking this into consideration, this Plan has zoned land for possible locations for new schools; located north of the R409 road to Caragh, the site adjacent to both the Kilcullen Road and the Southern Distributor Road, in addition to a site off the Southern Distributor Road adjacent to recent residential developments at Castle Farm and Elsmore. In identifying suitably located lands the Council has had regard to the Development Plans: Guidelines for Planning Authorities (DEHLG, 2007), the Department of Education and Skills Technical Guidance Documents for primary schools and the Memorandum of Understanding between the Department of Education and Skills and the County and City Manager's Association on acquisition of sites for school planning purposes (2012).

Childcare

The audit into childcare provision has highlighted that there is existing under provision especially for full time care and for children under three years. A total of 640 additional childcare spaces is required to accommodate the projected housing growth to 2027. There are a number of extant planning permissions that would provide for 445 childcare places leaving 193 places outstanding.

The 'Childcare Guidelines for Planning Authorities' establishes an indicative standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings in new housing areas. Planning applications for housing within new development areas will be required to outline proposals to meet childcare requirements on a pro-rata basis in accordance with the Implementation and Delivery Schedule, Table 11.4, Section 11.2, set out in Chapter 11.

Health

Based on the projected growth and the number of doctors practicing in Naas (excluding hospital services) the provision of healthcare appears to be adequately catered for according to the benchmark of 0.25 physicians per 1,000 population outlined by Graduate Medical Education National Advisory Committee (GMENAC). However, given that Naas serves a larger catchment general practices are experiencing significant pressure in the provision of healthcare. Medical consultant/ health centre is permitted in principle and open to consideration across a number of land use zonings within the Plan.

Naas Hospital has the potential for further expansion, to provide for additional beds and associated services within the existing hospital site (see also Section 4.5.1 above).

Social and Community

The location of future community services should be provided relative to the location of target user groups and their level of accessibility insofar as practical. Based on benchmarks used in Northern Ireland (*Causeway Coast and Glens Borough Council, Strategic Framework for Community Centre Provision, 2016*) there is no requirement for additional facilities in Naas during the lifetime of the Plan.

Arts and Culture

There are no typical benchmarking standards for arts and culture to identify the requirement for the projected population. However, a number of public submissions made on the Draft Naas Local Area Plan (2019) outlined the need for an Arts Centre in the town. There are a number of locations through the Plan area that could facilitate an Arts Centre such as on town centre zoning land and specifically the Leinster Mills site and within the Canal Quarter where its role is envisaged as an important cultural and civic institution with a diverse mix of uses, which would be an ideal location for an Arts Centre.

Faith

There are a number of places of worship within and close to the town of Naas. Places of worship are permitted in principle and open to consideration across various land use zonings throughout the Plan, to address demand that arises. There is ample space in Saint Corban's Cemetery for interments throughout the lifetime of the Plan.

Sport and Recreation

Sport Facilities and Amenities

The existing provision of 95.52 hectares of outdoor sports facilities indicate that the current provision is almost three times (4.42 ha/1,000) the benchmark guidance (1.6 ha/1,000) outlined in Fields in Trust (FIT). (Fields in Trust (FIT) are an independent charity who protect outdoor space for sport and recreation, who provide practitioners in the UK with benchmark standards which are widely used by local authorities). However, most of this space is contained within Craddockstown Golf Club (57.08 ha). Excluding this area current provision is 1.78 ha/1,000 which lowers to 1.36/1,000 by 2027 thereby requiring an additional 6.8 hectares preferably in the southern part of the town.

Open Space

There are two different standards used to assess the open space needs for Naas for the plan period, these are the FIT and those contained in the Kildare Open Space Strategy 2011²⁹. The Kildare Open Space Strategy recommends based on population units of 10,000 there ought to be allocated one neighbourhood park (≥16ha) and two local parks (each ≥2ha). Therefore, 28.83hectares is required for a neighbourhood park and 1.1ha for local parks. In accordance with the FIT standards the provision of playgrounds within the study area falls short, an additional 6.1ha are required. In terms of natural and semi-natural open space an additional 15.04ha is required.

²⁹ The Kildare Open Space Strategy 2011 is currently being updated and it is hoped that a final document will be published by end of Q2 2021.

Table 4.3 outlines that a combined 57.87ha of land is required for the provision of sport and recreation facilities. Figure 4.3 illustrate indicative and proposed locations to accommodate the long-term needs of the Plan.

Kerdiffstown Park located to the north of Naas will provide a park extending to 31.3 ha with two full size astro-turf pitches that will be available for rugby, soccer or gaelic, three astro-turf 5 a-side pitches, a small running track, changing room facilities, a playground, paths around the park which will also be marked for Park Runs.

Figure 4.2 Kerdiffstown Park



The Council is cognisant that successive plans contained the land around the Grand Canal as a future park however there has been slow progress on the realisation of the overall objectives for these lands. Given the strategic location of these lands and the progress made on the proposed greenway applications the lands are identified for a Strategic Open Space lands (Appendix 1, Map 4.1) in this Plan. Furthermore, the recent acquisition of Millbank Lodge will facilitate public access and use of a portion of this very special amenity area.

Additional lands are also required to address the deficiency in active recreation and land has also been zoned for a second neighbourhood park located at Jigginstown to serve residents to the southwest of the town on land which extends to c. 21ha. Lands within the centre of the Naas Racecourse (c. 11 ha from the overall 26.7ha) are also proposed for sport facilities such as playing pitches. The feasibility in terms of access for such a use is being pursued with the co-operation with the Naas Racecourse.

Table 4.3 (below) outlines the mechanism for the delivery of the proposed open space provision.

4.5.3. Recommendations

Recommendations for future social infrastructure provision have been taken into consideration in the preparation of the Naas Local Area Plan 2021-2027. Table 4.3 provides a breakdown of the requirements under relevant themes which provide for the future needs of the projected population. Figure 4.3 also outlines an indicative location for each of the themes detailed in Table 4.3. The accompanying Map 4.1 (Appendix 1) outlines the lands the zoned for Strategic Open Space and Open Space and Amenity pertaining to the Plan area.

Table 4.3 Social Infrastructure Requirements

Theme	Zoning	Land Use	Potential Location	Proposed Area (ha) where applicable	Delivery Mechanism
Education					
Primary and Post-Primary Schools	E ³⁰	Education	Caragh Road	4.92 ha	Dept. of Education & Skills
			Kilcullen Road/South Distributor Road	6.92 ha	
			Jigginstown ³¹	20.61 ha	
Childcare					
20 child places per 75 new residential units	Refer to zoning matrix	Childcare	Refer to zoning Matrix – Provision in tandem with new residential development	640 additional childcare places	Private developer-led alongside new development
Sport and Recreation Facilities (FIT standards)					
Sport Facilities and Amenities (6.8 ha)	F ³²	Open Space and Amenity	Naas Racecourse (within the centre of the racecourse)	11 ha	Private / KCC
			Kerdiffstown Park	2.87 ha	DECC ³⁴
			Jigginstown Linear Park	10.23 ³³ ha	KCC
Playgrounds (6.1 ha)	F	Open Space and Amenity	Kerdiffstown Park	0.51 ha	DECC
Natural and semi-natural open space (15.04 ha)	F2 ³⁵		Oldtown Demesne	Provide public access to Council owned land at this location (6 ha)	KCC
Kildare Open Space Strategy 2011 - Standards					
Neighbourhood Park (28.83 ha)	F	Open Space and Amenity	Jigginstown	21 ha	KCC
			Oldtown Demesne – provide for a park within a natural semi natural open space	6 ha	KCC
			Kerdiffstown Park	31.25 ha	DECC

³⁰ E- Community and Education

³¹ Separate entrance and egress to be considered for the school campus at Jigginstown.

³² F – Open Space and Amenity

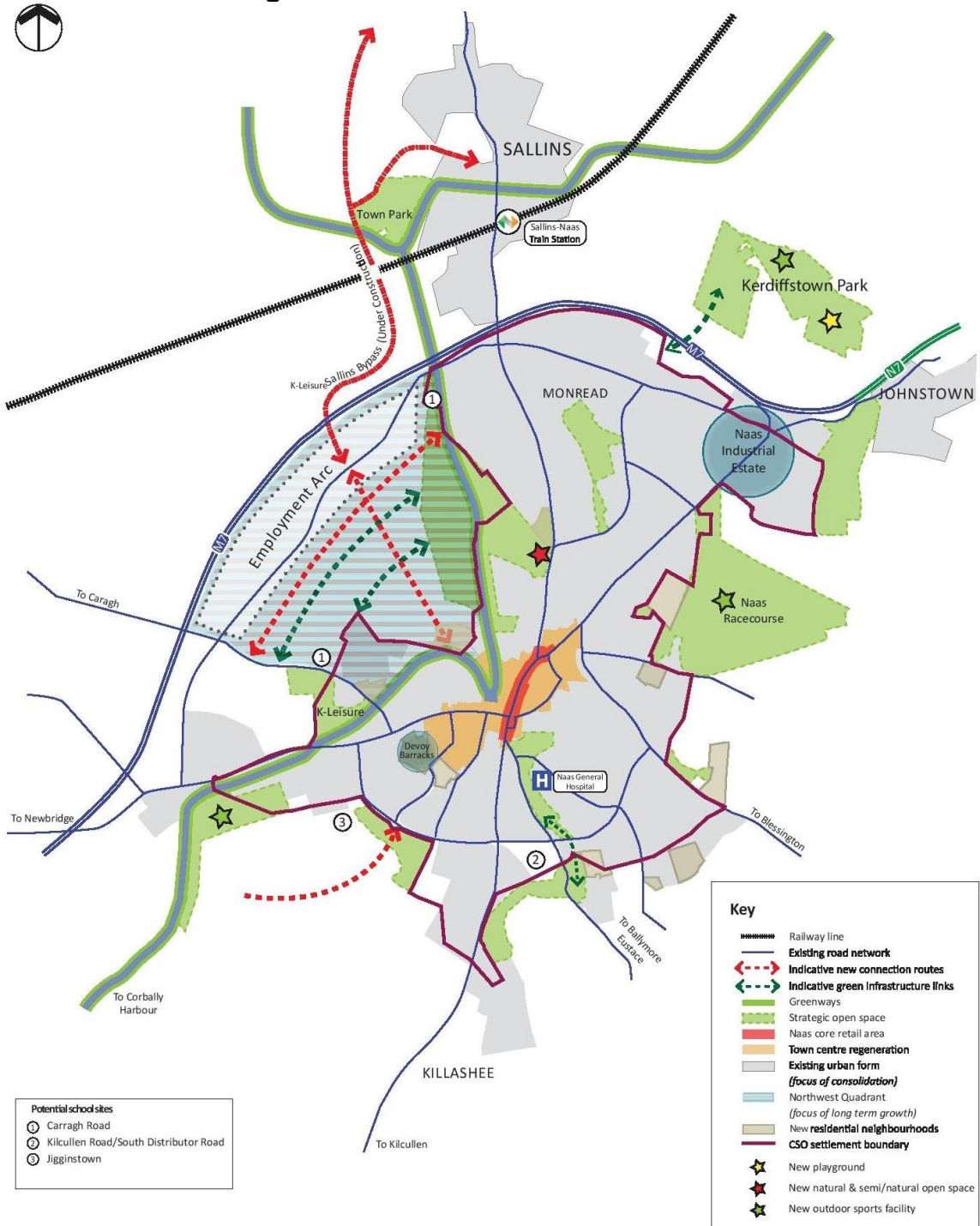
³³ Potential on the site for four soccer, two rugby and two GAA playing pitches.

³⁴ Department of the Environment, Climate and Communications.

³⁵ F2 – Strategic Open Space

Local Parks (1.1 ha)	F	Open Space and Amenity	Local Park located adjacent to the Baltinglass/Tullow railway line (west of R411) which the NTA propose as a greenway.	11.94 ha	KCC / Other
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Figure 4.3 Social Infrastructure Provision



4.6. Education, Childcare and Health Facilities

Policy HC 3 – Social Infrastructure

It is the policy of the Council to facilitate and secure the provision of social infrastructure to support existing and new communities within the Naas Local Area Plan area, in a manner which provides flexibility to respond to varied and changing community needs.

Objectives

It is an objective of the Council to:

- HCO 3.1** Encourage the development of new facilities and improvements to and expansion of existing facilities for educational, early learning, childcare and healthcare facilities, at appropriate locations in Naas.
- HCO 3.2** Require the provision of appropriately located and purpose-built early learning and childcare facilities to meet the pro-rata childcare needs of housing development during the plan period. Childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development.
- HCO 3.3** Support and co-operate with promoters or operators of public and private health care facilities, including hospitals, by facilitating and encouraging the provision of improved health care facilities in appropriate locations in Naas.
- HCO 3.4** Encourage the delivery of facilities and services for older people, at appropriate locations in Naas.
- HCO 3.5** Actively engage with the Department of Education and Skills in the identification and delivery of school sites to address the emerging demands.
- HCO 3.6** Encourage the delivery of childcare facilities in conjunction with the construction of new educational facilities, where feasible, with engagement from the Department of Education.

Action

- To investigate the feasibility of the provision of a childcare facility on Kildare County Council lands during the lifetime of the Plan.

4.7. Other Community, Sports and Recreational Facilities

Policy HC4 –Community, Sports and Recreational Facilities

It is the policy of the Council to facilitate and support a broad range of community, cultural and recreational facilities to serve the needs of the residents of the Plan area and its wider catchment.

Objectives

It shall be an objective of the Council to:

- HCO 4.1** Support and facilitate the provision of appropriately located multi-functional community facilities to meet the needs of the growing population in Naas.
- HCO 4.2** Support the relocation of Naas Library through the redevelopment and rejuvenation of Naas Town Hall into a new library and cultural centre.
- HCO 4.3** Support the delivery of an access to the lands zoned Strategic Open Space to accommodate a public parkland amenity in proximity to the Grand Canal.
- HCO 4.4** Support, promote and facilitate the development of cultural, arts and performance spaces in Naas.
- HCO 4.5** Facilitate sports and community groups in the acquisition and/or use of lands for sports and recreation purposes.
- HCO 4.6** Facilitate and promote the development of a network of playgrounds, amenity spaces (to include community gardens and allotments) and recreational areas for children of all ages which are universally designed throughout the town and its environs.
- HCO 4.7** **(a)** Investigate the feasibility of the provision a small green waste composting site in the town for use by local community groups, as an action towards sustainable waste management.
(b) Promote community-managed gardens/allotments at appropriate locations in Naas.
- HCO 4.8** Investigate the feasibility of providing a dog park within lands designated for Open Space and Amenity in conjunction with the Council's Parks Department.

Actions

- Acquire lands for a park to the southwest of the town to cater for the needs of an increasing population.
- Address the deficiencies in the provision of sport and recreation facilities and investigate the feasibility of Municipal Pitches in Naas through active engagement with the relevant clubs and The Sports Partnership.

- To prioritise and progress the delivery of pathways, public amenities, tourism and educational facilities to enable the public use of lands in Oldtown Demesne, while not compromising the built and natural heritage of the site, to realise the vision for these lands as a future park and green infrastructure corridor adjacent to the route of the canal and the Sallins to Naas greenway.

5. Movement and Transport

Aim: Promote and develop a sustainable, integrated transport system for Naas that prioritises walking, cycling and public transport, and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development.

5.1. Introduction

Naas is dominated by car-based movement patterns as a result of how the town has evolved over the last number of decades. The dispersed and disconnected nature of development that has taken place, has placed limitations on the movement throughout the town. This Plan recognises that a major challenge facing Naas is the need to address traffic congestion, to promote and provide for sustainable alternative transportation options and the importance of maintaining and providing connectivity. Sustainable movement is one of the Seven-Core Themes which underpin the overall vision for the Plan. In order to achieve this vision a reduction in car dependency through improvements in public transport services and walking/cycling facilities is required, thereby creating an environment to provide for favourable alternatives than using the private car. To plan for this modal shift, a Naas/Sallins Transport Strategy was undertaken to inform the preparation of the local area plan and the overall future development strategy for the Key Town of Naas.

The Strategy was undertaken by consulting engineers in conjunction with Kildare County Council. The final Strategy presents a comprehensive analysis of the current transport situation in Naas/Sallins, outlines the impact of future proposed land development on transportation and presents potential solutions to improve conditions for active modes, public transport and private vehicles. The Strategy provides a framework for the planning and delivery of transport infrastructure and services in the town over the next two decades aligning with the vision for Naas to 2031 and beyond. The focus is on revitalising the town centre, improving the transport functionality by facilitating a significant modal shift from vehicular traffic to public transport, in addition to increasing walking and cycling, thereby making Naas a more attractive place to live, work, visit and do business.

Section 5.1.1 Modal Shift Targets

Achieving significant modal shift is dependent on a wide range of factors, much of which is outside the remit of Kildare County Council such as national economic performance, Government investment in sustainable transport infrastructure, private bus service provision and willingness to embrace change. Kildare County Council have identified a number of interventions for the town of Naas which will assist in delivering this modal shift, such as the provision of new permeability links, cycling measures and public transport measures.

Kildare County Council will endeavour to deliver a reduction in private car usage broadly in line with 2035 targets set out in the NTA's Transport Strategy for the Greater Dublin Area and also informed by Smarter Travel: A Sustainable Transport Future. These target mode shifts have been adapted to reflect the plan period (to 2027) and are outlined in the tables below, which contain ambitious targets for travel to work and school. The proposed modal shift targets are minimum targets only.

Table 5.1 Minimum Modal Shift Targets

(a) Minimum modal shift targets for work trips in Naas

Mode share for work trips	2016 Baseline %	2027 Target %	2035 Target %	2035 Overall % Change
Car	79.6%	64.8%	62.6%	-17%
Public Transport	7.9%	14.8%	19.9%	+12%
Walking	9.8%	10.38%	10.8%	+1%
Cycling	2.7%	10%	6.7%	+4%

(b) Minimum modal shift targets for education trips in Naas

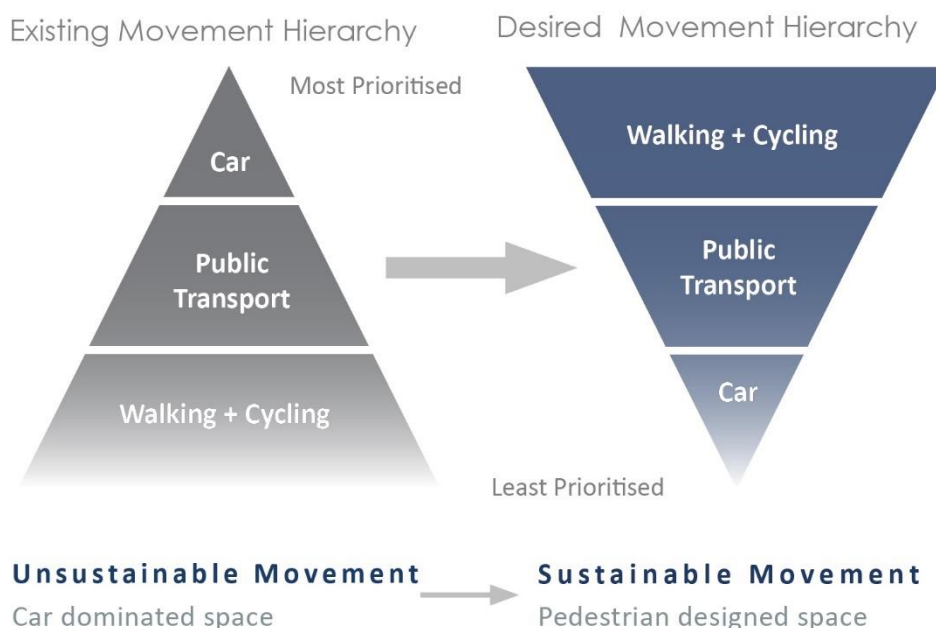
Mode share for education trips	2016 Baseline %	2027 Target %	2035 Target %	2035 Overall % Change
Car	48.6%	36.9%	39.6%	-9%
Public Transport	18.4%	21.3%	23.4%	+5%
Walking	30.6%	31.7%	32.6%	+2%
Cycling	2.4%	10 %	4.4%	+2%

5.2. Active Transport - Walking and Cycling

The town centre generally, has a relatively well-developed pedestrian network. Cycling infrastructure is largely restricted to the ring roads with limited cycle infrastructure throughout the town. Significant deficiencies do exist in terms of continuity and the quality of pedestrian routes beyond the Main Street. These routes play an important role in the permeability of the town centre and require a comprehensive and planned upgrade. The town centre would also benefit from additional crossing points and improvement of the public realm with an emphasis on creating a safe, uncluttered, accessible and pleasant environment for pedestrians and cyclists.

Much of the traffic congestion in the town at peak travel times is a result of school drop-offs and collections; this coupled with traffic to and from employment centres, and journeys to and through the town centre contributes towards a car-dominated and congested town. Barriers such as boundary walls and cul-de-sacs particularly in residential areas are preventing free movement along natural desire lines. The provision of safe and attractive walking to schools and other key destinations, would significantly improve options for walking and cycling in and around Naas.

Figure 5.1 Existing and Desired Movement Hierarchies



5.2.1. Walking

The Transport Strategy contains a Permeability Strategy which seeks to create convenient, efficient routes to key trip attractors and reduce walking trip distances to give non-motorised modes a competitive advantage over private cars. There are numerous physical and natural issues affecting permeability in Naas such as boundary walls, canals, railways or motorways. Baseline catchment areas were assessed to identify barriers which lengthen walking distances to key trip attractors such as schools, bus stops and the train station. Particular focus was placed on facilitating direct routes along desire lines between homes and key destinations for work (industrial estates, town centre), retail (supermarkets, local shops), education (schools) and recreational (GAA club, greenway) trips.

Major greenway infrastructure is planned for the Grand Canal and Naas Branch of the canal. A key consideration of the Strategy was connecting neighbourhoods and trip destinations to the greenway to ensure it is useful for all types of trips. Similarly, the permeability options were developed to support the cycling strategy and ensure that new links would have a dual role to facilitate pedestrians and cyclists. To support the operation of proposed local bus routes, a number of pedestrian links were developed to improve access to the location of future bus stops. Map 5.1 and Table 5.1 details the pedestrian links proposed for the town. The pedestrian links proposed will have a positive impact on the school catchments by increasing the 1km school catchment and reducing walking distances from the schools. It will have a similar effect on catchments for buses, sport amenities, the hospital and the retail centre at Monread.

It is envisaged that the Permeability/Pedestrian Strategy will be implemented through collaboration between Kildare County Council, the National Transport Authority (NTA), local communities, and educational bodies (local schools). To enable all stakeholders to work together towards the delivery of a high-quality, comprehensive and safe walking infrastructure and to promote walking in the town. The various

measures proposed will be subject to a public consultation process as part of the overall consent procedure. The Council will continue to implement footpath improvements through its operations programme as resources become available prioritising locations where pedestrian activities are the greatest or most vulnerable.

The following Table 5.2 details the pedestrian measures proposed and should be read in conjunction with Map 5.1, contained in Appendix 1.

It is envisaged that the delivery timeframe would be as follows:

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

Table 5.2 Role of Pedestrian Measures and Delivery Timeframe

Ref. No.	Measure	Delivery Timeframe
18 ³⁶	<u>Public Transport Measure:</u> Sustainable travel modes bridge over M7 to link Sallins with Naas with associated footpaths. Linking Monread Road (Naas) - The Waterways (Sallins)	Long term
19	Create path to link Canal Greenway with Millennium Business Park	Long term
20	Ramp and/or steps from Millennium Link Road to Naas Branch Greenway	Medium term
21	Pedestrian/Cyclist footbridge over Canal and associated path to link to housing estate (Landen Park)	Medium term
22	Pedestrian link between Naas Branch Greenway - Oldtown Demesne housing estate - Millennium Business Park - Sallins Road	Medium term
23	Pedestrian link between two housing estates – Oldwood – Oldtown Demesne	Short term
24	Pedestrian link between housing estate (Millbridge Way) and Greenway canal bank	Medium term
25	Path network linking GAA club, school, greenway and local housing estates (Oldwood)	Medium term- linked to the development of greenway and requires extensive stakeholder negotiation
26	Pedestrian link between Millennium Business Park - Sallins Road	Medium term

³⁶ For consistency with the Naas/Sallins Transport Strategy numbering of pedestrian measures align with those in the Strategy, they start at 18, previous numbers related to measures outside the Plan boundary for Sallins. Renumbering of the pedestrian measures did not take place after changes as a result of public consultation in the interests of clarity, there are no pedestrian measure no. 47 and 53.

27	Pedestrian link between Morell Lawns - Sallins Road	Short term
28	Pedestrian link between Oldtown Walk - Sallins Road	Short term
29	Pedestrian link between Alder Grove - Sallins Road	Short term
30	Pedestrian link between Oldtown Rise - Oldtown Lawns - Sallins Road	Short term
31	Pedestrian link between Morell Close - Monread Road	Short term
32	Pedestrian link between Morell Crescent - Monread Road	Short term
33	Pedestrian link between Monread Avenue - Dun Na Riogh Avenue	Short term
34	Pedestrian link between Monread Road - Alymer Park	Short term
35	Public Transport Measure: Road with footpaths from Millennium Link Road - Abbey Bridge (Indicative Route)	Delivered as part of road scheme
36	Pedestrian link between housing estates; Rathasker Heights - Rathasker Road - Devoy Quarter	Medium term
37	Pedestrian link between housing estate Carraig Oscair – Rathasker Road	Short term
38	Footbridges and associated connecting paths to link the Canal Bank area from Sarto Road	Long term
39	Pedestrian link between housing estate Ashfield Park - South Ring road	Short term
40	Western entrance to St Mary's College to link with Greenway	Medium term
41	Complete pedestrian footpath on Corban's Lane	Medium term
42	Create southern entrance to two schools to link with existing path network near the lake	Short term
43	Path network to improve town centre accessibility between R445 - Friary Road - Corban's Lane	Long term
44	Create southern entrance to Naas General Hospital	Short term
45	Pedestrian link to hospital from Craddockstown Park housing estate	Short term
46	Create pedestrian link between; Thornbrook - R410	Medium term
48	Pedestrian routes along The Gallops Avenue	Delivered as part of road scheme
49	Extend pavement along R448 to Killashee School	Medium term

50	Finish connection for existing cycling infrastructure to link R448 with Piper's Hill school complex	Short term
51	Create path between Broadfield View - R448	Short term
52	Create path between Esmondale housing estate and R448	Short term
54	Create path between Pipers Hill College - Dunlavin Greenway	Long term
55	Residential link from The Drive housing estate - Dunlavin Greenway	Long term
56	Greenway Scheme: Naas – Dunlavin Greenway. Southbound from the R411 on the route of the old railway line	Delivered as part of Greenway Scheme
57	Path network to link Cluain Aoibhinn - Craddockstown Crescent housing estates with R411	Medium term
58	Create path network to Ballycane Road from housing estates Craddockstown Rise and Cluain Aoibhinn	Short term
59	Pedestrian link to school between Cluain Aoibhinn - Bán Na Gréinne housing estates	Short term
60	Bus stops moved from dual carriageway to the section of the R445 to the north of Naas Retail Park and signalised pedestrian crossing point provided for access	Short term
61	Road Measure: Short link road between Millennium Link Road - Aldi Logistic Centre	Delivered as part of road scheme
62	Greenway Scheme: Greenway on Corbally branch of Grand Canal, linked to Naas-Sallins Greenway	Delivered as part of greenway scheme
63	Pedestrian link between housing estate Jigginstown Green - R445	Short term
64	Create link from R409 - Grand Canal Greenway Naas Branch	Medium term
65	Create footpath on existing roads to link Osberstown Cottages - Osberstown Road - Naas Branch Greenway - Sallins Bypass	Long term
66	Pedestrian link between housing estates Kingsfurze Avenue - Woodlands	Medium term
67	Pedestrian link between Oakfield Park - Craddockstown Road	Short term
68	Pedestrian link between Devoy Barracks Site and Newbridge Road	Medium term

5.2.2. Cycling

A long-term cycling strategy has also been prepared as part of the Naas/Sallins Transport Strategy. The Strategy seeks to create a network of safe, comfortable, coherent and convenient cycling routes. It puts forward measures to ensure that cycling becomes an attractive option for as many local trips as possible, including journeys to work and school. A key part of the future cycle network will be the development of high-quality east-west linkages in the town centre and a high level of connectivity to the future Grand Canal Greenway. The NTA's Cycle Network Plan for the Greater Dublin Area was also considered in the formation of the overall cycling strategy.

Figure 5.2 Cycling Along the Canal



The measures proposed do not distinguish between cycle lanes and segregated cycle tracks. Smooth transitions from cycle track to cycle lane are central to the success of the overall cycling strategy. The exact degree of segregation to be provided is best determined at detailed design stage. However, the overall objective shall be to ensure that to the greatest extent possible, the degree of protection provided from vehicular traffic ensures a high level of perceived, as well as actual, safety, as this is an essential component of achieving modal shift.

The measures proposed are detailed in Table 5.3 and in Appendix 1, Map 5.2.

Table 5.3 Cycle Infrastructure Measures and Delivery Timeframe

ID³⁷	Description	Proposed Link Type	Proposed Timeframe	Importance for School Trips	Importance for Employment and 3rd Level
1	Naas to Sallins Greenway	Greenway	Medium term	High	High
3	Greenway along former Naas to Dunlavin railway line	Greenway	Long term	Medium	Low
4	Monread Road	Cycle track/ cycle lane	Medium term	Medium	High
5	Dublin Road (Monread Road to Naas Town Centre)	Cycle track/ cycle lane	Medium term	Medium	High
6	Blessington Road (Dublin Road to Ballycane Road)	Cycle track/ cycle lane	Long term	Medium	Medium
7	Ballycane Road	Cycle track/ cycle lane	Medium term	High	Medium
8	Craddockstown Road (outside ring road)	Cycle track/ cycle lane	Short term	High	Medium
9	Craddockstown Road (Inside ring road)	Cycle track/ cycle lane	Medium term	Medium	High
10	Ballymore Road (Craddockstown Road to Kilcullen Road section)	Cycle track/ cycle lane	Medium term	Medium	High
11	Kilcullen Road (Ring Road to town centre)	Cycle track/ cycle lane	Medium term	High	Medium
12	Kilcullen Road Piper's Hill to Killashee	Cycle track/ cycle lane	Medium term	High	Low
13	Main Street	Shared Street	Medium term	High	High
14	John Devoy Road (section from Newbridge Road to Devoy Quarter)	Cycle track/ cycle lane	Medium term	Low	High
15	Newbridge Road (Millennium Link Road to Canal)	Cycle track/ cycle lane	Long term	Low	High

³⁷ Measures that are located outside of the Plan boundary (Sallins) have been removed from the Table.

	Bridge/Jigginstown Green Road)				
16	Northwest Quadrant Link Road	Cycle track/cycle lane	Delivered as part of road scheme	High	High
17	Sallins Road (Morell Road to Maple Avenue)	Cycle track/cycle lane	Medium term	High	Medium
19	Sustainable travel modes bridge	Cycle track/cycle lane (on proposed new bridge)	Long term	Low	High
20	Ballymore Road	Link type to be determined by detailed study	Medium term	Medium	Medium
21	Newbridge Road (Old Caragh Road/St. Bridget's Terrace to town centre)	Link type to be determined by detailed study	Medium term	High	High
22	Newbridge Road (Canal crossing/Jigginstown Green Road to South Ring Road)	Link type to be determined by detailed study	Long term	Medium	Medium
23	Sallins Road (Section between Maple Avenue and Oldtown Walk)	Link type to be determined by detailed study	Medium term	High	High
24	Southern section of route through park from Monread Avenue to Morell Road	Minor greenway	Short term	High	High
25	Woodlands to Kingsfurze Avenue proposed link	Minor greenway	Medium term	Medium	Medium
26	Canal Bank to Millennium Link Road	Minor greenway	Long term	High	High
27	Path network linking GAA club, school,	Minor greenway	Medium term	High	High

	Greenway and local housing estates				
28	Sallins Road to Millennium Park and canal greenway	Minor greenway	Medium term	High	High
29	Millbridge Way/Mill Lane to greenway	Minor greenway	Medium term	Medium	Medium
30	Maudlin's Avenue	Shared street improvement	Short term	Low	High
31	Monread Avenue	Shared street improvement	Short term	High	High
32	Sallins Road (Mill Lane to the Sycamores) and route through the Sycamores estate	Shared street improvement	Medium term	High	High
33	Sallins Road (Mill Lane to Monread Avenue)	Shared street improvement	Medium term	High	High
34	Tipper Road	Shared street improvement	Medium term	Medium	Medium
35	Abbey Street/Moat Lane/Town Hall Lane	Shared street improvement	Medium term	High	High
36	Abbey Road	Shared street improvement	Medium term	Low	Low
37	Basin Street	Shared street improvement	Medium term	High	High
38	Kilcullen Road (town centre section)	Shared street improvement	Medium term	High	High
39	Old Caragh Road	Shared street improvement	Short term	High	High
41	The Gallops Avenue	Cycle track/cycle lane (as part of road scheme)	Delivered as part of road scheme	Low	Low
42	Friary Road	Link type to be determined by detailed study	Medium term	High	Medium
43	Corban's Lane	Link type to be determined	Medium term	High	Medium

		by detailed study			
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Policy MT 1 – Walking and Cycling

It is the policy of the Council to promote enhanced universal permeability for pedestrians and cyclists within Naas in order to improve access to the town centre, local schools, residential areas, recreational facilities, public transport services and other amenities.

Objectives

It is an objective of the Council to:

- MTO 1.1** Support and promote the use of sustainable active transport modes in Naas and seek to implement a connected network of walking and cycling infrastructure in the town as detailed in Table 5.2 and 5.3 and illustrated on Map 5.1 and 5.2. in conjunction with the National Transport Authority, other statutory agencies, and the relevant stakeholders. The final design details shall be subject to ecological assessment, where applicable, and undergo appropriate public consultation.
- MTO 1.2** Ensure all footpaths in Naas are accessible to all members of the community, including people with disabilities, the elderly and people with young children.
- MTO 1.3** Continue to work with Waterways Ireland to progress the delivery of:
- (i) Naas to Sallins Greenway
 - (ii) Naas to Corbally Harbour Greenway.
- MTO 1.4** To work with the National Transport Authority (NTA) to implement the Greater Dublin Area Cycle Network Plan proposals for Naas subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Natura Impact Statement (NIS) accompanying the NTA Plan.
- MTO 1.5** Create new pedestrian and cycle links across the Grand Canal that enhance connectivity in the area and link residential areas, the town centre, community facilities and public spaces/amenities as proposed under the Naas Transport Strategy. The final design details shall be subject to ecological assessment and public consultation.
- MTO 1.6** Ensure that all development within Naas allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority’s Permeability Best Practice Guide (2015) or any updated version of same.
- MTO 1.7** To provide adequate, secure and sheltered bicycle parking facilities subject to demand analysis, at appropriate locations at:

	<p>(i) Town centre – such as Market Square, Poplar Square, South Main Street, close to Shopping Centre entrance and the Harbour.</p> <p>(ii) Adjacent to heritage, community and amenity destinations.</p>
MTO 1.8	Promote the town centre as a pedestrian/cyclist friendly area and to investigate the feasibility of pedestrian priority at the section of Main Street between the Presbyterian Church to Poplar Square and to pedestrianise Poplar Square in line with the Dublin Road Naas Corridor Scheme.
MTO 1.9	Seek to improve and promote looped walks in conjunction with Slí na Sláinte and other relevant bodies recognising them as important health and recreation infrastructure within the town.
MTO 1.10	Seek to retain the character of Rathasker Road, Craddockstown Road and other rural links on the outskirts of the town and the extent of their approach to the town centre and to develop them as a connected series of walking routes in conjunction with Slí na Sláinte and other relevant bodies.
MTO 1.11	Provide a pedestrian crossing/connection at Jigginstown to facilitate walkers and cyclists using the Grand Canal Greenway and needing to cross the R445 safely.
MTO 1.12	Investigate the feasibility of a greenway/cycleway link between the town of Naas and the village of Caragh. Any development proposals along the Caragh Road should provide the necessary setback required to facilitate such a development and are subject to appropriate environmental assessments.
MTO 1.13	Investigate the feasibility of a greenway/cycleway link between the towns of Naas and Newbridge, to provide for safe active travel, subject to environmental assessments.
MTO 1.14	Investigate the feasibility of providing an active transport route (walking and cycling) to link both Naas and Sallins to Kerdiffstown Park, subject to environmental assessments.
MTO 1.15	Investigate the feasibility of a greenway/cycleway link between the town of Naas and the Naas Rugby Club at Forenaughts to provide for safe active travel, subject to environmental assessments.
MTO 1.16	Explore the feasibility of providing a walking and cycling link through site C (19) zoned ‘New Residential’ adjacent to the Sallins Road as part of any new development on this site, subject to detailed impact assessments on built and natural heritage and road safety.

Actions

- To progress the delivery of key measures outlined in the Naas/Sallins Transport Strategy 2020 on a phased basis as funding is secured.
- To progress the delivery of the Naas to Sallins Greenway and Naas to Corbally Harbour Greenway.
- To identify and provide suitable sites for secure and appropriately located bicycle parking as per Objective MTO 1.7.
- To carry out a feasibility study to identify access and connections to Kerdiffstown Park from both the Monread area and Sallins, and to identify suitable funding mechanism for its delivery.
- Explore the feasibility of a safe pedestrian and cycle route through Millennium Park to Leinster Mills that avoids conflict with HGVs in co-operation with landowners.

5.3. Public Transport

Naas is served by bus and rail; the latter being located at the Sallins Railway Station to the northwest of the town outside the Plan boundary. In 2016 the Phoenix Park Tunnel was reopened providing a direct rail link from Sallins to Dublin City Centre, this project has been highly successful and has led to increased usage of the Sallins to Dublin commuter rail services. There is a multitude of bus services operated by several service providers; Go Ahead Ireland, Dublin Coach, Kyanitedale Ltd, JJ Kavanagh, Kenneally's Bus, Local Link and Bernard Kavanagh, which provide access to Naas and wider connections.

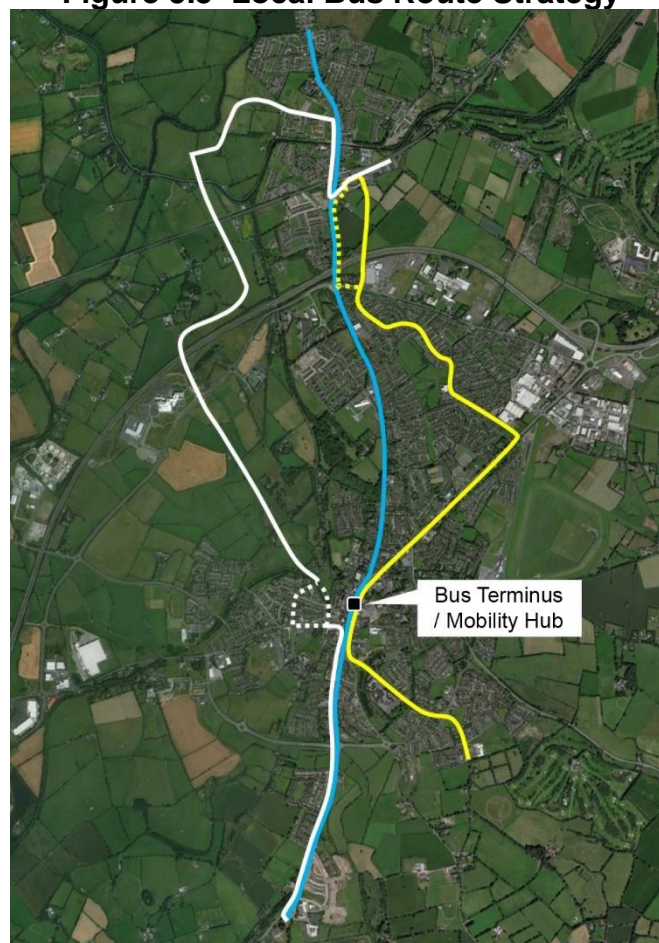
A key challenge facing Naas during this Plan period and beyond is the imperative need to improve connectivity and permeability within the town. Better connectivity is also required between land uses for local journeys and the provision of an internal public transport network in and around Naas along with connections to Sallins Railway Station. **Given the importance of Sallins in terms of public transport provision it is envisaged that future land use plans for the area will involve a Joint Integrated Spatial Plan for Naas and Sallins, providing for a cohesive overall land use strategy for the respective and interdependent urban environments (Objective CSO 1.7).** The preparation of the Naas/Sallins Transport Strategy is an important and notable move in the direction of a cohesive approach to the overall development of the two settlements, while protecting the character and integrity of both.

The Naas/Sallins Transport Strategy has proposed a range of measures for local bus routes, bus interchange and bus priority measures throughout the town to create the potential for a substantial proportion of trips to be completed via sustainable travel modes. Many of the measures identified will undergo a detailed design stage and further analysis of constraints. They will be subject to the Part 8 process³⁸, which will also provide for public consultation.

³⁸ A development carried out by a Local Authority is referred to as 'Part 8' development. Part 8 of the Planning and Development Regulations 2001 (as amended) sets out the procedure for carrying out such developments.

The Transport Strategy selects three local bus routes over the lifetime of the Plan and beyond (see Figure 5.3 and Map 5.3). Two short term options and a longer-term route that would require supporting measures to be realised. The routes comprise of the Central Spine Route (PT 3 on Map 5.3), which is intended to be the primary link connecting the school complex to the south of Naas at Piper’s Hill with the town centre and north to the Sallins Railway Station. The second measure being the Eastern Spine Route (PT 5 on Map 5.3) is intended to resolve the deficit in public transport access for residents in the housing estates to the northeast of Naas along the Monread Road. The route links southern, central and northern Naas with the hospital, several schools, the town centre and the train station. The longer-term route is that of the Western Spine Route (PT 4 on Map 5.3) which will provide public transport to the Northwest Quadrant once the long-term vision of this area is realised and there is a sufficient number of homes and jobs to justify a local bus service.

Figure 5.3 Local Bus Route Strategy



Other public transport measures proposed in the Strategy are an upgraded bus interchange for Market Square/South Main Street (PT 1 on Map 5.3). In the longer term the provision of a bus terminus /mobility hub at Naas Harbour (PT 2 on Map 5.3) is proposed which would utilise the Western Spine ‘bus-only’/bus priority lane linking to the M7 junction. This bus terminus / mobility hub could facilitate alternative modes of transport including e-car rental/car sharing hub, bike/e-bike and e-scooter rentals, in addition a direct pedestrian access to Main Street Interchange could be provided. In time, and if demand warrants, the route could be extended to link into the Town Centre via a bus-only bridge (with ‘bus gate’) linking over the canal into

Pacelli Road – thus serving Devoy Quarter/MERITS en-route. A terminus could be provided at New Row (St Ita's Place) or Corban's Lane with a return loop.

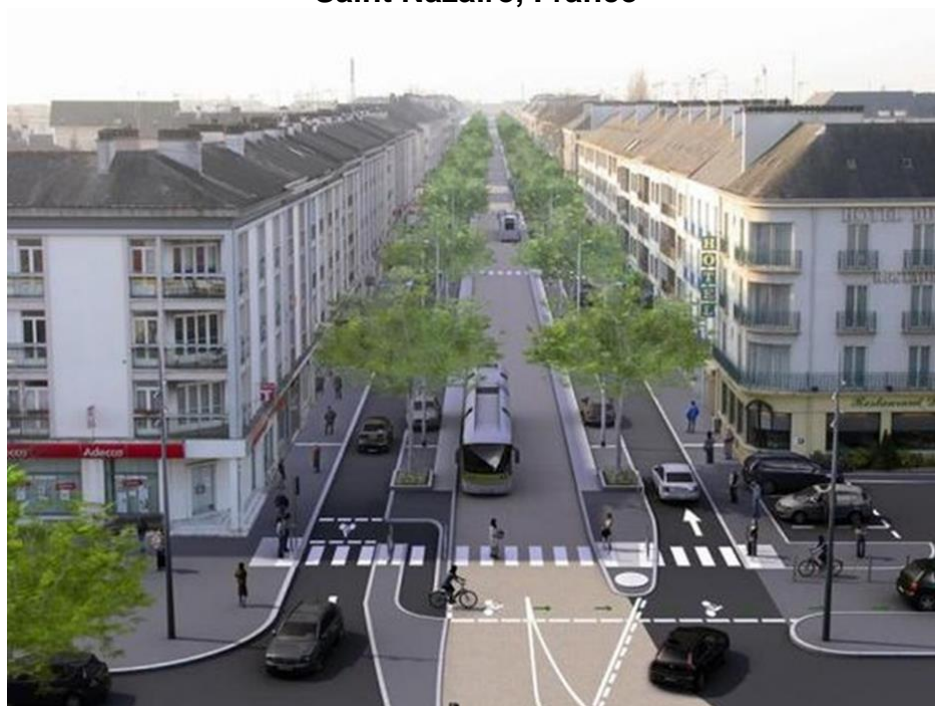
Bus priority measures (Ref. Map 5.3) are also proposed in the Strategy, to support the operation of the bus interchange and the proposed local bus routes. The measures are intended to improve the reliability and journey times of bus travel to give it a competitive advantage over the private car. Five measures are highlighted for inclusion in the Strategy as follows:

- Sustainable Travel Bridge (PT 7 on Map 5.3).
- Morell Way Bus Gate (PT 8 on Map 5.3).
- Left Turn Ban on to Main Street (R445 towards Main Street) (PT 9 on Map 5.3).
- Bus Priority Entrance to Piper's Hill Schools (PT 10 on Map 5.3).
- Bus Priority Route to Sallins Bypass through the Northwest Quadrant (PT 11 on Map 5.3).

The Morell Way bus gate and the bus priority entrance to Piper's Hill have been designated as short-term measures to enable the effective operation of the planned local bus routes. In the medium term, a left-turn ban onto Main Street is designated for delivery along with the Murtagh's Corner – Corban's Lane link road (Objective MTO 3.2, refers). The Sustainable Travel Bridge across the M7 and the sustainable Bus-only Route to the M7, have been designated as long-term measures as they will require significant investment and alignment with the development of the surrounding areas into the future.

Figure 5.4 (below) is an indicative sketch of a bus only/sustainable bus priority route (TP 11). The overall design and alignment of this route and its interplay with vehicular traffic movement will be determined during the preparation of the Northwest Quadrant masterplan and any proposed development on lands zoned Q: Enterprise and Employment will be required to liaise, in advance, with the Planning Authority and Roads and Transportation Department of Kildare County Council (Objective MTO 2.7).

Figure 5.4 Indicative Sketch of Bus Only Route Retrofitted into a Street in Saint Nazaire, France



Policy MT2 – Public Transport

It is the policy of the Council to promote the sustainable development of Naas by supporting and guiding the relevant national agencies in delivering improvements to the public transport network and to public transport services for all users.

Objectives

It is an objective of the Council to:

- MTO 2.1** Focus people intensive land uses around and close to existing and planned public transport and improve access to such services.
- MTO 2.2** Secure the implementation of a bus interchange at Market Square/South Main Street, subject to the availability of funding and appropriate environmental assessment.
- MTO 2.3** Support and facilitate the implementation of the following bus priority measures, subject to the availability of funding and appropriate environmental assessment and where necessary to preserve the identified routes free from development:
- Sustainable Travel Bridge over the M7 linking Sallins and Naas.
 - Morell Way bus gate to facilitate a new bus-only street.
 - Left turn ban on to Main Street (from R445 towards Main Street).
 - Bus priority entrance to Piper’s Hill schools.
 - Bus-only link to Sallins Bypass through the Northwest Quadrant.

- MTO 2.4** Engage and co-operate with the Department of Transport, National Transport Authority (NTA), Transport Infrastructure Ireland, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Naas including the delivery of a sustainable bus-only link between Naas and Sallins Railway Station, a local bus route, additional bus stops and the provision of bus priority measures to ensure the improved movement of bus services through the town centre and local neighbourhoods.
- MTO 2.5** Support and promote in conjunction with the National Transport Authority and Irish Rail, the upgrade and expanded Park & Ride facility at the Sallins Railway Station and the electrification of the rail line to Sallins with DART Services thus providing a 10-minute peak commuter rail frequency.
- MTO 2.6** Investigate the merits of a second station with a Park & Ride to the west of Sallins to serve the population of Naas and the wider region.
- MTO 2.7** Protect the lands zoned Q: Enterprise and Employment to the east of the Western Relief Road from haphazard development that would prejudice the future delivery of a bus-only route through the Northwest Quadrant. Proposals for development on lands zoned Q: Enterprise and Employment should protect the integrity of these lands and potential developers will be required to liaise with the Planning Authority and Roads and Transportation Department of Kildare County Council in advance of submitting development proposals.

Actions

- To continue to promote the provision of improved public transport services and facilities to serve the population of Naas through ongoing liaison with statutory agencies and public transport providers.

5.4. Road and Street Network

Naas has excellent links to the national motorway network and is a highly accessible location within the Greater Dublin Area. Traffic circulation in Naas, particularly around the north and east of the town is constrained and the road network within the town centre is generally restricted to north-south movement. Naas experiences a high level of congestion due to its radial road structure, the dispersed nature of development, the location of educational facilities and the volume of extraneous vehicular traffic and Heavy Goods Vehicles (HGVs) accessing the town centre. Notwithstanding the construction of the South Ring Road and the Western Relief Road/Millennium Link Road congestion remains a significant issue within the town centre with vehicles travelling through the centre rather than using alternative approaches. The banning of HGVs will re-balance the town centre road space and provide for improved public realm. Links between the town and Sallins Railway Station also need to be enhanced.

While the M7/N7 forms part of the national road network, it is also used for local and regional purposes. The recent widening and upgrade of the junctions on the M7 around Naas will increase capacity; however, it is acknowledged that once the works are completed no further upgrades are envisaged in the near future. However, the Council, in line with the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012) is required to protect undeveloped lands adjoining national roads and junctions from development to cater for potential capacity and will therefore continue to pose a significant challenge during peak travel times without the provision of a more robust and connected network of routes and transport options within and around the town.

As part of the Transport Strategy, missing links in the road network and congestion bottlenecks were identified and options modelled to identify the preferred measures for the overall network in the town. Improving circulation around the town through the development of the following routes will provide additional route options for through traffic or traffic accessing residential areas on the east of the town:

- The Gallops Avenue (Dublin Road to Blessington Road).
- Upgrade of Murtagh's Corner Junction and link road to Corban's Lane.
- Millbridge Street (Old Caragh Road to Millbridge Way).
- Roadway linking Aldi Distribution Centre to Millennium Link Road.
- Town centre HGVs restrictions.
- Upgrade signalised junctions to MOVA³⁹ or SCOOT⁴⁰ as appropriate.

The Naas/Sallins Transport Strategy carried out analysis of several options which would reduce traffic levels and improve the overall management of traffic in the town centre. As part of the Strategy, the routes underwent multi-criteria analysis. The option referred to as the Gallops Avenue which follows the route of what was formally referred to as the Inner Relief Road, scores positively in terms of economy, integration and physical activity by providing relief of congestion on Main Street and the Dublin Road, thereby achieving the overall objective compared to the number of options proposed.

The Naas Inner Relief Road (IRR) originally underwent the Part 8 process in 2006 but due to financial constraints work did not commence. Given the lapse in time the entire process including route selection was carried out again in 2019. As part of the route selection, eight route options were proposed, and Route 2 (IRR) was the preferred option.

The Kildare County Development Plan 2017-2023 (as varied) under Table 6.1 Priority Road and Bridge Projects, identifies an Inner Relief Road for Naas, as one of the projects for the county⁴¹.

³⁹ Microprocessor Optimised Vehicle Actuation (MOVA) – method of controlling the traffic signals based on the presence of vehicles detected on the approach to a signalised junction.

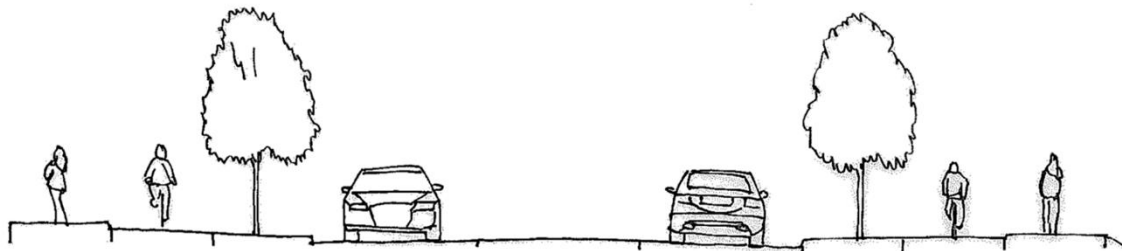
⁴⁰ Split Cycle Offset Optimisation Technique (SCOOT) – a real time adaptive traffic control system for the coordination of traffic signals across an urban road network, using data from sensors to adjust traffic signals.

⁴¹ In accordance with Section 19 of the Planning Development Act 2000 (as amended), the Chief Executive must ensure that the local area plan remains consistent with the objectives of the relevant

Connectivity and linkages in and around the town of Naas are extremely important, not just for vehicles but more so for pedestrians and cyclists. In order to encourage and facilitate greater cycling and walking, more direct orientation and wayfinding is important. The urban structure, as expressed through its roads and streets, needs to provide linkages and connections from one part of the town to another.

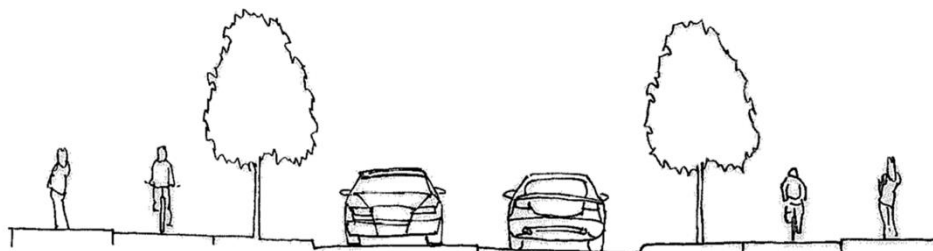
It is an objective of this Plan to review the design of what was previously referred to as the Naas Inner Relief Road and which is now being referred to as the Gallop's Avenue, so as to ensure that the design is less conducive to speed, by reviewing its overall design, including but not limited to, the central median configuration and re-examining elements that may have caused particular concern. The Gallop's Avenue, as proposed in this Plan, is an important connector road that will link the Blessington Road with the Dublin Road. It should have the appearance of a street, an avenue or a boulevard - rather than a highway or a major road that generates excessive traffic. It is envisaged that the design will provide a generous tree lined verge, segregated cycle lanes and pedestrian paths (see Figure 5.6). As a connecting element of the urban structure, it will alleviate pressure and congestion on the Dublin Road by more fairly distributing traffic and it will facilitate investment in cycle lanes along the Dublin Road leading into the town centre, while also enabling significant public realm improvements in the town centre – traffic calming, street trees, cycle facilities, and outdoor dining.

Figure 5.5 Inner Relief Road Proposal



Proposal incorporated 2m pedestrian path, 2m cycle lane, 2m verge, 3.25m carriageways and a 3.25m central painted median

Figure 5.6 Indicative Cross-Section of Revised Gallops Avenue Road Design



development plan. If a conflict exists, the provision of the local area plan shall cease to have any effect.

Removal of the central 3.25m painted median – narrows the overall carriageway and slows traffic down.

It is envisaged that the ‘Gallops Avenue’ will be a key piece of infrastructure within Naas to provide for cycling, pedestrian and vehicular access for the residents of the area, while alleviating traffic in the town centre.

The Movement and Transportation Map 5.4 identify the road/street measures proposed which will be brought forward during the lifetime of the Plan and beyond to achieve the Vision for Naas. The following Table 5.3 outlines the delivery timeframe for the projects, subject to funding and the Part 8 process.

Table 5.4 Road Measures and Delivery Timeframe

Short Description	Short Term	Medium Term	Long Term
The Gallops Avenue			X
Upgrade of Murtagh’s Corner junction and Link Road to Corban’s Lane		X	
Millbridge Street			X
Road linking Aldi Distribution Centre and Millennium Link Road	X		
HGV restriction in town centre	X		
Upgrade signalised junctions to MOVA or SCOOT as appropriate	X	X	
Road from South Ring Road serving Educational and Data Centre lands		X	

Policy MT3 – Road and Street Network

It is the policy of the Council to maintain, improve and extend the local road network in and around Naas to ensure a high standard of connectivity and safety for all road users.

Objectives

It is an objective of the Council to:

- MTO 3.1** (a) Maintain and improve, as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of the relevant legislation.
 (b) Safeguard the development and carrying capacity of the national road infrastructure along the existing M7 and associated Junctions 9, 9(a) and 10, in accordance with the Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012).’

MTO 3.2 Support the implementation of the following road schemes/projects (as detailed on Map 5.4), subject to the availability of funding, the relevant legislative process and appropriate environmental assessment and where necessary to preserve the identified routes free from development:

- (i) The Gallops Avenue.
- (ii) Upgrade of Murtagh's Corner junction.
- (iii) Millbridge Street.
- (iv) Roadway linking Aldi Distribution Centre to Millennium Link Road.
- (v) Town centre HGV restrictions.
- (vi) Upgrade signalised junctions to MOVA or SCOOT as appropriate.
- (vii) Possible future route through the lands at Jigginstown.

MTO 3.3 To comprehensively re-examine the design of the Gallops Avenue (R410 to R445 - Blessington Road to Dublin Road). The focus of the redesign will be on providing a route which focuses on green initiatives such as expanded footpaths and cycle ways, providing a safe route for pedestrians and cyclists. The new route will be designed to have the appearance of a street, avenue or boulevard which would provide a generous tree lined verge, including segregated cycle lanes and pedestrian paths in accordance with the Principles of Sustainable Safety to offer a safe environment for all road users including cyclists.

The redesign shall be carried out after consultation with local residents, stakeholders and other interested parties. The redesign will comply with best practice design guidance for sustainable infrastructure, such as the Design Manual for Urban Roads and Streets (DMURS) and the NTAs National Cycle Manual. The redesign shall include, but not be limited to, examination of the following:

- Delivery of protected junctions with consideration for raised tables where appropriate.
- Delivery of island bus stops in line with guidance provided in the NTAs National Cycle Manual (or any successor to same in terms of best practice).
- Examination of a HGV ban on the Gallops Avenue.
- Examination of a dedicated Greenway as part of the detailed design.
- The Gallops Avenue should be completed with a noise reducing road surface.
- Consideration of an alternative route located on a corridor to the east of the Racecourse, including the provision of documentary evidence detailing this consideration and examination in any development consent process.

MTO 3.4	Co-operate and liaise with the Department of Transport, the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to securing appropriate improvements/extensions to the transport network within Naas.
MTO 3.5	Investigate the development of a street network within the Northwest Quadrant by way of the Northwest Quadrant masterplan (as set out in Chapter 10) including improved accessibility over the canal and access to the town centre and Sallins Railway Station to facilitate increased permeability and connectivity, in accordance with the Design Manual for Urban Roads and Streets.
MTO 3.6	Ensure that development proposals within the Core Regeneration Areas and Key Development Areas are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines (2014). The requirement for all other developments will be determined on a case-by-case basis.
MTO 3.7	Reduce the harmful effects of traffic noise by ensuring noise mitigation measures are implemented into new developments in proximity to motorway routes, national routes, regional routes and significant urban streets. Developers shall engage a suitably qualified acoustic specialist to prepare an Acoustic Design Statement for all new developments with the potential to impact sensitive noise receptors. The Statement shall have regard to the thresholds set out in the Kildare Noise Action Plan 2019-2023 (or any subsequent plan).
MTO 3.8	To ensure a 91-metre building line setback from the motorway and associated junctions from the nearest roadside edge to protect against transportation noise and to ensure the future protection of the motorway network. Under certain circumstances ancillary development may be considered within the setback zone in recognition of local conditions and the nature of the proposed activity.
MTO 3.9	Examine the feasibility of realigning/raising the Newbridge Road (R445) at the point of crossing the canal at Jigginstown to be of a sufficient height so as not to hinder the future passage of boats and barges.
Action	
<ul style="list-style-type: none"> To progress the delivery of the road/street network measures selected in the Naas/Sallins Transport Strategy. 	

5.5. Parking Strategy

The Naas/Sallins Transport Strategy incorporates a Parking Strategy (see Map 5.4), which aims to improve the efficient use of existing car parks in the town centre. The Plan will seek to take a balanced approach to effectively manage parking to support

the local economy and encourage sustainable travel modes in order to reduce reliance on the private car.

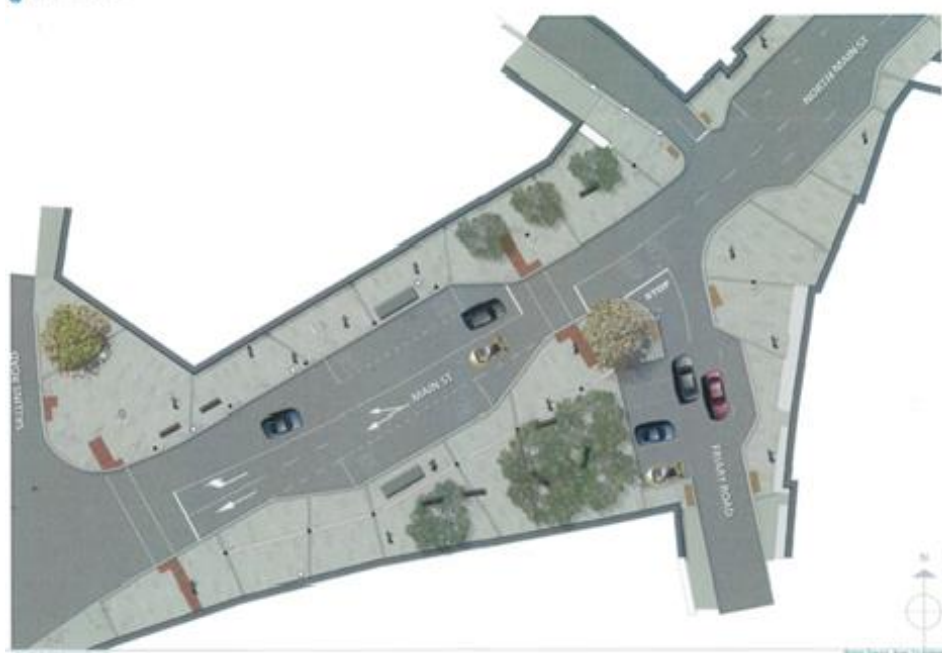
It should be noted that the Kildare County Development Plan sets out parking standards in relation to new developments.

Table 5.5 Parking Strategy for Naas

Short Description	Short Term (1-2 years)	Medium Term (3-5 years)	Long Term (6-10 years)
Relocate Perpendicular Parking on Main Street (PK 2)	x		
New town centre carpark near Main Street (PK 3)		x	
Poplar Square plaza development (PK 4)		x	
Mobility Management Plans for Major Workplaces locations (100+ staff) (PK 5)	x		
Relocate Parallel Parking on Corban's Lane (PK 6A)		x	
Construct Formal School Drop-Off Facility for Naas CBS on one of the two sites indicated. Final location determined by detailed design. (PK 6B)		x	
Electric Vehicle charging points (PK 7)		x	
Increased parking enforcement (PK 8)	x		
New carpark facility in redeveloped Naas Shopping Centre (PK 9)		x	X ⁴²

⁴² Timeline dependent on the shopping centre redevelopment.

Figure 5.7 Indicative Poplar Square Pedestrian Plaza



Source: Dublin Road Corridor Scheme (Brady Shipman Martin)

Policy MT4 – Parking

It is the policy of the Council to manage the provision of car parking to provide for the needs of residents, business and visitors to the town centre of Naas.

Objectives

It is an objective of the Council to:

- MTO 4.1** Apply the parking standards in the Kildare County Development Plan, and relevant Section 28 Guidelines, to all applications for planning permission in Naas. Dispensations will only be considered in exceptional circumstances and having regard to location, proximity to key public transport routes, heritage and urban design context.
- MTO 4.2** Support and facilitate the implementation of the preferred car parking management measures, as illustrated on Map 5.4, as identified in the Naas/Sallins Transport Strategy.
- MTO 4.3** Ensure that all new proposed developments make provision for the use of electric vehicles through a significant increase in the provision of clearly and exclusively designated electric car charging points on public and private land in partnership with ESB and other relevant stakeholders and landowners.

6. Economic Development, Retail and Tourism

Aim: To support and enhance the sustainable economic growth of Naas, consistent with its role as a Key Town through the provision of designated areas for high quality employment, through the expansion and protection of its tourism product and through the enhancement and expansion of its role as a thriving retail destination.

6.1. Context

The preparation of this Plan is framed in the context of a changing economic environment as a result of the Covid-19 pandemic which has had a sudden and drastic impact on how business in Ireland is carried out now and into the future. There is considerable uncertainty around the implications of social distancing measures for the Irish labour market. As Irish companies respond, the long-term impact on people, places, and how and where we do business into the future remains to be seen.

The National Planning Framework (NPF) sets out the development of a strong economy supported by Enterprise, Innovation and Skills as a National Strategic Outcome that will depend on creating places that foster enterprise and innovation and attract investment and talent. The NPF states that this can be achieved by building regional economic drivers. The RSES has designated Naas a Key Town which is a town with a large economically active service and/or county town that provides employment for its surrounding areas and provides high-quality transport links and the capacity to act as a growth driver to complement the Regional Growth Centres of Athlone, Dundalk and Drogheda.

The RSES identified Naas as having a high job ratio providing a large employment base for resident workers and attracting inward commuting from a wide catchment of north Kildare and west Wicklow. The strategy identifies several areas within the town to capitalise on economic growth such as the development of Corban's Lane Shopping Centre to provide significant retail and commercial functions. The strengthening of the local employment base through the development of the Mid Eastern Region Innovation Think Space (MERITS) extending and enhancing the technology environment in the region. The potential for high-quality, high-density indigenous and Foreign Direct Investment within Millennium Park in the Northwest Quadrant has also been identified along with the re-intensification of industrial lands in the north east of the town in proximity to the Maudlin's Interchange.

The Economic Strategy for the region as illustrated in Figure 6.1, was based on several aspects: smart specialisation, clustering, placemaking, orderly growth and future proofing. The key challenge for Naas is in ensuring that the conditions for the creation of an environment of enterprise and innovation are embraced and developed. The development of Core Regeneration Areas as part of this Plan within the commercial core of the town, coupled with an emphasis on technology and the supporting of business start-ups will ensure that these objectives for the development of the economy can be achieved.

The Kildare Local Economic and Community Plan (LECP) 2016-2021 has also informed this Plan. The purpose of the LECP is to promote the local and community

development of each local authority area, act as a roadmap for the development of the county and ensure the effective co-ordination of publicly funded programmes.

Figure 6.1 Regional Economic Strategy



Source: Regional Spatial and Economic Strategy

6.2. Economic Profile

The economic landscape of Naas, given its resources, has the potential to maximise the likelihood of new business formation and continued success of existing businesses. Table 6.1 reflects on the town’s economic assets.

Table 6.1 Economic Assets to Drive Employment Growth

Scale	Naas as the County Town and with its designation as a Key Town has a population of 21,393 persons ⁴³ and provides a population critical mass to be an attractive base for employers. The existing employment base comprising of 11,000 jobs ⁴⁴ is varied across several categories such as wholesale, transportation, information and communication, manufacturing and public administration (see Figure 6.2).
Function	Naas as a Key Town in the Core Region is a large economically active service centre that provides employment for a large catchment, with high-quality transport links and the capacity to act as a growth driver in one of the fastest growing urban areas on the periphery of Dublin. Naas has a jobs ratio ⁴⁵ which significantly exceeds the 0.70 target set out

⁴³ Census 2016, settlement boundary of Naas.

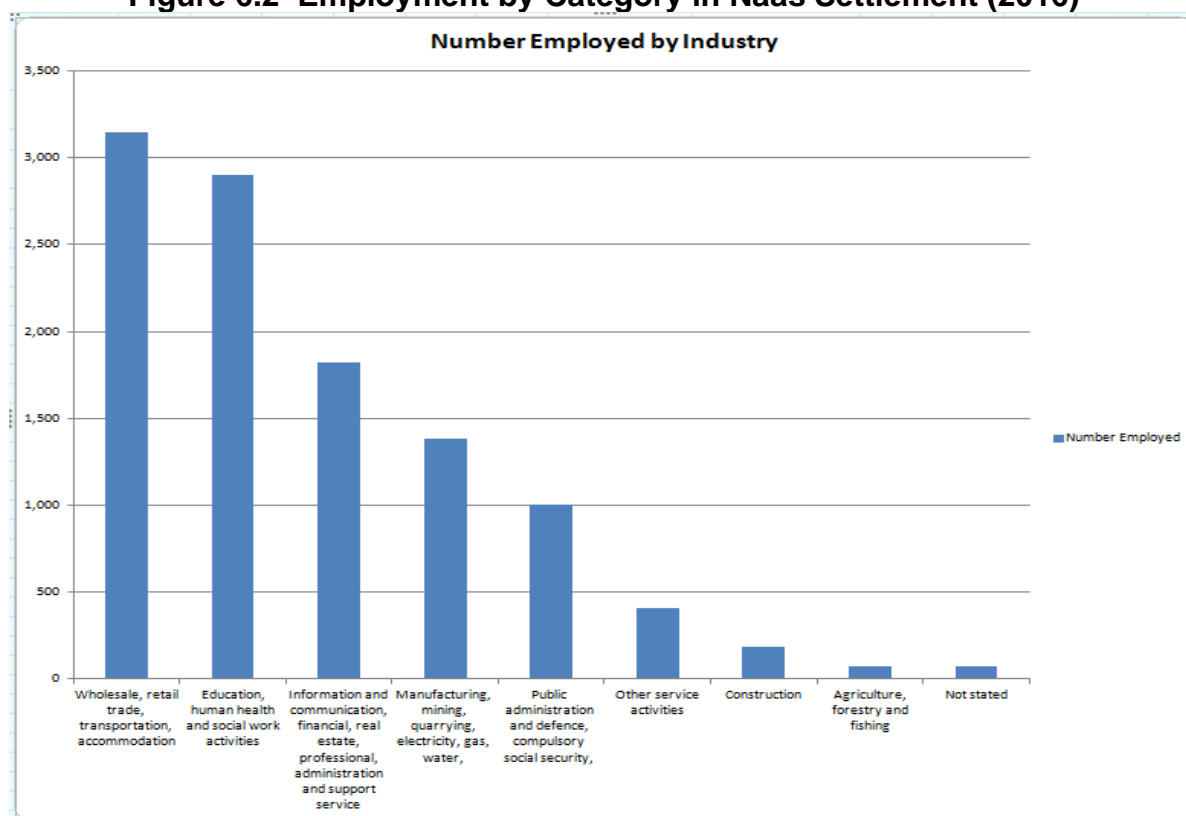
⁴⁴ Census 2016

⁴⁵ Jobs ratio = number of jobs/number of workers. A ratio of 1.0 means that there is one job for every resident worker in a settlement and indicates a balance, although not a match, as some resident workers will be employed elsewhere and vice-versa.

	in the County Development Plan, maintaining a job ratio of 1.01 with a net inflow of 2,762 commuters to work daily.
Human Capital	Higher education is an important component to attract employers to an area. Within the settlement population 58% have been educated above post-primary level, with 18% of the population having obtained a third level honours degree and above, thereby providing a wide skill set to attract investment. Naas's location, with good transport links, is ideally placed to attract a skilled workforce from a wider catchment.
Placemaking	Naas is an attractive place to live and work. The town's historical heritage coupled with its development along the Grand Canal provide a unique setting to live, work and invest in. High quality architecture coupled with the unique natural environment are crucial to attracting both employers and employees. There is significant land located in the Northwest Quadrant to provide for high-quality, high-density employment further expanding on the existing business and technology parks.
Enterprise Ecosystem	Naas is already well established in the areas of high-tech manufacturing and research and food production. To encourage/facilitate growth in innovation and entrepreneurship the Mid-Eastern Region Innovation Think Space (MERITS) building will be a new, purpose built, 'co-working' incubation and accelerator space, for technology entrepreneurs and technology businesses, specifically those involved in the digital economy, internationally traded services, and high-tech manufacturing. It will work closely with Maynooth Works (Maynooth University's business incubator unit) to extend and enhance the technology environment in the region.
Connectivity	<p>Telecommunications are a critical component for digital connectivity, connecting people, places and ideas through digital networks which are vital for continued economic growth. Naas is well placed with a network of communications services, ensuring both high speed and resilient connectivity.</p> <p>Naas benefits from a strategic location, proximate to the M9 motorway and rail connection in Sallins, which provides the town with great opportunities to avail of its proximity to the biggest market in Dublin and other cities throughout Ireland, as well as getting access to international markets via the connectivity provided by Dublin International Airport and Dublin Port.</p> <p>The partnership with Maynooth Works (Maynooth University's business incubator unit) and the MERITS building will provide</p>

	enhanced connections and access to higher education institutions in Naas.
Natural Capital	Naas’s unique natural heritage contributes to healthy placemaking by creating public spaces that promote people’s health, while providing ecosystem services which adapt to climate change. There is significant opportunity within the economic sector in particular in the Northwest Quadrant to design out waste and pollution, by examining various alternative energy solutions in industrial and commercial developments.
Infrastructure	Naas as the County Town provides a wide range of services and has the necessary physical and technology infrastructure along with the required supporting services to attract new industry.

Figure 6.2 Employment by Category in Naas Settlement (2016)



Source: Census 2016

6.3. Naas Economic Development Strategy

The strategic aim for the Plan is to protect existing employment in the town and to create new employment opportunities for Naas to fulfil its role as a ‘Key Town’ in the region and as the county town. While all types of employment generation will be encouraged, there is a strong focus on promoting the following sectoral opportunities:

- Technology, IT and digital/tech sector including incubator units and shared space.
- High-density indigenous and Foreign Direct Investment companies.
- High-tech manufacturing and research.

- Food processing and research including the development of food incubation units.
- A range of office formats from small scale offices to large office-based enterprises at appropriate locations.
- Tourism and its associated spins-offs.
- Retail and its associated spin-offs.

6.3.1. Jobs Growth and Economic Development

Census 2016 demonstrated a healthy level of employment opportunities in Naas, with the jobs ratio in Naas significantly exceeding the 0.70 target set out in the County Development Plan. Employment growth in Naas over the 2011-2016 period was high. However, as a result of the Covid-19 pandemic Ireland experienced two consecutive quarters of negative economic growth to September 2020. Therefore, it is hoped that jobs growth in Naas will at least match population growth over the 2016-2027 period.

Census 2016 revealed 5,760 people lived in the Electoral Division of Naas but worked elsewhere, while 8,522 people travelled into the Electoral Division of Naas to work⁴⁶. This resulted in a net inflow of 2,762 commuters (inward commuters less the outward commuters). Therefore, the Naas Electoral Division is an importer of workers and has a high commuter flow.

Though the net inflow of commuters is positive for Naas, the positive economic impacts of the commuting population will only be fully harnessed by ensuring that people who work in Naas also use local businesses and amenities. Increasing the attractiveness of the town centre environment to ensure these workers have reasons to use its services and facilities is a key objective of this Plan. Similarly, in order to make the town more self-sufficient and to address the economic and social impact of commuting, it is critical that the number of jobs is increased.

Table 6.2 Job Profile of Naas

	2011	2016	2027 (Population Projection)
Population	20,713	21,597 ⁴⁷	28,097
Labour Force	10,757	10,904 ⁴⁸	14,186 ⁴⁹
No. of jobs in Naas	9,324	10,999 ⁵⁰	14,328 ⁵¹
Job Ratio	0.87	1.01	1.01 ⁵²

⁴⁶ Source: CSO.ie.

⁴⁷ Naas Legal Town Population.

⁴⁸ Source: Eastern SPA – Socio-Economic Evidence Baseline Report, 2017(pg. 95).

⁴⁹ Represents a proportionate increase as a derivative of population growth (14186 = 28097/21597*10904).

⁵⁰ Source: Eastern SPA – Socio-Economic Evidence Baseline Report, 2017 (pg. 100).

⁵¹ 14,328=14,186*1.01

⁵² This ratio represents an appropriate target for Naas, in recognition of its role as county town, the substantial employment potential of Naas and the target to reduce commuting travel times.

As detailed in Table 6.2 to maintain the 2016 job ratio to 2027, a further 3,329 jobs (14,328-10,999) are required for a population of 28,097. The economic lands zoned under this Plan can accommodate a variety of floorspace scenarios, ensuring Naas has the ability to increase its employment base given its status as a 'Key Town' and County Town. The land zoned will ensure that Naas is sufficiently agile to accommodate unexpected opportunities that may arise during the plan period, while continuing to balance population and employment growth.

The Economic Development Strategy for Naas will be achieved by:

- Providing the infrastructure and zoned land necessary to attract economic development in recognition of Naas's status as a Key Town.
- Capitalising on the significant infrastructure which has been developed in Naas, to further strengthen the local employment base.
- Regenerating and consolidating the town centre for the provision of significant retail and commercial functions.
- Develop physical connections from the peripheral areas of the town to the centre.
- Revitalising and re-intensifying underutilised industrial lands in the northeast of the town.
- Supporting the intensification, renewal and modernisation of existing industrial and business floorspace where this accords with the proper and sustainable development of the town.
- Supporting proposals for foreign direct and indigenous investment which requires larger campus-style sites, particularly in the Northwest Quadrant.
- Ensuring new industrial or business floorspace will allow for future flexibility, including future subdivision and/or amalgamation to provide for a range of accommodation, particularly for small businesses.
- Recognising and expanding the Naas tourism product by supporting appropriate tourism developments (such as Sallins to Naas Greenway) and spin-off enterprises.
- Continuing to develop Naas as a Level Two, County Town Centre in accordance with the RSES and the County Retail Hierarchy, by consolidating the retail offer, and improving the urban fabric and public realm of the town centre.
- Supporting and facilitating, subject to environmental and other relevant planning considerations, all forms of employment generation.
- Work with the (Local Enterprise Office (LEO), IDA, OPW, Chamber of Commerce in relation to the development of potential economic opportunities for Naas and its environs.

6.4. Locations for Economic Development

The zoning of lands for economic development has been informed by a Sustainable Planning and Infrastructural Assessment (SPIA) which is published alongside this Plan. A range of employment uses are generally 'permitted in principle' or 'open for consideration' across a range of land use zonings. This Plan seeks to guide enterprise and employment development to appropriate locations by identifying specific economic clusters, which takes cognisance of the requirements of the different enterprises. The areas have been carefully selected to ensure the land use

objectives are compatible with the wider area and that adequate land has been zoned for enterprise to grow and develop. The designated areas for economic development are Naas Town Centre and its Core Retail Area, Northwest Quadrant, Maudlins Interchange on the Dublin Road, Junction 10/Newhall and specifically for the development of Data Centres south of the Caragh Road South and at Jigginstown.

6.4.1. Town Centre and Core Retail Area

The town centre is located primarily along North and South Main Streets and expands out onto neighbouring streets and towards the Devoy Quarter. It is largely characterised by small, narrow plot sizes interspersed with larger civic and financial buildings. It offers a range of convenience and comparison shops, pharmacies, cafés and restaurants, hotels and public houses. It has a strong evening economy and has been accredited the Purple-Flag status for standards of excellence in managing the evening and night-time economy, as one which is enjoyable, entertaining, diverse and safe. This Plan focuses on the regeneration of the town centre (see: Chapter 10, Urban Development and Regeneration Strategy), to cater for its changing role, providing for significant retail and commercial functions in tandem with bringing back homes into the centre. The regeneration of the town centre represents an opportunity to develop a sustainable environment which is an attractive place to work, live, invest, study and visit.

Located within the town centre is the Mid-Eastern Region Innovation Think Space (MERITS) building currently under construction. Partnering with Enterprise Ireland and Maynooth Works (Maynooth University's business incubator unit) the development aims to attract 120 tech entrepreneurs from all over the Mideast in an innovative co-working space. The building will house both start-ups and expanding businesses as well as providing research and training space for existing companies who wish to access support. It forms part of a network of innovative co-working spaces in the mid-east region. The creation of incubator units and hot-desking in the town centre will give the people who work remotely more than a desk, but an all-inclusive social element also.

The Core Retail Area (See Map 6.1 and Section 6.6) which forms part of the commercial core, is the preferred area for retailing and the Council through this Plan, will seek to protect and improve its vibrancy and vitality. The footprint of the commercial core will be consolidated and encouraged to expand to the east and west of Main Street. It is envisaged that this expanded core will include a range of uses such as financial, hospitality, residential along with retail and retail services. The Urban Regeneration Strategy contained in Chapter 10, outlines an approach to build on the strengths of the town centre in order to reach its full potential.

Figure 6.3 MERITS Building



6.4.2. Northwest Quadrant (NWQ)

An objective of the Regional Spatial and Economic Strategy (RSES) for Naas is to strengthen the local employment base through the development of Millennium Park in the Northwest Quadrant, where there is potential for high-quality high-density indigenous and Foreign Direct Investment. Millennium Park is currently home to Kerry Global Centre, Irish Commercials, the HSE and Horse Sport Ireland. The Park forms part of a larger significant land bank in the northwest of Naas, which represents a key area for the growth of the town over the longer-term vision to 2031. A masterplan is required for the overall land bank in the Northwest Quadrant (see Section 10.7). Kildare County Council will prepare the masterplan which will be finalised once the initial stage of the Naas Flood Relief Scheme for the area is complete. The masterplan will then be integrated into the local area plan by way of a statutory amendment under Section 20 of the Planning and Development Act (as amended) (Objective NWQ 1.1 refers).

The employment lands are strategically located alongside the M7 motorway between junctions 9a and 10 and have the necessary infrastructure to facilitate development. However, the development of the area needs to be carefully considered against any potential to impact negatively on the capacity of the motorway network. Development proposals will be required to carefully consider their impact on the motorway network through the preparation of a Traffic and Transport Assessment and consultation with Transport Infrastructure Ireland (TII) will be required. A building line setback of 91-metres is also required to protect the future capacity of the motorway and to protect the end users against noise.

This Plan has zoned land at this location, which has the potential to accommodate a wide range of businesses such as manufacturing, research and development, light industry, large office complexes, and larger campus-style sites. Over time the development of these lands should complement the consolidation of the town centre providing for strategic links to remaining Northwest Quadrant lands, in particular those that have been reserved for strategic residential growth.

Figure 6.4 Kerry Global Technology and Innovation Centre Naas



6.4.3. Junction 9 (Maudlins Interchange)

Underutilised, industrial lands located at Maudlins Interchange occupy a prominent site on the edge of Naas at the northern (M7) Gateway to Naas. These lands include the sites of the former Donnelly Mirrors facilities and the Cemex Concrete plant. These occupy prominent brownfield sites on the primary approach to Naas from Dublin that have the potential to be prime locations for development with easy access to the motorway network and all necessary services. This is also recognised in the Regional Spatial and Economic Strategy (RSES) under RPO 4.51 which refers to the strengthening of Naas's employment base through the regeneration of underutilised lands in the northeast of the town.

Given the location of these lands proximate to the motorway, there is a need to ensure that the carrying capacity of the national road network is not undermined. Through the preparation of the Naas/Sallins Transport Strategy a full build out scenario based on the conceptual land use zoning of Enterprise and Employment was modelled (388 additional jobs forecasted⁵³).

Having regard to their significance in terms of their location on the primary approach to the town of Naas, the land has been zoned T: Mixed-use to provide for general commercial/industrial/enterprise uses. These lands form a Key Development Area in this Plan (See: Chapter 10, Section 10.6.2).

These brownfield sites have also been designated as Regeneration Lands within the Plan (see Map 11.1). Proposals for development of these sites shall be of a high standard and quality having regard to their strategic location off the Maudlin's Interchange and as a key gateway site to the town from the M7. A joint approach to the lands zoned Mixed-use shall be undertaken through the preparation of a masterplan to include a shared/agreed vision for the overall land parcel to ensure development does not take place in a piecemeal manner and integrates with existing development and infrastructure. It is imperative that development of the lands should not impact on the carrying capacity of the motorway network. In this regard the

⁵³ Naas /Sallins Transport Strategy, Volume 2, Future Year Traffic Modelling Report, page 40.

Council will prepare a Traffic Modelling and Access Strategy for the lands zoned Mixed-use, in consultation with relevant stakeholders including Transport Infrastructure Ireland (TII), the National Transport Authority (NTA) and the owners of the KDA lands. This Strategy will inform the masterplan for the subject lands. Further details in respect of the overall development of these lands are set out in the Development Framework detailed in Chapter 10. It should be noted that Chapter 10 also contains two specific objectives (URD 1.13 and URD 1.14) to protect the integrity of the existing road network.

6.4.4. Junction 10 (Naas South)/ Newhall

The land bank at this location comprises a mix of zoning; Retail/Commercial (R) and Industry and Warehousing (H). There is currently a mix of uses provided within the Newhall Retail Park and the M7 Business Park. This Plan provides for circa 14.2 hectares of undeveloped land for Industry and Warehousing to the southwest of the Newhall Retail Park.

6.4.5. Caragh Road South and Jigginstown

Recent years have seen a marked increase in the number of new Data Centres constructed in Ireland (66 operational in Ireland⁵⁴) and this trend is expected to continue into the foreseeable future as they are central to the digital economy and generate added economic benefit across the value chain⁵⁵.

Data Centres by their nature, are trending towards hyper scaled units and are land extensive and energy hungry developments and can have differing locational requirements depending on the type of data accessibility speeds they cater for. All Data Centres have common infrastructure requirements such as access to high voltage electricity lines, high powered fibre optic cables, good site security and accessibility.

This Plan promotes Naas as a sustainable international destination for ICT infrastructures such as data centres, in line with Regional Policy Objective 8.25. Two locations have been zoned for Data Centre/Warehouse locations within this Plan. Land has been designated between Junction 10 and Junction 9a, located centrally between two of the motorway junctions. The site will be served by the local road network which would disperse traffic between motorway interchanges to reduce any impacts on the motorway network. Another site has been selected to the southwest of the town. Naas has been chosen as a suitable location for data centre development in recognition of its status as a Key Town. The sites identified in this LAP have the ability to cater for space extensive enterprises contiguous to the existing urban form, proximate to electricity and telecommunication infrastructure. These lands are identified exclusively for Data Centres, to ensure the location of these types of proposals are controlled proximate to serviced areas of the county. The Council will not consider any alternative use on these lands, other than those associated with Data Centres (Objective EDO 1.12).

⁵⁴ Ireland's Data Hosting Industry, Biannual Report, Nov. 2020 (Host in Ireland).

⁵⁵ Government Statement on the Role of Data Centres in Ireland's Enterprise Strategy (2018).

6.4.6. Home-based Economic Activity

The increase in working from home / e-working as a result of COVID-19 has brought remote working to the forefront of working life. Working from home can make a very positive contribution towards reducing car travel, increasing the vibrancy of an area and can create new job opportunities for people who want to live in a particular area.

While this Plan supports the concept of home working, it is important that such activity does not result in the disamenity of a predominantly residential area and therefore employment use in a dwelling should be restricted to the occupier(s) of the dwelling and such use should be subordinate to the main use of the dwelling as a residence. In addition to home working, this Plan supports the concept of a live-work unit which can be defined as a single commercial unit designed to accommodate a residential element e.g., commercial ground floor with living accommodation over. Live-work units are used for business/enterprise to provide for uses such as office, medical and related consultations, data processing, software development, media associated uses, publishing and film production, artists and crafts studios, home-based economic activity and creative industries. The development of live-work units can lead to a more sustainable land use pattern, by providing for a mix of uses, ensuring a balance between day and night-time activity and reducing commuting.

Policy ED 1 – Enterprise and Economic Development

It is the policy of the Council to support the development of Naas as the enterprise and employment hub for County Kildare and the region, increase employment located within the town, reduce commuting and ensure new employment development contributes towards reducing carbon output.

Objectives

It is an objective of the Council to:

- EDO 1.1** Encourage economic development and employment growth in Naas in accordance with its designation as a Key Town, while adhering to the overall Economic Development Strategy of the Plan.
- EDO 1.2** Promote enterprise and employment development in the Northwest Quadrant, focusing on high-tech manufacturing, research and development, ICT, food science and production, large scale offices, public administration, banking, tourism and bloodstock, within a high-quality campus/park type development.
- EDO 1.3** Support the development of Mid-East Region Innovation Think Space (MERITS) and support the creation of economic linkages between all scales of local businesses through this enterprise and incubation hub.
- EDO 1.4** Facilitate the regeneration and redevelopment of the lands to the east of the Dublin Road roundabout, in particular the Key Development Area at Junction 9 (Maudlins) (the former Donnelly Mirrors and Cemex Concrete sites), through a joint approach for the overall landholding through the preparation of a comprehensive masterplan comprising of an overall high-quality design in recognition

	of its location as a key gateway site. Adherence to the Design Framework set out in Chapter 10 is required in the preparation of any masterplan for these lands which will be informed by the Traffic Modelling and Access Strategy (Objective URD 1.13, refers).
EDO 1.5	Encourage the development of employment areas in a comprehensive and sequential manner which uses existing infrastructure effectively and efficiently, ensuring they are designed to the highest architectural and landscaping standards, with natural site features, such as watercourses, trees and hedgerows be retained and enhanced as an integral part of the scheme.
EDO 1.6	Engage with IDA Ireland and the Department of Enterprise, Trade and Employment in seeking to attract Foreign Direct Investment into the Northwest Quadrant and elsewhere in the town, in line with the Mid-East Region’s Enterprise Plan.
EDO 1.7	Ensure new enterprise and employment uses provide Workplace Travel Plans /Mobility Management Plans to reduce dependency on private modes of travel consistent with the principles set out in the National Transport Authority guidance: ‘Achieving Effective Workplace Travel Plans’.
EDO 1.8	Encourage the provision of remote working hubs and incentivise employment creation on lands zoned ‘A: Town Centre’ as a key driver of regeneration, including through a review of the Development Contribution Scheme and the application of the Commercial Incentive Grant Scheme (2021) or any successor to same.
EDO 1.9	Support and encourage ‘living over the shop’ initiatives, and the provision of ground floor live-work units and/or co-working spaces as part of mixed-use and residential developments in appropriate locations with access to high quality public transport and/or active travel routes, as a means of enlivening streets and to provide flexible accommodation for small businesses and remote working opportunities.
EDO 1.10	Facilitate home-working and other innovative forms of working which reduce the need to travel but are subordinate to the main residential use of the dwelling and do not result in a disamenity in an area.
EDO 1.11	Ensure that the development of employment lands do not undermine the carrying and operational capacity of the N7/M7 motorway network, by requiring that Traffic and Transport Assessments are submitted for larger developments with the potential to impact on the network.
EDO 1.12	(a) Facilitate the location of Data Centre development on land designated P: Data Centre at Caragh Road South and Jigginstown for the identified land use only subject to appropriate environmental

assessments, heat mapping, transport impact assessments and consideration of the cumulative impact on the electricity network supply capacity and targeted reductions in greenhouse gas emissions.

(b) Any data centre project will be required to include measures to generate energy (sustainable,⁵⁶ then renewable⁵⁷ in the first instance) on site as part of the overall development proposal.

Actions

- To promote the Commercial Incentive Grant Scheme 2021 to encourage the reuse of vacant commercial premises in Naas.

6.5. Tourism

Tourism can play a key role as an economic driver for Naas, through the exploitation of historic and amenity assets. The historic town of Naas, which is dissected by the Corbally Branch of the Grand Canal is well placed to further develop its tourism product and generate employment. Naas offers a range of attractions to both overseas and domestic visitors. The town has a number of attractive physical, heritage and cultural amenities, which should be protected, preserved and promoted. The Plan zones land for Leisure and Amenity (L), Open Space and Amenity (F) and Strategic Open Space (F2) to ensure tourism developments are located appropriately and with a view to encouraging and protecting areas of amenity. The Council will work with Fáilte Ireland, Into Kildare and other tourism bodies to promote and realise the objectives of the Into Kildare Strategy '2020 Vision for Kildare Tourism' and align with the objectives of Ireland's Ancient East brand.

Naas as an historic town has several built heritage assets that would expand the town's tourism offering; its historic centre, St David's Castle, Leinster Mills and Jigginstown Castle. This Plan places an emphasis on regeneration and the Council is active in its role in promoting the development/renewal of sites that would enhance the marketability of the town. There is significant potential in Naas at St David's Castle, Jigginstown Castle and Leinster Mills for the development of tourism or cultural uses. These sites along with the Canal Harbour have been identified in the over-arching development strategy for the town as Tourism Opportunity Sites (Figure 2.4 Naas Development Strategy, Chapter 2).

The equine industry also supports a number of jobs in Naas, directly and indirectly. The industry has been resilient through economic downturns and it is an industry that should be supported to diversify and expand. The equine industry is allied with the tourism industry in Naas through Naas Racecourse and Punchestown Racecourse, which host a large number of race meetings throughout the year, and other leisure uses associated with horse sports.

⁵⁶ Comes from sources that can fulfil current energy needs without compromising future generations. Also involves collection and distribution; the energy must be efficiently acquired and distributed in order to be sustainable. Includes geothermal, hydropower, solar and wind.

⁵⁷ Comes from sources that naturally renew themselves. Includes biomass, geothermal, hydropower, solar and wind.

There is potential for water and land-based tourism to be expanded in Naas with the development of the planned Sallins to Naas Grand Canal Greenway. This will tie into the larger Grand Canal Greenway from Aylmer Bridge (on the border of South Dublin and Kildare near Lyons Estate) to Clonkeen (on the border of counties Offaly and Kildare). Naas is well placed with its range of tourist accommodation and services to benefit from 'slow adventure' tourism. The completion of the Sallins-Naas Greenway and subsequent development expansion to the Corbally line, will strengthen the many existing canal events that take place such as the Naas Canal Festival and the Naas Wild Food Festival at the Harbour, thereby expanding the town's overall tourism product.

Figure 6.5 The Grand Canal in Naas



Policy ED 2 - Tourism

It is the policy of the Council to support and facilitate the development of the tourism infrastructure in Naas with emphasis on utilising and harnessing, in an appropriate and sustainable manner, the potential of the town's natural and built heritage assets.

Objectives

It is an objective of the Council to:

- EDO 2.1** Support and facilitate the development of an integrated network of greenways and heritage trails, including along the Corbally and Naas branches of the Grand Canal.
- EDO 2.2** Encourage the development of tourism activities such as water-based activities, cultural and agri-tourism, equine tourism and food markets in Naas, including the promotion of Naas as a 'Foodie Hub'.
- EDO 2.3** Facilitate the provision of standardised signage and interpretation for tourism facilities and tourist attractions throughout the town.
- EDO 2.4** Support the development of new tourist facilities or the upgrading / extension of existing tourist facilities.
- EDO 2.5** Explore the development of Millbank Lodge as a tourist amenity facility providing complementary uses to the Strategic Open Space

	lands and the proposed Naas to Sallins Greenway, such as bike hire/café.
EDO 2.6	Encourage appropriate development proposals for St David’s Castle, Jigginstown Castle, Leinster Mills and the Canal Harbour and investigate the tourism, cultural and amenity potential for these sites.
EDO 2.7	Investigate the re-use of the Eir building on Abbey Street for a mix of cultural, community, leisure and/or tourism uses.
EDO 2.8	Support Naas’ status as a ‘purple flag’ night-time economy and as a high-quality night-time destination.
EDO 2.9	Support the diversification and intensification of employment opportunities in the equine and agriculture industries in Naas and further develop linkages between the equine and tourism industries.
EDO 2.10	Work in conjunction with ‘Into Kildare’ to develop a local museum/tourist information centre within the town centre.
Actions	
<ul style="list-style-type: none"> • To liaise with the owners of the Eir building, St David’s Castle and lands, Jigginstown Castle and Leinster Mills to investigate the feasibility of future options for the integrated development of these lands for the purpose of tourism and cultural uses. • To liaise with Waterways Ireland regarding future proposals for the appropriate development of the canal branches and the Canal Harbour. 	

6.6. Retail

There has been a swift change in retailing in Ireland as a result of the Covid-19 pandemic, which will have an everlasting impact on the retailing function of our town centres. Retaining the vitality of the town centre of Naas can be achieved by placing greater focus on residential uses, the night-time economy, the role of culture and tourism, thereby providing a mix of uses, to ensure the survival of retailing in the town centre.

Notwithstanding, the Plan will continue to prioritise the Core Retail Area and the associated expansion area as the retailing core. This area, which has been defined by the County Development Plan, is focused along the Main Street and the Naas Shopping Centre site (ref. Map 6.1). Naas / Newbridge is designated a Level 2, Major Town Centre and County Town within the Retail Hierarchy for the Region, acknowledging their status as major town centres.

6.6.1. The Retail Offer

The analysis carried out on the trading retail floorspace in 2016 for the preparation of the County Development Plan 2017-2023, concluded that Naas was particularly strong in both convenience and retail warehousing, but had lower levels of comparison shopping compared to its neighbouring Twin Level 2 County Town of Newbridge. However, Naas is deserving of its twinned status at the top of the County Retail Hierarchy by having the largest retail floorspace in County Kildare equating to

27.8% of the county's total. Underpinning this, is that Naas has 19.2% of the county's convenience floorspace, 16.5% of the county's comparison shopping floorspace and 71.8% of its retail warehousing floorspace. This demonstrates that Naas plays a significant role as a bulky goods shopping destination for the county and beyond. The breakdown of the net retail floorspace for Naas is set out in Table 6.3.

Table 6.3 Naas Net Retail Floorspace Trading in 2016 and % of County Floorspace Figure (sq m)

Convenience	Comparison	Retail Warehousing	Total	Ranking
12,041	14,986	25,455	52,482	1
(19.2%)	(16.5%)	(71.8%)		

Source: Kildare County Development Plan 2017 – 2023

The consumer and retailer surveys which formed part of the Collaborative Town Centre Health Check (2017) revealed that when people were asked what they particularly liked about shopping in Naas the highest level of respondents stated convenience/ease of access (30.3%). The retailer surveys revealed that they saw pubs/restaurants/nightlife as the main thing that attracts customers to Naas Town Centre, followed by banking/administration and then boutiques/fashion retail and convenience/accessibility jointly in third position.

At present retailing is concentrated along the Main Street and has extended into some secondary streets. A number of sites, retail units and buildings located within the town centre are vacant and/or underutilised and have been for a number of years. There has also been a shift, from the primacy of the town centre to edge-of-centre with developments at Monread, the Globe Retail Park and Naas Retail Park at Newhall. This shift is similar to many towns nationally and the Retail Planning Guidelines (2012) have placed greater emphasis on seeking to develop retailing in town centres as opposed to out-of-town centres or retail developments around the periphery of the town.

In order to reinforce the town centre as a viable, vibrant and attractive retail centre, the Main Street should be retained as the centre of commercial activity in Naas that delivers a range of services and functions. Comparison shopping needs to be promoted and enhanced in Naas to reflect its role at the top of the retail hierarchy in Kildare. The town centre needs to be consolidated and parts regenerated in order to broaden its appeal and offering. Within the centre of the town there are key strategic sites such as the un-finished Corban's Lane Shopping Centre and the Naas Shopping Mall. These sites provide significant regeneration and revitalisation opportunities for Naas and need to be prioritised for re-development.

6.6.2. Locations for Retail Developments

The overarching aim of retail planning policy is to protect and promote the vitality and the vibrancy of the town centre's Core Retail Area while also being cognisant of the changing role of retail in society. This Plan identifies a number of locations where retail development will be considered. It is a policy of the Kildare County Development Plan (Policy R7) to restrict the granting of permissions for both

convenience and mainstream comparison floorspace in Naas outside of the designated Core Retail Area until proposals for the redevelopment/regeneration of some of the following key sites have been achieved: Naas Shopping Centre Corban’s Lane, the former Superquinn site, the Naas Shopping Mall and the former Penneys outlet on Blessington Road. It is important to note that where land use zoning for retail uses ‘permits in principle’ outside the Core Retail Area, these sites will be required to be assessed on their merits based on a Sequential Test and Retail Impact Assessment, where appropriate, before any site is considered positively. The sale of the Corban’s Lane Shopping Centre in 2020 following from years of receivership and neglect now paves a way for a new anchor tenant and greater retail mix at the south end of Main Street, where it is much needed. The presence of key convenience anchors, namely Tesco (Dublin Road/Blessington Road) and Dunnes (North Main Street) assists greatly in drawing footfall at the northern end of the town centre. Corban’s Lane Shopping Centre site in conjunction with SuperValu at the Fairgreen will do the same for the south end of the town centre.

6.6.2.1 Core Retail Area and Retail Expansion Area

The Naas Core Retail Area, which is focused along South Main Street and North Main Street, in a linear pattern and includes an expansion area at the Naas Shopping Centre site is the preferred area for retail development. The incomplete Corban’s Lane Shopping Centre site has the potential to link into the heart of the town. This Plan is conscious of the changing retail needs in society and anticipates that the Core Retail Area will comprise a mix of retail units, retail services and other non-retail uses such as cafés/restaurants and public houses. Within the town centre new retail provision will be achieved through a combination of appropriate infill, regeneration and renewal of sites. The retail expansion area identified will require a mix of uses to ensure its viability.

6.6.2.2 Edge-of-Centre

Edge-of-centre sites are those that are in easy walking distance from the Core Retail Area. The Retail Planning Guidelines (2012) states that the distance of such sites is generally not more than 300 - 400 metres from the core retail area. The town of Naas has a number of potential regeneration sites located in edge-of-centre locations, identified in Chapter 10 Urban Development and Regeneration Strategy, that could provide additional retail provision alongside other uses of cultural, residential and amenity improvements. These include the following:

Castle Quarter	Canal Quarter	Devoy Quarter
St David’s Castle	Abbey Street	Rathasker Road
John’s Lane/Friary Road	The Harbour	Devoy Park

6.6.2.3 Neighbourhood Centres

The Retail Guidelines define a neighbourhood centre as a small group of shops, typically comprising newsagent, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population. This Plan has zoned a number of existing locations and two indicative location for Neighbourhood Centres (N), to provide regular convenience and lower order comparison shopping and retail services for the needs of surrounding communities.

6.6.2.4 Retail/Commercial Land Use Zoning

This Plan zones land for Retail and Commercial land uses (R) located at out-of-centre locations. These sites comprise the existing centres of Monread Shopping Centre, the Globe Retail Park and Naas Retail Park. These sites have the ability to provide for larger floorplates than the Core Retail Area. However, further development at these locations will be subject to a Sequential Test to ensure that the proposed development cannot be located in the retail core. A Retail Impact Assessment will also be required to ensure the development would not affect the vitality and viability of the retail core of Naas.

ED3 – Retail

It is the policy of the Council to support the retail function of Naas as Level 2 Major Town Centre and to consolidate existing retail development and to develop/regenerate opportunity sites/areas within the town centre.

Objectives

It is an objective of the Council to:

- EDO 3.1** Ensure the type, quantum and location of future retail floorspace provision in Naas is consistent with the requirements and recommendations of the County Development Plan, relevant regional policy frameworks and national planning guidelines.
- EDO 3.2** Protect and promote the vitality and viability of the Core Retail Area, through the application of a sequential approach to retail development, in accordance with the Retail Planning Guidelines for Planning Authorities (DECLG, 2012).
- EDO 3.3** Support and facilitate the development of retail, retail services and niche retailing in the town centre area, including new/infill development and redevelopment of an appropriate scale.
- EDO 3.4** Support and facilitate the development of retail-led tourism associated with the natural and built heritage assets of Naas.
- EDO 3.5** Facilitate and encourage the appropriate redevelopment or re-use of the Corban's Lane Shopping Centre site for a mix of town centre uses in accordance with Chapter 10, Urban Development and Regeneration Strategy.
- EDO 3.6** Manage the proliferation of certain uses of development of undesirable uses such as fast-food outlets, amusement arcades, off-licences, bookmakers, and of other non-retail uses in the interest of protecting the vibrancy, residential amenity and public realm of Naas Main Street.
- EDO 3.7** Encourage and facilitate the re-use and regeneration of vacant / derelict land and buildings for retail and other town centre uses, with due cognisance of the character, heritage and design requirements for the Architectural Conservation Area (ACA).

- EDO 3.8** Support the continued development of a high quality 'Farmers Market' within the town.
- EDO 3.9** Ensure that new shop front and signage design contributes positively to and enhances the streetscape and is in accordance with the guidance set out in the County Kildare Shopfront Guidelines (July 2013) and Kildare County Council Policy on Signage (April 2013).
- EDO 3.10** (a) Ensure no single retail convenience unit shall exceed 100sqm. of net retail space on land that is zoned B: Existing Residential and C: New Residential.
(b) Ensure no single unit shall exceed 200sqm of net retail space subject to a maximum number of three units on land that is zoned Neighbourhood Centre. The total net retail space shall not exceed 300sqm.
(c) On land zoned for T: Mixed-Use and Q: Enterprise and Employment retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines, with regards to the protection of the national roads / motorways and associated junctions.

Actions

- To continue to promote the Shop Front Improvement and Accessibility grant scheme.
- To promote the Historic Shopfronts funding, in particular for the refurbishment and conservation of historic language shop facades, windows, signage and other associated detail to safeguard them and keep them in use.
- To use the Council's statutory powers, where appropriate, under the Derelict Sites Act 1990 and Urban Regeneration and Housing Act 2015 (as amended) to stimulate development and the appropriate use of vacant and derelict sites in Naas.

7. Natural Environment and Climate Change

Aim: To enhance the role of the natural environment to promote climate adaptation, placemaking and enhance biodiversity through promoting green infrastructure.

7.1. Introduction

Climate change is one of the biggest issues facing our environment and is widely regarded as being caused by the warming effect of greenhouse gases. The burning of carbon-based fossil fuels is responsible for over half of all greenhouse gas emissions globally. These emissions are caused by human activities such as transportation, construction, industrial and agriculture activities and domestic waste. The Kildare County Development Plan 2017-2023 (as varied) recognises the key role climate change will have in the development of our built environment. A policy within the Plan is to implement the Climate Resilient Kildare: Climate Change Adaptation Strategy 2019 -2024, ensuring that climate action considerations are integrated into land use planning, aiding the transition to a climate resilient low carbon society, while also promoting and maximising the most efficient and sustainable use of land.

One of the Seven-Core Themes in the formulation of this Plan is, Environment and Climate Change, ensuring that throughout the Plan a series of measures are integrated to reduce the effects of climate change through focusing on; compact growth, town centre regeneration, sustainable mobility, energy waste, green infrastructure protection and enhancement, that will aid in the delivery of a sustainable low carbon and climate resilient future for Naas.

The natural environment of Naas has a three-pronged role, namely:

- Climate change action.
- Conservation and enhancement of biodiversity.
- Placemaking.

Naas's unique natural heritage contributes to healthy placemaking by capitalising on local assets, creating public spaces that promote people's health, happiness and well-being while providing ecosystem services including climate resilience that benefit all. These natural assets are also a tool in adapting to climate change, through both mitigation and adaptation measures, providing important carbon sinks, water attenuation and protection against potential flooding. Increasing the available biodiversity is important for many things including food production (plant pollination), fertile soils and clean air and water, but it can be threatened by the development of land and human activities throughout the plan area.

7.2. Green Infrastructure

Green Infrastructure is a strategically planned and managed network of natural features which supports native plant and animal species, while providing corridors for their movement. It also maintains natural ecological processes and biodiversity, sustains air and water quality. Green Infrastructure through the provision of vital amenity and recreational spaces for communities, contribute to the health and quality of life of an area. Central to the concept of a Green Infrastructure network is its multi-functionality, performing several layered functions in a single shared space. Not only

does it provide for a habitat for the maintenance and protection of wildlife, it delivers environmental services such as sustainable water drainage and flood protection whilst also enabling the provision of amenity and recreational activities for people.

Naas has a significant level of green infrastructure, with the presence of the Grand Canal, Oldtown Demesne, the Fairgreen Lakes and the hedgerows, treelines and other habitats throughout the town. The Grand Canal forms part of the Regional Green Infrastructure Network and links a number of towns, settlements and areas to form a strong linear network. Green Infrastructure can be used as a tool to alleviate many of the negative impacts of climate change such as control of surface water run-off, which in some ways contribute to the prevention or slowing down of this change.

7.3. Green Infrastructure - Habitat Survey and Mapping

To ensure the protection of Naas's green infrastructure and biodiversity network a Habitat Survey of Naas has been carried out, which informed the preparation of the Plan. The ecological assessment and subsequent mapping of habitats within Naas allowed for the identification of green infrastructure areas and ecological corridors. Habitats of higher ecological value were selected as having the strongest potential for providing ecosystem services therefore contributing to Green Infrastructure within Naas. These areas were then overlaid on the linear habitats recorded, such as treelines and hedgerows which can act as ecological corridors linking habitats to each other and the wider landscape allowing for movement of species (see Map 7.1). These maps are a valuable tool in the future planning of the area and also provide information for the general public and community groups.

7.3.1. Key Green Infrastructure Corridors

Nine Green Infrastructure Corridors have been identified in the Habitat Survey and subsequent mapping of Naas (Map 7.2 refers). These have been named having regard to their most noticeable features. In most cases these green infrastructure routes connect to each other and the wider landscape outside of the Naas local area plan boundary. The purpose of the mapping of the Green Infrastructure Corridors is to highlight the need for developers to be aware of the sensitivity of the particular areas and to consider the retention of natural features and their linkages to the wider area in any development proposal. The Green Infrastructure Corridors⁵⁸ comprise the following:

- 1) Grand Canal.
- 2) Oldtown Demesne.
- 3) Osberstown.
- 4) Yeomanstown.
- 5) Fairgreen Lakes.
- 6) Naas Hospital Stream.
- 7) Craddockstown and Castlesize Stream.
- 8) Morell River.
- 9) Killashee.

7.3.1.1 Grand Canal (1)

The Grand Canal is the largest and most contiguous area of Green Infrastructure;

⁵⁸ The numbering corresponds with the legend on Map 7.2 contained in Appendix 1.

acting as an ecological corridor within Naas and the surrounding countryside. The Grand Canal is designated as a proposed Natural Heritage Area (pNHA) (Site code: 002104). NHAs are sites of significance for wildlife habitats and are protected under the Wildlife Amendment Act, 2000. This green infrastructure route consists of the main canal channel, fringe and adjoining bankside habitat. Other grassland and woodland habitats, primarily on the western bank in Oldtown Demesne, are connected to this route through the local hedgerow networks.

Some of the only semi-natural woodland within Naas occurs along the Grand Canal with many well-developed hedgerows and treelines strengthening its connectivity to the wider countryside. There are areas of reed swamp associated with the Grand Canal. The Grand Canal is connected to Osberstown and to Oldtown Demesne and to the wider landscape in particular via the Corbally Branch of the canal.

7.3.1.2 Oldtown Demesne (2)

Oldtown Demesne includes around 15 ha. of woodland and wetland habitats, and an ornamental pond (the Octagon Pond), which extend along the southern side of the demesne from the Sallins Road to the Grand Canal. The woodland around St Patrick's Well is dissected by a network of water-filled ditches. These feed into an old lake that has now been infilled and has become a large reed swamp with standing water more than one metre deep adjacent to the northern edge.

The woodland habitat in the Oldtown Demesne contains the largest continuous woodland within the Naas area, offering refuge and habitats for local wildlife. A significant amount of wetland swamp is present within this site supported by the Castlesize Stream. The wetland habitats add to the value of the area and provide connectivity with the wetland habitat corridor along the Grand Canal. Wetlands can be important habitats for insects, birds and amphibians.

7.3.1.3 Osberstown (3)

This green infrastructure route consists primarily of a 15 ha. undeveloped industrial site adjacent to the M7 at Osberstown which contains a mix of wetland and grassland habitats centred around a 1.7 ha artificial lake with patchy marginal vegetation. The site shares connectivity to the Grand Canal green infrastructure route via the local hedgerow and tree-line system, which further increases its connectivity to the wider landscape. The mixture of wetland and semi-natural grassland within the site can support large numbers of insects and pollinators. High grassland cover allows for wildlife refuge. The artificial lake can be utilised further in flood prevention methods through incorporating various Sustainable Drainage Systems (SuDS) techniques. This lake is also of significant size and could be utilised by small populations of waterbirds.

7.3.1.4 Yeomanstown (4)

This route is centred round the Yeomanstown Stream from when it enters Naas to where it is culverted adjacent to the Osprey Hotel. Although Yeomanstown Stream has been heavily altered, there are some semi-natural lands adjacent to the Stream. These include some moderate hedgerows and treelines, a narrow band of planted mixed broadleaved woodland on the northern bank at Bluebell and sections of dry meadows and scrub in the margins of less managed fields.

7.3.1.5 Fairgreen Lakes (5)

The Fairgreen Lakes consist of three small linked artificial lakes. The northernmost of the lakes has the best developed marginal vegetation with large beds of reed sweet grass, while other marginal vegetation around the lakes includes great willow herb, reed canary grass and yellow iris. A colour-ringed population of mute swans occur here, while other water birds present include mallard, little grebe and moorhen. The lakes are hydrologically fed by the Naas Hospital Stream which is a separate green infrastructure corridor.

This corridor also incorporates sections of semi-natural grassland surrounding the lakes and parkland to the east. While these habitats are heavily modified and artificial in origin, they do represent some of the most important green areas within the urban fabric of Naas. The lakes are an important habitat for waterbirds and invertebrates.

7.3.1.6 Naas Hospital Stream (6)

This corridor is centred on the Naas Hospital Stream from where it enters Naas to the south at the Naas South Ring Road. This stream supports the Fairgreen lakes. This site is adjacent to a disused rail line (Tullow Branch) in the Broadfield area. A mixture of semi-natural woodland and heavily modified woodland has developed on the elevated disused rail line. This raised wooded area is adjacent to a mixed reed swamp and marsh habitat which surrounds the Naas Hospital Stream. This wetland area grades into a mixed semi-natural grassland and scrub area to the south.

7.3.1.7 Craddockstown and Castlesize Stream (7)

This green infrastructure corridor is centred around Castlesize Stream and incorporates the large green area of Craddockstown Golf Course. The Castlesize Stream forms the most continuous watercourse in Naas and is a tributary of the River Liffey. Large sections of this river are heavily modified including long culverted areas within Naas Town. Some sections with a less modified structure, including a mixture of gravel/cobble and silt with areas of riffles and runs, were noted in the southern stretches of this watercourse. This watercourse flows through Craddockstown Golf Course and its associated semi-natural grassland as well as the woodland and wetland habitat at Oldtown Demesne, providing some connectivity between the two sites.

Craddockstown Golf Course is a heavily modified and maintained area. It does however contain several artificial lake habitats as well as several small pockets of modified woodland habitats. The route the Castlesize Stream takes through Craddockstown Golf Course also includes a mature network of hedgerows and tree lines. There are areas of linear woodland and scrub forming the boundaries to the west of the golf course within the former Craddockstown Demesne and these have been recorded on historic maps of the area. The field boundaries have remained unchanged since the early twentieth century. The maturity and structure of this hedge system strengthens its connectivity to its surrounding habitats as well as to the wider landscape.

7.3.1.8 Morell River (8)

This green infrastructure route consists of the Morell River and its associated bankside habitats which are located immediately east of the local plan boundary.

Given its proximity alongside the boundary of the plan area it is considered important to include to ensure its protection. The Morell River, a tributary of the River Liffey, is highly modified along its length within Naas. These modifications include straightening, deepening, removal of bank vegetation/riparian cover, rising embankments and culverting. The majority of the land use surrounding the river within the study area is intensive agriculture and built lands. These features reduce the potential connectivity of the river. The remaining hedgerows and tree lines which border sections of the river offer some connectivity to the surrounding landscape, but overall, this connectivity remains low.

The dominant habitats within Naas are intensive agriculture and urban built land. For this reason, it is important to ensure that local biodiversity areas, which form an important part of the county's Green Infrastructure and support connectivity within the network, are maintained, and are given the opportunity to increase their distribution within the town.

7.3.1.9 Killashee (9)

Agriculture is the primary land use within this area followed by built land along with the continuation of the Naas Hospital Stream Infrastructure Route. Similar to the Naas Hospital Stream Infrastructure Route this area is centred on the disused Tullow Branch rail line. The rail line is bordered by hedgerows and treelines which widen into two small patches of woodland associated with historic parkland. Woodland along the railway line may have been planted during the original construction of the rail line. The site has strong connectivity to the surrounding area due to its structure as a linear corridor and through the local hedgerow and treeline network. Protected species such as bat species, badger *Meles meles* and red squirrel *Sciurus vulgaris* are thought to use this area. The largest section of woodland located to the east of Killashee Hotel would be one of the most ecological valuable habitat complexes within this area.

Policy NE1 – Green Infrastructure

It is the policy of the Council to protect, reinforce and strengthen the Green Infrastructure network in Naas and to strengthen links to the wider regional network.

Objectives

It is an objective of the Council to:

- NE 1.1** Protect identified key green infrastructure (Map 7.1) and 'stepping-stone' habitats (according to their value), enhance where possible and integrate existing and new green infrastructure as an essential component of new developments and prohibit development that would fragment the green infrastructure network. Site specific ecology surveys should be carried out to inform proposed development and assess and mitigate potential impacts.
- NE 1.2** Ensure that any proposal for development within or adjacent to the Grand Canal (pNHA) is located and designed to minimise its impact on the biodiversity, geological, water and landscape value of the

	pNHA and, where possible, to integrate these important attributes into all such development schemes.
NE 1.3	Protect and enhance the built, natural and recreational potential of the Grand Canal Corridor within Naas and to encourage and promote sustainable access to and enjoyment of the Grand Canal.
NE 1.4	Maintain a suitable buffer zone along the Grand Canal and other watercourses protecting them from inappropriate development. The extent and composition of the buffer zone (up to 30 metres) shall be determined in consultation with a qualified ecologist and will be informed by <i>Planning for Watercourses in the Urban Environment</i> (IFI, 2020).
NE 1.5	Protect the Fairgreen Lakes off the Ballymore Road and to consult with Inland Fisheries Ireland prior to undertaking or authorising any works or development in proximity to the lakes.
NE 1.6	Identify, protect and enhance, in co-operation with the relevant statutory agencies and other relevant groups active in Naas, sites of local biodiversity importance (Local Biodiversity Areas), not otherwise protected by legislation.

7.4. Green Infrastructure – Trees, Hedgerows and Woodlands

Hedgerows and treelines play an important part in our natural environment, providing room for wildlife in areas that are often intensively managed, while also forming an important element of the ecological infrastructure. Naas contains many large trees and groups of trees of considerable heritage value, which enhance the character and setting of the town. The most notable contiguous area of tree cover is found within Oldtown Demesne (ref. Map 7.1). Areas of linear woodland and scrub often link sites of ecological significance to each other and the wider landscape providing movement corridors for species and potential foraging areas. Hedgerows are also of significant habitat value themselves, particularly in places where woodland is uncommon.

The Council is currently developing a tree planting programme for Naas to be undertaken during the life of this Plan. The planting of additional trees within residential areas throughout the town, will assist in absorbing and storing carbon dioxide emissions, provide additional shade during warmer weather, and provide for a sense of place. The Council has recently progressed a programme of pollinator friendly planting at a number of roundabouts throughout the plan area in order to ensure that within the built environment, pollinators can survive and continue to provide their vital service to our landscape as local food producers. It is envisaged that this programme will be expanded throughout Naas during the life of this plan.

Objectives

It is an objective of the Council to:

- NE 2.1** Increase tree planting and pollinator friendly planting, in accordance with the recommendations of the All-Ireland Pollinator Plan throughout Naas and in open spaces in new developments in order to enhance local biodiversity, visual amenity and surface water management.
- NE 2.2** Protect trees and woodlands of particular amenity value, identified in the Naas Green Infrastructure Map (Map 7.1), from damage and/or degradation.
- NE 2.3** To support the preparation of a Biodiversity Action Plan for Naas including the development of a Community Biodiversity Toolkit, in line with all national policy documents that relate to biodiversity. The recommendations of this Action Plan shall inform the Naas Town Renewal Plan.
- NE 2.4** Seek to develop an Invasive Species Action Plan for Naas, in collaboration with key stakeholders and community organisation.

Actions

- To carry out a Tree Survey in Naas with a view to protecting trees and groups of trees deemed to be of special amenity and natural heritage value.
- To prepare a tree maintenance and planting scheme for the town to focus on identifying areas and species for the planting of new trees, woodlands and hedgerow.

7.5. Green Infrastructure – Surface Water Management

The Habitat Mapping identified many significant watercourses which run through the plan area. There is high uncertainty regarding the flood risk in Naas due to the lack of model calibration events and possible interconnection between fluvial and surface water drainage and canal systems. The Council in tandem with the OPW is collaborating on the preparation of a Flood Relief Scheme for Naas to provide for detailed data collection.

Managing surface water, the use of natural drainage systems at surface level through the utilisation of existing drains, natural slopes and existing ponds and natural wetland areas should be considered before more costly hard engineering approaches. Using natural solutions can be cost effective and yield results that improve environmental quality. The use of Sustainable Drainage Systems (SuDS)⁵⁹ and Green Infrastructure in new developments will contribute to surface water retention and help to reduce and prevent flooding, by mimicking the natural drainage of a site. Similarly, the development of permeable surfaces can play a role in

⁵⁹ Approaches to manage surface water that take account of water quantity (flooding), water quality (pollution), biodiversity (wildlife and plants) and amenity are collectively referred to as Sustainable Drainage Systems (SuDs) (RSES, p223)

reducing run-off from new developments to surface water drainage systems, reducing flood risk downstream, improving water quality and contributing to local amenities.

Objectives

It is an objective of the Council to:

- NE 3.1** Encourage the use of SuDS within public and private developments and within the public realm to minimise and limit the extent of hard surfacing and paving, in order to reduce the potential impact of existing and predicted flooding risks.
- NE 3.2** Enhance and promote biodiversity and amenity and to ensure the protection of environmentally sensitive sites and habitats, including where flood risk management measures are planned.

7.6. Green Infrastructure – Open Spaces and Recreation Areas

Parks and open spaces as green infrastructure play an important role as a mechanism for carbon offset as well as for wider environmental benefits such as placemaking, providing shade to alleviate heat stress, supporting urban biodiversity, water retention and flood alleviation. There are significant areas of both private and publicly owned open spaces / recreational areas within the plan area. The Grand Canal and the associated Sallins to Naas spur along with the Corbally Branch also dissect the town which represents an important landscape and amenity feature of the town together with the surrounding demesnes. Many other areas of open space and recreational areas form part of the overall Green Infrastructure Corridors such as Craddockstown Golf Course and the Lakelands. Monread Park contains recreational facilities such as a children's playground, walking routes as well as biodiversity rich areas.

Objectives

It is an objective of the Council to:

- NE 4.1** Enhance and protect the existing green infrastructure open spaces and recreation areas, and facilitate the development of new green infrastructure corridors, through the provision of additional open and amenity areas.
- NE 4.2** Progress the development of a series of green routes/linear corridors that connect amenity and open space areas and the hinterland with new and established areas, with due regard for biodiversity constraints.
- NE 4.3** Seek to develop habitat patches/ 'stepping stones' within the landscape, to maximise proper connectivity between urban and peri-urban parks and the surrounding rural landscape.

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| NE 4.4 | Promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological protection needs of each site. |
| NE 4.5 | Promote the use of pesticide-free and pollinator friendly fertilisers and other treatments used in gardens and public open spaces. Progress the reduction, and ultimate cessation, of use of such pesticides and treatments by Council staff on public lands. |

7.7. Green Infrastructure – New Developments

In the past, the ‘greening’ of residential areas concentrated on the requirement to provide a percentage of open space, back gardens/balconies, privacy strips and street planting. Quantity took precedence over quality and function. Levelled areas of grasslands – for ease of maintenance – with no ecosystem benefits were often provided in place of established quality features. Commercial areas were associated with hard surfacing, limited planting and hard engineering solutions to surface water management.

Commercial and residential developments can be enriched by retaining and enhancing existing natural features such as internal and boundary hedgerows or tree lines, as well as introducing new features. The retention and enhancement of existing natural features, such as hedgerows and associated ditches and streams in zoned lands offer the potential to introduce SuDS measures and to retain wildlife corridors through new developments. These features should be considered early in the planning application stage and all new developments should take due regard of these features in the layout of proposed developments. In some instances, where there are no site features present the potential for enhancement to re-establish green features and infrastructure can be explored. The addition of surface attenuation ponds, green roofs and living walls in these developments have the potential to transform an environment, which would normally be perceived to be devoid of biodiversity into one that offers significant opportunities for wildlife and enhances the sense of place while providing a high-quality working environment.

Policy NE2 – Green Infrastructure

It is the policy of the Council to protect, strengthen and create additional features to the Green Infrastructure network through the planning application process.

Objectives

It is in an objective of the Council:

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| NE 5.1 | Ensure that new development proposals protect and enhance the identified habitats detailed in the Green Infrastructure Map (Map 7.1). Site specific ecology surveys should be carried out to inform proposed developments and assess and mitigate potential impacts. |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

NE 5.2	Require proposals for development to demonstrate how they integrate/respond to Green Infrastructure and contribute to the development and protection of overall Green Infrastructure assets.
NE 5.3	Encourage the use of Green Roofs such as residential, industrial, civic, commercial and leisure buildings.
NE 5.4	Ensure new development proposals have regard to the future function and variety of open spaces with a view to making provision for new areas of biodiversity, tree planting and / or pollinator friendly planting.

7.8. Heat Waste Utilisation

Waste heat presents a huge indigenous resource and is the single largest available low-carbon source of energy available in the Region that is not being used. Data centres generate significant levels of waste heat which can be used in District Heating systems. District Heating refers to the capture of waste heat that is then redistributed to homes and premises around an area for functions such as central heating and water heating.

The Vision for Naas is prioritising a low carbon, compact, consolidated and connected pattern of development, providing for the future expansion of growth towards the Northwest Quadrant with a clear emphasis on linking the town centre to development on the periphery. The development of this overall area, in conjunction with the two sites identified for Data Centre developments could benefit from the roll out of a heating network bringing energy savings for businesses, residences and other buildings in the area.

Policy WH1 – Waste Heat

It is the policy of the Council to promote the development of waste heat technologies and the utilisation and sharing of waste heat in new or extended industrial and commercial developments, where the processes associated with the primary operation onsite generates waste heat.

Objectives

It is an objective of the Council to:

- WH 1.1** Support developments which deliver energy efficiency and the recovery of energy that would otherwise be wasted through the use of district heating systems, particularly in the Northwest Quadrant and sites designated specifically for Data Centres, ensuring such developments will not negatively impact upon the surrounding landscape, environment, biodiversity or local amenities.
- WH 1.2** Ensure that all significant development proposals on the sites, designated for Data Centres carry out an Energy Analysis and explore the potential for the development of low carbon district heating networks.

Action

- Collaborate with Kildare County Council's Climate Action Officer and Energy Officer to co-ordinate, manage and develop the implementation of climate change mitigation and adaptation measures set out in this Plan.

8. Built Heritage

Aim: To enhance, protect and conserve the unique built heritage of Naas, while recognising the town's assets as a valuable resource and instrument for the creation of a sense of place.

Naas was the county's principal town during the Middle Ages. The heritage of Naas is rooted in the early Norman, Christian and late medieval periods. The town was a Norman stronghold with castles and defensive structures. Tangible medieval structures in Naas are parts of the fabric of the medieval parish church of St David and St David's Castle. Plot patterns at this time were typical of most Irish towns with narrow frontages to the street, some of which extended quite deeply which may have represented burgage plots from the medieval period. Urban tower-houses were built mainly along Main Street with defensible houses of wealthier merchants, vaulted on the ground floor for storage with accommodation being located on the upper floors. The nineteenth century saw consolidation and some outward expansion of settlement and development from the main spine of the town.

Architecture and archaeology are an intrinsic part of a town's heritage and provide an opportunity to learn about the past, reinforce the sense of place and act as guardians for future generations. Naas boasts a rich architectural heritage centred around a wide main street and narrow side streets comprising a mixture of building types including houses, banks, civic buildings, ecclesiastical structures, traditional shopfronts, vernacular buildings and stone bridges spanning the Grand Canal. Archaeological heritage consists of material remains (whether in the form of sites and monuments or artefacts in the sense of moveable objects) and environmental evidence. There is an abundant and diverse range of archaeological interests found throughout the town with representative monuments and artefacts of all periods.

The policies and objectives of this Plan in relation to the built heritage of Naas have been carefully considered in order to protect, enhance and promote an appreciation of these important assets as well as safeguarding the continued sustainable use of the important building stock and associated features.

8.1. Record of Protected Structures

Architectural heritage is protected through the Record of Protected Structures which forms part of the Kildare County Development Plan 2017-2023 (as varied), Appendix 3. The Planning and Development Act 2000 (as amended) places an obligation on local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP), Sites and Monuments Record (SMR) and the Record of Protected Structures (RPS).

The Record of Protected Structures which relate to the Plan boundary are detailed in Appendix 2 of this Plan and are reproduced for information purposes only. Map 8.1 and Map 8.1a illustrate the location of these protected structures in Naas. These structures merit protection and enhancement and in many cases have been identified by the National Inventory of Architectural Heritage (NIAH), which provides a detailed description of the survey of the structure. The County Development Plan

should always be cross-referenced as it contains the most up to date record of protected structures in Naas, as amendments to the record can take place under a review of a County Development Plan or form part of a variation to same, during the life of a Plan.

Policy BH1 – Protected Structures

It is the policy of the Council to preserve and enhance the buildings identified on the Record of Protected Structures and to carefully consider any proposals for development that would affect the special value of such structures, including their historic curtilage, both directly and indirectly.

Objectives

It is an objective of the Council to:

- BH 1.1** Ensure the protection and conservation of all protected structures (or parts of structures), including the curtilage and attendant grounds of structures contained in the Record of Protected Structures as listed in the Kildare County Development Plan.
- BH 1.2** Support the sensitive conservation of protected structures, their curtilage and attendant grounds, and to operate flexibility with regard to the use of these buildings to facilitate their ongoing use, subject to good conservation principles.
- BH 1.3** Raise awareness of the unique built heritage of Naas by facilitating conservation interpretation and management projects, such as ‘Open House Tours’.
- BH 1.4** Proactively address dereliction, endangerment, neglect and vacancy in the town centre through the use of the Council’s legal process and through the promotion of appropriate uses and the sensitive conservation of historic buildings.

Actions

- To provide support and guidance on best conservation practice to the owners of protected structures in undertaking repair and conservation works, and also by providing advice and match funding aid under the Building Heritage Investment Scheme or any successor to this scheme.

8.2. Architectural Conservation Area

An Architectural Conservation Area (ACA) is defined as 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. An area in the town centre of Naas along Main Street and extending towards the Harbour has been designated as an ACA in the Kildare County Development Plan 2017-2023 (as varied). The ACA designation aims to protect this area within the town, that has special significance. The architectural heritage and the overall condition of the ACA is expanded upon in detail in the Naas Architectural Conservation Area, Statement of Character which accompanies this

Plan. The extent of the ACA and associated views that warrant protection within the ACA are illustrated on both Map 8.1a and Map 8.2.

Figure 8.1 View of Main Street South – Part of Naas ACA



8.2.1. Management of Development in the Architectural Conservation Area

The ACA Statement of Character acts as a guide to inform proposed development proposals in the ACA. Owners and occupiers of protected and non-protected structures located within the ACA should note that carrying out of works to the exterior of a structure located in an ACA constitutes exempted development **only** if those works would not materially affect the character of the area. For example, alteration works to streetscape features such as roofs, walls, windows, doors and rainwater goods may not be exempted development. Porches and other development which may normally be considered exempt are not exempt within the ACA.

Development within or adjoining the ACA is required to be sympathetic to the character of the area and be appropriately designed. All planning applications within and adjoining the ACA shall be assessed in the context of the following criteria and the impact of any development on the immediate environs of the site, the broader townscape or its landscape setting:

- The height, scale and orientation of the proposed development.
- The bulk, massing and density of the proposed development and its layout in relation to any building line and the surrounding plan form.
- The quality and type of materials to be used in the construction of the development including any boundary treatments and landscaping.
- The design and detail of the proposed development.
- The retention of the traditional plot boundaries of the town.

- The retention and maintenance of historic street furniture/features, surfaces and boundary treatments.

Applications for infill development within and contiguous to the ACA, and also modifications to existing shopfronts/new shopfronts should have regard to the ACA Statement of Character and include: a study of the overall façade; an analysis of how the development complements the setting; the removal of visually intrusive elements such as inappropriate signage, lighting and ancillary cables and ducts, and the use of appropriate materials.

Policy BH2 – Architectural Conservation Area

It is the policy of the Council to protect the character of the Architectural Conservation Area and to carefully consider any proposals for development that would affect the special value of the ACA, while having regard to the guidance contained in the ACA Statement of Character which provides information to support property owners located within the ACA.

Objectives

It is an objective of the Council to:

- BH 2.1** Ensure that new development, extensions and renovation works within or adjacent to Naas ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the ACA including vistas, streetscapes, building line, fenestration patterns and architectural features.
- BH 2.2** Have regard to the Naas ACA Statement of Character and Kildare Shopfront Guidelines (2013) in the consideration of any shopfront or commercial proposals within the ACA. All proposals (contemporary or traditional) must be of a high quality of design and finish, contributing positively to the established pattern, scale, materials and proportions of buildings and should consider the use of the Irish language.
- BH 2.3** Support the retention, repair and re-use of materials which characterise the vernacular architecture of the ACA including stone, slate, decorative render, timber windows and doors.
- BH 2.4** Conserve and enhance the unique characteristics of the laneways of Naas, their place, scale, material elements and form and promote their overall enhancement within the context of a Public Realm Strategy.
- BH 2.5** Protect and conserve important heritage items such as, gates, street furniture, post boxes and other significant historic features of interest.
- BH 2.6** Encourage the protection, retention, appreciation and appropriate revitalisation of the vernacular and industrial heritage of Naas.

BH 2.7	Promote the use of planned maintenance programmes and the preparation of conservation management plans of historic buildings within the ACA e.g., St David’s Castle.
BH 2.8	<p>Reduce and prevent visual and urban clutter, where appropriate, within the ACA including:</p> <ul style="list-style-type: none"> • Utility structures • Traffic Management Structures • Obsolete/unnecessary lighting, electrics, cables, ducts • Signage (including sign protruding from the façade) at ground and upper floor levels • Internally affixed stickers • Internally illuminated signage traffic management structures. <p>Actions</p> <ul style="list-style-type: none"> • To work with and assist, where appropriate, owners of structures located within the ACA in the maintenance and repair of buildings through advice and grant aid from relevant sources. • To seek funding to underground all cabling and overhead services within the ACA. • To establish a ‘Beautiful Street Initiative’ and to encourage the formation of terrace/street partners within the ACA boundary in order to facilitate cumulative enhancement of streetscapes within the ACA boundary. • To produce an information/guidance leaflet for distribution to all owners and/or tenants of structures located within the ACA.

8.3. Protected Views

The County Development Plan has identified a number of important and valued views which warrant protection in Naas. The Statement of Character report also highlights several views within the ACA that deserve to be protected. The following Tables 8.1 and 8.2 detail the protected views, which are also illustrated on Map 8.2. The County Development Plan should always be consulted for a definite list of protected views.

Table 8.1 Views to and from bridges on the Grand Canal

View Reference	Bridge Townland / Location
GC 30	Preserve views to and from Tandy Bridge, Naas
GC 31	Preserve views to and from Abbey Bridge, Naas
GC 32	Preserve views to and from Ploopluck Bridge, Naas
GC 33	Preserve views to and from Limerick Bridge, Naas

Source: Kildare County Development Plan 2017-2023 (as varied)

Table 8.2 Views within the ACA

(Principal Views are those marked with an *)

View Reference	Location
A*	View south along South Main Street and North Main Street
B-D*	Views to and from Poplar Square from the surrounding streets
C*	Views along the Dublin Road into and out of the ACA
D*	Views along the Sallins Road into and out of the ACA
E	Views along Church Lane in both directions
F	Views along New Row into and out of the ACA
G	Views along Fairgreen into and out of the ACA
H	Views from the summit of the North Moat over the nearby green and built-up areas
I*	Views around the harbour area, from Harbour View in the south and from the canals in the north and northwest
J	Views along Abbey Road to the North Moat
K	Views along Basin Street in both directions
L	Views along Moat Lane and Town Hall Lane in both directions

Source: Naas Architectural Conservation Area, Statement of Character (2019)

Policy BH3 – Protected Views

It is the policy of the Council to ensure that the proposed location, siting and design of buildings and structures, protect the special character of protected views.

Objectives

It is an objective of the Council to:

- BH 3.1** Protect the visual amenity and character of protected views in Naas as identified in this Plan and the Kildare County Development Plan.
- BH 3.2** Require a Visual Impact Assessment of proposals/planning applications for development that may impact on the special character and visual amenity of protected views as part of the development management process.

8.4. Archaeological Heritage

Archaeology is the study of past societies through the material remains left by those societies and the evidence of their environment. Archaeological heritage consists of such material remains (whether in the form of sites and monuments or artefacts in the sense of moveable objects) and environmental evidence. It is an important resource to gain knowledge and understanding of our past. Archaeological Heritage is protected by the National Monuments Act 1930-2004. The Record of Monuments and Places (RMP) under Section 12 of the National Monuments (amendment) Act 1994 is the statutory list of recorded monuments, which is informed by the Sites and Monuments Record (SMR). The SMR focuses on recording monuments dating from before AD 1700, along with more recent sites selected according to their interest or merit and is compiled by the National Monuments Services of the Department of Culture, Heritage and the Gaeltacht.

8.4.1. Archaeological Sites

Map 8.3 and Map 8.3a identifies the sites within this Plan area that are included on the Sites and Monuments Record (SMR). This map should be read in conjunction with Appendix 3 which lists all the relevant sites, which has been reproduced in this Plan for information purposes only. The Archaeological Survey of Ireland database at www.archaeology.ie contains an interactive map/search facility that provides access to all records of the Archaeological Survey of Ireland (ASI) and should be consulted prior to the development of land within the plan area.

8.4.2. Zone of Archaeological Potential

The County Kildare Urban Archaeological Survey (Bradley and King 1986) identifies a Zone of Archaeological Potential in Naas, shown on Map 8.3. This is an area where archaeology may be present. Developments located within a Zone of Archaeological Potential and/or close to known archaeological monuments or sites, including site works that are extensive in terms of area (ground disturbance of 0.5 ha or more) or length (1 kilometre or more), and developments that require an Environmental Impact Assessment Report will be required to undergo an archaeological assessment. The assessment would normally include monitoring, testing or excavation within the area, either prior to the planning decision or prior to any development proceeding on site. The Council, as a condition on such developments, may consider the preservation of all or part of the archaeological remains in the area covered by that permission.

The Council will consult with the Department of Culture, Heritage and the Gaeltacht and other statutory consultees when considering applications for planning permission for development on or in the vicinity of archaeological sites and/or monuments.

8.4.3. Medieval Town Walls

Naas was once a fortified town; however little obvious evidence of the town defences exists today. The County Kildare Urban Archaeological Survey (Bradley and King 1986) suggests the line of the town defences should be protected. Therefore, the Council proposes to prepare a Conservation Management and Interpretation Plan for the Town Walls of Naas. The zone of potential for the historic town of Naas (RMP KD019-030) is recorded on the Record of Monuments and Places which offers legal protection along with the protection offered by the Planning and Development Act 2000 (as amended) pertaining to the Architectural Conservation Area.

8.4.4. Graveyards

The importance of historic burial grounds as a primary physical source for the history of the town is significant. Graveyards, could, through careful management, provide additional passive amenity spaces as well as contributing to the heritage and genealogy tourism potential of Naas. The Abbey Graveyard is listed on the Sites and Monuments Record for Naas.

8.4.5. National Monuments Preservation Order

National Monuments are a monument or the remains of a monument, the preservation of which is a matter of national importance by reason of its historical, architectural, traditional, artistic or archaeological interest. Jigginstown Castle is a national monument within the Naas Local Area Plan boundary.

Two National Monument Preservation Orders pertain to Jigginstown Castle; one for the remains of sunken garden, pavilion and defensive earthworks (3/2000) and one for the house/castle (ref: 78/1939) (refer to Map 8.3 and Map 8.3a). It is an objective of this Plan to support the OPW in the preservation and appropriate development of Jigginstown and the surrounding area as a tourist/cultural/training/open space attraction. To protect the site, it has been zoned as Leisure and Amenity (L) with an objective to protect the setting, character and environmental quality of the site.

Policy BH4 – Archaeological Heritage

It is the policy of the Council to safeguard the archaeological heritage in Naas and avoid negative impacts on sites, monuments, features or objects of significant historical or archaeological interest.

Objectives

It is an objective of the Council to:

- BH 4.1** Protect and preserve in situ (or upon agreement preservation by record) items of archaeological interest provided for on the Sites and Monuments Record (www.archaeology.ie) from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites.
- BH 4.2** Protect the historic core of Naas and retain where possible the existing street layout, historic building lines, traditional plot widths and medieval walls where these derive from medieval origins.
- BH 4.3** Progress in conjunction with the OPW the preservation and development of Jigginstown Castle (National Monument) as an attraction and training facility and make it and the surrounding area accessible to the public as a tourist/training/open space attraction and to support the preparation of a Conservation Plan for Jigginstown Castle.
- BH 4.4** Ensure proposals contribute to the protection and preservation of the archaeological value of sites including underwater sites associated with the Grand Canal.
- BH 4.5** Provide for the protection of historic burial grounds within Naas, in co-operation with agencies such as the Office of Public Works and the National Monuments Section of the Department of Culture, Heritage, and the Gaeltacht.
- BH 4.6** Seek the implementation of heritage-led regeneration including that of the public realm, in Naas's historic core, through funding sources such as the Historic Towns Initiative and the Urban Regeneration Development Fund.

Actions

- To prepare a Conservation Management and Interpretation Plan for the Town Walls of Naas.

9. Infrastructure and Environmental Services

Aim: To phase future growth in line with the capacity of supporting physical infrastructure and to ensure it occurs in accordance with the principles of proper planning and sustainable development.

9.1. Introduction

The capacity of Naas to accommodate future development and remain a competitive location is dependent on the capacity and delivery of infrastructural support. The availability of high-quality physical infrastructure networks and environmental services is critical to securing investment, creating sustainable and attractive places, ensuring health and well-being while also safeguarding the environment. In this regard, a Sustainable Planning and Infrastructural Assessment (SPIA) was carried out to inform the appropriate zoning of land and accompanies the Plan.

9.2. Water and Wastewater

Irish Water is responsible for the provision of public water services (water supply and foul drainage) on a national basis. It is an objective of Irish Water to provide both drinking water and wastewater capacity to facilitate settlement growth in accordance with the settlement strategy of the RSES and local authority core strategies.

Capacity is subject to the availability of funding, along with environmental and financial sustainability criteria. Kildare County Council retains its role in facilitating the provision of adequate water services, in conjunction with Irish Water, at a local level, through Service Level Agreements (SLAs).

In 2015, Irish Water published its Water Services Strategic Plan (WSSP), which sets out strategic objectives for the delivery of water services over a 25-year period and sets a context for investment and implementation plans. Irish Water and Kildare County Council will continue to work together to identify the water services required to support planned development in line with national and regional planning policies for inclusion in the Irish Water Capital Investment Plans.

9.2.1. Water Supply

Irish Water is preparing a National Water Resources Plan (NWRP). This strategic plan for water services will outline moves towards a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding the environment. The NWRP will outline how Irish Water intends to maintain the balance between the supply from water sources around the country and the demand for drinking water over the short, medium and long term. This will allow planning for the future and ensure the provision of sufficient safe, clean drinking water to facilitate the social and economic growth of Ireland. Kildare County Council will work with and support Irish Water in delivering the NWRP.

Naas is currently served by the Poulaphouca Regional Scheme which is serviced by Ballymore Eustace Water Treatment Plant to Naas via Dowdenstown Reservoir. However, the future supply will be fed from a combination of the Barrow (Srowland) and the Ballymore Eustace Scheme. Irish Water indicates that there is adequate water supply to cater for the future demands generated during the lifetime of this Plan.

9.2.2. Wastewater Treatment

Wastewater is treated at Osberstown Wastewater Treatment Plant which ties into the Upper Liffey Valley Sewerage Scheme (ULVSS). This scheme is currently being upgraded under what is referred to as Contract 2b. This involves the upgrading of various elements of the scheme, including gravity sewers, pumping stations, storm handling facilities and rising mains. The upgrade and expansion to capacity of the existing wastewater collection network will cater for existing and proposed development within the Plan area. There is sufficient capacity within the Osberstown Plant to cater for the population growth of Naas in line with the Council's Core Strategy.

Policy I1 – Water Supply and Wastewater

It is the policy of the Council to work in conjunction with Irish Water to protect existing water and wastewater infrastructure in Naas, to maximise the potential of existing capacity and to facilitate the timely delivery of new water services infrastructure to facilitate future growth.

Objectives

It is an objective of the Council to:

- IO 1.1** Work in conjunction with Irish Water to promote the development and maintenance of water supply and wastewater services to meet the future needs of Naas.
- IO 1.2** Seek to ensure that development proposals comply with the standards and requirements of Irish Water in relation to water and wastewater infrastructure.
- IO 1.3** Support Irish Water to reduce leakage, minimising demand for capital investment.
- IO 1.4** Any project which has the potential to significantly increase the demands on the water supply for the town (e.g. Data Centres) will be required to carry out an Appropriate Assessment to ascertain whether the project has the potential to cause adverse effects on the integrity of any European/Natura 2000 site. EPA and Irish Water abstraction licensing will also require Appropriate Assessment for a project which might significantly affect a European/Natura 2000 site.

9.3. Surface Water and Ground Water

The management of surface water and the protection of groundwater is part of the Council's sustainable water services policy. Adequate storm water drainage and retention facilities are necessary to accommodate surface water run-off resulting from current and future developments in Naas. The use of Sustainable Drainage Systems (SuDS) and the provision/safeguarding of green infrastructure in new developments will contribute to surface water retention and help to reduce and prevent flooding by mimicking the natural drainage of a site. Further details on green infrastructure within the Plan area and the watercourses that exist within the town are contained in Chapter 7, Natural Environment and Climate Change.

The objective of the EU Water Framework Directive (WFD) is to protect and restore good water quality, which is carried out through the implementation of River Basin Management Plans for Ireland. The Environmental Protection Agency (EPA) has determined that the River Morell (a tributary of the River Liffey) which flows to the east of Naas, is of 'poor' status, therefore, the WFD Risk Assessments indicate that the River Morell is at risk. Another tributary of the Liffey which flows to the west of the town is of 'moderate' status and the Mill Race waterbody is of 'good' status (River Waterbody WFD Status 2013-2018). The groundwater status of Naas is classified as 'good' in the EPA's Groundwater Quality Status 2013-2018.

Policy I2 – Surface Water and Groundwater

It is the policy of the Council to maintain and enhance the existing surface water drainage systems in Naas and to protect surface and ground water quality in accordance with the Water Framework Directive.

Objectives

It is an objective of the Council to:

- IO 2.1** Carry out an audit of an existing surface water infrastructure to identify improvement works as required.
- IO 2.2** Ensure that all new development maintain surface water discharge at greenfield run-off rate, including an allowance for climate change.
- IO 2.3** Incorporate Sustainable Urban Drainage Systems (SuDS) and other nature-based surface water drainage solutions as part of all plans and development proposals in Naas. Priority shall be given to SuDS that incorporate green infrastructure and promote biodiversity including green roofs, walls and rain gardens. Proposals for development in the Key Development Areas, Core Regeneration Areas and Masterplan areas must consider the potential for SuDS to control surface water outfall and protect water quality, with underground retention solutions only being considered when all other options have been exhausted.
- IO 2.4** Maintain, improve and enhance the environmental and ecological quality of surface waters and groundwater in Naas in conjunction with the Environmental Protection Agency and in accordance with the River Basin Management Plan for Ireland 2018-2021.
- IO 2.5** Require applicants, where necessary, to demonstrate that proposals will not negatively impact on any groundwater or surface water body and be compliant with the requirements of the Water Framework Directive and measures to protect and improve our water bodies set down in the River Basin Management Plan for Ireland 2018 – 2021 and future cycles of this Plan.
- IO 2.6** Ensure that development along urban watercourses comply with, *Planning for Watercourses in the Urban Environment* (IFI, 2020), including the maintenance of a minimum riparian zone of 35 metres for river channels greater than 10 metres in width, and 20 metres for rivers

channels less than 10 metres in width. Development within this zone will only be considered for water compatible developments⁶⁰.

Actions

- To carry out a survey of surface water culverts in Naas to assess their current state and to develop a programme of improvements where necessary.
- Encourage 'daylighting'/de-culverting and the restoration of culverted water bodies within the town as a natural method of flood management, where it is feasible to do so, without resulting in flooding issues.
- To regularly maintain the surface water drains in Naas to minimise the risk of flooding.

9.4. Flood Risk Management

The Eastern Catchment Flood Risk Assessment and Management (CFRAM) Study included Naas as an Area for Further Assessment (AFAs). There is high uncertainty regarding the flood risk in Naas due to the lack of model calibration events and possible interconnection between fluvial and surface water drainage and canal systems. Kildare County Council in collaboration with the Office of Public Works (OPW) has appointed consultants to carry out a Naas Flood Relief Scheme Study. Data collection and review would be progressed as the first phase of the project. The progression of the project beyond the first stage will be dependent on the outcome of a number of factors, deciding whether the Naas Flood Relief Scheme, if required, proceeds to subsequent stages. It is estimated that the review will be completed by the end of 2021.

In accordance with the Planning System and Flood Risk Management: Guidelines for Planning Authorities (DEHLG & OPW, 2009) a Strategic Flood Risk Assessment (SFRA) was carried out for the local area plan by the consultancy firm RPS on behalf of Kildare County Council. The SFRA has been informed by the Catchment Flood Risk Assessment and Management (CFRAM) Programme which, under the responsibility of the OPW, deals with fluvial flood risk. The SFRA has identified areas within the Plan area that are at risk of flooding and these have been illustrated in Map 9.1. These areas are broadly in line with the draft CFRAM flood mapping.

This Plan avoids development in areas at risk of flooding and has substituted vulnerable land uses with a less vulnerable use where this is possible. Development Plan justification tests⁶¹ were carried out on a number of sites and are detailed in the SFRA report accompanying this Plan. However, as noted, there is high uncertainty regarding flood risk in Naas due to poor availability of modelled data and possible interconnection between fluvial and surface water drainage and canal systems.

The SFRA has recommended that development proposals for several areas within the Plan area should be the subject of Site-Specific Flood Risk Assessment

⁶⁰ Water compatible developments as defined in the OPW Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

⁶¹ Justification tests are used to assess the appropriateness of developments in flood risk areas. Refer to the Strategic Flood Risk Assessment which accompanies the Plan for further detail.

appropriate to the nature and scale of the development being proposed. These areas are those shown on the Strategic Flood Risk Assessment map (Map 9.1). Site-Specific FRAs should address flood risk, propose mitigation measures and assign appropriate land uses. For any development in flood risk areas that meet the local area plan Justification Test, a Development Management Justification Test must then be applied.

Policy I3 – Flood Risk Management

It is the policy of the Council to manage flood risk in Naas in conjunction with the OPW and in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and circular PL02/2014 (August 2014).

Objectives

It is an objective of the Council to:

- IO 3.1** (a) Ensure all development proposals within the areas identified as 'Flood Risk Assessment' on LUZ SFRA Map 9.1, where Justification Tests have been carried out as part of the Strategic Flood Risk Assessment and where residual flood risk remains are the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed.
(b) Flood Risk Assessments for such developments must assess climate change scenarios in accordance with the allowance outlined in the OPW Flood Risk Management Climate Change Sectoral Adaptation Plan 2019.
- IO 3.2** Progress and co-operate with the OPW in delivering the Flood Relief Scheme for Naas.
- IO 3.3** Maintain all existing overland flow routes.
- IO 3.4** All development proposals should apply the use of the sequential approach in terms of the site layout and design. If there is a proportion of the site at risk of flooding, the sequential approach must be applied to ensure that there is no encroachment onto, or loss of, the flood plain. Only water compatible development such as Open Space should be permitted for the lands which are identified as being at risk of flooding within that site. This shall ensure that flood risk on sites can be managed through the sequential approach only, without the requirement for further mitigation measures. If this cannot be achieved the applicant must clearly show that the sequential approach cannot be followed, they must satisfy all the criteria of the Justification Test and demonstrate that appropriate flood mitigation and management measures are put in place.
- IO 3.5** Following the completion of the flood mapping stage of the River Liffey and Dublin Flood Risk Management Plan a review of the flood extents will be undertaken and if required Kildare County Council will carry out an update to the SFRA and an amendment of the Plan. The updated

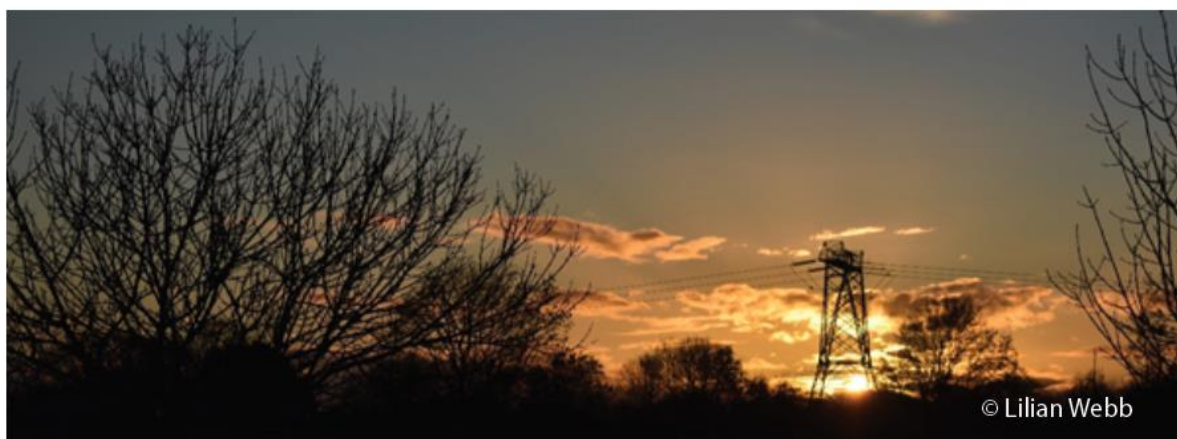
SFRA would be prepared in accordance with the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009). The SFRA would enable Kildare County Council to carry out a review of strategic land-use planning decisions with respect to flood risk and to update flood risk policies if required.

9.5. Energy Supply and Communications

A secure and resilient supply of energy is critical to the functioning of Naas. With increases in population and economic growth, the demand for energy intensifies. The main energy networks serving Naas are electricity and gas. To meet our increasing energy requirements a move to a more energy efficient society is required, therefore there is a need to expand the provision of renewable energy across the town of Naas at a micro generation level.

Naas has a 38kV station located on the Kilcullen Road and a 110kV/MV Monread Station located to the north of the M7 outside the plan boundary. There are high voltage transmission lines traversing existing residential and amenity land uses in Naas. They also traverse land intended for residential, employment and recreation use. The transmission lines in the area are double circuit 110 kV lines including associated loops serving Millennium Park.

While the presence of the high voltage transmission lines in Kildare enables the county, including Naas, to be in a position to meet the future electricity demands of customers, the concentration of such infrastructure to the west of the town has implications in terms of visual impact and land use compatibility.



Naas is served by the national gas network. A number of areas in the town are connected and the Gas Networks mapping systems indicates that gas is available in other areas if connection is desired.

The increasing use of digital technologies is impacting on every aspect of our lives, from education and leisure to health services. The Covid-19 pandemic highlighted that now more than ever better-connected services are vital to our continued growth, supporting businesses and enhancing our communities. Broadband is readily available in Naas. Several telecoms providers have network infrastructure serving

the area and provide various types of connectivity from fixed line, wireless, mobile broadband and fibre optic.

Policy 14 – Energy and Communications

It is the policy of the Council to promote and facilitate the development and renewal of energy and communications networks in Naas, while protecting the amenities of the town.

Objectives

It is an objective of the Council to:

- IO 4.1** Support the statutory providers of national grid infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.
- IO 4.2** Support and facilitate the provision of telecommunications infrastructure in Naas, subject to safety and amenity requirements.
- IO 4.3** Seek the undergrounding of all electricity, telephone and television cables in the town including the town centre and in residential and amenity areas.
- IO 4.4** Discourage a proliferation of above-ground utility boxes in the town and to seek screening measures and discreet locations in conjunction with the provision of such structures.
- IO 4.5** Promote and encourage the use of renewable energy technologies for small, medium and large developments of existing and proposed building stock, such as district heating, micro generation (photovoltaic, micro-wind, micro hydro and micro combined heat and power) and other renewable energy technologies.

Actions

- To liaise with EirGrid in relation to the rationalisation of transmission infrastructure and/or underground routing of overhead powerlines in Naas.
- To pro-actively seek to relocate underground all overhead powerlines and cables within the town.

9.6. Pollution and Environmental Services

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

The Council recognises the importance of maintaining Naas as a litter free town and protecting it from indiscriminate dumping and advertising. Along with its legal obligations, the Council will work with the Tidy Towns Committee, schools and local residents' associations to increase awareness of waste recycling and litter control.

Refuse collection in Naas is currently carried out by a number of private contractors and Kildare County Council operate recycling facilities for glass and cans at several locations throughout the town. The Council will continue to encourage and facilitate recycling at appropriate locations while also seeking to minimise waste through its environmental education programme and the Green-Schools programme.

The EPA on their GEO Portal (www.epa.ie/EPAMaps) under the heading of Environment and Wellbeing illustrates noise mapping and air quality mapping throughout the country. Naas is stated as having '1-Good' on the air quality index. Noise resulting from roadways in Naas has also been mapped and developments, in particular residential schemes, should have regard to the mapped noise levels. Development proposals should incorporate noise mitigation measures into the overall scheme design on the advice of suitably qualified acoustic specialists (see Chapter 4, Objective HCO 2.3 and Chapter 5, MTO 3.6).

Policy I5 – Pollution and Environmental Services

It is the policy of the Council to protect environmental quality in Naas through the implementation of European, national and regional policy and legislation relating to air quality, greenhouse gases, climate change, light pollution, noise pollution and waste management.

Objectives

It is an objective of the Council to:

- IO 5.1** Maintain recycling facilities and secure the provision of additional facilities, as required, including in conjunction with new developments.
- IO 5.2** Avoid, prevent or reduce harmful effects on human health and on the environment as a whole through promoting the preservation of best ambient air quality with sustainable development.
- IO 5.3** Support local schools, town and community groups such as Naas Tidy Towns through education and awareness programmes and where available, through the provision of grant aid.
- IO 5.4** Support the take-up and use of ultra-low emissions vehicles and encourage through the development management process the provision of electric vehicle charging infrastructure, where appropriate.
- IO 5.5** Support the development of a green waste composting site in Naas for the sustainable disposal of green waste biodiversity enhancement.

Action

- To continue education and awareness programmes in local schools and to promote available grant schemes and initiatives to residents' associations and other groups, in particular the Tidy Towns Committee.
- To investigate the feasibility of providing additional e-car parking charging points within Council carparks.
- To investigate a suitable location for the provision of a green waste composting site in Naas.

10. Urban Regeneration and Development Strategy

Aims:

- **To develop a robust and design-led urban regeneration and development strategy; to maximise the strengths of the town; to promote sustainable movement.**
- **To integrate new and regenerated areas within the historic core in a contemporary manner that complements the existing urban structure and heritage of the town.**
- **To create an integrated and commercially robust, liveable and sustainable town.**
- **To ensure that best practice urban design principles are applied to all new development, based on the principle that well-planned and integrated development enhances the sustainability, attractiveness and liveability of an area.**

10.1. Background: Past Development and Present Opportunities

10.1.1. Historic Development and Recent Development Trends

The urban development of Naas has its origins in the medieval period with evidence of this historic fabric still visible around St David's Church and Castle, the North Moat, the Fairgreen and in the informal layout of the streets. Over the following centuries Naas remained a small but strategically located market town. The nineteenth century saw consolidation and further expansion around the town centre. However, this growth was limited in nature. Indeed, the extent of the town and general pattern of the streets had by mid-twentieth century, changed little from that at the close of the Georgian period in the early 1800s.

The town's current extensive footprint has its origins in the 1960s, which witnessed the emergence of Naas as a major commuter town. The economic growth of that era, combined with its strategically accessible location, heralded a rapid and sustained growth in the population of the town. This expansion was characterised by low-density, car-orientated developments being located along the main arterial routes into the town. Most of the population now resides in these residential estates which spread outwards from the historic core, and which in many instances are disconnected from the town centre, ancillary services and community facilities.

The building boom of the early 2000s not only reinforced the suburban character and form of Naas but also contributed to the erosion of the retail base and viability of its historic core. The development of retail facilities at Monread, increasing traffic congestion, and the onset of economic recession, led the town centre to experience high levels of vacancies and inactivity. While the commercial core has recovered somewhat from the severe economic downturn of the early 2010s, the significant retail leakage to edge-of-town and out-of-town centres remains an ongoing challenge for the town centre.

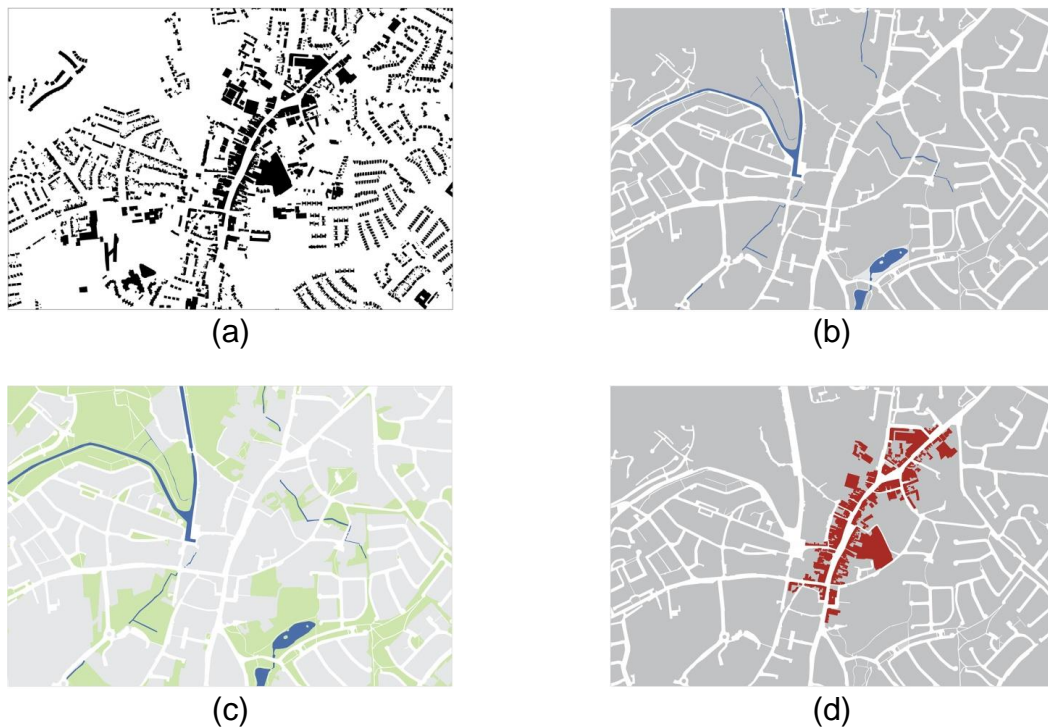
Over the past number of years new development trends have started to emerge within the town. The scale of the development within the core of Naas has become more intensive with new commercial buildings occupying larger floor plates (i.e., Naas Town Centre on Dublin Road and the incomplete Corban's Lane Shopping Centre). Around the periphery, new residential developments, in keeping with

national planning policy, are being constructed at increased densities. The result is that Naas is witnessing the so-called ‘saucer-effect’ where both the centre and the edge are in a process of a higher level of intensification in comparison to the existing low-density development in-between. While such consolidation is desirable it needs to be approached with caution in order to ensure that developments within the commercial core are respectful of their historic setting, and that new built form on the edge integrates properly into the existing built-up area and connects back to the town centre.

10.1.2. The Urban Structure of Naas: An Overview

The urban structure of Naas can be described as having a late twentieth century, low density and car dependent form with a highly legible eighteenth-century urban core. The disjointed relationship between the historic core and the periphery is perhaps best seen in the Ground Diagram (see Figure 10.1 (a)), which shows the built-up area of the town centre and its immediate hinterland. While occupying a relatively small footprint of Naas, the intensive development within the town centre, is readily visible and appears to be the most legible feature of the urban structure. The change in the pattern of development outside the core is abrupt and dramatic, with the surrounding development appearing to have a very fragmented, low density and residential character. The image of the street and block pattern of the town (refer to Figure 10.1 (b)) highlights the car-orientated and poorly integrated nature of much of the urban form, where impermeable cul-de-sacs in residential estates are a dominant feature.

Figure 10.1 Diagrams of Naas Town Centre. (a) Ground Diagram (b) Street and Block (c) Open Space (d) Urban Core



10.1.3. Opportunities to Create an Integrated Urban Structure

While the challenges affecting the current urban structure of Naas are considered to be substantial, it is noted that there are several areas of opportunity that if acted upon would result in the creation of a more integrated urban structure and a more connected town. These areas can be summarised as follows:

1. Connecting the town centre and the periphery

There is a major spatial disconnection between the commercial core and the employment clusters around the periphery. The regeneration of the town centre can deliver opportunities for initiating new and improved high-quality links between the historic core and the new developments at the edge. Likewise, the preparation of a masterplan for the Northwest Quadrant (NWQ) is needed to ensure these strategic and substantial greenfield lands will integrate well with both existing commercial core and the adjoining hinterland to realise their full potential in delivering future employment, residential and amenity areas.

2. Integrating residential areas into the urban structure

The tendency to create large, isolated blocks of housing has created disconnected and car dependent residential areas that lead to the fragmentation of the overall urban structure. The Naas /Sallins Transport Strategy has examined the potential for how these areas can be integrated into legible, connected and permeable neighbourhoods, thus improving access to social and community infrastructure. This approach should continue to inform future residential development to ensure that Naas grows in a coherent and unified manner.

3. Using diverse movement networks as connective links

Movement infrastructure is biased towards facilitating private car access. Connectivity between key locations, destinations and residential communities is poor and has led to fragmentation of the town and the excessive use of a small number of routes. The presence of a substantial amount of open space and several water bodies offers a good basis for overcoming these challenges (see Figure 10.3). For example, the Grand Canal offers a unique and significant opportunity to develop the planned off-road sustainable movement route to connect the northern, western and south-western hinterlands with the urban core of Naas.

While it is acknowledged that congestion is due to partially completed orbital routes and limited town road-networks a sustained investment in cycling, walking, and public transport modes of traffic is required, as detailed in the Naas / Sallins Transport Strategy.

4. Unifying the urban structure through a high-quality public realm

The existing public realm of Naas is highly fragmented, under-exploited and suffers from high levels of traffic movement and congestion which detract from the overall experience of the town, particularly in the historic core. A strategic approach to the public realm, combined with the full implementation of the Naas /Sallins Transport Strategy, will generate and sustain spatial unity in the urban structure over the longer term.

10.2. Overview of the Urban Regeneration and Development Strategy

Figure 10.2 The Inputs and Structure of the Urban Regeneration and Development Strategy



10.2.1. Purpose and Structure

The Urban Regeneration and Development Strategy, that underpins this Plan has been developed to address the challenges affecting the future development of Naas identified in Section 10.1. In developing a response to the challenges, input from key stakeholders including members of the public and prescribed bodies has been critical. The relevant Section 28 Ministerial Guidelines and plans including the Transport Strategy for the Greater Dublin Area and Project Ireland 2040, as well as the Core Strategy of the Kildare County Development Plan, were also of key importance. This strategy acknowledges these policy inputs and the parameters that they set.

The overall strategy has a set of defined outputs (see Figure 10.2), each of which aims to address particular issues of identified weaknesses. The Urban Development Strategy element seeks to realise the stated long-term vision of Naas by expanding on the Seven Core Themes outlined in Chapter 2 to direct the spatial and economic development of the town and to strengthen and consolidate its urban structure. This is supported by specific urban design principles that are intended to provide improved outcomes in the quality and experience of the built environment in Naas.

The regeneration element of the strategy will focus on the rejuvenation of the identified Core Regeneration Areas (CRAs) within the town centre. As noted below, the strategy makes provision for other area specific plans for sites identified as Key Development Areas (KDAs) and for the lands with the Northwest Quadrant (NWQ), and a Public Realm Strategy (See Section 10.5.1) for Naas. It is further noted that there are additional objectives supporting the enhancement of the urban structure that are set out in other chapters of the Plan, for example, the development and enhancement of connectivity within the town with the provision of enhanced walking and cycling routes.

10.2.2. Specific Areas for Development

The Plan has identified Core Regeneration Areas (CRAs), Key Development Areas (KDAs) and the Northwest Quadrant (NWQ) lands for the purposes of regeneration, consolidation and infill and urban expansion. Each area shall be the subject of integrated design schemes that allow for sustainable, phased and managed development of each identified area during the plan period and beyond.

Any planning application for the development of lands within these areas (with the exception of the Strategic Reserve lands in the NWQ which cannot be developed until the masterplan is integrated in the Plan by way of a statutory amendment) will only be considered where it can be shown that the development proposal would not undermine the achievement of the overall objectives outlined for each respective area, and would contribute its 'pro rata' share of the public infrastructure and facilities set out in this plan for that area. The urban design framework for the CRAs and KDAs are indicative only and may be altered in light of eventual road and service layouts, detailed design and topography, subject to compliance with the criteria set out in the relevant urban design framework.

10.2.3. Density Levels in Core Regeneration Areas, Key Development Areas and the Northwest Quadrant

Indicative densities for residential developments in these areas should take cognisance of the provisions outlined in the Kildare County Development Plan (and any successor to same) and the relevant Section 28 Ministerial Guidelines. Planning applications for apartment developments must have regard to the Section 28 Guidelines on Design Standards for Apartments (2018) and Urban Development and Building Heights (2018).

10.2.4. Co-operation between Landowners/Developers

The Plan acknowledges the multiplicity of landownership across a number of future development sites in Naas. In order to develop land in a co-ordinated and sustainable manner, a co-operative approach to regeneration and development activities is necessary. It is an objective of the Plan to encourage and facilitate co-operation between the various landowners within the Core Regeneration Areas, Key Development Areas, the Northwest Quadrant and other areas of the town to ensure the best possible outcomes in the developing proposals for regeneration and development. The Planning Authority may, if deemed appropriate, consider the use of its compulsory purchase powers and along with other powers to facilitate development and secure the strategic objectives of the Plan.

10.2.5. Vacant Sites and Derelict Buildings

Vacant development sites represent both a challenge and an opportunity for Naas. While such sites currently detract from the visual aesthetics and vibrancy of the town, they have the potential to provide for additional housing, employment, cultural and other uses.

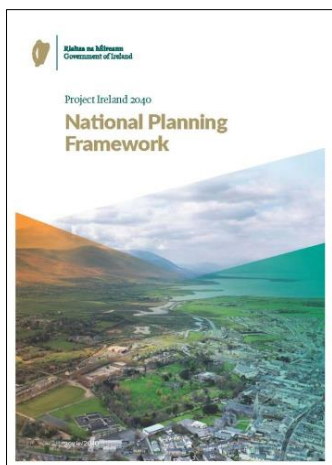
The Urban Regeneration and Housing Act 2015 (as amended) provides for a levy on registered vacant sites and is supported by Objective HCO 1.5 of the Plan, where such a levy is to be applied to vacant sites in lands zoned for Town Centre, Regeneration and Residential Uses. The vacant site levy represents part of a continued shift in national policy towards active land management within our urban settlements and is envisaged to play an important role in the future development of Naas, particularly with regard to sites within the designated Core Regeneration Areas of the town centre, other regeneration lands and lands zoned for residential use.

In relation to derelict buildings the Planning Authority will, where appropriate, continue to use its powers under the Derelict Sites Act 1990 (as amended) to deal with the issue of dereliction in the town.

10.2.6. Aligning the Urban Regeneration and Development Strategy with the National Planning Framework (NPF)

This Urban Regeneration and Development Strategy is closely aligned with the relevant National Strategic Outcomes, Investment Priorities and National Planning Objectives of the NPF. This is to both recognise its overarching position at the top of the hierarchy of plans whilst also acknowledging that the NPF places particular emphasis on the towns as environmental assets that can “*accommodate changing roles and function, increased residential population and employment activity and enhanced levels of amenity and design quality in order to sustainably influence and*

support their surrounding area” (National Strategic Objective 6). It is noted that the NPF is supported by a €2 billion Urban Regeneration and Development Fund (National Planning Objective 7) covering the period 2018-27. Accordingly, the Urban Regeneration and Development Strategy of this Plan is designed to act as a ‘business plan’ to attract the funds needed to realise the vision of a rejuvenated and vibrant urban core.






Certain critical aspects of the Urban Regeneration and Development Strategy such as the objective to prepare and implement a Public Realm Strategy for Naas (refer to Section 10.5.1) are also strongly supported by the NPF:

“The Rural and Urban Regeneration and Development Funds will support transformational public realm initiatives to give city and town centre areas back to citizens, encouraging greater city and town centre living, enhanced recreational spaces and attractiveness from a cultural, tourism and promotional perspective.”

National Planning Framework, p.146

Table 10.1 How the Urban Regeneration and Development Strategy Aligns with the NPF

<p>National Strategic Outcomes</p> <ul style="list-style-type: none"> 1. Compact Growth 4. Sustainable Mobility 5. A Strong Economy supported by Enterprise, Innovation and Skills 7. Enhanced Amenity and Heritage 8. Transition to a Low Carbon and Climate Resilient Society 	
<p>Strategic Investment Priorities</p> <ul style="list-style-type: none"> 1. Housing and Sustainable Urban Development 4. Environmentally Sustainable Public Transport 7. Culture, Heritage and Sport 8. Climate Action 	
<p>National Planning Objectives: 3c, 4, 6, 7, 10a, 10b, 11, 13, 27, 28, 30, 33, 34, 35, 52, 53, 54, 57, 59, 60, 62, 64, 72a, 72b, 75</p>	

10.3. Urban Development Strategy

10.3.1. Urban Development Strategy for Naas

The Urban Development Strategy for Naas represents a continuation of the principles outlined in the Naas Town Development Plan (2011-17) which sought to consolidate the overall growth of Naas, direct its long-term expansion towards the Northwest Quadrant and identify opportunities for regeneration within the town centre. In this Plan, the Seven Core Themes, the strategic Vision for Naas, along with new and emerging planning policy at national and regional levels have provided a much greater level of focus in directing and shaping the future growth of the town. The intentions of the Seven Core Themes regarding the overall spatial development

of Naas can best be seen in Figure 2.4 Naas Development Strategy (see Chapter 2). This conceptually illustrates the main principles guiding the physical development of the town, including the following:

- A continued focus on the consolidation of the urban form through infill development within the defined built-up area of the town and building at sustainable densities
- Emphasis on plan-led development with a particular focus on town centre regeneration and a sustainable urban expansion within the Northwest Quadrant (NWQ).
- Recognition of the town centre as being the primary area of retail activity in Naas.
- Identifying the key areas for economic development as being centred along the 'employment arc' to the north and west, in addition to the town centre (where further economic potential exists).
- An understanding of the need to deliver new and improved connections through the provision of a high-quality public realm along with a focus on sustainable movement. These connections will help link the town centre with surrounding residential areas, the periphery, and the wider hinterland of the town.
- The identification and utilisation of historic and natural assets to provide for new and enhanced tourism and recreational activities.

10.3.2. Key Urban Design Principles

The Plan places particular emphasis on encouraging a design-led and responsive approach to urban regeneration and development within Naas. In this regard, the concept of '*placemaking*,' where sustainable urban growth is achieved through the creation of a distinctive, connected and enduring environment is of critical importance. In order to ensure that such a '*sense of place*' is achieved, the urban design principles set out below should inform and act as a guide for all development proposals in Naas.

- (i) Coherence of the Urban Form:** Creation of new built form that is in keeping with the surrounding urban context. Such developments should seek to achieve continuity and enclosure through the construction of strong urban edges and legible built form.
- (ii) Permeability and Accessibility:** The development of a hierarchy of connected streets and spaces which are easy to get to, move through and prioritise people before traffic. Improve overall movement and connectivity within the town, with a particular focus on design awareness for pedestrians and cyclists.
- (iii) Quality of Open Space:** The provision of high-quality open spaces within developments that are valued by people who use them on a daily basis or pass through them. Open spaces should provide character and be a focal point for all developments and should not be overly dominated by hard landscaping and car parking.
- (iv) Place and Character:** Built form which creates an identity and reinforces locally distinctive patterns of townscape and landscape while securing compact growth based on regeneration and consolidation of the town through the use and adaptive re-use of structures, infill development and legible new urban development.

- (v) **Adaptability and Variety:** The development of built form that is robust enough to respond to changing social, technological and economic conditions. Ensure that built form typologies are varied within development schemes to maintain a level of interest in the urban environment.
- (vi) **Vibrancy:** Increase the number of people living and working in the town centre. Promote and increase the number of people visiting Naas for shopping, socialising, cultural and recreation activities.
- (vii) **Attractiveness:** Ensure that attractiveness in new and regenerated buildings is achieved through the use of high-quality design, layout and material finishes.
- (viii) **Diversity of Function and Use:** Promoting choice through a mix of compatible developments and uses to create a place that responds to the long-term needs of a growing community.
- (ix) **Environmental Sustainability:** The promotion of local biodiversity; allowing the development of the town's green infrastructure network, where new wildlife habitats become established and existing ones are protected and enhanced.

10.4. Regeneration Strategy

10.4.1. Purpose and Aims

In view of the challenges Naas Town Centre has faced in recent years, it is recognised that the commercial core of the town is presently not reaching its full potential as a vibrant centre of multiple activities and uses at the heart of a growing urban settlement. Having considered its weaknesses, this Regeneration Strategy seeks to build on the strengths of the town centre; its architectural, archaeological and natural heritage; urban spaces; and civic, cultural and commercial amenities. The strategy seeks to identify opportunities to build upon and develop new and improved public amenities and to highlight the potential of existing buildings and sites, routes and open spaces to be re-imagined as future civic attractions, sustainable movement routes and amenity spaces.

Accordingly, the Regeneration Strategy sets out a development framework to guide the consolidation and rejuvenation of the commercial core of Naas; creating revitalised town centre streets and public spaces; facilitating and providing for the development and improvement of appropriate town centre uses including retail, residential, cultural and community uses with an overall aim to enhance the vitality, viability and attractiveness of Naas as a destination to live, work, do business and visit.

It is envisaged that full implementation of the Regeneration Strategy will extend beyond the timeframe of this Plan and is therefore designed to be delivered as part of a comprehensive long-term plan-led approach guiding the development of Naas, as outlined in the strategic Vision for Naas in Chapter 2.

10.4.2. Core Regeneration Areas

The Regeneration Strategy is developed around the designation of six Core Regeneration Areas (CRAs) located within the town centre. Based on the findings of a comprehensive urban appraisal of the town, the CRAs were selected due to their distinctive character, the unique challenges and opportunities that they face and the potential contribution they each can make to the future development of the town

centre. The CRAs represent a development of the concepts and principles set out in the 2011-2017 Naas Town Development Plan. In preparing the Regeneration Strategy other research such as the Naas Collaborative Town Centre Health Check (2018), the Naas Architectural Conservation Area (ACA) Statement of Character (2019) and the town's Zone of Archaeological Potential have also been taken into consideration.

The CRAs are designed to act as catalysts for change within the town centre with each area being the subject of a flexible and responsive urban design framework to guide stakeholders, developers and the Planning Authority. Emphasis will be placed on the physical and spatial quality of streets, spaces and the existing built form within each area. Each development framework will set out spatial parameters and urban design principles to guide new development into the most appropriate locations. In relation to the key issue of movement, the Regeneration Strategy seeks to balance the needs of roads users without compromising the development of sustainable modes of transport. Regeneration and development within the boundaries of Naas ACA will also be subject to the policies and objectives regarding appropriate development within the ACA and the parameters of the Naas ACA Statement of Character (see Chapter 8 Built Heritage).

The short-term vision for the CRAs is to plan the upgrading of the public realm, identify key connections and to set out desirable uses within each character area. The vision over the medium to longer term is for regeneration by the adaptive re-use of existing buildings, the sensitive infill of vacant sites and the creation of new urban form. All development should be focused on the concept of placemaking with the aim of enhancing the character and spatial qualities of each area.

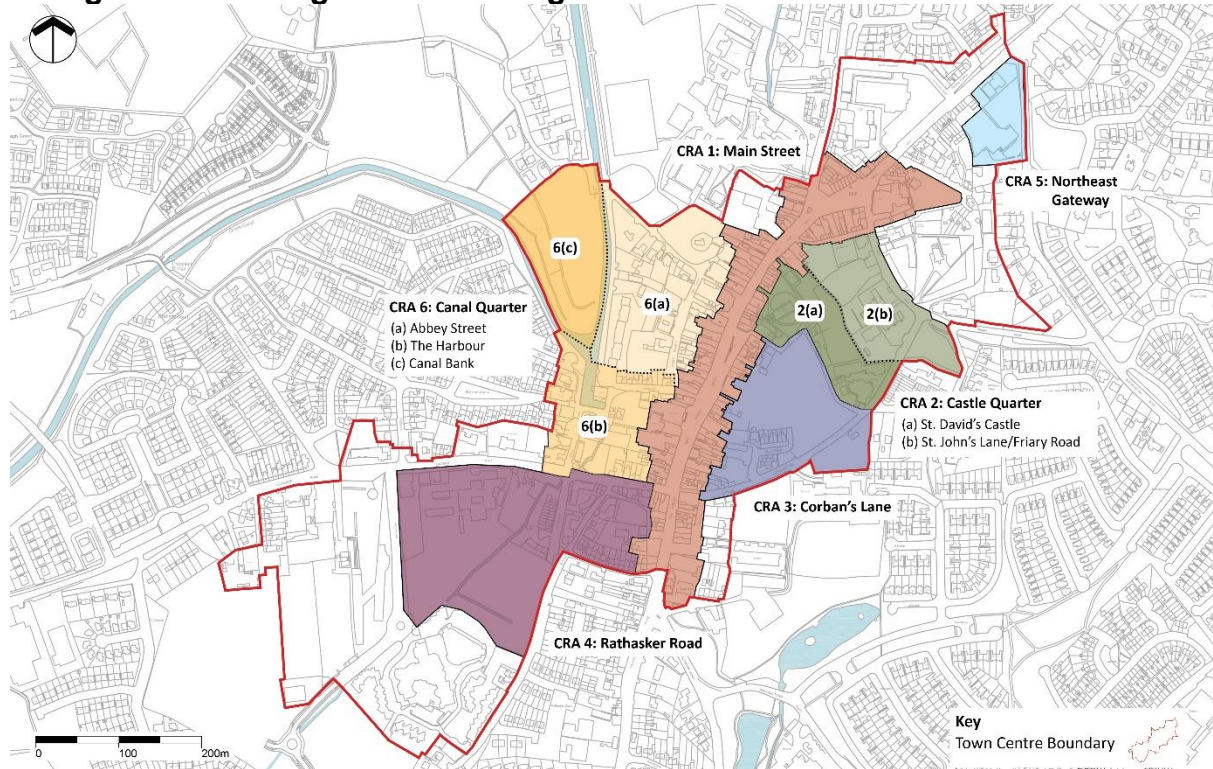
The framework for each CRA will therefore seek to:

- Identify the main issues and challenges affecting the area.
- Develop a coherent identity for the CRA based on its unique character and assets, define the role that it will play in the future development of the town centre.
- Outline the spatial opportunities and urban design solutions, which would result in the development of such an envisaged role.

The six Core Regeneration Areas are identified in this Plan as follows (see Figure 10.3). Due to the individual characteristics and spatial dynamics some CRAs have been subdivided as follows:

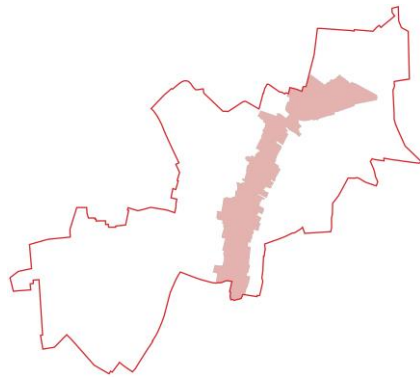
- 1. Main Street**
- 2. Castle Quarter**
 - a. St David's Castle
 - b. John's Lane/Friary Road
- 3. Corban's Lane**
- 4. Rathasker Road**
- 5. Northeast Gateway**
- 6. Canal Quarter**
 - a. Abbey Street
 - b. The Canal Harbour
 - c. Canal Bank

Figure 10.3 Designated Core Regeneration Areas within the Town Centre



10.4.3. CRA 1: Main Street

Challenges and Opportunities



CRA 1 extends along almost the entire length of the commercial spine of the town from the Dublin Road in the northeast to the Fairgreen in the south. The Main Street lies at the heart of the historic, civic and commercial centre of the town. Despite a poor-quality public realm, notable levels of vacancy and the departure of key commercial businesses in recent years due to a wide range of factors; the area maintains its ability to attract significant levels of pedestrian footfall and activities. In this regard, the importance of its unique selling points; its

independently owned boutiques and shops, and vibrant night-time economy should not be overlooked. Maximizing the use of space on upper floors along the Main Street should also be a key area of focus.

As the established commercial centre, it is vital that Main Street retains and enhances its primacy as the focus of retail and recreational and social activities within the town. The opportunity exists to utilise the unique character of this historic area in order to enhance the overall experience. This will necessitate the rebalancing of the public realm towards the needs of the pedestrian to achieve a high-quality urban space which manages but does not close-off vehicular access.

Envisaged Role

It is envisaged that Main Street will strengthen its position as an established centre in which to live, work, shop, and socialise. Increased residential occupancy on upper floors will add to the character and vitality of the area. Main Street will be a dynamic and thriving space that showcases the town's historic, architectural and civic heritage, attracting both businesses and patrons alike. Uses shall be diverse, complementing the fine urban grain of the built form, thus assisting in the promotion of independent retailers and creating a more resilient local economy.

Figure 10.4 The Inherent Character and Fine Urban Grain of the Streetscape on South Main Street



Urban Design Framework

It is recognised that the re-balancing of the public realm will play a decisive role in the rejuvenation of the Main Street. The need for a responsive, inspiring and high-quality re-design of the public space within Main Street is therefore critical. While a finalised design scheme will be progressed through the Public Realm Strategy (see Section 10.5.1), the urban design framework seeks to outline principles for the re-

design of the public space that must be taken into consideration. This guidance is based on viewing the Main Street not as a single linear route but rather as a series of interconnecting urban spaces with each having its own special characteristics. Examined in this light, the importance of a re-visioned public realm, acting as a common designed thread linking these spaces becomes paramount. Concentration should therefore be focused on the enhancement of the key civic areas punctuating the street as set out overleaf (in order of their sequence from north to south).

- 1. Poplar Square:** Historically a key urban space for the town. However due to its location at one of the busiest junctions in the town the Square has, over time, become dominated by traffic and parking. The space must regain its lost function as an urban square. There is also potential for redeveloping Poplar House on the intersection of the junction between Sallins Road and Dublin Road. This is a key focal building on a prominent site, especially when approached from the south and merits a stronger architectural design.
- 2. Market Square:** Located at the point where South Main Street widens significantly, to form an impressive, if congested, and underappreciated public space. Whilst improvements to public transport infrastructure in this area is proposed, any intervention must be sensitively designed to ensure that it integrates with the historic setting of this important civic space.
- 3. Courthouse:** This building is a key civic set piece on Main Street and needs to be accorded special prominence within the public realm. Consideration should be given to creating a shared surface in front of the building where the street is at the same level as the footpath and is also paved with same material. This would not only signify the importance of the building within the town and also act as a traffic calming mechanism along this busy route.
- 4. Junction with Newbridge Road:** This busy intersection is intended to become a 4-crossroads junction that will link with Corban's Lane to the east. While making Corban's Lane more accessible from Main Street, a danger exists that such a heavily trafficked crossing will result in Main Street being severed at this point, thus undermining its historic spatial integrity and compromising the pedestrian experience. The development of a high-quality pedestrian crossing on all four arms of the junction is therefore of critical importance. The opportunity also exists for the insertion of a high-quality piece of contemporary architecture on the southeast corner of this junction to provide a strong and active urban edge.
- 5. Fairgreen:** This location at the junction of Kilcullen Road and Ballymore Road has a poorly designed pedestrian environment with an excessive amount of hard open space that currently lacks enclosure. The need to create an attractive southern gateway to the historic core at this important junction is critical. The space also represents the town centre's link with the Fairgreen Park and as such, the entrance to this hidden gem must become focal point to a key amenity space and an important off-road connection to the south of the town.

Key Design Principles for CRA 1: Main Street

- The Public Realm Strategy should seek to establish a common design thread for the Main Street CRA based on the use of pavement materials, street furniture and the coordinated and appropriate planting of trees.
- The development of a new bus interchange on South Main Street must provide for an enhanced public realm which improves the pedestrian /cyclist experience and complementary to the historic setting of the area.
- Any new urban form to be of high-quality design and should respect the scale, massing and fine grain of the surrounding buildings.
- The public realm shall be designed to enhance the pedestrian and cyclist experience whilst also retaining vehicular access/egress.
- The quality of routes directly adjoining Main Street should be enhanced.
- Residential and commercial uses should be actively encouraged on the upper floors within the CRA.

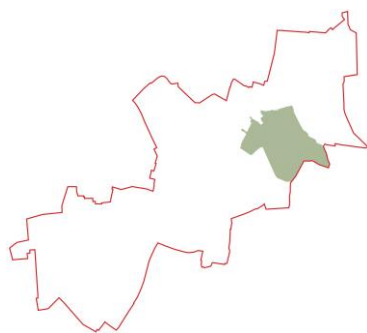
Figure 10.5 Design Framework for CRA1: Main Street



Key

Existing landmark		Improved links	
New landmark building		Soft landscaping measures	
Indicative building frontage		Improved entrance to Fairgreen	
Key public realm intervention			

10.4.4. CRA 2: Castle Quarter



Challenges and Opportunities

The Castle Quarter encompasses an area to the rear of Main Street that is bordered by Church Lane, Corban's Lane, Friary Road and John's Lane. Within the quarter, St David's Castle and its attendant grounds form part of a historic cluster of sites and buildings in private ownership located in the heart of Naas. Sadly, despite its historic importance for military and political reasons, the presence of the Castle has become almost invisible within the town. This CRA also has the

added challenge of being located adjacent to the unfinished Corban's Lane Shopping Centre.

For a location so proximate to the centre of activity the remaining lands within the quarter, aside from St David's Church, are remarkably under-utilised with a large proportion comprising a number of surface car parks, under-used buildings or vacant and derelict sites. Thus, despite its unique historic attributes, the Castle Quarter presently constitutes a closed-off and impermeable block, making little meaningful contribution to the vitality and vibrancy of the urban core. The area's historic provenance, location just off Main Street, and relationship to a series of adjacent CRAs suggest that St David's Castle is a critical site in delivering a new focal point for Naas and expanding the town centre eastwards.

Envisaged Role

St David's Castle is without question the major focal point of this CRA and represents a major opportunity to deliver a unique amenity for Naas which can exploit the historic character of the site and create a potential major visitor 'destination' and community gathering space within the town. Whilst this Plan acknowledges that the Castle is under private ownership and was previously used as a private residence, it encourages the restoration of the Castle, which is currently in a neglected and dilapidated state, with a view to providing public access to the building and its attendant grounds. In this regard, it is envisaged that the Castle could potentially act as an interpretive centre that could tell the 'story of Naas' and become the starting point of a cultural and historic trail which could link with the other key sites in the town such as the Town Hall, St David's Church, the North Moat, the Moat Theatre and the Canal Harbour. The area also has the potential to accommodate new urban form which would connect with the patterns of adjacent sites and deliver an interesting and exciting sequence of urban spaces. Envisaged land uses should include a mix of residential and commercial development. The site of the former Potato Market leading from Church Lane has the potential to accommodate a public activity such as a farmer's market possible in tandem with Market Square or a pocket urban park or children's play area.

Urban Design Framework

There are two distinctive areas within the Castle Quarter with differing on-site challenges and development potential. Therefore, the area around St David's Castle and John's Lane/Friary Road will be discussed separately.

St David's Castle and Environs

The framework sees the potential for new high-quality residential development of appropriate design on lands located to the south of the Castle. The aim of such development should be to maximise the potential use of the site whilst also having regard to the historic character of the area and the presence of natural infrastructure on the site. The framework envisages the Millrace stream becoming a key feature and the mature trees on the site being retained as far as possible. There is the possibility for the majority of the car parking provision to be accommodated outside the site boundary. In such a scenario the use of car parking spaces within Corban's Lane Shopping Centre, when it becomes operational, would be actively encouraged. Alternatively, consideration may be given to having a majority of car parking being provided underground, subject to appropriate built heritage and archaeological considerations through the development management process.

John's Lane/Friary Road

The lands within the Castle Quarter to the northwest of the Millrace stream play an important unifying role within the town. The framework envisages the site not only connecting the town's busiest routes – Friary Road with the Main Street – but also being part of a strategic 'off-road' walking and cycling connection linking the town centre with established residential areas to the east. John's Lane itself is very narrow and could possibly be redesigned to provide for a one-way street with enhanced footpaths. The redevelopment of several under-utilised sites would enable the creation of a sustainable urban community adjacent to the Main Street. The lands will therefore constitute a permeable and active district, characterised by the high-quality of its built form and public realm.











Key Design Principles for CRA 2: Castle Quarter

- Encourage and support the restoration of St David's Castle with a view to providing public access to this historic site.
- Develop a more accessible, permeable and inviting quarter by focusing on the creation of new connections throughout the Castle Quarter and the development of a high-quality people-focussed public realm.
- New built form should be of a high-quality and contemporary design whilst also respecting the scale, massing and fine-grain of the surrounding buildings.
- Protect the existing historic character of the area by ensuring that any new development responds appropriately to the area's undulating topography. New development should also respond sensitively to boundary interfaces along John's Lane and Church Lane.
- Develop a quality off-road route along the Millrace Stream and eastwards towards Blessington Road that caters for both pedestrian and cyclists.
- Ensure that any regeneration incorporates existing green infrastructure. In particular, the Millrace stream should become a central feature of the regenerated area.
- Allow for the sensitive and appropriate insertion of openings in the wall along Church Lane to cater for pedestrian access to new developments.
- Consider innovative options for off-site parking provision in new developments within the St David's Castle area.
- Encourage the re-use of the former Potato Market site for public use or activity.

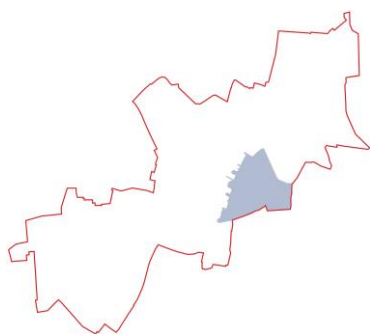
Figure 10.6 Design Framework for CRA2: Castle Quarter



Key

Existing landmark		Improved links	
New landmark building		Potential (off-street) route	
Indicative building frontage		Soft landscaping measures	
Key public realm intervention		Vehicular access	
Pedestrian/cyclist route		Key Views	

10.4.5. CRA 3: Corban's Lane



Challenges and Opportunities

Corban's Lane CRA is located to the rear (east) of the Main Street and is bordered by Church Lane to the north and northeast and Corban's Lane to the east and southeast. The area can be described as having a backland type character with a mix of residential, educational and car parking uses. The majority of this Core Regeneration Area is occupied by the Corban's Lane Shopping Centre, which has remained in its present unfinished state for over a decade. This

situation has greatly affected the function and performance of this part of the town centre and has resulted in the area being devoid of activities. Added to this is the proposal to create a new junction between Main Street and Corban's Lane. While such a scheme would create an enhanced link with the Main Street and encourage an increase in pedestrian patronage, it could also have a negative impact, resulting in high volumes of traffic as vehicles seek to use it as an alternative north-south route to Main Street. An added challenge also relates to the fact that there are few active frontages along Corban's Lane. This is also the case with the shopping centre site where, if completed in its current form, it would have an inward focus, presenting no active frontage onto either Corban's Lane or Church Lane. This consequently limits the potential for realising on-street activities within the CRA.

Despite the numerous challenges and constraints facing the area, the opportunity exists to create a transformed and a rejuvenated area. Such an outcome would also be hugely beneficial to both Main Street and the Castle Quarter. In order to enable such a transformation to occur the issues currently affecting the area would need to be addressed. This would involve the complete development of the Corban's Lane Shopping Centre site as a centre of retail, commercial activities and the re-designing of Corban's Lane as an active urban street.

Envisaged Role

The envisaged role of the CRA is therefore to support and consolidate the commercial spine of the Main Street by hosting a mix of complementary uses. This would enable the expansion of town centre activities eastwards along routes characterised by a high-quality public realm and enlivened by active frontages at ground floor level. The provision of several hundred car parking spaces in the area would provide significant car parking to the south end of Main Street and would enable the removal of some on-street parking and expansion of public realm improvements with new hard/soft landscaping and new street furniture.

Urban Design Framework

The design framework envisages Corban's Lane being redeveloped as an urban street with the creation of a strong urban edge along with active frontages on this important north-south route. There is also the potential for new built form along the southern side of Corban's Lane. It should be noted that new developments must also be responsive to the area's existing sloping topography, particularly along Corban's Lane and the eastern part of Church Lane.

The resolution of the incomplete Corban's Lane Shopping Centre site is of critical importance to the future of both this Core Regeneration Area and the wider commercial core of the town centre. This design framework provides for the shopping centre is completed in a form that is generally in keeping with the initial proposal. Under these circumstances the framework seeks to work around the existing mass and layout of the shopping centre. While the structure poses substantial constraints, there is the potential to create strong urban edges with active frontages along the southern periphery of the site on Corban's Lane. There is also the possibility for the sensitive and appropriate insertion of new active frontages along Church Lane. The sensitive retrofitting of a pedestrian link through the centre to a location proximate to the entrance of St David's Castle would be encouraged in order to help promote connections between the site and any potential visitor attraction within the castle grounds (see Figure 10.7).

It is noted that the Shopping Centre has been designed to accommodate a substantial number of car parking spaces. A portion of this parking could be kept to service residential developments in adjoining districts (see Section 10.4.4 CRA 2 Castle Quarter: John's Lane/Friary Road) in order to avoid the need to develop further car parking facilities on these lands.

Key Design Principles for CRA 3: Corban's Lane










General

- Re-design Corban's Lane as an urban street in accordance with DMURS Guidelines (updated 2019) and provide for the upgrading of the public realm within the area.
- Encourage, where feasible and practical, the development of a strong building edge along the southern side of Corban's Lane.
- Ensure that new built form is of a high architectural quality, providing a strong vertical emphasis and incorporating a fine urban grain, with active frontages at ground floor level.
- Protect and enhance the existing historic character of the area.
- Ensure that any new development deals appropriately with the area's sloping topography.
- Ensure that parking is contained within the interior of development sites.
- Have regard to the existing amenities of the surrounding buildings.
- Ensure that in any new development proposal of the Shopping Centre, that there is no adverse impact on the townscape and historic skyline of Naas.
- Encourage a portion of the car parking spaces within Corban's Lane Shopping Centre to be set aside for the use for residents of neighbouring areas (i.e. within CRA 2: Castle Quarter).
- Provide for access from the Shopping Centre site to Church Lane in the vicinity of the entrance to St David's Castle.

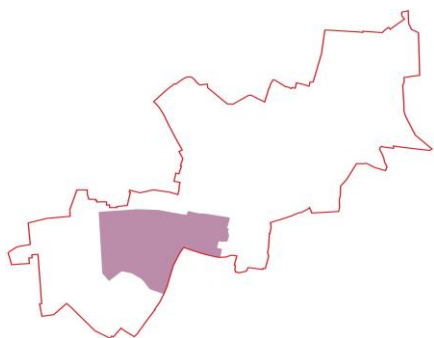
Figure 10.7 Design Framework for CRA 3: Corban's Lane



Key

Indicative building frontage		Improved links	
Potential active frontage insertions		Envisaged/Potential Links	
Key public realm intervention		Soft landscaping measures	
Existing landmark		Indicative traffic calming	
Pedestrian/cyclist route			

10.4.6. CRA 4: Rathasker Road



Challenges and Opportunities

Rathasker Road CRA is comprised of an expansive portion of land located to the southwest of Main Street. It acts as a strategy link between the town centre and the lands surrounding Áras Chill Dara (Kildare County Council Headquarters). However, the area around currently suffers from a poor-quality public realm that presents a backland type character. The opportunity arises to overcome the spatial problems currently experienced in the CRA and develop a legible and permeable neighbourhood that maximises its strategic

location within the town centre. This will be achieved by creating well-defined links with adjoining areas and maximising the potential of greenfield sites as well as infill development.

Envisaged Role

There is an opportunity for a distinctive legible and permeable urban neighbourhood, which would be connected back to the established commercial core by a high-quality public realm. While the predominant land use on greenfield sites within the Devoy Quarter should be residential, there may be also the opportunity for mixed/commercial uses within designated sites.

Urban Design Framework

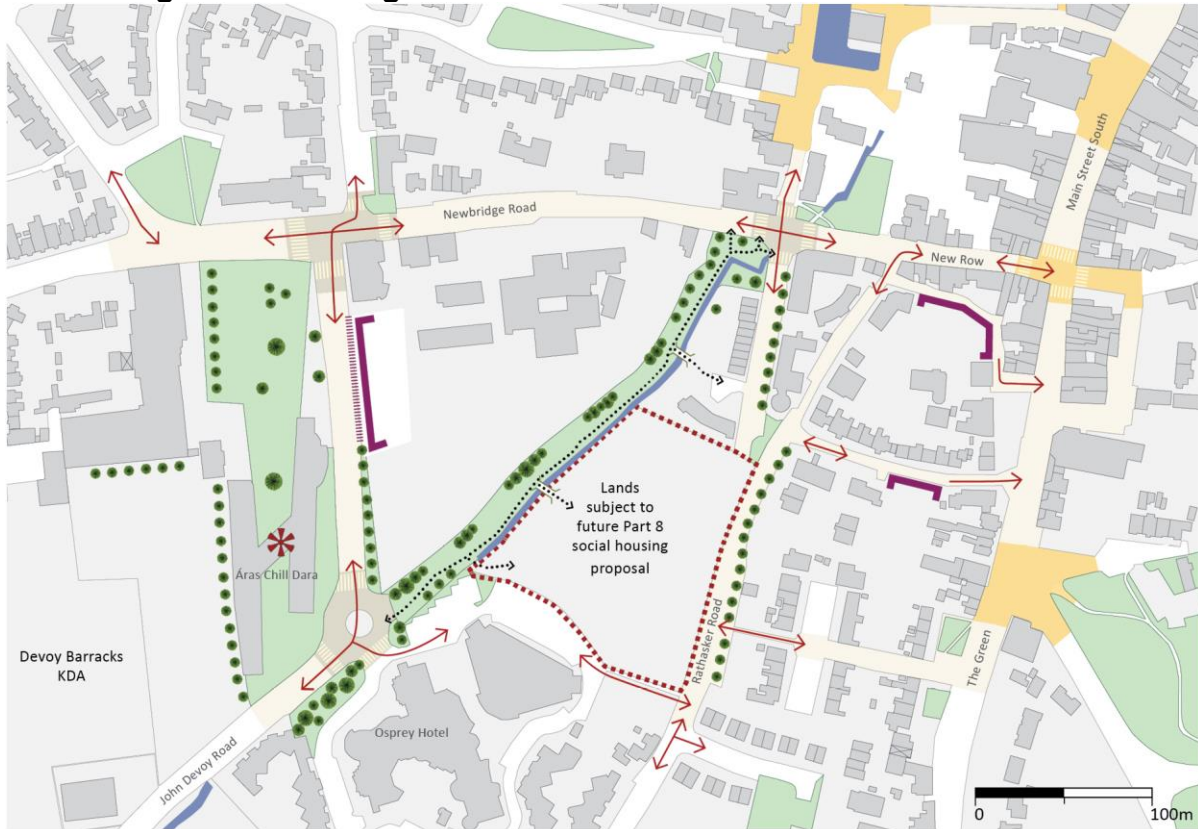
While the area is characterised by established residential development it is also the location of a substantial (1.34 ha.) greenfield site to the west of Rathasker Road (see Figure 10.8), which is proposed to be the site of a future residential development. It is considered that such residential development would help to consolidate this part of the urban core and add vibrancy to the CRA. There is also potential for appropriate residential infill along St. Michael's Terrace and The Alley.

The area also has a certain local strategic importance as it is traversed by a number of key routes linking the various residential and commercial developments along John Devoy Road to the commercial core. It is essential that proper recognition be placed on the role of these connections. Accordingly, the Public Realm Strategy (see Section 10.5.1) should focus on developing them as attractive and well-defined urban streets. Also, of importance is the potential for new pedestrian/cyclist routes to improve the permeability of the area. It is envisaged that Rathasker Road maintains its cul-de-sac status and is prioritised for pedestrians and cyclists. Another envisaged route would link the junction of St Ita's Place and Newbridge Road to the roundabout at the Osprey Hotel. This route would not only create a shorter and more direct link to Main Street but also enhance the existing green infrastructure of the town, being designed as a green route along the existing Canal Feeder Stream (see Figure 10.8). The land along this route currently forms part of the playing fields of Gael Choláiste Chill Dara and it is recognised that this situation is not likely to change within the lifetime of the Plan. However, it is important that the long-term goal for improving permeability of the Devoy Quarter would incorporate such a connection and public amenity.










Key Design Principles for CRA 4: Rathasker Road

- Encourage and facilitate appropriate residential infill along St Michael's Terrace and The Alley, and mixed-use development to the rear of Swan's Public House, along John Devoy Road which acknowledges the existing character of the area.
- Improve the Devoy Quarter's links with Main Street by providing for the development (over the longer term) of a new pedestrian/cyclist route along the Canal Feeder Stream between the junction of Newbridge Road/Rathasker Road and the roundabout at the Osprey Hotel.
- Ensure that the Public Realm Strategy provides for the upgrading of the streets in the area in order to create attractive and well-defined urban spaces.
- Ensure that any development on the lands subject to a future Part 8 application integrates with the surrounding environment and provides for a pedestrian/cyclist connection to the future Canal Feeder Stream route (see Figure 10.11).

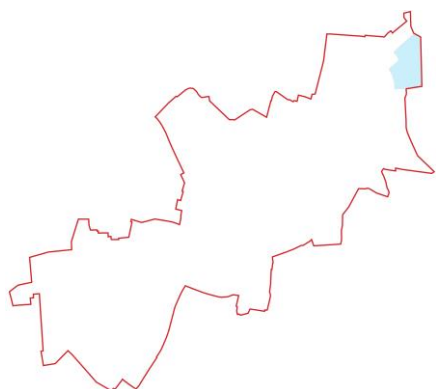
Figure 10.8 Design Framework for the CRA 4: Rathasker Road



Key

Indicative building frontage		Pedestrian/cyclist route	
Potential active frontage		Soft landscaping measures	
Existing Landmark		Open Space	
Improved links		Traffic calming measures	
Envisaged/Potential Links			

10.4.7. CRA 5: Northeast Gateway



Challenges and Opportunities

The Northeast Gateway is situated at the edge of the town centre in a prominent location at the junction of Dublin Road and Blessington Road. The lands are currently occupied by a Maxol Service Station, a Tesco Metro store with ancillary parking, and vacant retail unit (formerly occupied by Penneys). Despite its 'gateway' location, the urban form lacks a sense of enclosure and legibility. It is considered that the prioritisation of vehicular movement has resulted in the public realm acting as a hostile

environment for pedestrians and cyclists, particularly around junction crossings.

The opportunity arises to take advantage of the site's strategic location to provide a high quality 'entry point' to the town centre. An intensification of development on the site would help reinforce the urban fabric of the area. Such regeneration should also be accompanied by a comprehensive redesign of the public realm in order to improve the overall pedestrian and cyclist experience.

Envisaged Role

The role of the regenerated Northeast Gateway is to extend the centre of activities to the northeast by the provision of active frontages within a highly legible, medium density, mixed use development.

Urban Design Framework

This framework seeks to create a legible focal point that would also act to consolidate the periphery of the commercial core in this area. It is envisaged that a landmark building at the junction of Blessington Road and Dublin Road will mark the significance of the site as a gateway to Naas Town Centre. Such a building should take the form of a perimeter block, which would provide a strong building edge that addresses both street frontages and be of a high-quality contemporary design. Care should also be taken so that the massing and scale of the built form would take account of its sensitive transitional location.

A mix of activities with active ground floor uses are envisaged for the site. Residential uses are encouraged on upper floors with car parking being placed within the interior of the blocks. In this regard the provision of underground car parking would be preferable, particularly within the block to the southwest of the perimeter block (see Figure 10.9). If this were to occur then further residential development within the interior of this block, in the form of mews or townhouse style building typologies, could be considered. The framework also envisages a general re-balancing of the public realm in the Northeast Gateway in order to take into account the needs of the pedestrian. The provision of a pedestrian street within the site would not only provide increased permeability but also create a safe and high-quality access route between the Dublin Road and Blessington Road.









Key Design Principles for CRA 5: Northeast Gateway

- Provide for the development of a landmark building at the junction of Dublin Road and Blessington Road.
- Ensure that any redevelopment is of a high architectural quality and incorporates fine-grained, active frontages at ground floor level.
- Ensure that parking is contained within the interior of development sites, preferably being placed underground.
- Provide for the redesign the public realm at the junction of Dublin Road and Blessington Road to improve the pedestrian and cyclist experience.
- Provide for a pedestrianised route through the Northeast Gateway CRA.
- Have regard to the existing amenities of the surrounding buildings of this transitional area.

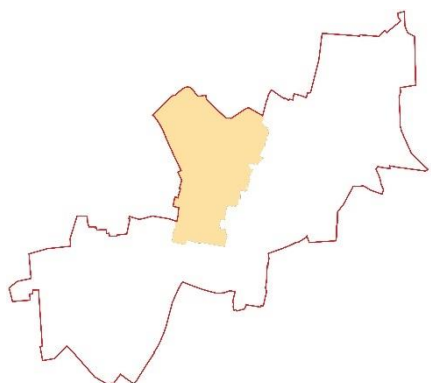
Figure 10.9 Urban Design Framework for CRA 5: Northeast Gateway



Key

New landmark building		Pedestrian/cyclist route	
Indicative building frontage		Traffic calming measures	
Key public realm space		Soft landscaping measures	
Improved Links		Vehicular access route	

10.4.8. CRA 6: Canal Quarter



The Canal Quarter area of Naas is almost unique in an urban setting. The lands provide an opportunity to deliver an amenity to the town but also offers a connection from the town to the masterplan lands in the Northwest Quadrant. The canal area of Naas is a hidden gem or a potential jewel in the crown for a regenerated town centre for Naas. Set behind the Main Street and the main arteries leading to the town centre, the area is hidden and unknown to many visitors passing through Naas.

Kildare County Council were successful (in 2019) under Call 1 of the Urban Regeneration and Development Fund (URDF) to undertake a comprehensive masterplan for the Canal Quarter lands. This Plan supports the carrying out of such a masterplan in accordance with the Urban Design Concept Framework set out for the CRA. The Urban Design Concept Framework as set out below provides wide-ranging detail on the Canal Quarter given the extensive work completed in advance of the preparation of the more detailed masterplan and public realm plan.

Challenges and Opportunities

The lands comprising the Canal Quarter are located west of the Main Street and are loosely defined as that area that lies west of Abbey Street, east of Sarto Park, north of New Row and south of Abbey Bridge. Due to its location to the rear of the Main Street, and its changing land use pattern over the years, much of the area is dominated by underutilisation, vacant buildings, site clearance/brownfield sites interspersed with some residential, community and occasional commercial units. However, the area lacks the vitality and vibrancy that it could achieve, just a stone's throw away from the Main Street.

The area displays a significant number of positive attributes, as outlined below:

There is a **well-established residential area**, to the west, at Sarto Park, an attractive row of modest single storey terrace cottages along the north side of Basin Street and a good mix of apartments and single storey residences on the east bank of the canal and Abbey Road.

There are **important civic, and community uses** established in the area, including the Library, Health Centre and Youth Services (at the Harbour), Courts Service (with the Court House on Main Street, but with service access from Basin Street), Citizen's Information Centre (Basin Street), and on Abbey Street, there is the Moat Theatre and the former Town Hall, which is being developed into a new civic and cultural centre.

There are a number of **notable restaurants and a coffee house**, along Harbour View, Basin Street and particularly on Abbey Street.

The Harbour provides a **unique sense of place**, with the peaceful and tranquil ambience. It provides a green lung connecting the town to the countryside.

The area is **rich in heritage** and there is an opportunity for the Canal Quarter to make its archaeological, historical and industrial heritage a key centre of focus, and

in the process become one of the most visually attractive and legible districts within the town.

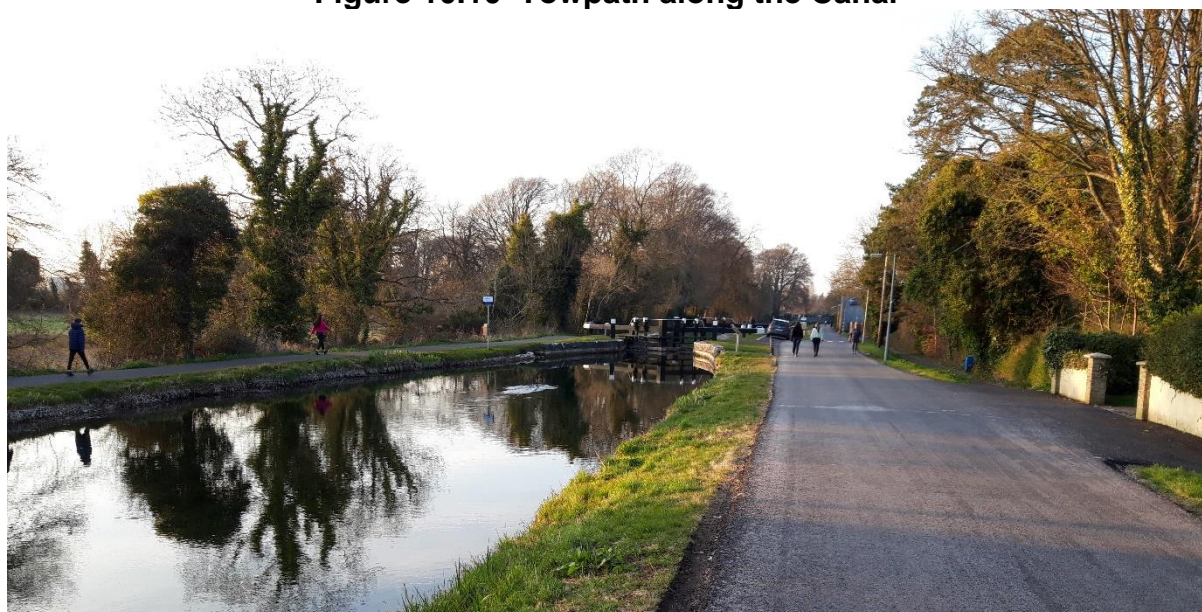
In 2020, a '**Car-free Sunday**' was adopted for the stretch of the Canal from the Harbour to Osberstown. This has proved hugely successful, with estimates that up to 10,000 people have used this route for walking and cycling on a single day. This footfall has encouraged mobile vendors and others to see commercial opportunities as people re-examine the area and its potential.

The Canal

The Harbour is the heart of the area, which forms a little spur south off the Grand Canal. From the Harbour, the canal runs in two directions – one arm heads north to Sallins, while the other curves north west before gradually curving southwards to Ploopluck Bridge (some 850 metres to the west) and south again to Corbally Harbour, some 8.5 km away. While there are six locks between the Harbour and Sallins, there are no locks on the Corbally Branch. It is an objective of the Plan to develop the entire length of the Grand Canal as a greenway corridor connecting the town to Sallins and to Corbally Harbour. While there are existing roads and/or footpaths along the Naas to Osberstown Road section, and from the Harbour to Jigginstown, current walkers rely on the grassy towpath for other sections (and particularly from Jigginstown to Corbally) which is partly overgrown or soft under-foot.

The greenway from the Harbour to Sallins is at design stage, which needs to be seen in its wider context, specifically, the current development of the greenway from Hazelhatch (Celbridge) to Sallins; and funding has been received to develop designs for the section from Sallins to Clonkeen on the Offlay border. The greenway is extremely important for the people of Naas; however, it also has a broader strategic importance and significant tourism potential for Naas and the region.

Figure 10.10 Towpath along the Canal

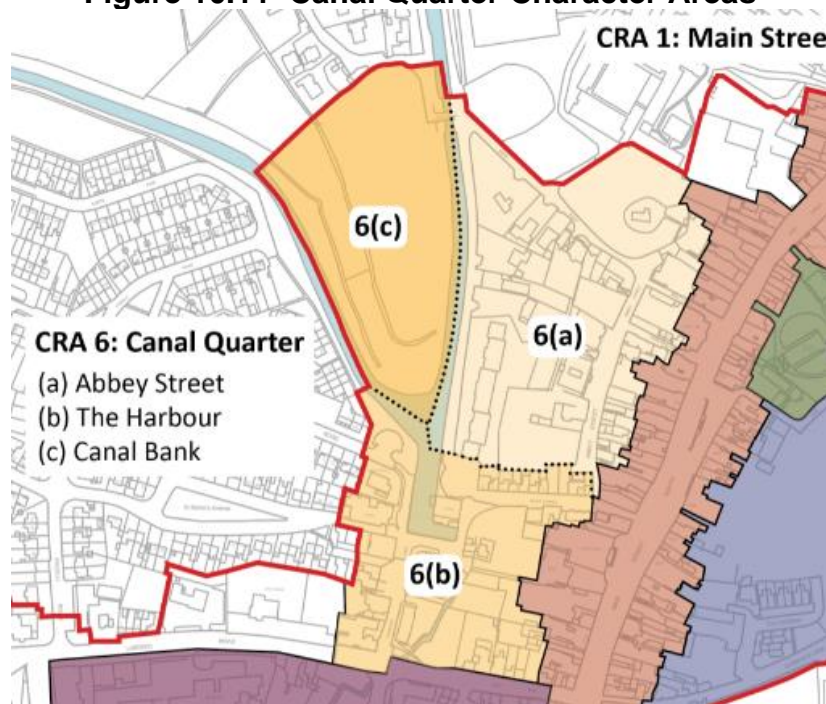


Character Areas

The Canal Quarter is defined by the presence of the Grand Canal, however, the area despite its relatively compact size, is varied and includes not only built areas and brownfield sites, but also a substantial area of greenfield land. As a response to this internal diversity, the framework focuses on three distinct Character Areas:

- (a) Abbey Street – which extends both sides of the street and west to the Canal.
- (b) Canal Harbour – the area around Harbour View and Basin Street and including a significant urban regeneration site that has been the subject of a land assembly process by a developer over recent years.
- (c) Canal Bank – the U-shaped configuration of lands to the north of the Harbour.

Figure 10.11 Canal Quarter Character Areas



Within each of the Character Areas, there are unique characteristics with key sites having redevelopment potential.

Envisaged Role/Vision

In utilising and investing in its existing assets and developing new greenway activities, recreational and tourism amenities, the Canal Quarter has the potential to become a tourism and family recreation hub for the greenway, a creative district of Naas; home to the town's most important cultural and civic institutions; with an enclave of tourism and short stay accommodation/hotel, restaurants, cafes and bars, all contained within the centre of a vibrant new residential district.

Urban Design Concept Framework

For the area to achieve its full potential a four-step approach to the overall urban design concept framework is required:

- i. Make Connections
- ii. Protect and Enhance Heritage Features
- iii. Animate the Waterfront

- iv. Create Destinations
- v. Implement a coordinated public realm plan for the interlinking key areas.

The first four elements are pulled together and unified through a coherent Public Realm Plan, that promotes high quality urban design and animates the streetscape at ground floor level with active uses along key connections and civic spaces.

Make Connections - The Canal Quarter and Sustainable Mobility

The Canal Quarter is perhaps the most strategically important Core Regeneration Area in Naas in terms of its location, for it has the potential to act as a key link and starting point of a series of sustainable movement corridors between the town centre and its hinterlands to the southwest and west (Corbally Harbour), the North West Quadrant (NWQ) including Millennium Park, and north to Sallins Village and importantly, the train station. It is expected that the National Transport Authority's Greater Dublin Area Transport Strategy (under review) will identify the extension of electrification of the Kildare South West line from Hazelhatch to Sallins – thereby providing a DART service to the area. The canal will become the new greenway corridor connecting the station to Naas. With increased interest (and revised legislation), this greenway corridor should be able to cater for micro-mobility solutions such as electric bikes and scooters.

The primary mode of transport within the Canal Quarter will be pedestrian and cyclist focus, via canal side routes/greenways in addition to other paths that connect north along linear park associated with the existing stream corridor running north. With the completion of the new Junction 9a, there will be enhanced access to the Northwest Quadrant, providing an added impetus to the development of a new route into Naas Town Centre. A link to the Canal Quarter will be of critical importance to the future development of the area and would provide a new gateway and entry point to Naas Town Centre via the Canal Quarter. The new route should be designed as an aesthetically pleasing boulevard that will integrate or accommodate in parallel, a bus priority route, of which the final design details for this route will be set out in the Northwest Quadrant masterplan.

With the possible exception of the bus service, the Canal Quarter will not facilitate through traffic. This is an unusual feature within Naas that should be utilised to its full advantage and only necessary vehicular movement should be accommodated within this quarter. Existing residents along the canal could be served by access controlled collapsible bollards.

The potential for vehicles arriving from Junction 9a and requiring access to the town centre to be diverted to a car parking facility ideally, underground/under-croft or multi-storey and/or screened from the south by a new building line as part of a proposed mixed-use zone in the area (and/or screened from the north by a landscaped berm or new residential development) to be developed at the northern end of Canal Bank should also be explored. Pedestrian access from this car park to the town centre could be from Abbey Bridge/Road and from a new pedestrian bridge at the south end of Canal Bank.

While initially it is envisaged that the public bus service – linking Naas to Sallins and its railway station – will terminate at the Harbour, in time and once a sufficient critical

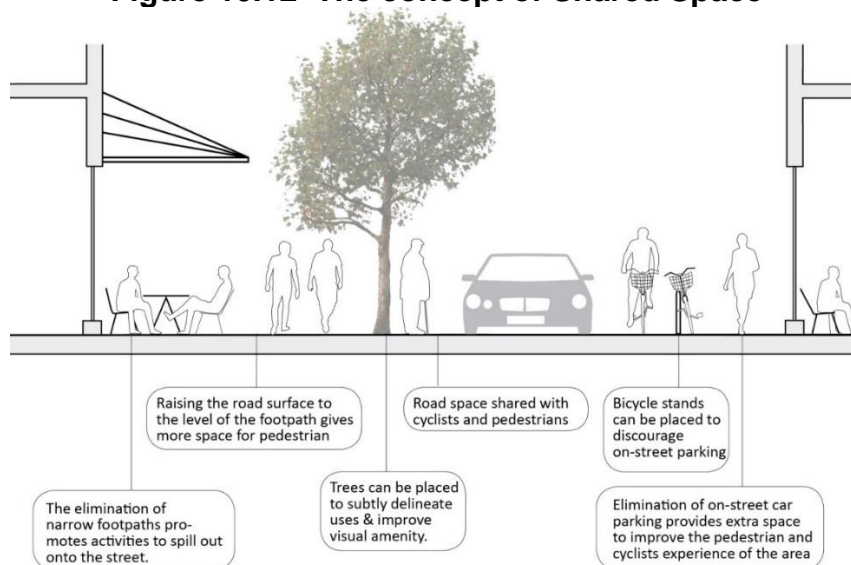
mass is generated, consideration should be given to the provision of a bus-only bridge (via a managed bus-gate) over the canal to serve the town centre. Such a route could potentially be developed to link into Pacelli Road and thereby serve the edge of the Devoy Park area (including Áras Chill Dara, the MERITS co-working hub and the Osprey Hotel) before running into the town centre/Main Street (with various options to loop back, such as at St Ita's Place or Corban's Lane). This will, however, require its own feasibility study.

Of critical importance to the regeneration of the area, will be the provision of a new pedestrian and cycle bridge over the canal to link the area to Basin Street and the Main Street/town centre. Ideally, this would be along a 'desire line' and link the east side of the Canal Bank to Basin Street, however, the span of the bridge would be significant (c. 65m) without any consideration of accessibility ramps, whereas the west side of the Harbour could provide a shorter span (c. 38m) and it has adequate space to accommodate the required ramping. The more direct route would mean that the Canal Bank is within 220m off the Main Street, whereas the less direct route would give a distance of c. 300m to the Main Street (a 3-minute walk).

In order to enhance the access routes from the Main Street, it requires enhanced pedestrian/cycle facilities, particularly on Basin Street. This could be realised through the concept of shared space, where the street becomes a shared surface on which cars, pedestrians and bicycles intermingle freely and informally. Trees, planters, street furniture and cycle parking facilities are parked so that cars naturally slow down to navigate through shared spaces. Shared space has the effect of slowing down vehicular movement and works best in areas characterised by low traffic levels and without through traffic, but where the car is still required for residential parking or local access. It is therefore considered that Basin Street is an ideal location for such a concept to be implemented.

As part of the overall traffic calming solution, consideration should be given to making a small section of Abbey Street from Basin Street to the end of the former JAM Music School either one-way or as a shared space too.

Figure 10.12 The concept of Shared Space



Protect and Enhance Heritage Features

The Canal Quarter is home to significant assets of archaeological and architectural heritage which this framework seeks to exploit. Notable in this regard are those buildings/structures on the Record of Protected Structures (see Map 8.1 and Map 8.1a). The Canal Quarter largely forms part of the Architectural Conservation Area for Naas (see Map 8.2). The two corner buildings leading from Main Street define the 'entrance' to Basin Street and the granite kerbing on the street surface adds character and interest.

The row of single and two-storey cottages along the northern end edge of Basin Street are of modest scale and design but reflect the local vernacular character. At the end of Basin Street, is the old canal Warehouse – a stone faced building with a quaint roof projection over the canal (it was used to protect grain and other goods from the rain when unloading). Approaching from the south, along Harbour View, the west side of the street contains a cluster of buildings, most notably the Vie de Chateau Restaurant and the adjoining, though very neglected, Market House. At the northern end, of Abbey Street, there is the Town Hall (with walled yard) that is undergoing redevelopment, the Moat Theatre and the moat itself.

Figure 10.13 Buildings in the Canal Quarter. (a) The former warehouse in the Harbour Basin. (b) The former market house.



(a)



(b)

The National Monuments Service has recorded the Moat and as it pre-dates 1750 it is automatically afforded protection. According to Bradley et al. (1986 vol. 4, 354-5), there is no historical record of the construction of the motte, which stands on the highest point of a gravel ridge to the West of North Main Street, possibly on the site of a pre-Norman fort - the 'Dún' of Naas, first referred to in 705 AD. It was presumably erected by Maurice Fitzgerald, to whom Naas was granted by Strongbow. This large, conical, flat-topped mound is sharply scarped at the northeast, east and south. A modern house and garden are built on the summit and steps lead east down the side of the mound. The Moat is registered in the ownership of the Council, but the house is in private ownership. This Plan does not propose to interfere with, disturb and/or develop the moat and it will be afforded protection in line with all statutory requirements.

Figure 10.14 Images of (a) The Moat (b) View of North Moat and Spire of St. Mary's Church



(a)



(b)

Protecting and Revealing Key Landscape Elements

The notable landscape and natural amenity features of the area include the Canal and the Rathasker Stream – it is culverted beneath the junction of New Row/Harbour View and re-emerges at the ‘pocket park’ on the north side of New Row where it flows north and west beneath the canal. A portion of the stream corridor has been culverted over in the vicinity of the Harbour House. The stream corridor could be revealed and restored in the future redevelopment proposal of this area, to form a very strong defining feature as part of its architectural solution in an ‘urban’ context.

This stream re-emerges in the U-shaped plot of open land north of the Harbour, defined by the Corbally and Naas branches. The stream and an adjoining drainage channel flow northward into the Northwest Quadrant towards Millennium Park. They are situated on the western portion of the U-shaped plot and should, by and large, be kept open and not culverted in any future development layout. This portion of the site contains some trees, including a notable and large willow, in addition to alder and some hedgerow species. The area is also noted locally for its wildlife with the regular presence of mallard, heron and moorhen on the canal bank.

Animate the Waterfront

Develop Pedestrian Infrastructure

The success of the “car-free Sunday” concept along the canal, demonstrates how one key concept can assist in animating the waterfront with pedestrian activity and footfall.

The full development of the greenway from the Harbour to Sallins will further enhance the area with additional connections east and west being promoted over time with pedestrian/cycle bridges. Local car access can be provided to existing residences along the canal, possibly by introducing a coded barrier.

The configuration of space immediately surrounding the Harbour is currently poor – pedestrian movement is hindered by inappropriately placed street furniture, verges and the over-provision of bollards and chain link barriers at the water’s edge, which also lead to a visually cluttered appearance. A Public Realm Plan that rationalises the configuration of space and enhances it by extending the public space southwards by several metres (5-10 metres), while allowing for new active frontage

and possibly outdoor seating/dining is required. This will be important so as to facilitate increased public movement in the area.

Barges, Houseboats and Recreational Boating

The Sallins area on the main Grand Canal route has numerous barges moored, adding a certain amount of colour, visual interest and activity, while the Harbour area in Naas, could be described as the opposite, where it is noted for its absence of barges and boats. Indeed, the fact that the Newbridge Road (R445) runs across the canal at Jigginstown, does make navigation from Naas to Corbally impossible for barges. In addition, a water feed to the canal was terminated some years ago, resulting in slow recharge rates and low water levels when navigating through the six locks from Sallins. This matter should be re-examined to determine long term feasibility of this area being an amenity/local attraction.

Notwithstanding this, the waterway has potential for a number of water-based activities, for small crafts such as kayaking, canoeing, paddle boarding and recreational punt boating (see photos from The Hortillonnages, Amiens, below).

Figure 10.15 Boating activities and Kiosk at Hortillonnages, Amiens, France



A water-based activity hub, where such facilities could be rented, would promote such activity – possibly initiated as a social enterprise and using one of the Council owned premises adjoining the Harbour or on private lands in the vicinity. The rental of bikes, e-bikes and electric scooters could be incorporated, to ensure business viability. In order to facilitate these activities, a small slipway would be desirable and the optimum location for such would be at the Harbour and possibly at the cul-de-sac on Sarto Road. A location at Jigginstown (south of K-Leisure) has also been suggested for a slipway.

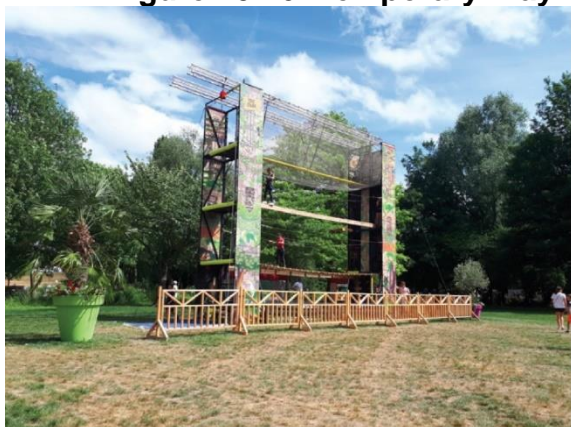
An area west of the Harbour (on the north bank) and mid-way between Ploopluck Bridge and the Harbour would be a good area for longer stay barge mooring requirements and possibly liveaboard boat mooring through the provision of a pontoon. This type of development will be explored with Waterways Ireland having regard to appropriate environmental considerations.

New uses that promote active commercial/retail frontages at ground floor level will be mandatory on the south and east end of the Canal Harbour – such uses might include bike rental, retail, café, restaurant and outdoor seating/dining.

Festivals and Events

Events and festivals will continue to be promoted in and around the Harbour Area, such as the Naas Canal Festival and the Naas Wild Food Festival. Such events assist in promoting the town, enliven the area and animate the waterfront. In addition, the Harbour Area is one area which is being considered as a permanent home for the Naas Farmers Market (subject to bye-law reviews) which would provide for a regular use and associated footfall. The canal area of Amiens (France), known as the Hortillonnages, has a summer Fete/Festival with temporary zip lines, climbing walls, high wire walks/towers, and play activities for younger kids temporarily provided in a park adjoining their canal to enhance the visitor attractions in the area, particularly for young families.

Figure 10.16 Temporary Play Facilities at Hortillonnages, Amiens



Create Destinations

With the provision of the Greenway and with associated bike/boat and watersports equipment hire, the Harbour has a unique opportunity to be a hub for tourists and visitors embarking on the Grand Canal Greenway.

In order to support the Harbour as a Tourist/Visitor Hub, a number of other elements would be required and should be provided –

- Year-round waterfront attractions
- Events, Festivals and Markets
- Temporary and permanent cultural occupation
- Café/Restaurant and Bars.
- Bike Cafes (Cafés with specific facilities to accommodate cyclists)
- Boutique Hotel and/or youth hostel.
- Public Park with Children's Playground
- Community Use
- Public Art – the new pedestrian bridge could have a striking aesthetic/architectural design and iconic feature and gateway to the Canal Bank area.

Abbey Street – Creating a Destination

One of the key attributes of Abbey Street is its position one block away from the Main Street and connected to it by three attractive but underutilised laneways. Abbey Street is therefore perfectly positioned to provide depth to the commercial core of the town, whilst also extending the centre activities to the west. While

traditionally Abbey Street effectively operated as a service entrance to premises on Main Street, some commercial businesses are utilizing rear connections to Abbey Street and creating new thresholds, providing a catalyst in the regeneration of this street. A number of restaurants and pubs now have dual frontages from each street. There are a number of vacant properties along this street.

The current library function will relocate to the former **Town Hall** (Main Street), which has received Urban Regeneration Development Funding to be transformed into a modern, state of the art library, and cultural centre with provision for a weekly Naas Trader's Market in the walled area fronting onto Abbey Street. This redevelopment will complement the existing Moat Theatre on its adjacent site and should provide a catalyst for further redevelopment and re-use of sites in the vicinity.

A key site in need of redevelopment on the east side of Abbey Street is the **Post Office Site** and in particular the former sorting office. Given the nature of the primary use on site and the need for rear service access, the site would lend itself to office type development, perhaps from another State/Semi-state body or as a lease to a private company.

The **Eir Site** presents the most an important, underutilised site on Abbey Street, which is dominated by its Brutalist Architecture – the large concrete block shaped structure. The 'exchange building' is still in use, as are the adjoining vehicle service yard for parking, but the site remains significantly underutilised. There have been suggestions that the main structure could be considered for cultural, community or artistic uses which would be a welcome proposal in this area. The lack of windows suggests that a gallery or museum type use might suit, though internal circulation elements are poor.

This will require further investigation in terms of feasibility – the next phase of this Canal Quarter Design Framework.

Figure 10.17 (a) Eir site with Brutalist Architecture (b) An Post, Rear Access and Old Sorting Office



(a)



(b)

Key Urban Design Consideration

A dominating feature of Abbey Street is the broad street (over much of its length), dictated mainly by on-street carparking and a discordant building form, uneven building/boundary lines (on northern side) and varying building heights. Future planning applications will be expected to address these issues in their design solutions – generally a minimum building height of 3-4 storeys on the street front will be required (subject to potential shadow and overlooking considerations).

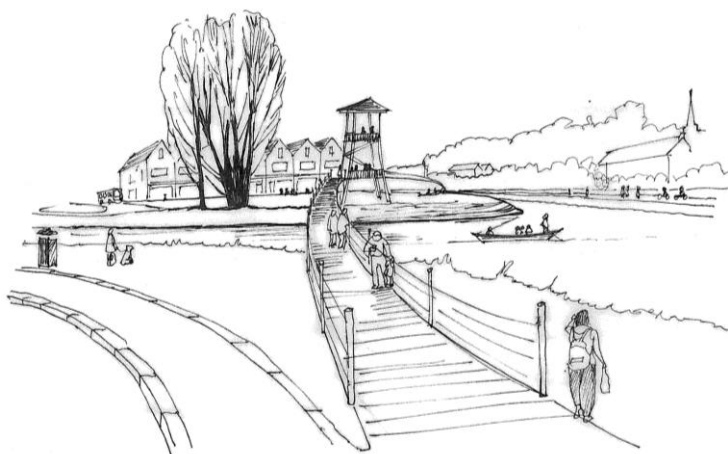
Canal Bank – Creating a Destination

The Canal Bank is located less than 200m from the Main Street, however, the area is relatively inaccessible and is currently used for agricultural purposes. While noting its unique potential in an urban setting, this is a very sensitive area, with some environmental constraints (flood risk and ecological sensitivities). Its future development will need to be carefully managed, and it is vital that the necessary links and access routes are put in place prior to or concurrent with any future development.

A new mixed-use zone is proposed at its northern end with a complimentary public park use in the southern end. Ideally, the built form of the area should be fine-grained development supporting an element of commercial uses – with active frontages along its edges – most importantly the south-facing edge fronting the proposed public park.

A new hotel could be accommodated on the site, so long as the south-facing side is enlivened with the associated bar, restaurant and café uses.

Figure 10.18 Footbridge linking the Harbour to the Canal Bank



The proposed public park should maintain an un-manicured and natural edge treatment along the riparian corridor with public walkways set-back from the edge. The park itself could include a raised boardwalk that meanders or crisscrosses the stream network to the west of the site and may incorporate a wetland area, to compensate for any improvement to the ‘wet grassland’ classification in the Kildare Habitat Survey (2018). A children’s play area, with natural elements and features would provide a key attraction for families and visitors and as indicated earlier, the area could be used for summer events for the town’s younger residents.

Consideration could also be given to a tower or viewing platform or a key piece of public art near the waterfront on the south end would give the area a focal point and could be a key landmark feature. At sufficient scale and height, such a proposal could become a focal attraction for the area.

Figure 10.19 Examples of Viewing Platforms in Parks



Canal Harbour – Creating a Destination

This will be the core redevelopment area of the Canal Quarter and the masterplan/framework places a particular focus on the Harbour Basin. The Canal Harbour and the historic canal infrastructure endows this part of Naas with a unique character that also forges physical, psychological and historic connections with the town's hinterland and the wider network of canals in Kildare and beyond. This area will become one of the most important cultural, tourist and mixed-use locations in Naas. Through its integrated regeneration and redevelopment approach, the Harbour can become a key destination that reintroduces the Grand Canal to the centre of the town and connects the town through walking and cycling routes back to the waterways and hinterland.

While there is significant vacancy, underutilisation and site clearance/assembly issues associated with this area, which admittedly detracts from its current image, it nonetheless has some key community uses and the attractive Vie de Chateaux restaurant to the southwest of the basin which gives a glimpse into the future potential of the area.

There are four key sites that will be critical to the redevelopment of the area:

1. The Market House (a protected structure, currently derelict).
2. The Historic Warehouse
3. The Library Building (following its relocation to the Town Hall), and
4. The Healy – Gogarty Site – an area where significant site assembly has provided a key development site of some 5.5 hectares, that can link from New Row to Basin Street/Harbour View.

The Market House would make an excellent restaurant/café with outdoor seating readily available; other viable uses might include a boutique hotel/accommodation; a

cycle-café at ground floor with youth hostel accommodation above. Given the depth of the property and rear service yard, bicycle and watersports equipment rental would be feasible.

Whilst the **historic warehouse** is currently the home of Kildare Youth Services, the relocation of the organisation to an alternative suitable location close-by would enable this historic structure to be re-purposed as an attractive café-bar/restaurant with outdoor seating. This would make it more publicly accessible and create a highly active and attractive focal point.

The **current library building** could provide the home of the Youth Services, with other community uses, such as community meeting rooms, art gallery (perhaps showcasing local artists work and crafts) or exhibition/interpretation space. Indeed, the library building, the stone warehouse or the Market House could be used for a Canal Interpretation Centre, showcasing the rich industrial heritage from this era of Irish history and its current natural heritage.

The Healy-Gogarty site is of sufficient size to accommodate a wide range of uses. Given its position and scale in the town centre, at the south end of Main Street as well as its pivotal position fronting both Harbour View and Basin Street, its future redevelopment has tremendous potential in bringing life and vitality to both areas. The area is one site under consideration from the Courts Service, which has outgrown its current footprint and will need to either expand or relocate. The continuation of a civic use such as the court service activity from this general location would be highly desirable, particularly if it occupied the eastern side of the site, thereby enabling ground floor commercial with residential/office/other commercial uses overhead.

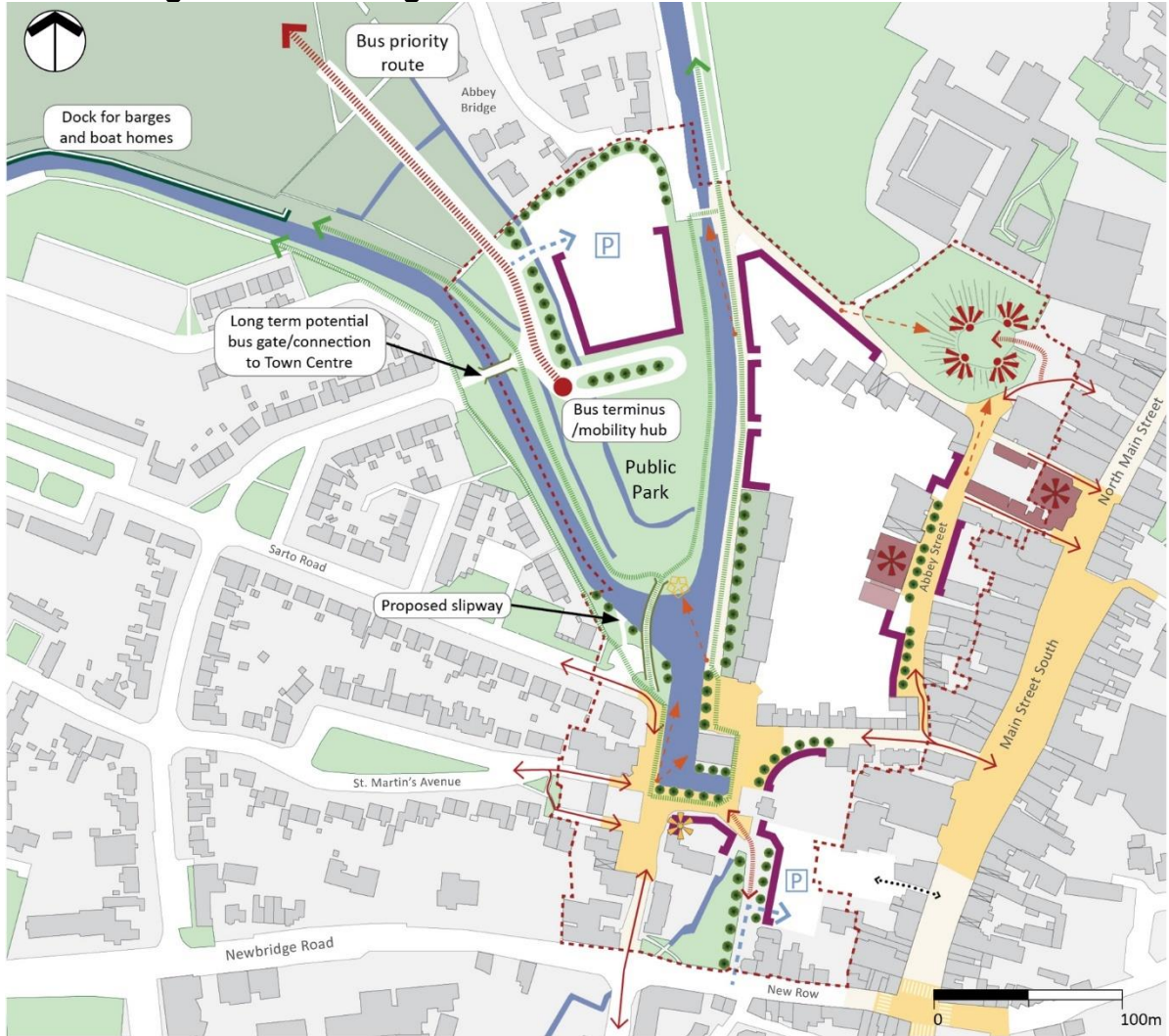
With the exception of the Courts Service, all other vehicular traffic would need to be catered for in terms of ingress and egress from New Row, either as a shared access location or as an independent access across the eastern edge of the local pocket park. This would be preferable than having additional and intensified traffic volumes on Basin Street or Harbour View, which are targeted for enhanced pedestrian and cyclist activity.

The topography of the site would allow basement/undercroft car parking over a significant portion of the site with residential/commercial courtyards on the upper deck area. The feasibility of opening up the stream corridor in this area should be examined and making a key feature of the site.

Implement a Coordinated Public Realm Plan for the Interlinking Key Areas

This Urban Design Concept for this area is evolving. A Public Realm Plan for the overall area to tie in with the Public Realm Strategy for Naas will provide a cohesive approach to the public realm of the Canal Quarter. This will include the design for new paving, hard and soft landscaping, street furniture, seating and lighting. The design of a new plaza and the proposed shared spaces in Basin Street and the end of Abbey Street, will be incorporated into the public realm plan.

Figure 10.20 Design Framework for the CRA 6: Canal Quarter



Key

Existing landmark		Vehicular access route	
New landmark building		Public car parking	
Indicative building frontage		Pedestrian route	
New civic/community venue		New greenway route	
Potential extension to new civic venue		Potential new bridge	
Key public realm intervention		Soft landscaping measures	
Improved links		Key view	
Envisaged/potential routes		Panoramic view	
Canal Quarter masterplan area		Amenity Tower/Lookout	

Policy CQ 1 – Canal Quarter

It is the policy of the council to protect and enhance the amenity of the lands located within the Canal Quarter through sensitive interventions to improve the existing amenity and to encourage and promote appropriate development and regeneration of this area in a sustainable manner.

Objectives:

It is an objective of the Council to:

- CQ 1.1** Provide for the alignment of the boulevard from the Northwest Quadrant to the Canal with bus priority and a bus terminus/mobility hub at the Canal Bank.
- CQ 1.2** Commission a feasibility, design and cost appraisal study for a pedestrian/cyclist bridge over the canal to connect the Harbour area with the Canal Bank area subject to project specific environmental assessments.
- CQ 1.3** Complete design and Part 8 approvals for the Canal Greenway from the Harbour to Sallins and south to Jigginstown and pursue funding for the development of the greenway to Corbally Harbour.
- CQ 1.4** Ensure as part of any future development proposal for the Canal Bank that there is provision for a public car park at the northern end of the site – ideally, underground or multi-storey and screened by buildings and integrated into future design layout subject to project specific environmental assessments.
- CQ 1.5** Commission the detailed design of a ‘shared space’ road layout for this area.
- CQ 1.6** Maintain the riparian corridors within the ‘Canal Bank’ area - including the Rathasker stream corridor, free from development, except where strategic infrastructure may be required to provide access (in which case, a solution with minimal impact will be sought).
- CQ 1.7** Investigate and consider, as part of a future development layout and architectural design solution of the Canal Quarter, the possibility of revealing the portion of the stream that has been culverted at the Harbour-Basin Street Site (Refer to Figure 10.20).
- CQ 1.8** Provide a public plaza/square in the immediate vicinity of the Harbour’s south and east sides, with an animated active frontage along its south and east sides.
- CQ 1.9** Continue to support and encourage local festivals, events and markets (seasonal/farmers) in the vicinity of the Harbour Area.

CQ 1.10	Explore, in conjunction with Waterways Ireland, the feasibility of re-establishing a water feed to the canal to assist with navigation to encourage its use for recreational water sports.
CQ 1.11	Redesign and rationalise the proliferation of white bollards, chain links and seating at the Harbour, with the possibility of reconfiguring this area as part of the public realm design of public spaces.
CQ 1.12	Consider the possibility of limiting vehicular access to the Harbour with the exception of emergency vehicle access and for the purposes of organising festivals/events.
CQ 1.13	Consider an artistic lighting plan/feature to transform the area as a 'Harbour of Lights' as a means of animating the area and encouraging evening and night-time use.
CQ 1.14	Promote the Rathasker Stream as a key architectural and environmental feature of interest within any redevelopment proposal of the Healy Site.
CQ 1.15	Prepare a public realm plan to review and examine the configuration of spaces, hard and soft landscaping, paving materials and the provision of street furniture around the Harbour Area. The laneways on either side of Market House should include in any public realm design.
CQ 1.16	Prepare a traffic and transport assessment to inform the future desired vehicular ingress and egress to the Healy Site from New Row.

10.5. Naas Town Renewal Plan

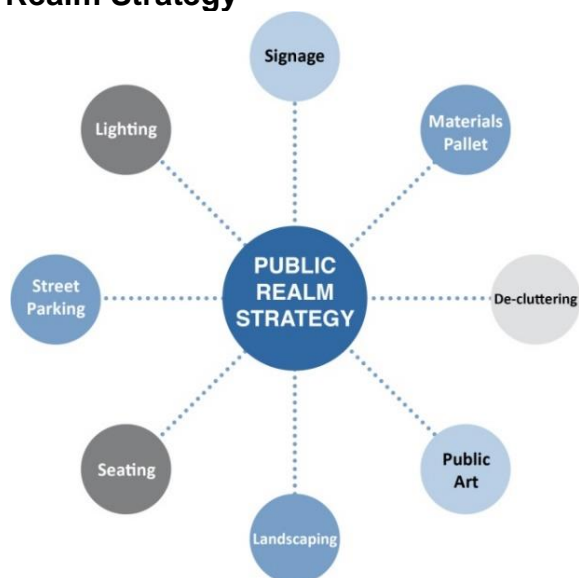
A critical element which will underpin the regeneration of Naas Town Centre over the longer term will be the preparation of a dedicated Town Renewal Plan (TRP) by Kildare County Council. Whilst the TRP will focus on the Core Regeneration Areas of the town centre identified in this chapter, it will also examine other areas of potential within Naas. This will involve a detailed health check, further urban design and spatial analysis and an audit of assets and opportunities. Such survey work will inform the production of a masterplan which will detail a series of transformational regeneration projects.

It is intended that the TRP will act as a guide to steer the long-term rejuvenation of the town whilst also assisting the Council in the preparation and presentation of funding applications to the Irish Government's €2 billion Urban Regeneration and Development Fund along with other potential funding streams.

10.5.1. Public Realm Strategy

The quality of public realm is a critical factor in underpinning overall liveability and quality of life of a town. A high-quality public realm greatly assists in the development of a people-centred, child-friendly and age-friendly town that not only supports inclusion and social participation, but also supports businesses through the increased footfall that results from an attractive, comfortable and safe urban environment. There is huge potential for Naas to develop a high-quality public realm resource in the future. Currently, however, the quality of the public realm in Naas is poor and, in many cases, dominated by vehicular movements. The fragmentation and disconnection, existing in the urban structure of the town as a whole, also impacts negatively on the public realm. While Naas has many attractions, amenities, and recreational facilities, they are not efficiently connected. The successful future development of Naas requires a well-planned public realm network with strategic routes which prioritise walking and cycling and make all of the town's assets accessible.

Figure 10.21 Components of a Public Realm Strategy



The Strategy will seek to develop and deliver an actions-based programme for the most effective presentation, management and development of the town's public realm. The strategy will provide guidance and a suite of proposed interventions that will have a transformative impact on the public realm of Naas. Particular attention will be focused on the following public spaces:

- The town centre
- Approaches to the town
- Designated neighbourhood centres
- Public space network within the town

The Public Realm Strategy will have special regard to the spatial proposals for the town centre outlined in Section 10.4 and the policies, objectives and actions outlined in Section 10.8.

10.6. Key Development Areas

This Plan identifies two specific Key Development Areas (KDAs) within Naas, as follows:

- Devoy Barracks
- Junction 9 (Maudlins)

These lands are considered to be strategic areas for residential development and economic regeneration that will make an important contribution to the future growth and consolidation of the town. A design framework has been prepared for each KDA, based on an appraisal of each area in its respective contextual environment. The frameworks set out broad parameters for the future development within the KDAs and are intended to assist a variety of parties involved in the planning process including landowners, developers, design teams and residents. They will also guide Kildare County Council or An Bord Pleanála in the assessment of any detailed proposals submitted.

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

Open spaces are designed to be a key area of focus of each development area. The design frameworks also seek to retain as far as possible, the existing green infrastructure i.e., trees, hedgerows and watercourses which are detailed within each KDA. The layout and positioning of the urban blocks and open space has also been informed by the Strategic Flood Risk Assessment (SFRA) which accompanies the Plan.

10.6.1. Devoy Barracks Key Development Area

The Devoy Barracks KDA is located to the southwest of the town centre of Naas, with vehicular access off John Devoy Road. It encompasses a circa 4-hectare area under the ownership of the Land Development Authority as well as an area of land to the west and south which belong to Kildare County Council. These lands include the Kildare Civic Defence building and the MERITS building (currently under construction).

It is considered that the area has significant potential to realise its role as a sustainable and vibrant urban district. Such development, whilst mostly accommodating residential uses could also incorporate office development and/or a variety of other commercial uses. In order to create a more responsive and legible urban form it is considered that the Kildare Civil Defence building and yard be relocated to a more suitable site.

Table 10.2 Devoy Barracks Key Development Area Design Brief

Vision

To develop Devoy Barracks as an attractive, legible and permeable urban district that is home to high-quality residential neighbourhood with an element of commercial uses to be located to the east of the site adjacent to the MERITS building and Áras Chill Dara.

Connectivity/ Movement

Provide for the integration of existing links between the area and Newbridge Road including the provision of pedestrian/cyclist only routes. Vehicular access to the site will be via John Devoy Road which will also include for pedestrian and cycle links. Facilitate strategic car parking provision within the perimeter block of commercial developments and where appropriate, underground parking. The KDA should be permeable and integrate seamlessly with adjacent lands. Routes and connections with in the KDA should prioritise sustainable movement (walking/cycling).

Built Form

Medium to higher density residential developments should be located within the centre of the KDA, to the west of the commercial development built from. The perimeter block building typology will be encouraged for higher density development. Lower density residential development should be located around the west and southern fringes of the KDA in order to integrate with the surrounding established residential estates.

Landscape and Spaces

Provide for a minimum of 15% quality open space within the residential lands. Overall, the framework provides for a coherent and legible urban structure based on the principles of permeability, continuity and urban enclosure. A defining part of the layout is the provision of a landscaped amenity space at the

centre. This will create a focal point of the area and also provide for a pedestrian/cyclist link to the Newbridge Road (see Figure 10.22).

Figure 10.22 Devoe Barracks Key Development Area Urban Design Framework



Key

Local route/street		MERITS building	
Existing Links		Focal building	
Pedestrian/cycle route		Strategic open space	
Residential block		Existing hedgerow/vegetation	
Key building frontage		Landscape reinforcement	
Mixed use/Commercial		Canal feeder stream	

10.6.2. Junction 9 (Maudlins) Key Development Area

This is a prime, 'gateway site' on the primary approach from the city region into Naas, comprising of the former Cemex site to the north and the former Donnelly Mirror site to the south. It is situated near Junction 9/Maudlin's Roundabout – it is bound by the Dublin Road to the west, the Morrell River to the east and the Naas Industrial Park to the south. The two sites comprising of approximately 13.1 hectares, are former industrial sites that are now vacant, and the buildings have fallen into a state of disrepair.

The biggest constraining factor to the comprehensive redevelopment of the site has been identified as the capacity of Junction 9 which has been further highlighted in the Naas/Sallins Transport Strategy (2020). Of critical concern, is a development type that might generate a peak traffic flow, which could result in queuing on the existing public road network, specifically south bound traffic on the M7 which may cause a traffic hazard. However, it is important to note that there is significant capacity for internal vehicular queuing (up to c. 800m) – though a new internal road network to reduce or remove any impacts on the public road network. In order to address this, there shall be a requirement that any application for development within this KDA be accompanied by a shared vision for the two sites through the preparation of a masterplan, with a shared ingress-egress strategy and a comprehensive Traffic and Transport Assessment for the KDA in its entirety. The preparation of the masterplan and progression of the redevelopment of these lands is a priority of the Plan. The Traffic Modelling and Access Strategy required to progress the masterplan (Objective URD 1.13) shall be completed within 12 months of the adoption of the Plan.

The Council also propose as part of the Traffic Modelling and Access Strategy to carry out preliminary modelling for the site to inform the use, quantum and intensity of development on the site (Objective URD 1.13). The opening of Junction 9a may have the potential to offer some relief to the traffic pressure at the Maudlins Roundabout (from traffic bound to Millennium Park and Sallins). The Council will focus on protective measures to safeguard Junction 9 from any adverse traffic impact.

The site is proposed for a mixed-use development, with the area fronting the Dublin Road and Maudlins Roundabout being the particular focus of the mixed-use development, with stronger urban form while sites to the rear could provide for industry, logistics and warehousing. However, no land use proposal, that would exceed the allocated trip generation as provided for in the Naas/Sallins Transport Strategy, should proceed in the absence of this detailed design proposals and associated traffic impact assessment.

Table 10.3 Junction 9 (Maudlins) Key Development Area Design Brief

Vision

To regenerate this strategic site to create a high-quality mixed-use (commercial) development which will act as a ‘gateway site’ providing a positive and attractive ‘first impression’ for shoppers, visitors and business people arriving into Naas from Junction 9.

Connectivity/ Movement

- The Urban Design Framework for the KDA (see Figure 10.23) proposes the creation of a one-way traffic network within the site to ensure that any potential vehicular queuing takes place within the curtilage of the site. This would also involve provision of a one-way exit which would be located the southwest corner of the KDA, on the Dublin Road. All traffic would have to exit via a left hand turn only, proceed to the Fishery Lane Roundabout to select their onward or return journey.
- There is also the further possibility of a new connection between the subject site and Naas Industrial Estate to the south to allow for exit onto Fishery Lane (this would have a similar effect as above). This may also include the provision of a signalised junction at the exit point to manage traffic exiting the site and/or upgrades to neighbouring roundabouts (subject to the agreement with Kildare County Council Roads and Transportation Department and Transport Infrastructure Ireland (TII) (where appropriate).
- Access into the site for pedestrians and cyclists should be provided at frequent intervals along the Dublin Road / Maudlins Roundabout.
- Provision for the Johnstown to Dublin Road Cycle Lane (each way) may be more safely provided for along the perimeter of the site so that cyclists can avoid having to use the large roundabouts in the area given the conflict between cyclists and regional bound traffic.
- Car parking will predominantly be provided behind the build form and within the centre of the site.

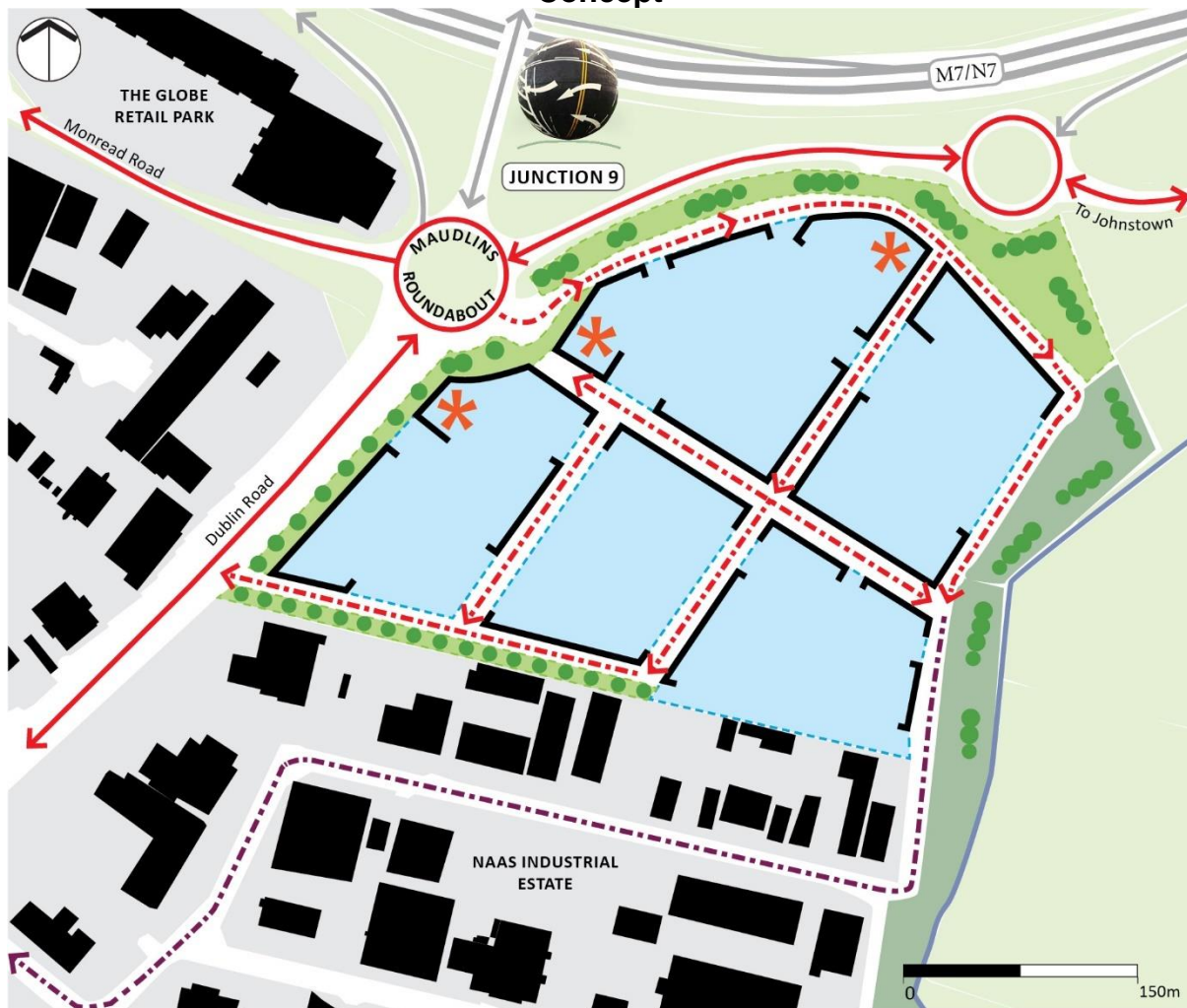
Built Form

- Prominent high-quality development should be located on the perimeter of the site, providing a strong building edge along the Dublin Road, Maudlins Roundabout and sites with key visibility, such as approach from the N7 exit ramp. Ideally, the scale of such buildings would step-up in height to reflect the site’s gateway status and to frame approach views and generally.
- Any proposal that exceeds 4-storeys in height will be required to submit details on daylight and shadow effect on adjoining developments within the site. Higher-end uses should form this new building edge and particularly uses that may benefit from public transport access, and access via cycling and pedestrians or have a higher footfall.
- Larger, ‘big box developments’ for industrial, warehousing and logistic uses shall be located within the eastern and southern portions of the site.

Landscape and Spaces

- The perimeter will be generously landscaped with tree planting and any internal car parking will be broken up and softened with internal tree planting (i.e., rows to divide car parking bays).
- There will be a setback along the eastern side of the site of c. 10-15 metres minimum to provide for a linear park and to protect the riparian corridor along the Morell River.

Figure 10.23 Junction 9 (Maudlins) Key Development Area Urban Design Concept



Key

Indicative building frontage		Proposed one-way system <i>(no exit provision on to Maudlins Roundabout)</i>	
Commercial block		Supplementary exit route to Fishery Lane	
Focal building		Landscape reinforcement	
Strategic open space		Morell River linear park	

10.7. Northwest Quadrant

The Northwest Quadrant provides a unique opportunity to provide a sustainable urban district and decarbonized zone in proximity to the town centre.

The Town of Naas is quite unique in that there is a significant area of land, close to the town centre that remains undeveloped and offers sequential, compact growth opportunities. The Canal Harbour is approximately 150m from the Main Street and from here the Grand Canal forms a U-bend to form the Corbally Branch. Lands north of the Harbour (and west of the canal route to Sallins) remain largely undeveloped and continue northwards into the Northwest Quadrant where there are some office developments at Millennium Park, constructed along or just off a portion of the Western Relief Route. The area extends to a total of 290 hectares, and the junction of the Western Relief Road (close to Junction 9a) is over 2km from the town centre.

The key attributes of the area include:

- A significant area that has been identified by the Office of Public Works as potentially at risk from flooding (under the National Catchment Flood Risk Assessment and Management (CFRAM) Programme. Kildare County Council is currently working with the OPW on a more refined analysis of the risk of flooding and all proposed zonings in this NWQ will be reviewed and refined on its completion.
- There are two significant period homes set within a parkland setting with significant tree groups that immediately adjoin the canal area.
- There is currently no local road network serving the area – the presence of the canal, together with the historical landownership context, and lack of services (until recently) has acted as a barrier to the development of the area. It is currently approximately 2km from the Kerry Group roundabout to the Harbour and the only local vehicular access is via Finlay Park to the southwest.
- The recent completion of the Osberstown sewer line from the town to Osberstown, means that the area now has sewerage capacity.
- The completion of the new M7 Junction 9a (in 2021) will provide a new 'entry point' or gateway to Naas and its environs and it is likely to enhance the profile of Millennium Park and the NWQ generally, with subsequent development pressure.
- The Naas/Sallins Transport Strategy proposes a new bus-only route through the area, which could provide a valuable connection from Naas Town Centre to Sallins Railway Station.
- The area is bound by the Grand Canal to the west and there are plans to develop a greenway with priority for walkers and cyclists to connect the heart of Naas with Sallins/Railway Station. There is also interest in developing the greenway south to Corbally Harbour.
- The area is largely flat with a slight fall in contours noted from the town centre towards Junction 9a and the associated stormwater attenuation pond east of the junction that serves Millennium Park.
- The landscape and natural heritage attributes in the area are notable, with significant tree groups, strong hedgerows (with a good mix of species), a stream fed by numerous drains, some marginal wetlands and some species-rich meadows.

10.7.1. Future Vision for the Northwest Quadrant

The Vision for the Northwest Quadrant is to provide a sustainable low carbon urban district north of Naas Town. The central focal point of this will be the principle central spine – a new urban street - that will lead from Junction 9a to the Harbour and will, in time, support a bus-only route. In order to build the critical mass required to support this public transport initiatives, a mixed-use zone with higher densities will be supported along this central spine, with residential development and open space provided further east and west. This central spine will be urban in character, with a new urban streetscape, with generous provision of wide footpaths along a new tree lined boulevard (off-street car parking shall be required to rear of buildings, so as to maintain a continuous street frontage).

While enterprise and employment will continue to be provided at Millennium Park, additional office development and a wide range of other mixed uses that will support the future residents of the area will also be supported along this mixed-use corridor. Specific uses that will be encouraged along this corridor will include uses that directly support the business and residential communities, and specifically will include medical/health services including uses such as doctors, dentists, physiotherapists; social infrastructure and community facilities, including cultural uses, childcare facilities, religious institutions, gym/fitness centres, and commercial uses such as hotel/conference centre, office supports, cafes, restaurants and take-aways. In order to support a bus-only corridor, various options are being considered with a view to supporting residential development, at appropriate densities, within a catchment of c. 400m from the bus corridor. A secondary school is currently under construction at Millennium Park and the overall area, closer to the town centre, will also be expected to cater for a new primary school. In addition, within and adjoining the town centre there are two primary schools and two secondary schools, so future housing in the area will be within walking and cycling distance to existing local schools.

Retail uses will be restricted in the future mixed-use zone so as not to compete with the retail provision of the town centre and generally will be discouraged within 1200m of the Main Street, however, a new neighbourhood centre, in the form of a new 'urban village' could be considered in that area between the Western Relief Road and the traversing linear park – but this will only be considered when the local area has built up a suitable critical mass of residential development to support it. In order to become a low carbon district, the goal will be for future buildings to NZEB - Nearly Zero Energy Buildings' means a building that has a very high energy performance (See Section 4.4.2). The nearly zero or very low amount of energy required should be covered to a very significant extent by energy from renewable sources, including energy from renewable sources produced locally in the area or nearby.

A Masterplan is being prepared for the area and will be finalised once the initial phase of the Flood Relief Scheme of the area is complete.

10.7.2. Landscape, Amenity and Open Space

The area has a rich display of landscape features, some of which act as environmental constraints – particularly the various water channels, streams, wetlands, flood risk areas and significant tree groups. The key landscape features

(significant tree groups and hedgerows, stream corridors and wetland areas) shall be protected and incorporated into the open space network. The stream corridor drains, and some wetland areas will be retained to support flood risk management, through nature-based solutions, so that new parkland areas will incorporate reconstructed wetlands and ponds to provide Sustainable Drainage Systems (SuDS) and specifically stormwater attenuation features. Generous setbacks will be required along the riparian stream corridor to provide a continuous linear park system running from the Harbour to the Western Relief Road.

The new vision for the Northwest Quadrant would see a significant lying between the canal and the central stream corridor retained for open space and amenity (including private amenity), with important landscape and environmental features retained and incorporated into this open space and amenity network. Due to the sensitivity of the area – in terms of flood risk and significant tree groups, etc.- approximately 25% (minimum) of land holdings where development is proposed will be required for public open space and amenity (including green infrastructure and nature-based solutions to flood risk management).

10.7.3. Circulation and Movement

As a sustainable urban district, and low carbon zone, efforts should be made to reduce the reliance on car usage. In order to achieve this, it is proposed that the pedestrian and cyclist have priority with direct access to the town centre along segregated routes that align with the stream corridor and associated linear parks. This will, over time, provide a good network of north-south and east-west connections.

The bus-only route will also give direct access to the Harbour/Town Centre and connect the area with Sallins Railway Station and any future DART/electrification service. Vehicles will access the area from the Western Relief Road and the Caragh Road/Finlay Park – but they will not be able to access the town centre via these routes, unless they park and walk/ride. A public car park on lands close to the harbour is proposed. The Finlay Park Road may continue eastwards with a bridge crossing the canal to connect with the Old Millbridge Road, but this is subject to a more detailed feasibility study. A pedestrian/cycling route will be prioritised in this area providing an east west connection. A second pedestrian/cycling bridge crossing is proposed to connect Landen Park across the canal, and this will provide a link to the Community College at Millennium Park.

Proposals for decreasing car parking provision and the reliance on car, are likely to be only successful following the completion of the Grand Canal Greenway linking Sallins Train Station and the provision of the bus-only route, in addition to the promotion and commitment of a car sharing company, where residents can avail of a car on weekends/holidays or to purchase/move bulkier goods.

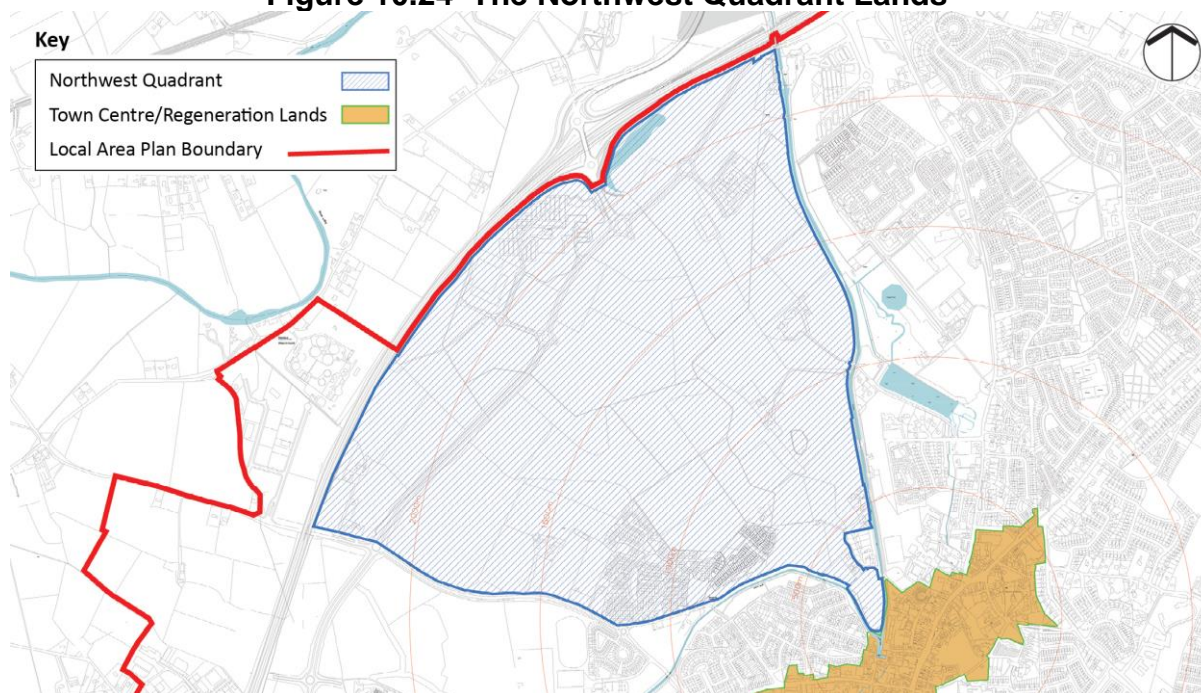
10.7.4. OPW Naas Flood Relief Scheme

The Northwest Quadrant is subject to a more detailed appraisal of flood risk being undertaken by the OPW. It is expected that this will be completed by end of 2021. The configuration of developable areas, and more particularly, the protection and configuration of open space network will be guided by this study.

10.7.5. Masterplan

The development of the Northwest Quadrant lands will be contingent upon the preparation of a masterplan for the area and provision of facilitating infrastructure including but not restricted to link roads from the distributor road and the new M7 motorway Junction 9a and pre-connection enquiries in respect of water and wastewater treatment capacity. The Masterplan will be integrated into the Plan by way of a Statutory Amendment under Section 20 of the Planning and Development Act, 2000 (as amended). It should be noted that in order to provide the highest protection to this strategic landbank, this Plan is explicit in its intentions regarding limiting any development of the lands identified as Strategic Reserve until the masterplan is prepared.

Figure 10.24 The Northwest Quadrant Lands



The masterplan will comprehensively address the specific planning and design considerations set out below:

- i. Nature, mix, density/intensity of uses.
- ii. Height, scale, massing, layout and permeability of the urban form.
- iii. Access, circulation and mobility.
- iv. Facilitation of key public transport link between the railway station, M7 and the town centre.
- v. Potential of traffic generation and parking provision.
- vi. Finishes and materials in the public realm (including signage and lighting).
- vii. Sustainability, resilience, climate mitigation and adaptability and energy supply.
- viii. Open space hierarchy, landscaping, boundary treatments, entrances and public art installations.
- ix. Potential environmental sensitivities such as natural habitats and flood risk.

In accordance with the provisions of 49 of the Planning and Development Act 2000 (as amended), a Supplementary Development Contribution Scheme will be investigated for the Plan area to provide for the delivery of strategic public infrastructure including principal bus-priority route connection, a public car park near the harbour and ancillary infrastructure that will support the delivery of the required infrastructure for the Northwest Quadrant.

The OPW Flood Relief Scheme for Naas will require an adjustment to zoning and boundaries of the Strategic Reserve zones. These will be addressed in the form of a masterplan with details on the street characteristics and dimensions, treatment of the public realm, building heights/typologies, car parking standards/design treatment.

Policy NWQ 1 – Northwest Quadrant

It is the policy of the council to ensure that the lands located within the Northwest Quadrant (NWQ) are developed in a sustainable manner and the future development strategy should recognise the strategic location of the lands proximate to the existing town centre and the unique opportunities presented by the unique environmental and landscape features.

Objectives:

It is an objective of the Council to:

- NWQ 1.1** Require the preparation of a masterplan (to be developed in conjunction with relevant environmental/flood risk/transport assessments) for the NWQ giving full consideration to the type and intensity of development relative to future transport options and in particular public transport. The masterplan shall be subject to the considerations and specifications outlined in the Urban Development Strategy detailed in Chapter 10, to ensure that the future development of the Northwest Quadrant takes place in a co-ordinated and integrated manner.
- (a) No development shall take place on the lands identified within the Northwest Quadrant (zoned Strategic Reserve) until such time as a masterplan is prepared and integrated into the Naas Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended)⁶².
 - (b) No masterplan shall be completed until the OPW Flood Study has been finalised for the lands in the Northwest Quadrant.
 - (c) The masterplan shall include (but not be restricted to):
 - i. A phasing infrastructure programme including physical, social, transport and economic infrastructure.
 - ii. Site-Specific Flood Risk Assessment for the masterplan lands.
 - iii. Transport Impact Assessment.

⁶² The development of New Residential lands shall not prejudice the preparation of the Northwest Quadrant masterplan including the transport objectives.

- iv. Water and wastewater network requirements including assessments regarding the capacity of receiving environments.
- v. Associated Environmental Assessments and appropriate climate proofing measures.
- vi. A surface water management plan, to review the storm water network and identify areas for SuDS solutions.

10.8. Urban Regeneration and Urban Development

Policy URD1 – Urban Regeneration and Development

It is the policy of the Council to promote the implementation of the Regeneration and Urban Development Strategy to ensure that planned growth for the town occurs in a sustainable and sequential manner while prioritising a low carbon, compact, consolidated and connected pattern of development in order to realise a vibrant and regenerated town centre; a prosperous, enterprising, dynamic and green economy; supported by an inclusive and age friendly community.

Objectives

It is an objective of the Council to:

- URD 1.1** Promote the town centre as the priority location for commercial, civic, social and cultural development and to promote new infill and backland development that consolidates and regenerates the existing urban core.
- URD 1.2** Ensure that regeneration and new development enhances the character of the townscape and the quality of the public realm. Such development shall also be in keeping with the relevant Urban Design Principles outlined in Section 10.3.2.
- URD 1.3** Encourage full utilisation of buildings and sites, in particular use of upper floors and backlands where appropriate, with due cognisance to quality of urban design, integration and linkages.
- URD 1.4** Require that new development facilitates 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.
- URD 1.5** Support and facilitate the implementation of the Urban Development and Regeneration Strategy by actively seeking funding from relevant agencies and Government sources including the Urban Regeneration and Development Fund (URDF) to secure financial support for all regeneration and urban development projects in Naas.
- URD 1.6** Actively engage with the community, landowners, developers and other agencies to secure resources for the enhancement, renewal and regeneration of Naas Town Centre.
- URD 1.7** All development proposals within designated Core Regeneration Areas, Key Development Areas and Northwest Quadrant must, as far as practicable, comply with the relevant development objectives and design frameworks set out in this Plan.
- URD 1.8** Actively seek the regeneration of St David's Castle, the Canal Harbour and Abbey Street areas as key visitor and community destinations within Naas Town Centre.

- URD 1.9** Promote and facilitate the re-use of the existing Naas Library (once vacated) by the occupation of an active community use that will complement the vision for the Canal Harbour.
- URD 1.10** Prepare a masterplan for the Canal Quarter in co-operation with relevant stakeholders and actively secure its implementation through phased development and timely delivery of necessary physical, social and community infrastructure during the lifetime of this Plan and beyond.
- URD 1.11** Prepare a Town Renewal Plan to guide the long-term regeneration of Naas. This plan will incorporate a Health Check and detailed Urban Design Analysis and implement its recommendations on a phased basis over the lifetime of the Plan and beyond.
- URD 1.12** Prepare a Public Realm Strategy either as part of, or an action of the Town Renewal Plan for Naas. Such a strategy shall focus on the identified Core Regeneration Areas and seek to implement its provisions on a phased basis over the life of the Plan and beyond.
- URD 1.13** Prepare a Traffic Modelling and Access Strategy for lands zoned Mixed-use at the Junction 9 (Maudlins) Key Development Area within 12 months of the adoption of the local area plan, in consultation with relevant stakeholders including Transport Infrastructure Ireland (TII), the National Transport Authority (NTA) and the owners of the KDA lands.
- (i) This Strategy will identify the use, quantum and intensity of development that can be facilitated at the location complementary to safeguarding the strategic function and safety of the national road network, in accordance with the provisions of official policy outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).
 - (ii) The Strategy will also identify any improvements required to the local transport network to facilitate development at this KDA.
 - (iii) The masterplan required under URD 1.14 shall not be finalised until such time as the Council has completed and agreed the traffic modelling with the stakeholders identified above.
- URD 1.14** Require that any application for development within the Junction 9 (Maudlins) Key Development Area (KDA) be accompanied by a Masterplan to include a shared/agreed vision, to be prepared by the

owners of the KDA lands and informed by the Traffic Modelling and Access Strategy required under URD 1.13⁶³.

URD 1.15 Require the completion of the Gallops Avenue (MTO 3.2 and MTO 3.3) in advance of or in tandem with the development of the new residential lands, C (16) to the west of Naas Racecourse.

Actions

- To prepare a series of masterplans over the lifetime of the plan for the following areas:
 - (i) The Northwest Quadrant.
 - (ii) The Canal Quarter including a Public Realm Plan
- To continue to apply for funding for all urban regeneration and development projects identified in this Plan.
- To work with the owners of St David's Castle with a view to providing public access to this historic site as a tourist and heritage destination.
- To investigate the feasibility of bringing certain properties with the Canal Quarter such as the Eir Building and the entire North Moat site into local authority ownership.
- To carry out preliminary traffic modelling on the Junction 9 (Maudlins) lands to inform the masterplan, use, quantum, and intensity of development that would be appropriate for the site.
- To work with relevant agencies and stakeholders to prepare a Town Renewal Plan to include a retail health check survey in the town centre and identify actions to support town centre regeneration.

⁶³ In the event that the landowners cannot agree the Masterplan, KCC will liaise with the landowners and prepare the necessary studies in consultation with TII and NTA.

11. Land Use Zoning Objectives and Implementation

Aim: To manage and deliver new development to ensure that it occurs in an orderly and efficient manner in accordance with proper planning and sustainable development.

This Plan sets out a clear vision for the future development of Naas. In order to achieve the stated vision, it is important that the individual measures put forward in this Plan are effectively progressed and delivered during the time period of the Plan 2021-2027.

This Plan outlines policies and objectives that are specific to Naas. The overarching policies and objectives of the Kildare County Development Plan and in particular the Development Management standards contained in the Kildare County Development Plan (CDP) also apply. Where conflict exists between this Plan and the CDP, the CDP will take precedence.

11.1. Land Use Zoning Objectives

Land use zonings are identified on Map 11.1 should be read in conjunction with Table 11.1 Land Use Zoning Objectives, Table 11.2 Zoning Matrix Definition of Terms and Table 11.3 Land Use Zoning Matrix.

Table 11.1 Land-Use Zoning Objectives

Ref.	Land Use	Land-Use Zoning Objectives
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. <u>Specific Objective</u> Key Development Area - Devoy Barracks (refer to Chapter 10).
C	Phase 2 New Residential	To protect future development lands from inappropriate forms of development which would impede the sequential expansion and consolidation of the town in terms of providing for new residential development for future plans⁶⁴.

⁶⁴ The Kildare County Development Plan will be reviewed and adopted during the lifetime of the Plan. The new CDP may contain provisions, including revised population/housing targets for Naas, which may differ from those on which this Plan is based.

- (a) The land identified as Phase 2 could be brought forward for New Residential through a statutory amendment under Section 20 of the Planning and Development Act 2000 (as amended) to align the local area plan with revised population growth contained in the Core Strategy. In the event that there is a significant unmet social housing demand in the Naas

Ref.	Land Use	Land-Use Zoning Objectives
E	Community and Educational	<p>To provide for education, recreation, community and health.</p> <p>Sites for new and extended facilities include:</p> <p>E (1) – New Caragh Road – site of a potential new post -primary / primary school.</p> <p>E (2) –Lands south of the South Ring Road – site of a potential new post -primary / primary school.</p> <p>E (3) – Millennium Park – site of a post-primary school under construction.</p> <p>E (4) – Site at Jigginstown (adjacent to Castle Farm) – potential site for new primary or post-primary school.</p>
F	Open Space and Amenity	<p>To protect and provide for open space, amenity and recreation provision.</p> <p><u>Specific Objectives:</u></p> <p>F (1): Jigginstown Linear Park – These lands comprising of 21 ha are identified for the development of a linear park/neighbourhood park providing for active and passive recreation adjacent to an expanding residential area. A 50 metres setback is required from the bank of the Grand Canal. It is envisaged that this site could also provide for approximately four soccer pitches, two rugby pitches and two GAA pitches.</p> <p>F (2): South of Kilcullen and Ballymore Eustace Roundabouts: These lands comprising 11.94 ha are identified for the development of a proposed active recreation area catering for the future population of this area of town. The development of such facilities shall include the provision of strong links to existing and future residential lands in the surrounding area, as well as the development of the old Naas-Baltinglass/Tullow railway line Greenway.</p> <p>F (3): New Caragh Road: These lands have been identified to expand on the existing sports facilities, including sports fields and other facilities at the Naas Sports Centre. It is envisaged that the expansion of such will serve the residents of Naas and that of the surrounding area.</p>

area, proposals for social housing schemes on Phase 2 may be considered during the plan period subject to all other assessments.

- (b) Limitations associated with Phase 2 refer to residential uses only in order to ensure compliance with the County Development Plan Core Strategy allocation.

Ref.	Land Use	Land-Use Zoning Objectives
		<p>F (4): Killashee: The lands at this location extend to 56.7 ha. A Centre of Excellence for equine or sport will be considered on these lands.</p> <p>F (5): Kerdiffstown Park: These lands comprise of 31.25 ha and will provide two full size pitches, three 5 a-side pitches, running track, playground and changing facilities, alongside an extensive parkland area for the residents of both Naas, Sallins and Johnstown.</p> <p>F (6): Naas Racecourse: The lands located at the centre of the racecourse extending to ca. 11 hectares, have been identified to provide for playing pitches.</p>
F2	Strategic Open Space	To preserve, provide for and improve recreational amenity, open space and green infrastructure networks.
G	Green Belt	To maintain the settlement character and protect, from inappropriate development, the greenbelt between Naas and Johnstown⁶⁵.
H	Industry and Warehousing	<p>To provide for industry, manufacturing, distribution and warehousing.</p> <p>Note: Where employment is a high generator of traffic, the location of new employment facilities at an appropriate scale, density, type and location will be encouraged to reduce the demands for vehicular travel</p>
I	Agricultural	<p>To retain and protect agricultural uses.</p> <p><u>Specific Objective:</u> Investigate the feasibility of providing a connection to Kerdiffstown Park through the lands zoned for agricultural use (and Open Space and Amenity) to the north of the M7 motorway.</p>
K	Commercial / Residential	<p>To provide for commercial and appropriate residential mixed-use developments.</p> <p><u>Specific Objectives</u> K (1): Dublin Road: Any development of this site shall be of a high standard of design and quality having</p>

⁶⁵ The purpose of this zoning is to maintain a clear distinction Naas and Johnstown to prevent urban sprawl and the coalescence of built-up areas to the protect the character of each settlement.

Ref.	Land Use	Land-Use Zoning Objectives
		<p>regard to its strategic location off the Maudlins Interchange (Junction 9) and gateway into the town.</p> <p>K (2): Newbridge Road: Any development of this site shall be of a high standard of design and quality having regard to its strategic gateway location at the junction of the Newbridge Road and the South Ring Road and its proximity to Jigginstown Castle.</p>
L	Leisure and Amenity	<p>To provide for leisure and tourism facilities within the town.</p> <p>L (1): Jigginstown Castle: To support the development of this site as a public tourist/training/open space attraction subject to a Conservation Plan.</p>
N	Neighbourhood Centre	<p>To provide for new/existing neighbourhood centres and associated facilities.</p> <p>Note: neighbourhood centres are intended to serve the immediate needs of local residents and workers and should not compete with similar retail uses within the town centre.</p>
P	Data Centre	To provide for Data Centre development and their associated infrastructure only.
Q	Enterprise and Employment	To provide for and facilitate the provision of high job-generating uses.
R	Retail/Commercial	To support continued operation of existing commercial uses.
SR	Strategic Reserve	<p>To protect the integrity of the lands within the Northwest Quadrant to provide for the future strategic expansion of the town. To ensure no inappropriate forms of development impede the orderly expansion of the Key Town of Naas.</p> <p>No development shall take place on these lands until a masterplan is prepared and integrated into the Local Area Plan by way of a Statutory Amendment under Section 20 of the Planning and Development Act, 2000 (as amended) which shall be finalised on completion of the OPW Flood Study for Naas.</p>
T	Mixed-use	To provide for general commercial/industrial/enterprise uses.

Ref.	Land Use	Land-Use Zoning Objectives
		<u>Specific Objective:</u> The owner/developer of the subject lands is required to prepare a masterplan for the overall land parcel.
U	Utilities/Services	To provide for and improve public utilities.

Table 11.2 Zoning Matrix - Definition of Terms

Permitted in Principle (Y)	Land uses designated under each zoning objectives as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives as set out in other chapters of this Plan.
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 are uses which will not be permitted by the Council / local authority, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and 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 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	<p>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.</p> <p>In zones abutting residential areas, particular attention will be paid to the uses, scales, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.</p> <p>Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.</p>

11.1.1. Land Use Zoning Matrix

The Zoning Matrix (see Table 11.3) illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones.

Table 11.3 Land Use Zoning Matrix

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community & Educational	F: Open Space & Amenity	F2: Strategic Open Space	G: Green Belt	H: Industry & Warehousing	I: Agriculture	K: Commercial/Residential	L: Leisure & Amenity	N: Neighbourhood Centre	P: Data Centre	Q: Enterprise & Employment	R: Retail/Commercial	T: Mixed-use	U: Utilities/Services
Amusement Arcade	O	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	O	O	O	Y	N	N	N	N	N	N	N	N
Car Park (other than ancillary)	Y	N	N	O	N	N	N	O	N	O	O	N	N	N	O	O	O
Betting Office	O	N	N	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Cemetery	N	N	N	Y	N	N	N	N	O	N	N	N	N	N	N	N	N
Cinema	O	N	N	N	N	N	N	N	N	O	N	N	N	N	O	O	N
Community / Recreational / Sports buildings	Y	O	O	Y	Y	O	N	N	O	O	Y	O	N	N	O	O	N
Crèche/ Playschool	Y	O	Y	Y	N	N	N	N	N	O	O	O	N	O	O	O	N
Cultural Uses/Library	Y	O	O	Y	O	O	N	N	N	O	O	O	N	N	N	O	N
Dancehall/ Disco	O	N	N	N	N	N	N	N	N	N	O	N	N	N	N	N	N
Data Centre	N	N	N	N	N	N	N	N	N	O ⁶⁶	N	N	Y	N	N	O ⁶⁷	N
Dwelling	Y	Y	Y	O ⁶⁸	N	N	O ⁶⁹	N	O ⁷⁰	O ⁷¹	N	O	N	N	N	N	N
Emergency Residential Accommodation	Y	O	O	Y	N	N	N	N	N	O	O	Y	N	N	N	O	N
Funeral Homes	Y	N	N	O	N	N	N	N	N	O	N	O	N	N	N	O	N

⁶⁶ A data centre will only be considered on the site at Maudlins Interchange towards the eastern boundary of the site.

⁶⁷ A data centre will only be considered on the site at Maudlins Interchange towards the eastern boundary of the site.

⁶⁸ Ancillary to health/community use, and/or to meet group/special needs housing.

⁶⁹ Subject to Rural Housing Policy as outlined in the Kildare County Development Plan.

⁷⁰ Subject to Rural Housing Policy as outlined in the Kildare County Development Plan.

⁷¹ No residential development will be permitted within the Commercial/Residential lands at the Maudlins Interchange.

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community & Educational	F: Open Space & Amenity	F2: Strategic Open Space	G: Green Belt	H: Industry & Warehousing	I: Agriculture	K: Commercial/Residential	L: Leisure & Amenity	N: Neighbourhood Centre	P: Data Centre	Q: Enterprise & Employment	R: Retail/Commercial	T: Mixed-use	U: Utilities/Services
Garage/Car Repairs	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	O	N	N
Group/Special Needs Housing	Y	Y	Y	O ⁷²	O	N	N	N	O	O ⁷³	N	O	N	N	N	N	N
Guest House/Hotel/Hostel	Y	O	O	N	N	N	N	N	N	O	Y	O	N	N	N	O	N
Heavy Commercial Vehicle Park	N	N	N	N	N	N	N	Y	N	O ⁷⁴	N	N	N	O ⁷⁵	N	O ⁷⁶	O
Hot food take-away	O	N	N	N	N	N	N	N	N	O	N	O	N	N	O	O	N
Industry (light)	O	N	N	N	N	N	N	Y	N	O	N	N	N	O	O	O	N
Industry (general)	N	N	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	O
Medical Consultant/Health Centre	Y	O	O	Y	N	N	N	N	N	O	O	Y	N	O	O	O	N
Motor Sales	O	N	N	N	N	N	N	Y	N	O	N	N	N	N	O	O	N
Nursing Home	Y	Y	Y	Y	N	N	N	N	N	O	N	N	N	N	N	O	N
Offices	Y	O ⁷⁷	O ⁷⁸	N	N	N	N	O	N	O	N	O	N	O ⁷⁹	O	O	N
Park /Playground	Y	Y	Y	Y	Y	Y	N	N	O	O	Y	O	N	N	N	O	N
Service Station	N	N	O	N	N	N	N	Y	N	O	N	O	N	O	O	Y ⁸⁰	O
Place of Worship	Y	O	O	Y	N	N	N	N	N	O	O	O	N	N	N	O	N
Playing Fields	O	O	O	Y	Y	Y	N	N	O	N	Y	N	N	O	N	N	N

⁷² For further information on group/special needs housing refer to Section 4.4.1 of this Plan.

⁷³ No group/special needs housing will be permitted within the Commercial/Residential lands at the Maudlins Interchange.

⁷⁴ A heavy commercial vehicle park will only be considered on the eastern side(rear) of the site of Junction 9 (Maudlins) KDA.

⁷⁵ Any such development within the Northwest Quadrant will need to consider the overall development strategy of high-end office complexes and campus style developments for this area.

⁷⁶ A heavy commercial vehicle park will only be considered on the eastern side (rear) of the site of Junction 9 (Maudlins) KDA.

⁷⁷ Proposals of this nature shall be restricted to a gross floor area of 100sqm.

⁷⁸ Proposals of this nature shall be restricted to a gross floor area of 100sqm.

⁷⁹ Proposals of this nature shall be in excess of a gross floor area of 100sqm.

⁸⁰ Service stations should provide for electric vehicle fast charging and sustainable alternative fuels.

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community & Educational	F: Open Space & Amenity	F2: Strategic Open Space	G: Green Belt	H: Industry & Warehousing	I: Agriculture	K: Commercial/Residential	L: Leisure & Amenity	N: Neighbourhood Centre	P: Data Centre	Q: Enterprise & Employment	R: Retail/Commercial	T: Mixed-use	U: Utilities/Services
Pub	Y	N	O	N	N	N	N	N	N	O	O	O	N	N	O	O	N
Restaurant	Y	O	O	N	N	N	N	O	N	O	O	O	N	O	O	O	N
School	Y	O	O	Y	O	N	N	N	N	O	N	N	N	N	N	O	N
Shop (Comparison)	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	O	N	N
Shop (Convenience)	Y	O ⁸¹	O ⁸²	N	N	N	N	N	N	O ⁸³	N	O ⁸⁴	N	O ⁸⁵	Y	O ⁸⁶	N
Retail Warehousing	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	O	N	N
Stable Yard	N	N	N	N	O	O ⁸⁷	O	N	Y	N	N	N	N	N	N	N	N
Tourist Related Facilities	Y	O	O	O	O	O	N	N	O	O	O	O	N	O	O	O	N
Utility Structures	O	O	O	O	O	N	O	O	O	O	O	O	O	O	O	O	Y
Warehouse (wholesale) /Logistics /Store/Depot	O	N	N	N	N	N	N	Y	N	O	N	N	N	O ⁸⁸	N	O	N

⁸¹ No single unit shall exceed 100sqm. of net retail space.

⁸² No single unit shall exceed 100sqm. of net retail space.

⁸³ Retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

⁸⁴ No single unit shall exceed 200sqm of net retail space subject to a maximum number of three units. The total net retail space shall not exceed 300sqm.

⁸⁵ Retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

⁸⁶ Retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

⁸⁷ Extensions to existing facilities only.

⁸⁸ Only Open for Consideration in the area between the Western Relief Road and the M7.

11.2. Infrastructure Delivery Schedule

The Council acknowledge that one of the main factors in the successful implementation of the Naas Plan is securing the necessary funding and partnerships to deliver key objectives in the Plan such as those relating to infrastructure and services.

The development of new residential areas within this Plan are also dependent on the timely delivery of a wide range of infrastructure. The Sustainable Planning and Infrastructural Assessment (SPIA) which accompanies this Plan provides and assessment of the necessary infrastructure that will be required for the development of lands suitable for residential development.

The following Table 11.4 represents the Implementation and Delivery Schedule for the key infrastructure necessary and funding sources in order to achieve the timely delivery of the objectives of the Naas Local Area Plan 2021-2027, in particular the Core Regeneration Areas identified on the town centre lands and the Key Development Area at Devoy Barracks.

The lifetime of this Plan is six years, and the delivery schedule is divided into several phases to be carried out during the plan period and beyond:

- Short term: 1 - 2 years
- Medium term: 3 - 5 years
- Long term: 6 - 10 years
- On-going: Throughout the lifetime of the Plan and beyond

Table 11.4 Implementation and Delivery Schedule

Town Centre Core Regeneration Areas		
Infrastructure	Delivery Schedule	Funding Sources
Public Realm		
Prepare a Town Renewal Masterplan, including: <ul style="list-style-type: none"> • Feasibility Study for The Castle Quarter (St David's Castle) • Conservation Management Plan and Archaeological Survey for St David's Castle and grounds 	Short Term (URDF funding received)	URDF ⁸⁹
Public Realm Strategy	Short, medium and long term.	URDF, KCC
Canal Quarter Masterplan including a Public Realm Plan	Short term	URDF, KCC

⁸⁹ Urban Rural Development Fund (URDF): One of four funds set up under the National Development Plan 2018-2027, with the aim to support more compact and sustainable development, through the regeneration and rejuvenation of cities and large towns.

Roads and Transportation		
Implement measures identified in the Naas/Sallins Transport Strategy	Short, medium and long term (See Table 5.2, 5.3, 5.4 & 5.5)	NTA, DES, Developer and KCC ⁹⁰
Water and Wastewater		
Water supply - general water supply network upgrade. As developments progress Irish Water would model the required demand.	On-going - Subject to Irish Water agreement prior to development.	Developer, State (IW)
Wastewater – Upgrading work planned under the ULVSS ⁹¹ (Contract 2b). As developments progress Irish Water would model required demand against latest network demands.	Short Term	Developer, State (IW)
Drainage, SuDS and Flooding		
Fluvial flooding on some sites within the town centre.	On-going - In tandem with new development. The proposed scheme for Naas contained within the OPW Flood Risk Management Plan will provide protection for the existing properties.	Developer, State (OPW)

⁹⁰ National Transport Authority (NTA), Department of Education and Skills (DES), Kildare County Council (KCC).

⁹¹ Upper Liffey Valley Sewage Scheme.

Devoy Barracks KDA		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
PERM 68 - Permeability link between Devoy Barracks site and Newbridge Road	On-going - To be delivered in tandem with new development, prior to the occupation of the dwellings.	Developer, State, KCC
Open Space Provision		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Childcare		
Childcare provision	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer (Private end user)
Water and Wastewater		
General water supply network upgrade.	On-going - subject to IW agreement prior to development.	Developer, State (IW)
Wastewater - further upgrading works planned under the ULVSS, in the town centre under Contract 2(b). The demand will need to be modelled for new developments on a first served basis.	On-going - subject to IW agreements prior to development.	Developer, State (IW)
Drainage, SuDS and Flooding		
Fluvial flooding in all return periods along the line of the stream.	Design to take cognisance of area prone to flooding and mitigate risk.	Developer, State, KCC

The Racecourse – C (16)		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Delivery of the Gallops Avenue for pedestrian, cycle and vehicular movement	Medium- Long term	Developer, State, KCC
Open Space Provision		
Provision of open space and recreational facilities	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Childcare		
Childcare provision	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
Water and Wastewater		
General water supply network upgrade.	On-going - subject to IW agreement prior to development.	Developer, State (IW)
Wastewater - possibility of restrictions until Contract 2B is completed.	Short term	Developer, State (IW)
Drainage, SuDS and Flooding		
No known fluvial risk on this site.	In tandem with new development.	Developer, State, KCC

Tipper Road / Blessington Road – C (12)		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Delivery of the Gallops Avenue for pedestrian, cycle and vehicular movement	Medium- Long term	Developer, State, KCC
Open Space Provision		
Provision of open space and recreational facilities	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Water and Wastewater		
General water supply network upgrade.	On-going - subject to IW agreement prior to development.	Developer, State (IW)
Wastewater – local upgrades may be necessary.	Short term	Developer, State (IW)
Drainage, SuDS and Flooding		
No known fluvial risk on this site.	In tandem with new development.	Developer, State, KCC

Sallins Road / Oldtown – C (19)		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Delivery of the Naas to Sallins Greenways for pedestrian and cycle movement	Medium- Long term	Developer, State, KCC
Open Space Provision		
Provision of open space and recreational facilities	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Childcare		
Childcare provision	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
Water and Wastewater		
General water supply network upgrade.	On-going - subject to IW agreement prior to development.	Developer, State (IW)
General wastewater network upgrade.	Short term	Developer, State (IW)

Drainage, SuDS and Flooding		
No known fluvial risk on this site.	In tandem with new development.	Developer, State, KCC

Craddockstown – C (15)		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Craddockstown Road cycle lane /cycle track.	Short- term	Developer, State, KCC
Open Space Provision		
Provision of open space and recreational facilities	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Childcare		
Childcare provision	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
Water and Wastewater		
General water supply network upgrade.	On-going - subject to IW agreement prior to development.	Developer, State (IW)
General wastewater network upgrade.	Short term	Developer, State (IW)
Drainage, SuDS and Flooding		
No known fluvial risk on this site.	In tandem with new development.	Developer, State, KCC

Finlay Park – C (3)		
Infrastructure	Delivery Schedule	Funding Sources
Land use planning		
The development of New Residential lands shall not prejudice the preparation of the Northwest Quadrant masterplan including the transport objectives.	Medium Term	State, KCC
Roads and Transportation		
Old Caragh Road needs upgrading	To be delivered in tandem with new development, prior to the occupation of the dwellings.	Developer, State, KCC

Bus-only Route	To be delivered in tandem with new development.	Developer, State, KCC
Open Space Provision		
Provision of open space and recreational areas	To be carried out in tandem with new development and completed prior to the occupation of all units.	Developer
Childcare		
Childcare provision	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer (Private end user)
Water and Wastewater		
General water supply network upgrade.	On-going - subject to IW agreement prior to development.	Developer, State (IW)
Wastewater – wayleave requirements regarding trunk sewers and diversion of flow from town centre may be required.	On-going - subject to IW agreements prior to development.	Developer, State (IW)
Drainage, SuDS and Flooding		
No known fluvial risk on the site, however there is uncertainty regarding the flood risk of the surrounding area. Development at this location will require a Site-Specific Flood Risk Assessment.	Design to take cognisance of areas prone to flooding and mitigate risk.	Developer, State, KCC

Strategic Infrastructure for the Plan Area		
Infrastructure	Delivery Schedule	Funding Sources
Open Space Provision		
Develop a linear park at Jigginstown	Medium to long term	KCC
Develop Kerdiffstown Park	Medium Term Completion 2025	Fully funded by DECC
Access to Oldtown Demesne	Short Term	KCC
Roads and Transportation		
Implement measures identified in the Naas/Sallins Transport Strategy	Short, medium and long term (see Table 5.2, 5.3, 5.4 & 5.5)	NTA, DES, KCC and Developer
Education		
Work with the Department of Education and Skills' Forward Planning Section to provide additional schools/places in Naas.	On-going	Dept of Education and Skills (DES)

Additional Land Use Plan		
Masterplan for the Northwest Quadrant	Medium Term	State, KCC, Developer

11.3. Specific Areas for Implementation

Specific focus areas for implementation include:

- Where appropriate, allocate development levies under Section 48 and Local Property Tax (LPT) to fund community, recreational and amenity facilities which are identified and supported in this Plan.
- Pursue the development of the Gallops Avenue to alleviate traffic with the town centre of Naas and to progress to the delivery of the Dublin Road Corridor, Market Square Plaza and Poplar Square Plaza.
- The Municipal District Manager will facilitate a cross-departmental implementation group, within Kildare County Council to:
 - Advance and assist in the delivery of relevant Council-led objectives in the Naas Plan.
 - Investigate the preparation of a Special Development Contribution or a Supplementary Development Contribution Scheme to provide for the delivery of strategic public infrastructure and facilities or a public infrastructure project or service, within Naas including principal route connections, strategic open space and associated pedestrian, cyclist and community infrastructure in accordance with the provisions of Section 48 and Section 49 of the Planning and Development Act 2000 (as amended).
 - Work with multi-disciplinary stakeholders and the business community to realise the objectives and actions contained in this Plan.



KILDARE COUNTY COUNCIL

**NAAS
LOCAL
AREA PLAN
2021-2027**

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