



Kildare Town Local Area Plan 2023 - 2029

Plean Ceantair Áitiúil Chill Dara





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The Kildare Town Local Area Plan 2023 - 2029
was adopted by the Elected Members of the
Kildare Newbridge Municipal District on
26th October 2023 and is effective from
6th December 2023.

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1. Introduction and Context

1.1. Background

The Kildare Town Local Area Plan 2023 – 2029 (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, other than a town designated as a suburb or environs in that 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 (Section 19 of the Act). Census 2022 recorded a population of 10,302 persons for the defined Built-Up Area ¹ of Kildare Town and therefore a local area plan is mandatory.

The Plan is the key strategic document which will guide the sustainable development of the town for the period 2023 – 2029. The Plan sets out an overall strategy for the proper planning and sustainable development of the town of Kildare in the context of the National Planning Framework (2018), the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031 and the Kildare County Development Plan 2023-2029. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Act together with EU requirements regarding Strategic Environmental Assessment (SEA), Appropriate Assessment (AA), and Strategic Flood Risk Assessment (SFRA). The period of this Plan shall be taken as being six years from the date of its adoption or until it is reviewed, or another plan made, unless it is extended under section 19 (d) of the Planning and Development Act 2000 (as amended).

1.2. Composition of the Plan

A local area plan shall be consistent with the objectives of the county development plan, its core strategy, and any regional spatial and economic strategy that apply to the area of the plan. This Plan comprises a written statement and is accompanied by a suite of maps (Appendix A), an estimate of the land requirements for employment purposes (Appendix B), a Statement of Character for the defined Architectural Conservation Area (Appendix C) and maps illustrating land uses and vacancy levels at both ground floor and first floor levels in Kildare Town Centre (Appendix D). The written statement shall take precedence over the maps should any discrepancy arise between them.

To fully interpret all objectives for Kildare Town, it is essential that both the County Development Plan (CDP) and the Local Area Plan (the Plan) are read in tandem. In the event that conflicting objectives arise between the CDP and the Plan, 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. Similarly, the Plan includes policies and objectives that are specific to the future development of the town of Kildare and does not replicate policies and objectives that are already addressed within the CDP.

¹ Central Statistics Office (CSO) defined the Built-Up Areas (BUAs) under Census 2022 which represents a land cover definition.

A number of stand-alone supporting 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 written statement which forms the main body of the Plan.

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 the plan-making process. SEA is mandatory for plans for areas with a population of 5,000 or more; therefore, SEA is required for the Kildare Town Local Area 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 the potential adverse effects of the Plan and future monitoring proposals have been transposed from the Environmental Report into the Plan.

1.2.2. Appropriate Assessment

The requirement for Habitats Directive Assessment of plans or projects, is outlined in Articles 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 the Draft Plan stage and at the Proposed Material Alteration 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 and Surface Water Study

A Strategic Flood Risk Assessment (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).

A Surface Water Study (SWS) was prepared as a precursor to the Strategic Flood Risk Assessment. The aim of the SWS is to find a municipal-level, multi-site nature-based solution(s) to surface water management for Kildare Town. The findings of this study have informed the Plan.

1.2.4. Transport Strategy

The Kildare Town Transport Strategy presents a comprehensive analysis of the transport infrastructure and service provision across all modes of transport in Kildare Town. The assessment leads to an understanding of the existing constraints and modal share. It also models future scenarios to ensure the optimal transportation interventions can be planned and provided; to secure long-lasting transport improvements to meet future demand and drive a sustainable modal shift for work, education, business and visitor trips.

1.2.5. Social Infrastructure Audit

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

1.2.6. Settlement Capacity Audit

A Settlement Capacity Audit (SCA) is a comprehensive capacity audit of sites with the potential for development. It is carried out to inform the appropriate zoning of residential lands across the Plan area, in accordance with Appendix 3 of the National Planning Framework and the Development Plan Guidelines (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. This is to ensure that an informed decision can be made as to whether or not to zone land or sites for residential development. This approach has also been applied to employment lands to apply an order of priority to ensure the zoning of land takes account of proper planning and sustainable development.

1.2.7. Kildare Architectural Conservation Area Statement of Character

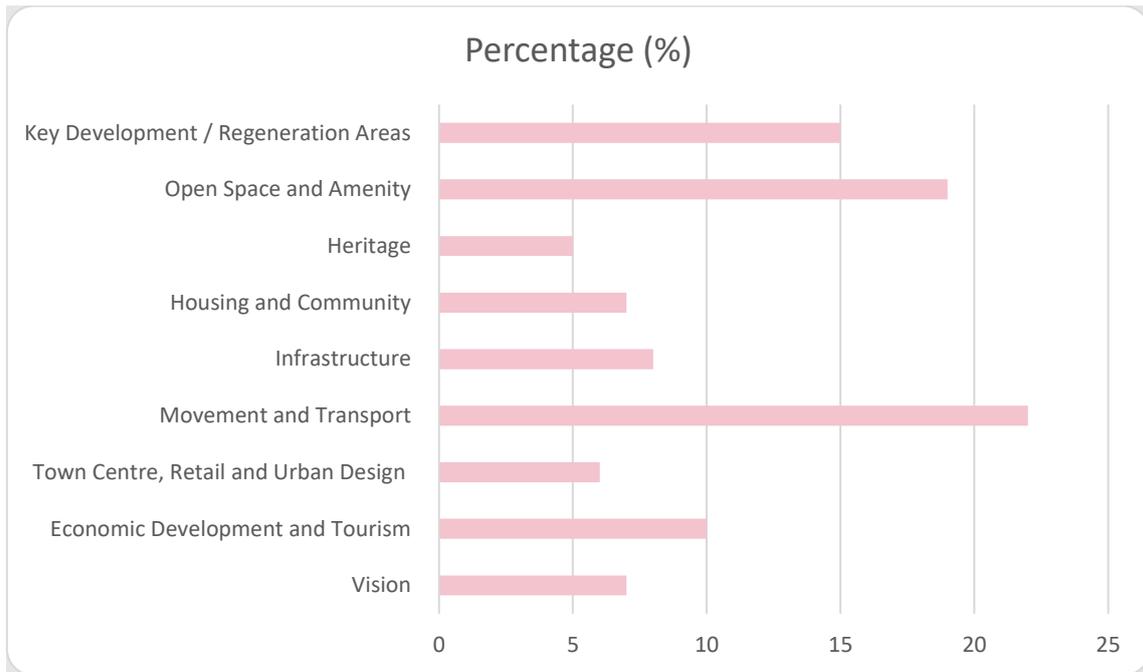
The Statement of Character for the defined Architectural Conservation Area (ACA) includes a comprehensive historical and architectural analysis which identifies and defines the special character of the Kildare Town ACA. The statement of character also includes advice to homeowners, developers, architects and planning professionals on best practice for development within the ACA and type of works that require or will not require planning permission.

1.3. Pre-draft Consultation

In August 2018, pre-draft public consultation commenced on the Plan and an Issues Paper was prepared and placed on public display (21st August 2018 - 17th September 2018 inclusive). The Issues Paper was widely distributed to voluntary

and community groups, libraries, schools, statutory bodies, service providers, elected members and stakeholders. It was also posted on the internet with a facility for receipt of public comments and observations. As part of the pre-draft consultation an informal event was held in Áras Bhríde, Parish Centre, which was attended by approximately 86 people. Throughout the public consultation period a total of 48 submissions and observations were received across a wide range of themes. Figure 1.1 illustrates the range of themes across the submissions.

Figure 1-1 Themes Raised in Submissions



This initial public consultation is an essential element to encourage dialogue on the key issues affecting the town. Active involvement at the early stages of the plan making process from members of the public and key stakeholders is vital in shaping the future of the town and building consensus around the core aims and vision for the Plan.

The Local Area Plan did not progress further at this time due to the changes to planning policy at both national and regional level, namely the National Planning Framework (2018) which required the preparation and adoption of the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031, the subsequent Variation to the Kildare County Development Plan 2017-2023 and then in turn the Kildare County Development Plan 2023-2029. However, the issues raised in the submissions and observations through the public consultation period remain relevant for the future of Kildare Town and have informed the content and the direction of this Plan for the period 2023-2029.

A number of supporting studies were conducted throughout this intervening period which carried out their own individual public consultation process, namely the Kildare Town Renewal Masterplan and the Kildare Town Transport Strategy. Supporting

studies such as the Social Infrastructure Audit and the Settlement Capacity Audit also included engagement with relevant stakeholders on critical issues relating to the town. Furthermore, the Draft Plan received 142 submissions and approximately 100 people attended a 'drop-in' event at Áras Bhríde. A further 45 submissions were received during the public consultation period relating to the Proposed Material Alterations to the Draft Plan.

During the preparation of the Plan in 2022, several workshops took place with the Elected Members of the Kildare Newbridge Municipal District where the broad policy parameters in which the local area plan are required to operate were set out. One such workshop focused on the development of a Vision for the town, which took on board the members aspirations for the future strategic development of Kildare Town (Section 2.2, refers).

Overall, this Plan places a major emphasis on public consultation and stakeholder engagement, and the Council is committed to harnessing the energy of all Kildare stakeholders in creating a positive context for optimising collaboration on the successful implementation of the Plan.

1.4. The Role of the Office of the Planning Regulator

The Planning and Development (Amendment) Act 2018 provides for the establishment of an independent Office of the Planning Regulator (OPR). Under the provisions of the Act, the OPR have assumed the Minister's evaluation and assessment function of all statutory land use plans including local area plans. The OPR provides statutory observations during the drafting of statutory plans to ensure consistency with relevant national and regional policies. Kildare County Council undertakes to consider all observations and recommendations received from the OPR and commits to working with the Office to realise the most optimal planning and development outcomes within each respective plan area.

1.5. Overview of Core Issues and Challenges

Kildare Town has a range of assets and characteristics, given its unique medieval, military, ecclesiastical and equine traditions which continue to underpin a unique setting. However, there are several strategic issues and challenges, which have the potential to adversely affect the future sustainable development of the town. The Kildare County Development Plan 2017-2023 acknowledged that the town had a surplus of land zoned (which amounted to a surplus of 2,027 units over and above Core Strategy figures at that time) that needed to be addressed through the local area plan. Residential development has tended to locate outwards in a somewhat dispersed pattern of development, producing a car-oriented urban form that lacks connectivity. Social and community infrastructure have not been delivered in parallel with the growth in residential development and there is a clear need to address the deficit in social and community infrastructure. Movement and transport patterns have relied disproportionately on private transport modes, with a poor emphasis on public transport, walking and cycling. The town must transition to a low carbon and climate resilient society by ensuring the required policy approach and infrastructure is in place to meet this challenge.

Kildare Town has been designated as a Self-Sustaining Growth Town in the County Development Plan. These are defined as towns with a moderate level of jobs and services including sub-county market towns and commuter towns with good transport links and which have the capacity for continued commensurate growth to become more self-sustaining. The RSES outlines the policy response to such towns as requiring consolidation coupled with targeted investment where required to improve local employment, services and sustainable transport options in order to become a more self-sustaining settlement.

Overall, a framework which generates integrated development across multiple sectors, and which releases the potential of this historic town to deliver an enhanced quality of life for this thriving community is required. The Plan is committed to ensuring sustainable and compact settlement patterns with appropriately located residential development, employment, educational, community, leisure and recreational facilities in order to allow the town to become more self-sustaining.

2. Spatial Planning Context and Vision for Kildare Town

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 of 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 Region 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. The RSES is underpinned by three cross-cutting principles; healthy placemaking, climate action and economic opportunity.

Kildare Town is located within the Core Region, as set out in the RSES Settlement Strategy and has been designated a Self-Sustaining Growth Town in the Kildare County Development Plan 2023-2029. Self-Sustaining Growth Towns are defined in the RSES as towns that contain a reasonable level of jobs and services which adequately caters for the people of its service catchment. This may include sub-county market towns and commuter towns with good transport links, which have capacity for continued commensurate growth.

The Core Strategy of the County Development Plan is required to be consistent with the RSES and to set out a settlement hierarchy for County Kildare along with population and housing targets for all towns, villages and the open countryside. Local Area Plans are statutorily required to 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. The Core Strategy of the Kildare County Development Plan has allocated 4.7% of the total county housing and population growth to the town of Kildare.

Figure 2-1 Hierarchy of Spatial Planning Context



2.1.1. Integrating Climate Consideration into the Kildare Town Local Area Plan

This Plan is set in a context where climate change is acknowledged as a global challenge and climate action responses in adaptation and mitigation are required to ensure a healthy, economically thriving, liveable built environment. Both the NPF and the RSES focus on the transition to a low carbon and climate resilient society, recognising the role of natural capital and ecosystem services have in achieving this.

The Climate Action and Low Carbon Development (Amendment) Act 2021 commits Ireland to reach a legally binding target of net-zero emissions no later than 2050, and a cut of 51% by 2030 (compared to 2018 levels). Under the 2021 Act, Ireland’s national climate objective requires the state to pursue and achieve, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

The Climate Action Plan, 2023 (CAP 2023) is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021 and sets out how Ireland can accelerate the actions that are required to respond to the climate crisis. The sectoral emissions ceilings (SECs) agreed in July 2022 put in place targets for each sector to achieve, as part of the CAP 2023 progress reports will be published each quarter. The six high impact sectors are powering renewable, building better, transforming how we travel, making family farms more sustainable, greening business and enterprise and changing our land use.

Towards the end of 2019, the Kildare County Council Climate Change Adaptation Strategy 2019-2024 was finalised; titled, Climate Resilient Kildare: Climate Change Adaptation Strategy 2019-2024. 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. It is noted that this will be replaced by the Kildare Climate Action Plan 2024.

In 2019, Kildare County Council signed the Climate Action Charter: For Local Authorities and Minister for Communications, Climate Action and Environment. The Charter was developed and published in October 2019, as an action under the national Climate Action Plan 2019. The Charter commits local authorities to several actions that will ensure they play a key leadership role locally and nationally in delivering effective climate action. The Charter is a key action which will ensure decarbonisation, sustainable development and climate resilience is embedded into every aspect of the work carried out across the local authority.

Given the strategic national context with regards climate action, mitigation and adaptation considerations are at the forefront of the formulation of this Plan in order to build resilience in our economy, environment and communities. Therefore, climate action measures are fundamental to achieving/realising the overarching objectives and principles of the Plan, through the regeneration of the town centre, the creation of walkable neighbourhoods, reducing car dependency, intensive use of land, the greening of our urban environment and the protection and enhancement of biodiversity.

2.2. Vision for Kildare Town

A strategic Vision underpins this Plan, informed by the pre-draft public consultation and input from the Elected Members of the Kildare Newbridge Municipal District. The Vision is intended to guide the future growth of Kildare Town in a sustainable manner having regard to the town's assets and potential which make the town unique.

The Vision for Kildare Town over the lifetime of this Plan seeks:

To promote the social, economic and physical development of Kildare Town as a self-sustaining growth town in a compact, permeable and sequential manner; to address deficiencies in social infrastructure so communities may thrive; to ensure the town centre develops as an inclusive, vibrant, attractive and connected place; to harness the town's existing strengths of equine, ecclesiastical and retail assets; and to create a high-quality, low carbon, universally accessible environment for residents and visitors alike.

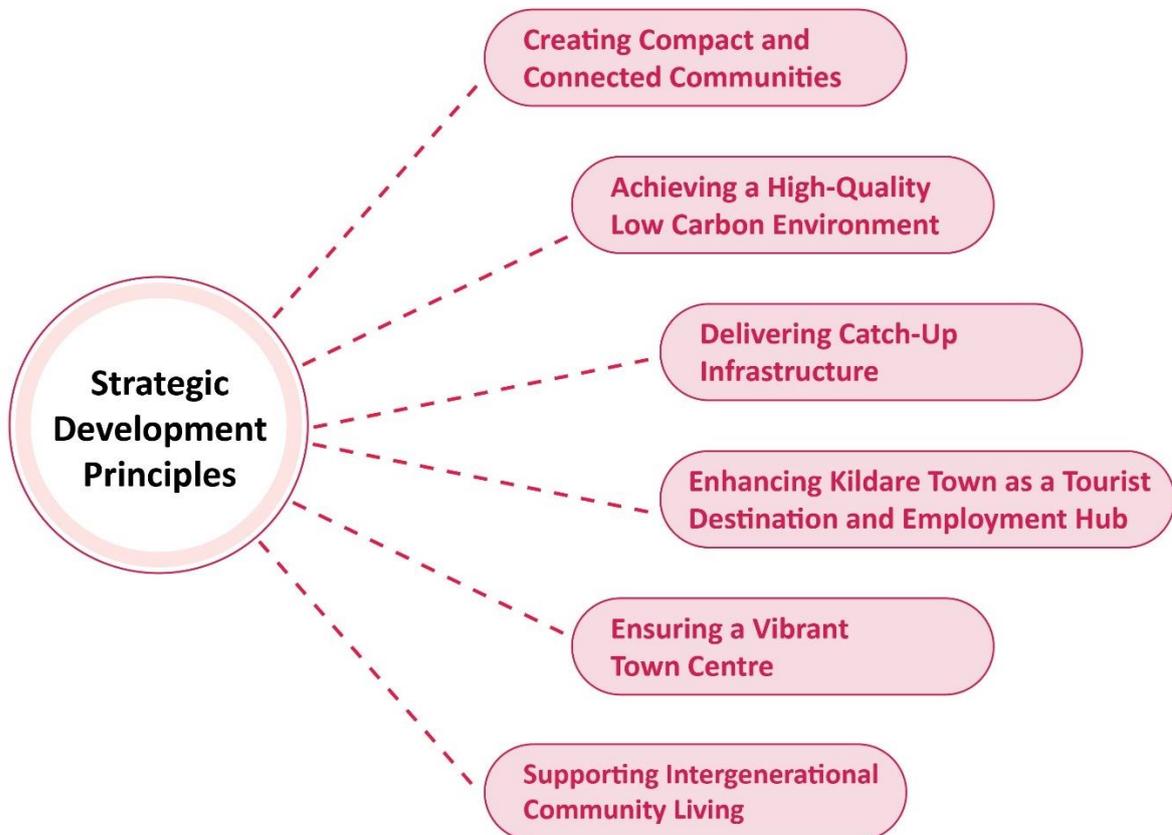
Forbairt shóisialta, eacnamaíoch agus fhisiciúil Bhaile Chill Dara mar bhaile fáis féin-chothabhálach a chur chun cinn ar bhonn dlúth, tréscailteach agus leanúnach; tabhairt faoi easnaimh in infreastruchtúr sóisialta ionas go mbeadh pobail faoi bhláth; cinntiú go bhforbraítear i lár an bhaile ionad ionchuimsitheach, bríomhar, tarraingteach agus nasctha; leas a bhaint as láidreachtaí reatha na n-acmhainní eachaí, eaglasta agus miondíola sa bhaile; agus timpeallacht ard-chaighdeán, ar bheagán carbóin, le rochtain do chách, a chruthú do chónaitheoirí agus cuairteoirí araon.

The Vision is expressed through the Kildare Town Development Strategy (Figure 2-3) and is threaded throughout the objectives of the Plan.

2.2.1. Achieving the Vision

Kildare County Council will seek to actively progress the Vision during the lifetime of the Plan and beyond. The Plan identifies several opportunities supported by specific projects that need to be delivered to realise the Vision. The key principles on which the Vision will be achieved are set out in Figure 2-2, which will act as guiding principles underpinning the objectives in the Plan.

Figure 2-2 Strategic Principles to Achieve the Vision



Creating Compact and Connected Communities

Consolidation and infill development underpin the development strategy in this Plan in line with National Strategic Outcome No. 1 (Compact Growth) of the National Planning Framework (NPF). Accordingly, the Plan provides for circa 65%² of all new homes to be developed within the defined Built-Up Area of the town. This approach to land use zoning therefore seeks to consolidate the built urban form by prioritising the development of identified sequentially preferable lands in order to ensure the delivery of sustainable compact development in the town whilst also preventing further urban sprawl.

In seeking to implement the principles of the 10-minute settlement in the town, the Plan incorporates a range of measures to encourage active travel, reduce car dependency, improve the permeability of the town centre and connect neighbourhoods. Furthermore, the Plan also includes a number of specific targeted measures to improve access to public transport options. It is considered that these provisions of the Plan, if fully implemented will assist in the creation of a people-centred, walkable and cycle-friendly town. This is in line with the National Strategic Outcomes of the NPF including National Strategic Outcome No. 4 relating to sustainable mobility and National Strategic Outcome No. 8 relating to the transition to a Low Carbon and climate resilient society.

Achieving a High-Quality Low Carbon Environment

The Plan seeks to create an urban landscape that maximises the benefits of biodiversity, that respects and integrates the existing green infrastructure network into the built form and prioritises nature-based solutions to surface water drainage. Furthermore, the objectives of the Plan have been informed by detailed Habitat Mapping (Chapter 9).

By providing a green, well-connected town for all people and residents within a compact, accessible urban environment which prioritises healthy placemaking, safe active travel and quality environments, creates a high-quality low-carbon environment for all.

Delivering ‘Catch-up’ Infrastructure

The Social Infrastructure Audit prepared to inform this Plan highlights the additional provision of childcare, educational and recreational facilities that is required for the existing and future population. The Plan ensures that adequate provision is made for social infrastructure through the identification of zoned land for such uses and supporting objectives.

The Plan seeks to address current deficits in social infrastructure provision by pursuing the development of Cherry Avenue Park, the enhancement of existing green spaces, requiring childcare provision in Phase 1 of new residential developments, and facilitating the provision of a new primary and post-primary

² All new homes of the future housing allocation including ‘Additional Provision’ as set out in Table 3-6 Additional Provision.

school, in line with achieving National Strategic Outcome No. 10 (Access to Quality Childcare, Education and Health Services³) of the NPF.

The Plan requires a network of high quality and universally accessible public open spaces to be provided at appropriate locations in the Plan area and includes lands zoned for community purposes.

The Plan is supported by a Surface Water Study to provide nature-based solutions to surface water drainage in the absence of a municipal system.

Enhancing Kildare Town as a Tourist Destination and Employment Hub

This Plan places particular emphasis on the development of the town as a key tourist destination within the county by capitalising on its intrinsic built heritage and history. Tourism and the expansion of the existing tourist offer is seen as a key element of the town's economic development strategy.

This Plan acknowledges the unique assets that Kildare Town and its surrounding hinterland have which distinguishes it as an international tourism destination, particularly in relation to its significant heritage and cultural features including the St Brigid's Cathedral, the Irish National Stud, Japanese Gardens and the Curragh Racecourse. Furthermore, the Kildare Tourist Outlet Village attracts national and international customers throughout the year. The Plan therefore supports the development of new tourist offerings based around Kildare's historic, cultural, ecclesiastical, equine and retail assets. The town has a clear opportunity to further capitalise on its role as a national tourism destination and as an attractive centre for business, whilst preserving and enhancing its unique historic identity, heritage and environment, in line with achieving National Strategic Outcome No. 5 (Strong Economy) and 7 (Enhanced Amenity and Heritage) of the NPF.

Additionally, the Plan supports Kildare Town becoming an employment hub through increasing local employment opportunities not just in the important tourism and hospitality sector but also in other key areas such as bloodstock, enterprise and manufacturing. The Economic Development Strategy set out in the Plan seeks for Kildare to successfully fulfil its role as a 'Self-Sustaining Growth Town' through a range of measures including the targeting of an increased job ratio for the town and providing an adequate quantum of appropriately located zoned employment lands. Such an approach is also in keeping with the principles of compact growth and the 10-minute settlement by providing greater opportunities for people to both live and work in Kildare Town in order to enhance peoples' quality of life and to contribute to low carbon development.

³ The delivery of Education and Healthcare is not a function of Kildare County Council.

Ensuring a Vibrant Town Centre

By promoting a Town Centre First approach, the Plan aims to develop Kildare Town as a thriving settlement with a vibrant mix of uses, focusing on employment opportunities by harnessing and appropriately developing the town's existing tourism strengths, aligning with National Strategic Outcome No. 5 (Strong Economy supported by Enterprise, Innovation and Skills) of the NPF, as well as the Government's Town Centre First Policy (2022). The Plan facilitates better use of the town's existing environmental assets such as underutilised spaces and buildings within the defined built-up urban area to maximise economic activity and employment growth, whilst promoting a high-quality town centre experience for residents and visitors alike. In keeping with the Town Centre First approach, this Plan supports increased opportunities for town centre living including 'living above the shop' initiatives and through high-quality residential developments on brownfield and backland sites. The Plan also supports the provision of dedicated enterprise space to ensure opportunities for high quality sustainable jobs.

A critical component of this Plan is to develop a direct physical connection between the town centre and the Kildare Tourist Outlet Village via an attractive pedestrian link so that the potential synergies that exist between both thriving locations can be realised.

Identified public realm improvements proposed in the Town Renewal Masterplan (Section 4.3 refers) and the alleviation of traffic congestion in the town centre through the closure of Bride Street to vehicular traffic as identified in the Transport Strategy, will assist in making the town centre a more attractive area in which to visit and spend time.

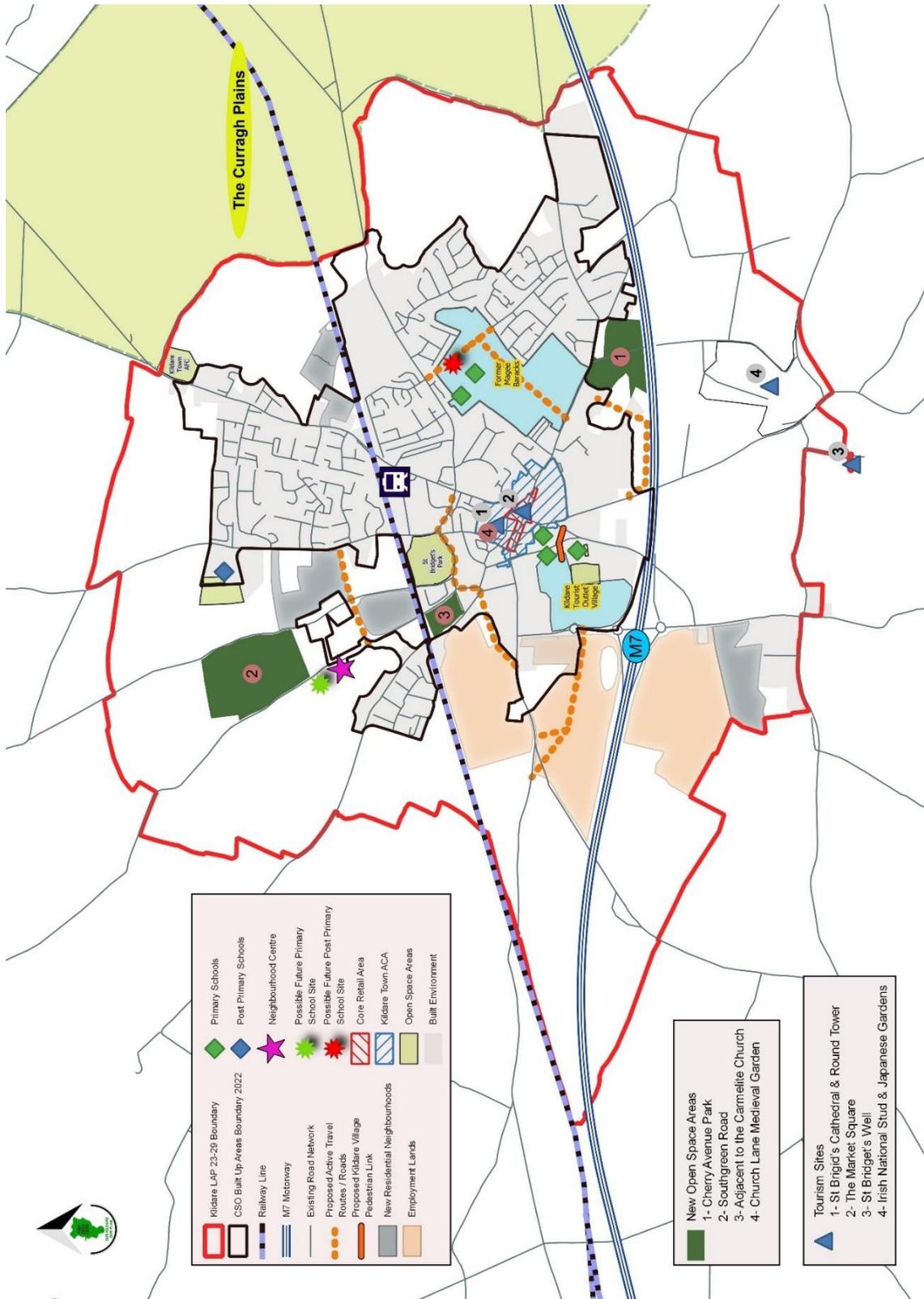
Supporting Intergenerational Community Living

In order to realise the development of truly integrated sustainable communities this Plan supports the development of Kildare Town as an age friendly settlement. This means ensuring that the town is future-proofed to accommodate the needs of this growing section of our population to ensure that they continue to contribute and participate in the social and economic life of the town as it develops over the life of the Plan and beyond. Accordingly, the Plan incorporates a range of measures intended to allow people age within their community. This includes the designation of the Former Magee Barracks as a Settlement Consolidation Site which incorporates provision for specific uses including housing for older people, supported by additional community infrastructure, including childcare and recreational facilities. Providing additional social infrastructure within the settlement consolidation site enhances social integration across generations, creating opportunities for people from different age groups and backgrounds to come together.

Furthermore, the Plan acknowledges that the 10-minute settlement principle, where local amenities and services are located within a 10-minute walk or cycle of peoples' homes can only be fully implemented if the transport infrastructure of the

town is universally accessible for all members of the community including to older people, people with disabilities and people with young children.

Figure 2-3 Kildare Town Development Strategy



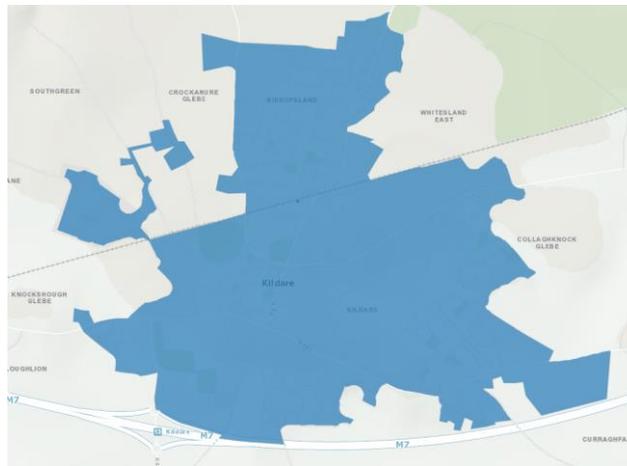
3. Compliance with the Kildare County Core Strategy

3.1. Function, Scale and Population of Kildare Town

The Kildare County Development Plan 2023-2029 has designated Kildare as a Self-Sustaining Growth Town, which is defined⁴ as being a town that contains a reasonable level of jobs and services which adequately caters for the people of its service catchment. The Settlement Strategy for the Eastern Midland Regional Authorities (EMRA) identified these ‘growth towns’ as settlements with strong service and employment functions which may have the capacity to support a level of commensurate population and employment growth to become more self-sustaining, in line with their capacity of public transport, services and infrastructure. These towns also provide a range of functions for both their own residents and for their surrounding catchment area. Kildare Town accompanies Athy, Leixlip and Newbridge on the second tier of the overall county settlement hierarchy.

According to Census 2022, Kildare Town had a population of 10,302 persons within the defined Built-Up Area, as identified by the CSO⁵ (Figure 3-1 refers). The population of the town has seen a steady increase over the last number of census periods. Census 2006 recorded a population of 7,538⁶ persons growing to 8,142 persons in 2011 and 8,634 in 2016. However, as a result of the COVID-19 Pandemic the Census was delayed until April 2022 and the updated population figures at the settlement level were not available prior to the adoption of the Kildare County Development Plan 2023-2029.

Figure 3-1 Central Statistics Office defined Built-Up Area



Source: www.cso.ie

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

⁵ Under Census 2022, a new statistical geography was released; Built-Up Areas (BUA), which was created by combining small areas to identify the footprint of urban centres. BUAs represent a land cover definition based on a minimum of 100 buildings within 65 meters of one another, with a maximum distance of 250 meters between clusters.

⁶ Census Town.

3.2. Future Population and Housing Targets

The County Development Plan Core Strategy allocates 4.7% of the county housing and population target to the town of Kildare. This results in a target increase of 1,182 persons for the period of Q1 2023 to Q4 2028 with a housing target of 430 units for the same period (Table 3-1, refers). It is an objective of the Council under Objective CS O1 of the County Development Plan that the future growth and spatial development of County Kildare is in accordance with the population and housing allocations contained in the Core Strategy. This is also reinforced in the Local Area Plans: Guidelines for Planning Authorities (2013) where it is stated that local area plans are required to be consistent with core strategies, an essential element of this consistency is future levels of population. Therefore, the Local Area Plan for Kildare Town must comply with the housing unit targets of the higher-level plan.

Table 3-1 Kildare County Development Plan 2023-2029 Core Strategy

Town	2016 Pop	2021 Pop Est.	Allocated Growth	Pop Target 2023 - 2028	Housing Target 2023 - 2028	Residential zoned land required	Target Residential Density (UPH)
Kildare	8,634 ⁷	9,134	4.7%	1,182	430	14	35-40

Source: Kildare County Development Plan 2023-2029

The County Development Plan was adopted on the 9th of December 2022 and came into effect on the 28th of January 2023. While this Local Area Plan period is also from 2023-2029 it will not commence until the latter part of 2023, therefore it is necessary to provide for this additional period of 12 months to the end of 2029. Table 3-2 represents an annualised figure to Q4 2029 to provide for the housing unit target for the life of the Plan.

Table 3-2 Population and Housing Targets for the Kildare Town Local Area Plan 2023-2029

Census 2022 Pop ⁸	2023 - 2028 population target	2023 – 2028 housing target	Annualised housing target end of Q3 2029	Annualised Pop target end of Q4 2029	LAP Growth in Units	LAP Growth in Pop
10,302	1182	430	72 ⁹	198 ¹⁰	502 units	1,380 persons

Taking the Census 2022 population of 10,302 persons and the population growth over the lifetime of the Plan of 1,380 persons results in an overall population of

⁷ As per the CSO defined settlement boundary Census 2016.

⁸ CSO defined Built-Up Area.

⁹ Annualised growth (430/6 years) for the additional 12 months.

¹⁰ Annualised population growth 72 units *2.75 (occupancy rate across the county as per Census 2016).

11,682 for Kildare Town estimated to the end of 2029, which is detailed in Table 3-3 below.

Table 3-3 Population Growth for Kildare Town Settlement 2016-2029

Year	Data Source	Population
2016	Census (CSO defined settlement boundary)	8,634
2022	Census (CSO defined Built-up Area boundary)	10,302
2029	CDP Core Strategy growth plus annualised growth (Increase of 1,380 persons)	11,682

3.3. Extant Planning Permissions

The Kildare County Development Plan 2017-2023 had a housing unit allocation for Kildare Town of 1,527 units. The Plan also indicated that the Kildare Town Local Area Plan 2012-2018 had a capacity surplus of 2,027 units, which was required to be addressed through the relevant local area plan. However, due to changes at national and regional level in respect of the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) the capacity surplus had not been addressed during the life of the County Development Plan.

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

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

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

Kildare Town has a high level of commencement and construction of planning permissions for residential development. During site survey in April 2022 there were five active construction sites within the town which were also active in November 2022. It is important to note that housing completions to the end of 2021 have already been taken into consideration in the preparation of the Core Strategy in line

with the Housing Supply Target Methodology for Development Planning (2020). The following Table 3-4 outlines the extant permissions which will be delivered during the period 2023-2029.

Table 3-4 Significant Extant Planning Permissions

Residential Scheme	Units for Delivery 2023-2029¹¹
Former Magee Barracks (Phase 1)	375
Greyabbey View (commenced)	207
Walker's Gate (commenced)	56
Oak Church (commenced)	260
Rathbride Road (at appeal)	87
Total	985¹²

3.4. Social Housing Requirement

A Housing Needs Demand Assessment (HNDA) has been prepared in tandem with the Kildare County Development Plan 2023-2029. The HNDA estimates future housing need and demand across the county and was prepared in conjunction with both the Planning and Housing Departments within Kildare County Council. The HNDA also informed the Housing Delivery Action Plan prepared by the Council and submitted to the Department of Housing, Local Government and Heritage as a key action under Housing for All. The town of Kildare is stated as a first area of preference for 540¹³ social housing applicants / cases on the housing list. This figure rose to 637 applicants/cases by October 2022.

Further examination of the social housing list¹⁴ revealed that from those who have Kildare Town as a first preference 300 applicants / cases are already resident within the town and represent an unmet housing demand from existing population within the town.

As discussed under Section 3.3 there are a number of planning permissions that are at the early stages of development/commencement with delivery 2023-2029, from which a number of Part V social housing units will be delivered as part of the

¹¹ Walker's Gate and Oak Church residential estates completed a number of units prior to the end of 2022.

¹² As of January 2023 there are an additional ca. 551 units at pre-planning /further information stage within the LAP boundary.

¹³ This figure includes all social housing applicants, including those already housed under the HAP scheme (HNDA, pg. 92).

¹⁴ Social Housing List October 2022.

residential schemes which will address a portion of the unmet social housing requirement.

Table 3-5 Part V Pipeline Units

Development	Part V Units
Former Magee Barracks (Phase 1)	38
Greyabbey View	21
Walker's Gate	19
Oak Church	23
Rathbride Road (Whitelands East)	10 ¹⁵
Total	118

There is one PPP Housing Scheme that is at pre-approval stage located at Coolaghknock Glebe which has capacity for 80-85 social housing units and is situated immediately adjacent to the CSO defined Built-Up Area. This site was designated part Tier 1 and part Tier 2 lands under the Settlement Capacity Audit (SCA) which accompanies the Plan.

Having regard to Section 4.4.3 of the Development Plan Guidelines for Planning Authorities (2022) it is considered that given the unmet social housing demand for Kildare Town that additional housing provision in respect of the housing supply targets are necessary for Kildare Town. The Core Strategy of the Kildare County Development Plan 2023-2029 did not provide for additional provision at the higher plan level, as the main settlements in County Kildare are zoned at local area plan level. Therefore, the additional provision will be delivered in Kildare Town through the oversupply of units on sites with existing planning permissions. Accordingly, as the additional provision refers to an existing unmet social housing demand within the town, the 2029 population projection is not affected.

¹⁵ Appeal lodged with An Bord Pleanála.

Table 3-6 Additional Provision

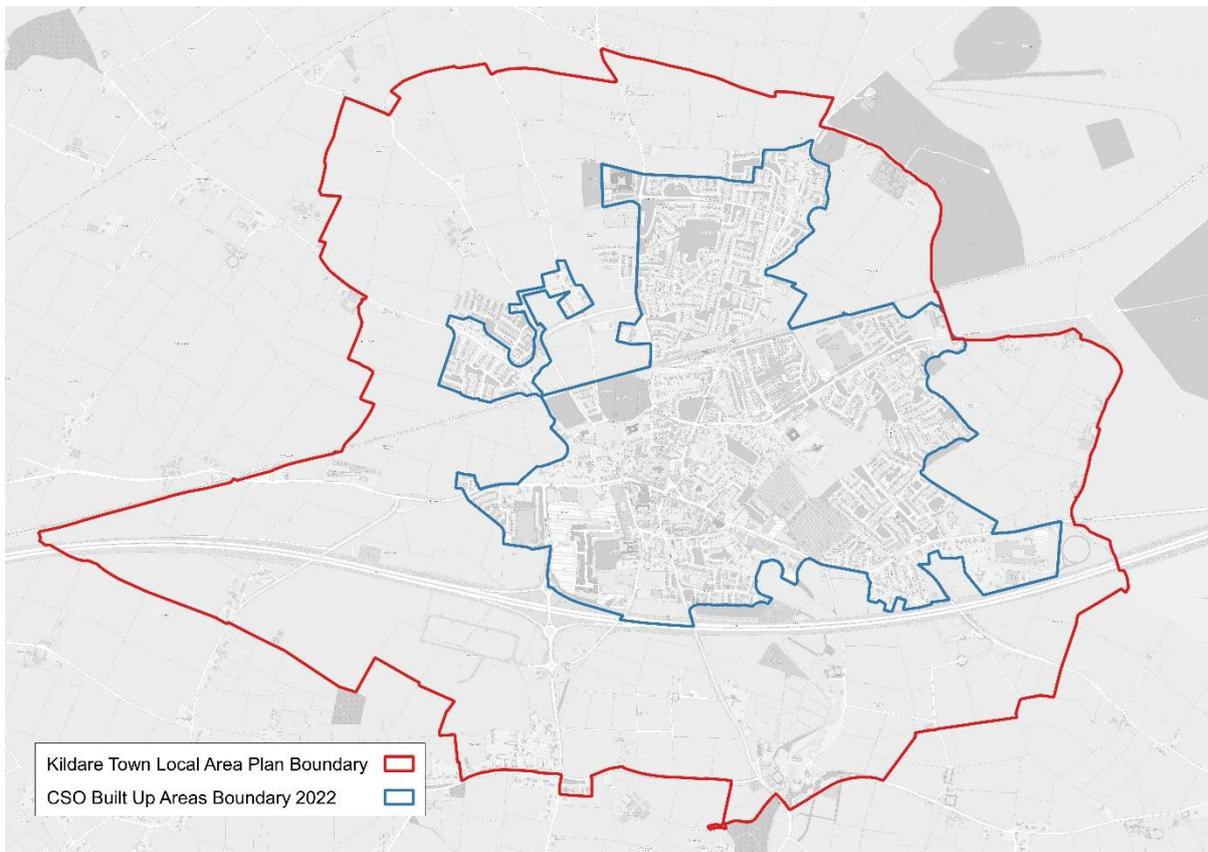
	Units
Annualised Growth 2023-2029	502
Additional Provision of 25%	126
Total	628

3.5. Delivering Compact Growth

The National Planning Framework (NPF) states that all urban settlements contain many potential development areas, centrally located, that are suitable and capable of re-use. A priority of national planning policy is to ensure that these sites are utilised ensuring consolidation and effective density is achieved throughout our urban areas, rather than the historical patterns of urban sprawl development. Accordingly, under objective 3c of the NPF at least 30% of all new housing units must be delivered within the existing urban footprint of the town (Figure 3-2 refers). It is an objective of the County Development Plan to promote compact growth and the renewal of towns and villages through the development of underutilised town centres and brownfield sites, maintaining a 'live' baseline dataset and to monitor the delivery of population growth on existing zoned and serviced lands to achieve the sustainable compact growth targets of 30% of all new housing within the existing urban footprint of settlements (CS O5, refers).

In order to deliver compact growth within the Kildare Town Local Area Plan a greater proportion of residential development will be focused on urban infill, in particular the regeneration and revitalisation of the urban area of the Former Magee Barracks. Phase 1 of the Former Magee Barracks redevelopment accounts for ca. 60% of all new housing units (taking account of the adjustment for additional provision) within the Census 2022 defined Built-Up Area. Therefore, given the importance of the site for the delivery of sustainable compact growth the Plan has designated the Former Magee Barracks site as a Settlement Consolidation Site (Section 11.1, refers).

Figure 3-2 Defined Built-Up Area Boundary and Plan Boundary



3.5.1. A Tiered Approach to Land Zoning

Appendix 3 of the National Planning Framework (NPF) requires land use plans to adopt a Tiered Approach to Zoning (TAZ). The Development Plan Guidelines (2022) provides details of a Settlement Capacity Audit (SCA) methodology which accords with Appendix 3 of the NPF outlining the evidence basis for implementing the two-tier approach to land zoning as detailed below:

Tier 1 Serviced / Existing Built-Up Area: 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 Serviced: 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 SCA ensures that decisions to zone land for residential and employment purposes are grounded in the knowledge that appropriate services are/will be available to enable development within the Plan period. Under the Development Plan Guidelines (2022) lands that cannot be serviced during the lifetime of the Plan cannot be zoned for development.

The SCA which is published alongside this Plan used the land use zoning map for the Kildare Local Area Plan 2012-2018 as a baseline. Therefore, the SCA identifies sites in excess of the housing unit allocation to ensure a robust assessment of the settlement area was conducted.

3.6. Projecting Residential Yield

Local Area Plans, in order to provide the clarity and transparency necessary to ensure the effective delivery of compact growth, in accordance with Regional Policy Objectives 3.1, 3.2 and 9.8, need to quantify the potential residential yield of all zoned residential land, including land zoned for a mix of residential and other uses. This will ensure that such provision aligns with the quantity of land necessary to accommodate housing supply targets and to ensure consistency with the Core Strategy of the County Development Plan. This is supported by the Development Plan Guidelines (2022) which states that broad assumptions regarding the residential yield to be delivered on substantial individual sites is required, together with estimates of smaller-scale infill housing growth, such that a robust estimate of the overall development potential can be formulated.

As previously stated, there are a number of sites with active planning permissions for residential development to be completed and delivered during the lifetime of the Plan. Table 3-6 has been informed by the relevant planning permission on sites with extant (live) permissions.

Table 3-7 Residential Development Capacity Audit

Site Ref.	Location	Site Area (Ha.)	Site in Built-up area	Residential Yield	Net Density
N/A	Infill Sites within CSO Built-Up Area	-	Yes	32 ¹⁶	35-50
T	Former Magee Barracks	11.35	Yes	375 ¹⁷	39*
B (1)	Walker's Gate	10.3	No	56	31*

¹⁶ Allocation of 5% of the allocated units for Kildare Town for various sites within the Town Centre and Existing Residential / Infill lands land use zonings for potential yield from infill development.

¹⁷ The residential yield of 375 units relates to the permitted development under Phase 1 only.

Site Ref.	Location	Site Area (Ha.)	Site in Built-up area	Residential Yield	Net Density
C (1)	West of Old Road	4.53	No	158	35-50
C (2)	Greyabbey View	8.5	No	207	23*
C (3)	Oak Church	7.8	No	260	35*
C (4)	Rathbride Road	3.7	No	87	28**
C*	Greyabbey	1.97	No	5	3
C*	South of Grey Abbey Road	1.13	No	4	3
C*	Whitesland East	0.67	No	4	6
Total Area		49.95	Total Units	1,188	

* Permitted Development.

** Application at appeal with An Bord Pleanála.

The Plan also contains two land use zoning objectives which have no potential for development. Lands have been zoned as 'Phase 2 New Residential' (26.5 hectares) which will protect future development lands from inappropriate forms of development which would impede the provision of new residential development for future land use plans or an amendment to this Plan. Land has also been zoned as 'Strategic Reserve' (81.5 hectares) to provide for the future strategic expansion of the town. One such site to the south of the motorway has been identified for possible future employment activity. It is important to note that the inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area, along with consideration of relevant policies at that time.

3.7. Compliance with the Core Strategy

To ensure continued compliance with the County Core Strategy and associated housing target for Kildare Town it will be necessary to monitor the number of residential units permitted and developed on an annual basis. This will be conducted as part of the dedicated permanent system of plan monitoring which formed part of

the Implementation and Monitoring Framework of the Kildare County Development Plan 2023-2029, as per Objective MI O1.

3.7.1. Economic, Retail, Social Infrastructure and Environmental and Heritage Protection

Employment

The Plan seeks to designate sufficient land for both enterprise and employment functions, commercial development and for industry and warehousing uses, commensurate with Kildare Town's designation as a Self-Sustaining Growth Town and having regard to the projected population growth to reach a healthy job ratio of 0.70, in keeping with the provisions of the Kildare County Development Plan. The Plan continues to support the town centre as the commercial core. Sites have been identified for Enterprise and Employment uses on land north and south of the Monasterevin Road. Lands have been zoned for Industry and Warehousing uses to the south of the M7 Motorway at Grey Abbey Road, benefitting from proximity to the national road network. A combination of redevelopment of appropriate infill and opportunity sites for the town centre have been illustrated in the Kildare Town Renewal Masterplan (Chapter 4 refers), which have the potential to further revitalise the town centre.

Retail

The objectives of this Plan underpin an overall strategy which seeks to strengthen and protect the vitality and viability of the established core retail area of the town centre. A specific land use zoning for Retail Outlet Centre has been applied to the Kildare Tourist Outlet Village to ensure a coherent approach to the development of the Village which is unique to Kildare Town. It is also a critical component of this plan to connect Kildare Town Centre to the Kildare Tourist Outlet Village via an attractive pedestrian link so that the potential synergies that exist between both thriving locations can be realised. The Social Infrastructure Audit carried out to inform this Plan has identified the need for an additional neighbourhood centre north of the railway line.

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 during the lifetime of the Plan. 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 future needs. On foot of the findings of this Audit a number of objectives have been set out to support and facilitate the delivery of such infrastructure over the lifetime of the Plan.

Environmental and Heritage Protection

The environmental sensitivities of the county identified in the Strategic Environmental Assessment (SEA) process for the Kildare County Development Plan 2023-2029 have informed the Core Strategy and the role it identifies for Kildare Town. The Plan

responds to environmental factors such as flooding and the management of surface water within the town. 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 Kildare Town Architectural Conservation Area (ACA) (Appendix C, refers) which provides the local authority, residents and developers with best practice advice for development within the ACA.

3.8. Future Development Priorities

This Plan has been prepared in the context of extant planning permissions which are in excess of the target unit allocation required for the lifetime of the Plan, due to a legacy of surplus residential zoned land from previous local area plans. 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 priorities for this Plan are to protect the primacy of the town centre and encourage employment opportunities which will expand the employment base by harnessing the town’s existing strengths such as the historical and cultural assets. The implementation of projects from the Kildare Town Renewal Masterplan which have been incorporated into the Plan (Chapter 4) ensuring they have a statutory footing will provide a key area of focus for the rejuvenation and development of the town centre during the life of the Plan.

In the post-2029 period and following the building out of identified sites, it is considered that the lands that scored well in the Settlement Capacity Audit represent the most appropriate area to cater for future strategic residential requirements in accordance with the Core Strategy at that time, without prejudice to future methodologies and policy guidance. For this reason, these lands have been zoned as ‘Strategic Reserve’, a designation that seeks to protect such lands from inappropriate forms of development which would impede the future orderly and efficient expansion of the urban settlement.

Compliance with Core Strategy Objectives	
It is an objective of the Council to:	
CSO 1.1	Accommodate housing growth in Kildare Town in accordance with the Core Strategy of the Kildare County Development Plan 2023-2029 and any review, replacement or variation thereof.
CSO 1.2	Protect and enhance, through appropriate regeneration and transportation strategies, the quality, ambience and vitality of Kildare Town Centre in order to create a pleasant and attractive environment for business, tourism and recreation for both visitors and residents.

CSO 1.3	Support and facilitate the compact growth of Kildare Town through the sustainable and sequential land use development objectives which consolidate the town centre, commercial uses and established residential areas.
CSO 1.4	Monitor the scale, type, tenure and location of constructed and permitted developments in Kildare Town 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 1.5	Support and facilitate the implementation of the projects stemming from the Kildare Town Renewal Masterplan which have been incorporated into the Kildare Local Area Plan and pursue suitable funding mechanisms to realise the projects of the Masterplan.
CSO 1.6	Prioritise the development of town centre lands as the commercial core for the town with a mix of uses to ensure the vibrant and balanced development of the town centre.
CSO 1.7	Focus new enterprise development primarily into the town centre and alternatively on lands identified for Enterprise and Employment, Commercial and Industry and Warehousing uses.
CSO 1.8	Support the delivery of physical and social infrastructure to sustain all residential development.
CSO 1.9	Work with multi-disciplinary stakeholders and pursue suitable funding mechanisms to realise the Vision and objectives of the Local Area Plan as opportunities arise.
CSO 1.10	Preserve the lands identified as 'Phase 2 New Residential' and 'Strategic Reserve' on Map 11.1 Land Use Zoning Objectives from inappropriate forms of development, 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.
CSO 1.11	Support the full implementation of the Kildare County Council Climate Change Adaptation Strategy 2019-2024, or any succeeding document, with regards to its goals, objectives and actions relating to the planning and development of the town of Kildare.

4. Consolidation and Renewal of the Town Centre

4.1. Prioritising the Town Centre

Town centres are unique, varying in size, characteristics and central function. They remain the lifeblood of local economies, supporting business and generating employment opportunities. They also contain clusters of local services and act as transport hubs. Furthermore, the attractiveness and vibrancy of towns centres is increasingly a key element in driving economic investment, particularly within the tourism and hospitality sectors.

The COVID-19 pandemic has highlighted the importance of town centres for local communities. As a result of travel restrictions and home working, many people have rediscovered the value and convenience of shopping locally, and the importance of local town centres for social and cultural engagement. Town centres have not just been challenged by the pandemic. In the last number of years, the impact of out-of-centre and online shopping on town centre retail, compounded by a general drift away from town centre living has led to a ‘hollowing out’ effect of many town centres around Ireland.

The Government’s Town Centre First – A Policy Approach for Irish Towns (2022), recognises the need for collective responsibility amongst all key stakeholders to help town centres develop sustainably, reinvent their function, and meet the changing needs of residents, businesses, and visitors. Some of the key features of this policy approach to prioritising town centres include outlining best practice, the creation of town teams and provides guidance on how such teams should prepare Health Checks and Town Centre First Plans. Growing the population of people living in the town centre is also a clear priority for Government across many policy documents; namely, Town Centre First (2022), Housing for All (2021) and Bringing Back Homes: Manual for the Reuse of Existing Buildings (2018).

For the purposes of this section of the Plan, the town centre is defined as those lands zoned ‘A: Town Centre’ in the Land Use Zoning Map 11.1.

4.1.1. Characteristics of Kildare Town Centre

Kildare Town’s economy is primarily attributed to its function as a market town, serving the town and its hinterland. It is one of the oldest towns in Ireland and is the site of the original monastery founded by St Brigid, one of the patron saints of Ireland. The historic character of present-day Kildare Town is also linked to the town’s military and market function dating from the 1700’s and 1800’s. In recent decades the town has established itself as an important centre for tourism and retail.

While Kildare Town’s economy is primarily attributed to its function as a market town, over the last 20 years there has been significant residential development to the north and east of the historic centre. As a result of its improved road and rail links the settlement is well-connected to the capital city Dublin. In recent years retail developments on the periphery of the town centre such as Kildare Tourist Outlet Village, Tesco and Aldi have somewhat altered the dynamic of the town centre and

drawn activity away from the core. Vacancy, congestion and car parking are considered to be the key issues that will hinder the town centre from maximising its full potential. However, the recent re-design of Market Square during the COVID-19 pandemic has resulted in vibrancy returning to the area, bolstered by local businesses such as Firecastle and Agapé Cafe (Barret House) now occupying previously vacant buildings and sites, fronting onto Market Square / Dublin Street.

'Ensuring a Vibrant Town Centre' is one of the Plan's Strategic Development Principles. In response, the Plan seeks to build on the growing policy support at national, regional and local levels which seeks to ensure that town centres remain the focus of commercial, retail, civic, social and cultural activities within all our settlements. Like many other towns in the county and elsewhere in Ireland, this Plan recognises that Kildare Town Centre is experiencing ongoing challenges in the face of changing trends in retail, including the increasing digitisation of shopping. While the Plan contains a range of provisions to support the continued viability of the retail offer within the town centre, it also acknowledges that certain retail activities may not be sustainable over the longer term. Consequently, in order to avoid sustained levels of high town centre vacancy this Plan actively supports the development of new recreational, tourist, cultural, employment and residential opportunities to provide for alternative uses and functions for Kildare Town Centre, in keeping with National Policy Objective No. 6 of the National Planning Framework. In ensuring that the town centre continues to attract people to visit and spend time in, a key element of the Plan is to create a well-defined new pedestrian connection between the town centre and the Kildare Tourist Outlet Village which receives several million visitors a year.

It is considered that enhancing and maintaining the overall health of the town requires diversity in the services on offer to the catchment population. A wide variety of different functions in the town are a key element to ensure the on-going vitality of the area (Objective TCO 1.3, refers). It is necessary therefore to avoid an over concentration of any one particular activity or use in the town centre.

4.1.2. Town Centre Land Use and Vacancy

Commercial uses such as retail, cafés, restaurants, pubs and take-aways dominate the ground floor of buildings in the town centre. These proliferate outwards from the Market Square along the primary streets of Dublin Street and Claregate Street. While there are several smaller retailers based on these primary streets, larger retailer such as Kildare Outlet Village, Tesco, Aldi, Lidl, Dealz are all located on the periphery of the town centre. Night-time activity within Kildare Town is centred around Market Square with a cluster of bars, restaurants and hospitality offerings. The first floor of buildings in the town are predominantly in residential use. The Kildare Town Renewal Masterplan includes a land use survey carried out in 2019 which indicated high vacancy rates at the time the survey was conducted. A number of vacant units around Market Square have subsequently been occupied over recent years. A subsequent land use and vacancy survey carried out in the town centre in Q2 2023 indicated a vacancy rate of 9.54%. As per Chapter 14 of the County Development Plan 2023-2029 the target for town centre retail vacancy under normal trading conditions is 5%. Appendix D of this Plan contains maps illustrating land uses and vacancy levels at both ground floor and first floor levels in Kildare Town Centre.

Town Centre Objectives

It is an objective of the Council to:

- TCO 1.1** Reinforce the town centre as a primary location for commercial, civic, social and cultural development through the promotion of new high-quality infill and backland development that consolidates the existing urban core.
- TCO 1.2** Protect the character of the town centre and ensure that new development responds positively to its established built form, scale and character and to continue implementing environmental improvements, to sustain and improve its attraction for living, working, visiting and investment.
- TCO 1.3** Protect the vibrancy, ambience, quality and vitality of the town centre by:
- (i) Promoting an appropriate mix of day and night-time uses.
 - (ii) Preventing an excessive concentration of non-desirable uses including takeaways, off-licences, bookmakers, phone repair shops and vape shops (where planning permission is required).
 - (iii) Facilitating development that will attract and retain commercial and retail activities in the town centre.
 - (iv) Encouraging the re-use of vacant units for alternative functions and uses such as live-work units, residential units, remote working hubs, enterprise incubation, tourist spin-off enterprises, tourist accommodation, niche retail including food or craft enterprises and cultural offerings such as theatre or museum.
- TCO 1.4** Encourage and facilitate the full use of buildings and in particular the use of upper floors and backlands, with particular regard to high quality urban design and materials used as well as integration, and linkages.
- TCO 1.5** Encourage and facilitate the appropriate intensification of town centre sites where high standards of architectural design are achieved and impacts on the character of the area are positive.
- TCO 1.6** Support the Town Team and the Town Regeneration Officer in the carrying out of their duties in Kildare Town in respect of prioritising the regeneration of the town centre through the application of the Town Centre First Policy approach.

TCO 1.7	Support the establishment of a multidisciplinary stakeholder team to develop a marketing and activation strategy for the town to re-establish the primacy of the town centre and to support the delivery of projects set out in the Kildare Town Renewal Masterplan.
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4.2. Town Centre Regeneration and Public Realm

A key priority of this Plan is the urban renewal of the Kildare Town Centre to create a more attractive environment for both locals and visitors. The public realm is defined as the publicly owned places and spaces that belong to and are accessible by everyone. An enhanced public realm in Kildare Town Centre will promote activities, business and vitality while also strengthening the heritage, identity and character, through a well-designed series of streets and spaces that feel inviting, safe and a place people want to be. The development of high-quality public spaces in town centres are proven to enhance the setting of historic buildings and spaces, improve the image of a centre and to make the town a more attractive and vibrant place.

4.3. Kildare Town Renewal Masterplan

The Kildare Town Renewal Masterplan details a series of interlinked public realm projects which will enhance and reinvigorate the town, delivered incrementally over a 10-year period. Identification of the key projects in the town were informed by a Health Check which was conducted to assess the vitality and viability of the town centre, urban design analysis and extensive consultation process ranging from public events through to discussions / workshops with the Town Committee and in-house Kildare County Council project team. The Kildare Town Renewal Masterplan will play a key role in the rejuvenation of the town centre, with regards to realising national and regional policy objectives related to regeneration. This Local Area Plan gives the projects within the Masterplan a statutory footing.

Figure 4-1 Factors that Feed into a Public Realm Strategy



Source: Kildare Town Renewal Masterplan

The Masterplan provides for six delivery projects as follows:

- Market Square and Environs
- Cycle and Pedestrian Network Enhancements¹⁸
- Public Realm Enhancements
- Kildare Town Train Station Improvements
- Kildare Tourist Outlet Village Link and Schools Consolidation
- Old Town Courthouse and Water Tower Site Improvements

The projects will then be required to be developed to Part 8¹⁹ approval stage and funding secured in order to bring them to fruition.

¹⁸ The proposed Pedestrian and Cycle Network Enhancement project which forms part of the Town Renewal Masterplan preceded the preparation of the Kildare Town Transport Strategy.

¹⁹ A development carried out by a Local Authority is often referred to as 'Part 8' development. This is a reference to the Planning and Development Regulations 2001 (as amended) which sets out the procedure for carrying out such developments.

4.3.1. Market Square and Environs

The Masterplan seeks to create a more pedestrian friendly public realm with the Market Square area. The project focuses on:

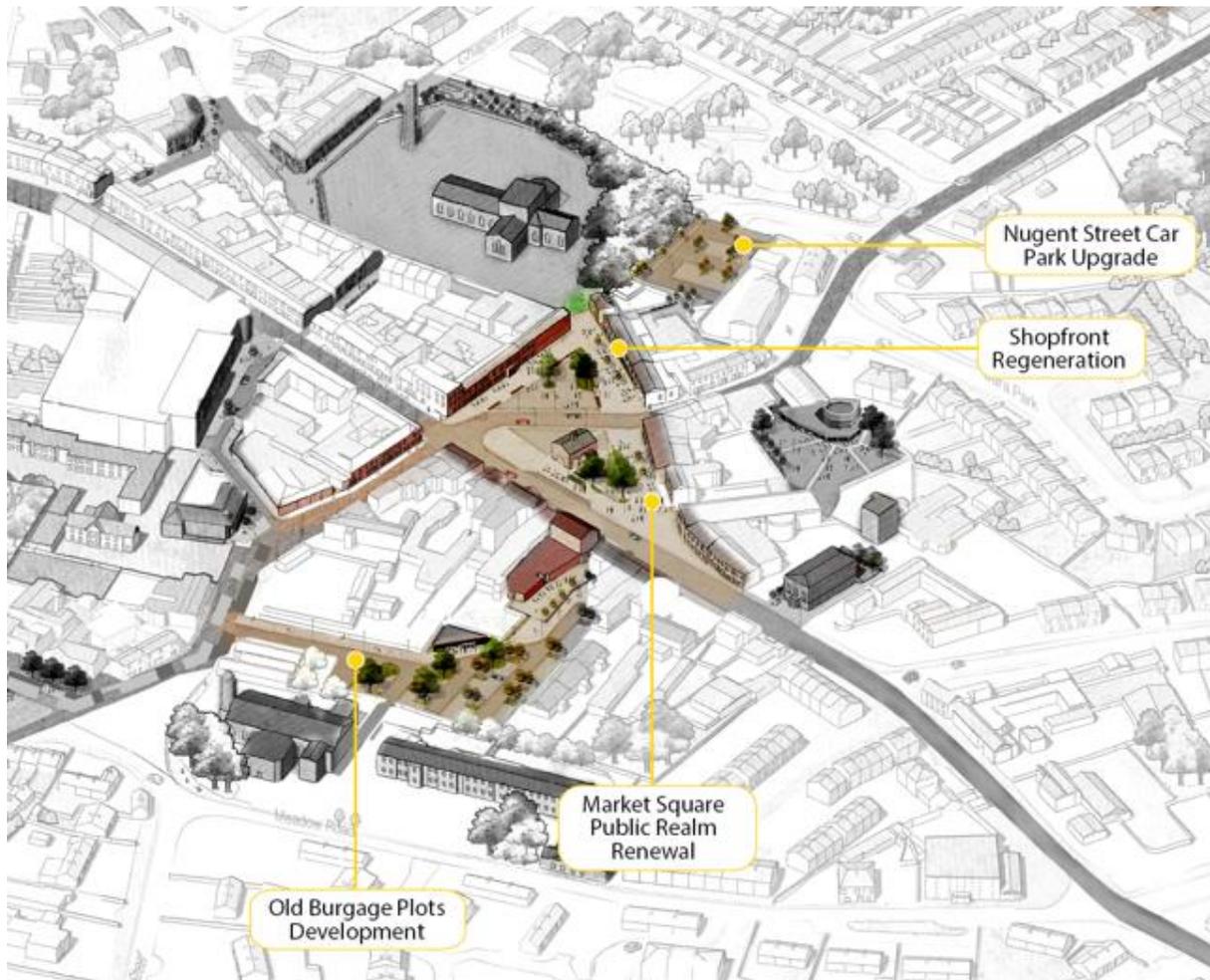
- Market Square Public Realm Improvements – improvements to Market Square including the rebalancing of pedestrian and car movements in the town centre.
- Nugent Street Car-Park - upgrades to the car park to include improved navigability to Market Square and improved lighting, signage and landscaping.
- Burgage Plots Development (Figure 4-3) - better utilisation of the backlands site by creating a new landscaped pedestrian route from Bride Street through the burgage plots to Market Square. In the short term, the site could be used to accommodate the removal of car-parking spaces from Market Square and in the longer term for cultural/commercial uses.
- Streetscape Regeneration - refurbishment of shopfronts, particularly the vacant properties on Shraud Street.

Figure 4-2 Indicative Public Realm Improvements to Market Square



Source: Kildare Town Renewal Masterplan

Figure 4-3 Concept Impression of Market Square and Environs



Source: Kildare Town Renewal Masterplan

4.3.2. Link to Kildare Tourist Outlet Village

At present Kildare Tourist Outlet Village is isolated from the town centre of Kildare and visitors to this popular outlet are unlikely to walk into the town centre. The area between St Brigid's Square and the third phase of the Kildare Tourist Outlet Village offers an opportunity to deliver a pedestrian link to the town centre. As the Outlet has around four million visitors²⁰ a year having a convenient, straightforward link to the town centre will be fundamental to capitalise on the potential synergies between the town centre and the outlet centre.

²⁰ <https://www.independent.ie/business/irish/visitor-numbers-surge-at-kildare-village-following-50m-expansion-35189746.html>

Figure 4-4 Concept Sketch of Pedestrian Link from the Town Centre to the Kildare Tourist Outlet Village



Source: *Strategic Projects and Public Realm, 2021*

4.3.3. Cycle and Pedestrian Network Enhancements

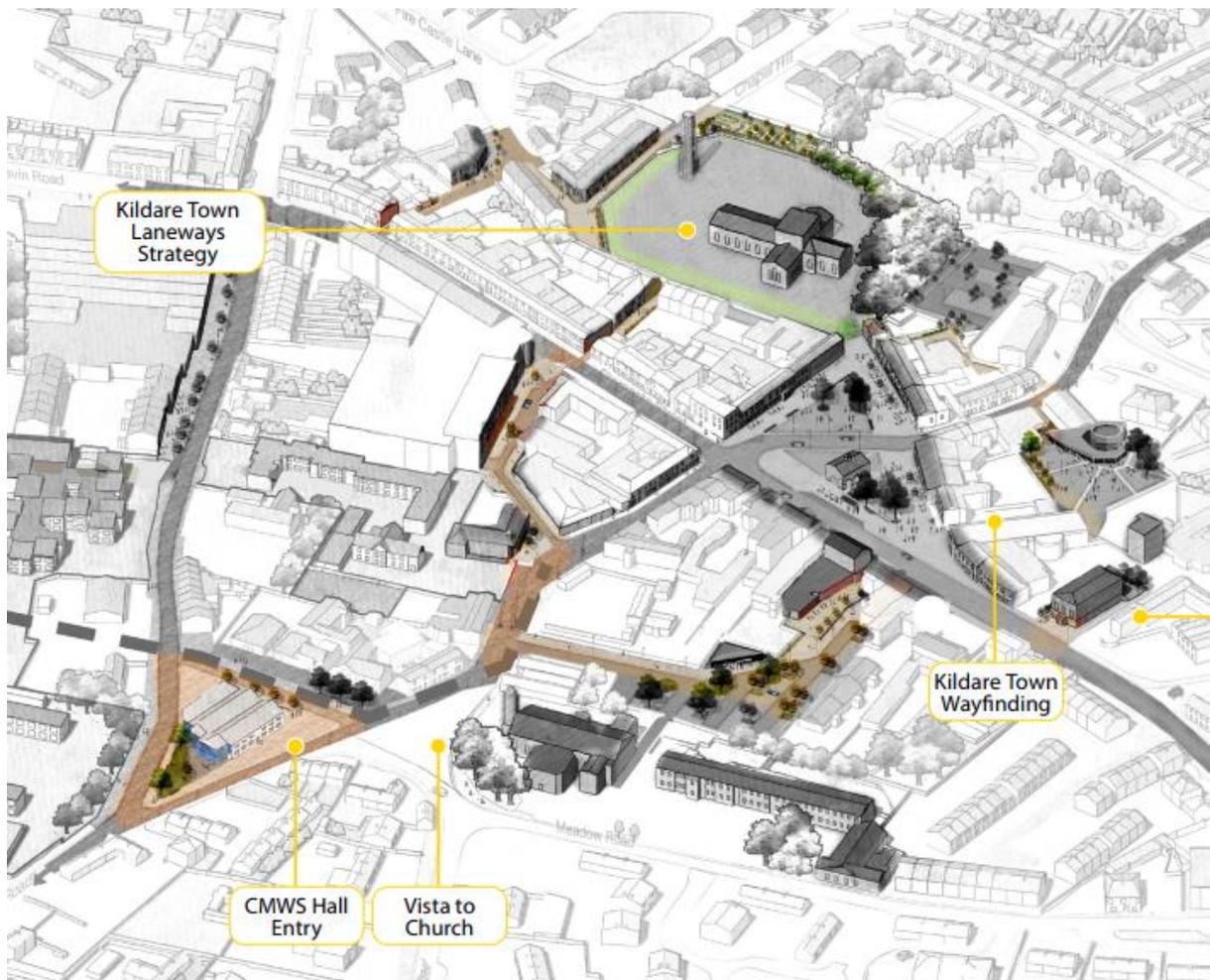
A Cycle and Pedestrian Enhancement project proposes a scheme of enhancements such as paving, street furniture, signage and lighting for the pedestrian and cycle network on primary, secondary and local streets to enhance their branding and usability. The feasibility of providing a bike hire scheme (Objective MTO 1.7, refers) to connect the Kildare Town Train Station, Market Square, Cherry Avenue Park, Kildare Tourist Outlet Village and the Irish National Stud and Japanese Gardens. Connections to historic sites will also be examined as part of the project.

4.3.4. Public Realm Enhancements

The Kildare Town Renewal Masterplan outlines four projects that would enhance the public realm of Kildare Town Centre as follows:

- **Gateways** - use of pavement markers to demarcate six historic gateways into Kildare Town at Bride Street, Claregate Street, Fire Castle Lane, Nugent Street, Dublin Street and Silken Thomas Accommodation. These would inform passers-by of Kildare Town's significant past at the gateways and also add to the town's cultural offering.
- **Laneway Strategy** – a common design strategy to revitalise the existing historical laneway network and provide a model for future laneway developments in Kildare Town.
- **CMWS Hall Entry** – a project to provide a public art piece on the façade of the CMWS Hall which would provide an attractive entrance to the south of Kildare.
- **Wayfinding** - a strategy for common branding and artwork integrated into the public realm to identify routes and locations of significance within the town, to promote their various cultural, retail and historic offerings.

Figure 4-5 Concept Impression of the Public Realm Enhancements



Source: Kildare Town Renewal Masterplan

4.3.5. Train Station Improvements

There are two elements to the Train Station Improvements project included in the Masterplan, which consist of the re-imagining of vacant land owned by Iarnród Éireann and improvements to the train station forecourt and Fair Green Road. In relation to the Iarnród Éireann vacant site the proposal is to devise a public realm strategy investigating the potential to open-up the site for parking and enable an access to the train station from the north of the tracks from Dunmurray Drive and Rathbride Road. This would activate an underused site to leverage parking needs, reduce congestion and improve accessibility. The proposed Strategy will also investigate other potential opportunities at the site.

Figure 4-6 Existing and Potential Routes to Train Station



Source: Kildare Town Renewal Masterplan

The project also incorporates public realm improvements to the train station forecourt in addition to the area between Fair Green Road and the station grounds. Envisaged improvements include the formalisation of car parking, the creation of a public plaza to provide for a formal entrance and public information boards, and additional entrances to improve public access to the station.

4.3.6. Old Town Courthouse and Water Tower Site Improvements

This project comprises of two elements for redevelopment. The Courthouse was constructed in 1829 positioned to the eastern end of Market Square, fronting onto Dublin Street, it comprises a three bay, two storey structure with a rectangular plan and single storey flat roofed porch on its front elevation. Currently the building is

used infrequently for one-off events. The Masterplan seeks the renovation and restoration of the Courthouse as a community building. The site could be developed as the Kildare Craft, Creativity and Design Hub (Objective EDO 1.4, and Objective EDO 2.5 refers).

The Water Tower site comprises of a free-standing cast-concrete water tower constructed in the latter half of the 1900s within the bawn²¹ of Kildare Castle. It was highlighted during the public consultation that it was the site of the old people's park on the castle lands, thereby the site has an important historical significance. The Masterplan proposes to enable access through Nugent's Street with the development of an entrance to the west of the site to continue a heritage loop around Market Square. Also proposed is the construction of a small unit to support the Heritage Centre at the base of the water tower and to introduce landscaping and lighting on the side wall of Silken Thomas to create a welcoming, safe and informative route up to the site.

Figure 4-7 Artist's Impression of the Re-use of the Water Tower



Source: Kildare Town Renewal Masterplan

4.4. Delivery Schedule

The Kildare Town Renewal Masterplan provides a delivery schedule (Table 4-1, refers) for the projects and rates the importance of the projects (five having the highest importance). The estimated delivery timescale for the projects is not a reflection of the importance attached to each project, but rather reflects the challenges involved for implementation particularly where reliance on participation from various stakeholders and securing of funds is required. It is envisaged (subject

²¹ A fortified enclosure around a castle.

to securing funding) that the delivery timeframe for the implementation of projects would be as follows:

• Short-term	Up to two years
• Medium-term	Two to four years
• Long-term	Five+ years

The asterisk in Table 4-1 relate to the following:

* *Delivered in conjunction with Market Square renewal.*

** *To follow public realm strategy guidelines.*

*** *Delivered in combination with Iarnród Éireann*

Table 4-1 Town Renewal Projects Delivery Schedule

Project Title	Delivery	Importance (Rated 1 – 5)
Market Square and Environs		
Market Square Public Realm Improvements	Short term	5
Nugent Street Car Park Upgrade	Short term *	3
Old Burgage Plots Development	Short to medium term *	4
Streetscape Regeneration	Short to medium term *	3
- Shraud Street Regeneration	Short term *	2
Active Travel		
Cycle and Pedestrian Network Enhancements	Short term **	3
Public Realm Enhancements		
Kildare Town Gateways	Medium term	4
Kildare Town Laneways Strategy	Short term **	3
CMWS Hall Entry	Short to medium term	5
Kildare Town Wayfinding	Short term	3

Train Station Improvements		
Iarnród Éireann Vacant Site Development	Short term **	5
Train Station Forecourt	Medium term	3
Fair Green Road Improvements	Medium term ***	
Pedestrian Link		
Link to Kildare Tourist Outlet Village	Medium term	4
Courthouse and Water Tower Improvements		
Old Town Courthouse Renovation	Medium term	2
Water Tower Site Improvements	Medium term	3

Town Renewal Objectives

It is an objective of the Council to:

TCO 2.1 Support and facilitate the implementation of the projects detailed in Table 4-1 (as per the Kildare Town Renewal Masterplan) as follows:

- Market Square and Environs Project
- Cycle and Pedestrian Network Enhancements Project
- Public Realm Enhancements Project
- Train Station Improvements Project
- Courthouse and Water Tower Improvements Project

Seek to secure financial support through potential future funding mechanisms in conjunction with other statutory agencies and relevant stakeholders, particularly through the Urban/Rural Regeneration and Development Fund (URDF/RRDF) to support the urban renewal of Kildare Town.

TCO 2.2 Collaborate with Irish Rail in relation to the development of the underutilised land to the north of the train station (identified as site B* on Map 11.1) to facilitate access to the station and the re-imagining of the lands.

- | | |
|----------------|---|
| TCO 2.3 | Continue to actively engage with the community, landowners, developers and other agencies to pursue resources for the enhancement, renewal and regeneration of Kildare Town Centre. |
| TCO 2.4 | Ensure that urban renewal works prioritise the enhancement of the streetscape and heritage assets of the town centre of Kildare, to sustain and improve its unique attraction for living, working, visiting and investment. |
| TCO 2.5 | Support and facilitate an extension to the Heritage Centre (Market House) as appropriate, to facilitate the development of additional office, retail, hospitality and performance space and the relocation of the existing ESB substation. Any future extension to the Heritage Centre would be subject to normal planning and design requirements. |
| TCO 2.6 | Support the completion of a public realm strategy for Kildare Town, as part of the implementation of the Town Renewal Masterplan. Such a Strategy shall incorporate a bespoke materials palette, including for pavement, signage and street furniture which will complement and enhance the natural and built environment of Kildare Town. |

5. Economic Development

5.1. Context

The COVID-19 pandemic fast-tracked many significant changes in the way businesses and individuals communicate and work. Technological and digital advances now allow multiple modes of working, which provide the opportunity to re-imagine how people work and how businesses are run. New work patterns of remote and hybrid working models allow for greater flexibility and ensure a better work-life balance; changing where and when people work. However, many day-to-day business interactions can be carried out virtually reducing the need for town centre activity. While technological and digital advances are reshaping our economic landscape, they also provide a great opportunity to adapt and develop the range of services that are essential for the growth of a purposeful town centre within this renewed economic landscape.

5.2. Employment Profile

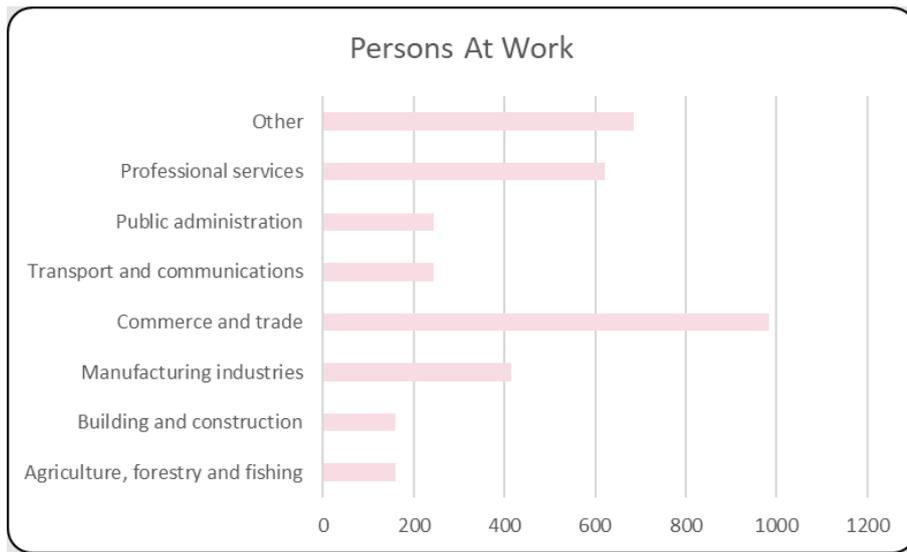
Census 2022 was conducted in April 2022, however employment data for the settlement was not available while this Plan was being prepared. Therefore, Census 2016 data is relied upon to establish the employment profile of the town. Census 2016 revealed that there are 3,520 people residing in the Kildare Town settlement²² who are classed as being 'At Work'. Of these workers, a total of 20% are employed in Kildare Town, 35% are employed elsewhere in the county of Kildare, 24% commute out of the county for employment and the remaining 20% are either mobile workers or have a blank or un-codable destination²³ (Section 7.1.2., refers), illustrates the locations people travel to). While it is noted that the majority of residents 'at work' leave the town, an additional 1,464 workers commute into Kildare Town for employment every day of which 23% commute from outside the county of Kildare from Laois Rural, Offaly Rural, Portarlington and Dublin City and Suburbs. This results in Kildare Town being a net exporter of workers of 1,354 jobs (i.e., outward commuters less inward commuters). Though the inflow of commuters is positive, any beneficial economic impacts of the inflow of employees can only be fully harnessed by ensuring that people who work in the town also use local businesses and amenities.

Census 2016 revealed that the total number of jobs with a fixed location in Kildare Town is 2,166. Figure 5-1 illustrates the type of occupations/industry that the residents of the Kildare Town settlement are employed in. Commerce and trade represent the highest portion of industries with 984 persons employed in that sector.

²² CSO defined settlement boundary as of Census 2016.

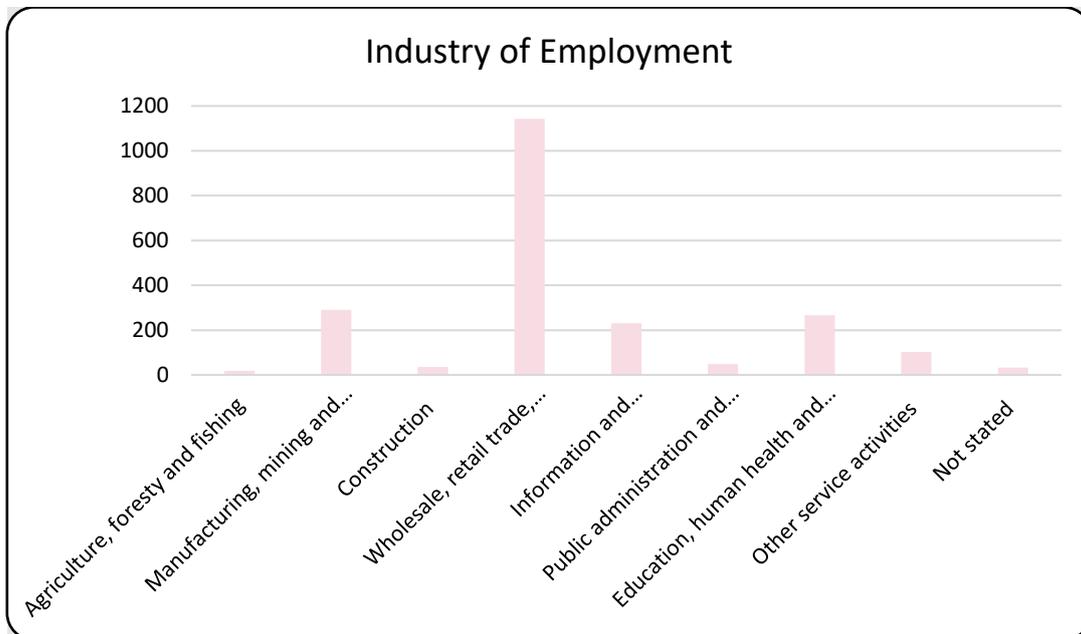
²³ Kildare Census 2016 Profile: Commuting. (LCDC and AIRO)

Figure 5-1 Persons at Work by Industry



As stated, there are 2,166 jobs in Kildare Town. Figure 5-2 portrays the types of industries associated with the jobs in the town. Wholesale, retail trade is the largest employing sector in the town. It can be assumed that the Kildare Outlet Village is a significant employer in the town. However, given that only 20% of residents work within the settlement Kildare Town functions as a commuter town as employment needs for the majority of residents are met outside the town.

Figure 5-2 Breakdown of Industries in Kildare Town



5.3. Economic Development Policy Context

The Economic Strategy for the County Development Plan has been informed by the Kildare 2025: Economic Development Strategy which prioritises eight key focus areas, which play to the strengths of the county and are considered critical to its

future economic success (Figure 5-3, refers). Furthermore, the County Development Plan identified sectoral opportunities across settlements in the county; tourism, bloodstock and manufacturing were identified for Kildare Town.

Figure 5-3 Focus Areas of Kildare 2025

The key focus areas are

- 01 Indigenous Industry / SMEs
- 02 Foreign Direct Investment (FDI)
- 03 Knowledge economy
- 04 Equine Industry
- 05 Agri food Sector
- 06 Sustainable Tourism, Hospitality & Leisure
- 07 Retail
- 08 Climate Action & Green Economy

The Kildare Hub Strategy 2022-2025 has identified a network of hubs throughout the county as part of the K-Hub Network. One is the Irish National Stud Equine Innovation Hub, which is a Research and Development Hub in the grounds of the National Stud. This hub focuses on the existing knowledge expertise in the area and is a key mechanism for supporting the equine sector. The Kildare Hub Strategy supports the future identification of additional hubs.

The Town Centre First policy approach also drives to enhance the viability and attractiveness of the town centre for economic development. This approach recognises the importance of the town centre for enabling economic development.

5.4. Kildare Town's Economic Development Strategy

The Plan aims to protect existing employment in the town and to create new employment opportunities to ensure long-term and sustainable growth. The Vision for Kildare Town seeks to harness the towns' existing strengths across equine, ecclesiastical, and retail assets as a key component in the future economic development of the town. For Kildare Town to become more self-sustaining, the town must aim to increase its job ratio (employment-to-population ratio), which provides a good indicator of the balance that exists between the location of the labour force and the location of jobs. Census 2016 demonstrated a job ratio of 0.615 for Kildare Town. The County Development Plan suggests that the job ratio for a settlement should not fall below 0.70. Table 5-1 illustrates that to reach a job ratio of 0.70, an additional 1,127 jobs are required for a population of 11,682 (by 2029).

Table 5-1 Job Ratio for Kildare Town

	2016	2029
Population	8,634	11,682 ²⁴
Resident Workers	3,520	4,763 ²⁵
Total Jobs	2,166 ²⁶	3,334 ²⁷
Job Ratio	0.615 ²⁸	0.70

Key to future economic development in Kildare Town is to build on the strategy of the existing asset-base. While all types of employment generation will be encouraged, there is a strong focus on promoting certain sectoral opportunities. Kildare Town must optimise its advantages, which include its rich history across the equine industry, its status as a retailing destination and as a tourism hub. It also has locational advantages such as immediate access to the M7 Motorway and is served by mainline rail services (Dublin to the West / South and Southwest).

The **Economic Development Strategy** will be achieved through:

- Providing the infrastructure and zoned land (ca. 63ha²⁹) necessary to attract economic development in line with population growth, informed by a Settlement Capacity Audit, which accommodates a variety of floorspace to ensure the town can increase its employment base.
- Urban renewal and consolidation of the town centre to realise regeneration opportunities and to make it adaptable to its changing role and function within the settlement in order to ensure it remains a vibrant, viable and attractive destination for commercial, civic, social and recreational activities within the town.
- Consolidating employment lands to ensure the development of employment clusters in appropriate locations with respect to strategic access, residential areas and sustainable transport.
- Supporting and facilitating all forms of employment generation subject to relevant environmental and planning considerations.
- Reducing the flow of vehicular traffic through the town centre to facilitate a more permeable, vibrant, appealing town centre.
- Developing Kildare Town as a national tourism hub by expanding and protecting the Kildare Town tourism product and by supporting appropriate tourism developments and spin-off enterprises.

²⁴ See Section 3.2. Future Population and Housing Targets.

²⁵ Represents a proportionate increase as a derivative of population growth (11,682/8,634*3,520)

²⁶ National Planning Framework (2018) - Appendix 2.

²⁷ Total jobs to 2029 (4,763*0.7 = 3,334).

²⁸ Total jobs/resident workers (2166/3520) = 0.615 under Census 2016.

²⁹ This excludes the land zoned for Strategic Reserve [Employment].

- Promoting and building on the St Brigid brand as a unique selling point for Kildare Town at international / national level.
- Develop a pedestrian link connecting the town centre to the Kildare Tourist Outlet Village to capitalise on the potential synergies.
- Fostering entrepreneurial activity by supporting opportunities for training, business start-ups and incubator hubs, particularly in the craft, design and creativity sector.
- Supporting the development of synergies between the town and the Equine Innovation Hub located in at the Irish National Stud.
- Encouraging the flexible re-use of the Former Magee Barracks through the provision of a mix of education, residential and community uses, featuring a high-quality public realm, open spaces and built environment.
- Continuing to develop Kildare Town as a Level 3, Town and Sub-County Centre (Key Service Centre) in accordance with the RSES and the County Retail Hierarchy, by consolidating the retail offer, improving the urban fabric and public realm of the town centre.
- Work with the Local Enterprise Office (LEO) in relation to the development of potential economic opportunities within the town.
- Creating opportunities for cultural, social, community and passive and active leisure activities that maximise the potential of the existing heritage and amenity areas through the delivery of projects in the Kildare Town Renewal Masterplan.

5.5. Locations for Economic Development

The zoning of lands for economic development has been informed by an infrastructural assessment which is published alongside this Plan as the Settlement Capacity Audit (SCA). The Audit is a comprehensive assessment of sites with the potential for development and ensures that all land zoned for development can be serviced during the lifetime of the Plan. It is essential that the zoning of land for employment uses shall be underpinned by an evidence-based rationale as per the Development Plan Guidelines (2022), Appendix B, refers.

A range of employment uses are generally 'permitted in principle' or 'open for consideration' across the range of land use zonings. This Plan seeks to guide economic development to appropriate locations, by identifying appropriately zoned land which takes cognisance of the requirements of different enterprises; so that opportunities can be exploited as they arise, and a range of choice provided to the investor.

Notwithstanding the Town Centre First approach there are many economic land uses that are not amenable to a town centre location for reasons relating to their size, nature of the activity or access / road network requirements. Therefore, the land use zonings are carefully considered to ensure that they are compatible with the wider area and take cognisance of ensuring the delivery of consolidated and compact settlement. It is considered that the Plan has zoned adequate land for enterprise to grow and develop to provide for the projected population. The designated areas for economic development are the Kildare Town Centre which includes the Core Retail

Area, Grey Abbey Road, Monasterevin Road, National Equine Innovation Centre and Cherryville Junction.

5.5.1. Town Centre and Core Retail Area

One of the Strategic Development Principles of the Plan is to ensure a vibrant town centre. The town centre is predominantly centred on Market Square and to the west along Claregate Street to Malone's Lane. The southern side of Claregate Street includes a single mixed-use building with retail, residential, community and commercial uses, extending from Bangup Lane almost as far as Cleamore Road. To the east of Market Square is Dublin Street which includes several commercial, social/community and residential uses, including Leinster Square (a new residential infill development). The Courthouse Building occupies a prime site at this location and is a potential site for the Kildare Craft, Creativity and Design Hub (Section 4.3.6, refers). The town centre running north/south is intersected by the main arterial route, Bride Street. It offers a range of services such as convenience and comparison shops, pharmacies, public houses, financial institutions, offices and betting offices. Stepping back from the main arterial routes are a number of substantial backland sites (Section 4.3.1. Burgage Plot Development refers), which offer significant development potential.

The Core Retail Area (Map 5.1, refers) forms a central part of the overall town centre land use zoning. This is the preferred area for retailing to ensure the vibrancy and vitality of the town centre. However, in recognition of the on-going changes to retailing formats, the consolidation of the footprint of the town centre will be encouraged to include a range of alternative uses and functions including those related to tourism, enterprise, hospitality, live/work units, residential, remote working hubs, retail and retail services. Retailing is discussed in further detail under Section 5.7.

The old Chilling Factory site presents as an opportunity site close to the Core Retail Area. The site is located at the junction of Bride Street and Bangup Lane, represents an important opportunity to develop and consolidate Kildare Town Centre by extending commercial and retail activities to the south. In terms of urban design, a regeneration of this site provides the opportunity to use its 'edge of centre' location to act as a highly legible 'entry point' to the town centre. The design framework (Figure 5-4, overleaf) envisages a perimeter style development that will provide for active frontages and maintain a strong urban edge. Crucially, the existing ground floor masonry frontage along Bride Street, featuring the words 'Kildare Chilling Co. Ltd' should be retained and incorporated into the new built form. While overall it is envisaged that the development will have a medium intensity, the framework does provide for a taller element of built form, located at the lowest elevation of the site, both to break-up the mass and to provide more interest in the urban environment. However, any development proposal must demonstrate how the design takes into consideration potential impacts on the protected view of the Cathedral from Bride Street / Meadow Road (Map 8.3, refers). Any application for the lands which includes the old Chilling Factory site itself shall be accompanied by an Architectural Heritage Impact Assessment (AHIA).

Figure 5-4 Design Framework for Old Chilling Site



Key

New built form		Landscaped central courtyard	
New built form (higher)		Retained ground floor frontage	
Corner treatment feature		Potential access to underground car park	

5.5.2. Grey Abbey Road

A significant land bank (ca. 27 hectares) has been zoned for Industry and Warehousing to the south of the motorway located at Grey Abbey Road. The lands in the immediate vicinity of the national road network represents a unique opportunity for Kildare Town as a site for manufacturing, transport and storage industries. There is also potential for synergy between the subject lands and the potential for an inland port/dry port at Cherryville Junction, as per Objective RE O46 of the County Development Plan. Key to the development of the land would be a Traffic and Transport Assessment particularly focusing on minimising impact on the motorway network by protecting the safety, carrying capacity and efficiency of the network, in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012).

5.5.3. Monasterevin Road

Two land parcels located north and south of the Monasterevin Road have been identified for Enterprise and Employment land uses. The area extends to ca. 34 ha.

There are road objectives, including footpath and cycle lanes, which traverse the sites to link the R415 Rathbride Road to the R445 Monasterevin Road which will improve the connectivity of the site, in addition to the Northern Link Street connecting the Monasterevin Road to the R415 Bride Street. Along the eastern boundary of the site is an existing commercial building which was previously occupied by Modus Link. The subject lands are zoned for Enterprise and Employment uses, which has the potential to accommodate a wide range of businesses such as light industry, offices, research and development. 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, as per the provisions of the County Development Plan. The Surface Water Study has indicated that a portion of the site to the south would be suitable for a Surface Water Management Area.

5.5.4. National Equine Innovation Centre at The Irish National Stud



Kildare 2025 and, in turn, the County Development Plan places particular emphasis on the equine sector as a key focus area for growth across the county. Kildare Town features strongly with regard County Kildare's reputation with the equine industry with both the Irish National Stud, the Racing Academy and Centre of Education (RACE), its proximity to the Curragh Racecourse and its central location within the 'Thoroughbred County'. The National Equine Innovation Centre is a Research and Development Hub in the grounds of the Irish National Stud. The hub has been established by Kildare County Council's Local Enterprise Office to promote innovation in the equine sector, by

supporting entrepreneurial businesses in the field and fast-tracking the commercialisation of equine research of national and international significance.

5.5.5. Cherryville Junction

Cherryville Junction has been identified in the County Development Plan as a location for an inland port given its strategic location on the junction of the Cork / Limerick and Waterford railway routes. An inland port or dry port is a transport facility which requires good access for the distribution of goods. This site is strategically located on the rail network and proximate to the national motorway network. While this site is located outside of the Plan boundary, it is important to recognise the positive impact on the town and for the possibility of spin-off industries.

Economic Development Objectives

It is an objective of the Council to:

- EDO 1.1** Facilitate sustainable economic development and employment growth in Kildare Town in accordance with its designation as a Self-Sustaining Growth Town while adhering to the overall Economic Development Strategy of this Plan.

EDO 1.2	Actively encourage the appropriate redevelopment of brownfield sites and re-use of disused buildings for enterprise and employment creation on town centre lands.
EDO 1.3	Support the expansion of the National Equine Innovation Centre as industry needs arise and proposals for future hubs, incubation units and co-working spaces in the town centre, particularly where they reuse dormant buildings/sites to stimulate urban renewal and decarbonisation, and where possible integrated with other key community facilities / services in order to share resources. Future development of hubs shall be in accordance with the Locations Assessment Model as detailed in the Kildare 2025 Economic Strategy and consultation with the Kildare Local Enterprise Office shall be carried out.
EDO 1.4	Support the provision of a Craft, Creativity and Design Hub within Kildare Town Centre through Kildare County Council's Economic Development Office.
EDO 1.5	Promote Enterprise and Employment development north and south of the R445 Monasterevin Road focusing on light industry, offices, research and development, within a high-quality business park development supported by the connectivity links detailed on Maps 7.12, 7.2 and 7.5. The development of the lands requires a detailed design statement which also provides for a clearly defined access arrangement and a sustainable transport network which provides accessibility and permeability by active travel and public transport to be developed in consultation with the National Transport Authority and the Traffic Infrastructure Ireland (where appropriate). Any development proposal shall have regard to the Spatial Planning and National Road Guidelines (or any subsequent Guidelines) and also be subject to a Traffic and Transport Assessment to ensure there are no negative impacts on the local and national road network.
EDO 1.6	Facilitate the development of Industry and Warehousing on the lands south of the motorway at Grey Abbey Road for manufacturing, warehousing, distribution, logistics and other uses associated with the transport industry. Any development proposal shall have regard to the Spatial Planning and National Road Guidelines (or any subsequent Guidelines) and also be subject to a Traffic and Transport Assessment to ensure there are no negative impacts on the local and national road network.
EDO 1.7	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 public transport and active travel routes, as

	a means of enlivening streets and to provide flexible accommodation for small businesses and remote working opportunities.
EDO 1.8	Incentivise employment creation on lands zoned ‘A: Town Centre’ as a key driver of regeneration, through the application of the Commercial Incentive Grant Scheme (2022) or any successor to same.
EDO 1.9	Ensure that the employment lands zoned in Kildare Town are kept free from inappropriate development that would prejudice the long-term use of the land use zoning objective, except where exceptional circumstances arise for temporary periods.
EDO 1.10	Support the examination of the feasibility of Cherryville Junction and Kildare Town to become a transport hub and distribution centre, by maximising its strategic location at the intersection of key national road and rail networks in collaboration with key relevant stakeholders such as Transport Infrastructure Ireland, Irish Rail and the National Transport Authority and subject to ensuring the protection of the carrying capacity of the national road network and the associated junctions and local transport networks.

5.6. Tourism

Kildare Town has an opportunity to capitalise on tourism as a key pillar for economic growth, through the exploitation of the town’s unique religious heritage, equine, retailing and recreational assets. One of the Strategic Development Principles of the Plan is enhancing Kildare Town as a tourist destination in support of the Vision.

Kildare is one of the oldest settlements in Ireland in which St Brigid’s Cathedral and Round Tower occupy a central location on a site that was believed to be the original early Christian foundation and church of St Brigid (480 A.D.)³⁰. The town features three Abbeys of great historical importance founded in the thirteenth century: the White Abbey, the Grey Abbey and the Black Abbey. The town benefits from many internationally known recreational assets such as the Irish National Stud and the Japanese Gardens, the Curragh Plains and the Curragh Racecourse – home to the Irish Derby, originating in 1866. Further enhancing the mix of attractions in the town is the Kildare Tourist Outlet Village which forms part of the Bicester Collection of luxury shopping destinations across Europe and China, and as of early 2023, it is the only outlet in Ireland. There is significant potential to expand on the unique selling points of the town in order to drive economic growth and for this reason the town has been recognised as a National Tourism Hub within the County Development Plan.

³⁰ <https://www.kildare.ie/heritage/details.asp?GCID=140>

The Kildare Town Tourist Office and Heritage Centre has received significant investment for an immersive virtual reality experience which details the rich heritage, mythology, folklore and history of ancient Kildare. Visitors also learn about the history of Kildare’s medieval sites including St Brigid’s Cathedral and Round Tower and the ancient Fire Temple, adding to the town’s overall tourism product.

The Fáilte Ireland Annual Visitor Attraction Survey gives an overview of visitor numbers across a range of attractions. Only attractions that have participated in the Fáilte Ireland’s Survey have data available, which extend to nine attractions across County Kildare. Kildare Town is the only settlement that has two attractions which take part in the survey. Figure 5-5 illustrate the visitor numbers to the Kildare Town Heritage Centre and the Irish National Stud and Japanese Gardens.

Figure 5-5 Fáilte Ireland Visitor Numbers



The Irish National Stud and Japanese Gardens is the second most popular attraction (of those participating in the survey) in County Kildare in 2019, behind Castletown House in Celbridge. The survey³¹ also revealed the share between domestic and international visitors which illustrates that Kildare Town has a high percentage of international visitors (Figure 5-6, refers).

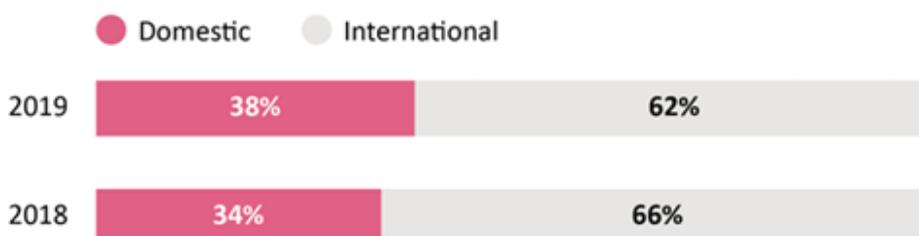
³¹ Data is only available for 2018 for the Irish National Stud and Japanese Gardens.

Figure 5-6 Domestic and International Visitors

Irish National Stud and Japanese Gardens



Kildare Town Heritage Centre



Fáilte Ireland’s Accommodation Supply Dashboard provides a snapshot of registered and appropriate properties (March 2022). Table 5-2 details the total accommodation provision within the town of Kildare at that time.

Table 5-2 Accommodation Supply 2022

Accommodation Type	Properties	Rooms/Units	Bed Space ³²
Bed and Breakfast	1	3	6
Hotel	1	21	40
Welcome Standard ³³	2	43	88
Total	4	67	134

Source: Fáilte Ireland

The provision of additional accommodation capacity within Kildare Town has the potential to boost economic growth by enabling a larger number of visitors to stay and spend, moving away from Kildare being a day trip destination and increasing footfall across the town for longer periods. The zoning matrix as detailed in Chapter

³² A bed space accommodates one person. A single bed counts as one bed space, a double bed as two.

³³ Welcome Standard is the new name for the Short-Term Tourism Accommodation Rental (STTAR). The properties include Silken Thomas Accommodation and Firecastle Lane.

11 provides for hotel accommodation across a range of land use zonings to increase the number of bed nights.

5.6.1. Tourism Development Spatial Strategy

Kildare Town has a strong tourism product with many opportunities to differentiate itself as a tourist destination by enhancing the existing tourism offer and visitor experience. A collaborative approach across each sectoral activity has the ability to increase the growth in expenditure across each sector. While the Council is fully supportive of the development of tourism as a key focus area of economic growth, it also recognises that there is a need to protect and manage the town's tourism assets to ensure their long-term sustainability and ensure that new tourism developments respect, respond and enhance their physical setting, environmental quality and local community. Therefore, the Plan will facilitate further development of Kildare Town's tourism industry in a sustainable manner in appropriate locations, at a scale which ensures that the towns' unique heritage assets, which form the basis of the industry, are not diminished in the long term.

5.6.1.1. Religious Tourism

Kildare Town has a rich religious heritage associated with St Brigid which is central to the town's unique selling point. St Brigid's Cathedral, St Brigid's Well and Solas Bhríde are all tourist destinations, attracting many international visitors annually. 'Brigid 1500' is a programme of national and international events and initiatives to celebrate and commemorate St Brigid. In Kildare Town there is an opportunity to further capitalise on the promotion of its religious heritage through the interpretation and the fostering of greater public awareness of this tourism asset.

5.6.1.2. Equine Tourism

Fáilte Ireland recognises Kildare as the geographic heart of Ireland's thoroughbred story, which forms a key component of the Thoroughbred Country: Destination Experience Development Plan alongside Fethard and Coolmore in Tipperary. The Experience Plan focuses on the development of a destination cluster with a specialisation focus on the thoroughbred experience theme to increase the economic benefit of equine tourism. Kildare Town is a pivotal town at the centre of 'the story' being home to both the Irish National Stud and the Racing Academy and Centre of Education (R.A.C.E.), and in close proximity to the Curragh Racecourse, ideally placing it as the key access point to the experience. The Experience Plan focuses on several catalyst projects as follows:

- International Thoroughbred Trail (ITT).
- Irish National Stud Experience.
- Development of a R.A.C.E.³⁴ visitor experience including farriery experience at the Irish Farriery School.
- Development of Kildare Town as a key destination hub facilitating the growth of the thoroughbred trail, visitor services and supporting experiences.

³⁴ R.A.C.E Racing Academy and Centre of Education.

Enhancing the visitor experience of the Irish National Stud is a key strategic pillar of the Experience Plan to which €3.2 million has been invested into a racehorse simulation attraction. Fáilte Ireland provided €2m of the funding for the development of the project, which is now in operation.

5.6.1.3. Retail Tourism

Kildare Town has become a national and international shopping destination because of the specialist retail trade that the Kildare Tourist Outlet Village provides. As noted previously, the Kildare Tourist Outlet Village attracts approximately 4 million people per year³⁵. The town is also home to a thriving arts and crafts industry, including the renowned Irish designer of the De Bruir collection specialising in exclusively made leather and wooden goods, made and sold from their base in the town and the recently opened Sult Gallery selling local and Irish art and crafts. Kildare Town has the ability to further develop a niche retail offering by tapping into the tourism potential of retail tourism, where a traveller's reason for visiting a destination is influenced for the sole purpose of purchasing goods. Furthermore, retailers located in tourist centres can serve a different type of consumer than everyday buyers. Further development and marketing of niche retailing in conjunction with the enhancement of the public realm with strengthened connections to Kildare Tourist Outlet Village will strengthen Kildare's unique selling point.

5.6.1.4. Food Tourism

Kildare Town is ideally placed to tap into the growing popularity of food tourism in County Kildare which is supported by County Kildare Fáilte under the 'Foodscape' Initiative. The Kildare Food, Beverage and Hospitality Strategy 2021-2023 states that the potential for food tourism to be linked to recreation, natural environment and leisure amenities, where an area's hospitality and food/gastro tourism sector can be the very foundation of an excellent visitor experience. There are a number of award-winning restaurants located in the town, including Harte's of Kildare in Market Square, which was recently awarded The Irish Restaurant Awards 2022, Best Gastro Pub in the county. A relatively recent addition to Market Square is the Firecastle grocer which sells produce from local artisan food producers in conjunction with a deli, boutique accommodation, cookery school and café. Kildare has a significant food, beverage and accommodation offering and through targeted marketing along with the existing and planned enhancement of the public realm, this aspect of Kildare Town tourism will continue to thrive and expand.

5.6.1.5. Military Tourism

The Curragh Camp has longstanding military heritage. It is currently home to the Defence Force Training, United Nations School and the Military College. The Curragh Museum located at the Curragh Camp (6.4 km from the Kildare Heritage Centre) tells the history associated with the area's military past. Kildare Town has the potential to attract those with an interest in military sites to further expand on its tourism product.

³⁵ <https://www.independent.ie/business/irish/visitor-numbers-surge-at-kildare-village-following-50m-expansion-35189746.html>

Tourism Objectives

It is an objective of the Council:

- EDO 2.1** Encourage the development of new or the upgrading / extension of tourism activities/facilities including supporting infrastructure (such as cycle/bus/car parking and public toilets), in particular those related to religious tourism, equine tourism, retail tourism, food tourism and military tourism within Kildare Town, that respect, respond and enhance their physical location, environmental quality and community setting.
- EDO 2.2** Facilitate the provision of bespoke bilingual (Irish and English) signage and interpretation for tourism facilities and tourist attractions throughout the town, ensuring signage is located to facilitate cross-sector promotion between tourist sites.
- EDO 2.3** Encourage and support the development of the equine tourism sector in conjunction with Fáilte Ireland through the delivery of projects identified in the Thoroughbred Country: Destination Experience Development Plan, such as the:
- (a) Enhancement of the visitor experience at the Irish National Stud.
 - (b) Creation of a walking trail / greenway from Kildare Town to the Curragh, as part of the International Thoroughbred Trail.
 - (c) Development of the Racing Academy Centre of Education (R.A.C.E.) visitor experience including farriery experiences at the Irish Farriery School.
 - (d) Feasibility of the Kildare Heritage Centre becoming a key orientation hub for the International Thoroughbred Trail supported by an enhanced visitor experience.
 - (e) Creation of festivals / events related to equine tourism.
- EDO 2.4** Support and promote the inclusion of eateries in Kildare Town as part of a food tourism experiential trail for the county.
- EDO 2.5** Investigate the re-use of the courthouse building on Dublin Street for a Craft, Creativity and Design Hub or for a mix of cultural, community, leisure and/or tourism uses in conjunction with its use as the Racing Legends Museum.
- EDO 2.6** Facilitate and support the diversification of lands zoned S: Equine Industry for development and expansion of equine tourism at the Racing Academy and Centre of Education.

EDO 2.7 Facilitate the provision of a range of additional tourist accommodation types in Kildare Town Centre, and support the implementation of a Pilot Project, led by local businesses through a co-operative of landowners, to reactivate vacant properties in the town centre for the use of over-night tourist accommodation supported by the Local Enterprise Office.

EDO 2.8 Support and promote eco-tourism facilities to foster greater appreciation for the natural environment of Kildare Town.

5.7. Retailing

Nationally the growth in the popularity of on-line retailing has led to increasing challenges for traditional bricks-and-mortar stores, which contributes to decreased footfall across town centres. The Town Centre First Policy (2022) refers to the shift away from in-store retailing toward more ‘experience-led’ retailing that includes a blend of retail services (including food and drink), leisure, entertainment, and cultural uses. Notwithstanding, retailing is an important source of employment in Kildare Town. The town centre has a strong number of independent retailers situated within an attractive and walkable shopping environment. With respect to convenience retailing, Tesco, Aldi and Lidl occupy sites in proximity to the town centre. There is a low representation of national and international multiples comparison retailers outside of the Kildare Tourist Outlet Village (KTOV). This is not surprising given its proximity to Newbridge which has a number of comparison-shopping multiples located on the Main Street and in the Whitewater Shopping Centre.

The Kildare Tourist Outlet Village provides a niche retailing model known as an outlet centre. The Retail Planning Guidelines (2012) describe outlet centres as groups of retail units focusing on fashion and accessories which are generally associated with designer groups. They specialise in selling surplus stock and end-of-line goods at discounted prices. The Guidelines state outlet centres within or immediately adjacent to a town centre can generate commercial synergies, thereby raising the profile of the centre and enhancing aggregate turnover on retail goods and leisure activities. It is considered that the provision of a convenient, visible linkage between the town centre to the KTOV (Section 4.3.2, refers) would enhance interactions between the two, thereby providing the opportunity for Kildare Town to expand its retail reputation by offering niche retailing within the town centre supported by retail, retail services and hospitality enterprises.

The County Retail Hierarchy identifies Kildare Town as a Level 3 centre, in accordance with the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Regional Authority. These are key service centres with large scale convenience and middle order comparison, not excluding higher order comparison particularly related to the tourism sector. The Core Retail Area (Map 5.1, refers) for the town has been designated in the County Development Plan and forms part of the A: Town Centre land use zoning. The Core Retail Area denotes the boundary of the core shopping area which is primarily devoted to shopping and includes both primary

and secondary retail streets. The boundary of the Core Retail Area is used to distinguish between the centre and edge-of-centre in the context of a Retail Sequential Test, as provided in the Retail Planning Guidelines for Planning Authorities (DECLG, 2012).

The fundamental aim of retail planning policy is to protect and develop the vitality and vibrancy of the Core Retail Area. However, it is important to recognise that changes in retail practices have impacted the Core Retail Area as priority areas for retailing. Therefore, in order to ensure that the vitality and vibrancy of these areas are maintained, allowing other uses in lieu of retail such as residential, remote working hubs, art galleries and uses across the hospitality sector, will ensure that footfall is held therein.

The Kildare Tourist Outlet Village has been developed across three phases, within different land use zonings. This Plan has introduced a specific zoning for Retail Outlet Centre in recognition of the unique characteristics of outlet centre retailing which are specific to the Kildare Town Local Area Plan (Section 11.3., refers).

5.7.1. 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) state that the distance of such sites is generally not more than 300 - 400 metres from the core retail area. Kildare Town has a number of potential regeneration sites located at edge-of-centre locations, that could provide additional retail provision alongside other uses of cultural, residential and amenity improvements (Section 5.5.1, refers).

5.7.2. Neighbourhood Centres

The Retail Planning Guidelines (2012) 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. There is one existing neighbourhood centre on Melitta Road. The Plan has zoned (Map 11.1, refers) 0.5ha off the Southgreen Road to provide for regular convenience and lower order comparison shopping and retail services for the needs of surrounding communities, particularly having regard to the implementation of the 10-minute settlement concept as enshrined in the County Development Plan (Chapter 6, also refers).

Retailing Objectives

It is an objective of the Council to:

- EDO 3.1** Protect and promote the vitality and viability of the Core Retail Area of Kildare Town as illustrated on Map 5.1 as the primary location for retail development, through the application of a sequential approach to retail development, in accordance with the Retail Planning Guidelines for Planning Authorities (DECLG, 2012) or any subsequent guidelines.
- EDO 3.2** Encourage the retention of the retail function of ground floor uses within the Core Retail Area identified on Map 5.1 and carefully consider development which would individually or cumulatively undermine the primary use of the Core Retail Area for retail purposes taking cognisance of the need to address vacancy and the move towards ‘experience-led’ retailing.
- EDO 3.3** Support and facilitate the development of retail, retail services, independent retailers, and niche retailing in the town centre area, through the development of infill sites and the redevelopment/renewal of under-utilised sites and buildings, at an appropriate scale, with universal access and design.
- EDO 3.4** Encourage retail development that respects the character of its surroundings by ensuring new shopfront and signage design contributes positively to Kildare Town’s Architectural Conservation Area (ACA), as per the contents of the Kildare Town ACA Statement of Character and which demonstrate the potential for a flexible and innovative approach to retail formats and other uses.
- EDO 3.5** Support the continued development of a high quality ‘market’ within the town.
- EDO 3.6** Protect and support the continued operation of the Kildare Tourist Outlet Village in accordance with the definition of outlet centres as detailed in the Retail Planning Guidelines (2012) (or any subsequent guidelines).
- EDO 3.7** Ensure the scale of retail development within neighbourhood centres shall reflect the size of the localised catchment population within the neighbourhood it is intended to serve.
- EDO 3.8** Encourage the upkeep of retail properties within Kildare Town through the application of the Kildare County Council’s Shopfront

Improvement, Accessibility and Age Friendly Grant Scheme or any successor of same.

EDO 3.9

Restrict the development of standalone coffee / fast food kiosks having regard to impacts on the amenity and character of the area, traffic, clustering of similar uses and impact on the primacy of the town centre.

6. Homes and Communities

6.1. Context

The building of sustainable communities requires the provision of high quality, diverse community and social infrastructure for all ages and abilities in appropriate locations in tandem with housing. Essential to the principle of a sustainable community is the concept of a 10-minute settlement, which seeks to have all community facilities and services accessible within a 10-minute walk or cycle from homes, or secondarily ensure such needs are accessible by public transport, as per the provisions of the Kildare County Development Plan and Section 8.3 of the Regional Spatial and Economic Strategy 2019-2031. Essentially, this concept will reduce the overall need to travel while also allowing for sustainable transport options to become realistic and convenient alternatives to the car for short trips, therefore reducing carbon emissions.

In achieving such an aim, the town faces many challenges; its urban form is sprawling and low density in nature, active travel infrastructure is insufficient, residential estates are self-contained and car dependent in design. Accordingly, the realisation of healthy placemaking to achieve sustainable communities will require sustained measures and targeted investment over the long term. In this regard, the Plan highlights the key obstacles and the specific deficiencies in social infrastructure which hamper the development of sustainable communities and outlines a range of objectives to address these issues over the life of the Plan and beyond.

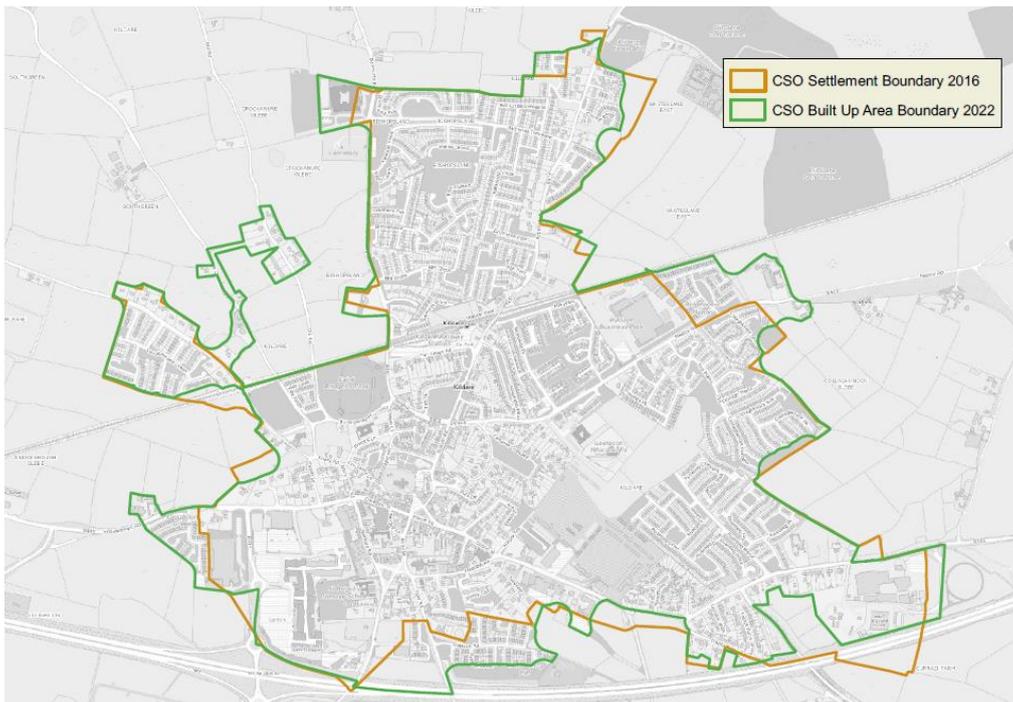
6.2. Demographic Profile

Demography is the study of human population with respect to size, composition, spatial distribution, and how such alter over time. It plays a pivotal role in the preparation of any land use plan.

6.2.1. Population

Under Census 2022 the defined Built-Up Area (BUA) had a population of 10,302 persons, whereas the settlement boundary from Census 2016 had a population of 8,634. The BUA is a new statistical geography introduced replacing the previous 'settlement boundary', therefore direct comparison cannot be made. As small area statistics under Census 2022 are not currently available (at the time of writing), the Census 2016 settlement boundary will form the basis for the analysis in the sections below and where available Census 2022 data will be included.

Figure 6-1 Census 2022 and Census 2016 Boundaries



6.2.2. Age Profile

The age profile of the settlement of Kildare Town has a significantly younger population than the rest of the state with 32.66% of its population under 19. This is five percentage points greater than the State (2016), while Kildare Town’s older population (65+) accounts for nearly 8% of its population. This indicates that the need for childcare and school places are greater than average in Kildare Town.

Table 6-1 Population Profile Census 2016

Age Group	Population 2016	Kildare Town Population 2016 %	National Population 2016 %	National Population 2022 %
0-4	691	8.0	6.96	5.74
5-14	1524	17.65	14.18	13.92
15-19	605	7.00	6.36	6.56
20-64	5131	59.43	59.11	58.7
65+	683	7.90	13.39	15.76

6.2.3. Housing Stock

Census 2016 recorded a total of 2,959 households (3,158 units) within the settlement of Kildare Town. The majority of this housing stock consisted of houses/bungalows (85%), while only 14% consisted of apartments. A substantial percentage of this housing had five or more bedrooms (62%). The housing stock is generally located to the east of the town and north of the rail line, between the R401 (Dunmurry Road) and the R415 (Rathbride Road). In more recent years, residential development has occurred along Green Road, north of the rail line and along Tully Road, south of the town centre. The CSO Database³⁶ on housing completions have recorded 195 new housing units constructed within the 2016 CSO defined settlement boundary of Kildare Town between 2017 and 2022.

6.2.4. Household Size

In 2016, 41% of households in Kildare Town were made up of couples with children. This is higher than the national level (37%) for this household composition category. In contrast Kildare Town household composition of one person households is 20.5% which is less than the national level (23.5%) for this household category.

6.2.5. Housing Tenure

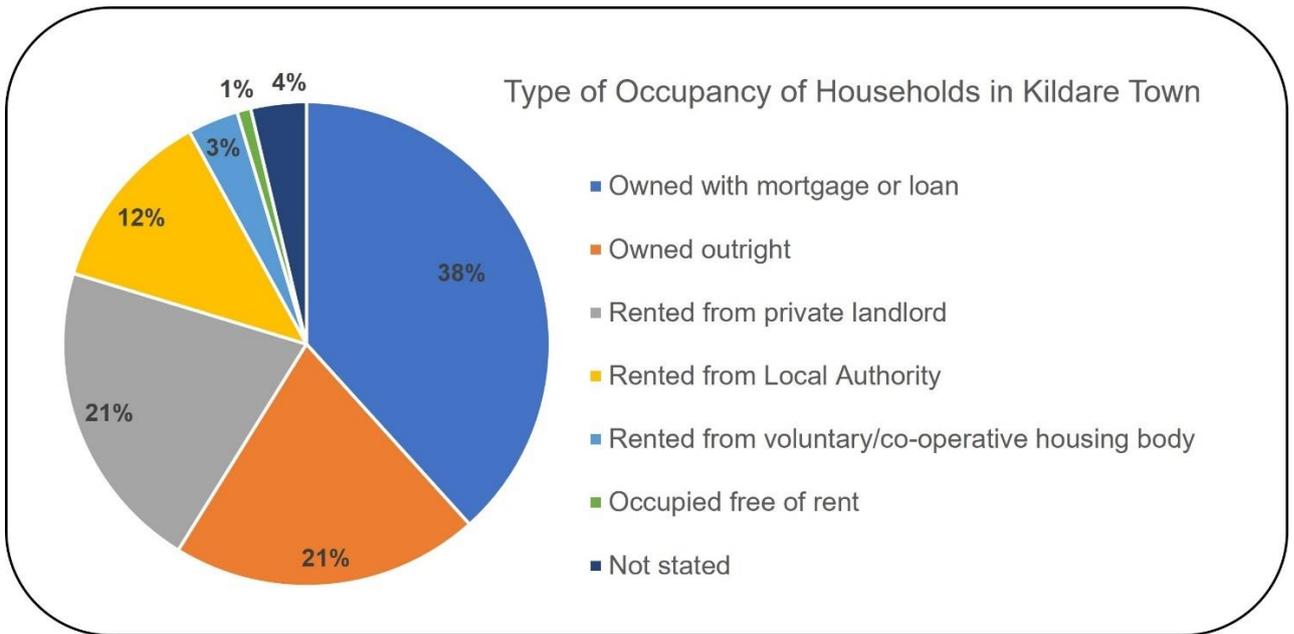
Census 2016 records shows that 59% of the population within the settlement of Kildare Town are owner occupiers, this is lower than both the county rate (72% in 2016 and 71.34% in 2022) and the national average (67.6% in 2016 and 65.9% in 2022). Other housing tenures are 21% privately rented and socially rented 15%. The number of residents renting is proportionally higher in the settlement of Kildare Town at 33% when compared to the county (24.3% in 2016 and 23.6% in 2022) and nationally (27.6% in 2016 and 27.9% in 2022).

The type of occupancy within the socially rented sector comprises of local authority properties (12%) and voluntary/co-operative housing body properties (3%). This is illustrated in the pie chart titled Figure 6-2 overleaf.

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<https://data.cso.ie/table/NDA06>

Figure 6-1 Housing Tenure Kildare Town



6.2.6. Educational Attainment

Census 2016 records indicate that 12% of the population in the settlement of Kildare Town leave school with either no formal education or just primary school education. This is in line with county and national standards (Table 6-2, refers). However, it is notable that the percentage of the population within the settlement which obtain a third level degree is below the county and national standards.

Table 6-2 Educational Attainment

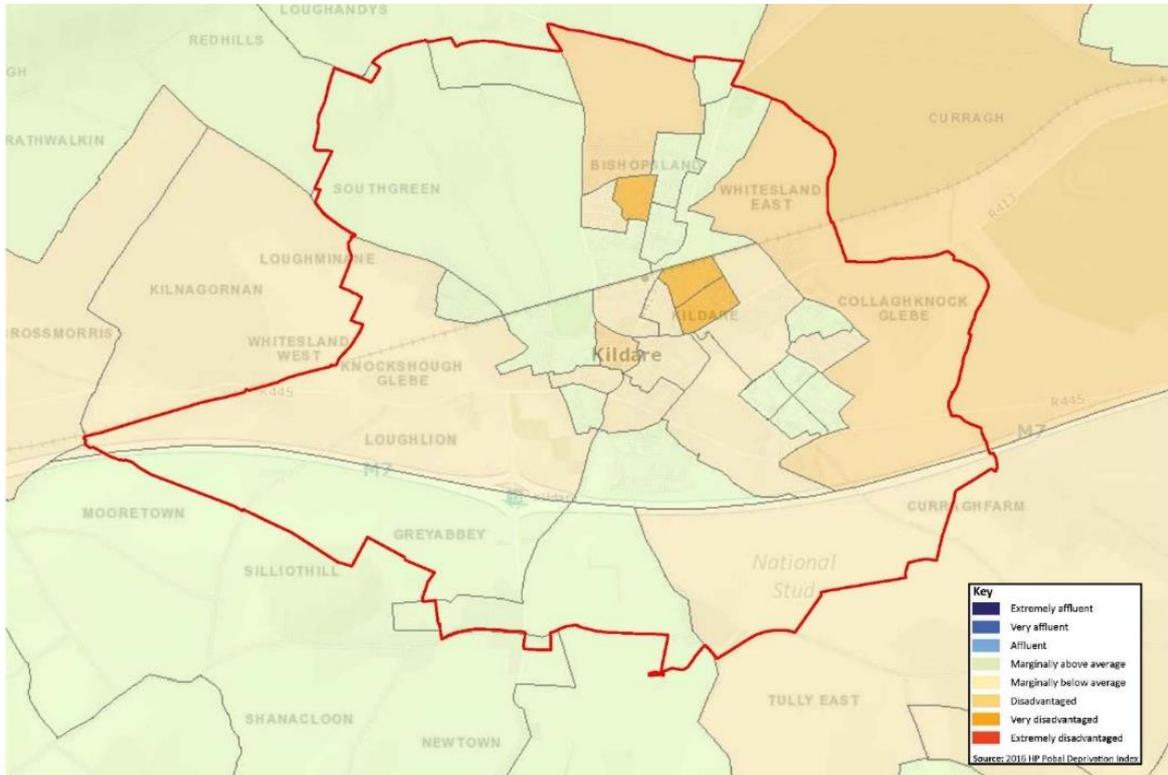
	No Formal Education / Primary Education	Secondary Education	Technical / Apprentice / Certificate	All Third Level
Kildare Town	12%	41%	19%	18.9%
County Kildare 2016	10%	33.3%	15.6%	36.3%
State 2016	12.5%	33%	14.7%	33.4%
State 2022	8%	26%	15%	28%

Source: Census 2016 Small Area Population Statistics and Census 2022

6.2.7. Social Deprivation

The Pobal Trutz Haase and Jonathan Pratschke (HP) Deprivation Index for 2016 recorded that County Kildare as a whole is the fifth most affluent local authority in the country (out of 34 local authorities). It is notable however that no Small Areas within Kildare Town are identified as affluent.

Figure 6-2 Pobal HP Deprivation Map (2016)



Source: 2016 Pobal HP Deprivation Map (Plan boundary added)

6.3. Residential Development: Capacity and Delivery

There are a significant number of extant (live) planning permissions that may be delivered during the lifetime of the Plan which will address the Core Strategy allocation and the additional provision (in respect of unmet demand social housing demand) for Kildare Town (Section 3.4, refers). One such application is Phase 1 of the redevelopment of the Former Magee Barracks site, which has permission for 375 units under a Strategic Housing Development (SHD) permission granted by An Bord Pleanála. Given the significance of this prominent brownfield site, within the established urban form, with the potential to unlock congestion in the town centre, the site has been designated as a Settlement Consolidation Site. An Urban Design Framework has been prepared in this regard to guide the successful delivery of the Former Magee Barracks site (Section 11.1, refers).

One of the Strategic Development Principles in the Plan is to deliver catch-up infrastructure particularly in social infrastructure so communities may thrive. In order to make this part of the Vision a reality, the delivery of catch-up infrastructure is required. The Former Magee Barracks site provides a centrally located opportunity

site capable of addressing identified deficits in social infrastructure in tandem with the integration of a new residential community.

The development framework for the provision of residential units in the Plan area comprises the following elements:

- A minimum of 65%³⁷ of all new residential development within the CSO defined Built-Up Area boundary as delineated under Census 2022.
- Prioritise mixed-use developments within the existing town centre area and encourage more people to live and work in the town.
- Develop new residential lands at sustainable densities in appropriate locations.
- Development of a new residential neighbourhood at the Former Magee Barracks as a designated Settlement Consolidation Site, in accordance with the Design Framework set out in Section 11.1.

Residential Development Objectives

It is an objective of the Council to:

HCO 1.1 Promote and facilitate the phased development of the Former Magee Barracks site in accordance with the guidance set out in Section 11.1.

HCO 1.2 Support new residential development that occurs in tandem with the delivery of supporting physical and social infrastructure identified in the Social Infrastructure Audit (SIA) and set out in the Infrastructure Delivery Schedule in Table 11-2.

HCO 1.3 Encourage the appropriate redevelopment of brownfield and infill sites for a mix of uses including residential 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' and 'G: National Stud and Green Belt'. Limited one-off housing will be permitted in this zone subject to compliance with the rural housing policy of the Kildare County Development Plan and all other normal siting and design considerations.

6.4. Residential Density, Mix and Design

The Core Strategy of the Kildare County Development Plan provides for an average target residential density of 35-40 units per hectare (uph) for Kildare Town. It is important to note that the average density with respect to the provision of

³⁷ Accounts for 65% of all new homes of the future housing allocation including 'Additional Provision' as set out in Table 3-6 Additional Provision.

group/special needs housing (Section 6.4.1., refers) may be less than the envisaged average of 35 uph for new residential development within the town.

The predominant dwelling type within the town are houses, which accounts for 85% of all units. This mono type of housing should be addressed to ensure a greater mix of housing. Accordingly, residential schemes should provide for both a mix of dwelling size, dwelling type and building height to cater for a diverse range of housing needs and also to reflect the long-term changing requirements of a growing and aging population. The overall design and layout of residential development should be of high-quality and comply with the urban design principles contained in the County Development Plan along with the provisions of the relevant Section 28 Ministerial Guidelines.

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 public and active transport modes available. As a general principle, higher densities should be located in the town centre and proximate to public transport corridors and nodes.

The Ministerial 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 Kildare Town.

In keeping with the provisions of SPPR 1 of the foregoing Guidelines, 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 particularly in Kildare Town which has such a rich historic fabric including its well-defined Architectural Conservation Area (ACA).

6.4.1. Group / Special Needs Housing

There are several groups in our community with specific design and planning needs, including inter alia older people, members of the travelling community and people with disabilities. This Plan places emphasis on universal design in order to provide for those with specific housing needs across all units being constructed. The assessment of current and projected needs for traveller accommodation detailed in the Council's Traveller Accommodation Programme 2019-2024 identified 16 units for the Kildare-Newbridge Municipal District area. The mix and design of new housing

for group/special needs housing in Kildare Town 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; and
- The need to cater for groups with specific needs.

6.4.2. Positive Ageing

The population of Ireland is ageing. According to Census 2022 there are more than 776,315 people aged 65 years or older in the country, an increase of more than 21.7% over the last six years, and now representing 15.1% of the population. It is estimated that by 2051 the number of people aged over 65 is expected to increase to 1.6 million, while the number aged 80 and over will increase to over half a million³⁸. This growth creates a requirement to future proof the various services in order to keep pace with the evolving needs of older people.

As of Census 2016, 7.9% of the population of Kildare Town are aged 65 and over. The Kildare Age Friendly County Programme was launched in 2010 and is now fully embedded in the workings of Kildare County Council. The program aims to work within existing community structures, networks and service providers in order to make the county a great place to grow old. Positive ageing can be facilitated by means of various age friendly initiatives, including universal design and can be supported by the adoption of the appropriate development objectives to facilitate same. The Council has published information on how to create lifetime adaptable and age friendly homes. Age Friendly is universal; it is beneficial to everyone; young or old. Furthermore, in the provision of housing. It is a requirement of the Council that all new residential developments in excess of five residential units provide for a minimum of 20% universally designed units (Objective HO 015, refers). 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 the event that older people can no longer reside in their own homes; other housing alternatives such as supported housing and longer-term residential care facilities are required. It is important that older people should remain fully integrated into the local community. The suitability of locations for such facilities should be served by good transport links, pedestrian and cycling facilities close to key services and facilities³⁹. The Urban Design Framework relating to the Former Magee Barracks envisages housing for older people amongst the community uses indicated for the re-development of the site (Section 11.1, refers).

³⁸ Pre-planning Guidance for Residential Care Homes (2021).

³⁹ Pre-planning Guidance for Residential Care Homes (2021)

Residential 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 Kildare Town, including the provision of appropriate supported housing and longer-term residential care solutions designed for older people and/or people with disabilities.
- HCO 2.2** Require that residential schemes within the Curragh Buffer Zone as identified on Map 9.1 provide detailed proposals for appropriate soft boundary treatments which should be in accordance with the criteria set out in Section 9.8 of the Plan.
- HCO 2.3** Require that residential schemes in close proximity to heavily trafficked roads or the rail line 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' Maps⁴⁰. 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** 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 2.5** Support the provision of specific purpose-built housing for older people to facilitate 'right sizing' and assisted living accommodation, particularly on the Former Magee Barracks site.
- HCO 2.6** Support the provision of appropriately designed 'self-build' houses on the sites zoned as New Residential* (C*) at a low residential density. A detailed design framework for each site will be required to set out overall layout, siting, access, landscaping, boundary treatments and connection to public services.

⁴⁰ <https://gis.epa.ie/EPAMaps/>

6.5. Social Infrastructure

Social Infrastructure relates to the provision of services and facilities which are essential for health, wellbeing and the social development of a town. Social infrastructure facilities include but are not limited to schools, health services, community facilities, sports and recreational activities. The provision of the requisite levels of social infrastructure is therefore important and vital to support the needs and quality of life of the existing and planned residential base as well as the local catchment area.

As part of the plan-making process a Social Infrastructure Audit (SIA) was published alongside this Local Area Plan. It was carried out to examine the availability and capacity of existing social infrastructure facilities in Kildare Town (within the Kildare Town Local Area Plan 2012-2018 boundary), to determine future requirements and make recommendations based on anticipated settlement growth. It is important to note that the Social Infrastructure Audit is a moment in time and the future population figure was based on an estimated Census 2022 figure of 10,161 persons compared to the official released Census 2022 figure of 10,302. Thereby the population growth over the lifetime of the Plan would be 11,541 persons in comparison to 11,682 persons as provided for under Table 3-3. However, this does not negatively impact the robustness of the audit or have material implications on the recommendations contained in the audit.

6.5.1. Assessment of the Existing Situation and Future Demand

Assessing the existing situation included:

- Establishing a social and demographic profile of the community who live in Kildare Town.
- Identifying existing community infrastructure features (including where relevant, their capacity) under a number of predefined themes including 'education/training', 'childcare', 'health', 'open space', 'sports and recreation', 'social and community', 'arts and cultural facilities', 'faith facilities' and 'other facilities including neighbourhood centres'.
- A walkability analysis based on defined walking distances from specific community facilities in order to evaluate proximity, accessibility and coverage of those facilities to target user groups.

The Audit also considered the existing infrastructure provision relative to the existing/planned population and best practice provision. Below is a summary of the findings from the Kildare Town SIA (November 2022) which accompanies this Plan.

6.5.1.1. Education and Training

Facilities examined under this theme included primary schools, post-primary schools along with third level, evening classes and skills development programmes. Within the Plan boundary there are three primary schools, one post-primary school and three further education/training centres.

Primary schools in Kildare Town are currently at capacity (average of 93%) and it is analysed that an additional 260 additional student places are required over the plan period. It is noted the Department of Education stated in their submission on the Kildare County Development Plan 2023-2029 that additional primary level places in Kildare Town could be met by a minor expansion of existing facilities if so required. However, as this SIA has determined 11 additional classrooms are required over the Plan period, it is considered pertinent that additional lands are identified for educational purposes.

The existing post-primary school in the town is at capacity at present at 98%. Approximately 159 additional places will be required over the Plan period. The Department of Education has made the decision to replace and expand the Curragh Post-Primary school with a new 1,000 pupil school to cater for demand in the Kildare and Newbridge school planning areas⁴¹. The site identified for this school is within the Former Magee Barracks site adjacent to the two existing primary schools. This school will address the additional places required over the plan period.

Kildare Town is well served by further education facilities and courses and the Council will support these existing facilities and support any development that would help to address any lack of higher educational attainment.

The walkability and primary school catchment analysis indicates that there is a significant proportion of residential units especially north of the rail line falling outside a 10-minute walking distance of existing primary schools. To address this a site has been identified off the Southgreen Road as a possible location for an additional primary school.

The Department of Education monitors the demand for and provision of schools in the study area on an ongoing basis and the Council will continue to consult and liaise with the Department of Education in this regard.

6.5.1.2. Childcare

The SIA identifies six childcare facilities within the Plan area, which are operating at near 100% capacity. In 2018, Kildare County Childcare Committee commissioned a study to conduct a childcare needs analysis. The report titled, 'Needs Analysis of Early Years Childcare in County Kildare' found that Kildare Town was one of the areas poorly served by childcare services relative to its population size and trends in births. Additional childcare provision is required to cater for the planned population growth.

However, it should be noted that there are seven extant permissions for new childcare facilities as part of permitted new residential schemes. These could accommodate an additional 389 childcare places. If all seven permissions are implemented, it is considered that these childcare facilities would provide sufficient

⁴¹ Details provided in the submission by the Department of Education on the Draft Kildare County Development Plan 2023-2029 dated May 2022.

provision for the unmet demand during the lifetime of the plan to 2029. Furthermore, Objective SC O78 of the County Development Plan 2023-2029 now requires childcare provision to be delivered in Phase 1 of any new residential or commercial development.

Existing childcare facilities are well-distributed around the town with a significant proportion of residential units within a 10-minute walking distance.

6.5.1.3. Health

Healthcare facilities include GPs, health centres, dentists, pharmacies, care and other related facilities. The Audit indicated a total of 21 health facilities, comprising of one Primary Healthcare Campus (including Health Service Executive, a General Practitioner Surgery, and a Pharmacy), three General Practitioners (GPs), two Dentist Practices, three Physiotherapists, one Optician and Hearing Centre, five Pharmacies and four other Specialist Services which provide mental health services for adults, a service for intellectual disability, an infant health service and an acupuncturist. Healthcare facilities are poorly dispersed throughout the town, with clustering around the town centre or at the Primary Care Centre to the east of the town centre.

Using the Graduate Medical Education National Advisory Committee (GMENAC) standard of 0.25 physicians per 1,000 population the current doctor to population ratio in Kildare Town (excluding hospital services) is 1.27 per 1,000 population, with 11 doctors practicing from three different surgeries. Should the population grow as anticipated to 11,541 persons by 2029 the ratio of existing doctors per population will fall to 0.95 per 1,000 population which is still above the recommended standard. This assumes no increase or decrease in doctor numbers during that period. However, in reality healthcare facilities in Kildare Town are currently oversubscribed, indicating they serve a larger rural catchment. While the provision of medical facilities is outside the scope of this land-use plan, proposals to address this identified need will be supported by the Council.

6.5.1.4. Open Space

The quantity of public open space provided per 1,000 population will comply with the County Development Plan standards over the lifetime of the Local Area Plan. However, the current provision is considered poor in quality as sports pitches are predominantly owned by clubs or schools and the open spaces within residential estates provide few facilities. There are also very few parks in Kildare Town with only two within the Plan area, one at Lourdesville / Bride Street (0.5 ha) and the other to the rear of the Carmelite Friary Church (1.8 ha). No national standards exist regarding public open space provision, so consideration has been given to the 2015 'FIT' (Fields in Trust, UK) recommended benchmark guidelines for 'outdoor space'. These Guidelines recommend a standard of 0.8 ha of parks and gardens be provided per 1,000 persons. This standard indicates there is an existing deficit in this provision and 7 ha of parks and gardens are required over the plan period.

The delivery of the recently approved public park project at Cherry Avenue would provide an additional 7.5 hectares of parkland within the town. The approved park

consists of a perimeter path for pedestrians and cyclists, demonstration gardens, community garden, amphitheatre, land art feature, playground, pump track, wetlands and extensive tree planting. An additional piece of land (0.1ha) adjoining Church Lane has also been acquired by the Council and a medieval garden is proposed for this area which will further enhance the open space provision in the town centre. If completed over the Plan period, the combination of these projects would provide sufficient public park and garden space to remedy the existing deficit and cater for the envisaged population growth in Kildare Town over the Plan period.

All new residential development should aim to provide amenity green space as per the requirements set out in the Kildare County Development Plan 2023-2029. The delivery of open space areas should be carried out in a phased manner. The purpose of phasing is to ensure that infrastructure, facilities and amenities are provided together with new residential development. The phasing and delivery schedule should be based on the premise that the number of dwelling units/bed spaces that may be permitted in each phase of development is dependent on the provision of a predetermined amount of infrastructure, facilities and amenities to serve each phase. To ensure flexibility, the proposed phasing schedule should be sequential (linked to housing output/bed space delivery) rather than time specific.

6.5.1.5. Sports and Recreation

There are 13 sports facilities / clubs in Kildare Town. These facilities accommodate three outdoor playing pitches; two all-weather six-a-side pitches and a walking/running track at St Brigid's Park. These facilities provide 25.14 ha of outdoor sports facilities. This provision would marginally exceed Fields in Trust (FIT) Benchmark Guidance for Different Recreational Facilities (2015) for both the existing population and the projected additional population envisaged over the plan period.

However, most facilities are associated with schools and have limited availability to the public, with the majority of facilities located to the north of the town. Further public outdoor sports provision will therefore be a requirement over the plan period.

There are three playgrounds located within the study area, totalling 0.16 ha in area. One is located at the junction of Lourdesville and Bride Street, another at Kildare Tourist Outlet Village and the other within the Oaktree Estate. While each playground provides adequate facilities for a range of age groups, the location of these playgrounds is not evenly distributed around the town, and all are located south of the rail line. FIT guidance advises that 0.25 ha of playing space be provided per 1,000 population or 2.9 ha over the plan period.

An additional playground and outdoor sports facility could be accommodated with the development of a multi-use games area (MUGA) which has been included in the Urban Design Framework for the Former Magee Barracks site and would cater to a wide range of age groups and sporting interests within the town (Section 11.1, refers).

6.5.1.6. Social and Community Services

Social and Community facilities are varied in nature and can include general civic services as well as services targeted to specific sections of the community. There are nine social/community services identified within the study area, which includes facilities such as the Library and the Garda station. Most of these facilities are located within the Kildare Town Centre.

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. The Plan ensures that lands are appropriately zoned and located for community purposes throughout the plan area to support the provision of social and community services as the need and funding opportunities arise.

6.5.1.7. Arts and Cultural Facilities

There are seven arts and cultural facilities in Kildare Town most of which are related to tourism, music, dance, and drama. The facilities are dispersed across the town with a concentration of facilities located in the town centre. In addition to the facilities and groups listed above, festivals form a significant part of the arts and cultural identity of Kildare Town. Namely, the Kildare Derby Festival, the Kildare Town Medieval Festival, Féile Bríde Kildare Drama Festival. The years 2023 and 2024, will also see the town celebrating the 1500th anniversary of St Brigid through the Brigid 1500 project. Typical benchmarking standards for arts and cultural facilities relate to the spend per capita in a given area, as opposed to the provision of physical infrastructure. This Plan will support the development of cultural, arts and performance spaces.

6.5.1.8. Faith Facilities

A total of five faith facilities were identified in Kildare Town, comprising of three churches, one cemetery and one spirituality centre. There are no known benchmarking standards for this category of infrastructure provisions. St Conleth's Catholic Graveyard is the only graveyard in the town and figures provided by the Environmental Section in Kildare County Council (November 2022) indicates that there is only 10 years of capacity left in this graveyard. It is also noted that there is no crematorium or columbarium within the SIA study area.

6.5.1.9. Neighbourhood Centres

While there are single convenience retail units located outside of the Core Retail Area which cater to local demand, currently there is only one Neighbourhood Centre in Kildare Town which meets the definition outlined in the Retail Planning Guidelines (2012). This Neighbourhood Centre is located east of town centre on Melitta Road. A Neighbourhood Centre has been permitted as part of the Strategic Housing Development on the Former Magee Barracks lands (KCC Planning Reference 19305007). Having regard to Kildare County Development Plan 2023-2029 policy to create 10-minute settlements in urban areas, it is considered a further Neighbourhood Centre north of the rail line would improve local service provision and sustainable movement within the Plan area.

Table 6-3 Social Infrastructure Requirements

Theme	Zoning	Land Use	Potential Location	Requirement	Delivery Mechanism
Education					
Post-primary school	T	Mixed – Use	Magee Barracks	4.57 ha ⁴² Capacity for 1,000 pupils	Dept. of Education
Primary school	E	Education	South-Green Road	2.2 ha ⁴³ Capacity for 260 pupils (11 classrooms)	Dept. of Education
Childcare					
Childcare places	Refer to zoning matrix	Childcare Facility	Various	134 additional childcare places ⁴⁴	Private developer-led alongside new development
Open Space					
Local Park	F	Open Space and Amenity	Cherry Avenue Park	7.48 ha	Kildare County Council
Pocket Park	F	Open Space and Amenity	Adjoining Church Lane	Medieval Garden 0.1 ha	Kildare County Council / Heritage Council
Multi-Use Games Area and Playground Facilities	F	Open Space and Amenity	Magee Barracks	1.5 ha	Kildare County Council / Irish Sports Council

⁴² Based on Table 1 (1,000 classroom school) in the Technical Guidance Document TGD-027 'Identification and Suitability Assessment of Sites for Post Primary Schools' (2019).

⁴³ Based on Table 1 (32 classroom school) in the Technical Guidance Document TGD-025 'Identification and Suitability Assessment of Sites for Primary Schools' (2019).

⁴⁴ There are seven extant permissions for childcare facilities which could deliver ca. 389 childcare places.

Faith					
Extension to the existing St Conleth's Graveyard.	E	Community & Education	Extend existing	-	Kildare County Council
Neighbourhood Centre					
Neighbourhood centre	N	Neighbourhood Centre	Adjacent to Walker's Gate	0.5 ha	Developer-led

Objectives for Education, Childcare and Healthcare Facilities

It is an objective of the Council to:

- HCO 3.1** Support and facilitate new facilities and improvements / expansion of existing educational, including third level and further educational opportunities which may arise, early learning, childcare and healthcare facilities, at appropriate locations in Kildare Town, and encourage the co-location of childcare with educational uses.
- HCO 3.2** Support 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 the delivery of facilities and services for older people, at appropriate locations in Kildare Town, in particular at the Former Magee Barracks.
- HCO 3.4** Actively work with the Department of Education in the successful delivery of a new post-primary school on the Former Magee Barracks site which is in accordance with the Design Framework for the site as detailed in Section 11.1.
- HCO 3.5** Liaise with the Department of Education in respect of the identification and delivery of additional capacity / new school for primary school provision to address emerging demands.
- HCO 3.6** Facilitate and encourage the provision of additional healthcare facilities at appropriate locations in Kildare Town in order to address the current deficit in provision during the lifetime of the Plan.

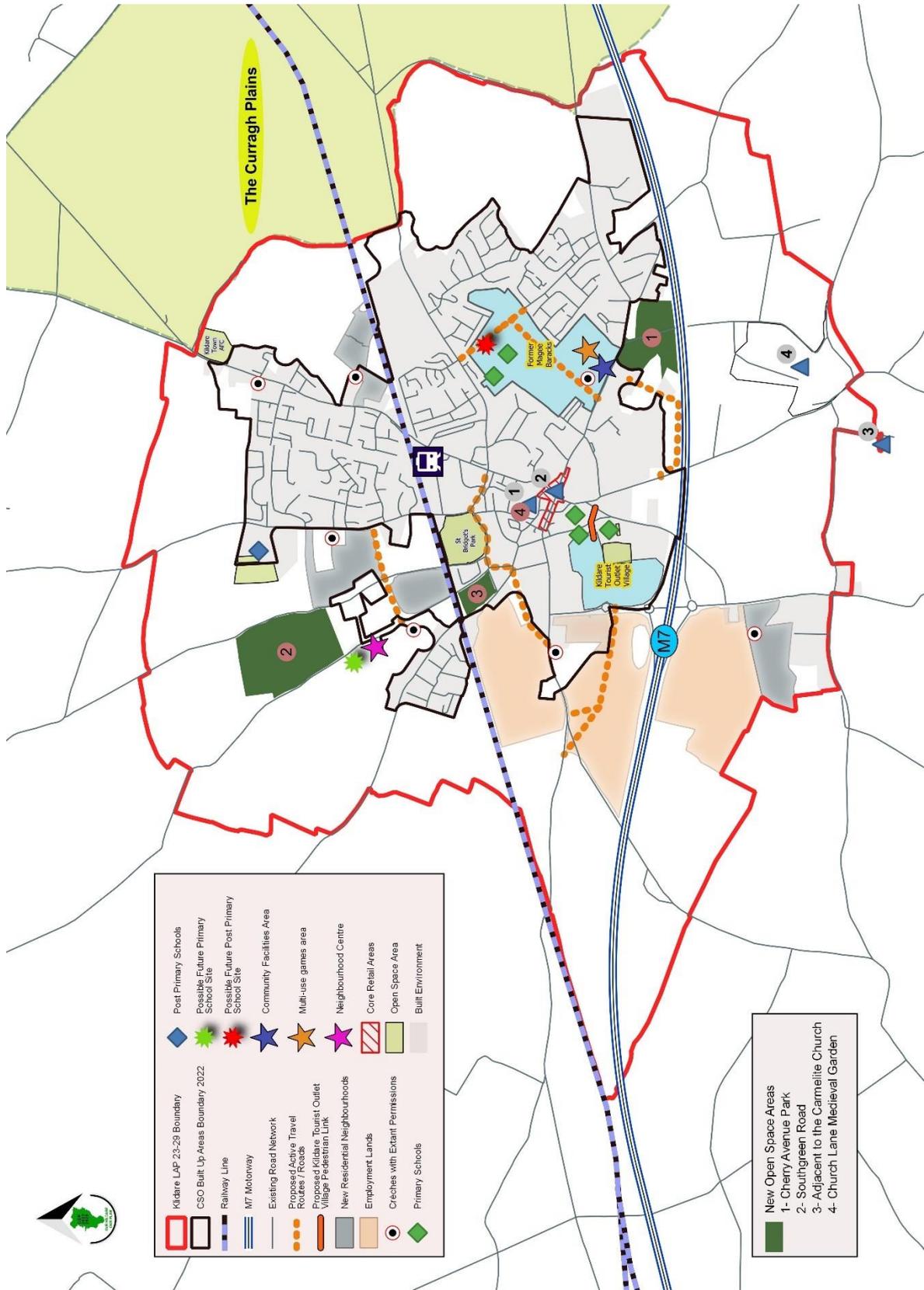
Objectives for Community, Sport, and Recreational Facilities

It is an objective of the Council to:

- HCO 4.1** Support and facilitate the provision of appropriately sited accessible multi-functional community facilities to meet the needs of the population of Kildare Town; including an all-weather Multi-Use Games Area (MUGA) located at the Former Magee Barracks.
- HCO 4.2** Support the delivery of a public park at Cherry Avenue to accommodate a perimeter path catering for pedestrians and cyclists, demonstration gardens, community garden, amphitheatre, land art feature, playground, pump track, wetlands and extensive tree planting and ensure the delivery of Phase 1 of Cherry Avenue Park within the first year of this Plan.
- HCO 4.3** Support, promote and facilitate the development of cultural, arts and performance spaces in Kildare Town centre.
- HCO 4.4** Facilitate sports clubs and community groups in the acquisition and/or use of lands for sports and recreation purposes and support the delivery of multi-use sports facilities (including play facilities and swimming pool) on appropriately zoned land within the plan area.
- HCO 4.5** Facilitate the development of a network of universally designed playgrounds, amenity spaces and recreational areas throughout the town in accordance with Table 6-3.
- HCO 4.6** Develop the lands immediately north of St Brigid’s Cathedral and east of Chapel Hill as a small medieval garden.
- HCO 4.7** Improve existing open space areas in housing developments that have been taken in charge by Kildare County Council and to provide additional play facilities, pocket parks and outdoor seating where feasible and appropriate.
- HCO 4.8** Support and facilitate the development of a neighbourhood centre off Southgreen Road which caters to the localised needs of residents residing in the area.
- HCO 4.9** Facilitate the development of a future extension of St Conleth’s Graveyard to provide for additional capacity subject to detailed design, environmental assessment and considerations of proper planning.

- | | |
|-----------------|--|
| HCO 4.10 | Support and facilitate the provision of a skatepark at an appropriate location within Kildare Town. |
| HCO 4.11 | Promote community-managed gardens/allotments at appropriate locations in Kildare Town. |
| HCO 4.12 | Support and facilitate the development of a multipurpose community centre on the Dunmurray Road opposite St Conleth's Graveyard. |
| HCO 4.13 | Support the provision of community meeting rooms at appropriate locations throughout Kildare Town. |

Figure 6-3 Social Infrastructure Provision



7. Movement and Transportation

7.1. Overview

The way people travel is changing; driven by a need to shift from the current modes of transport to clean and sustainable mobility in order to try halt the climate crisis. The need to transition to a low carbon society by reducing transport usage and transitions to lower carbon options, including transition to clean renewables is a key aspect of Ireland's response to climate change and is transposed into planning policy at national, regional and local levels. The Government has committed to achieving a 51% reduction in Ireland's overall greenhouse gas (GHG) emissions from 2021 to 2030, and to achieve net-zero emissions no later than 2050. The transport sector has been the fastest growing source of GHG emissions, showing a 100 per cent increase between 1990 and 2020⁴⁵. In order to achieve a reduction in GHG, improvements in public transport services and active travel (walking/cycling) infrastructure is required. It is crucial that an environment is created that removes barriers and provides for favourable alternatives to the private car in order to reduce the levels of car dependency prevalent in the town. The creation of a compact, connected, accessible and low carbon environment are all part of the Vision for Kildare Town.

The Kildare Local Area Plan 2023-2029 will be a key instrument in enabling the residents of Kildare Town to reduce their carbon emissions, through the provision of sustainable mobility alternatives and pursuing the delivery of the 10-minute settlement concept.

7.1.1. Movement and Transport in Kildare Town

Kildare Town has a centrally located train station and a relatively compact town centre, making it favourably predisposed to sustainable transport. However, vehicular access through the town is currently prioritised over pedestrian movements. This is evident by the unconnected pattern of development, particularly within residential estates, the peripheral location of some key destinations, and the lack of supporting transport infrastructure to encourage the development of sustainable movement patterns. The town has excellent access to the national road network via Junction 13 on the M7. However, there is a high level of car dependency which is evident in the high levels of congestion in the town, which can be exacerbated by the restrictions on two-way traffic flow on a number of arterial routes as a result of the road bridges over or beneath the railway line.

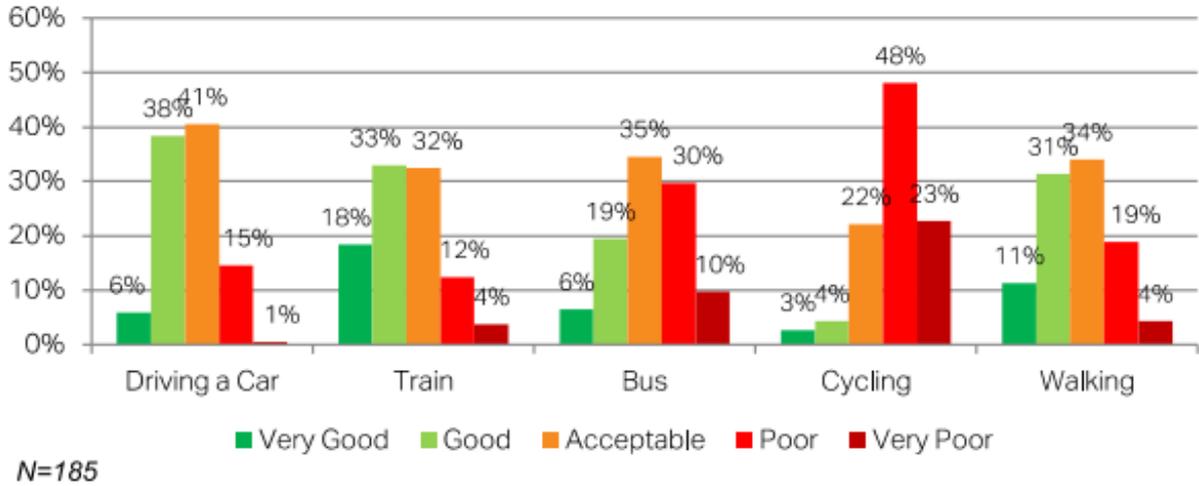
A public consultation survey (June 2020⁴⁶) conducted in Kildare Town, as part of the Transport Strategy, on how people would rate the town's existing infrastructure for each mode of travel, rated cycling the worst, and infrastructure for bus travels were also rated poorly. The travel modes with the highest proportion of good and very good responses were train and driving a car, at 51% and 44% respectively. Therefore, improvements are required across the built environment in order to

⁴⁵ <https://www.epa.ie/our-services/monitoring--assessment/climate-change/ghg/transport/>

⁴⁶ Respondents were asked to provide feedback which reflected their travel patterns and issues prior to the start of the Covid-19 pandemic.

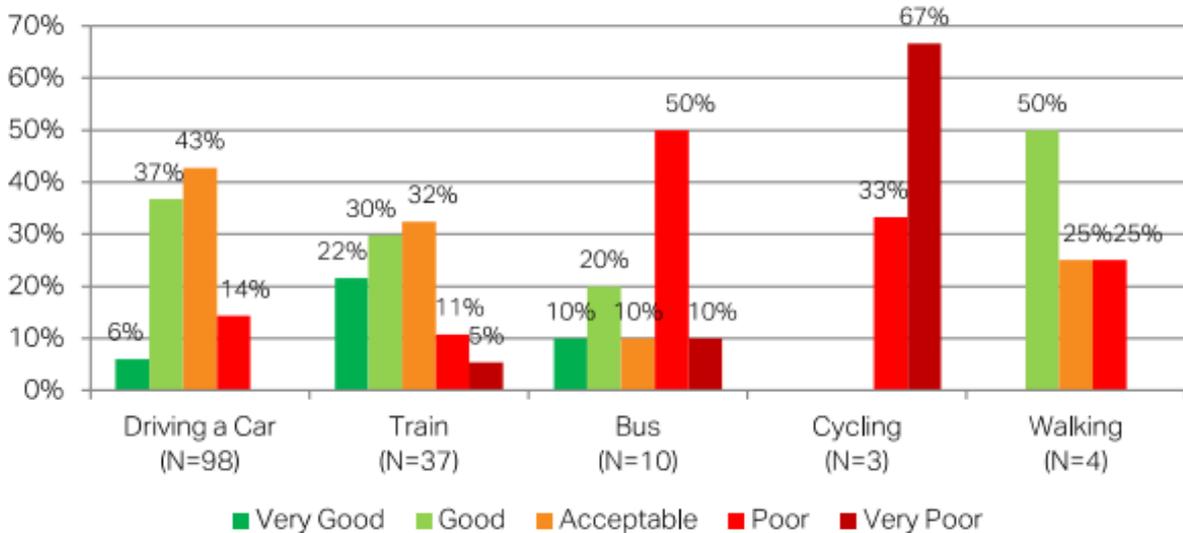
achieve a modal shift from private car to sustainable forms of transportation with a particular emphasis on active travel.

Figure 7-1 How would you rate Kildare Town's existing transport infrastructure for each the following mode of travel?



Source: Kildare Town Transport Strategy 2022

Figure 7-2 How would you rate the existing transport infrastructure for each mode of travel?⁴⁷



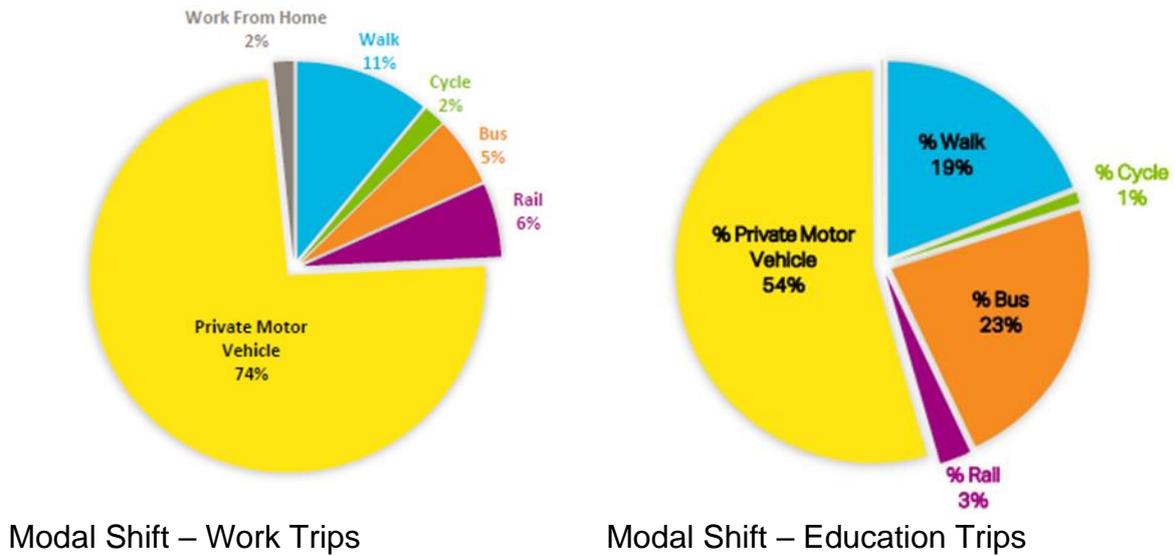
Source: Kildare Town Transport Strategy 2022

7.1.2. Achieving a Modal Shift

The County Development Plan outlines ambitious targets to reduce car-based trips to work from 74% to 50% and the car-based trips to education from 50% to 40% during the lifetime of the Plan. Figure 7-3 illustrates how dominant the private car is for travel to work and education for the residents of Kildare Town.

⁴⁷ Respondents who use each mode as their main commuting mode.

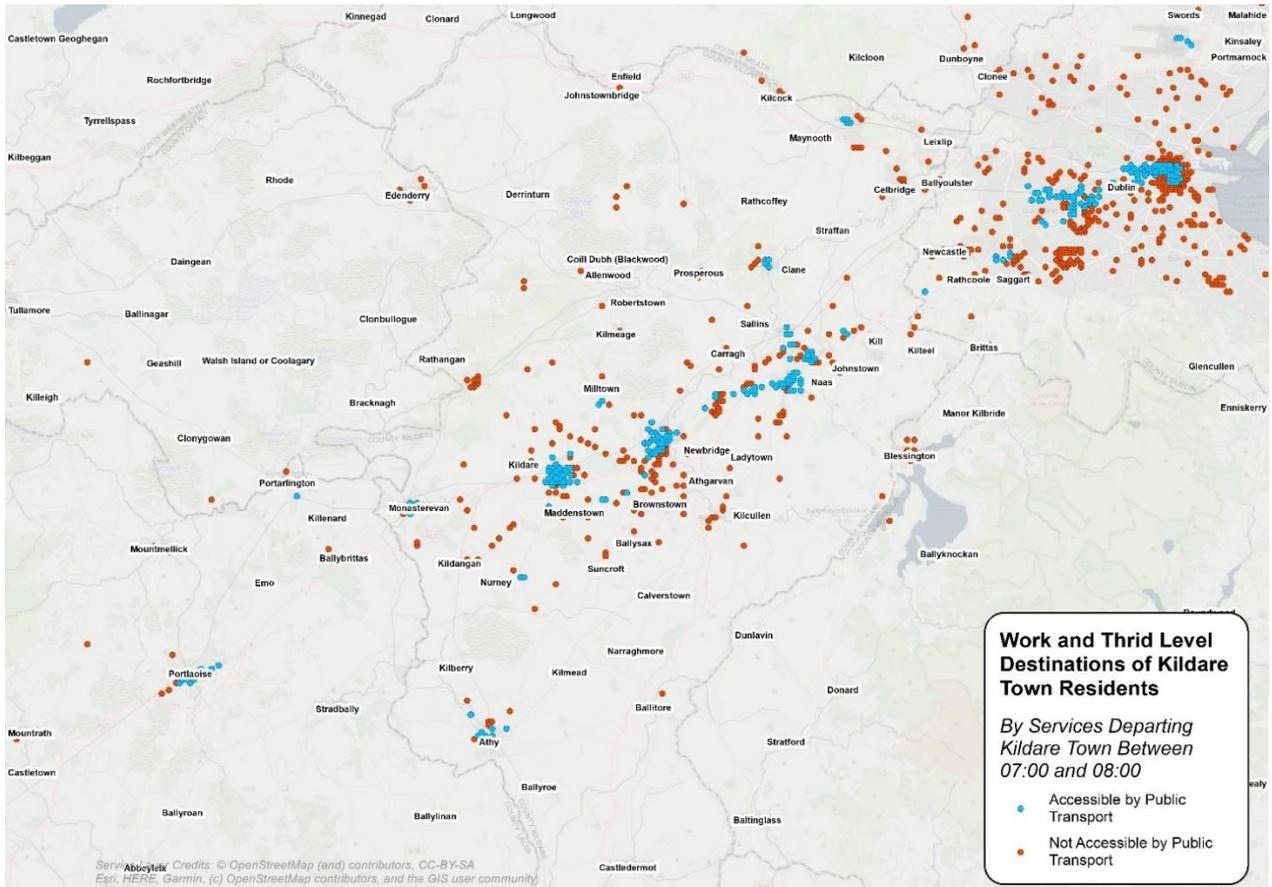
Figure 7-3 Modal Share



Source: Kildare Town Transport Strategy derived from Census 2016

Extensive analysis of the Place of Work, School of College – Census of Anonymised Records (POWSCAR) data was carried out as part of the Kildare Town Transport Strategy. The data revealed that 48% (1,129 trips) of work and college trips from Kildare Town are to locations which are accessible by public transport, although the frequency of these public transport connections is quite low. Concerningly, the majority of work and college commutes (52%, 1,247 trips) are to locations which are not public transport accessible. Figure 7-4 is a visual representation of the accessible and non-accessible locations.

Figure 7-4 Work and College Trip Destinations Accessible by Public Transport



Source: POWSCAR Data 2016, Kildare Town Transport Strategy

This POWSCAR data is an important baseline in the context of modal shift targets, as detailed in the County Development Plan. Achieving a significant modal shift is dependent on a wide range of factors, many of which are outside the remit of Kildare County Council such as national economic performance, Government investment in sustainable transport infrastructure, private / public bus service provision, the speed of delivery and a societal willingness to embrace change. It is evident from Figure 7-4 that reducing car-based travel for work and college trips for the majority of Kildare Town’s residents will not be easily addressed, given the lack of alternative solutions to bring people to work or college. However, the Commuter Survey carried out in 2019 revealed that Kildare Town commuters registered above average interest in working closer to home at 67%. It is considered that achieving modal shift for short journeys within the town is the most realistic and achievable aim over the lifetime of the Plan. The measures proposed in this Plan (as detailed in the following Sections) in respect of improving infrastructure for active travel and public transport will endeavour to move towards achieving the targets set out in the County Plan to reduce car journey and increase trips by walking, cycling, bus and train. It is considered that the modal shift targets should also be aligned to the Climate Action Plan 2023 targets of a 19% reduction in daily mode share for cars by 2023. These would be challenging modal shift targets for Kildare Town.

7.3. Active Travel – Walking and Cycling

There are some spatial barriers affecting permeability in Kildare Town such as boundary walls, railways and the M7 Motorway, which act as barriers to connectivity and movement through the town. Large impermeable urban blocks can cause longer indirect trips for active travel such as housing estates which have a single entrance and are surrounded by boundary walls. The car is dominant over pedestrian movement and there are difficulties for people with mobility issues which impacts their accessibility in the town centre. In relation to cycling, there is very limited cycle infrastructure in the town such as the recently constructed link road between Southgreen Road and the Dunmurray Road. In many instances, cyclists use footpaths instead.

Priorities of the Plan are to bring about change, in terms of moving towards active travel by improving permeability across all areas in the town, as poor permeability encourages car use. Improving connectivity throughout the Plan area will provide choice, it is imperative that active modes of transport become a more attractive viable and convenient alternative than the car.

Providing improved connectivity can be seen as an opportunity for established estates. Many estates have limited levels of connectivity restricting convenient access to bus stops, travel to schools or nearby services. A fundamental element of the Plan is the concept of a 10-minute settlement, where an 800-metre catchment equates to a 10-minute walk depending on walking pace and a range of facilities and services are accessible within this timeframe. Improving permeability is a move towards implementing this development approach.

7.3.1. Walking

The permeability measures seek 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. The measures will make Kildare Town a better connected and more walkable town which will help to encourage a combination of walking, cycling and public transport for internal and external trip making.

In developing the measures, barriers were identified which lengthen walking distances to key trip attractors such as schools, bus stops and the train station. In particular, focus was placed on facilitating direct routes along desire lines between homes and key destinations for work (town centre), retail (supermarkets, local shops), and education (schools). Individually, the purpose of each link may not be immediately apparent, but in combination each link forms part of a wider walking or cycling route to a key destination or a critical piece of transport infrastructure (e.g., bus stop, train station). There are 41 measures included in the Plan, which are listed and described in Table 7-1 and on Map 7.1 contained in Appendix A.

Table 7-1 Permeability Measures

Ref. No. ⁴⁸	Measure	Delivery Timeframe
PERM 1	Shared walking/cycling path on one side of Rathbride Road from Rathbride Abbey to Cill Dara Golf Club	Short-term
PERM 2	Create a pedestrian / cyclist link from Rathbride Abbey onto Rathbride Demesne	Short-term
PERM 3	Install new footpaths across the green area to provide formal connections between Oakland Grove, Dunmurray View and Farrincooley Crescent	Short-term
PERM 5	Creation of a northwestern Greenway linking from the Monasterevin Road (R445) to the Dunmurray Road (R401) and connecting with Green Road, Southgreen Road and Old Road	Long-term - linked to residential development in local area
PERM 6	Extend footpaths along Southgreen Road north of the train line to connecting with the Greenway proposed under PERM 5	Medium-term - linked to residential and greenway development
PERM 10	Extend existing footpath north along Green Road to connection with Greenway proposed under PERM 5	Long-term - linked to greenway development
PERM 11	Creation of a new east west Greenway extending along the rail line connecting with the northwestern greenway proposed under PERM 5 at its western most and extending to connect with a new pedestrian footbridge proposed under PERM 12 connecting with Melitta Road (R413)	Long-term
PERM 12	Creation of a new pedestrian / cyclist link connecting the proposed east west greenway under PERM 11 with Melitta Road (R413). This option involves a new pedestrian bridge over the rail line.	Long-term - linked to development of greenway
PERM 13	Creation of a new pedestrian / cyclist links connecting Curragh Finn and Dunmurray Drive to Kildare Town Train Station	Short-term
PERM 14	New pedestrian cycle link connecting Green Road with Southgreen Road and the newly constructed Southgreen Link Road.	Medium-term

⁴⁸ For consistency with the Kildare Town Transport Strategy numbering of Permeability Measures align with those contained in the Transport Strategy. During the Local Area Plan process several measures were removed from the Draft Plan and renumbering did not take place. For clarity the measures removed were PERM 4, 7, 8, 9, 23, 24, 25, 34, 35, 39 and 41.

PERM 15	Construction of a new pedestrian / cycle bridge over the Train Line Connecting the East West Greenway proposed under PERM 11 and Woodside Park.	Long-term
PERM 16	Creation of pedestrian / cyclist link connecting Woodside Park to Station Road	Short-term
PERM 17	Creation of new multi modal access to Kildare Town Train Station on the western end of Fair Green Road	Medium-term
PERM 18	Phase 1 of the Former Magee Barracks internal road network	Medium-term
PERM 19	Phase 2 of the Former Magee Barracks internal road network	Long-term
PERM 20	Creation of pedestrian / cyclist link connecting Curragh Plains, Coolaghknock Green and Melitta Park to Phase 2 of the Former Magee Barracks internal road network	Long-term - linked to development of Magee Barracks Phase 2
PERM 21	Pedestrian links delivered as part of Phase 1 of the Former Magee Barracks redevelopment	Medium-term
PERM 22	Creation of pedestrian / cyclist link connecting Phase 1 of Former Magee Barracks internal roads to Schools	Medium-term – linked to Phase 1 of Magee Barracks Road
PERM 26	Creation of pedestrian / cyclist link connecting Kildare Tourist Outlet Village car park to Kildare Village Bus Stop on the R415	Short-term - to improve access to Bus Stop
PERM 28⁴⁹	Creation of pedestrian / cyclist link from Phase 3 of Kildare Tourist Outlet Village to Academy Street	Medium-term
PERM 29	Creation of pedestrian / cyclist link from Bride Street to Main Street via newly proposed car park	Short / Medium-term - Linked to the relocation of on street parking
PERM 30	Creation of pedestrian / cyclist link connecting Dublin Street to Meadow Road	Short-term
PERM 31	Creation of pedestrian / cyclist link connecting Meadow Court to Rathbride Demesne	Short-term
PERM 32	Install new footpaths across the green area to provide formal connections between Farrincooley Crescent and Willow Grove	Short-term
PERM 33	Install new footpaths along Old Road connecting to the Dunmurray Link Road	Medium-term

⁴⁹ PERM 27- internal pedestrian link delivered as part of Phase 3 of the Kildare Tourist Outlet Village, has been deleted as it has been implemented since the Kildare Town Transport Strategy was finalised.

PERM 36	Road Scheme with footpaths - Northern Link Street	Medium-term
PERM 37	Creation of pedestrian / cyclist link connecting Grey Abbey Road with Tully Road	Long-term
PERM 38	Pedestrian links included in Cherry Avenue Park	Long-term
PERM 40	Construction of a new pedestrian / cycle bridge over the M7 connecting with the National Stud and Japanese Gardens	Long-term
PERM 42	Extension of footpaths along Melitta Rd (R413) from Ridgewood Manor to the edge of the Curragh.	Short-term
PERM 43	Create a new pedestrian / cyclist link along the Grey Abbey Road connecting from the R415.	Medium-term
PERM 44	Create a new pedestrian / cyclist link from Tully Road – Hospital Street, as part of the road measure south of Cunnaberry Hill and parallel to the motorway.	Long-term
PERM 45	Crossing point to Cherry Avenue Park	Short-term

The above referenced permeability measures⁵⁰ will bring a 42.5% increase in the number of homes within the 1km catchment of the primary schools. However, there will only be a minor increase (2%) in the 1km catchment of the post-primary school. However, there will be a substantial reduction of over 100m in school trips distances for 1,469 buildings, which represents a reduction in walking distance for 46% of buildings within Kildare Town for post-primary schools. The measures will bring a 20.2% increase (237) in the number of residential addresses within 1km of the train station and 14.9% (227) increase in the number of homes within 500m of a bus stop.

7.3.2. Cycling

Census 2016 revealed that 19 people travelled to school or college on bicycle in Kildare Town and 56 people used this mode of transport to travel to work. This represents just 1.3% of those at school/college/work, which is well below the target of 10% for all journeys by 2020 as aspired to in the National Cycle Policy Framework (2009-2020). Results from the surveys carried out as part of the Transport Strategy revealed that the worst rated travel mode is cycling with a combined 71% of respondents rating existing infrastructure for cycling as either poor or very poor. The survey respondents also highlighted that there is significant demand for the delivery of safe cycling facilities throughout the study area.

⁵⁰ The following statistics provided in respect of the Permeability Measures pertain to the development of the network of measures provided in the Kildare Town Transport Strategy. During the Local Area Plan process several measures have been removed from the Draft Plan which will significantly impact the statistics provided. For clarity, eleven permeability measures originally proposed were removed.

A Cycling Strategy has been prepared as part of the Kildare Town Transport Strategy. The Strategy seeks to develop a network of safe, comfortable routes throughout the study area so that cycling becomes an attractive option for many local trips such as commuting to work and school; travelling to the train station; shopping; visiting friends and family and travel to social activities. The GDA Cycle Network Plan acted as a starting point for the development of cycle network options. Numerous additional links not in the GDA Cycle Network Plan have also been proposed.

The measures proposed are detailed in Table 7-2 and in Appendix 1, Map 7.2.

Table 7-2 Cycling Measures

Ref. No. 51	Description	Proposed Link Type	Proposed Timeframe
Cycle 1	Curragh Greenway (towards Newbridge via Racecourse)	Greenway	Long-term
Cycle 2	Connection from east-west Greenway to Melitta Road	Greenway	Long-term
Cycle 3	East-west Greenway along the rail line	Greenway	Long-term
Cycle 4	Tully Road	Greenway	Long-term
Cycle 5	R445 to proposed M7 crossing via Cherry Avenue Park	Greenway	Long-term
Cycle 6	Greenway connection from Tully Road to Grey Abbey Road	Greenway	Long-term
Cycle 7	Northwestern Greenway	Greenway	Linked to residential development
Cycle 8	Connection from Green Road to Southgreen Road	Greenway	Linked to residential development
Cycle 9	R413 Melitta Road	Cycle track/ cycle lane	Short-medium term
Cycle 10	Dublin Road (Meadow Road to Curragh)	Cycle track/ cycle lane	Short-medium term
Cycle 11	Monasterevin Road/Main Street R445	Cycle track/	Short-medium term

⁵¹ For consistency with the Kildare Town Transport Strategy numbering of Cycle Measures align with those contained in the Transport Strategy. During the Local Area Plan process several measures have been removed from the Draft Plan and renumbering did not take place. For clarity the measures removed were Cycle 32, 34, 35, 37, 38, 46 and 58.

		cycle lane	
Cycle 12	Monasterevin Road R445 (western section)	Cycle track/ cycle lane	Long-term
Cycle 13	Rathbride Road R415	Cycle track/ cycle lane	Long-term
Cycle 14	Dunmurray Road R401 (northern section - Bishopsland to KTCS)	Cycle track/ cycle lane	Medium-term
Cycle 15	Dunmurray Road R401 (Dunmurray Link Road to Dunmurray Drive)	Cycle track/ cycle lane	Short-term
Cycle 16	Rathbride Demesne	Cycle track/ cycle lane	Medium-term
Cycle 17	R415 (Monasterevin Road to Kildare Tourist Outlet Village) to Newtown	Cycle track/ cycle lane	Medium-term
Cycle 18	Bride Street - St Brigid's Primary School to Market Square	Cycle track/ cycle lane	Short-term
Cycle 19	Grey Abbey Road (southern section adjacent to development lands) to Newtown	Cycle track/ cycle lane	Long-term
Cycle 20	Green Road (western section)	Cycle track/ cycle lane	Long-term
Cycle 21	Tully Road (section adjacent to National Stud) and junction improvements required	Cycle track/ cycle lane	Long-term
Cycle 22	Dunmurray Road R401 (southern section - Fairgreen Road to Old Road)	Cycle track/ cycle lane	Medium-term
Cycle 23	Monasterevin Road (section forming part of Northern Link Street scheme)	Cycle track/cycle lane (part of road scheme)	Medium-term
Cycle 24	Northern Link Street (R445 to Green Road/Pigeon Lane junction)	Cycle track/ cycle lane (part of road scheme)	Medium-term
Cycle 25	Green Road (Pigeon Lane to Southgreen Road junction)	Cycle track/ cycle lane (part of road scheme)	Medium-term
Cycle 26	Bothar na gCorp	Cycle track/	Medium-term

		cycle lane (part of road scheme)	
Cycle 27	Fairview Cottages R401 (southern section)	Cycle track/ cycle lane (part of road scheme)	Medium-term
Cycle 28	Southgreen Road Upgrade	Cycle track/ cycle lane (part of road scheme and bridge upgrade)	Medium-term
Cycle 29	Former Magee Barracks Phase 1	Cycle track/ cycle lane (part of road scheme)	Medium-term
Cycle 30	Former Magee Barracks Phase 2	Cycle track/ cycle lane (part of road scheme)	Long-term
Cycle 31	Modus Link Road	Cycle track/ cycle lane (part of road scheme)	Medium-term
Cycle 33	Old Road - active mode priority as closure of Old Road Bridge will eliminate through traffic	Active mode priority, local vehicle access	Short-term
Cycle 36	Bride Street section of Market Square	TBD ⁵² by detailed study Active mode priority	Short-term Long-term
Cycle 39	Fairview Cottages R401 improvement	TBD by detailed study	Medium-term
Cycle 40	Dunmurray Road (rail bridge section)	TBD by detailed study	Short-term
Cycle 41	Station Road (north of Bride Street)	TBD by detailed study	Short-term
Cycle 42	Bride Street (section south of school)	TBD by detailed study	Short-term
Cycle 43	Grey Abbey Road (northern section)	TBD by detailed study	Long-term

⁵² To be determined (TBD).

Cycle 44	Bride Street (Cleamore Road to Tully Road)	TBD by detailed study	Short-term
Cycle 45	Main Street (Meadow Road to Beechgrove)	TBD by detailed study	Short-medium term
Cycle 47	Green Road (eastern part)	TBD by detailed study	Medium-term
Cycle 48	Pidgeon Lane improvement	TBD by detailed study, One Way	Medium-term
Cycle 49	Friary Road improvement	TBD by detailed study	Medium-term
Cycle 50	White Abbey Road improvement	TBD by detailed study, One Way	Medium-term
Cycle 51	Fair Green Road improvement	TBD by detailed study, One Way	Short-term
Cycle 52	Meadow Road improvement	TBD by detailed study	Short-term
Cycle 53	New pedestrian/cycle bridge connecting proposed east-west Greenway with Woodside Park	New bridge	Long-term
Cycle 54	Eastern rail line pedestrian / cycle (greenway) bridge	New bridge	Long-term
Cycle 55	M7 crossing from proposed Cherry Avenue Park to potential link to Irish National Stud and Gardens	New bridge	Long-term
Cycle 56	Tully Road M7 Crossing	Shared cycle / walking path	Long-term
Cycle 57	Rathbride Abbey to Kildare Golf Club	Shared cycle / walking path	Short-term
Cycle 59	Link between Tully Road and Cherry Avenue Park, south of Cunnaberry Hill and parallel to the motorway	Greenway	Long-term

It is important to note that unless otherwise stated, all new links included as permeability measures will also be accessible for cycling. However, only measures which provide some 'strategic' function in the context of the overall cycle network have been included as cycle network options.

While a cycle track/cycle lane is proposed for many road sections throughout the study area, the exact degree of segregation to be provided is best determined at detailed design stage. The overall objective is 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.

Walking and Cycling Objectives

It is an objective of the Council to:

- MTO 1.1** Support and promote the use of sustainable active transport modes in Kildare Town and seek to implement a connected network of walking and cycling infrastructure in the town as detailed in Table 7-1 and 7-2 and illustrated on Map 7.1 and 7.2. in conjunction with the National Transport Authority, Transport Infrastructure Ireland, other statutory agencies, and relevant stakeholders (where applicable). The indicative measures will form the basis for individual projects, when the detailed design will be configured, and each project will be subjected to rigorous analysis, including environmental / ecological assessment, where applicable, to ensure that they are the most suitable option at the particular location. All measures will be designed in accordance with a public realm palette devised for the town by the Council’s Strategic Projects and Public Realm team and shall incorporate nature-based surface water management as a solution for surface water management.
- MTO 1.2** Deliver a linkage between the town centre and the Kildare Tourist Village Outlet as detailed on Map 7.1.
- MTO 1.3** Ensure all footpaths in Kildare Town are accessible to all members of the community, including people with disabilities, older persons and people with young children having regard to the challenges posed by differing road levels in the historic town centre.
- MTO 1.4** Ensure that all development allows for connectivity (pedestrian, and cyclist) to adjacent lands in accordance with the National Transport Authority’s Permeability Best Practice Guide (2015) or any updated version of same.
- MTO 1.5** Ensure new developments are permeable for walking and cycling and seek the retrospective implementation of walking and cycling facilities in existing neighbourhoods, where possible, in order to give competitive advantage to sustainable mobility.
- MTO 1.6** Ensure attractive walking and cycling routes are a fundamental element of the redevelopment of the Former Magee Barracks in conjunction with the measures detailed in Table 7-1 and 7-2 and illustrated on Map 7.1 and 7.2.

MTO 1.7	Investigate the feasibility of the provision of a bike hire scheme to connect Kildare Town Train Station - Market Square - Cherry Avenue Park – Kildare Tourist Outlet Village – Irish National Stud and Japanese Gardens. Connections to other historic sites will also be examined as part of the project.
MTO 1.8	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. Ensure the routes are clearly demarcated and have a high-quality surface with sufficient lighting, signage and priority at junctions.
MTO 1.9	Support the implementation of complementary active travel measures such as the crossing facilities throughout the town, as identified in the Kildare Town Transport Strategy, in tandem with a review of footpaths on approach roads and greater signal priority for active travel.
MTO 1.10	Support St Brigid’s Primary School and any other schools in their applications under the Safe Route to School Programme.
MTO 1.11	Ensure the provision of footpaths and improvement works (and cycle track / cycle lane where appropriate) on both sides of the R445 Dublin Road.

7.4. Public Transport

Kildare Town is served by several bus services offering connections to towns within Kildare, Dublin and the rest of Ireland. There are a large number of bus-stops across the study area and the catchment encompasses most residential areas. To the north of the town, the prevalence of boundary walls around housing estates restricts access to bus stops located on main roads. The quality of bus stop infrastructure and the bus route service frequency varies considerably across the town. The pre-transport strategy survey work revealed that bus travel was rated relatively poor, with a combined 40 percent of respondents rating it as poor or very poor. Improvements to the quality of public transport infrastructure in tandem with permeability are required to encourage greater patronage.

The train station that serves Kildare Town is located on the main southern rail line which connects Dublin with the regional cities of Cork, Galway, Limerick and Waterford. All inbound services that stop at Kildare terminate at Heuston Station and do not use the Phoenix Park Tunnel. In January 2023 the National Transport Authority (NTA) published its National Fares Strategy for commuter and inter-urban journeys on Public Service Obligation (PSO) bus and rail services. In Dublin a City Zone will be introduced and a new Outer Dublin Commuter Zone will be introduced which will include Kildare Town. Under the new strategy lower fares will be made

available for passengers travelling from the Outer Dublin Commuter Zone into the Dublin City Zone (or vice-versa).

One of the projects contained in the Kildare Town Renewal Masterplan (document predated the Transport Strategy) are train station improvements. They consist of improvements to the train station forecourt and to Fair Green Road. The measures also laid out proposals for the development of the Iarnród Éireann site (Zoned B*) immediately north of the train station (Table 11-4 Land Use Zoning Objectives, refers). These will open access to the train station site from the north and provide an attractive frontage on the existing entrance to the south.

The Kildare Town Transport Strategy has proposed a range of measures to improve public transport throughout the town. It is considered that these measures will create the potential for a larger proportion of trips to be completed via public transport. The measures detailed in Table 7-3 are also illustrated in Map 7.3.

Table 7-3 Public Transport Measures

Measure	Type	Short Description	Timescale
PT 1	Bus Transfer Point	Extension of route 126 to R415 outside the Kildare Tourist Outlet Village to create bus transfer point with Dublin Coach services.	Short-term
PT 2	Bus Transfer Point	Extend Dublin Coach services and route 126 to serve a transfer point within the Kildare Tourist Outlet Village. ⁵³	Medium to long-term
PT 3	Bus	Improve quality and coverage of bus stops.	Short-term
PT 4	Bus	Work with the NTA to achieve more frequent bus services in particular on the 126 and 883 services.	Short-term
PT 5	Rail	Work with the NTA and Irish Rail to create a northern entrance to the train station.	Short-term
PT 6	Rail	KCC to work with the NTA and Irish Rail to upgrade the train station.	Medium-term
PT 7	Rail	KCC to work with the NTA and Irish Rail to achieve more frequent rail services.	Medium-term

⁵³ It should be noted that implementation of PT2 is contingent on the opening of the permeability link that would connect Kildare Tourist Outlet Village with Academy Street and the Cleamore Road area of Kildare Town.

A number of ancillary measures are also proposed to ensure the effective operation of public transport within Kildare Town. However, many of these are outside the remit of a local area plan but are important at a county strategic level which will in turn favourably impact Kildare Town. For example, working with the NTA to pursue the delivery of extending the rail services to Kildare Town using the Phoenix Park Tunnel to further increase the appeal of rail travel for residents.

Public Transport Objectives

It is an objective of the Council to:

- MTO 2.1** Engage and co-operate with the Department of Transport, National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Local Link and other stakeholders to improve the provision of public transport in the town of Kildare, including the implementation of the measures outlined in Table 7-3 and Map 7.3.
- MTO 2.2** Liaise with the National Transport Authority (NTA), the owners of Kildare Tourist Outlet Village and bus operators to support and facilitate the improvement of bus services provision including the upgrading of existing infrastructure and the provision of the necessary supporting bus infrastructure (bus stops, lay over, turning areas) within the Kildare Tourist Outlet Village.
- MTO 2.3** Support and facilitate the implementation of an extension of route 126 to the R415 to create a bus transfer point in the short term and in the longer term establish a transfer point within Kildare Tourist Outlet Village (subject to consultation / engagement with landowners and bus operators) after the connectivity route between Kildare Tourist Outlet Village with Academy Street and the Cleamore Road area has been secured.
- MTO 2.4** Work with the owners of Kildare Tourist Outlet Village to expedite the delivery of the permeability link to Cleamore Road prior to the development of the bus transfer point within the Outlet Village and to ensure their complimentary shuttle bus service is retained as part of the operation of Kildare Tourist Outlet Village.
- MTO 2.5** Work with the National Transport Authority (NTA) to support and pursue the delivery of the following:
 - a) Improvements to the quality and coverage of the bus stops (including artistically commissioned bus stops incorporating live advisory panels) and achieve more frequent bus services in Kildare Town.
 - b) Rural Transport Services and associated bus stops (to be artistically created) within the town.

	c) Extension of the Phoenix Park tunnel rail services to Kildare Town.
MTO 2.6	Engage with the National Transport Authority (NTA) and Irish Rail to support and facilitate the following rail improvements, and where necessary to preserve the identified routes free from development: <ul style="list-style-type: none"> ○ The formation of a northern entrance to the train station. ○ The upgrading of the train station. ○ Achieving more frequent rail services. ○ Providing sufficient car-parking having regard to the efficient use of land.
MTO 2.7	Provide greater priority for public transport services throughout Kildare Town by providing signal priority measures at key junctions.
MTO 2.8	Investigate the feasibility of a public transport priority route between the M7 Motorway and Kildare Town Train Station as a longer-term vision for the town.
MTO 2.9	Actively support the extension of the electrification of the Kildare Southwest Rail Line from Hazelhatch to Kildare Town.

7.5. Roads and Streets Measures

One of the principal aims of the Kildare Town Transport Strategy is to reduce car dependency through improvements to public transport services and walking/cycling facilities. The road measures focus on reducing unnecessary vehicular trips through the town centre, to facilitate infrastructure improvements for active modes and safety. In respect to future development of the town, the Road Strategy seeks to ensure that Kildare Town will have sufficient road capacity to support additional population and ensure the efficient movement of vehicles on the road network. The Roads Strategy is intentionally restrained, seeking to only deliver new road projects when they are essential to the growth of the town and complement the multi-modal transport strategy. There are a number of measures that were agreed previously for the town, which formed the starting basis for the new road measures.

One major element of the Road Strategy for Kildare Town is determining which section of Market Square should be pedestrianised and closed to vehicle traffic to support the proposals contained within the Town Renewal Masterplan. The Transport Strategy analysed whether the closure of either Bride Street or the closure to the eastern side of Market Square to traffic would be required to facilitate this. The transport modelling supports the road closure of Bride Street in Market Square in the medium to long-term. However, it will require the completion of the Northern Link Street and the Former Magee Barracks roads prior to implementation. These road measures will support the pedestrianisation of the Market Square which is a central component to the Kildare Town Renewal Plan. The provision of the Former Magee

Barracks roads and the Northern Link Street will ensure that there is an alternative north-south route for traffic and HGVs once Bride Street has been closed in Market Square.

The identified road/street measures are based on the evidence-based transport modelling assessment as part of the Transport Strategy. The closure of Old Road Bridge to vehicular traffic (RD1) will allow for improved pedestrian and cyclist safety, boosting active travel along this route, and reducing emissions and noise. Vehicular accessibility will improve with the introduction of two-way traffic on Southgreen Bridge (RD1). These preferred measures will be in addition to a number of road schemes which have already been committed to, as per the previous plan for the town (Table 7-4 and Map 7.5 refers). Measure RD 5 has not been mapped as the precise traffic signals to be upgraded will be identified in a detailed study at a later date.

Table 7-4 Road Measures

Ref. No.	Short Description	Delivery Timescale
RD 1	Closure of Old Road Bridge to vehicular traffic and the replacement/upgrade of Southgreen Bridge to facilitate two-way traffic with improvements to approach roads (the upgrade must be delivered prior to the closure).	Medium-term
RD 2	Construction of Northern Link Street which includes one-way systems.	Medium-term
RD 3	Closure of Bride Street section of Market Square to vehicular traffic (linked to development of the Former Magee Barracks Road and the Northern Link Street).	Medium to long-term
RD 4	One-way system on Meadow Road running east to west (which may require the delivery of RD 6, subject to the results of one-way trials).	Short-term
RD 5	Upgrade signalised junctions to MOVA and SCOOT as appropriate	Short to medium-term
RD 6	Potential future link (inclusive of an active travel measure) from Hospital Street to Tully Road south of Cunnaberry Hill and parallel to the motorway (to support the implementation of a one-way system on Meadow Road, if required)	In tandem with the delivery of Cherry Avenue Park

Previously Approved Measures⁵⁴		
PA 1	Phase 1 the Former Magee Barracks Roads	Developer led
PA 2	Modus Link Road	Developer led
PA 4	Phase 2 of the Former Magee Barracks Road	Developer led

7.5.1. Outer Relief Road – Long Term Road Corridor

There is a very long-term road measure for an outer relief road which may be required beyond the lifetime of this plan, the indicative route of which warrants protection in this Plan period. This protected corridor is linked to the potential future development of land beyond the lifetime of this Plan. It is of importance to note that, the town would be required to expand significantly for this protected corridor to be required for a new road, which is unlikely to happen even in the next Plan period. The protected corridor illustrated in Map 7.4 is indicative only and the precise location of the road will be determined through a route selection and detailed design process if it is deemed to be required in the future.

Road and Street Network Objectives	
It is an objective of the Council to:	
MTO 3.1	<p>(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 Design Manual for Urban Roads and Streets (DMURS) or any subsequent guidelines.</p> <p>(b) Safeguard the development and carrying capacity of the national road infrastructure along the existing M7 Motorway and associated Junctions 13, in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) or any subsequent guidelines.</p>
MTO 3.2	<p>Ensure the implementation of the following road measures contained in Table 7-4 and illustrated in Map 7.4 in accordance with the DMURS standards for urban roads and streets and where necessary to preserve the identified routes free from development:</p> <p>(i) Closure of Old Road Bridge to vehicular traffic and upgrade of Southgreen Bridge to two-way traffic.</p>

⁵⁴ For consistency with the Kildare Town Transport Strategy the numbering of the Previously Approved (PA) Road Measures aligned with the Transport Strategy. During the Local Area Plan process PA3 Hospital Street to Tully Road link was removed from the Draft Plan and renumbering did not take place.

- (ii) Northern Link Street and associated one-way streets.
- (iii) Closure of Bride Street within Market Square.
- (iv) One-way system on Meadow Road.
- (v) Upgrade signalised junctions to MOVA and SCOOT as appropriate.

All road measures shall incorporate nature-based surface water management as a solution for surface water management.

MTO 3.3 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 Kildare Town.

MTO 3.4 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 3.5 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 3.6 Ensure the safety of pedestrians and cyclists at the eastern section of Market Square once traffic is diverted from Bride Street, through a redesign of the eastern side of Market Square junction to increase its capacity to cater for greater vehicle volumes and to ensure the safety of pedestrians and cyclists.

MTO 3.7 Investigate the possibility of ancillary road measures such as the potential for a one-way system on Nugent Street, as part of the closure of Bride Street within Market Square, a one-way system between Dunmurray Road and Rathbride Road, an inner relief road one-way system using Meadow Road and Academy Street, from Melitta Road to Pigeon Lane or to the north of town, and also the possibility of a future HGV ban in the town centre within the lifetime of the Plan and/or under future land uses plans for the town.

MTO 3.8	Provide improved turning lanes at the intersection of the Monasterevin Road (R445) and the Nurney Road (R415), where feasible.
MTO 3.9	Preserve the indicative route illustrated on Map 7.4 free from development where possible, in order to provide for the potential delivery of an outer relief road in Kildare Town under future local area plans.

7.6. Parking Strategy

Effective parking management, including the integration of parking provision for both bicycles and the private car is a key element in the successful delivery of sustainable mobility. Good parking management can help free up valuable public space, make towns more attractive, support the local economy, reduce traffic congestion, and improve road safety and air pollution. The provision of secure cycle parking is essential for supporting the development of cycling as a practical transport choice.

The car-parking strategy (see Map 7.5 and Table 7-5) aims to improve the efficient use of existing carparks in the town centre. The Plan will seek to take a balanced approach to effectively manage car 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 required in relation to new developments for both bicycles and cars.

Table 7-5 Car-parking Measures

Measure Ref.	Short Description	Delivery Timescale
PK 1	Installation of Variable Messaging Signs (VMS) parking signs	Medium-term
PK 2	Relocate on-street parking on Main Street	Short to medium-term
PK 3	Creation of a new or upgraded town centre off-street car park at the most appropriate of the three identified sites; Water tower, Dublin Road, Bride Street off-street car park. The preferred site/sites will be identified by a Kildare County Council feasibility study at a later date.	Short to medium-term
PK 4	Upgrade of Kildare Town Train Station Car Park	Medium-term
PK 5	Mobility Management Plans for major workplace locations: Kildare Tourist Outlet	Short-term

	Village and the Kildare Chilling Site and other significant businesses	
PK 6	Upgrade Nugent Street car-park	Short-term

Parking Objectives	
It is an objective of the Council to:	
MTO 4.1	Apply the cycle parking and car-parking standards in the Kildare County Development Plan, and relevant Section 28 Guidelines, to all applications for planning permission in Kildare Town.
MTO 4.2	Ensure that cycle parking should be appropriately designed into the public realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided.
MTO 4.3	Provide adequate, secure and sheltered bicycle parking facilities subject to demand analysis, at appropriate locations at: <ul style="list-style-type: none"> ○ Town centre ○ Kildare Town Train Station ○ Adjacent to heritage, community and amenity destinations.
MTO 4.4	Support and facilitate the implementation of the preferred car parking measures, as provided for on Map 7.5 and Table 7-5, as identified in the Kildare Town Transport Strategy.
MTO 4.5	Support and facilitate a range of car-parking infrastructure measures, as identified in the Kildare Town Transport Strategy as follows: <ul style="list-style-type: none"> ○ Improve car-parking signage. ○ Review parking duration. ○ Review HGV loading bays, ○ Enhance parking enforcement, ○ Review school drop-off facilities, ○ Review of layby at Kildare Town Train Station.
MTO 4.6	Investigate the provision of a designated drop zone for St Brigid's Primary School to remove cars from the area at drop off / pick up.
MTO 4.7	Investigate the provision of a designated area for coach parking in tandem with the feasibility study for the creation of a new or upgraded town centre off-street car park (PK 3, refers).

- | | |
|----------------|---|
| MTO 4.8 | Support the provision of charging facilities for Electric Vehicles (EVs) on public and private land in accordance with County Development Plan standards. |
| MTO 4.9 | Promote the use of the De La Salle school site as a public carpark to provide additional capacity within Kildare Town, outside the operating hours of the school particularly during school holidays. |

8. Built Heritage and Archaeology

8.1. Overview

Kildare Town is rich in architectural and archaeological heritage. The town is an important historic site because of its early monastic settlement and its Anglo-Norman origins. It is an excellent example of the progression of a settlement from perhaps a prehistoric habitation, into the 400s up to the 1200s and beyond. Traces of a concentric plan are legible, which may pre-date the Anglo-Norman invasion. Within the town, the street plan is linear. The main axis of the medieval street plan is the present-day east west route formed by Claregate Street and Dublin Street. The relationship of the Market Square to the ecclesiastical centre is clearly legible. Historic laneways are retained, as are the alignments of the historic burgage plots to the south of Dublin Street and Market Square. The town retains an eclectic and varied building stock ranging from formal Gentleman Lodges, Georgian townhouses, modest artisan dwellings, to formal civic and educational buildings, and ecclesiastical structures. The character of the town is also defined by its topographical setting sitting on a ridge, the Cathedral located on the western ridge, and the Castle on the eastern side. The topography and street alignment contribute to the existence of important and significant views and vistas into and out of the town, which contribute to the character of the overall town. The built heritage of the town is among its most important physical assets and therefore, the protection and appropriate enhancement of Kildare Town's built heritage is crucial in protecting the Kildare Town tourism product as detailed in the Economic Development Strategy (Section 5.4., refers).

8.2. Record of Protected Structures (RPS)

Architectural heritage is protected through the Record of Protected Structures which forms part of the Kildare County Development Plan 2023-2029 under Appendix 6. The Planning and Development Act 2000 (as amended) places an obligation on local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. The full extent of a protected structure includes the land lying within the curtilage of the protected structure and other structures within that curtilage and their interiors. The concept of a curtilage is not defined by legislation but is understood to be the parcel of land immediately associated with that structure and which is or was in use for the purposes of that structure. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS).

There are 39 Protected Structures contained within the local area plan boundary (Table 8-1 and Map 8.1 and Map 8.2, refers). 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 (including NIAH references), as amendments to the record can take place during the life of a County Development Plan.

Table 8-1 Protected Structures

RPS Ref.	Location	Description	Image ⁵⁵
B22-18	Leinster Lodge, Chaplin's Lane	House (former)	
B22-19	Virginia Lodge, Market Square	House	
B22-21	No. 19 Fairview Cottages	House	
B22-23	Bungalow One, Dunmurray Road	House (former now a childcare facility)	
B22-24	The Cottage, Tully Road	House	
B22-26	Aisling House, Dublin Road	House	
B22-27	Abbey View House, St Brigid Square	House	
B22-28	White Abbey Road	House (former)	
B22-29	Firecastle Lane	House	

⁵⁵ The images are included for information purposes only.

B22-30	Verger's House, Market Square	House	
B22-31	Kilcumney House	House	
B22-32	Valetta House	House (former)	
B22-33	Ulster Lodge, French Furze Road	House	
B22-34	The Nook, French Furze Road	House	
B22-35	Mons Lodge, Leinster Walk	House	
B22-37	Saint Jude's House, Hospital Street	House (former)	
B22-38	Beech Grove House, Dublin Street	House	
B22-38A ⁵⁶	Beech Grove House, Dublin Street	Gates/railings/wall	
B22-39	Lislee House, Dublin Street	House	

⁵⁶ This reference number A was created for mapping purposes and is not represented in the actual Record of Protected Structures.

B22-41	M.J. McEnerney, White Abbey Road	House with Public House	
B22-42	Kildare Market House (former), Market Square	Market House (former)	
B22-43	Market Square	Lamp Standard	
B22-44	Nolan's/Seeta, Market Square	Public House	
B22-45	St. Brigid's Cathedral, Market Square	Cathedral	
B22-47	The Vatican, Market Square	Public House	
B22-48	Southwell's, Market Square	Shop	
B22-49	St Brigid's Catholic Church, St Brigid's Square	Church	
B22-50	Presentation Convent, Meadow Road	Attached nine-bay two-storey over part-raised basement convent (former)	

B22-51	Kildare Convent National School, Meadow Road	School (former)	
B22-52	Kilgowan Lodge, Meadow Road	House	
B22-53	Kildare Post Office, Dublin Street	Post Office (former)	
B22-54	Kildare Courthouse, Dublin Street	Courthouse (former)	
B22-56	Kildare Carmelite Catholic Church	Church	
B22-58	Kildare Railway Station, Station Road	Foot Bridge	
B22-59	Kildare Railway Station, Station Road	Railway Station	
B22-60	Presentation Convent, Meadow Road	Thirteen-bay two-storey over basement convent (former)	
B22-61	Grey Abbey	Fransican Friary ruins RMP	
B22-62	Kildare Castle Gatehouse	Castle gatehouse	
B22-63	Grace's Public House	House /Former pub	

Architectural Heritage Objectives

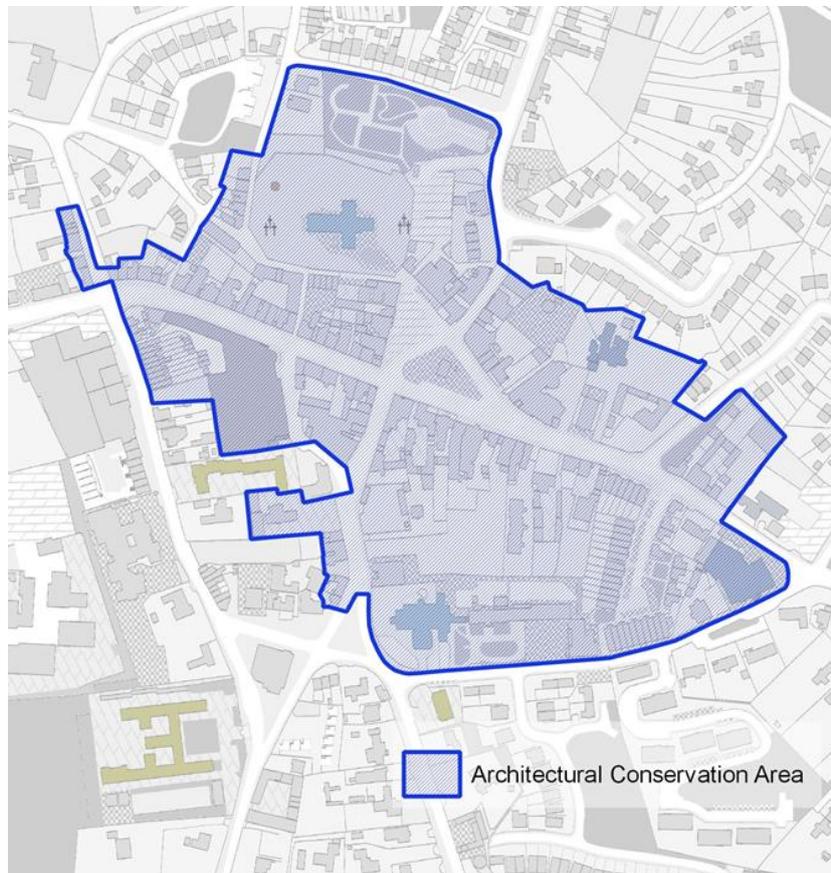
It is an objective of the Council to:

- BHO 1.1** Protect the architectural heritage of Kildare Town by ensuring the protection and conservation of all protected structures and structures of historic significance (or parts of structures), including the curtilage and attendant grounds of structures detailed in Table 8-1 and Map 8.1 and Map 8.2 or any additional structure placed on the Record of Protected Structures.
- BHO 1.2** Support the sensitive conservation and restoration of protected structures and their attendant grounds and operate flexibility with regard to the sustainable reuse of these buildings to facilitate their ongoing use, subject to good conservation principles.
- BHO 1.3** Support and promote the preparation of a management or conservation strategy for the Cathedral, the Castle and the Presentation Convent lands to inform future developments.
- BHO 1.4** Actively seek funding from the Heritage Council for Kildare Town to enable Kildare County Council to carry out a full review of protected structures in the town to include the analysis and categorisation of the condition of each building in order to formulate a plan to safeguard and sustainably reuse these buildings within the lifetime of the Local Area Plan.
- BHO 1.5** Support the sensitive incorporation of public amenity and open spaces around monuments, in a manner compatible with the protection and proper management and conservation of the monument, subject to an appropriate management and conservation plan to be prepared by the relevant landowner or stakeholder.
- BHO 1.6** Support the delivery of a walking trail along the Town Walls within the curtilage of St Brigid’s Cathedral in an appropriate manner that is sympathetic to the historical context of the site.

8.3. Architectural Conservation Area (ACA)

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. The Kildare County Development Plan 2023-2029 has designated an area in the centre of the town of Kildare as an ACA (Figure 8-1, refers). As part of the development plan review process in 2022, the ACA has been increased in size from the previous development plan. The ACA boundary incorporates the key character areas that define the historic town core, namely the Cathedral, Market Square, the principal east west route and laneways. The area incorporates most of the eighteenth and nineteenth century building fabric. The extent of the ACA is illustrated on Figure 9-2 (below) and Map 8.1, 8.2 and 8.3.

Figure 8-1 Architectural Conservation Area Boundary



Accompanying this Plan (Appendix C) is an updated Architectural Conservation Area, Statement of Character for the town. The Statement of Character provides information on the architectural heritage and the overall condition of the ACA providing detailed analysis on street pattern and materials, form and arrangement of public spaces, socio-economic functions, building types and palette of materials.

8.3.1. Protected Views within the Architectural Conservation Area

There are a number of important views within the ACA (Map 8.3, refers) which are vital to protect and enhance, to ensure the unique built heritage setting of the town is

protected. The views that warrant protection comprise a collection of landmark buildings that are defining features in the landscape which make the town legible. Shorter significant views are in the intimate space of Market Square. Laneway views from Claregate Street are also significant offering glimpses of the imposing and dramatic forms of the Cathedral. Table 8-2 lists the views to be protected within the ACA which are mapped under Map 8.3.

Table 8-2 Protected Views within the ACA

View Reference	Description
1	Views of St Brigid's Church from Cleamore Road
2	Views of the Cathedral and round tower from the junction of Bride Street / Meadow Road
3	Views of the Cathedral and round tower from the south-eastern corner of Market Square.
4	Views into Market Square from the junction of Bride Street and Dublin Street
5	Views from within Market Square at the junction of Bride Street and Claregate Street towards Dublin Street
6	Views of St Brigid's Church from Bride Street at Market Square
7	Views from Bride Street to Claregate Street
8	Views from the northern approach to Market Square from Bride Street
9	Views towards the Cathedral and round tower from the corner of Lourdesville and Station Road
10	Views towards the Cathedral and round tower from Chapel Lane
11	Views towards the Cathedral and round tower from the corner of Firecastle Lane and White Abbey Road
12	Views from the western approach to Market Square from Claregate Street.

8.3.2. Management of Development within the Architectural Conservation Area

Any new development within or adjoining the Architectural Conservation Area (ACA) should respect or enhance its special character and should be carried out in consultation with the Planning Department and Architectural Conservation Officer of Kildare County Council, having regard to the development management standards contained in the County Development Plan.

ACAs provide an opportunity to build upon an existing character by establishing a high standard of design. However, assigning ACA status imposes some restrictions on certain works to the exteriors of structures within the designated boundary in

order to ensure the protection of the special area. The ACA Statement of Character acts as a guide to inform development proposals in the ACA. Owners and occupiers of 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 exterior of the structure or that of neighbouring structures or open spaces. 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. Further details on works requiring permission or not requiring permission are detailed under Section 10 of the ACA Statement of Character.

Architectural Conservation Area Objectives

It is an objective of the Council to:

- BHO 2.1** Preserve the character of the designated Kildare Architectural Conservation Area (ACA) by ensuring that new development, extensions, renovation works and infill developments within or adjacent to the ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the ACA including *inter alia* vistas, streetscapes, building lines, fenestration patterns and architectural features. Proposals for development shall include an analysis of how the new development complements the setting, character and appearance of the Kildare Town ACA referring to the findings of the ACA Statement of Character for the town.
- BHO 2.2** Encourage the repair and enhancement of existing shopfronts and the replacement of inappropriate shopfronts and signage where necessary, having regard to the Kildare Town ACA Statement of Character and Kildare Shopfront Guidelines in the consideration of any shopfront or commercial proposals within the ACA in terms of design signage/advertising, lighting and materials. 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 (including the upper floors) and should consider the reinstatement of historical features and the use of the Irish language. Such applications will be required to include a study of the overall façade and to make proposals to remove visually intrusive elements such as inappropriate signage, lighting and ancillary cables and ducts.
- BHO 2.3** Protect and enhance all protected views within the Architectural Conservation Area as illustrated on Map 8.3 by requiring a Visual Impact Assessment for developments which have the potential to impact on the character, value or sensitivity of the ACA. Where it is considered that a development may impact on a protected view,

	proposals must have regard to the significance of any such impact and incorporate appropriate mitigation measures.
BHO 2.4	Initiate a ‘Beautiful Street Initiative’ encouraging the formation of Terrace / Street partners to carry out analysis and to prepare proposals for works to cumulatively enhance streets within the ACA boundary in accordance with the guidance contained in Section 11.1.2 of the ACA Statement of Character.
BHO 2.5	Preserve, incorporate and enhance the alignment of the historic burgage plots in particular the historic stone boundaries throughout the Architectural Conservation Area (ACA). All planning applications for development on lands that include or are bound by burgage plot boundaries are to clearly detail how these boundaries will be enhanced, reinstated and incorporated, in order to protect and enhance the historic interest presented by the Burgage plot boundaries. Adherence to any public realm palette of finishes which stem from the Town Renewal Masterplan projects is also required.
BHO 2.6	Ensure careful consideration of urban development within or adjoining Architectural Conservation Area ensuring the design rationale and overall site context act as the main driver for the overall scale, mass, height and design in order to achieve the most appropriate development in sensitive areas.

8.4. Protected Scenic Routes and Views

The County Development Plan has identified a number of important and valued scenic routes and views that warrant protection in and through Kildare Town. These are detailed in Table 8-3 below. The County Development Plan should always be consulted for a definitive list of protected views.

One of the defining aspects of Kildare Town is its historic skyline. It is dominated by impressive landmarks including the Round Tower and St Brigid’s Cathedral, White Abbey Church and St Brigid’s RC Church. In addition to the protected views within the Architectural Conservation Area (Table 8-2, refers), the protection of peripheral viewpoints of the historic skyline on approach routes into the town centre is also important. A list of protected views of the historic skyline from the approach routes to the town is contained in Table 8-4 overleaf.

The views listed in Tables 8-3 and 8-4 (overleaf) are illustrated in Map 8.4 Scenic Routes and Protected Views.

Table 8-3 Scenic Routes and Views from County Development Plan

View Reference	Location
Scenic Route No. 3	Views north and south across Curragh Plains, along R445, from the junction of R413/R445 to Colgan's Cut, Curragh
Scenic Route No. 4	Views of the Curragh Plains from Little Curragh, the L7034, the L3006 and the L6075, from the Kildare Town boundary to Donnelly's Hollow and the R413 from Donnelly's Hollow to the Kildare Town boundary
Scenic Route No. 14	Views to and from Dunmurry Hill and Red Hill and views of the Central Kildare Plains and Boglands on the R401 and adjoining roads from Thomastown crossroads to the Kildare Town Settlement boundary
Hill Top View No. 1	Hill top views from Red Hill.

Table 8-4 Protected Views of the Historic Skyline

View Reference	Location
HS1	View from the junction of Southgreen Road and Southgreen Link Road southeast towards Carmelite Friary Church and St Brigid's Cathedral and Round Tower
HS2	View from the Old Road bridge over the rail line southeast towards Carmelite Friary Church and St Brigid's Cathedral and Round Tower
HS3	View from the corner of Elm Park southwest towards St Brigid's Cathedral and Round Tower
HS4	View from the junction of Melitta Road and Maryville southwest towards St. Brigid's Cathedral and Round Tower
HS5	View from Tully Road northeast towards St Brigid's Cathedral and Round Tower
HS6	View from Brallistown Common north towards St Brigid's Cathedral and Round Tower
HS7	View from the R445 (Monasterevin Road) east towards the Carmelite Friary Church

Scenic View Objectives

It is an objective of the Council to:

- BHO 3.1** Protect the visual amenity and character of scenic routes and protected views in Kildare Town as identified on Map 8.4 and require a Visual Impact Assessment for development proposals which have the potential to impact on the special character and visual amenity of protected views and scenic routes as part of the development management process.

8.5. Archaeological Heritage

Kildare Town has a rich and interesting archaeological heritage which is important to conserve as the associated finds are the legacy of the many societies and individuals that inhabited the land helping us to understand how cultures and past societies developed. Archaeological heritage consists of such material remains (whether in the form of sites and monuments or artefacts in the sense of moveable objects). 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 Housing, Local Government and Heritage.

8.5.1. Sites and Monuments Record

Maps 8.1 and Map 8.2 Built Heritage and Archaeology identifies the sites within the local area plan boundary that are included on the Sites and Monuments Record (SMR). This map should be read in conjunction with Table 8-5 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. Not all of the sites plotted are scheduled for inclusion in the next revision of the Record of Monuments in Places (RMP) and there are a number of such sites in Kildare Town.

Table 8-5 Sites and Monuments Record

SMR Ref.	Class		SMR Ref.	Class
KD022-012- ---	Mound		KD022-029048-	Graveslab
KD022-025- ---	Burial		KD022-029049-	Graveslab
KD022-026- ---	Burial		KD022-029050-	Graveslab
KD022-027- ---	Burial		KD022-029051-	Graveslab
KD022- 029001-	Historic town		KD022-029052-	Wall monument
KD022- 029002-	Ecclesiastical site		KD022-029053-	Graveslab
KD022- 029003-	Graveyard		KD022-029054-	Graveslab
KD022- 029004-	Castle - Anglo- Norman masonry castle		KD022-029055-	Wall monument
KD022- 029005-	Cathedral		KD022-029056-	Armorial plaque
KD022- 029006-	Religious house - Franciscan friars		KD022-029057-	Cross-inscribed stone
KD022- 029007-	Religious house - Carmelite friars		KD022-029058-	Ecclesiastical enclosure
KD022- 029009-	Town defences		KD022-029059-	Building
KD022- 029020-	Round tower		KD022-029060-	Architectural fragment
KD022- 029021-	Cross - High cross		KD022-029061-	Graveyard
KD022- 029022-	Cross		KD022-029062-	Tomb - unclassified
KD022- 029023-	Graveslab		KD022-029063-	Tomb - chest tomb
KD022- 029024-	Redundant record		KD022-029064-	Inscribed stone
KD022- 029025-	Castle - motte		KD022-029065-	Tomb - chest tomb
KD022- 029026-	Building		KD022-029066-	Inscribed stone

KD022-012- ---	Mound		KD022-029067-	Graveyard
KD022-025- ---	Burial		KD022-029069-	Architectural feature
KD022-026- ---	Burial		KD022-029070-	Tomb - effigial
KD022- 029027-	Cross-slab		KD022-029071-	Architectural feature
KD022- 029028-	Cross-slab		KD022-029072-	Armorial plaque
KD022- 029029-	Cross-slab		KD022-029074-	Burial
KD022- 029030-	Tomb - effigial		KD022-029075-	Sheela-na-gig (present location)
KD022- 029031-	Cross-slab		KD022-030----	Well
KD022- 029032-	Tomb - effigial		KD022-033----	Ritual site - holy well
KD022- 029033-	Cross-slab		KD022-034----	Religious house - Knights Hospitallers
KD022- 029034-	Tomb - effigial (present location)		KD022-034001-	Graveyard
KD022- 029035-	Tomb - effigial		KD022-034002-	Sheela-na-gig
KD022- 029036-	Tomb - chest tomb		KD022-035---	
KD022- 029037-	Tomb - chest tomb		KD022-037----	Burial
KD022- 029038-	Tomb - table tomb		KD022-066----	Castle - unclassified
KD022- 029039-	Tomb - chest tomb		KD022-113----	Burnt mound
KD022- 029040-	Tomb - chest tomb		KD022-114----	Fulacht fia
KD022- 029041-	Graveslab		KD022-115----	Burial
KD022- 029042-	Cross-slab		KD022-118----	Burial ground
KD022- 029043-	Cross-slab		KD022-120----	Enclosure
KD022- 029044-	Inscribed stone		KD022-121----	Enclosure

KD022-029045-	Inscribed stone		KD022-029048-	Graveslab
KD022-029046-	Armorial plaque		KD022-029049-	Graveslab
KD022-029047-	Inscribed slab		KD022-029050-	Graveslab

8.5.2. Zone of Archaeological Potential

The County Kildare Urban Archaeological Survey (Bradley and King 1986) identifies a Zone of Archaeological Potential in Kildare Town. This has been reproduced for the Plan under Map 8.1 and Map 8.2. The zone of archaeological potential is an area where significant archaeology has been found and there is a high likelihood of further findings.

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 half a hectare or more) or length (1 kilometre or more) and developments that require an Environmental Impact Assessment Report, will be required as part of the planning application process, or by condition of permission, to carry out archaeological assessment, monitoring, testing or excavation within the area either prior to the planning decision or prior to any development proceeding on site. The Council, by way of a condition of planning 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 Housing, Local Government and Heritage and other statutory consultees when considering applications for planning permission for development on or in the vicinity of archaeological sites and/or monuments. It is important to note that there have been recent significant archaeology finds outside the zone of archaeological potential and applications on or in the vicinity of these recent finds may also be referred to the Department of Culture, Heritage and the Gaeltacht.

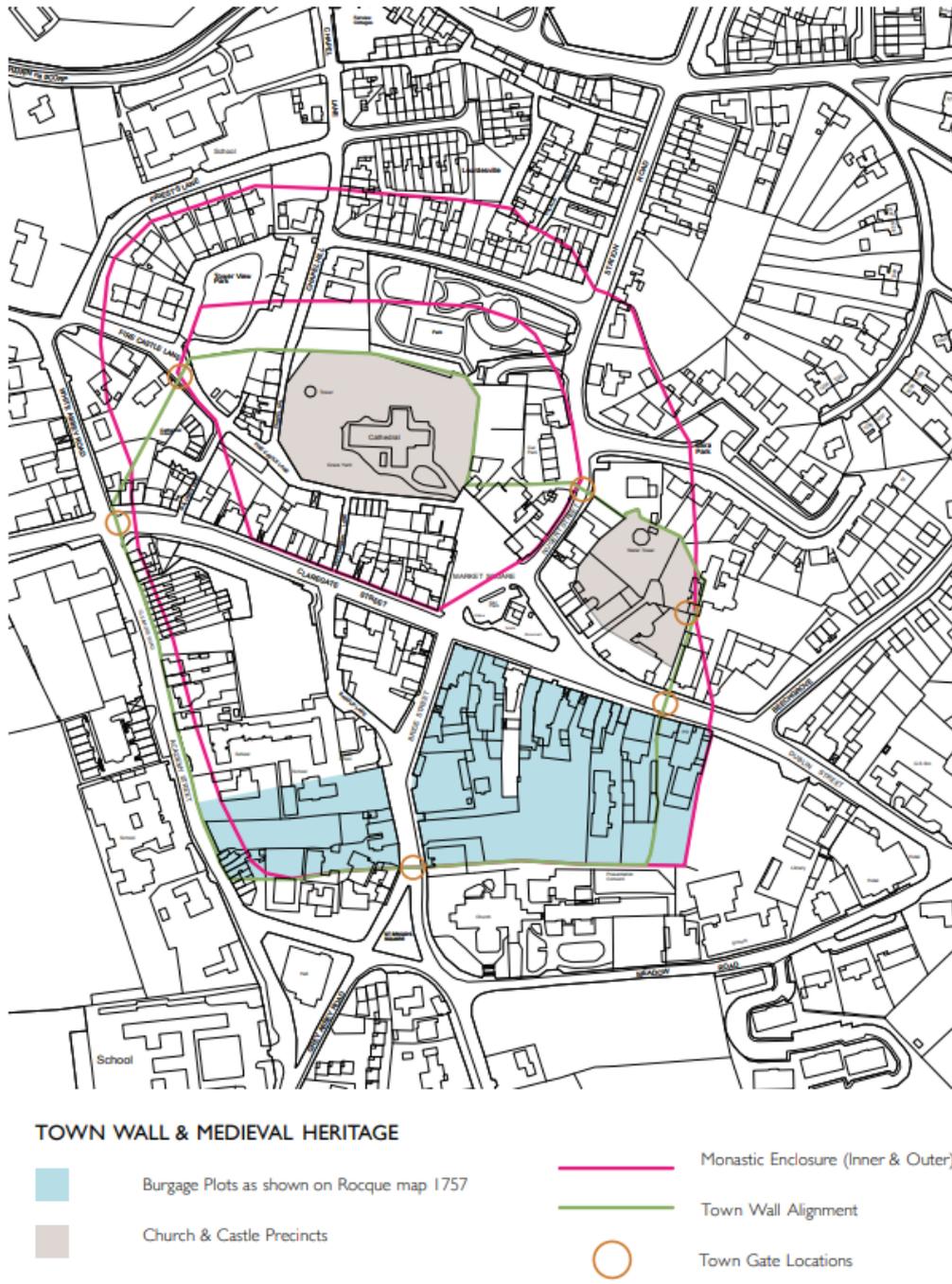
8.5.3. Kildare Town Defences

The town defences of Kildare are no longer prominent, indeed; it is stated that no visible physical evidence for the morphology of the town defences survives, and any description is based on, mainly later, historical sources, and any suggested town wall course is conjectural⁵⁷. According to National Policy on Town Defences (2008) town defences include all walls (whether ancient or on the line of ancient walls), gates, towers, earthen banks and fosses (ditches), bastions, outworks and other features. They are considered “monuments” and are protected under the National Monuments Acts 1930-2004, the Planning and Development Act 2000 (as amended) and the National Policy on Town Defences (2018). The Kildare Town defences are referenced on the Record of Monuments and Places (and on the Sites and Monuments Record) under reference KD022-029009-.

⁵⁷ www.archaeology.ie Historic Environment Viewer.

A Conservation, Interpretation and Management Plan was prepared in 2014 funded by the Kildare Town Tourism Group. This document provides a conjectural circuit as illustrated in Figure 8-2. The Conservation Plan outlines a number of implementation strategies with regards conservation measures and interpretation and management principles in relation to the walls. The Conservation Plan forms part of the relevant planning policy which assisted in the preparation of the Kildare Town Renewal Masterplan.

Figure 8-2 Conjectural Lines of the Monastic and Town Wall Enclosures



Source: *Kildare Town Walls: Conservation, Interpretation and Management Plan (2014)*

Archaeological Heritage Objectives

It is an objective of the Council to:

- BHO 4.1** Protect and promote the archaeological heritage of Kildare Town in particular those sites illustrated on Map 8.1 and Map 8.2 and referred to under Table 8-5 and avoid negative impacts on sites, monuments, features or objects of significant historical or archaeological interest by ensuring archaeological assessments are undertaken to inform proposed development in accordance with the National Monuments Acts 1930-2004.
- BHO 4.2** Prioritise the protection/preservation in situ (or upon agreement preservation by record) of items of archaeological interest as listed in Table 8-5 and shown on Map 8.1 and Map 8.2 Built Heritage and Archaeology from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites.
- BHO 4.3** Ensure the route of the town walls alignment is protected and to promote public awareness and understanding of the existence of these historic elements through the use of high-quality interpretative material and signage within the public realm.
- BHO 4.4** Support and maintain the membership of Kildare Town in the Irish Walled Towns Network which has been established by the Heritage Council.
- BHO 4.5** Seek the implementation of heritage-led regeneration including that of the public realm, through funding sources such as the Historic Towns Initiative and the Urban / Rural Regeneration Development Fund whichever is applicable⁵⁸.
- BHO 4.6** Support the repair and conservation of the Kildare Town Walls within the curtilage of St Brigid's Cathedral.

⁵⁸ Census 2022 data is required at settlement level to know which fund to apply for.

9. Natural Heritage and Green Infrastructure

9.1. Overview of Natural Heritage

Natural heritage refers to biodiversity, including flora and fauna, ecosystems and geological structures. The concept of biodiversity goes beyond identifying the variety of species that may occur within a given area, as it also recognises the inter-connectivity and interdependencies that occur between different species and their habitats. The conservation and enhancement of biodiversity and natural heritage is therefore an integral part of good environmental management and sustainable development.

There is a great diversity of natural and semi-natural habitats in Kildare Town, ranging from its hedgerows, grassland plains, isolated ponds, woodland (at the National Stud), recreation and amenity spaces and motorway and rail corridors. It is considered that the natural heritage of Kildare Town is a critical asset which is somewhat underutilised. When examined in combination with Kildare Town’s built heritage, this green infrastructure has huge potential, if appropriately and sensitively managed, to improve the overall wellbeing and quality of life of the town’s residents whilst also providing critical economic and tourism opportunities.

The natural environment also plays a vital role in helping communities adapt to and mitigate the negative effects of climate change. Accordingly, the objectives and actions set out in the Plan seek to protect Kildare Town’s existing habitats and promote the sensitive incorporation of new green infrastructure features into the existing urban fabric of the town alongside new developments to foster greater biodiversity, whilst also utilising such green infrastructure for climate mitigation purposes.

9.2. Designated Sites

There are a range of statutory provisions in force in Ireland to protect, conserve and manage our natural heritage, and to control and regulate human activities that may impact upon them negatively. Currently there are three main types of designation of protected areas - Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Natural Heritage Areas (NHA).

Special Area of Conservation (SAC)	These have been selected for protection under the European Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) due to their conservation value for habitats and species of importance in the European Union.
Special Protection Area (SPA)	These have been selected for protection under the 1979 European Council Directive on the Conservation of Wild Birds (79/409/EEC) due to their conservation value for birds of importance in the European Union.

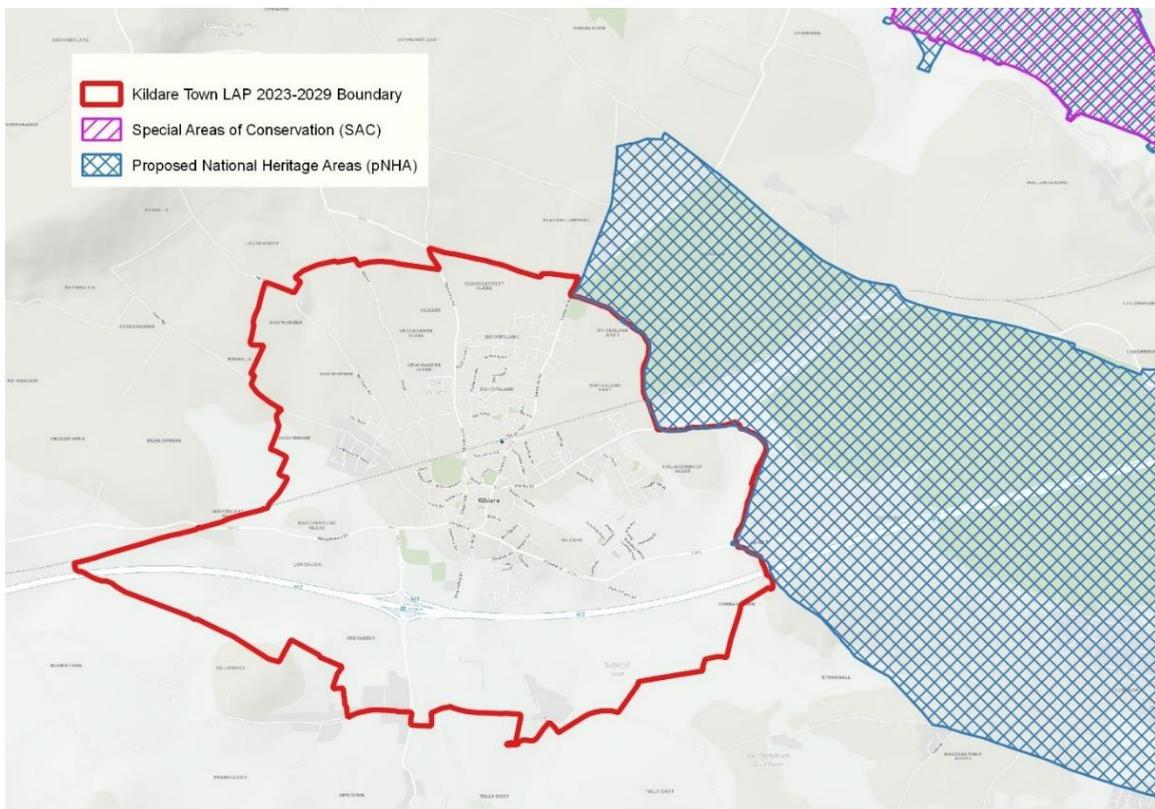
Natural Heritage Areas (NHA)	These are designated due to their national conservation value for ecological and/or geological/geomorphological heritage. They cover nationally important semi-natural and natural habitats, landforms or geomorphological features, wildlife plant and animal species or a diversity of these natural attributes. NHAs are designated under the Wildlife (Amendment) Act 2000. Proposed NHAs were published on a non-statutory basis in 1995 but have not since been statutorily proposed or designated.
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While there are no SACs, SPAs or NHAs within the plan boundary, Pollardstown Fen SAC, located directly north-east of the plan boundary (site code 000396), is hydro-geologically connected to the Curragh aquifer which is located below Kildare Town and surrounding landscape.

Other Natura 2000 sites located a more substantial distance away from the plan boundary include Mouds Bog SAC to the north (site code 000395) and the River Barrow and River Nore SAC (0002162) to the southwest.

The Curragh is an important asset for Kildare Town, and it is a proposed Natural Heritage Area (pNHAs) (site code 000392). It adjoins the north-eastern boundary of the Plan. Both Pollardstown Fen (site code 000396) and Mouds Bog (site code 002331) are also pNHAs. The Grand Canal pNHA (site code 002104) lies to the north of Kildare Town, including one branch which flows north from Pollardstown Fen.

Figure 9-1 Designated Sites



Natural Heritage Objectives

It is an objective of the Council to:

- NHO 1.1** Ensure that any proposal for development within the plan area adjacent to the Curragh pNHA is located and designed to minimise impacts on the biodiversity, geological, water and landscape value of the pNHA.
- NHO 1.2** Require, where appropriate, that planning applications for development located within the plan area and adjacent to the Curragh pNHA are accompanied by an Ecological Impact Assessment (EclA) prepared by a suitably qualified professional.
- NHO 1.3** Encourage and promote appropriate sustainable access from Kildare Town to the Curragh.
- NHO 1.4** Identify, protect and enhance, in co-operation with the relevant statutory agencies and other relevant groups active in Kildare Town, sites of local biodiversity importance (Local Biodiversity Areas), not otherwise protected by legislation.

9.3. Green Infrastructure

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

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, protects from flooding and provides vital amenity and recreational spaces for communities. Central to the concept of a Green Infrastructure network is its multifunctionality, performing several layered functions in a single shared space. Not only does it provide for habitats for wildlife, but it also delivers environmental services such as sustainable water drainage and flood protection whilst also enabling the provision of amenity and recreational activities for people.

Kildare Town has a substantial level of green infrastructure within the Plan area, including grasslands, treelines, woodlands, hedgerows and isolated ponds. This green infrastructure can be used as a tool to alleviate many of the negative impacts of climate change such as control of surface water runoff and the urban heat island effect.

9.4. Habitat Survey and Mapping

Green Infrastructure networks are made up of core areas of high biodiversity value connected by natural corridors or steppingstones. Corridors are more or less linear avenues of habitats that link larger areas of habitats and allow animals, birds and plants to move among them. Examples of corridors could be hedgerows linking areas of woodland or rivers. Stepping stones are more isolated habitat patches located in built-up areas or intensive farmland that allow animals and plants to jump between core habitat areas. Stepping stones include small wetlands or ponds in farmland, grasslands that have developed on abandoned quarries, or even urban parks. The importance of corridors and stepping stones is that they reduce ecological fragmentation in the landscape, increasing connectivity among habitats and giving plants and animals greater access to living space and other resources.

Under Article 10 of the Habitats Directive, planning and development policies must endeavour to conserve and manage corridors and stepping-stone habitat features sustainably. To ensure the protection of Kildare Town's green infrastructure a Habitat Survey has been carried out for the plan area and some surrounding lands, which informed the preparation of this Plan. The ecological assessment and subsequent mapping of habitats within Kildare Town allowed for the identification of green infrastructure areas and ecological corridors.

Seven habitats of biodiversity value have been identified within the Plan area in the Habitat Survey. Four of these have been identified as ecological corridors and three of these have been identified as stepping-stone habitats, which are illustrated in Map 9.1 Green Infrastructure and explained further below.

9.5. Ecological Corridors

9.5.1. The Curragh Plains

The Curragh is located to the east of Kildare Town and is the most important area of biodiversity in the vicinity of the town. The area is designated at a national level as a Natural Heritage Area and at a county level as a High Sensitivity Landscape. Habitats within the Curragh are dominated by acidic grassland and gorse dominated scrub both of which are mostly absent in other parts of County Kildare study area⁵⁹. These grasslands are generally semi-natural in origin, support high plant species diversity and have no recent history of reseeding or fertilisation. The most important feature within the site is an excellent example of a dry calcareous grassland habitat on a steep sloped esker ridge. This semi-natural grassland is considered to be of regional importance for nature conservation as it supports species typically associated with the priority type calcareous grassland⁶⁰.

9.5.2. The Railway Line

The railway line which bisects the northern half of the town is a biodiversity feature of regional interest as it is mostly fringed by a range of semi-natural habitats. The main habitat bordering the railway line included hedgerows, however smaller pockets of

⁵⁹ Tubridy and Associates, 2007

⁶⁰ Tubridy and Associates, 2007

other semi-natural habitats were also found on its embankments. They included dry neutral and calcareous grassland, scrub and treelines. Dry stone walls bounding the roads adjacent to the railway station also provide a locally important habitat for drought tolerant plants and are good for insects⁶¹.

This railway line and its adjoining habitats also provide an important habitat for songbirds, insects and native plants. In addition to this, it provides a suitable corridor for the movement of these species into and out of the town and between adjacent semi-natural habitats⁶².

9.5.3. M7 Motorway Corridor

Given the dominance of agricultural grassland and associated hedges the landscaping along the M7 Motorway may provide a lower order permeability ecological corridor for movement of animals, whilst also providing a visual woodland screen to the motorway. As the screen planting bordering the M7 motorway corridor continues to mature it is likely that they will provide more viable ecosystem and connectivity functions. This is especially the case in those areas that adjoin hedgerows and treelines associated with adjoining agricultural land. It is now dominated by a mix of hedge, scrub and immature woodland.

9.5.4. National Stud, Japanese Gardens, Tully Stream and adjoining Woodlands

A number of spring fed wetlands in the vicinity of the National Stud and Japanese Gardens form a network of freshwater habitats of local interest. The core areas are springs, streams (including the Tully Stream which flows through this area), other artificial ponds and lakes and drainage ditches. Other associated habitats include a relatively diverse wet grassland habitat and a small pocket of wet woodland. The diverse wet grassland habitat supports abundant creeping bent, hairy sedge, hard rush and soft rush. Other plants within this wet grassland habitat include jointed rush, creeping clover, silverweed, Yorkshire fog, rye grass, and willowherb species. Bryophyte (moss) cover is also high.

The Tully Stream continues to flow to the south of the Japanese Gardens where it is fringed by riparian woodland, treelines and pockets of conifer plantation. These habitats are not in of themselves of considerable local or regional importance, but due to their proximity and connectivity with the wetland complex associated with the Japanese Gardens to the north they are included in this area of green infrastructure.

9.6. Stepping Stone Habitats

9.6.1. Mesotrophic Ponds

A number of mesotrophic ponds have also been identified as Green Infrastructure and are located in the north-west of the study area (Map 9.1, refers). These are able to provide biodiversity and ecosystem services on a smaller scale than those sites

⁶¹ Tubridy and Associates, 2007

⁶² Tubridy and Associates, 2007

discussed above. They may also function as stepping stones, facilitating movement of wildlife among the larger sites and between the green infrastructure of Kildare Town and the surrounding rural landscape. Mesotrophic ponds may be defined as waterbodies that are moderately rich in nutrients and support more abundant fringing vegetation when compared with oligotrophic lakes or ponds that are nutrient poor acidic waterbodies. Kildare Town supports a number of small mesotrophic ponds situated within agricultural grassland fields toward the northern boundary of the study area. Some of these ponds have been fenced off in compliance with Agri-environmental Schemes. One of these ponds is completely vegetated and supports no visible open water. Plant species composition includes branched bur-reed, common fleabane, gorse, common rush, floating sweet-grass, hawthorn, perennial ryegrass, nettle, deer grass, grey willow, creeping bent, meadowsweet, bulrush, lesser spearwort and willowherbs.

These pond habitats, located within a landscape characterised by intensively managed grassland provide habitats of considerable local value for wetland species. They provide refuge for a number of wetland plants, birds and invertebrates that otherwise have little or no suitable habitat available in the locality.

9.6.2. Hedgerows and Treelines

Kildare Town supports a considerable number of hedgerows and treelines, which act as stepping stones or ecological linkages connecting different local habitats. In some instances where hedgerows have been left unmanaged over the long term, these have matured into treelines. These hedgerows and treelines provide valuable habitats in and of themselves but more importantly provide corridors for wildlife into and out of ecologically important sites such as the Curragh Plains and the woodland at Silliothill.

The hedgerow and treeline network located toward the northern boundary of the Plan area provides an extensive and almost continual linear connectivity between the semi-natural habitats of the Curragh Plains and the wider landscape to the north and west.

Green Infrastructure Objectives	
It is an objective of the Council to:	
NHO 2.1	Protect identified key green infrastructure (Map 9.1) and steppingstone habitats, 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 in inform proposed development and assess and mitigate potential ecological impacts.
NHO 2.2	Ensure that all development proposals on sites where hedgerows and treelines are located (identified in Map 9.1) are retained and

	integrated into the development in the first instance, or in exceptional circumstances, where they are required to be removed, ensure development proposals are accompanied by a planting scheme of similar quantity and species mix to ensure no net biodiversity loss.
NHO 2.3	Require proposals for development to demonstrate how they integrate/respond to green infrastructure and include measures to protect and enhance green infrastructure during construction periods.
NHO 2.4	Support the preparation of a Biodiversity Action Plan for Kildare Town including the development of a Community Biodiversity Toolkit, and a Tree Planting Programme in line with all national policy documents that relate to biodiversity.
NHO 2.5	Incorporate items of historical or heritage importance within the green infrastructure network as amenity features, where practical.
NHO 2.6	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.
NHO 2.7	Support the relocation of the Kildare Wild Animal Rescue Centre on appropriately zoned land, including but not limited to land identified as Q (1) on Map 11.1.

9.7. Using Green Infrastructure for Surface Water Management

Using green infrastructure to manage surface water drainage within Kildare Town is an important consideration for this Plan. Nature-Based Management Areas (NBMAs) allow for surface water to drain in an environmentally friendly way by replicating natural systems in managed environments. This represents a critical move away from the conventional practice of piping all surface water directly to the nearest watercourse or river. Towards an approach where water is either infiltrated or conveyed more slowly to water courses via constructed wetlands, permeable surfaces, filter strips, ponds, swales and basins, all of which contribute to more environmentally friendly and aesthetically pleasing methods of controlling surface water.

The Surface Water Study that was undertaken to inform this Plan explores options for sustainably managing surface water in future developments in Kildare Town. Flow route analysis was carried out to identify natural drainage surface water paths and Nature-Based Management Areas (NBMAs).

The proposed NBMAs and the surface water paths are depicted in Map 10.1 Surface Water Management. Some locations for the NBMAs correspond with key habitats identified in the Habitat Study, such as along the motorway and railway lines, and mesotrophic ponds.

9.8. Kildare Town and The Curragh Plains

The Curragh Plains is a truly unique landscape made up of over 2,000 hectares of semi-natural grassland which provides the setting for one of Ireland’s most significant prehistoric landscapes. While supporting a number of species of flora and fauna it is also synonymous with Irish Horse Racing and the Irish Defence Forces, as well as supporting extensive sheep grazing. The people of Kildare Town and the wider rural area use this landscape for a number of leisure pursuits.

An important part of this Plan is ensuring that the development of Kildare Town does not impinge upon this special character of the Curragh Plains. To clearly differentiate the transition from the town to the Curragh, a Green Belt is included on the Land Use Zoning Map (Map 11.1, refers) to the east and south of the town to protect physical, environmental, natural and heritage resources, whilst enhancing the development of the Irish National Stud and established agricultural/bloodstock uses with the National Stud and Green Belt land use zone.

A ‘Curragh Buffer Zone’ (a 10-20m wide tree planted buffer) is proposed along the eastern boundary of the town, as identified on Map 9.1, to soften the visual transition between the open plains of the Curragh and the urban edge of the settlement. This native planted buffer would also provide a number of other benefits including habitat creation, carbon sequestration and amenity value for local residents.

Curragh Plains Objectives

It is an objective of the Council to:

- NHO 3.1** Require all development proposals located within the ‘Curragh Buffer Zone’ as identified on Map 9.1 to include a tree planting programme of native trees (to primarily include tree canopy of Scot’s pine (*Pinus sylvestris*) / Pedunculate oak (*Quercus robur*) and underplanted with hazel (*Corylus avellane*) / birch (*Betula pubescens*) to protect the ecological and amenity value of the Curragh.
- NHO 3.2** Ensure that lighting in developments adjacent to the Curragh do not negatively impact the area or cause light pollution.

9.9. Tree Coverage

Tree coverage plays an important part in our natural and urban environments, providing habitats for wildlife in areas that are often intensively managed, while also

forming an important element of the ecological infrastructure. Kildare Town contains many large trees and groups of trees of considerable heritage value, which enhance the character and setting of the town (Figure 9-2, refers). The most notable contiguous area of tree cover is found within the National Stud.

It is an Action of the Kildare County Development 2023 – 2029 (BI A14 refers) to survey the existing tree coverage in urban areas during the preparation of local area plans. It is also an Action (BI A29 refers) to increase this urban canopy coverage by 30%. Increasing tree canopy coverage in an urban area can provide a wide range of benefits including environmental, social, climate change adaptation and mitigation benefits such as water purification, air quality, carbon sequestration, space for biodiversity, recreation and amenity.

Figure 9-2 illustrates a dataset⁶³ which estimates the number of trees in Kildare Town and the area of their canopy. There are approx. 12,000 trees with a canopy area of circa 68 ha within the Plan boundary. As the entire plan area covers approx. 1,021 hectares of land, the existing tree coverage represents approx. 6.6% of the Plan area.

To achieve a 30% increase in tree coverage within the plan area would require the planting of 3,600 trees or the planting of approx. 20.4 hectares of land. To achieve this would require a significant effort from Kildare County Council, state agencies, landowners, developers and the local community.

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

- The Curragh Buffer Zone, as identified on Map 9.1.
- Kildare County Council projects
- State Agencies' projects
- Private developers of new projects/developments
- Community-led initiatives⁶⁴

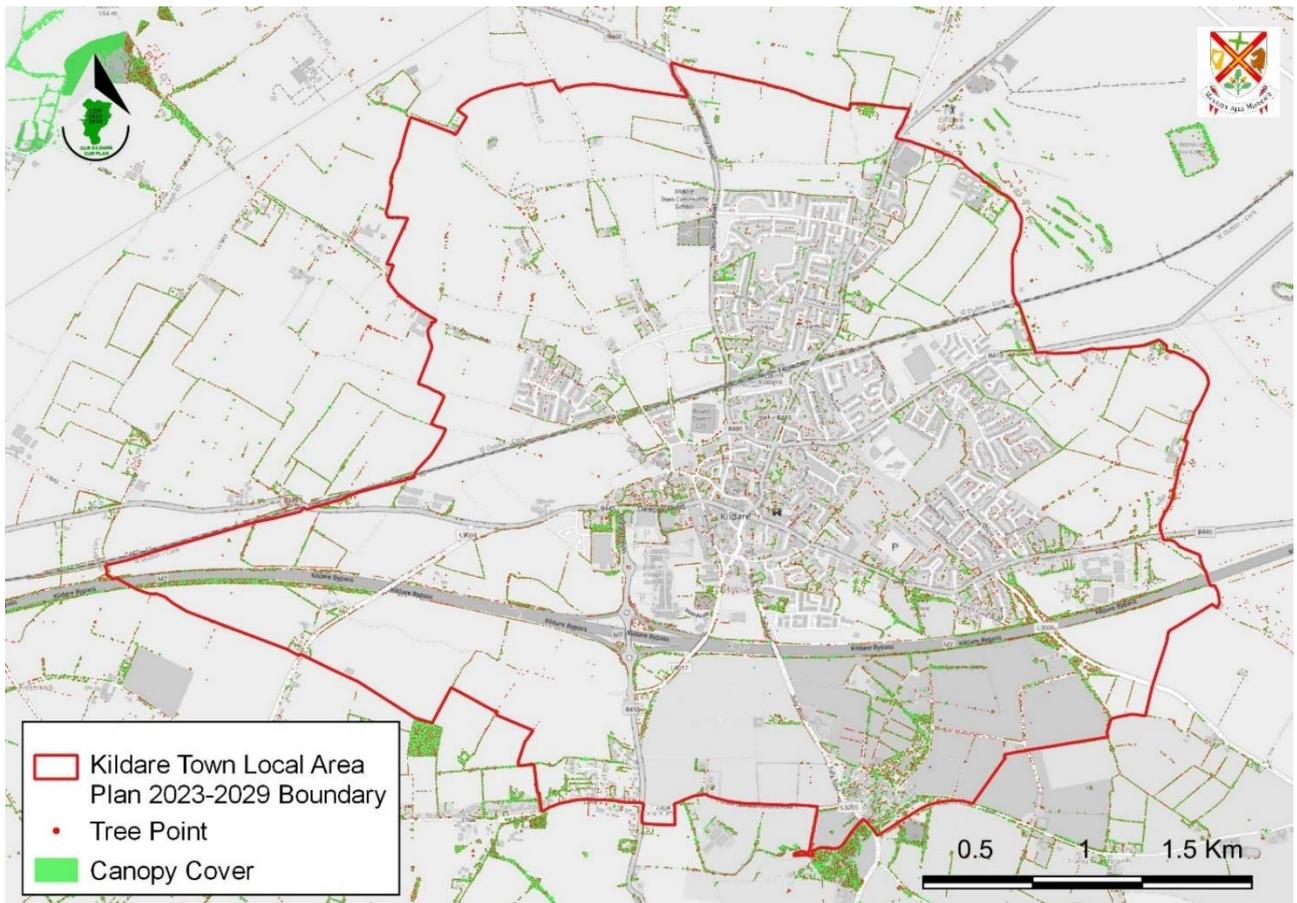
The Department of Agriculture, Food and the Marine has launched two schemes to support tree planting: the 'Woodland Creation on Public Lands Scheme' whereby funding is available to public bodies to encourage the establishment of new native woodlands on suitable land, and the 'NeighbourWood Scheme' whereby financial assistance is provided to create woodland amenities for local people.

It is also an Action of the County Development Plan (BI A17, refers) to prepare a Tree Strategy for the county which would include policies on tree pruning, tree removals, tree planting, tree preservation and the treatment of trees in relation to services and utilities.

⁶³ National Tree Map 2022 by Bluesky (<https://www.bluesky-world.ie/ntm>)

⁶⁴ As supported by Objective BI O4 of the Kildare County Development Plan 2023-2029

Figure 9-2 Tree Coverage with the Local Area Plan Boundary



Source: Kildare County Council GIS systems

Tree Coverage Objectives

It is an objective of the Council to:

- NHO 4.1** Require all development proposals to consider opportunities for securing measurable net gains for biodiversity, especially on greenfield sites.
- NHO 4.2** Require all new residential developments (of 10 units or more) and commercial developments (on sites 0.5ha or larger) to include mixed native tree-planting proposals, to include Oak, in the range of 1-5% site coverage, depending on the nature of the proposed use and function of associated open spaces.
- NHO 4.3** Increase native tree planting and pollinator friendly planting, in accordance with the recommendations of the All-Ireland Pollinator Plan, throughout Kildare Town and in open spaces in new developments in order to enhance local biodiversity, visual amenity and surface water management.

- | | |
|----------------|--|
| NHO 4.4 | Encourage state agencies to include tree planting measures when delivering key infrastructure in the town or as part of any upgrading works related to key infrastructure of the town. |
| NHO 4.5 | Support appropriate applications to the Woodland Creation on Public Lands Scheme and to the NeighbourWood Scheme, both provided by the Department of Agriculture, Food and the Marine. |
| NHO 4.6 | Support Community-led tree planting initiatives throughout Kildare Town at appropriate locations. |

10. Infrastructure and Environmental Services

10.1. Overview

The availability of high-quality infrastructure networks and environmental service provision is a key element to creating sustainable and attractive places, ensuring health and well-being, securing investment and safeguarding the environment. The adequacy of existing provision, optimising the use of existing infrastructure and the need for additional facilities are critical elements in the land use planning for Kildare Town. In this regard a Settlement Capacity Audit was prepared to inform the appropriate zoning of land and accompanies the Plan. This will ensure the future growth of the town is in line with the capacity and delivery of supporting physical infrastructure.

10.2. Water Supply and Wastewater

Uisce Éireann is responsible for the provision of public water services (water supply and foul drainage/wastewater) at a national level. It is an objective of Uisce Éireann to provide both drinking water and wastewater capacity that meets the needs of customers, contributes to economic growth and development and provides value for money. Future development of water services will be in line with Uisce Éireann's Capital Investment Plan, national and regional development plans, 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 Uisce Éireann, at a local level, through Service Level Agreements (SLAs).

Kildare Town is currently served by both the Srowland Water Treatment Plant (raw water is abstracted from the River Barrow) via the Old Kilcullen Reservoir and also the Rathangan Wellfields via the Redhill reservoir.

Wastewater is treated at the Kildare Wastewater Treatment Plant off the Tully Road, located to the south of the motorway. The plant has an existing design capacity of 28,000PE (population equivalent). The loading as per August 2022 is approx. 11,000PE and spare capacity for 17,000PE. There are no major infrastructural constraints on the sewerage network within the town at present.

Water and Wastewater Objectives	
It is an objective of the Council to:	
IO 1.1	Work in conjunction with Uisce Éireann to promote and facilitate the provision of adequate water and wastewater infrastructure, to ensure that development land is effectively serviced to serve the needs of the existing and future population of Kildare Town and ensure that such infrastructure is provided prior to, or in tandem with, new development in accordance with the Implementation and Delivery Schedule (Section 11.1.1., refers).

- | | |
|---------------|--|
| IO 1.2 | Ensure that surface run-off does not discharge to the existing wastewater treatment infrastructure in Kildare Town to ensure that developments do not have a negative impact on the capacity of the wastewater treatment network. |
| IO 1.3 | Consult with Uisce Éireann prior to the implementation of any significant Public Realm Works or Transportation Measures contained in the Kildare Town Local Area Plan 2023-2029 to avoid and/or mitigate impacts on existing or planned water and wastewater infrastructure. |

10.3. Surface Water and Groundwater

The management of surface water and protection of groundwater is an integral part of Kildare County Council’s sustainable water services policy. Adequate storm water drainage is necessary to accommodate surface water run-off resulting from current and future developments in the town of Kildare.

There is no municipal surface water management scheme within Kildare Town. The surface water run-off within the town is catered for through ad-hoc solutions for individual sites. As part of the preparation of the local area plan in order to support the Settlement Capacity Audit (SCA), the Kildare Town Surface Water Study was commissioned. The main objective of the Study was to provide a municipal-level, multi-site nature-based solution(s) to surface water management in the town.

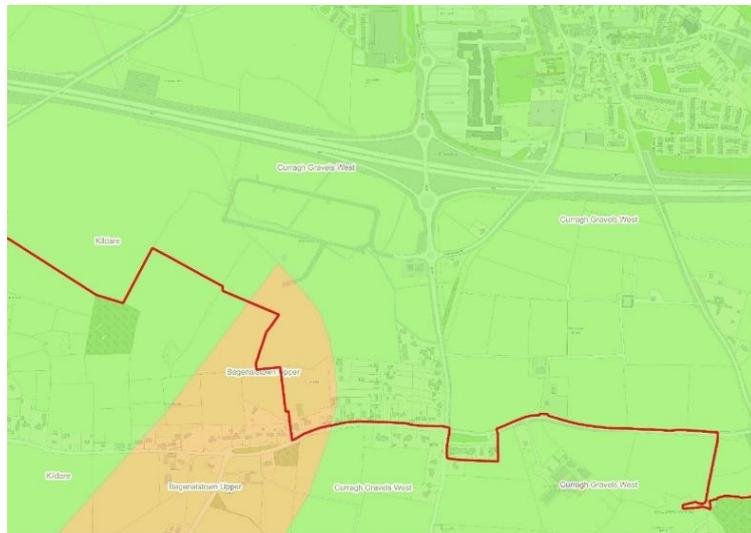
The Study identified surface water pathways/natural drainage paths and Nature-Based Management Areas (NBMA) along with opportunities to pursue increasing surface water drainage capacity in the town, by utilising the existing surface water siphon under the M7 Motorway and the creation of a second pipe crossing to the west of the town. Both involve surface water being piped under the M7 Motorway to outfall to the Armour and/or Tully Streams. Additional environmental assessments and feasibility studies are required in this regard. The study also identified a need for additional surveys to be carried out in relation to the built-up parts of the town to inform a more detailed Surface Water Masterplan.

The use of Nature-Based Surface Water Management solutions and the provision/safeguarding of green infrastructure in new developments is critical in contributing to surface water retention and consequently to help prevent and mitigate the effects of flooding, by aiding the natural drainage of a site. Such measures are considered to be an essential part of mitigating the effects of climate change and creating a more climate resilient town. In this regard, the locations for Nature-Based Management Areas and indicative surface water pathways / natural drainage paths are shown on Map 10.1 Surface Water Management. An indicative route for required wayleaves is also shown on Map 10.1 for future surface water network extensions, the route for which is flexible and subject to the final detailed design of other features affecting the site (e.g., Road Measure PA 1).

The central 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. Kildare Town is located within the South-Eastern River Basin District and contains the Tully River which is located at the Japanese Gardens at the most southern aspect of the local area plan boundary. The EPA identifies the status of the River Tully within the Plan as being ‘Poor’⁶⁵ under the River Waterbody WFD Status 2016-2021. However, the status of the River Tully changes to Moderate south of Nurney.

The overall Ground Waterbody WFD Status 2016-2021 for the majority of the plan area is classified as ‘good’ and the projection is the area is ‘not at risk’. However, the area to the southwest of the town which is referred to as the Bagenalstown Upper (highlighted as orange in Figure 10-1) has been designated as an area which needs further review.

Figure 10-1 Groundwater Bodies



Surface Water and Groundwater Objectives

It is an objective of the Council to:

- IO 2.1** Pursue opportunities to increase surface water drainage capacity in the town as identified in the Surface Water Study, in particular to investigate the feasibility of:
1. A new surface water network through the Former Magee Barracks site connecting to the existing surface water siphon under the M7 Motorway with eventual outfall to the Tully Stream.
 2. A new surface water pipe crossing under the M7 Motorway and west of the R415 with outfall to the Armour Stream.
- Investigations shall be subject to capacity assessments, Environmental Impact Assessment (EIA) Screening and Appropriate

⁶⁵ <https://gis.epa.ie/EPAMaps/>

	Assessment (AA) screening and where applicable Stage 2 AA to minimise the risk of likely significant effects on European Sites, their qualifying interest species and their hydrological connections.
IO 2.2	Prepare a Surface Water Masterplan for Kildare Town, based on the information, recommendations and additional surveys required contained within the Surface Water Study that accompanies this Plan.
IO 2.3	Incorporate nature-based water drainage solutions as part of all plans and projects in Kildare Town. Proposals for new development shall align with the Kildare Town Surface Water Study (that accompanies this Plan), the Surface Water Masterplan (once finalised) and the County Kildare Sustainable Urban Drainage Systems Guidance Document (once finalised).
IO 2.4	Ensure areas indicated as Nature-Based Management Areas (NBMAs) on Map 10.1 are reserved free from development and integrated into design proposals for nature-based surface water drainage purposes; whilst also ensuring a network of Surface Water Corridors (surface water pathway corridors) are provided in accordance with the indicative locations shown on Map 10.1.
IO 2.5	Require the Proposed Wayleave for Future Surface Water Network Extension as indicated on Map 10.1 to be included in development proposals on sites affected by the indicative route(s).

10.4. Flood Risk Management

A Strategic Flood Risk Assessment (SFRA), as required by the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) has informed the preparation of the Plan. 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 confirms there is no area of fluvial flood risk (i.e., flooding from a river or watercourse) in Kildare Town. However, the Surface Water Study identifies an area where pluvial flood risk exists (i.e., overland flow caused by high intensity rainfall) within the Plan area. This area is identified on Map 10.2.

Flood Risk Management Objectives

It is an objective of the Council to:

- IO 3.1** Require a site-specific Flood Risk Assessment, appropriate to the scale and nature of the development and the risks arising, to be carried out for developments located within the Pluvial Flood Risk Area as outlined on Map 10.2 Strategic Flood Risk Assessment Map.

10.5. Energy Supply and Communications

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

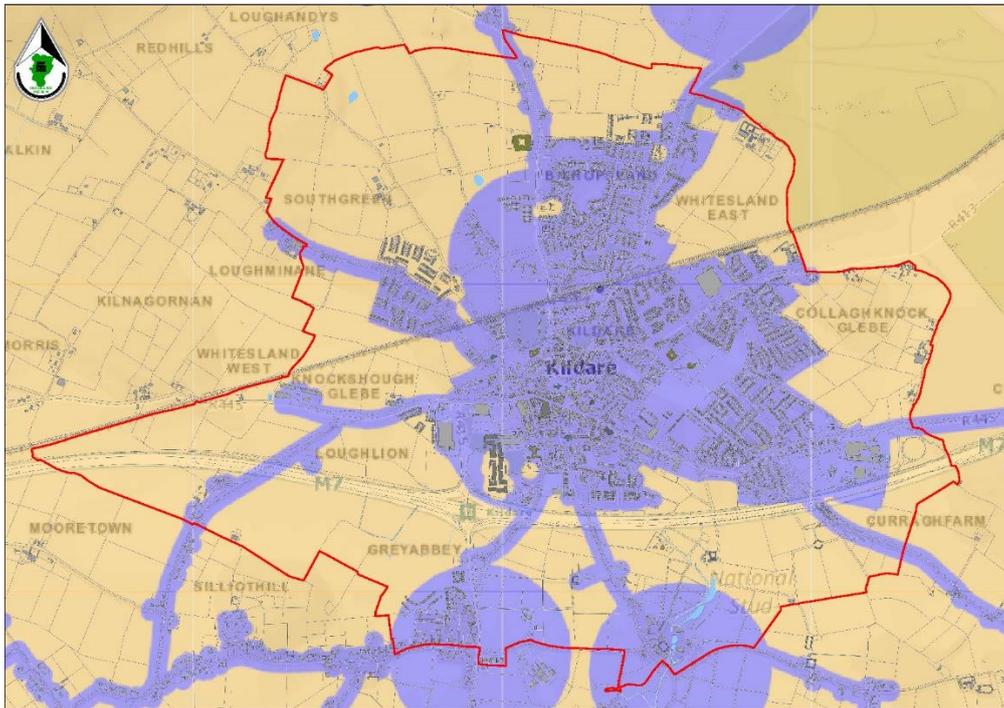
GAS Networks Ireland (GNI) operates and maintains a modern gas network in Kildare Town. The town is served via a spur from the Cork to Dublin national gas pipeline network and the town is located circa 14km northeast of Ireland's first renewable gas injection facility in Cush, Nurney. This site was officially declared an Entry Point for renewable gas in May 2020. The facility converts food waste to biomethane which is then injected into the supply gas network.

Gas Networks Ireland continually undertakes detailed system modelling of the network to anticipate constraints. Where there are areas of growth and increased demand that would potentially result in a constraint, Gas Networks Ireland would schedule upgrade works in those areas. There are currently no constraints on the network within Kildare Town, however it is likely that there will be upgrade works during the lifetime of the Plan.

In respect of the electricity infrastructure in Kildare Town there are no existing or planned high voltage transmission infrastructure in the Kildare Town area. The nearest is the Newbridge-Portlaoise 110kV Circuit to the north of Plan area.

Digital communications are tangible across many aspects of our everyday lives from employment, education, leisure activities and even access to health services. Broadband is readily available in Kildare Town from a number of telecoms providers, which have developed a network of infrastructure serving the area and provide various types of connectivity from fixed line to wireless and mobile broadband. Figure 10-2 illustrates the areas (blue areas) where commercial operators are delivering or have indicated plans to deliver high speed broadband services. The areas outside of these areas are for State intervention under the National Broadband Plan. It is important to note that all schools within the town are outside the intervention areas.

Figure 10-2 State Intervention Areas for Broadband



Source: gov.ie – National Broadband Plan Map (Q4 2021⁶⁶)

Energy and Communications Objectives

It is an objective of the Council to:

- IO 4.1** Support and facilitate the provision of telecommunications and the energy supply network infrastructure in Kildare Town, subject to safety and amenity requirements.
- IO 4.2** Investigate the feasibility of providing free and accessible Wi-Fi at Market Square.
- IO 4.3** Seek the undergrounding of all electricity, telephone and television cables particularly within the Kildare Town Architectural Conservation Area (ACA) and discourage the proliferation of above ground utility boxes and to seek screening measures in conjunction with the provision of such structures.
- IO 4.4** 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 subject to the

⁶⁶ Local area plan boundary added.

	consideration of environmental, conservation and visual requirements.
IO 4.5	Consult with Gas Networks Ireland prior to any significant Public Realm Works to give residents and business owners along streets or roads where works are due to commence the opportunity to connect to the natural gas network in advance of the works commencing, where applicable.
IO 4.6	Consult with the Electricity Supply Board prior to any significant Public Realm Works to ensure opportunities to provide ducting/underground cabling in the most economically efficient way and limit disruption to local services.
IO 4.7	Work in conjunction with ESB Ireland to facilitate enhancements to the boundary treatment and screening surrounding the existing 38Kv substation on Southgreen Road.

10.6. Pollution and Environmental Services

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

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

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. Air quality monitoring is carried out across 103 stations nationally. However, there is no air quality monitoring station located in Kildare Town. Nevertheless, Kildare Town is stated as being 'Good' on the small towns regional air quality index⁶⁷. The noise mapping relates to strategic rail⁶⁸ and roads⁶⁹. Kildare Town is traversed by both a strategic rail line and the M7 Motorway. Figure 10-3 illustrates the noise contours as they relate to the local area plan boundary.

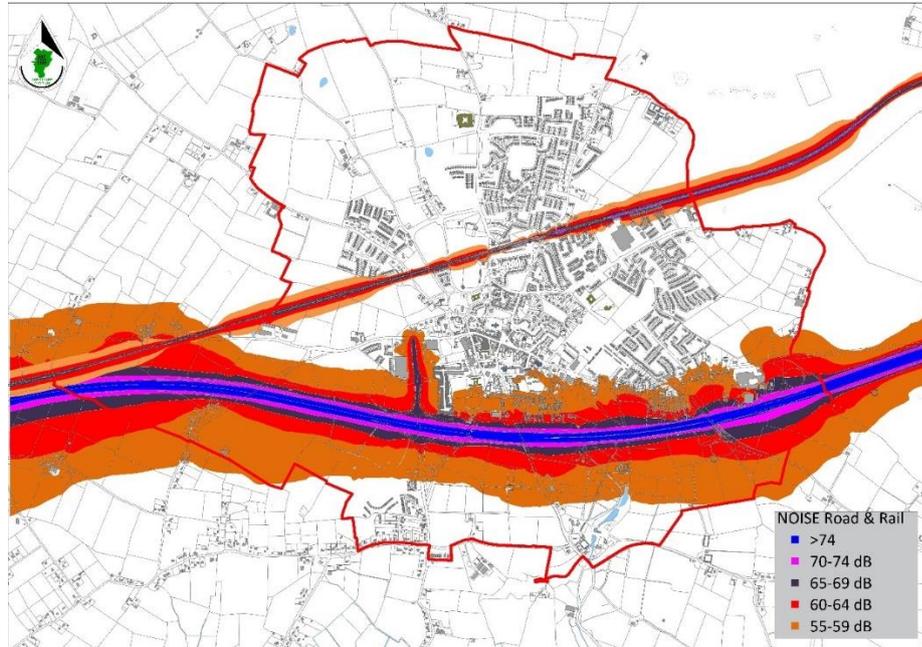
⁶⁷ <https://gis.epa.ie/EPAMaps/> May 2021

⁶⁸ Rail lines exceeding the flow threshold of 30,000 vehicle passages per year.

⁶⁹ Roads exceeding the flow threshold of 3 million passages per year.

New 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 in accordance with the advice of suitably qualified acoustic specialists (Objective HCO 2.3 and Objective MTO 3.3, refers).

Figure 10-3 Noise Contours



Source: <https://gis.epa.ie/EPAMaps/>

Pollution and Environmental Services Objectives

It is an objective of the Council to:

- IO 5.1** Maintain existing recycling facilities and secure the provision of additional facilities, in conjunction with new development as required, in particular at the land designated as Neighbourhood Centre at Southgreen Road and within the Former Magee Barracks site as per Section 11.1.
- IO 5.2** Support the development of a green waste composting site in Kildare Town for use by local community groups for the sustainable disposal of green waste at appropriate locations.
- IO 5.3** Support local schools, town and community groups such as Kildare Tidy Towns through education and awareness programmes and where available, through the provision of grant aid.

11. Implementation

This Plan sets out a clear vision for the future development of Kildare Town. 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 lifetime of the Plan. In particular that the housing and employment growth is accompanied by the delivery of the necessary site servicing and social infrastructure (where applicable) requirements. The identification of critical infrastructure that needs to be delivered in tandem with the planned development of the town forms the basis of the following documents:

- Kildare Town Settlement Capacity Audit (SCA)
- Kildare Town Social Infrastructure Audit (SIA)
- Kildare Town Transport Strategy
- Kildare Town Surface Water Study

These audits and assessments provide a strong evidence base which has informed the key objectives of this Plan, including the Infrastructure Delivery Schedule, as outlined in Section 11.2. This seeks to ensure that development is carried out in a sustainable and co-ordinated manner in order to maximise the integration of new developments into the existing urban fabric.

This chapter also contains an Urban Design Framework for the Former Magee Barracks lands which the Plan has designated a Settlement Consolidation Site. These lands are critical for the delivery of key infrastructure such as schools, road link with associated active travel measures, nature-based surface water solutions, and housing within the town. Therefore, it is a priority of the Plan to ensure the site is developed in an orderly and efficient manner. Notwithstanding the existing permission on site, it is considered imperative that in the event of any subsequent application, consideration of the proposed design framework which is grounded in an updated evidence base would allow for the sustainable development of this key site.

Lastly, this chapter outlines the Land Use Zoning Objectives for Kildare Town (Section 11.3) along with the Land Use Zoning Matrix (Section 11.4).

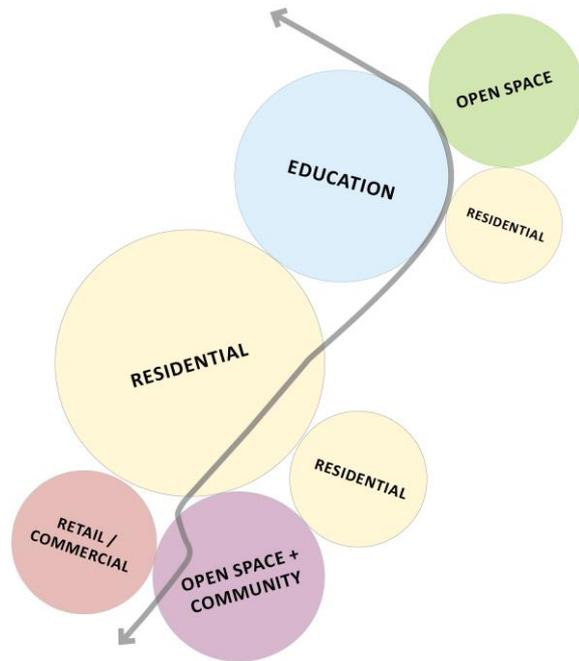
11.1. Former Magee Barracks Settlement Consolidation Site

The site comprising the former Magee Barracks occupies a strategic brownfield landbank within the town, adjacent to the town centre and proximate to the train station. These lands, if successfully developed, will greatly assist in the creation of a more sustainable and consolidated urban settlement whilst also contributing to the implementation of key national planning objectives contained in the National Planning Framework (NPF) relating to compact growth and regeneration. Accordingly, the Former Magee Barracks site has been designated as a Settlement Consolidation Site (SCS), as per the provisions of the Section 28 Guidelines for Local Authorities on Development Plans (DoHLGH, 2022).

The Urban Design Framework (the Framework) for the Former Magee Barracks site (Figure 11-2 refers) seeks to fully incorporate the Strategic Housing Development

(SHD) that has been granted permission by An Bord Pleanála (Case Ref.: TA09.305007), along with portions of the former barracks site that have already been developed for retail (Lidl) and education uses (Educate Together Primary School and Gaelscoil Mhic Aodha).

Figure 11-1 Land Use Concept Map



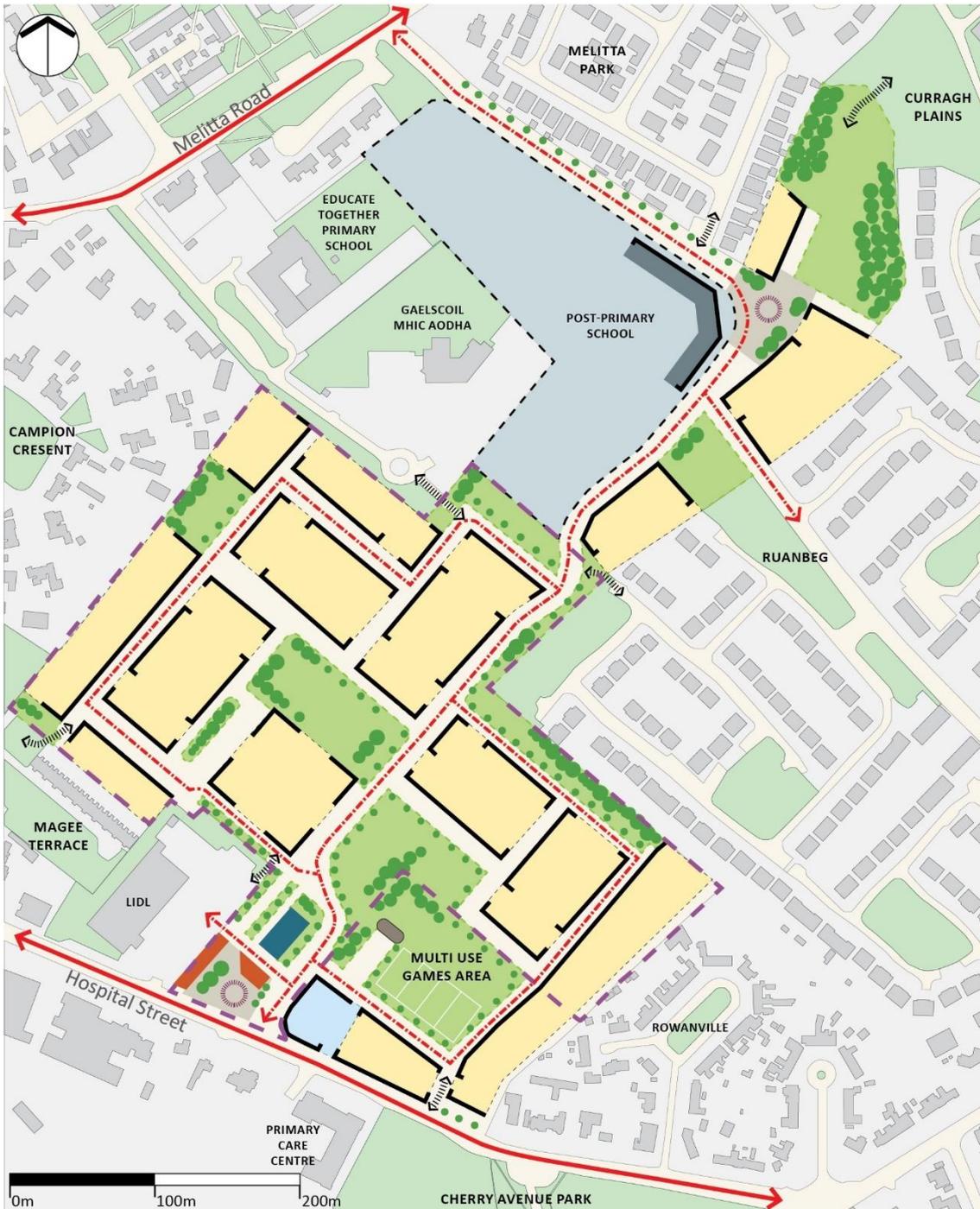
The key consideration of the SCS is to seek the delivery of a new people-centred urban neighbourhood in the heart of Kildare Town which is primarily residential but one which also incorporates a range of other supporting uses (retail, commercial, open space education and community) in order to provide for an enhanced level of supporting social infrastructure not only within this strategic site but for the town as a whole. Furthermore, by including such complementary land uses within a relatively concentrated area and by ensuring that the SCS integrates insofar as possible with the surrounding existing built environment, the Framework also seeks to actively implement the 10-minute settlement principle within this part of Kildare Town. Accordingly, once developed,

this hitherto impermeable urban block will provide for key movement routes through the site, greatly increasing the catchment areas (800 metres – a 10-minute walk) of key attractor destinations in the area, such as the primary care centre, train station and town centre.

Within the portions of the SCS outside the approved Strategic Housing Development (demarcation on the Figure 11-2 by a dashed purple line) the Framework seeks to facilitate the further development of an education campus by providing an additional site for a post-primary school located adjacent to the two existing primary schools. The Framework also provides for additional housing and open space to be located within the northeast of the SCS. The open space provision at this location takes into consideration the notable changes of levels within this part of the SCS and also seeks to integrate with the existing open space within the adjoining Curragh Plains estate. Furthermore, the Framework provides for the opportunity to contribute to the implementation of actions BI A14 and BI A29 of the Kildare County Development Plan 2023-2029 which seek to increase the urban tree canopy coverage within towns such as Kildare by 30% (Section 9.9. refers). The proposed street traversing the north of the site linking the Ruanbeg residential estate with Melitta Road has to potential to incorporate a new wayleave, an indicative route of which has been outlined in Map 10.1 Surface Water Management.

The Urban Design Framework for the lands outside the approved SHD within the southeast of the SCS expand the open space provision approved as part of the SHD as well as providing additional housing and community infrastructure facilities. The open space integrates a new local recycling facility and space for a Multi-Use Games Area (MUGA), an amenity which has been identified as being required in the town in the Social Infrastructure Audit (Section 6.5. refers). The community uses envisaged at this location include housing for older people along with additional childcare facilities and potential social housing. Whilst the areas of the SCS within the SHD are required to be development in accordance with the conditions attached to the planning permission granted by An Bord Pleanála, a degree of flexibility may apply for the remaining lands where it is demonstrated that a departure from the Framework is necessary in order to achieve the most optimal planning and design outcomes for the site. Should an application be submitted to supersede or otherwise replace the development permitted as part of the SHD, the applicant will be required to submit a revised Urban Design Framework (as per Table 14.1 of the County Development Plan 2023-2029) for the lands covered by the SHD alongside their application for the agreement of the local authority.

Figure 11-2 Former Magee Barracks Design Framework



Key

Local street		Community uses (including age friendly housing)	
Pedestrian connections		Commercial Uses	
Residential block		Crèche	
Key building frontage		Local Recycle Facility	
Strategic open space		Approved SHD boundary	
Landscape reinforcement		Landscaped Plaza	

11.2. Southgreen Key Development Area

The Southgreen area has come under increasing pressure from development in recent years. Accordingly, the purpose of this Key Development Area is to provide for the orderly and sequential development of this strategic growth area of Kildare Town. The design strategy seeks to implement the '10-minute settlement' principle by providing for a range of complementary land uses (residential, open space and employment) within walkable distance of a centrally located neighbourhood centre and adjacent primary school site (see Figure 11-3). The neighbourhood centre will front onto a landscaped civic plaza which will provide a focal point for the expanding Southgreen area, imparting a sense of legibility and identity to residents and visitors alike. Crucially, the design framework incorporates key links and connections to future urban expansion lands to the west, which are zoned SR: Strategic Reserve in the Plan.

Alongside housing, a critical component of the design framework incorporates the provision of a large quantum of strategic open space. This will not only provide for the long-term sporting and recreational needs of the growing community in Southgreen but also for the wider settlement. Key green infrastructure assets identified in Map 9.1 have been retained as far as practical. The design framework illustrates an indicative layout of playing fields, five-a-side pitches and a playground. It is envisaged that such facilities will be developed on the lands over the long term, alongside the possibility of a running track and other ancillary infrastructure such as clubhouses and car parking. The framework also incorporates the Northwestern Greenway, an important sustainable movement route planned for the area (see Table 7-2).

The strategic open space amenity shall be developed sequentially from the south. Vehicular access to the lands shall be either from the south or from the west via Southgreen Road. The rural character of Old Road shall be retained with only pedestrian/cyclist access to the lands to be provided. The design framework also provides for new tree planting to be undertaken within the strategic open space to contribute to the implementation of actions BI A14 and BI A29 of the Kildare County Development Plan 2023-2029 which seek to increase the urban tree canopy coverage within towns such as Kildare by 30% (Section 9.9. refers).

Should any housing scheme be brought forward on the 'Phase 2' zoned lands (in accordance with footnote 74 of Table 11-4 of this Plan), a crèche, where required, and a community room / space should be included to front onto the Southgreen Road (north of 'U: 'Utility' zoned land) to cluster with the Neighbourhood Centre and Education site.

Figure 11-3 Southgreen Key Development Area Design Framework



Key

Local route		Education/Community Uses (Identified primary school site)	
Pedestrian/cyclist connections		Neighbourhood Centre	
Residential block		Vehicular Access Point	
Key building frontage		Future greenway	
Strategic open space		Green infrastructure	
Landscape reinforcement		Landscaped civic plaza	

11.3. Infrastructure Delivery Schedule

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

The following Tables 11-1, 11-2 and 11-3 represent 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 Kildare Town Local Area Plan 2023-2029, in particular the Settlement Consolidation Site at the Former Magee 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 11-1 Implementation and Delivery Schedule Town Centre

Town Centre		
Infrastructure	Delivery Schedule	Funding Sources
Public Realm		
Implement the Town Renewal Masterplan Projects	Various	State, KCC, Fáilte Ireland, URDF ⁷⁰ , LPT, HTI ⁷¹
Market Square Public Realm Improvements	Short Term	As above
Link and Public Realm Enhancements to Kildare Tourist Outlet Village	Medium term	RRDF

⁷⁰ Urban Regeneration Development Fund (URDF) is a flagship element of Project Ireland 2040. It is 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.

⁷¹ Historic Towns Initiative (HTI).

Burgage Plots Development	Short to medium term	State, KCC, Fáilte Ireland, URDF ⁷² , LPT, HTI ⁷³
Courthouse Renovation	Medium term	As above
Water Tower Site Improvements	Medium term	As above
Public realm enhancements	Short to medium term	As above
<ul style="list-style-type: none"> - Gateways - Laneway Strategy - CMWS Hall Entry - Wayfinding 		
Movement and Transportation		
Link to Kildare Tourist Outlet Village	Medium term	RRDF
Nugent Street carpark upgrade	Short Term	KCC
Road closure of Bride Street within Market Square	Medium to long-term	KCC
Feasibility study for an off-street carpark	Short to medium-term	KCC

⁷² Urban Regeneration Development Fund (URDF) is a flagship element of Project Ireland 2040. It is 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.

⁷³ Historic Towns Initiative (HTI).

Table 11-2 Implementation and Delivery Schedule Residential Lands

Former Magee Barracks - Settlement Consolidation Site		
Infrastructure	Delivery Schedule	Funding Sources
Movement and Transportation		
Phase 1 of Former Magee Barracks Road	In tandem with new development	Developer led
Phase 2 of Former Magee Barracks Road	In tandem with new development	Developer led
Improve active travel infrastructure to the town centre	In tandem with new development	Developer
Within Phase 2 filtered permeability with Melitta Park and Ruanbeg Estate	In tandem with new development	Developer, KCC
Education		
Childcare Facility	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer led (private end user)
Post-primary School		Dept of Education
Open Space Provision		
Multi-use Games Area	In tandem with new development	Irish Sports Council / Developer / KCC
Water and Wastewater		
Water Supply – Former Magee Water Tower may need to be assessed. Service level improvements may be required	In tandem with new development	Developer
Wastewater – wayleave to be maintained	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial risk. Site receives run-off from surrounding areas. Nature-based solutions should be provided. Existing planning permission may limit delivery of nature-based solutions. Could be incorporated into proposed open spaces. Phase	In tandem with new development	Developer

2 should provide pathway from Phase 1.

Grey Abbey View – C (2)

Infrastructure	Delivery Schedule	Funding Sources
Movement and Transportation		
Additional vulnerable road user infrastructure required	In tandem with new development	Developer
Education		
Childcare Facility	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer
Water and Wastewater		
Water supply – There is a 150mm DI Watermain (<20m) to east of site (R415), improvements may be required, modelling for suitability required.	In tandem with new development	Developer
Wastewater – There is no Drainage Area Plan available for this area at present. Likely the site would have to provide its own sewer and connect to Armour Bridge Pumping Station @100m. The pumping station and downstream sewers will need to be assessed. An upgraded or new pumping station will most likely be required.	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial or pluvial flood risk. Existing planning permission may limit delivery of nature-based solutions and could be incorporated into proposed open spaces	In tandem with new development	Developer

Rathbride Road – C (4) and C (5)		
Infrastructure	Delivery Schedule	Funding Sources
Movement and Transportation		
Additional vulnerable road user infrastructure required to the town centre Greenway to the train station	In tandem with new development	Developer
Education		
Childcare Facility	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings	Developer
Water and Wastewater		
Water supply – C (4) a 100mm uPVC runs into the site at the northwest side and on the Rathbride Road for second portion of the site improvements may be required, modelling for suitability required. C (5) Approximately 200m to the closest 100 mm uPVC in the Rathbride Road through Site C (4). Water main may need upgrading.	In tandem with new development	Developer
Wastewater - C (4) sewer in Dunmurray Drive may need upgrading, 35m to 225uPVC to the northwest of the site on Rathbride Rd / Curragh Finn. Capacity of downstream sewers, pumping station, pumped main and railway crossing will need to be assessed. C (5) is 225m to the closest 225uPVC to the south of the site through Site C (4). Capacity of downstream sewers, pumping station, pumped main and railway crossing will need to be assessed.	In tandem with new development	Developer

Surface Water Drainage		
No known fluvial or pluvial flood risk. Existing planning permission may limit delivery of nature-based solutions and could be incorporated into proposed open spaces. Infiltration only suitable method.	In tandem with new development	Developer

Collaghknock – New Residential Phase 2

Infrastructure	Delivery Schedule	Funding Sources
Movement and Transportation		
Additional vulnerable road user infrastructure required to the town centre Connagh Road not Taking in Charge	In tandem with new development	PPP ⁷⁴
Education		
Childcare Facility	Provision for one facility providing for a minimum of 20 childcare places per 75 dwellings.	PPP
Water and Wastewater		
Water supply – There is a watermain immediately to the west of the site and in Melitta Road to the north. Improvements may be required, modelling for suitability required.	In tandem with new development	PPP
Wastewater – A 225 uPVC runs through the southwest of the site and Collaghknock Glebe WWPS is on the site. Collaghknock Glebe Pumping Station will need to be assessed. Wayleaves will need to be maintained over sewers.	In tandem with new development	PPP
Surface Water Drainage		
No known fluvial flood risk. Pluvial flood risk identified on Map 10.2 (Objective IO 3.1 refers). Provide for nature-based solutions, infiltration the only suitable method.	In tandem with new development	PPP

⁷⁴ Public Private Partnership.

Table 11-3 Implementation and Delivery Schedule Employment Lands

Kildare Business Park		
Infrastructure	Delivery Schedule	Funding Sources
Movement and Transportation		
Additional vulnerable road user infrastructure required	In tandem with new development	Developer
Water and Wastewater		
Water supply – improvements may be required, modelling for suitability required.	In tandem with new development	Developer
Wastewater – constraints downstream at intersection of R445 and L3006.	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial or pluvial flood risk. Adjoining development may limit delivery of nature-based solutions.	In tandem with new development	Developer
Former Magee Barracks		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Additional vulnerable road user infrastructure required	In tandem with new development	Developer
Water and Wastewater		
Water Supply – Former Magee Water Tower may need to be assessed. Improvements may be required, modelling for suitability needed.	In tandem with new development	Developer
Wastewater – constraints downstream at intersection of R445 and L3006.	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial flood risk. Site receives runoff from surrounding areas during periods of heavy rainfall. Existing planning permission may limit delivery of nature-based	In tandem with new development	Developer

solutions and could be incorporated into proposed open spaces

Academy Street (North of Aldi)

Infrastructure	Delivery Schedule	Funding Sources
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Roads and Transportation

Additional vulnerable road user infrastructure required	In tandem with new development	Developer
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Water and Wastewater

Water supply – improvements may be required depending on demand.	In tandem with new development	Developer
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Wastewater – no constraints envisaged		Developer
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Surface Water Drainage

No known fluvial or pluvial flood risk. Provide for nature-based solutions. Infiltration only suitable method.	In tandem with new development	Developer
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Tully East (South of Primary Care Centre)

Infrastructure	Delivery Schedule	Funding Sources
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Roads and Transportation

Hospital Street to Tully Road	In tandem with new development	Developer / KCC
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Water and Wastewater

Water supply – improvements may be required, modelling for suitability required. Wayleaves will be required over the existing watermains or a diversion agreement.	In tandem with new development	Developer
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Wastewater – wayleave required over the existing sewer	In tandem with new development	Developer
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Wastewater – wayleave required over the existing sewer	In tandem with new development	Developer
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Surface Water Drainage

No known fluvial or pluvial flood risk. Provide area for nature-based solutions and possible pathway from the Former Magee Barracks site	In tandem with new development	Developer
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Loughlione		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Modus Link Road	In tandem with new development	Developer led
Water and Wastewater		
Water supply – improvements may be required, modelling for suitability required.	In tandem with new development	Developer
Wastewater – pumping station on the south-east corner of the site	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial or pluvial flood risk. Provide for an area for nature-based solutions for this and adjoining sites. Infiltration only suitable method.	In tandem with new development	Developer

Monasterevin Road (south of railway line)		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Construction of North Link Street	In tandem with new development	Developer / KCC
Vulnerable road user infrastructure required along Monasterevin Road	In tandem with new development	Developer /KCC
Water and Wastewater		
Water supply – improvements may be required, modelling for suitability required.	In tandem with new development	Developer
Wastewater – topography will dictate the direction of flow	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial or pluvial flood risk. Provide for nature-based solutions. Infiltration only suitable method.	In tandem with new development	Developer

Grey Abbey		
Infrastructure	Delivery Schedule	Funding Sources
Roads and Transportation		
Additional vulnerable road user infrastructure required	In tandem with new development	Developer
Water and Wastewater		
Water supply – improvements may be required, modelling for suitability required.	In tandem with new development	Developer
Wastewater – an upgraded or new pumping station and rising main may be required to cross M7 Motorway	In tandem with new development	Developer
Surface Water Drainage		
No known fluvial or pluvial flood risk. Appropriate Assessment required (pathway to Armour Stream). Future development should provide for an area of nature-based solutions for this and adjoining sites. Infiltration only suitable method.	In tandem with new development	Developer

11.4. Land Use Zoning Objectives

Land use zonings are identified on Map 11.1 and should be read in conjunction with Table 11-4 Land Use Zoning Objectives and Table 11-6 Land-Use Zoning Matrix. The land use objectives have been formulated having regard to the existing pattern of development, the protection of the environment and the need to promote the proper planning and sustainable development of Kildare Town in accordance with national, regional and local policy objectives. This Table should also be read in conjunction with Table 11-5 Definition of Terms.

Table 11-4 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. Specific Objective: Site B*: Development of the site located north of railway should incorporate significant pedestrian and cycling infrastructure (including secure bicycle parking) to provide a northern approach to the railway station within a high-quality public realm.
C	New Residential	To provide for new residential development. Specific Objective: Site C*: These lands have been designated for the provision of 'self-build' houses at a low residential density in accordance with Table 3-7 Residential Development Capacity Audit and Objective HCO 2.6.
C	New Residential Phase 2	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 plans ⁷⁵ . The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.
D	Retail Outlet Centre	To provide for retail outlet centre development.

⁷⁵ 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 any future revised population growth contained in any possible variation to the Core Strategy of the Kildare County Development Plan 2023-2029. In the event that there is a significant unmet social housing demand in the Kildare Town area, proposals for social housing schemes on Phase 2 may be considered during the plan period subject to all other assessments.

Ref.	Land Use	Land-Use Zoning Objectives
		<p>The purpose of this zoning is to support the development of the Kildare Tourist Outlet Village (KTOV) which consists of a group of retail stores selling end-of-season or discontinued items at discounted prices. The development of outlet retailing shall be in accordance with Section 4.11.4 Outlet Centres and the definition of Outlet Centre as defined in Annex 1 Glossary of Terms in the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.</p> <p>In the context of enhancing the overall offer of Kildare Town as a visitor and tourist destination, while protecting the primacy of Kildare Town Centre for town centre activities, the Council will consider the limited provision of new additional floorspace café/restaurant/eateries on a case-by-case basis, having regard to:</p> <ul style="list-style-type: none"> • the principal function of the KTOV as a Retail Outlet Centre, • the permitted public operating hours of KTOV in which such uses shall operate within. <p>The total level of café/restaurant/eateries within the KTOV shall not exceed 10% of the total permitted gross floor area of the KTOV. Any planning application for additional café/restaurant use must be accompanied by detailed justification to demonstrate compliance with this objective.</p>
E	Community and Education	<p>To provide for education, recreation, community and health.</p> <p>Specific Objective:</p> <p>E* - These lands have been designated for the provision of a childcare facility only in line with approved residential developments.</p> <p>E (1) This site-specific zoning objective provides for the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly in conjunction with step-down facilities, in accordance with Policy SC P6</p>

Ref.	Land Use	Land-Use Zoning Objectives
		and Objectives SC O40 and SC O41 of the County Development Plan, in addition to the provision of a childcare facility and/or medical / health care facility.
F	Open Space and Amenity	<p>To protect and provide for open space, amenity and recreation provision.</p> <p>Specific Objective:</p> <p>F (1) These lands are designated for the provision of a community sports campus. A detailed design framework is required for the entire area which shall include:</p> <ul style="list-style-type: none"> • Phasing details whereby the site is developed sequentially from the south in tandem with new housing⁷⁶. • Active travel links (walking and cycling) connecting with neighbouring (existing and planned) residential areas, neighbourhood centre, school campuses and community uses. • A vehicular access point from the Southgreen Road, proximate to the built-up area. • Retention of mature trees and hedgerows in accordance with Map 9.1 Natural Heritage and Green Infrastructure.
G	National Stud and Green Belt	<p>To protect and enhance the development of the Irish National Stud and established agricultural / bloodstock uses while also protecting the physical, environmental, natural and heritage resources such as the Curragh.</p>
H	Industry and Warehousing	<p>To provide for industry, manufacturing, distribution and warehousing.</p> <p>H* - Require all development proposals to be accompanied by an Appropriate Assessment addressing potential impacts on the Armour Stream, a tributary of the River Barrow River Nore SAC.</p>
I	Agriculture	<p>To retain and protect agricultural uses.</p>

⁷⁶ This does not preclude the delivery of the community sports campus in advance of new housing in the area.

Ref.	Land Use	Land-Use Zoning Objectives
K	Commercial	To protect and improve existing commercial uses and provide for additional commercial developments.
M	Tourism	To provide for tourism and leisure facilities. The primary use within this zone is for the provision of a hotel and its ancillary uses only ⁷⁷ .
N	Neighbourhood Centre	To provide for new/existing neighbourhood centres and associated facilities. 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.
Q	Enterprise and Employment	To provide for and facilitate an appropriate mix of employment uses including office-based industry, enterprise and incubator units, business, science and technology and institutional uses. Specific Objective: Q (1) The south-west corner of the Q lands to the north of the motorway have been designated for the provision of a facility for the Kildare Wildlife Rescue services.
R	Retail / Commercial	To support continued operation of existing retail commercial uses.
S	Equine Industry	To provide for the development of the Equine Industry. The primary use within this zone is equestrian related activities such as education and training facilities, indoor and outdoor performance arenas and associated offices and car parking. This zoning objective facilitates the further development of the Racing Academy and Centre of Education (RACE) campus as Ireland's academy for

⁷⁷ Any application for the development of the site shall be accompanied by a Traffic and Transport Assessment (TTA) to include consideration of public transport modes with a specific consideration of climate objectives and eco-tourism.

Ref.	Land Use	Land-Use Zoning Objectives
		<p>the horse racing industry and an international centre of horse racing excellence.</p> <p>Limited self-catering accommodation associated with the RACE Ireland facility is acceptable in this land use zoning.</p>
SR	Strategic Reserve	<p>To protect the integrity of the lands to provide for the future strategic expansion of the town. To ensure any development that would prejudice the future orderly expansion of the town will be resisted.</p> <p>Uses 'Permitted in Principle' and 'Open to Consideration' within the Agriculture land use zoning will be considered on these lands provided they do not jeopardise the overall objective for the strategic expansion of the town. Justification for the proposed use and a comprehensive overall plan for the lands demonstrating the proposed development would not adversely affect the future development of the lands would be required.</p> <p>The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.</p> <p>Strategic Reserve [Employment] (SR*)</p> <p>To protect the integrity of the lands to provide for the future strategic expansion of the town for employment purposes (if required). The development of the lands is a long-term vision and does not form part of the Development Strategy of Kildare Town during the lifetime of this Plan.</p> <p>The inclusion of these lands will not in any way infer a future commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.</p>
T	Mixed-use	<p>To provide for commercial, educational, residential and community uses.</p>

Ref.	Land Use	Land-Use Zoning Objectives
		Specific Objective Former Magee Barracks: The future development of this Settlement Consolidation Site shall have regard to the Urban Design Framework prepared for the site.
U	Utilities/Services	To provide for and improve public utilities.

Table 11-5 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 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	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>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>
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11.5. Land Use Zoning Matrix

The Land Use Zoning Matrix illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. The Matrix is intended as a general guideline, and the listed uses are not exhaustive.

Table 11-6 Land Use Zoning Matrix

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	D: Retail Outlet Centre	E: Community and Education	F: Open Space and Amenity	G: National Stud and Green Belt	H: Industry and Warehousing	I: Agriculture	K: Commercial	M: Tourism	N: Neighbourhood Centre	Q: Enterprise and Employment	R: Retail/Commercial	S: Equine Industry	T: Mixed Use	U: Utilities/Services
Amusement Arcade / Casino	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	N	O	O	Y	N	N	N	N	N	O	N	N
Car Park (other than ancillary) / Bus Parking	Y	O ⁷⁸	N	N	O	N	N	O	N	O	N	N	O	O	N	N	O
Betting Office	O	N	N	N	N	N	N	N	N	N	N	O	N	N	N	N	N
Cemetery	N	N	N	N	Y	N	N	N	O	N	N	N	N	N	N	N	N
Cinema	Y	N	N	N	N	N	N	N	N	O	N	N	N	O	N	O	N
Community / Recreational / Sports buildings	Y	O	O	N	Y	Y	N	N	O	O	N	O	N	O	N	Y	N
Conference / Exhibition Centre	Y	N	N	N	N	N	N	N	N	O	N	N	O ⁷⁹	N	N	O	N

⁷⁸ Additional car-parking provision on site zoned 'B*' located immediately north of railway station only.

⁷⁹ A conference centre will be considered in the eastern section of lands zoned Q: Enterprise and Employment only.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	D: Retail Outlet Centre	E: Community and Education	F: Open Space and Amenity	G: National Stud and Green Belt	H: Industry and Warehousing	I: Agriculture	K: Commercial	M: Tourism	N: Neighbourhood Centre	Q: Enterprise and Employment	R: Retail/Commercial	S: Equine Industry	T: Mixed Use	U: Utilities/Services
Crèche/ Playschool	Y	O	Y	N	Y	N	N	N	N	O	N	Y	O	O	N	Y	N
Cultural Uses/Cultural Tourism ⁸⁰ /Library	Y	O	O	N	O	O	N	N	N	O	N	O	N	N	N	Y	N
Dancehall/ Disco	O	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Dwelling	Y	Y	Y	N	O ⁸¹	N	O ⁸²	N	O ⁸³	O	N	O	N	N	N	Y	N
Emergency residential accommodation	Y	O	O	N	Y	N	N	N	N	O	O	Y	N	N	N	Y	N
Funeral Homes	Y	N	N	N	O	N	N	N	N	O	N	O	N	N	N	Y	N
Garage/Car Repairs	N	N	N	N	N	N	N	Y	N	O	N	N	N	N	N	N	N
Group/Special Needs Housing ⁸⁴	Y	Y	Y	N	O	O	N	N	N	O	N	O	N	N	N	Y	N
Guest House/ Hotel/Hostel	Y	O	O	N	N	N	N	N	N	O	Y	O	O	N	N	O	N
Heavy Commercial Vehicle Park	N	N	N	N	N	N	N	Y	N	N	N	N	O	N	N	N	O
Hot food take- away	O	N	N	N	N	N	N	N	N	O	N	O	N	O	N	O	N
Indoor Recreational & Amenity Facilities ⁸⁵	Y	N	N	N	O	N	N	N	N	Y	N	N	O	O	N	O	N

⁸⁰ Cultural tourism relates to uses associated with architectural, archaeological, religious, and military tourism uses.

⁸¹ Ancillary to health/community use, and/or to meet group/special needs housing.

⁸² Subject to Rural Housing Policy as outlined in the Kildare County Development Plan.

⁸³ Subject to Rural Housing Policy as outlined in the Kildare County Development Plan.

⁸⁴ For further information on group/special needs housing refer to Section 4.4.1 of this Plan.

⁸⁵ This land use relates to play centres such as indoor play/adventure centres, bowling alleys, trampoline parks.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	D: Retail Outlet Centre	E: Community and Education	F: Open Space and Amenity	G: National Stud and Green Belt	H: Industry and Warehousing	I: Agriculture	K: Commercial	M: Tourism	N: Neighbourhood Centre	Q: Enterprise and Employment	R: Retail/Commercial	S: Equine Industry	T: Mixed Use	U: Utilities/Services
Industry (light)	O	N	N	N	N	N	N	Y	N	O	N	N	O	O	Y ⁸⁶	O	N
Industry (general)	N	N	N	N	N	N	N	Y	N	N	N	N	O	N	O ⁸⁷	N	O
Medical Consultant/ Health Centre	Y	O	O	N	O	N	N	N	N	O	N	Y	N	O	N	Y	N
Motor Sales	O	N	N	N	N	N	N	Y	N	O	N	N	N	O	N	N	N
Nursing Home	Y	Y	Y	N	Y	N	N	N	N	O	N	N	N	N	N	Y	N
Offices	Y	O ⁸⁸	O ⁸⁹	O ⁹⁰	N	N	N	O	N	O	N	O	Y	O	N	O	N
Park / Playground	Y	Y	Y	O	Y	Y	N	N	O	O	O	O	N	N	N	Y	N
Place of Worship	Y	O	O	N	Y	N	N	N	N	O	N	O	N	O	N	O	N
Playing Fields	O	O	O	N	Y	Y	N	N	O	N	N	N	O	N	N	Y	N
Pub	Y	N	O	N	N	N	N	N	N	O	O ⁹¹	O	N	O	N	O	N
Restaurant	Y	O	O	O ⁹²	O ⁹³	N	O ⁹⁴	O	N	O	O ⁹⁵	O	O ⁹⁶	O	O ⁹⁷	O	N
Retail Outlet	Y	N	N	Y	N	N	N	N	N	N	N	N	N	N	N	N	N
Retail Warehousing	Y	N	N	N	N	N	N	N	N	N	N	N	N	O	N	N	N
Service Station	N	N	N	N	N	N	N	Y	N	O	N	O	O	O	N	N	O

⁸⁶ Any light industrial process should relate to equine industry.

⁸⁷ Any industrial process should relate to equine industry.

⁸⁸ Proposals of this nature shall be restricted to a gross floor area of 100sqm.

⁸⁹ Proposals of this nature shall be restricted to a gross floor area of 100sqm.

⁹⁰ Ancillary only to supporting operations of Kildare Tourist Outlet Village.

⁹¹ A pub will only be considered ancillary to the overall function of a hotel.

⁹² Subject to compliance with zoning objective defined in Table 11-4.

⁹³ Only when ancillary to a community use.

⁹⁴ To be provided within the established visitor amenities area of the Irish National Stud only.

⁹⁵ A restaurant will only be considered ancillary to the overall function of a hotel.

⁹⁶ Ancillary to an enterprise and employment function or part of a mixed-use enterprise facility.

⁹⁷ Ancillary to the existing use on site.

LAND USE	Legend																
	A: Town Centre	B: Existing Residential / Infill	C: New Residential	D: Retail Outlet Centre	E: Community and Education	F: Open Space and Amenity	G: National Stud and Green Belt	H: Industry and Warehousing	I: Agriculture	K: Commercial	M: Tourism	N: Neighbourhood Centre	Q: Enterprise and Employment	R: Retail/Commercial	S: Equine Industry	T: Mixed Use	U: Utilities/Services
School	Y	O	O	N	Y	N	N	N	N	O	N	N	N	N	Y ⁹⁸	Y	N
Shop -Comparison	Y	N	N	Y ⁹⁹	N	N	N	N	N	N	N	N	N	O	N	N	N
Shop - Convenience	Y	O ₁₀₀	O ₁₀₁	N	N	N	N	N	N	O ₁₀₂	N	O ₁₀₃	O ₁₀₄	Y ₁₀₅	O ₁₀₆	O ₁₀₇	N
Stable Yard	N	N	N	N	N	O	O	N	Y	N	N	N	N	N	Y	N	N
Utility Structures	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	Y
Veterinary Services	Y	O	O	N	N	N	N	O	O ₁₀₈	O	N	O	O	O	O ₁₀₉	O	N
Warehouse (wholesale) /Logistics /Store/Depot	O	N	N	N	N	N	N	Y	N	O	N	N	O	N	N	N	N

⁹⁸ Associated with the equine industry.

⁹⁹ In accordance with the definition of Outlet Centre in the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent revision.

¹⁰⁰ No single unit shall exceed 100sqm. of net retail space except within the area north of the rail line between east of Green Road and west of Dunmurray Road which shall not exceed 150sqm of net retail space.

¹⁰¹ No single unit shall exceed 100sqm. of net retail space, except within the area north of the rail line between east of Green Road and west of Dunmurray Road which shall not exceed 150sqm of net retail space.

¹⁰² Retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

¹⁰³ 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.

¹⁰⁴ Retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

¹⁰⁵ Retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

¹⁰⁶ Ancillary to the existing use on site.

¹⁰⁷ Subject to compliance with the the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines.

¹⁰⁸ A large animal practice will only be considered.

¹⁰⁹ Related to the equine industry only.