

Naas

Draft Local Area Plan 2019-2023

Dreachtphlean Ceantair Áitiuil An Nás 2019-2023



Planning Department
Kildare County Council
18th April 2019



TABLE OF CONTENTS

1.	INTRODUCTION	1
1.1	INTRODUCTION	1
1.2	BUILDING A SHARED VISION THROUGH PUBLIC CONSULTATION	1
1.3	OVERVIEW OF CORE ISSUES AND DEVELOPMENT CHALLENGES.....	2
1.4	STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS ANALYSIS.....	3
1.5	GUIDING PRINCIPLES: 7 CORE THEMES	4
1.6	2040 VISION FOR NAAS	7
2.	STATUTORY CONTEXT AND COMPLIANCE WITH CORE STRATEGY	10
2.1	INTRODUCTION	10
2.2	LIFE OF THE PLAN	10
2.3	COMPOSITION OF THE PLAN	10
2.4	STRATEGIC ENVIRONMENTAL ASSESSMENT	11
2.5	APPROPRIATE ASSESSMENT	11
2.6	STRATEGIC CONTEXT OF THE L.A.P.	11
	2.6.1 The National Planning Framework.....	12
	2.6.2 Draft Regional Spatial and Economic Strategy.....	12
	2.6.3 Kildare County Development Plan 2017-2023	13
	2.6.4 Function, Population and Scale of Naas.....	14
2.7	FUTURE HOUSING AND POPULATION TARGETS	14
2.8	TIERED APPROACH TO ZONING	16
2.9	RESIDENTIAL ZONED LAND REQUIREMENT	18
	2.9.1 Compliance with the Core Strategy	18

2.9.2	Core Regeneration Areas	18
2.9.3	Key Development Areas	19
3.	HOMES AND COMMUNITIES	22
3.1	CONTEXT	22
3.2	DEMOGRAPHIC PROFILE.....	23
3.2.1	Population Age.....	23
3.2.2	Housing Stock.....	24
3.2.3	Household Size	24
3.3	RESIDENTIAL DEVELOPMENT, CAPACITY AND DELIVERY	24
3.4	RESIDENTIAL DENSITY, MIX AND DESIGN.....	26
3.4.1	Group/Special Needs Housing	27
3.4.2	Housing for Older People	27
3.5	COMMUNITY FACILITIES.....	28
3.5.1	Education	29
3.5.2	Early Learning and Childcare.....	29
3.5.3	Healthcare.....	30
3.6	COMMUNITY, SPORTS, CULTURAL AND RECREATION FACILITIES.....	31
4.	MOVEMENT AND TRANSPORT	34
4.1	CONTEXT	34
4.1.1	Transport and Movement in Naas	34
4.1.2	Movement and Urban Design	35
4.2	NAAS TRANSPORT STRATEGY	36
4.3	WALKING AND CYCLING.....	37
4.3.1	Walking	37

4.3.2	Cycling.....	38
4.3.3	Permeability Projects.....	40
4.3.4	Public Realm.....	40
4.3.5	Safer Routes to School and Other Key Destinations.....	40
4.4	PARKING.....	42
4.5	PUBLIC TRANSPORT.....	43
4.6	ROAD AND STREET NETWORK.....	45
4.7	STRATEGIC ROAD CONNECTIONS.....	46
4.8	SPECIFIC PROJECTS.....	47
5.	ECONOMIC DEVELOPMENT, RETAIL AND TOURISM.....	50
5.1	CONTEXT.....	50
5.2	EMPLOYMENT PROFILE.....	50
5.3	NAAS ECONOMIC DEVELOPMENT STRATEGY.....	52
5.3.1	Locations of Economic Development Lands/ Identifiable Economic Clusters.....	53
5.3.2	Town Centre and Core Retail Area.....	53
5.3.3	Northwest Quadrant (NWQ).....	54
5.3.4	Junction 9 (Naas north)/Maudlins Interchange.....	55
5.3.5	Junction 10 (Naas South)/ Newhall.....	55
5.3.6	Lands at the South Ring Road/Jigginstown.....	55
5.4	TOURISM.....	56
5.5	RETAIL.....	58
5.5.1	Locations for Retail Developments.....	59
5.5.2	Core Retail Area and Retail Expansion Area.....	60
5.5.3	Edge-of-Centre.....	60

5.5.4	Neighbourhood Centres.....	60
5.5.5	Retail/Commercial Land Use Zoning.....	61
6.	BUILT AND NATURAL HERITAGE	63
6.1	BACKGROUND.....	63
6.2	ARCHAEOLOGICAL HERITAGE	63
6.2.1	Archaeological Sites	63
6.2.2	Zone of Archaeological Potential	63
6.2.3	Medieval Town Walls	64
6.2.4	National Monuments Preservation Order	64
6.3	ARCHITECTURAL HERITAGE	65
6.3.1	Background	65
6.3.2	Record of Protected Structures	65
6.3.3	Architectural Conservation Area.....	66
6.3.4	Management of Development in the Architectural Conservation Area	67
6.4	SCENIC ROUTES AND VIEWS.....	69
6.5	NATURAL HERITAGE.....	70
6.5.1	Designated Sites.....	70
6.5.2	Habitats and Biodiversity	70
6.5.3	Trees, Hedgerows and Woodlands	70
6.5.4	Canals, Rivers and Streams	71
6.5.5	Local Biodiversity Areas	71
6.4.6	Landscape Conservation	71
7.	THE ENVIRONMENT, GREEN INFRASTRUCTURE, OPEN SPACE AND CLIMATE CHANGE	73
7.1	GREEN INFRASTRUCTURE	73

7.2	HABITAT SURVEY AND MAPPING	74
7.2.1	Hedgerows and Tree Lines	74
7.3	GREEN INFRASTRUCTURE ROUTES	74
7.3.1	Grand Canal.....	75
7.3.2	Osberstown	75
7.3.3	Oldtown	75
7.3.4	Yeomanstown Stream	76
7.3.5	Fairgreen Lakes	76
7.3.6	Naas Hospital Stream.....	76
7.3.7	Craddockstown and Castlesize Stream	76
7.4	OPEN SPACES	78
7.4.1	Strategic Open Space	78
7.5	CLIMATE CHANGE ADAPTION.....	81
7.5.1	Context.....	81
7.5.2	Climate Change Strategy.....	82
7.5.2.1	Land Use and Development	82
7.5.2.2	Prioritising Green Modes of Travel	82
7.5.2.3	Retrofitting.....	82
7.5.2.4	Sustainable Principles	82
8.	URBAN REGENERATION AND DEVELOPMENT STRATEGY.....	85
8.1	BACKGROUND: PAST DEVELOPMENT AND PRESENT CHALLENGES	85
8.1.1	Historic Development	85
8.1.2	Recent Development Trends	85
8.1.3	The Urban Structure of Naas: An Overview	86

8.1.4 Opportunities to Create an Integrated Urban Structure	86
8.2 OVERVIEW OF THE URBAN REGENERATION AND DEVELOPMENT STRATEGY	88
8.2.1 Purpose and Structure	89
8.2.2 Development in Core Regeneration Areas, Key Development Areas and the Northwest Quadrant	89
8.2.3 Site Specific Objectives	89
8.2.4 Density Levels in Core Regeneration Areas, Key Development Areas and the Northwest Quadrant.....	90
8.2.5 Co-operation between Landowners/Developers.....	90
8.2.6 Vacant Sites and Derelict Buildings.....	90
8.2.7 Aligning the Urban Regeneration & Development Strategy with the National Planning Framework.....	91
8.3 URBAN DEVELOPMENT STRATEGY.....	92
8.3.1 Urban Development Strategy for Naas	92
8.3.2 Key Urban Design Principles	93
8.3.3 Public Realm Strategy	93
8.3.4 Developing a Public Realm Strategy	94
8.4 REGENERATION STRATEGY.....	95
8.4.1 Purpose and Aims	95
8.4.2 Core Regeneration Areas	96
8.4.3 CRA 1: Main Street	98
8.4.4 CRA 2: Castle Quarter	102
8.4.5 CRA 3: Canal Quarter	105
8.4.6 CRA 4: Corban’s Lane	114
8.4.7 CRA 5: Devoy Quarter	119

8.4.8	CRA 6: Northeast Gateway.....	123
8.5	KEY DEVELOPMENT AREAS	126
8.5.1	KDA: Naas West	127
8.5.2	KDA: Rathasker Road West	130
8.6	NORTHWEST QUADRANT	133
8.6.1	Existing Context and Future Opportunities.....	133
8.6.2	Vision for the Northwest Quadrant	135
8.6.3	Development within the Northwest Quadrant.....	136
8.6.4	Urban Design within the Northwest Quadrant.....	136
8.6.5	Movement within the Northwest Quadrant.....	136
8.6.6	Employment Uses within the Northwest Quadrant.....	137
8.7	URBAN REGENERATION AND URBAN DEVELOPMENT	138
9.	INFRASTRUCTURAL SERVICES	141
9.1	INTRODUCTION	141
9.2	WATER SUPPLY AND WASTEWATER	141
9.3	SURFACE WATER AND GROUND WATER	142
9.4	FLOOD RISK MANAGEMENT.....	143
9.5	ENERGY SUPPLY AND COMMUNICATIONS	144
9.6	POLLUTION AND ENVIRONMENTAL SERVICES.....	144
10.	IMPLEMENTATION	148
10.1	IMPLEMENTATION STRATEGY	148
10.2	DEVELOPMENT MANAGEMENT	148
10.3	LAND USE ZONING CATEGORY	148
10.4	LAND USE ZONING OBJECTIVES	149

10.5 LAND USE ZONING MATRIX.....	157
10.6 PHASING OF DEVELOPMENT	160
10.6.1 Schedule of Phasing	160
10.7 SPECIFIC AREAS FOR IMPLEMENTATION.....	161

Appendices

Appendix 1 – Maps (as listed below)

Map Title	Map Reference
Movement and Transportation	4.1
Movement and Transportation – Town Centre	4.1a
Naas Core Retail Area	5.1
Natural & Archaeological Heritage	6.1
Natural & Archaeological Heritage – Town Centre	6.1a
Architectural Heritage	6.2
Architectural Heritage – Town Centre	6.2a
Green Infrastructure & Habitats	7.1, 7.1.1, 7.1.2, 7.1.3, 7.1.4
Strategic Open Space Areas	7.2
Regeneration lands, Masterplan Areas and Key Development Areas	8.1
Strategic Flood Risk	9.1
Strategic Flood Risk - Town Centre	9.1a
Land Use Zoning Objectives	10.1
Land Use Zoning Objectives- Town Centre	10.1a

Appendix 2 – Extract from Sites and Monuments Record

Appendix 3 – Sustainable Planning and Infrastructural Assessment

List of Tables

Table Title	Reference
SWOT Analysis of Naas	1.1
Population change in Naas 1991-2016	2.1
Naas Population Projections up to 2023	2.2
Projected Naas Housing Unit Target to 2023	2.3
Units Target under CPD Core Strategy (less developed / extant permissions)	2.4
Approximate area of land required to accommodate remaining unit target to 2023	2.5
Estimated capacity of A: Town Centre zoned lands (Core Regeneration Areas)	2.6
Estimate capacity of lands zoned 'C New Residential'	2.7
Population Profile	3.1
Households by Composition	3.2
Audit of Community Facilities in Naas	3.3
Greater Dublin Area Cycle Network – Naas Routes	4.1
Strategic Transportation Projects	4.2
Employment Profile of Naas	5.1
Naas Net Retail Floorspace Trading in 2016 (sq m)	5.2
Scenic Routes and Protected Views	6.1
How the Naas Urban Regeneration and Development strategy aligns with the NPF	8.1
Land use Zoning Category	10.1
Land-Use Zoning Objectives	10.2
Zoning Matrix Definition of Terms	10.3
Land Use Zoning Matrix	10.4

List of Figures

Figure Title	Reference
The role of stakeholder engagement in the development of the LAP	1.1
The 7 Core Themes guiding the LAP	1.2
Naas Development Strategy	1.3
Hierarchy of Spatial Planning Policy	2.1
Kildare County Development Plan 2017-2023 Settlement Hierarchy	2.2
Naas LAP Boundary and Urban Footprint Boundary as defined by CSO	2.3
Naas Population Growth 1971-2016	3.1
Vista Primary Care Campus on the Ballymore Eustace Road	3.2
Cycle Network Plan for the Greater Dublin Area – Naas	4.1
Employment by Category in Naas Settlement	5.1
Architectural Rendering of proposed MERITS Building	5.2
Kerry Global Technology and Innovation Centre Naas	5.3
The Grand Canal in Naas	5.4
View of Main Street South – A Part of Naas ACA	6.1
Woodland and Stream within Oldtown Demesne	6.2

Figure Ground diagram of Naas Town Centre	8.1
Street and block diagram of Naas Town Centre	8.2
Open space in Naas Town Centre	8.3
Urban Core of Naas	8.4
The inputs and structure of the urban regeneration and development strategy	8.5
Naas Development Strategy	8.6
Developing a Public Realm Strategy	8.7
Core Regeneration Areas within the Town Centre	8.8
The inherent character and fine urban grain of the streetscape on South Main Street	8.9
Design Framework for CRA1: Main Street	8.10
Design Framework for CRA2: Castle Quarter	8.11
The concept of shared space	8.12
A desired vertical mix of uses in the Canal Quarter	8.13, 8.14, 8.15
Laneways leading from Abbey Street to Main Street	8.16
View of North Moat and spire of St. Mary's Church	8.17
Eir Building	8.18
New fine-grain built form on Abbey Street	8.19
Harbour Basin and Former Warehouse	8.20
Former Market House	8.21
The Canal Bank as viewed from the Grand Canal towpath	8.22
Example of new fine-grain development in Cambridge, UK	8.23
Example of contemporary canalside development in suburban Amsterdam	8.24
Design Framework for the CRA 3: Canal Quarter	8.25
Corban's Lane – an urban street	8.26
Design Framework for CRA 4: Corban's Lane (Scenario A)	8.27
Design Framework for CRA 4: Corban's Lane (Scenario B)	8.28
Design Framework for the CRA 5: Devoy Quarter	8.29
Design Framework for the Northeast Gateway	8.30
Design Framework for KDA: Naas West	8.31
Design Framework for KDA: Rathasker Road West	8.32
The Northwest Quadrant lands	8.33
Interface between the Northwest Quadrant and the Regeneration Areas in the Town Centre	8.34
Strategic Flood Risk Assessment Map	9.1

1. Introduction

1.1 Introduction

Naas is the County Town of Kildare, which occupies a prominent location on the edge of the Dublin Metropolitan Area. The town is strategically located with direct access to the M7 motorway network. This network connects Naas to other strategic centres in the south of Ireland and in Dublin. The town also enjoys a high level of accessibility through a range of transport options; train, bus and cycling. Naas is an important and thriving urban centre which attracts global corporate employers and has a world class equine and racecourse infrastructure.

As a significantly growing town over recent decades, its population increase has been matched by a robust performance in its employment base, spread over multiple sectors. New residents have made Naas their home, attracted by good quality residential development, by the range of educational infrastructure, and by the diversity of local and social amenities both within Naas and across the rich hinterland of the town. This Local Area Plan (LAP) seeks to build on these assets and sets out a long-term strategic vision for Naas as a successful County Town that promotes livelihood and livability in the period to 2023 and beyond.

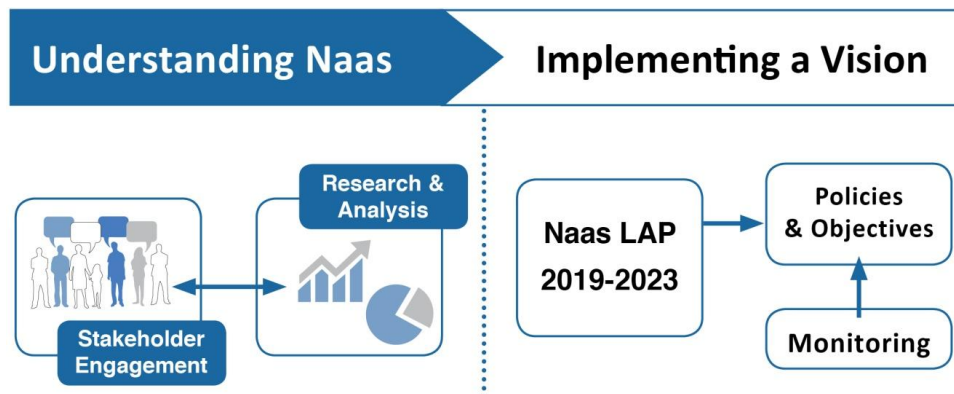
1.2 Building a Shared Vision through Public Consultation

The strategic vision for Naas has been informed through public consultation with residents and stakeholders. The consultation process comprised the following:

- Publication of an Issues Paper for Naas with an invitation for submissions over a period of 6 weeks from 19th September 2017 to 24th October 2017 (246 written submissions received);
- Drop In Open Day on the 3rd October 2017 in Naas Town Hall;
- Plenary workshop on the 22nd January 2018 with invited groups/representatives;
- A series of themed workshops during February and March, 2018;
- Feedback plenary presentation on March 14th 2018.

The public consultation process supplemented Kildare County Council's research and analysis with a more extensive understanding of the main issues of concern affecting the residents and stakeholders in Naas. The consultation exercises helped to establish an overarching common vision for the future development of Naas.

Fig. 1.1 The role of stakeholder engagement in the development of the LAP



1.3 Overview of Core Issues and Development Challenges

There are number of key objectives emerging from the National Planning Framework (NPF) which have guided the approach taken in this LAP. These include; the need for compact growth and regeneration; enhanced accessibility and connectivity along with sustainable movement; access to social infrastructure such as quality childcare, education and health services; the provision of high quality recreational space; a strong economy; enhanced heritage and amenity infrastructure and; the transition to a low carbon and climate resistant economy.

A key component of the Government's Project Ireland 2040 is the need to regenerate and rejuvenate Ireland's large towns. Parts of Naas are in need of regeneration including St David's Castle, the Canal Harbour and the Devoy Quarter. Particular regeneration opportunities are recognised in the Naas Development Plan 2011-2017, and this LAP seeks to develop and expand on these with a Regeneration and Urban Development Strategy (refer to Chapter 8). The Strategy will assist in future funding opportunities and aligns with Government policy to actively manage land to help realise their development potential. The implementation of the Urban Regeneration and Development Strategy will enable a greater proportion of residential and mixed use development to be delivered within the existing urban footprint of Naas, and will ensure that these parts of Naas can become attractive and vibrant places in which to choose to live and work, as well as to invest and visit.

Naas has a range of assets and characteristics, which continue to underpin a largely positive profile. However, there are several strategic issues and challenges, which the LAP has identified as having the potential to adversely affect the future sustainable development of the town. While Naas presently has a strong economic base, the location of and spatial pattern of this economic activity has tended to cluster along the motorway, creating a peripheral 'arc' which is detached from the established town centre. In addition, residential development has tended to locate outwards in a somewhat dispersed pattern of development. Movement and transport patterns have relied disproportionately on private transport modes, with a poor emphasis on public transport, walking and cycling. A framework which generates integrated development across multiple sectors, and

which releases the potential of this historic county town to deliver an enhanced quality of life for this thriving community is required.

The LAP is committed to ensuring sustainable and compact settlement patterns and the development of further residential, employment, educational, community, leisure and recreational facilities. In accordance with national policy it is a target that 30% of all new residential units will be provided within the existing urban footprint of the town¹ (see Fig. 2.3) and that the town grows to a sufficient scale that drives economic growth to support population growth. The sustainable growth of Naas should be carefully managed to promote the concept of a compact town by encouraging appropriate densities in suitable locations and by resisting sporadic isolated developments which do not integrate with the surrounding urban fabric. There is also a need to redress past legacies of rapid housing growth to ensure supporting services and infrastructure is delivered in tandem with population growth. In addition more mixed tenure and the delivery of lifetime adaptable homes that can accommodate the changing needs of a household over time should be encouraged thereby helping to create integrated communities.

1.4 Strengths, Weaknesses, Opportunities and Threats Analysis

Table 1.1 provides a brief summation of the key strengths, weaknesses, opportunities and threats (SWOT) affecting the spatial and economic development of Naas and was informed, in part by the various public consultation exercises carried out as part of the Plan preparation process.

Table 1.1 SWOT Analysis of Naas

Positives (+)	Negatives (-)
<p>Strengths</p> <ul style="list-style-type: none"> - Strategic and highly accessible location - Young demographic profile – a vibrant, young, well-educated and growing population - The highly legible historic core - Rich in historic, architectural, industrial and cultural heritage - A strong economic and employment base - Town centre as an established commercial district with a vibrant night-time economy - The quantity of natural spaces within the town - An inclusive age-friendly town 	<p>Weaknesses</p> <ul style="list-style-type: none"> - An underperforming town centre - A spatial disconnection between the centre and periphery of the town - Urban form has an extended footprint which lacks legibility and permeability - Dominated by vehicular movement - Lack of recreational amenities and facilities - Poor quality public realm - Heritage and recreation infrastructure is under-developed and not readily apparent to the public - Unsafe pedestrian and cyclist facilities in the historic core
<p>Opportunities</p> <ul style="list-style-type: none"> - To achieve compact growth through the development of an economically vibrant, dynamic and self-sustaining town with a consolidated and highly legible urban footprint 	<p>Threats</p> <ul style="list-style-type: none"> - Employment growth lagging behind population growth - Increased competition from edge-of-town and out-of-town retail centres undermining

¹ This means within the existing built-up footprint of the urban settlement as defined by the CSO on the basis of Census 2016.

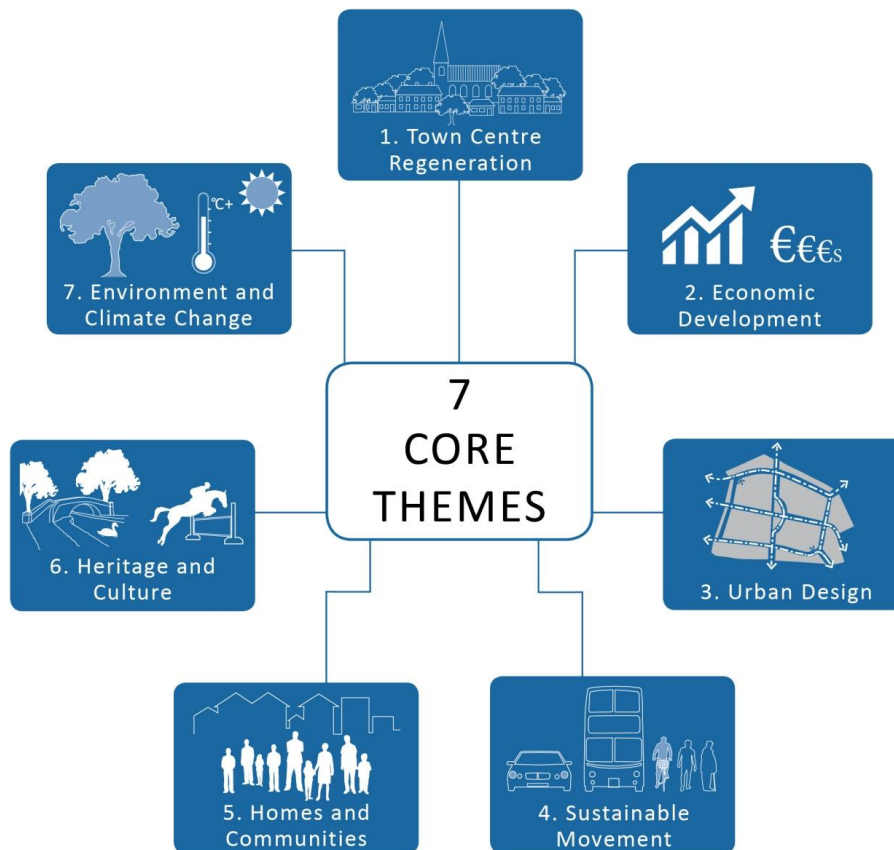
<ul style="list-style-type: none"> - To address the disconnection between the town centre and the periphery by initiating a modal shift towards sustainable mobility centred on a network of quality cycling and walking routes - To create vibrant and active neighbourhoods within a regenerated, consolidated and walkable historic core - To ensure the existing historic and natural heritage should be at the heart of the town’s recreational infrastructure - To deliver an enhanced public realm with emphasis on the quality of the town’s key routes, entry points and historic core - To support the transition to a low carbon and climate resilient society 	<p>the viability of the established commercial core</p> <ul style="list-style-type: none"> - Lack of co-ordinated and sustained investment in the town’s social and recreational infrastructure - Lack of investment to regenerate the historic core - Relocation of low order and low employment intensity uses from inside the M50 in Dublin to the periphery of Naas - Continued over-reliance on private vehicular transport - Climate change and associated negative consequences (i.e. increased frequency of severe weather events)
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The development of Naas can be viewed as reaching a crossroads; the rapid expansion of the town over the past half-century, characterised by suburban style building design, has contributed to the majority of the weaknesses listed in the SWOT Analysis. The aim now should be to continue the shift away from such an unsustainable growth path towards a compact growth model of development whilst also focusing on improving quality of life issues in Naas. In order for this to be achieved, the town’s many inherent strengths must be first recognised and then used as a basis to identify and realise opportunities and future possibilities for Naas. The threats outlined in the SWOT analysis have been taken into account and the LAP has incorporated a series of targeted objectives and actions to help resolve/mitigate these issues.

1.5 Guiding Principles: 7 Core Themes

Through the extensive pre-draft public consultation process and exercises such as the S.W.O.T. Analysis 7 Core Themes were identified, which seek to address the key issues and challenges, facing Naas. These Core Themes, set out in Figure 1.2, have been used to shape and inform the Vision for Naas (refer to Section 1.6) and will act as guiding principles underpinning the policies, objectives and actions in the LAP.

Figure 1.2 The 7 Core Themes guiding the LAP



- (i) **Town Centre Regeneration** – the established town centre will be the focus for retail, commercial and residential development. Through regeneration, the renewal of key sites and buildings and the restoration of retail and commercial uses centrally, the town centre will continue to act as the economic, social and cultural hub of the town. The footprint of the commercial core will be consolidated and encouraged to expand to both the east and west of the Main Street.
- (ii) **Economic Development** – the provision of designated centres of employment in which the key sectors are identified and supported in order to enhance a strong skilled employment base and deliver sustainable long-term economic growth for Naas.
- (iii) **Urban Design** – addressing the current disconnect between the town centre and surrounding areas by ensuring that the public realm provides attractive, legible and high quality connections through the town. The urban form of the town will be consolidated and strengthened with the majority of new development being concentrated within designated Core Regeneration Areas, Key Development Areas and the Northwest Quadrant.
- (iv) **Sustainable Movement** – Developing an improved and permeable sustainable network of cycling and pedestrian routes to encourage alternatives options, improving the permeability

of the town centre and investigating the potential of outer urban relief routes are priorities of the Plan.

- (v) **Homes and Communities** – Promoting placemaking and liveable neighbourhoods supported by appropriate social infrastructure, excellent standard in design, density, layout and finish. Ensuring Naas achieves a diversity of housing typologies and a good mix of tenures. The development of an appropriate network of community infrastructure including health, education and recreation and sports facilities, ensuring that the town is a safe and healthy place for all ages and supporting a growing and increasingly diverse community.

- (vi) **Heritage and Culture** – the identity of Naas will always be strongly associated with the historic commercial spine of Main Street and the quality of its enclosing streetscape, yet there are other heritage assets which remain underutilised. These include St David’s Castle, the Octagon Lake at Oldtown estate, the canal network and Jigginstown Castle. While this LAP creates a dynamic framework which values these resources and generates pathways for their adaptive re-use, there is also a focus on nurturing cultural energy in the community and enabling access for all.

- (vii) **Environment and Climate Change** – the existing natural heritage in Naas provides an opportunity to promote and develop a comprehensive green infrastructure network that will preserve and enhance biodiversity, contribute to the climate change resilience of Naas and be the focus of public recreational activities. On climate change, the Plan will integrate a series of measures focusing on compact growth, town centre regeneration, sustainable mobility and green infrastructure protection and enhancement that will aid in the delivery of a sustainable low carbon and climate resilient future for the town.

1.6 2040 Vision for Naas

The Vision for Naas is aligned with the time period for the Government's Project Ireland 2040 and will be realised over many plan periods.

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

To ensure that the growth planned for the town up to 2040 and beyond occurs in a sustainable and sequential manner, while prioritising a low carbon, compact, consolidated and connected pattern of development. To develop Naas as a vibrant and culturally rich town supported by an inclusive sustainable all-of-life residential community.

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

The Plan seeks to deliver and facilitate high quality transformative projects, such as McAuley Place. It will focus on the regeneration and redevelopment of Core Regeneration Areas in tandem with a radically improved public realm and rejuvenated town centre while having regard to and optimising the heritage assets of the town.

Through the realisation of a shared civic vision Naas will undergo expansion of growth within the designated Key Development Areas and towards the Northwest Quadrant (NWQ). There will be a clear emphasis on linking the town centre to the NWQ lands, developing key transport modes, community facilities and amenities and delivering a high quality and connected employment quarter with diverse residential and amenity areas.

The strategic vision is illustrated Figure 1.3, Naas Development Strategy, and is expanded upon in the policies, objectives and actions contained within each chapter of the Plan, in keeping with the 2040 vision some of which will require several plan periods to achieve.

The onus lies with Kildare County Council, key stakeholders, local communities and individuals to enable, facilitate and progress strategic and specific projects and development within Naas in a manner that is consistent with the 2040 vision set out in this Plan.

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

Town Centre and Urban Regeneration

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

- (i) Urban and Regeneration and Development Strategy for Naas (Chapter 8)
- (ii) Public Realm Strategy (Chapters 4 and 8)

- (iii) Architectural Conservation Area Statement of Character (Chapter 6)

Movement and Connectivity

The Plan seeks to develop and encourage more sustainable modes including walking, cycling and public transport and to reduce the existing over-reliance on the private car within the town centre in particular. To progress the objectives of the town in terms of movement and transport the following projects are proposed:

- (i) Naas Transport Strategy (Chapter 4);
- (ii) Permeability Strategy (Chapter 4);
- (iii) Delivery of the Urban Relief Network (Chapter 4).

Integrating the Periphery

The LAP acknowledges the existing economic and residential activity at the periphery as an essential component of Naas: the spatial severance between the core and the periphery needs to be addressed through:

- (i) A Masterplan for the Northwest Quadrant (Chapter 8);
- (ii) The Naas Transport Strategy and Permeability Strategy and;
- (iii) A new north-south link route with public transport priority to be defined;
- (iv) A phased zoning approach to bring forward sequentially preferable development to improve connections and permeability of the town.

Connecting with the Hinterland, Heritage and Environment

The exceptional level of diversity and quality in the Naas hinterland remains under-exploited by the town. This includes an extensive heritage of boglands, equine-landscape, ecclesiastical and military history, and impressive canal infrastructure connecting Naas to regional and national destinations. These present opportunities for a tourism strategy enabling connection with the hinterland and heritage of Naas.

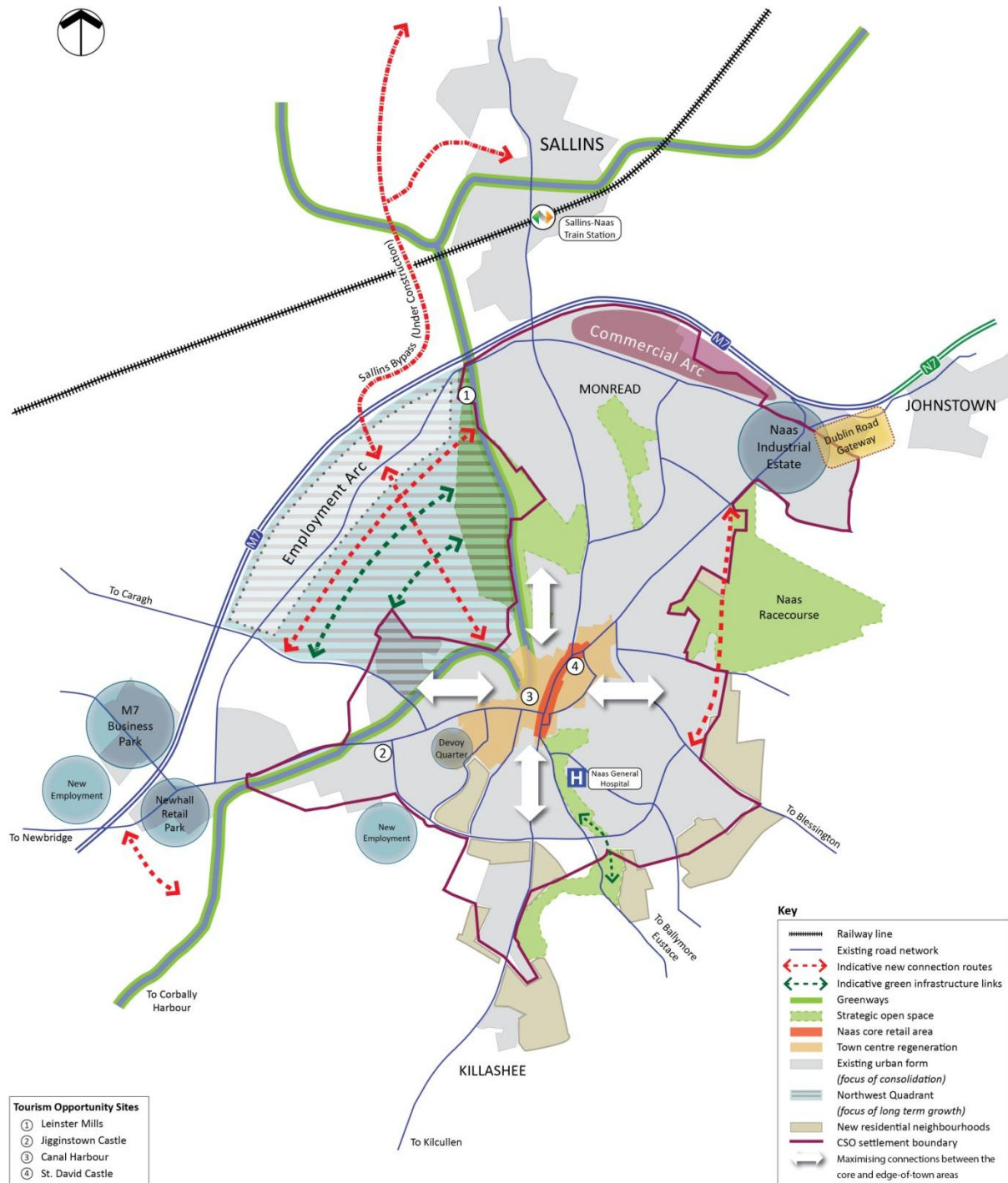
Collaboration and Citizen Engagement

This LAP places a major emphasis on citizen consultation and stakeholder engagement. The perspectives generated at plenary sessions, workshops, and meetings with sectoral groups, has informed the content and direction of the LAP. The LAP is committed to harnessing the energy of all Naas stakeholders in creating a positive context for optimizing collaboration on the successful implementation of the plan.

Implementation and Monitoring

Kildare County Council will seek to actively implement the LAP and progress the vision during the lifetime of the Plan and beyond. Chapter 10, Implementation, details the monitoring and review process and outline specific focus areas for implementation. The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) which have informed policies and objectives will also be monitored.

Figure 1.3: Naas Development Strategy



2. Statutory Context and Compliance with Core Strategy

Aim: To set out the legal requirement and statutory context of the Naas Local Area Plan and to accommodate measured population and housing over the period 2019-2023 in accordance with the Core Strategy of the Kildare County Development Plan 2017-2023, in a manner that creates vibrant, well-connected, liveable areas with a strong sense of place that are located in close proximity to employment areas and transportation, community and recreation facilities.

2.1 Introduction

The Naas Local Area Plan 2019 - 2023 (LAP) has been prepared in accordance with the requirements and provisions of the *Planning and Development Act 2000* (as amended). It sets out an overall strategy for the proper planning and sustainable development of Naas in the context of the National Planning Framework, the Regional Planning Guidelines for the Greater Dublin Area 2010-2022, the Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region and the Kildare County Development Plan 2017 – 2023. It is informed by Ministerial Guidelines issued pursuant to Section 28 of the Act together with EU requirements regarding Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). The Local Area Plan replaces the Naas Town Development Plan 2011-2017 and includes areas covered by plans for the Naas Environs, previously incorporated into the Kildare County Development Plan 2011-2017.

2.2 Life of the Plan

The Naas LAP shall remain in force from when it is adopted until 2023 or until such time as the LAP may be extended, revoked or replaced by a new LAP.

The life of the LAP in this instance is determined by the life of the Kildare County Development Plan 2017 – 2023, and the forthcoming review or variation of the County Development Plan (CDP) which is required to commence on foot of the adoption of the Regional Spatial and Economic Strategy for the Eastern and Midlands Region. Where any provision of the LAP conflicts with the provisions of the CDP as maybe varied or a new development plan, the provisions of the CDP shall take precedence.

2.3 Composition of the Plan

The LAP is required to be consistent with the objectives of the Development Plan, its Core Strategy and the Regional Spatial and Economic Strategy. This LAP comprises a written statement with accompanying maps. The written statement shall take precedence over the maps should any discrepancy arise between them. In the full interpretation of all objectives for Naas, it is essential that both the County Development Plan (CDP) and the LAP are read in tandem.

It should be noted that general development management standards applicable to the plan area are included in the CDP; while policies and objectives specific to Naas are included in the LAP. The LAP is accompanied by supporting documents including an Appropriate Assessment, Strategic Environmental Assessment and the Strategic Flood Risk Assessment. An Infrastructural Assessment to inform the zoning of residential and employment lands has also been prepared and accompanies the LAP.

2.4 Strategic Environmental Assessment

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

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

2.5 Appropriate Assessment

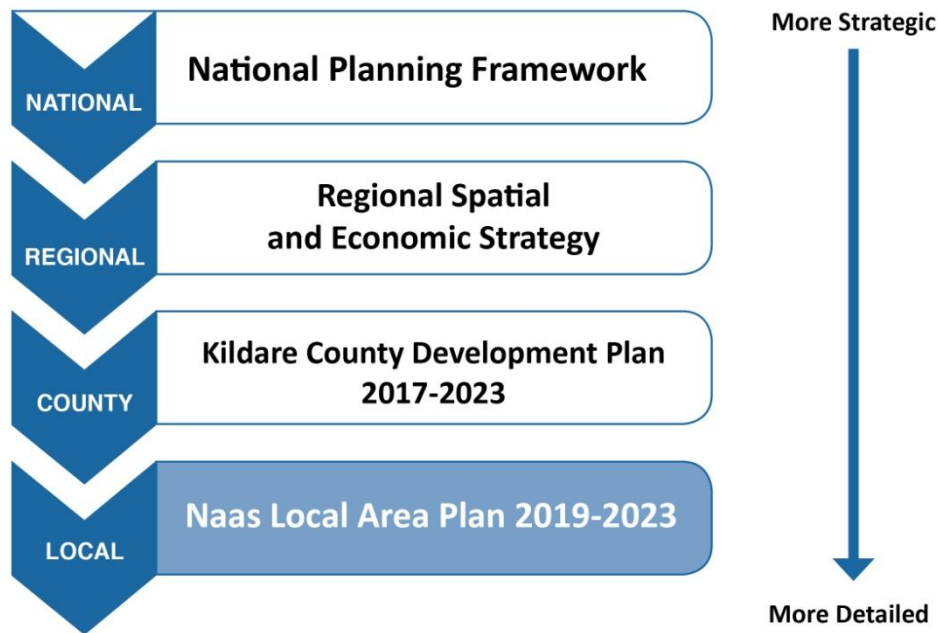
The requirements for Appropriate Assessment (AA) of plans or projects, are outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). Where, following screening for AA, it 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 Naas LAP was screened for AA during its preparation at draft stage. This screening found that the LAP 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.

2.6 Strategic Context of the L.A.P.

The LAP is underpinned by a 2040 Vision statement as set out in Chapter 1 (refer to Section 1.6), which is intended to guide the future growth of Naas in a sustainable manner; in a way that reflects its status as the principal town within the settlement hierarchy of County Kildare; and a Key Town in the draft Regional Spatial and Economic Strategy (RSES) for Eastern and Midlands Region.

Figure 2.1 Hierarchy of Spatial Planning Policy



2.6.1 The National Planning Framework

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

2.6.2 Draft Regional Spatial and Economic Strategy

The draft Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region was published in November 2018 and the Proposed Material Amendments to the RSES were published in March 2019. It is expected that the final RSES will be adopted in the first half of 2019. The RSES will replace the Regional Planning Guidelines for the Greater Dublin Area. The RSES will provide regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

Naas is identified as a Key Town in the draft RSES. Key Towns are defined as large towns which are economically active towns that provide employment for their surrounding areas. They have high quality transport links and the capacity to act as a regional driver to complement Regional Growth Centres. The designation of Naas as a Key Town is reflective of its county town status. The draft RSES recognises that there are strong links between Naas and the nearby settlements of Sallins and Newbridge, with a strong interrelationship of services, employment and education between Naas

and Newbridge. The draft RSES also states that consolidation and the regeneration are key development priorities for Naas.

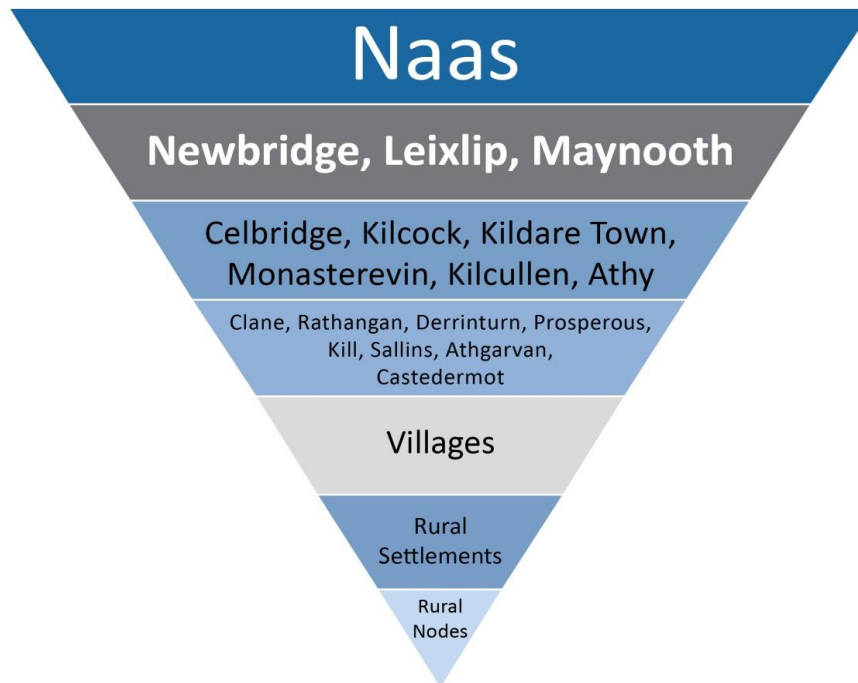
The draft RSES and the Proposed Material Amendments to the draft RSES includes the following Regional Policy Objectives in respect of Naas:

- RPO 4.33** Promote the improvement of the transport network within and serving Naas town, including delivery of a robust and efficient walking, cycling and bus network with strong links to Sallins Railway Station, key destinations within the town and to the North West Quadrant and town centre area.
- RPO 4.34:** Support the development of the Grand Canal for amenity, recreation and sustainable transport purposes including the Naas to Sallins and Naas to Corbally Harbour greenways and linking these to the national Grand Canal Greenway.
- New RPO:** Regeneration and consolidation of the historic centre to improve the retail and commercial functions of the town core, with enhanced permeability and sustainable mobility within the town centre and improve links between the core and surrounding residential and employment areas through the further development of walking and cycling routes and improved public transport.
- New RPO:** Strengthen the local employment base through the development of MERITS, Millennium Park in the North West Quadrant and the regeneration of underutilised lands including industrial lands in the north east of the town.
- New RPO:** Support the delivery of a dedicated public transport interchange in Naas and associated Park and Ride.
- New RPO:** Support and enhanced role and function of Naas as the County town of Kildare, particularly as a hub for high quality employment, residential and amenities.

2.6.3 Kildare County Development Plan 2017-2023

The strategic vision for the future development of Naas is based on the role of the town as defined in the Settlement Strategy of the Kildare County Development Plan 2017 - 2023 and within the context of the National Planning Framework and the Draft RSES. A review or variation of the Kildare County Development Plan 2017-2023 is required to commence within 26 weeks of the making of the RSES in order to incorporate the NPF and the RSES into the Development Plan. It is expected that there will be changes to the Core Strategy of the Development Plan, as the population projection for the county is brought into line with the National Planning Framework.

The Kildare County Development Plan 2017-2023 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. Naas is at the top of the County Settlement Hierarchy as set out in Table 3.3 of the County Development Plan (refer to Figure 2.2). In developing a strategy for the sustainable development of the town, it is recognised that Naas is the county town of County Kildare.

Figure 2.2 Kildare County Development Plan 2017-2023 Settlement Hierarchy

2.6.4 Function, Population and Scale of Naas

According to Census 2016, the population of Naas was 21,597. This represents 9.1% of the overall population of County Kildare which was 222,504 in 2016.

Table 2.1 Population change in Naas 1991-2016

	1991	1996	2002	2006	2011	2016
Population	11,141	14,074	18,288	20,044	20,713	21,597
Households	3,125	4,391	5,906	6,506	7,685	7,818
Average Household size	3.56	3.21	3.09	3.08	2.7	2.8

2.7 Future Housing and Population Targets

The population targets for Naas are provided in the Core Strategy of the Kildare County Development Plan 2017-2023. Once the RSES is adopted, the CDP will be brought into alignment with the RSES (refer to Section 2.6.3). In the interim, any review of Local Area Plans, particularly in the urban areas, need to clearly reflect the approach and direction of the NPF². The draft LAP has been prepared in accordance with the existing Core Strategy in the County Development Plan 2017-2023.

The Core Strategy allocates 14.9% of Kildare's housing growth to Naas over the period 2016-2023, out of a total housing unit allocation of 32,497 for the entire County. The County Development Plan

² National Planning Framework Roadmap, July 2018.

identifies a total housing unit target of 12,719 units for Naas in the period to 2023, through the addition of 4,842 housing units over the Plan period. The housing unit target in the County Development Plan is based on an estimate of housing stock in the 2016 Census.

Tables 2.2 and 2.3 set out the 2023 population and housing unit targets for Naas based on the County Development Plan. Table 2.4 sets out the Naas Housing Unit Target in the period up to 2023 as per the Core Strategy of the County Development Plan and takes account of the actual housing stock in 2016. Table 2.5 sets out the estimated quantum of land required accommodate the additional housing units over the lifetime of the LAP³.

Table 2.2 Naas Population Projections up to 2023

1	2	3
2016 Actual Pop *	2023 CDP Pop **	2016-2023 CDP Pop Growth **
21,597	28,111	6,514 ⁴

* Source: Census 2016

** Source: County Development Plan Table 3.3

Column 1 sets out the 2016 Census population for Naas. Column 2 sets out the projected 2023 population as per the County Development Plan (CDP). Column 3 sets out the *2016 Census population* for Naas, *CDP population growth* to 2023.

The 2023 population projection figure (of 28,111) is extrapolated from the County Development Plan (CDP Table 3.3 refers), and is based on Regional Planning Guidelines (RPG) assumptions of housing vacancy and household occupancy. The household occupancy rate in the 2016 Census is higher than the RPG and the Core Strategy assumptions, while the vacancy rate is lower. The County Development Plan housing unit target for Naas could therefore result in a higher population of 33,274 people.⁵

Table 2.3 Projected Naas Housing Unit Target to 2023

1	2	3	4
2016 Actual Units *	2016 -2023 Allocated Unit Growth **	2023 Unit Growth Forecast **	2023 CDP Unit Growth **
7,818	14.9%	12,719	4,901 ⁶

* Source: Census 2016

** Source: CDP Table 3.3

Column 1 details the number of housing units in Naas as per Census 2016. Column 2 sets out the percentage allocation of units in the County allocated to Naas. Column 3 set outs the CDP Core

³ This figure includes the provision additional headroom to meet anticipated need and to ensure continuity of supply of zoned lands over the 9 year period from 2017 to 2026 and beyond.

⁴ 28,111(2023 Pop Forecast CDP) – 21,597 (2016 Census Pop) = 6,514.

⁵ Applying a vacancy rate of 5.9% to the total number of units, and a household occupancy rate of 2.78 (based on Census 2016 data for County Kildare).

⁶ 12,719 (2023 Unit Forecast CDP) – 7,818 = 4,901

Strategy unit target for Naas up to 2023. Column 4 set out the CDP Core Strategy unit growth target for Naas up to 2023.

Table 2.4 Units Target under CPD Core Strategy (less developed / extant permissions)

	Units
Total units required under 2023 CDP Core Strategy	4,901
Less units/area developed since 2016	926 ⁷
Less extant permissions	1,257
Remaining unit target	2,718⁸

Table 2.5 Approximate area of land required to accommodate remaining unit target to 2023

Permitted	2,183 units	Density varies	c.75ha*
Additional Unit target	2,718 units	at an average of @ 35 units per ha	c.78ha
Total			152ha

*Approximate Area of Extant Permissions

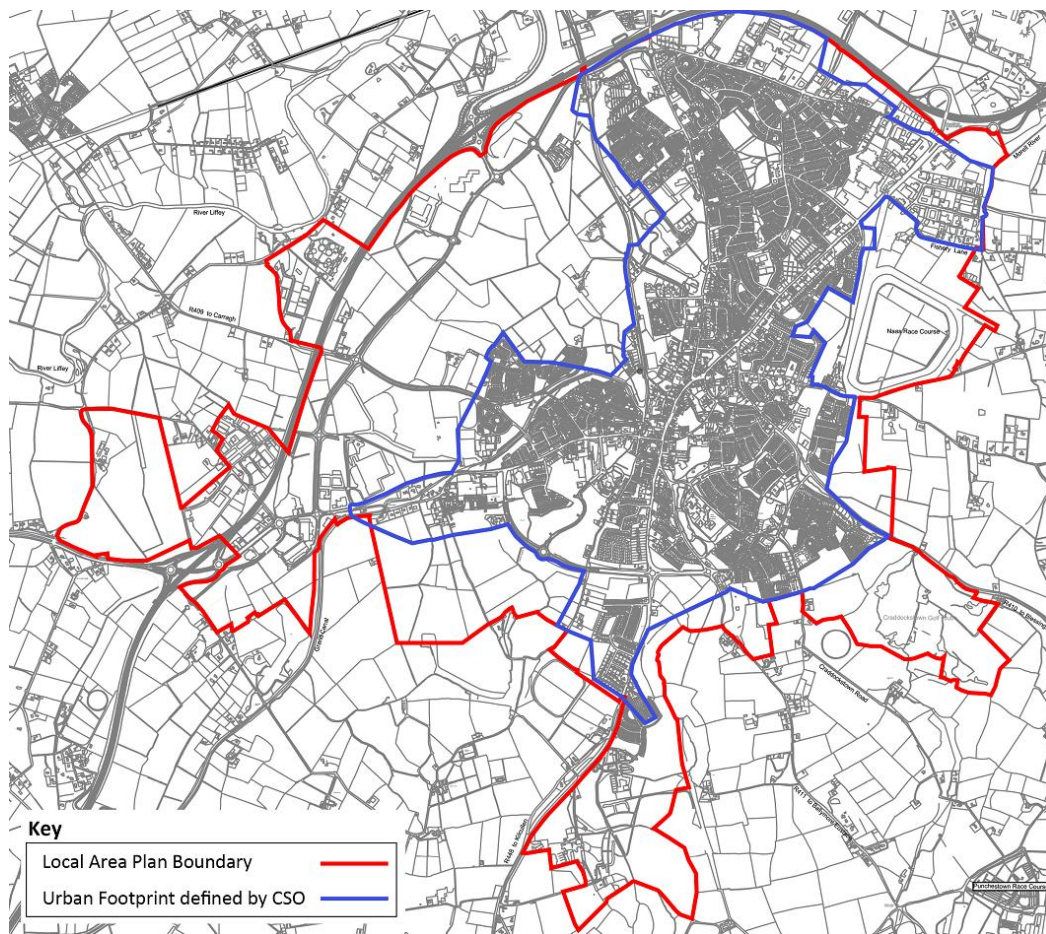
2.8 Tiered Approach to Zoning

A requirement of the National Planning Framework (NPF) is that at least 30% of all new housing units must be delivered within the existing built-up footprint of the town. 30% of 2,718 (the remaining housing unit target to 2023) is 816 units. Therefore 816 units, at least, should be accommodated within the existing settlement boundary of Naas, Figure 2.3 refers. This target can be achieved on 'Town Centre' and 'New Residential' lands within the settlement boundary.

⁷ Units completed according to the results of survey of zoned residential lands carried out in February 2019

⁸ 4,901 – 2,183 = 2,718 units.

Figure 2.3 Naas LAP Boundary and Urban Footprint Boundary as defined by CSO



The NPF has set out a two-tier approach to land zoning as follows:

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

Where lands cannot be serviced during the lifetime of the plan they should not be zoned for development or included within a core strategy for calculation purposes⁹.

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

Tables 2.6 and 2.7 indicate an indicative capacity of lands to deliver residential units. These lands can be considered to be either Tier 1 or Tier 2 lands (refer to the Infrastructural Assessment which accompanies this LAP, for further detail).

2.9 Residential Zoned Land Requirement

This Plan retains areas of land with extant planning permissions for residential development previously zoned for residential purposes in the Naas Town Development Plan 2011-2017. An additional 78 ha of additional zoned New Residential land (approximately) is required to accommodate the remaining 2,718 units required for the plan period (from overall residential unit target of 4,901 units, Tables 2.4 and 2.5 refer).

Indicative densities are estimated for each site in Tables 2.6 and 2.7. These indicative densities generally accord with the Guidelines on Sustainable Residential Development in Urban Areas, DEHLG (2009). However eventual densities will depend on a number of factors e.g. land topography, proximity to public transport structures, heritage structures, availability of services, existing development, character, and other relevant policies and objectives of the Plan. Zoning on a town centre site, for example, shall be assigned appropriate densities on a site specific case by case basis, zoning on a central brownfield/infill site close to public transport corridors will allow for higher density development (e.g. 50 units per ha.) while densities on edge of town sites may be lower (e.g. 30-50 units per ha). Refer to Tables 4.1 and 4.2 of the County Development Plan 2017-2023 for specific guidance on densities.

Consolidation and infill development is promoted in this LAP having regard to the long-term vision of the sustainable phased expansion of the town into the Northwest Quadrant connecting the town to established peripheral areas, public transport infrastructure and its hinterland. Zoned residential lands Tier 1 and Tier 2 have been informed by the Infrastructural Assessment.

2.9.1 Compliance with the Core Strategy

In order to ensure continued compliance with the Core Strategy and associated population projection for Naas it will be necessary to monitor the number of residential units permitted and developed on an annual basis. This information may inform the Housing Need Demand Assessment to be prepared on a county-wide basis, as required by the National Planning Framework.

The amount of land zoned in the Plan is based on an average density of 35 units per hectare. When density is significantly increased a surplus of zoned lands is generated which, if developed within the lifetime of the Plan, results in a greater population than the Core Strategy envisaged. Monitoring the number of units permitted and constructed enables a closer correlation between the core strategy, the population projection and development activity. Where it appears that population targets are likely to be exceeded as a result of increased densities, it may be necessary to review the LAP and/or assess the implications for future residential developments having regard to the population projections.

2.9.2 Core Regeneration Areas

The LAP introduces an Urban Regeneration and Development Strategy (refer to Chapter 8) in order to consolidate and rejuvenate underutilised and vacant lands within the existing built-up area of the

town. Six Core Regeneration Areas (CRAs) have been identified ranging from town centre sites, infill sites and greenfield areas with a development framework provided for each site. The proportion of residential development envisaged within each Core Regeneration Area will vary according to the context and character of each area. The figures outlined in Table 2.6 provide an estimate of residential development capacity in each CRA.

2.9.3 Key Development Areas

The LAP identifies two Key Development Areas (KDAs): Naas West (west of the town centre), and; Rathasker Road East (Devoy Link Road) to cater predominantly for new residential development and ancillary facilities. Each KDA has the capacity to accommodate significant growth over the Plan period and beyond (refer to Chapter 8). Each KDA comprises greenfield lands at the edge of the existing built-up area of Naas that have the infrastructural capacity to sequentially accommodate new housing.

Table 2.6 Estimated capacity of A: Town Centre zoned lands (Core Regeneration Areas)

Site Ref No.	Land Use Zoning	Location	Site Area (Ha.)	Estimated capacity Residential Units ¹⁰
CRA 1	A	Main Street	-	22
CRA 2	A1(2)	Castle Quarter*	1.6	166
CRA 3	A1(1)	Canal Quarter	1.8	212
CRA 4	A1(3)	Corban's Lane	1.7	12
CRA 5	A1(4)	Devoy Quarter	1.4	78
	A1 (5)	Devoy Quarter	3.7	180
CRA 6	A	Northwest Gateway	1	33
TOTAL			11.2 ha	703 units

* Lands subject to Masterplan

Table 2.7 Estimate capacity of lands zoned 'C New Residential'

Site Ref. No.	Location	Site Area (Ha.)	Estimated capacity	Density range
C1 (1)	New Caragh Rd.	2.1	74	35
C1 (2)	KDA Naas West (Northwest Quadrant*)	9.8***	260	35
C1(5)	Kilcullen Rd.	5.2	156	30
C1 (6)	KDA Rathasker Road East (Devoy Link Rd).	8.9	340	35-50
C1 (7)**	Bluebell	4.2	125	30

¹⁰ The proportion of residential development within each CRA varies according to the context and character of each site.

C1 (8)**	Piper's Hill	15.7	362****	23
C1 (9)**	Ballymore Eustace Rd.	9.3	256	28
C2 (10)**	North Craddockstown Golf Club	4.4	128	29
C1 (11)**	Blessington Rd.	18.9	385	20
C1 (12)**	Oldtown Demesne	3.1	127	41
C2 (13)**	Craddockstown North	3.6	74	21
C1 (14)	Craddockstown Rd.	0.7	3	4
C1 (15)	North of Esmondale	6.3	198	30
C1 (16)	Tipper Rd.	3.9	117-195	30-50
C1 (18)	Dublin Road	1.1	33-55	30-50
C2 (3)	Northwest Quadrant*	9.6	288-480	30-50
C2 (17)	Kingsfurze	2.0	102	30
C2 (20)	Northwest Quadrant*	9.9	297-495	30-50
C2 (21)	Northwest Quadrant*	4.4	132-220	30-50
C1 (4)	Northwest Quadrant *	4.0	120-200	30-50
TOTAL		126 Ha.	3,577 – 4,235	

* Lands subject to masterplan

**Relates to extant permissions

*** Includes provision for a 2.4 ha. linear park.

**** Piper's Hill has two phases of which Phase 1 comprising 119 units is complete.

NOTE: Total figures stated in Tables 2.6 and 2.7 represent an estimate only. The density of development and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics, local conditions, sensitivities etc and having regard to Tables 4.1 and 4.2 of the County Development Plan 2017-2023 along with the relevant Section 28 ministerial guidelines.

Policy CS1 – Compliance with the Core Strategy

It is the policy of the Council to support the sustainable long-term growth of Naas in accordance with the core strategy of the Kildare County Development Plan 2017-2023 and provisions of the National Planning Framework, 2018 and the Regional Spatial and Economic Strategy (when adopted).

Objectives

It is an objective of the Council to:

- CSO 1.1** Monitor the scale, type, tenure and location of constructed and permitted developments in Naas during the lifetime of the Plan and apply appropriate development management standards to ensure compliance with the Core Strategy of the Kildare County Development Plan 2017-2023 and to achieve the delivery of strategic plan-led and coordinated balanced development within the town.
- CSO 1.2** Prioritise the development of sites zoned A: Town Centre and C: New Residential within the town as set out in Chapters 2, 8 and 10 of this Plan.
- CSO 1.3** Facilitate sustainable intensification and consolidation in the town centre and established residential areas.
- CSO 1.4** Support new residential development in Regeneration and Key Development Areas identified in Chapter 8 in tandem with the delivery of supporting physical and social infrastructure.
- CSO 1.5** Investigate in consultation with the NTA, Irish Water, Irish Rail, Waterways Ireland and other statutory agencies and stakeholders, options for the longer-term development of Naas, and in particular the development of the Northwest Quadrant within the context of a masterplan.

Actions

- To set up a multi disciplinary Implementation Town Team to realise the objectives and actions contained in this plan and to monitor the progress of the LAP, reporting on an annual basis.

3. Homes and Communities

Aims:

- *To facilitate and deliver liveable, integrated mixed use residential development in tandem with the delivery of good social and physical infrastructure to support the development of vibrant and diverse communities;*
- *To require sustainable densities at appropriate locations, a mix of tenures, a high standard in layout, finish and urban design;*
- *To promote permeable, healthy neighbourhoods that focus on placemaking and a sense of wellbeing to ensure that Naas is an attractive place to live and work;*
- *To promote and support innovative housing models including live-work units and specific needs housing.*

3.1 Context

National and regional policy and guidance documents recognise that local area plans must act as a vehicle for the delivery of a range of housing types and tenures while supporting community infrastructure necessary for the provision of sustainable mixed use communities. The theme of ‘Homes and Communities’ is one of the 7 Core Themes of this Plan; recognising that liveable neighbourhoods are supported by social infrastructure and a place identity. Chapter 2 outlined the future housing targets which provide for an increase of 4,901 additional units in Naas up to 2023, from 7,818¹¹ residential units in 2016. There is a need over the lifetime of this Plan and beyond to continue to respond to the demographic and societal changes occurring within Naas and the wider area, having regard to increased and varied housing demand and ancillary physical, social and recreational infrastructure provision.

As set out in Section 3.2 below, the housing mix in Naas currently consists of a high proportion (c.86.8% of overall housing stock) of detached and/or semi detached dwellings. The provision of a range of homes including apartments, smaller units, age friendly units, single storey houses and adaptable homes must also be considered as part of new residential areas and mixed use developments to provide a greater choice for the existing and future population of Naas. This LAP seeks to respond to this challenge through the development of infill sites, Key Development Areas, Core Regeneration Areas and the Northwest Quadrant (refer to Section 8.6) in accordance with the policies and objectives set out in this Plan and any masterplan to be prepared for the lands in the Northwest Quadrant.

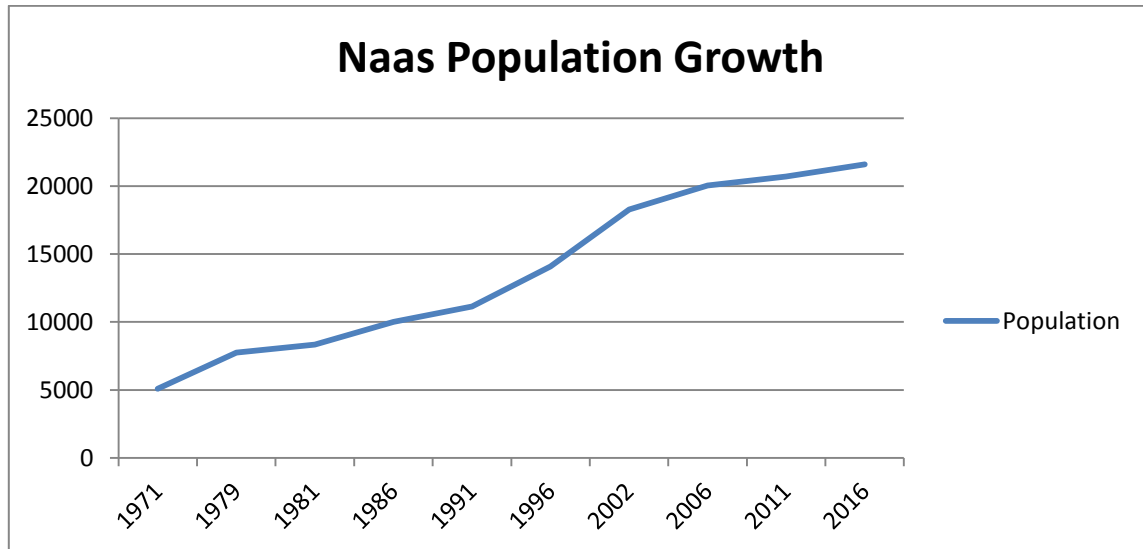
This LAP acknowledges that a major challenge facing Naas during the plan period and beyond is to consolidate and connect existing and new residential areas. The Council will address this challenge by ensuring the delivery of sustainable communities comprising of a mix of housing types, densities and tenure. There will also be an emphasis on building communities with a high standard of design, putting emphasis on the principles of placemaking, permeability and connectivity alongside the integration of community and recreation facilities.

¹¹ Census of Population, 2016.

3.2 Demographic Profile

Census 2016 recorded a population of 21,597 persons in Naas (Electoral Division of Naas Urban and Legal Town) which represents a 4.2% (884 persons) increase in population from 2011 (20,713 persons).

Figure 3.1 Naas Population Growth 1971-2016¹²



3.2.1 Population Age

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

Table 3.1 Population Profile¹³

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

¹² Source: Census of Population, 2016.

¹³ Source: Census of Population, 2016.

3.2.2 Housing Stock

The housing stock of Naas Town was recorded at 7,818 units in 2016. 86.8% of these consisted of either detached or semi-detached houses, with 12.4% of units comprising flats or apartments. The more established residential areas are located in Monread and Ballycane and were constructed in the 1970's and 1980's. Recent residential development has occurred along the Kilcullen Road, Blessington Road, Sallins Road, the Southern Distributor Road, Jigginstown and Oldtown Demesne.

3.2.3 Household Size

The average household size in Naas is 2.8 persons per household; slightly higher than national average of 2.75. In 2016, 41.4% of households in Naas comprised couples with children. This is higher than the State average of 35.2% for this household composition category. In contrast Naas household composition of one person households is 17.8% which is significantly less than the State average of 23.5% for this household category.

Table 3.2 Households by Composition¹⁴

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

3.3 Residential Development, Capacity and Delivery

A major challenge when considering the creation of new residential areas is to ensure that the development in question impacts positively on both existing and new residents. New residential and mixed use areas should seek to create attractive, liveable, safe places with an appropriate mix of house types, sizes and architectural variety that would contribute to the overall setting and character of the town. Good permeability with pedestrian and cycle links to key destinations such as the town centre, community/recreational facilities, education facilities, and retail areas are a necessity for ensuring the development of sustainable communities. Applications for residential and mixed use development must have regard to design principles outlined in Chapters 8 of this Plan, and the Kildare County Development Plan 2017-2023 and must clearly demonstrate compliance with statutory planning guidelines.

¹⁴ Source: Census of Population, 2016. Note the number of households does not equal housing stock. Housing stock consists of permanent private households (inhabited by both usual residents and visitors), holiday homes, vacant houses or apartments along with dwellings where all the occupants were temporarily absent on Census night.

In addition to new residential development on greenfield lands, existing residential/infill and town centre zonings provide significant opportunities for a wide number of mixed uses that incorporate residential development.

This Plan seeks to establish a framework for the provision of housing that takes account of the demographic profile, existing housing and household types of Naas and its strategic economic position within Kildare and the Greater Dublin Area. This framework for delivery of residential development comprises four strands:

- (i) Active land management will be encouraged, including the application of the Vacant Site Levy along with the pursuit of funding under the Urban Regeneration and Development Fund (URDF) in order to bring forward vacant and underutilised sites for the supply of housing and to support urban regeneration.
- (ii) Focusing infill/brownfield mixed use development, including residential development, into six Core Regeneration Areas (CRAs) located within the existing town centre area based on urban design principles set out in Chapter 8. CRAs seek to consolidate and regenerate the town centre area in particular and encourage more people to live and work in the town.
- (iii) Integrating new residential communities with the inclusion of two Key Development Areas (KDAs) located at Naas West and Rathasker Road West and lands zoned for New Residential development. Development of these sites should comply with the area based design guidance set out in Chapter 8 and subject to the timely delivery of the necessary physical, social and community infrastructure. The KDAs extend the urban area of Naas at appropriate locations having regard to services, existing patterns of development and potential for connectivity and placemaking. The Northwest Quadrant has been identified over a number of plan periods as an area of strategic expansion. This area will be the subject of an overall masterplan to guide its future development.
- (iv) Delivering physical and social infrastructure in tandem with residential development to support the continued development of a healthy, active and liveable town.

Policy HC1 - Residential Development

It is the policy of the Council to ensure that sufficient land continues to be available at appropriate locations to satisfy the County Core Strategy growth allocation for Naas and that good quality housing is provided.

Objectives

It is an objective of the Council to:

- HCO 1.1** Promote and facilitate the phased development of identified Core Regenerations Areas and Key Development Areas in accordance with the guidance set out in Chapters 8 and 10 of this Plan.
- HCO 1.2** Prepare a series of Masterplans for the Northwest Quadrant, Castle Quarter CRA and Canal Quarter CRA (refer to Map 8.1) in co-operation with relevant stakeholders and actively secure their implementation through phased development and timely delivery of necessary physical, social and community infrastructure.

- HCO 1.3** Secure the provision of social infrastructure, community, and recreational facilities in tandem with residential development.
- HCO 1.4** Encourage the appropriate redevelopment of brownfield and infill sites for residential uses within the footprint of the existing built-up area.
- HCO 1.5** Manage the provision of one-off housing on lands zoned as I: Agricultural. Limited one-off housing may be permitted in this zone subject to compliance with Chapter 4, Rural Housing Policy of the County Development Plan 2017-2023 and subject to compliance with all other normal siting and design considerations.
- HCO 1.6** Utilise the provisions of the Urban Regeneration and Housing Act 2015 (as amended) with regards the Vacant Site Levy to facilitate the appropriate development of vacant sites on Residential Land and Regeneration Land.¹⁵
- HCO 1.7** Continue to pursue funding avenues and apply for funding under the Urban Regeneration and Development Fund and other funds to realise the vision for Naas Town Centre.

Actions

- Identify and acquire lands at appropriate locations for social housing and that such lands are located in accordance with national policy, that no area of Naas has a concentration of social housing.
- Prepare a Vacant Sites Register for Naas in accordance with the provisions of the Urban Regeneration and Housing Act 2015 (as amended).

3.4 Residential Density, Mix and Design

Given the proximity and connectivity of Naas to Dublin and being a key employment centre in the Mid East Region it is anticipated that there will continue to be a strong demand for a varied mix and type of housing within the Plan area. There is a high proportion of 3-bed semi-detached type dwellings in the town. The Plan seeks to address this preponderance to ensure a greater mix of house types. Residential schemes should provide for both a mix of dwelling size and dwelling type to cater for a diverse range of housing needs. The overall design and layout of schemes should be of high quality and comply with the urban design principles contained in the Kildare County Development Plan 2017-2023.

Government policy as outlined in the Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities (DEHLG, 2009) and the Urban Development and Building Heights: Guidelines for Planning Authorities (DHP&LG, 2018) state that land is a scarce resource and should be managed efficiently. These guidelines set out a range of appropriate densities for different site locations having regard to the level of transport available. As a general principle, higher densities should be located in town centre infill locations and proximate to public transport.

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

¹⁵ Refer to Part 2 of Urban Regeneration and Housing Act 2015 for definition.

3.4.1 Group/Special Needs Housing

There are a number of groups in society with specific design and planning needs including older people, members of the Travelling community and people with disabilities. This Plan places emphasis on universal design in order to provide for those with specific housing needs. The mix and design of new housing for group/special needs housing in Naas will be influenced by a range of factors including:

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

3.4.2 Housing for Older People

McAuley Place has become a national exemplar model of housing for older people and there will be further opportunities for Naas to expand this supported housing market. Supported housing and longer term residential care facilities for older people should be fully integrated into the local community. These facilities should be within walking distance of the town centre, key services, public transportation, car parking and public spaces set within a universally designed and age friendly public realm.

Policy HC2 - Residential Density, Mix and Design

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

Objectives

It is an objective of the Council to:

- HCO2.1** Require that an appropriate mix of housing type, tenure, density and size is provided in all new residential areas and in appropriate brownfield/infill areas to meet the needs of the population of Naas, including the provision of appropriate supported housing and longer term residential care solutions designed for older people and/or people with disabilities.
- HCO2.2** Seek to provide Traveller Specific Accommodation at appropriate locations close to key services and public transport facilities in accordance with the Traveller Needs Assessment and Traveller Accommodation Plan due for review in 2019.
- HCO 2.3** Require that residential schemes in close proximity to Naas' heavily trafficked roads are designed and constructed to minimise noise disturbance, follow a good acoustic design process and clearly demonstrate that significant adverse noise impacts will be avoided.

Actions

- Identify and develop sites in Naas to provide for accommodation appropriate to the needs of members of the Traveller community.

3.5 Community Facilities

Naas has a wide variety of existing community facilities, services and active community groups that provide an important support network to the town's residents. Existing community facilities in Naas are identified in Table 3.3.

Table 3.3 Audit of Community Facilities in Naas

Category of Community Facilities	List of Existing Facilities
Education ¹⁶	<p>Primary Schools</p> <ul style="list-style-type: none"> • Mercy Convent Primary School, Sallins Rd. - 665 pupils • Scoil Chorbain, Fairgreen – 438 pupils • An Linbh Íosa, Ballycane – 421 pupils • Killashee National School, Kilcullen Rd. – 202 pupils • Scoil Brid, Oldtown – 679 pupils • Naas Community National School, Craddockstown – 261 pupils • St David's National School, Piper's Hill – 101 pupils • Gaelscoil Nas na Riogh, Piper's Hill – 394 pupils <p>Post Primary Schools</p> <ul style="list-style-type: none"> • Gael Choláiste Chill Dara, 324 pupils • Piper's Hill College, Kilcullen Rd. – 1,001 pupils • Naas Community College, Craddockstown – 163 pupils • Coláiste Naomh Mhuire, Sallins Rd – 1,012 pupils • Naas CBS, Corban's Lane – 1,001 pupils
Childcare	<p>Dull day care facilities, sessional, after-school, Montessori, Pre-School (Crèche) and Day Care facilities includes:</p> <ul style="list-style-type: none"> • Cocoon Childcare Naas, Millennium Business Park; • Scoil an Linbh Íosa Preschool, Ballycane ; • Mill Lane Preschool, Mill Bridge Way, Mill Lane; • Tir na Nóg, Monread Avenue; • Sticky Fingers Childcare Centre, Dublin Road Naas; • Tender Years Crèche, Old Caragh Road.
Parks and Playgrounds	<ul style="list-style-type: none"> • Monread Park; • Naas Skate Park and Playground at Naas West.
Healthcare and Garda Station	<p>Including (but not limited to):</p> <ul style="list-style-type: none"> • Naas General Hospital; • Vista Clinic; • Various GP surgeries, dental and physiotherapy clinics; • Naas Garda Station, Kilcullen Road.
Sports Facilities	<p>Including (but not limited to):</p> <p>K Leisure, Naas Sports Centre, Naas GAA Club (includes pitches, a clubhouse and a gym), Naas Soccer clubs and facilities, Naas Rugby Club (Forenaughts), Naas Racecourse, Naas Tennis Club, Naas Hockey Club, Naas and</p>

¹⁶ Pupil numbers sourced from Department of Education and Skills www.education.ie

Category of Community Facilities	List of Existing Facilities
	Craddockstown Golf Club.
Other Community Facilities and Organisations	Including (but not limited to): Naas Library, Naas Community Centre, McAuley Place, Naas Tidy Town Association, Naas Men’s Sheds, Local History Club, Enable Ireland, Monread Community Centre.
Care for Older Persons	<ul style="list-style-type: none"> • Naas Care of the Aged, Old Limerick Road; • McAuley Place. Nursing homes including; <ul style="list-style-type: none"> • Larchfield Park; • Craddock House; • Mill Lane Manor.

3.5.1 Education

There are eight primary schools and five post primary schools within Naas. Planning permission has been granted for a post-primary school with capacity for 1,000 students for the KWETB Post Primary School at Millennium Park. Currently under construction is the Mercy Convent Primary school which will provide for 32 classrooms on the site of the existing school. The Department of Education and Skills have school building projects planned for St. Corban’s National School and St. Mary’s Girls Post Primary¹⁷. Sufficient lands are also required to be reserved in this Plan to accommodate additional primary and post-primary schools to cater for the increase in population, with provision for the capacity for future expansion.

Arising from planned residential development, two sites for new schools are proposed; located north of the R409 road to Caragh, and south of the Southern Distributor Road between Kilcullen Road Roundabout and Ballymore Eustace Road Roundabout. The requirement for further educational facilities will be monitored throughout the plan period having regard to the take up on residential development and ongoing consultation with the Department of Education and Skills. In identifying suitably located lands the Council has had regard to the Development Plans: Guidelines for Planning Authorities (DEHLG, 2007), the Department of Education and Skills Technical Guidance Documents for primary schools and the Memorandum of Understanding between the Department of Education and Skills and the County and City Manager’s Association on acquisition of sites for school planning purposes (2012).

3.5.2 Early Learning and Childcare

The Government’s ‘First 5: A Whole of Government Strategy for Babies, Young Children and their Families’ sets out guidance for early childhood. Currently early learning and care services are primarily delivered by the private sector within Naas. There is a variety of private childcare facilities including full day care facilities, sessional services, pre-school, crèche facilities, Montessori and after school facilities (refer to Table 3.3). The availability of good quality, appropriately located and

¹⁷ www.education.ie (Feb. 2019) Current Status of Large Scale Projects Being Delivered under the School Building Programme.

accessible early childcare and education facilities is important to support the development of sustainable communities and to support economic development. Any childcare facilities which may be required over the plan period should be based on the capacity of existing facilities and/or the needs arising as a result of new residential developments within the plan area.

Compliance with objective CPFO 1¹⁸ of the County Development Plan 2017-2023 should facilitate an adequate level of childcare provision in conjunction with new housing development. Planning applications for housing within new development areas will be required to outline proposals to meet childcare requirements on a pro-rata basis in accordance with the phasing strategy set out in Chapter 10: Implementation. To ensure the optimal outcome it is considered that the pro-rata provision be provided either on-site or an off-site location that is proximate to the site.

3.5.3 Healthcare

Naas is well serviced in terms of healthcare with Naas General Hospital, Vista Primary Care Centre and Enable Ireland Kildare Children’s Services located in the town. There are a number of additional existing healthcare facilities including medical centres, dental practices, and nursing homes within the plan area. The Council will continue to work with healthcare service providers and key stakeholders, including the HSE and private bodies, to strengthen healthcare services in Naas.

Figure 3.2 Vista Primary Care Campus on the Ballymore Eustace Road



¹⁸ Ensure the provision of childcare facilities in accordance with the Childcare Facilities: Guidelines for Planning Authorities (DEHLG) and the Child Care (Pre-School Services) Regulations 1996 and 1997, ‘Ready, Steady, Play! A National Play Policy’ (2004) and any other relevant statutory guidelines which may issue during the period of this Plan.

Policy HC 3 – Education, Early Learning and Healthcare Facilities

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

Objectives

It is an objective of the Council to:

- HCO3.1** Support and facilitate improvements to and expansion of existing educational, early learning, childcare and healthcare facilities, at appropriate locations in Naas.
- HCO3.2** 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.
- HCO3.3** Support the delivery of facilities and services for older people, at appropriate locations in Naas.

3.6 Community, Sports, Cultural and Recreation Facilities

There are a large number of sports and recreation clubs active in the town. However going forward, there will be insufficient sports and recreation facilities to cater for the town's growing population. Naas plays an important role in the provision of recreational facilities for a wider catchment than the town boundary especially given its status as a County Town and therefore this Plan must have regard to its status in the wider hinterland area. While the role of the Council in the direct provision of community facilities and services is limited, it is committed to continuing to liaise with key stakeholders. These include service providers and sporting bodies to assist in securing sporting, and community infrastructure at appropriate locations, to ensure Naas continues to be an active and healthy town. The existing community facilities which have been delivered through the efforts of a range of community groups operating within Naas and the surrounding area are acknowledged by Kildare County Council. The Council will continue to support and assist such groups as resources become available.

It is considered that a site for a publicly accessible parkland amenity is a necessity to cater for the growing population of Naas. The lands straddling the Grand Canal from Naas to Sallins zoned as a Future Park/Green Wedge have been identified for such an amenity. The Council will continue to collaborate with Waterways Ireland in the development of the Naas to Sallins Grand Canal Greenway and lands adjoining the Grand Canal Corbally Branch. The Council will seek to open to public use lands located in Oldtown Demesne.

The residents of Naas will also benefit from the future park to be located at Kerdiffstown, once remediation works have been carried out on the landfill. This park, while outside the Plan area, will cater for Naas and a wider catchment area. The existing infrastructure is in place for cycle and pedestrian access via Johnstown Village. The scheme itself will also provide a cycle and pedestrian route connecting from the N7 footbridge at Johnstown village to the proposed park linking Naas to this key piece of recreation infrastructure.

This section of the Plan examines active and passive recreation facilities, further details on Strategic Open Space can be found in Chapter 7.

Policy HC4 –Community, Sports and Recreational Facilities

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

Objectives

It shall be an objective of the Council to:

- HCO4.1** Support and facilitate the provision of appropriately located multi-functional community facilities to meet the needs of the growing population in Naas.
- HCO4.2** Support the relocation of Naas Town Library to Naas Town Hall.
- HCO4.3** Support access to the lands zoned Future Park/Green Wedge to accommodate a public parkland amenity in Naas.
- HCO4.4** Support and promote the development of cultural, arts and performance spaces in Naas.
- HCO4.5** Facilitate sports and community groups in the acquisition and/or use of lands for sports and recreation purposes.
- HCO4.6** Facilitate the development of a network of playgrounds, amenity spaces and recreational areas throughout the town.
- HCO4.7** Support and facilitate the provision of an appropriately located cemetery and associated uses to serve Naas and the hinterland.

Actions

- Undertake a study to identify opportunities for clubs to access and share existing sports, recreation and amenity facilities at strategic locations such as Piper’s Hill College Campus, Craddockstown and Millennium College, Naas Racecourse and Killashee Hotel.
- Investigate the feasibility of forming a Local Area Sports Partnership to set up a sports club database, to encourage partnership between clubs, to assist in applying for and securing grant funding and to promote links with existing facilities in local schools.
- Investigate acquisition of lands for a park to the south of the town to cater for the needs of an increasing population.

4. Movement and Transport

Aims:

- *To promote and develop a sustainable transport network for Naas that improves walking, cycling and public transport while also providing an appropriate level of road infrastructure, road capacity and traffic management to support the future development and ease of movement within the town;*
- *To facilitate the development of a safe and integrated network of street, pedestrian and cycle routes, linking the town centre with the surrounding hinterland, residential and employment areas, open space, public transport points and community facilities.*

4.1 Context

The transport and mobility policies for Naas are guided by national and regional policy documents, which recognise that current transport patterns and in particular the dominance of vehicular traffic is unsustainable and is having a negative effect on the quality of life in urban environments. While the transition to a more sustainable transport model has been pursued in various plans and initiatives over the past 25 years, the modal shift from private transport to public transport has not moved forward. This suggests the public transport offering would need improvement and the transition will take longer than expected.

This LAP recognises that a major challenge facing Naas during the period of this plan and beyond is the need to address traffic congestion within and around the town, the requirement to promote and provide for sustainable and alternative transportation options in Naas and the importance of maintaining connectivity with the town's hinterland.

There is also the need to improve connectivity to key destinations including the town centre, schools employment areas and key services (i.e. Naas General Hospital) while increasing overall permeability within the town to support a better balance between private vehicular traffic and sustainable and active transport options such as walking, cycling and public transport. By including sustainable movement as one of the 7 Core Themes of this LAP (refer to Chapter 1), Kildare County Council acknowledges that long-term targeted measures are required across multiple areas in order to initiate a shift towards sustainable mobility.

4.1.1 Transport and Movement in Naas

Naas has excellent links to the national motorway network and is a highly accessible location within the Greater Dublin Area. A range of public transport options also serves the town. However, the public transport network operating within the town is limited and links between the town and Sallins Train Station need to be enhanced.

Traffic circulation in Naas, particularly around the north and east of the town is constrained and the road network within the town centre is generally restricted to north-south movement. Additional movement routes must be provided over the longer term around the east of the town and within the Northwest Quadrant (NWQ). The development of a movement network within the NWQ will not only serve newly developing areas but also ensure a more robust and permeable town centre that is

easily accessed from outer residential and employment areas. These proposals are expanded upon in Chapter 8.

While the M7/N7 forms part of the national road network, it is also used for local and regional purposes. The widening and upgrading of the junctions on the M7 around Naas will increase capacity; however it is acknowledged that once the current planned works are completed no further upgrades are envisaged. The motorway, coupled with Naas specific congestion issues, will therefore continue to pose a significant challenge during peak travel times without the provision of a more robust and connected network of routes and transport options within and around the town.

4.1.2 Movement and Urban Design

The limitations of the movement network in Naas are due in part to how the town evolved and developed over the past number of decades. The dispersed and disconnected nature of residential development outside the historic core has resulted in Naas being dominated by car-based movement patterns. This has inevitably led to the town suffering from chronic congestion during peak travel times, which is often exacerbated by HCVs travelling through the town.

The challenge now is to look at how the urban structure of the town, the street network and pattern of built form, can be better connected and how new developments can integrate seamlessly with the existing town. Creating a more integrated urban structure through the development of better local connections is a critical part of the drive for sustainable mobility, as a network of safe and high-quality walking and cycling routes will greatly reduce the need for local car-based journeys. The idea of creating a more permeable (connected) urban structure in Naas is further explored in Chapter 8. It is an objective of the Plan that a Permeability Strategy would be carried out that would identify key permeability projects to be undertaken in the town during the lifetime of the LAP and beyond (refer to Section 4.3.3).

The quality of a town's public realm (i.e. its network of public spaces, streets, parks etc.) is a critical factor in determining the experience of a pedestrian or cyclist in that town. For example, if a pedestrian has a negative experience journeying through a town then it not only impacts on the time they are likely to stay in an area, but may also cause them to consider driving instead of walking, or indeed not making the journey at all. The quality of the public realm in Naas is considered to be poor and dominated by vehicular movement. This feature along with the lack of connections in the urban structure reduces the potential of the role that pedestrians and cyclists can have in the town. It is therefore an objective of this LAP to develop a Public Realm Strategy for Naas, which will identify a series of projects that will not just improve the overall aesthetics of the urban environment but also enhance the quality of the pedestrian and cyclist experience along key routes and within key spaces in Naas (refer to Section 8.3.4).

4.2 Naas Transport Strategy

In order to address the long term transportation issues facing Naas, this LAP aims to build upon the objectives of the previous Naas Town Development Plan (2011-2017) within the context of an overarching Transport Strategy for the town, which is currently being prepared. It is intended that the Naas Transport Strategy will provide a framework for the planning and delivery of transport infrastructure and services in the town and its environs over the next two decades. It is noted that the brief for the Naas Transport Strategy closely aligns with the 7 Core Themes of the Plan.

Initially and in line with the objectives of LAP, the Naas Transport Strategy will focus on revitalising the town centre, improving its transport functionality making it a more attractive place to live, work, visit and do business. The Transport Strategy will be required to examine all transport modes and how they interact in both the town centre and its environs, specifically including linkages with the nearest commuter rail facility at Sallins. The strategy will seek to facilitate a significant modal shift from vehicular traffic to public transport, walking and cycling. The strategy will examine and provide recommendations for:

- Traffic (including HCV traffic);
- Parking;
- Public Transport;
- Cycling; and
- Walking

The preparation and implementation of the Naas Transport Strategy in conjunction with the development of a Permeability Strategy and Public Realm Strategy is considered to represent a holistic response to the long term movement and transportation challenges facing the town.

Policy MT1 – Movement and Transportation

It is the policy of the Council to liaise closely with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to securing appropriate improvements to the transportation network in Naas and its hinterland.

Objectives

It is an objective of the Council to:

- MT01.1** To co-operate and liaise with the Department of Tourism, Transport and Sport, the NTA and TII in relation to securing appropriate improvements/extensions to the transport network within the Naas.
- MT01.2** To ensure that both existing and new streets are multi-functional, balancing movement, place and safety for all users within an appropriate traffic environment in accordance with the principles of Design Manual for Urban Roads and Streets (DMURS) (2013) and any subsequent revisions.
- MT01.3** Improve road safety within the Plan area by implementing gateway entry treatments into the town in order to signal to drivers that they are entering an urban area and to adjust driving speed and behaviour accordingly.
- MT01.4** Investigate the feasibility of diverting HCVs away from the town centre.
- MT01.5** Provide in conjunction with the relevant stakeholders, appropriately located 'Park and Ride/Stride' facilities in Naas to serve both commuters and local trip makers on journeys into and out of the town.

Actions

- To investigate and identify in conjunction with the relevant stakeholders, the optimum location for a public transport interchange immediately adjacent to or in close proximity to Main Street.
- To examine in conjunction with the relevant stakeholders the feasibility of developing appropriately located 'Park and Ride/Stride' facilities in Naas.
- To identify car parks and other appropriate locations for the provision of battery charging infrastructure for electric cars.

4.3 Walking and Cycling

The movement and transportation objectives of this Plan seek to support the delivery of a high-quality, permeable, accessible and attractive pedestrian and cycle network in Naas that allows for multiple direct connections. A number of future connections/greenways are identified on Map 4.1. The Plan supports:

- The upgrading of existing off-road pedestrian routes within the town to cater for pedestrians and cyclists;
- Opportunities for local permeability improvements that would provide more direct and safer pedestrian and cyclist access to key destinations such as schools, shops, places of employment public transport nodes, amenity areas and community facilities, and;
- The removal of barriers such as boundary walls/fences or other obstacles along existing or future desire lines.

This section should also be read in conjunction with Chapters 6, 7 and 9.

4.3.1 Walking

In general, the town centre has a relatively well-developed pedestrian network. However there are significant deficiencies in continuity and the quality of pedestrian routes beyond the Main Street, particularly along Abbey Street, Basin Street, Corban's Lane and adjacent laneways. These routes play an important role in the permeability of the town centre and require a comprehensive upgrade. The town centre would also benefit from additional crossing points and improvement of the public realm with an emphasis on creating a safe, uncluttered, accessible and pleasant environment for pedestrians and cyclists. The Council will continue to implement footpath improvements through its operations programme as resources become available prioritising locations where pedestrian activities is greatest or most vulnerable.

There are a number of looped walks and off-road pedestrian routes in/around the town including the Lakes, Monread Park, Grand Canal and the Ring Road. Some of these routes have been identified as 'Sli na Sláinte' routes. Map 4.1 (Movement and Transportation Map) of this Plan identifies proposed pedestrian routes to be progressed by Kildare County Council and in conjunction with other relevant bodies within the lifetime of the Plan.

The Naas Transport Strategy will include a specific Walking Strategy for the town. This will identify barriers to walking in Naas and outline a series of measures designed to improve the physical

aspects of the walking network throughout the town, as well as the quality and safety of the infrastructure for walking at a local level. The Walking Strategy will make recommendations in relation to collaboration between Kildare County Council, local communities, and educational bodies (local schools) to enable all stakeholders to work together towards the delivery a high-quality, comprehensive and safe walking infrastructure and to promote walking in the town.

4.3.2 Cycling

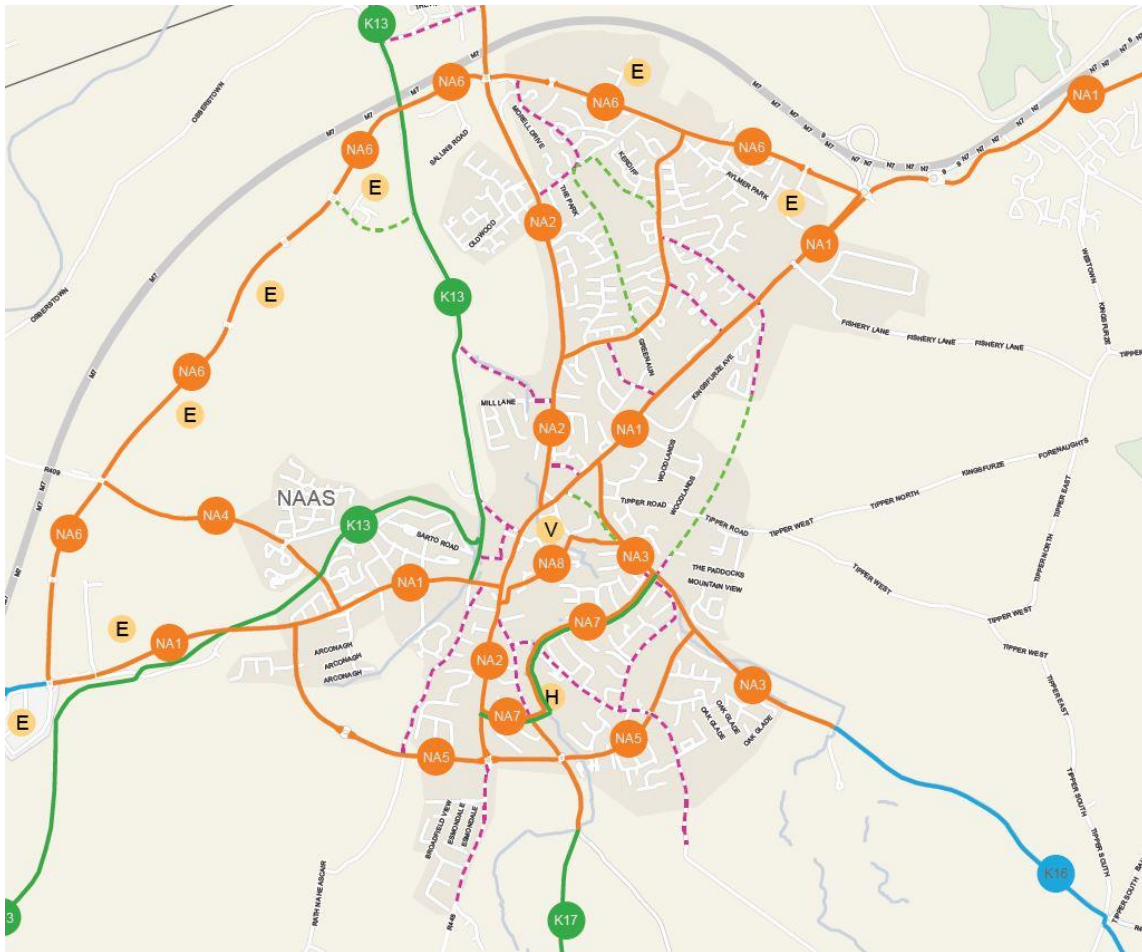
A long-term cycling strategy will also be prepared as part of the Naas Transport Strategy which will undertake a comprehensive assessment of the cycle network and associated infrastructure in the town. A cycle network is defined as a collection of connected routes that follow logical corridors between key trip attractors and destinations. The purpose of developing a connected cycle network is to link the main trip origins within Naas and to provide effective through movement for cyclists. In short its aim is to get cyclists where they want to go along safe, convenient and attractive routes.

Whilst significant progress has been made in Naas in recent years in the delivery of high-quality cycling facilities there is no existing plan in place to provide a connected cycle network. The identifying, mapping and rating of the routes along which the future cycle network in the town will be developed, is intended to form a vital element of the Transport Strategy for Naas. A key part of the future cycle network will be the development of high quality east-west linkages in the town centre and a high level of connectivity to the future Grand Canal Greenway. Figure 4.1, taken from the Greater Dublin Area Cycle Network Plan (Naas), will provide the basis for the cycle network assessment. The key routes proposed for this sector of relevance to Naas are outlined in Table 4.1.

Table 4.1 Greater Dublin Area Cycle Network – Naas Routes

K7	Clane to Naas via Millicent North and Grand Canal
K10/K13	Grand Canal Greenway through Sallins with spur through Naas.
NA1	Kill - Johnstown - Dublin Road - Main Street - Newbridge Road.
NA2	Sallins Road - Main Street, Naas - Kilcullen Road.
NA3	Blessington Road
NA4	New Caragh Road
NA5	South Ring and Ballycane Road
NA6	Monread Road - Millennium Park - Newbridge Road.
NA7	Link through Lakelands Estate between Kilcullen Road, Blessington Road and Dublin Road via Naas Racecourse
NA8	Corban's Lane, town centre
K17	Naas to north of Baltinglass (along route of old Tullow Railway)

Figure 4.1 Cycle Network Plan for the Greater Dublin Area (GDA) – Naas¹⁹



Legend:

- | | | | |
|--------------------|---------------------------|-------------------------|----------------|
| Primary/Secondary | Feeder | Employment Zones | Town Centre |
| Inter-Urban | Minor Greenway | Hospitals | University |
| Greenway | Permeability Link | Institute of Technology | Village Centre |
| Dublin - Primary | County Council Boundaries | Shopping Centre | Stations |
| Dublin - Secondary | | | |

Map 4.1 (Movement and Transportation Map) of this Plan identifies proposed strategic cycleways and facilities to be progressed within the lifetime of the Plan or until such a time as the Naas Transport Strategy is finalised.

¹⁹ Source: Cycle Network Plan for Greater Dublin Area – Naas (National Transport Authority).

4.3.3 Permeability Projects

Overall permeability and connectivity of pedestrian and cycle routes between destinations and communities in the town is poor. This is primarily due to the limited crossing points over the Grand Canal and the lack of east-west links through the town. As outlined in Section 4.1.2 it is an objective of this Plan to prepare a Permeability Strategy for the town. Map 4.1 of this Plan identifies a limited number of proposed pedestrian projects that will be progressed within the town until such time as the Permeability Study is finalised.

The Council will seek to address the poor permeability and connectivity of pedestrian and cycle routes via a programme of projects. The projects will be subject to a public consultation exercise as part of the consent process. Currently there are proposals to deliver additional cycleways along Sallins Road, Dublin Road/Poplar Square, Naas to Kilcullen and Naas to Kill in addition to the proposed development of a greenway route from Naas to Sallins. Furthermore, Objective MTO 2.8 proposes to develop dedicated pedestrian and cyclist crossings over the Grand Canal.

4.3.4 Public Realm

The dominance of vehicular traffic including HCV traffic in Naas town centre is a major challenge to be addressed. There are a number of elements that combine to create a problematic and hostile public realm for pedestrians, cyclists and more vulnerable road users such as children, older people and people with disabilities. These issues which need to be addressed include:

- The level of congestion resulting from traffic (including HCVs) using the town as a through route rather than using the ring roads;
- The amount of space dedicated to on-street parking;
- Disconnected and substandard footpaths;
- Inadequate and limited cycleways;
- Few public spaces/meeting places;
- Unattractive public space with little landscaping, excessive clutter, haphazard and inconsistent use of materials, street furniture and signage.

As noted above, it is a specific objective of this LAP to commence the preparation of a Public Realm Strategy for Naas within 12 months of the adoption of this Plan (Objective URD1.1, Chapter 8). It is envisaged that this Strategy will set out a framework to create an attractive and vibrant environment that is well connected and safe and encourages people to use more sustainable forms of transport when possible (refer to Section 8.3.4). It is envisaged that the Public Realm Strategy will have a transformative effect on the public realm in Naas when implemented in conjunction with the recommendations of the Transport Strategy and the Permeability Strategy.

4.3.5 Safer Routes to School and Other Key Destinations

Much of the traffic congestion in the town at peak travel times is a result of school drop-offs and collections; this coupled with traffic to and from employment centres, and journeys to and through the town centre contributes towards a car-dominated and congested town.

The Council seeks to make it easier for the wider population of Naas to choose to walk or cycle to school, work, town centre and community facilities where possible. As noted in Section 4.1.2,

barriers such as boundary walls and cul-de-sacs particularly in residential areas are preventing free movement along natural desire lines. In addition, the poor quality of the public realm in parts of the town discourages people to choose active transport modes. The provision of safe and attractive walking and cycling routes through the implementation of a Transport Management Plan, Permeability Strategy and Public Realm Strategy to schools and other key destinations, would significantly improve options for walking and cycling in and around Naas.

Policy MT2 – Walking and Cycling

It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within Naas in order to improve access to residential areas, the town centre, schools, recreational facilities, employment hubs, shops, public transport services and other amenities. This includes providing improved connectivity across the Grand Canal and enhanced links through the Northwest Quadrant, Canal Harbour and east-west links through the town.

Objectives

It is an objective of the Council to:

- MTO2.1** Support and promote the use of sustainable active transport modes in Naas and seek to provide for a connected network of walking and cycling infrastructure in the town in conjunction with the National Transport Authority and other statutory agencies, and to promote Naas as ‘model town’ for active transport.
- MTO2.2** Identify opportunities to create local permeability routes within existing housing developments where appropriate. This shall be carried out in the context of a Permeability Strategy for the entire town (the preparation of which shall commence within 12 months of the adoption of the Plan).
- MTO2.3** Ensure footpaths in the town provide adequate access for persons with a disability or who have impaired mobility.
- MTO2.4** Maximise connectivity for pedestrians and cyclists in Core Regeneration Areas and Key Development Areas and identify strategic links in existing areas in order to maximise access to local services, schools, transport services and amenities.
- MTO2.5** Continue to work with Waterways Ireland to progress the delivery of:
 - (i) Naas to Sallins Greenway
 - (ii) Naas to Corbally Harbour Greenway
- MTO2.6** Support cycling as a more convenient and safe method of transport by working with the National Transport Authority to implement the Greater Dublin Area Cycle Network Plan proposals for Naas identified in Table 4.1 and on Map 4.1.
- MTO2.7** Create new pedestrian and cycle links across the Grand Canal that enhance connectivity in the area and links residential areas, the town centre, community facilities and public spaces/amenities. Options will be explored in further detail and subject to ecological analysis and assessment (Map 4.1).
- MTO2.8** Ensure that all development within Naas allows for connectivity (pedestrian, cyclist and vehicular) to adjacent lands in accordance with the National Transport Authority’s Permeability Best Practice Guide (2015).
- MTO2.9** To provide adequate, secure and sheltered bicycle parking facilities at appropriate locations at:
 - (i) In the town centre
 - (ii) Employment areas
 - (iii) Designated neighbourhood centres
 - (iv) Adjacent to heritage, community and amenity destinations
- MTO2.10** Promote the town centre as a pedestrian/cyclist friendly area and to investigate the

feasibility of pedestrianisation at the following locations:

- (i) Poplar Square
- (ii) Market Square
- (iii) St. John's Lane connecting Main Street to Corban's Lane.

MTO2.11 Seek to improve and promote looped walks in conjunction with Sli na Sláinte and other relevant bodies recognising them as important health and recreation infrastructure within the town.

MTO2.12 Seek to retain the character of Rathasker Road, Craddockstown Road and other rural links on the outskirts of the town and to develop them as a connected series of walking routes in conjunction with Sli na Sláinte and other relevant bodies.

Actions

- To commence the preparation of an urban design Public Realm Strategy and a Permeability Strategy (in accordance with Permeability Best Practice Guide, 2015) for Naas within 12 months of the adoption of this Plan and to implement the recommendations on a phased basis over the lifetime of the Plan as funding is secured.
- To progress the delivery of the Naas to Sallins Greenway and Naas to Corbally Harbour Greenway.
- To examine the feasibility of developing new pedestrian and cycle links located north of Abbey Bridge and at the Canal Harbour.
- To identify and provide suitable sites for secure and appropriately located bicycle parking as per Objective MTO2.9.
- To investigate the feasibility of developing a Town Bicycle Scheme.
- To carry out a feasibility study to identify access and connections to the future Kerdiffstown Park to cater for Naas and the wider area.

4.4 Parking

The Naas Transport Strategy will incorporate a Parking Strategy to ensure that parking supports the local economy, and particularly retail activities in the town centre, by making it convenient for shoppers and visitors to access Naas. The Parking Strategy will seek to take a balanced approach to effectively manage parking and encourage sustainable travel modes in order to reduce reliance on the private car and safeguard the town's built and natural environment. A key component of the strategy will be to facilitate and encourage stakeholders to work together to achieve the following objectives:

- To ensure appropriate provision and location of car parking to support and improve the economic vitality of the town centre.
- To ensure car parking provision encourages sustainable commuter travel, especially for journeys into Dublin City Centre, and supports access by public transport as well as for cycling and walking within and around the town.
- To minimise the potential negative impacts of parking within residential areas.
- To work with key stakeholders to improve the quality of available parking information, ideally through technology and in particular to develop a new parking signage and information system that supports parking within the town.

The recommendations of the Parking Strategy for the town will be informed by the existing parking situation in Naas Town Centre and at Sallins Train Station, specifically investigating the following aspects:

- The identification of any real or perceived parking issues that act as barriers to the use of Naas Town Centre as a retail destination.
- A comprehensive survey of the availability of car parking spaces including analysis of parking capacity, cost, duration, behaviour and enforcement.
- The identification of an intelligent signage strategy that could be used to alert traffic to available parking locations with the town centre.
- The identification of a site proximate to the town centre which could be used as a 'Park and Ride' location to facilitate interchange with the train service at Sallins.

It should be noted that Chapter 17 of the Kildare County Development Plan 2017 – 2023 sets out parking standards in relation to new developments.

Policy MT3 – Parking

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

Objectives

It is an objective of the Council to:

- MTO3.1** Apply the parking standards in the Kildare County Development Plan, and relevant Section 28 Guidelines, to all applications for planning permission.
- MTO3.2** To support the provision of strategically located 'Park and Stride' and 'Park and Ride' sites conveniently located to the town centre/schools/amenities and employment areas as an alternative to providing additional car parking within the town centre.

Actions

- To prepare a Parking Strategy as part of the Naas Transport Strategy to improve access to and use of existing car parking and to identify suitable opportunities for on-street and off-street parking, a 'park and ride' facility in the vicinity of the Town Centre and 'park and stride' sites to cater for schools within the town.

4.5 Public Transport

A key challenge facing Naas during the Plan period and beyond is the need to improve connectivity and permeability within the town, between land uses for local journeys and to provide an internal public transport network and associated infrastructure in and around Naas along with connections to Sallins Railway Station.

A key factor in the development of Naas and the regeneration of its town centre will be improving its links with Sallins Train Station. In 2016 the Phoenix Park Tunnel was reopened providing a direct rail linkage from Sallins to Dublin City Centre, this project has been highly successful and has led to increased usage of the Sallins to Dublin commuter rail services. However, the draft RSES only envisages electrification of rail line to Celbridge-Hazelhatch.

The Naas Transport Strategy will investigate the potential benefits of providing a strategic link street and shuttle bus services and potentially a ‘Park and Ride’ facility from Northwest Quadrant (NWQ) in Naas to Sallins Train station. This potential route (Objective SPO 1.7) would commence within the NWQ lands, to the west of the town centre and tie directly into the Sallins by-pass at Junction 9a. Given the strategic location of such a link route, there is significant opportunity to provide for a high-quality and direct public transport corridor through an area accommodating diverse employment, residential and amenity uses (refer to Section 8.6).

Policy MT4 – Public Transport

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

Objectives

It is an objective of the Council to:

- MTO 4.1** Secure the implementation of major public transport projects identified in the Transport Strategy for the Greater Dublin Area 2016-2035.
- MTO 4.2** Promote the provision of improved public transport services and facilities to serve the population of Naas through ongoing liaison with the Department of Transport, Tourism and Sport, TII, the NTA, other statutory agencies and public transport providers.
- MTO 4.3** Focus people intensive land uses around and close to existing and planned public transport nodes, and improve access to such services.
- MTO 4.4** Support the provision of new or upgraded public transport infrastructure within Naas.
- MTO 4.5** Engage and co-operate with the NTA, Dublin Bus, Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Naas including the delivery of a bus link between Naas and Sallins Train Station, ‘Park and Ride/Stride’ facilities, and the provision of bus priority measures to ensure the improved movement of bus services through the town centre and local neighbourhoods.
- MTO 4.6** Support infrastructural improvements to the railway including the 4-tracking the line to Kildare Town and electrification of the Dublin–Cork Railway line.
- MTO 4.7** Provide a priority bus route (in conjunction with statutory providers) in particular on the Dublin and Sallins Roads linking Sallins Train Station, Naas Town Centre and Millennium Park.
- MTO 4.8** Support the provision of a public transport interchange/hub adjacent to, or in close proximity to Main Street linking existing residential areas and key expansion areas to the town centre and educational and community facilities.
- MTO 4.9** Support in conjunction with Irish Rail, the extension of Sallins Train Station and/or its relocation to the west of the existing station and the development of an ancillary ‘Park and Ride’ facility to serve the population of Naas and the wider region.

Actions

- To investigate the feasibility of providing a public transport interchange/hub adjacent to, or in close proximity to Main Street.

4.6 Road and Street Network

Naas continues to experience a high level of congestion due to its radial road structure, the dispersed nature of residential development, the high-quality employment opportunities, location of educational facilities and the volume of extraneous vehicular traffic and HCVs accessing the town centre.

New routes and upgrades of existing routes are needed in order to realise a network of pedestrian, cycle and vehicular connections to improve the accessibility within the town centre, to existing residential and employment areas and in particular and to provide access to the Northwest Quadrant. Improving circulation around the town through the development of the following routes will provide additional route options for through traffic or traffic accessing residential areas on the east of the town:

- Inner Relief Road linking the Dublin Road to the Blessington Road;
- Northwest Quadrant link route connecting Junction 9a (Sallins by-pass) via the existing roundabout on the Millennium Link Road and connecting to an area in the vicinity of the Canal Harbour. This route is envisaged as a connection that will prioritise public transport, pedestrian and cyclist traffic. However its exact functions will be determined by the Naas Transport Strategy and;
- Development of an integrated and connected internal street network within the Northwest Quadrant (subject to the preparation of a Masterplan for the Northwest Quadrant and the recommendations of the Naas Transport Strategy)

The Movement and Transportation Maps (Map 4.1 and Map 4.1a) identify potential new connections and local permeability objectives that will be explored during the lifetime of the Plan. These will supplement the Naas Transport Strategy which may propose additional projects.

Policy MT5 – Road and Street Network

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

Objectives

It is an objective of the Council to:

- MT05.1** 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 this Plan and relevant legislation.
- MT05.2** Secure the delivery of road projects indicated in Table 4.2 (refer to Section 4.8) and the Movement and Transportation Map 4.1 and where necessary to preserve identified routes free from development. Each project should be subject to appropriate environmental assessments.
- MT05.3** Investigate the development of a street network within the Northwest Quadrant by way of a masterplan (as set out in Section 8.6.2) including improved accessibility over the canal and access to the town centre and Sallins Train Station to facilitate increased permeability and connectivity.
- MT05.4** Improve connectivity between the outer areas of the town through the planning and delivery of orbital connections between the existing radial road network.
- MT05.5** Investigate the requirements and provision of additional and/or consolidated off-street public car parking on the approaches to the town centre.

- MT05.6** Ensure that development proposals within Core Regeneration Areas, Key Development Areas and the Northwest Quadrant are subject to Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines (2014). The requirement for all other developments will be determined on a case by case basis.
- MT05.7** Examine the feasibility of realigning/raising the Newbridge Road (R445) at the point of crossing the canal at Jigginstown to be of a sufficient height so as not to hinder the future passage of boats and barges.
- MT05.8** Seek to implement traffic management measures on all radial routes in accordance with the principles of DMURS (2013) to signal the transition into an urban area and to encourage unnecessary traffic to travel on the Distributor Roads where possible as an alternative to using the town centre as a through route.

Action

- To eliminate all extraneous HCVs from the town centre.

4.7 Strategic Road Connections

The development of the M7 and M9 motorways which connect the town to Dublin and Waterford, Cork and Limerick has greatly improved the accessibility of Naas and aided its rapid growth over the past number of decades. While the M7 and the Western and Southern Distributor Roads divert some through traffic away from the Main Street, congestion remains a significant issue within the town centre with many vehicles choosing to travel through the town centre rather than use the alternative options. This issue needs to be addressed through a ban of HCVs and re-balancing use of the road space through public realm improvements etc. The provision of an outer eastern relief road linking the interchange at Johnstown (Junction 8) around the south and east of the town to the Newhall Interchange (Junction 10) will be investigated in the lifetime of this Plan.

The NTA Greater Dublin Area Transport Strategy 2016-2035 identifies the need for a Leinster Outer Orbital Route extending from Drogheda to the Naas/Newbridge area, providing orbital connections between towns and radial transport routes (M1, N2, M3, M4, M7/M9) and relieving pressure on the M50. The widening of the M7/N7 and the construction of an interchange at Osberstown (Junction 9a) is underway and is due to be completed in 2020. This will serve to ease congestion around the Monread and Millennium Park areas and along Sallins Road. The Movement and Transportation Map 4.1 identifies new strategic routes along with future permeability projects that will be explored during the lifetime of the Plan.

Policy MT6 – Strategic Road Connections

It is the policy of the Council to plan for the long term needs of Naas in its regional role and context and to provide improvement capacity and movement on strategic routes in order to reduce congestion in the town and to improve connections to the national road network.

Objectives

It is an objective of the Council to:

- MT06.1** Investigate the feasibility of providing an outer eastern relief road connecting Junction 8 (Johnstown Interchange) with Junction 10 (Newhall Interchange) with the aim of providing an alternative route to relieve pressure on the town centre and eastern area of the town.

MTO6.2	Support the long term provision of a Leinster Outer Orbital Route from Drogheda to the Naas/Newbridge area.
MTO6.3	Facilitate and progress the construction of the roads/streets identified in Table 4.2 and on Map 4.1 and in the interim to protect these routes from development. Each project should be subject to appropriate environmental assessments.
MTO6.4	Investigate the feasibility of providing pedestrian /cyclist / public transport bridge crossings over the Grand Canal to connect the areas including the Canal Harbour, North West Quadrant, Millennium Park and the Town Centre. Such crossings should be cognisant of views and the ecology along the Canal must be of a high design standard and would enhance the urban setting and connectivity of Naas. Indicative locations are shown on Map 4.1.

4.8 Specific Projects

Table 4.2 outlines specific transportation projects in Naas referred to in this chapter and provides detail on some objectives mapped on Map Ref. 4.1.

Table 4.2: Strategic Transportation Projects

Objective	Name	Description	Status	Route location and Function ²⁰
SPO1.1	Naas Inner Relief Road	Relief road connecting the R410 Blessington Road to the R445 Dublin Road.	Public consultation for Part 8 on the preferred route.	Location: R410 Blessington Road to the R445 Dublin Road. Function: Link Street
SPO1.2	Kilcullen Road Cycle Scheme	NTA funded project to upgrade the Kilcullen Road (Naas) in line with DMURS and the National Cycle Manual.	Part 8 planning approval obtained in July 2017.	Location: Junction of the R448 Kilcullen Road and R445 Newbridge Road to the roundabout with the Naas Southern Ring Road Function: Local Street
SPO1.3	Naas to Kill Cycle Scheme	NTA funded project to upgrade the Naas to Kill in line with DMURS and the National Cycle Manual.	Part 8 planning approval obtained in January 2018.	Location: Dublin Road Roundabout (Naas to Scoil Bhríde, Kill) Function: Local Street
SPO1.4	Naas to Sallins Greenway	NTA funded project to provide a safe link for vulnerable road users between Naas and	Part 8 planning approval to be sought in 2019.	Location: Junction of the R445 Newbridge Road and the Naas Southern Ring Road to Sallins train station, along the towpath of the Grand Canal.

²⁰ Design Manual for Urban Roads and Streets, 2013.

		Sallins train station.		Function: Greenway with connections to Local Streets and Town Centres of Naas and Sallins.
SPO1.5	Dublin Road Corridor Cycle Scheme	Project to upgrade the R445 Dublin Road (Naas) in line with DMURS and the National Cycle Manual.	Part 8 planning approval obtained. Project is progressing to detailed design stage.	Location: Dublin Road Roundabout (Naas) to Poplar Square. Function: Local Street
SPO1.6	Sallins Road Cycle Scheme	Project to be progressed once the Sallins by-pass is complete in line with DMURS and the National Cycle Manual.	To be progressed during the lifetime of the Plan.	Location: Naas town centre to Sallins Railway Station. Function: Link Street
SPO1.7	Northwest Quadrant Link	Strategic route linking Naas to the environs of Sallins Railway Station via the Millennium Park Link Road and serving employment and residential areas in the Northwest Quadrant.	To be progressed during the lifetime of the plan. Feasibility to be determined in the Naas Transport Strategy.	Location: Part of overall route connecting the Canal Harbour to the environs of Sallins Train Station. Function: While intended to be public transport priority route, its precise function will be defined by the Naas Transport Strategy.
SPO1.8	Naas to Corbally Harbour Greenway	Greenway from Naas Town Centre to Corbally Harbour linking up with the Naas to Sallins train station Greenway (SPO1.4).	To be progressed during the lifetime of the Plan.	Location: Naas Town Centre to Corbally Harbour. Function: Greenway
SPO1.9	New junction at Murtagh's Corner linking Corban's Lane to Main Street	To progress the delivery of a through street at Murtagh's Corner at the junction of Main Street South and Corban's Lane incorporating a one way system at Lough Bui.	To be progressed during the lifetime of the Plan.	Location: Junction of New Row and Main Street onto Corban's Lane. Function: Town Centre Street

SPO 1.10	Complete the roadway linking Aldi Distribution Centre to Millennium Park Road		To be facilitated as part of any future planning application.	
SPO 1.11	Access road serving lands zoned Q(1)9	Road to access lands will be linked to Rathsaker Roundabout on South Ring Road	To be completed in tandem with the development of the lands.	Location: Route will commence on the south side of the Rathasker Roundabout of the South Ring Road. Function: Local Street
SPO 1.12	Naas to North of Baltinglass Greenway	Greenway from Naas along the route of the old Tullow Railway.	Investigation to be progressed during the lifetime of the Plan.	Location: Investigation of route which will commence on the R411 Ballymore Eustace Road to the south of the roundabout with the South Ring Road. Function: Greenway

5. Economic Development, Retail and Tourism

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

5.1 Context

The National Planning Framework (NPF) sets out the development of a strong economy supported by Enterprise, Innovation and Skills as a National Strategic Outcome that will depend on creating places that foster enterprise and innovation and attract investment and talent. The NPF states that this can be achieved by building regional economic drivers. The key challenge for Naas is in ensuring that the conditions for the creation of an environment of enterprise and innovation are embraced and developed. The NPF together with the emerging Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands region will place an increased emphasis on compact, smart, sustainable and inclusive economic growth. The development of Core Regeneration Areas as part of this plan within the commercial core of the town, coupled with an emphasis on technology and the supporting of business start-ups will ensure that these objectives for the development of the economy can be achieved.

The Kildare County Development Plan 2017-2023 (CDP) contains an Economic Development Strategy for the county. As outlined in the Core Strategy for the county, it is envisaged that Naas will re-assert itself as the county town of Kildare, providing employment opportunities and economic growth consistent with its role as the administrative capital of the county. The draft RSES identifies Naas as a Key Town in the region; a large town which is economically active that provides employment for its surrounding area. Having regard to the seven core themes (refer to Chapter 1) the Planning Authority has designated centres of employment in which key sectors have been identified in order to facilitate sustainable long term growth.

5.2 Employment Profile

The economic profile of Naas reflects its locational strengths; such as access to a high quality rail and road network and the established synergies between major employers and the educational sector. These factors have helped drive jobs growth in the town over the 2011-16 period.

Employment in Naas is provided across a variety of sectors. The following chart represents the industry sectors providing 11,000 jobs in Naas.

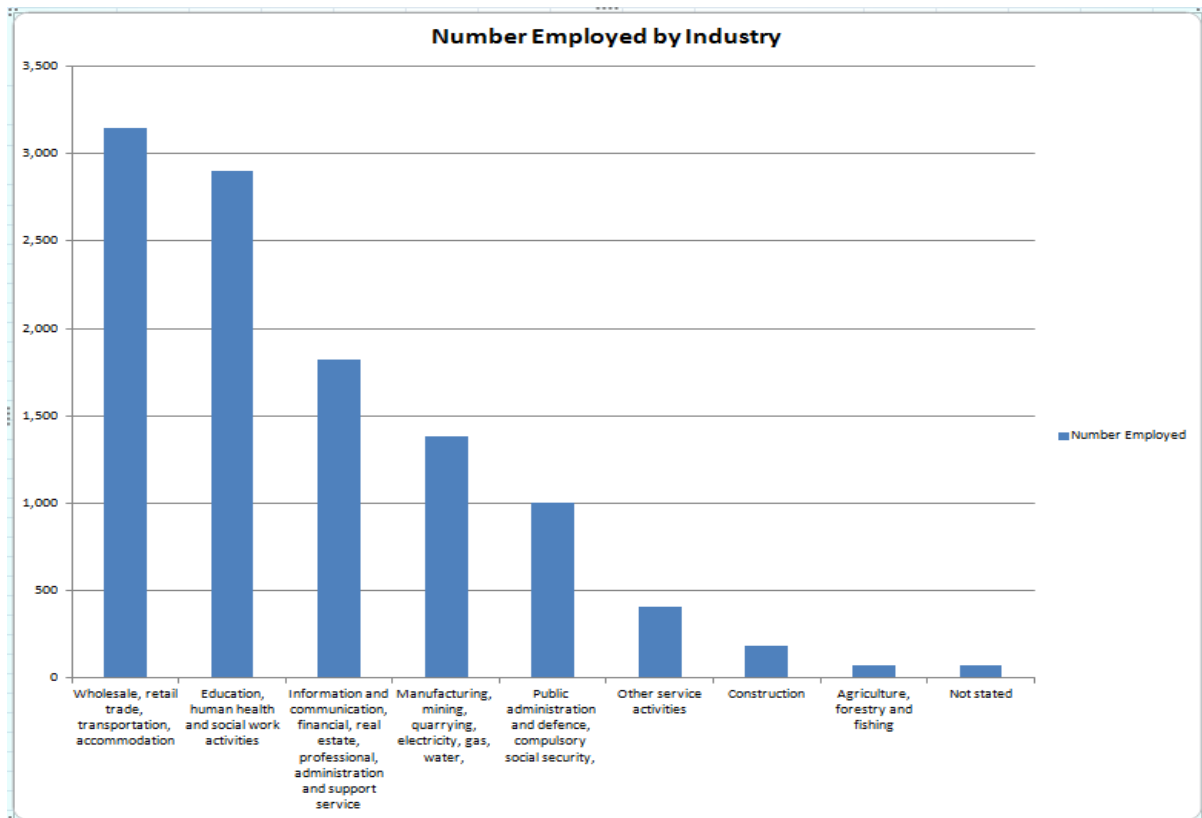
Figure 5.1 Employment by Category in Naas Settlement (2016)²¹

Table 5.1 demonstrates a healthy level of employment opportunities in Naas, with the jobs ratio²² in Naas significantly exceeding the 0.70 target set out in the County Development Plan. Employment growth in Naas over the 2011-2016 was high and it is expected that jobs growth will at least match population growth over the 2018-2023 period.

Table 5.1 Employment Profile of Naas

	2011	2016	2023 (Population Projection)
Population	20,713	21,597 ²³	28,111
Labour Force	10,757	10,904 ²⁴	14,196 ²⁵
No. of jobs in Naas	9,324	10,999 ²⁶	14,338
Job Ratio	0.87	1.01	1.01 ²⁷

²¹ Source: Kildare Census 2016 Profile: Commuting (KCC & LCDC).

²² Jobs ratio = number of jobs/number of workers.

²³ Urban Electoral Division and Legal Town Population.

²⁴ Source: Eastern SPA – Socio-Economic Evidence Baseline Report, 2017 (pg. 95).

²⁵ Represents a proportionate increase as a derivative of population growth.

²⁶ Source: Eastern SPA – Socio-Economic Evidence Baseline Report, 2017 (pg. 100).

²⁷ This ratio represents an appropriate target for Naas, in recognition of its role as county town, the substantial employment potential of Naas and the target to reduce commuting travel times.

Census 2016 revealed 5,760 people lived in the Electoral Division of Naas but worked elsewhere, while 8,522 people travelled into the Electoral Division of Naas to work²⁸. This resulted in a net inflow of 2,762 commuters (inward commuters less the outward commuters). Therefore, the Naas Electoral Division is an importer of workers and has a high commuter flow.

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

5.3 Naas Economic Development Strategy

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

- Technology, IT and digital/tech sector including incubator units and shared space;
- High-tech manufacturing and research;
- Food processing and research including, the development of food incubation units;
- A range of office formats from small scale offices to large office based enterprises at appropriate locations;
- Tourism and its associated spins-offs;
- Retail and its associated spin-offs.

As detailed in Table 5.1 to maintain the 2016 job ratio to 2023, a further 3,339 jobs are required for an equivalent population of 28,111. This Plan has zoned sufficient land to accommodate the economic enterprises which are the focus of this Plan, taking into account a variety of floorspace scenarios, and the ability of Naas to increase its employment base given its status as a 'Key Town' and County Town.

The economic development strategy for Naas will be achieved by:

- Providing the infrastructure and zoned land necessary to attract economic development. The plan has approximately 243.2 ha. of undeveloped land zoned for Enterprise and Employment use (Q), 88.7 ha undeveloped land for Industrial and Warehousing use (I) and 1 ha for Commercial and Residential use (K);
- Capitalising on the significant infrastructure which has been developed in Naas, to further strengthen the local employment base;
- Regenerating and consolidating the town centre for the provision of significant retail and commercial functions;
- Revitalising and re-intensifying underutilised industrial lands in the northeast of the town;

²⁸ Source: CSO.ie.

- Supporting the intensification, renewal and modernisation of existing industrial and business floorspace where this accords with the proper and sustainable development of the town;
- Supporting proposals for foreign direct and indigenous investment which requires larger campus-style sites, particularly in the Northwest Quadrant;
- Ensuring new industrial or business floorspace will allow for future flexibility, including future subdivision and/or amalgamation to provide for a range of accommodation, particularly for small businesses;
- Develop physical connections from the peripheral areas of the town to the centre;
- Recognising and expanding the Naas tourism product by supporting appropriate tourism developments and spin-off enterprises;
- Continuing to develop Naas as a Level 2, County Town Centre in accordance with the County Retail Hierarchy, by consolidating the retail offer, and improving the urban fabric and public realm of the town centre;
- Supporting and facilitating, subject to environmental and other relevant planning considerations, all forms of employment generation.

5.3.1 Locations of Economic Development Lands/ Identifiable Economic Clusters

The zoning of land takes cognisance of the requirements of the different economic development uses within the plan area. The areas have been carefully selected to ensure the land use objectives are compatible with the wider area and that adequate land has been zoned for enterprise to grow and develop. The designated centres for economic development are: Naas Town Centre and Core Retail Area, Northwest Quadrant, Maudlins Interchange on the Dublin Road, Junction 10/Newhall and lands at the South Ring Road.

5.3.2 Town Centre and Core Retail Area

The town centre covers an area of approximately 50 hectares, with shops and services being located primarily along North and South Main Streets. The town centre is largely characterised by small, narrow plot sizes interspersed with larger civic and financial buildings. It offers a range of convenience and comparison shops, pharmacies, cafés and restaurants, hotels and public houses.

The Core Retail Area (Ref: Section 5.5) forms part of the commercial core, is the preferred area for retailing and the Council will seek to protect and improve its vibrancy and vitality. The footprint of the commercial core will be consolidated and encouraged to expand the lands to the east and west of Main Street. It is envisaged that this expanded core will include a range of uses such as financial, hospitality, residential along with retail and retail services.

The Regeneration Strategy contained in Chapter 8 outlines an approach to build on the strengths of the town centre in order to reach its full potential. Within this Strategy, the Devoy Quarter forms one of the Core Regeneration Areas, in which the Mid Eastern Region Innovation Think Space (MERITS) building will be located. This space will provide workspace for technology entrepreneurs and technology businesses specifically those involved in the digital economy, internationally traded services, and high-tech manufacturing. It is envisaged that it will house more than 100 tech workers when it opens in 2020. It will work closely with Maynooth Works (Maynooth University's business incubator unit) to extend and enhance the technology environment in the region.

Figure 5.2 Architectural Rendering of proposed MERITS Building, Devoy Quarter



5.3.3 Northwest Quadrant (NWQ)

The northern section of the town contains a significant land bank for employment growth and represents a key part of the long term vision for the development of Naas. The development of these lands should complement the consolidation of the town centre. The land in the NWQ is predominately zoned for Enterprise and Employment (Q). The lands are strategically located alongside the M7 motorway between junctions 9a (under construction) and 10 and have the necessary infrastructure for development. There is currently circa 96 hectares of undeveloped land at this location which have the potential to accommodate a wide range of businesses such as large office complexes, and foreign and indigenous direct investment which requires larger campus-style sites.

Figure 5.3 Kerry Global Technology and Innovation Centre Naas



Currently, a portion of the lands are occupied by Millennium Park and in where Kerry Global Centre, Irish Commercials, the HSE and Horse Sport Ireland are located. Paragraph 17.9.3 of the CDP outlines the Council's approach to the layout of 'Business and Technology Parks' in Kildare. However, within

Millennium Park, because of its strategic location, the need to maximise efficiencies and the ability of these lands to create strategic links to the town centre, a higher density of development is encouraged. It is proposed to prepare a comprehensive masterplan for the Northwest Quadrant within the lifetime of this Plan (refer to Section 8.6).

5.3.4 Junction 9 (Naas north)/Maudlins Interchange

There is a mix of commercial land zonings in proximity to the Maudlins Interchange which occupy prominent sites at the northern (M7) Gateway to Naas. Many sites are visible from the main arterial routes such as the M7, Dublin Road and Monread Road. The Commercial and Residential (K1) lands will bring a mix of uses into the area to ensure that the area remain active throughout the day and into the evening. Any proposed development of these sites shall be of a high standard of design and layout having regard to their strategic location.

To the southeast of the Maudlins Interchange, lands have been zoned for Enterprise and Employment (Q). These lands include the sites of the former Donnelly Mirrors facilities and the Cemex Concrete plant. These occupy prominent brownfield sites that have the potential to be prime locations for development with easy access to the motorway network and all necessary services. These lands have been designated as Regeneration Lands within the Plan (ref: Map 8.1). Any proposed development of these sites shall be of a high standard and quality having regard to their strategic location off the Maudlins Interchange and as key gateway sites to the town from the M7.

5.3.5 Junction 10 (Naas South)/ Newhall

The land banks at this location comprise a mix of zoning; Retail/Commercial (R), Industry and Warehousing (H) and Enterprise and Employment (Q). There is currently a mix of uses provided within the Newhall Retail Park and the M7 Business Park. This Plan provides for circa 71 hectares of undeveloped commercial land from Junction 10 Interchange extending to the Caragh Road Roundabout.

Lands zoned Q1 (8) to the north of Junction 10 on the M7 at Newhall (Ref: Map 10.1) have been identified for a potential new data centre. A development, other than a data centre, will only be considered on a sequential basis and only when other identified Enterprise and Employment (Q) lands have been developed.

5.3.6 Lands at the South Ring Road/Jigginstown

Two areas of land have been identified off the south ring road for economic development. Lands located on the corner of the South Ring Road and the Newbridge Road has been zoned for Commercial and Residential (K2). This site given its prominent location on an arterial route into the town should be of a high quality design.

Lands to the southwest of the South Ring Road and in proximity to the town centre have been identified for Enterprise and Employment (Q) providing for economic development. Development should not have a negative impact on the carrying capacity of the existing or future road network, should minimise impact on the developing neighbourhood in the vicinity and should comprise high quality design. A masterplan should be prepared for the overall land parcel to ensure development is not piecemeal in nature. These lands will benefit from any possible future outer relief road connecting the Johnstown Interchange with the Newhall Interchange.

Policy ED 1 – Enterprise and Economic Development

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

Objectives

It is an objective of the Council to:

- EDO 1.1** Incentivise employment creation on lands zoned ‘A: Town Centre’ as a key driver of regeneration, including through a review of the Development Contribution Scheme;
- EDO 1.2** Promote enterprise and employment development in the Northwest Quadrant, focusing on high-tech manufacturing and research, ICT, food science and production, public administration, banking, tourism and bloodstock;
- EDO 1.3** Support the development of Mid-East Region Innovation Think Space [MERITS] in Devoy Park and support the creation of economic linkages between all scales of local businesses through this enterprise and incubation hub;
- EDO 1.4** Encourage new industry, warehousing and employment use to develop in a comprehensive and sequential manner which uses existing infrastructure effectively and efficiently;
- EDO 1.5** Engage with IDA Ireland and the Department for Enterprise, Trade and Investment in seeking to attract Foreign Direct Investment into the Northwest Quadrant and elsewhere in the town, in line with the Mid-East Region’s Enterprise Plan;
- EDO 1.6** Require new enterprise, employment, industrial and warehousing uses to facilitate, improve or create pedestrian and cycle linkages to public transport hubs and the town centre in accordance with the NTA’s Permeability Best Practice Guide;
- EDO 1.7** Ensure new enterprise and employment uses provide sustainable travel plans to reduce dependency on private modes of travel consistent with the principles set out in the National Transport Authority guidance: ‘Achieving Effective Workplace Travel Plans’;
- EDO 1.8** Facilitate the regeneration and redevelopment of the lands to the east of the Dublin Road roundabout, in particular the former Donnelly Mirrors and Cemex Concrete sites.

Actions

- To consider a reduction in contributions for the development of properties for employment generation located on land which has been designated for regeneration within the A: Town Centre zoned land and the sites of the former Cemex Concrete and Donnelly Mirrors when a review of the Development Contribution Scheme is being undertaken.
- To liaise with the National Transport Authority regarding opportunities for integrating employment uses with the NTA’s ‘Permeability Best Practice Guide’.

5.4 Tourism

The historic town of Naas, which is dissected by the Corbally Branch of the Grand Canal is well placed to further develop its tourism product and generate employment. Naas offers a range of attractions to both overseas and domestic visitors. The town has a number of attractive physical, heritage and cultural amenities, which should be protected, preserved and promoted. The plan

zones land for Leisure and Amenity (L) and Open Space and Amenity (F) to ensure tourism developments are located appropriately and with a view to encouraging and protecting potential new areas of amenity. The Council will work with Fáilte Ireland, Into Kildare and other tourism bodies to promote and realise the objectives of the Into Kildare Strategy '2020 Vision for Kildare Tourism' for Naas.

Naas as an historic town has a number of built heritage assets that would expand the town's tourism offering. This Plan places a particular emphasis on regeneration and the Council is active in its role of promoting the development/renewal of sites that would enhance the marketability of the town. There is significant potential in Naas on sites such as St David's Castle, Jigginstown Castle and Leinster Mills for the development of tourism or cultural uses. These sites (among others) have been identified in the over-arching development strategy for the town as Tourism Opportunity Sites (ref: Fig. 1.3 Naas Development Strategy, Chapter 1).

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

Figure 5.4 The Grand Canal in Naas



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

Policy ED 2 - Tourism

It is the policy of the Council to support and facilitate existing amenities and the development of sustainable tourism attractions and activities in Naas.

Objectives

It is an objective of the Council to:

- EDO 2.1** Support and facilitate the development of an integrated network of greenways and heritage trails, including along the Corbally and Naas branches of the Grand Canal;
- EDO 2.2** Encourage the development of tourism activities such as waterways activities, cultural and agri-tourism, equine tourism and food markets in Naas;
- EDO 2.3** Facilitate the provision of standardised signage and interpretation for tourism facilities and tourist attractions throughout the town;
- EDO 2.4** Support the development of new tourist facilities or upgrading / extension of existing tourist facilities;
- EDO 2.5** Support the development of the Fairgreen and the Lakelands area for tourism, leisure and amenity uses and events;
- EDO 2.6** Encourage appropriate development proposals for St David's Castle, Jigginstown Castle, Leinster Mills and The Moat Theatre and investigate the tourism potential and opportunities for these sites.
- EDO 2.7** Support the re-use of the Eir building on Abbey Street for a mix of uses e.g. cultural, community, leisure and/or tourism;
- EDO 2.8** Support Naas' status as a 'purple flag' night-time economy and as a high-quality night-time destination;
- EDO 2.9** Support the diversification and intensification of employment opportunities in the equine and agriculture industries in Naas and further develop linkages between the equine and tourism industries.
- EDO 2.10** Work in conjunction with Into Kildare to develop a local museum/tourist information centre within the town centre.

Actions

- To liaise with the owners of the Eir building, St David's Castle and lands, North Moat, Jigginstown Castle and Leinster Mills to investigate the feasibility of future options for the integrated development of these lands for the purpose of tourism and cultural uses.
- To liaise with Waterways Ireland regarding future proposals for the appropriate development of the canal branches and the Canal Harbour.

5.5 Retail

The consumer and retailer surveys which formed part of the Collaborative Town Centre Health Check (2017) revealed that when people were asked what they particularly liked about shopping in Naas the highest level of respondents stated convenience/ease of access (30.3%). The retailer surveys revealed that they saw pubs/restaurants/nightlife as the main thing that attracts customers

to Naas Town Centre, followed by banking/administration and then boutiques/fashion retail and convenience/accessibility in third position.

The analysis carried out on the trading retail floorspace in 2016 for the preparation of the County Development Plan 2017-2023, concluded that Naas was particularly strong in both convenience and retail warehousing, but had lower levels of comparison shopping compared to its neighbouring Twin Level 2 County Town of Newbridge. However, Naas is deserving of its twinned status at the top of the County Retail Hierarchy by having the largest retail floorspace in County Kildare equating to 27.8% of the county's total. Underpinning this is that Naas has 19.2% of the county's convenience floorspace, 16.5% of the county's comparison shopping floorspace and 71.8% of its retail warehousing floorspace. This demonstrates that Naas plays a significant role as a bulky goods shopping destination for the county and beyond. The breakdown of the net retail floorspace for Naas is set out in Table 6.2.

Table 5.2 Naas Net Retail Floorspace Trading in 2016 (sq m)

Convenience	Comparison	Retail Warehousing	Total	Ranking
12,041	14,986	25,455	52,482	1

(Source: Kildare County Development Plan 2017 – 2023)

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

In order to reinforce the town centre as a viable, vibrant and attractive retail centre, the Main Street should be retained as the centre of commercial activity in Naas that delivers a range of services and functions. Comparison shopping needs to be promoted and enhanced in Naas to reflect its role as a Twin County Town. The town centre needs to be consolidated and parts regenerated in order to broaden its appeal and offering. Within the centre of the town there are key strategic sites such as the un-finished Corban's Lane Shopping Centre, the Naas Shopping Mall and the former Superquinn site. These sites provide significant regeneration and revitalisation opportunities for Naas and need to be prioritised for re-development. Other initiatives to improve retail in the town centre include the Naas Gift Card Scheme, the Shop Front Improvement and Accessibility Grant Scheme and various Local Authority developments (Part 8 Planning Applications).

5.5.1 Locations for Retail Developments

The overarching aim of retail planning policy is to protect and develop the vitality and the vibrancy of the town centre's Core Retail Area. This Plan identifies a number of locations where retail development will be considered. It is an objective of the CDP to restrict significant new retail development outside of the Core Retail Area until key sites such as the unfinished shopping centre

on Corban's Lane, the former Superquinn site on Main Street and the former Penney's outlet on Blessington Road have been developed. It is important to note the identification or zoning of land for retail uses does not mean that retail development is permitted in principle but rather these sites will be assessed on their merits and a Sequential Test and Retail Impact Assessment, where appropriate, will be applied before any site outside of the Core Retail Area is considered positively.

5.5.2 Core Retail Area and Retail Expansion Area

The County Development Plan (2017-2023) mapped the Naas Core Retail Area, which is focused along South Main Street and North Main Street, in a linear pattern (see Map 5.1). This area is the preferred area for retail development. The Plan anticipates that new retail provision will be achieved through a combination of appropriate infill, regeneration and renewal of sites. A retail expansion area has also been identified which comprises of the incomplete Corban's Lane Shopping Centre which has the potential to link into the heart of the town. This site could provide for a strong retail offering to meet the comparison shopping needs of the existing and future population of the town.

5.5.3 Edge-of-Centre

Edge-of-centre sites are those that are in easy walking distance from the core retail area. The Retail Planning Guidelines (2012) states that the distance of such sites is generally not more than 300 - 400 metres from the core retail area. The town of Naas has a number of potential regeneration sites located in edge-of-centre locations, identified in Chapter 8 (Ref: Map 8.1) that could provide additional retail provision alongside other uses of cultural, residential and amenity improvements. These include the following:

Castle Quarter

- a. St David's Castle
- b. John's Lane/Friary Road

Canal Quarter

- c. Abbey Street
- d. The Harbour
- e. Canal Bank

Devoy Quarter

- f. Rathasker Road
- g. Devoy Park

5.5.4 Neighbourhood Centres

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

An indicative location has been identified for a neighbourhood centre in the Northwest Quadrant. This will allow for a small group of shops to serve the immediate surrounding area. Such retail development will have a limited retail function and will strictly be intended to serve the neighbourhood in which it is located. The development of such facilities in the Northwest Quadrant should not prejudice the transport network and should be strategically located adjacent to the future resident population it is intended to serve and form part of the overall masterplan for this area.

5.5.5 Retail/Commercial Land Use Zoning

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

Policy ED3 – Retail

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

Objectives

It is an objective of the Council to:

- EDO 3.1** Protect and promote the vitality and viability of the Core Retail Area, and to ensure that it remains the primary location for retail development;
- EDO 3.2** Retain the retail function at ground floor level in the Core Retail Area and prohibit development that would either individually or cumulatively undermine the Core Retail Area, with the exception of addressing vacancy;
- EDO 3.3** Restrict retail development outside the Core Retail Area in accordance with Section 5.5 of the LAP, the County Development Plan, relevant regional policy frameworks and the Retail Planning Guidelines (DECLG, 2012);
- EDO 3.4** Facilitate the redevelopment or re-use of the Corban’s Lane Shopping Centre site for a mix of town centre uses in accordance with Section 8 of this plan and through the use of the Council’s statutory powers, where appropriate under the Derelict Sites Act 1990 and Urban Regeneration and Housing Act 2015, to stimulate the use and development of this site;
- EDO 3.5** Manage the development of undesirable uses such as fast food outlets, amusement arcades, off-licences, bookmakers, and of other non-retail uses in the interest of protecting the vibrancy, residential amenity and public realm of Naas Town Centre;
- EDO 3.6** Facilitate the development of a new neighbourhood centre at an appropriate location in conjunction with the development of a new urban expansion area in the Northwest Quadrant and in accordance with an agreed Masterplan for the area.
- EDO 3.7** Ensure that traditional/historic shop fronts are retained and restored and that new shopfront design contributes positively to and enhances the streetscape;
- EDO 3.8** Encourage and facilitate the re-use and regeneration of derelict or underutilised lands and buildings in the town centre for retail and other town centre uses, with due regard for the character, heritage and design requirements of the Architectural Conservation Area, Statement of Character;
- EDO 3.9** Support the development of retail-led tourism associated with the natural and built heritage assets of Naas.

Actions

- To liaise with the relevant stakeholders for Corban's Lane Shopping Centre and use the Council's statutory powers, where appropriate, under the Derelict Site Act 1990 and Urban Regeneration and Housing Act 2015 to stimulate development and appropriate use of this site.
- To continue to promote the Shop Front Improvement and Accessibility grant scheme.

6. Built and Natural Heritage

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

6.1 Background

The Heritage Act (1995) provides a comprehensive definition of 'heritage' which includes; monuments; archaeological objects; heritage objects such as art and industrial works; documents and genealogical records; architectural heritage; flora and fauna; wildlife habitats; landscapes and seascapes; wrecks; geology; heritage gardens; parks and inland waterways. Therefore heritage is a significant part of our everyday environment, which has the intrinsic value of defining the character of urban areas by adding to their attractiveness and sense of place. It also plays a role in contributing to our well-being, enjoyment and the sustainable economic growth of a town and therefore is forms part of the seven core themes that underpin the vision for Naas.

The National Planning Framework (NPF) and the draft Regional Spatial Economic Strategy (RSES) place particular emphasis on placemaking and heritage led regeneration. Therefore, this Plan will conserve and manage Naas's heritage assets for the benefit of present and future generations, as a support to economic renewal and urban regeneration while adhering to legal obligations.

6.2 Archaeological Heritage

The archaeological heritage of Naas is rooted in the early Norman, Christian and late medieval periods. The town grew into a Norman stronghold with castles and defensive structures; however these fell into decay by the end of the 16th Century. It is important the heritage of the town is conserved to help understand how the town was developed by past societies.

Archaeological Heritage is protected by the National Monuments Act 1930-2004. Known structures, features, objects or sites of archaeological heritage are listed in the Record of Monuments and Places (RMP), which is compiled by the National Monuments Services of the Department of Culture, Heritage and the Gaeltacht.

6.2.1 Archaeological Sites

Map 6.1 identifies the sites within the LAP area that are included on the Sites and Monuments Record (SMR). This map should be read in conjunction with Appendix 2 which lists all the relevant sites, which has been reproduced in this LAP 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.

6.2.2 Zone of Archaeological Potential

The County Kildare Urban Archaeological Survey (Bradley and King 1986) identifies a Zone of Archaeological Potential in Naas, shown on Map 6.1. This is an area where archaeology may be present. Developments located within a Zone of Archaeological Potential and/or close to known archaeological monuments or sites, including site works that are extensive in terms of area (ground

disturbance of 0.5 ha or more) or length (1 kilometre or more), and developments that require an Environmental Impact Assessment Report will be required to undergo an archaeological assessment. The assessment would normally include monitoring, testing or excavation within the area, either prior to the planning decision or prior to any development proceeding on site. The Council, as a condition on such developments, may consider the preservation of all or part of the archaeological remains in the area covered by that permission.

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

6.2.3 Medieval Town Walls

Naas was once a fortified town; however little obvious evidence of the town defences exists today. The County Kildare Urban Archaeological Survey (Bradley and King 1986) suggests the line of the town defences should be protected. Therefore, the Council proposes to prepare a Conservation Management and Interpretation Plan for the Town Walls of Naas. Town walls and other defences are categorised as ‘National Monuments’ (rather than ‘Recorded Monuments’) under the *National Walled Towns Policy (DAHG 2008)*.

6.2.4 National Monuments Preservation Order

A ‘National Monument’ is a monument or the remains of a monument, the preservation of which is a matter of national importance by reason of its historical, architectural, traditional, artistic or archaeological interest. Within the LAP boundary Jigginstown Castle is the only national monument within the Naas LAP area.

In some instances a national monument may be subject to a national monuments preservation order. Two such preservations order exist for Jigginstown Castle; one for the remains of sunken garden, pavilion and defensive earthworks (3/2000) and for the house/castle (ref: 78/1939) (refer to Map 6.2). It is an objective of this Plan to support the OPW in the preservation and appropriate development of Jigginstown and the surrounding area as a tourist/cultural/training/open space attraction. To protect the site it has been zoned as a Green Wedge (M) with an objective to protect the setting, character and environmental quality of the site.

Policy BNH1 – Archaeological Heritage

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

Policy BNH2 – Medieval Streetscape and Structures

It is the policy of the Council to retain where possible the existing street layout, historic building lines and traditional plot widths where these derive from medieval or earlier origins.

Objectives

It is an objective of the Council to:

- BNH 1.1** Protect and preserve items of archaeological interest listed in Table 6.1 and shown on Map 6.1 from inappropriate development that would adversely affect and/or detract from the interpretation and setting of these sites;

- BNH 1.2** Progress in conjunction with the OPW the preservation and development of Jigginstown Castle (National Monument) as an attraction and training facility and make it and the surrounding area accessible to the public as a tourist/training/open space attraction. Support the preparation of a Conservation Plan for Jigginstown Castle;
- BNH 1.3** Protect the historic core of Naas and retain where possible the existing street layout, historic building lines, traditional plot widths and medieval walls where these derive from medieval origins;
- BNH 1.4** Ensure proposals contribute to the protection and preservation of the archaeological value of sites including underwater sites associated with the Grand Canal;
- BNH 1.5** Provide for the protection of historic burial grounds within Naas, in co-operation with agencies such as the Office of Public Works and the National Monuments Section of the Department of the Culture, Heritage, and the Gaeltacht;
- BNH 1.6:** Seek the preparation and implementation of heritage-led regeneration plans (including the public realm) in Naas’s historic core, through funding sources such as the Historic Towns Initiative and the Urban Regeneration Development Fund.

Actions

- To liaise with the OPW in progressing the development of Jigginstown Castle as a tourist attraction, to be informed by a Conservation Plan.
- To prepare a Conservation Management and Interpretation Plan for the Town Walls of Naas.

6.3 Architectural Heritage

6.3.1 Background

Naas’s architectural heritage is a valuable resource, an irreplaceable expression of the town’s past which led it to be a core theme in the vision for Naas. The architectural heritage of Naas comprises fine examples of eighteenth, nineteenth and twentieth century structures in the town centre, including Naas Courthouse, the Town Hall and commercial buildings such as the Bank of Ireland and Allied Irish Bank. Earlier historical areas and structures include St David’s Church and Castle, the Grand Canal and Harbour and the Moat. Naas also has a rich history of vernacular architecture and industrial heritage.

6.3.2 Record of Protected Structures

Architectural heritage is protected through the Record of Protected Structures. A protected structure is a building/structure that the Council considers to be worthy of protection as the structure, or parts of structure, are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS). The Record of Protected Structures is contained within the County Development Plan.

Map 6.2 and Map 6.2a illustrate the location of protected structures in Naas. The majority of these structures are also identified in the National Inventory of Architectural Heritage (NIAH) as being of regional importance.

Policy BNH3 – Protected Structures

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

Objectives

It is an objective of the Council to:

- BNH 2.1** Ensure the protection and preservation of all protected structures (or parts of structures), including the curtilage and attendant grounds of structures contained in the Record of Protected Structures (refer to Map 6.2 and Map 6.2a);
- BNH 2.2** Support the sensitive conservation of protected structures, their curtilage and attendant grounds, and to operate flexibility with regard to the use of these buildings to facilitate their ongoing use, subject to good conservation principles;
- BNH 2.3** Raise awareness of the unique built heritage of Naas by facilitating conservation interpretation and management projects; such as ‘Open House Tours’;
- BNH 2.4** Proactively address dereliction, endangerment, neglect and vacancy in the town centre through the use of the Council’s legal process and through the promotion of appropriate uses and the sensitive conservation of historic buildings.

Actions

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

6.3.3 Architectural Conservation Area

An Architectural Conservation Area (ACA) is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures. In order to preserve the special character of the townscape in Naas town centre an Architectural Conservation Area (ACA) has been designated. This aims to identify and protect a particular area within the town that has special significance. The architectural heritage and condition of the ACA is expanded upon in detail in the Naas Architectural Conservation Area Statement of Character. The extent of the ACA and associated views are illustrated on Map 6.2.

Figure 6.1 View of Main Street South – A Part of Naas ACA



6.3.4 Management of Development in the Architectural Conservation Area

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

This Plan aims to ensure that any development within or adjoining the ACA is sympathetic to the character of the area and that the design is appropriate. All planning applications within and adjoining the ACA shall be assessed in the context of the following criteria and the impact of any development on the immediate environs of the site, the broader townscape or its landscape setting:

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

Applications for infill development within and contiguous to the ACA, and also modifications to existing shopfronts/new shopfronts should have regard to the ACA Statement of Character, and

include: a study of the overall façade; an analysis of how the development complements the setting; the removal of visually intrusive elements such as inappropriate signage, lighting and ancillary cables and ducts, and the use of appropriate materials.

Policy BNH4 – Architectural Conservation Area

It is the policy of the Council to protect the character of the Architectural Conservation Area and to carefully consider any proposals for development that would affect the special value of the ACA, while providing guidance through the publication of a Statement of Character to support property owners located within the ACA.

Objectives

It is an objective of the Council to:

- BNH 3.1** Ensure that new development, modifications, extensions and renovation works within or adjacent to Naas ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the ACA including views and vistas, streetscapes, building lines, fenestration patterns and architectural features;
- BNH 3.2** Have regard to the Naas ACA Statement of Character and Kildare Shopfront Guidelines (2013) in the consideration of any shopfront or commercial proposals within the ACA. All proposals (contemporary or traditional) must be of a high quality of design and finish and must contribute positively to the established pattern, scale, materials and proportions of buildings.
- BNH 3.3** Support the retention, repair and re-use of materials which characterise the vernacular architecture of the ACA including stone, slate, timber windows and doors, and decorative render.
- BNH 3.4** Conserve and enhance the unique characteristics of the laneways of Naas, their place, scale and form and promote their overall enhancement within the context of a Public Realm Strategy.
- BNH 3.5** Protect and conserve important heritage items such as, gates, street furniture, post boxes and other significant historic features of interest.
- BNH 3.6** Encourage the protection, retention, appreciation and appropriate revitalisation of the vernacular and industrial heritage of Naas.
- BNH 3.7** Promote the use of planned maintenance programmes and the preparation of conservation management plans of historic buildings within the ACA e.g. St David’s Castle.
- BNH 3.8** Encourage the removal of visually intrusive elements and unnecessary clutter from existing shopfront/ façades/commercial premises located within the ACA including:
- Utility structures;
 - Obsolete/unnecessary lighting, electrics, cables, ducts;
 - Signage (including sign protruding from the façade) at ground and upper floor levels;
 - Internally affixed stickers;
 - Internally illuminated signage.

Actions

- To work with and assist, where appropriate, owners of structures located within the ACA in the maintenance and repair of buildings through advice and grant aid from relevant sources.
- To seek funding to underground all cabling and overhead services within the ACA.
- To establish a 'Beautiful Street Initiative' and to encourage the formation of terrace/street partners within the ACA boundary in order to facilitate cumulative enhancement of streetscapes within the ACA boundary.
- To produce an information/guidance leaflet for distribution to all owners and/or tenants of structures located within the ACA.

6.4 Scenic Routes and Views

The LAP area contains scenic routes and views that significantly enhance the amenity value of the town's landscape setting. The protection of these routes and views is provided for in the County Development Plan, and are listed in Table 6.2 below and shown on Map 6.1.

Table 6.1 Scenic Routes and Protected Views

Scenic Route	Description	Location
VP1	Protect and preserve views and prospects of the Grand Canal from all locations within Naas.	The Grand Canal
VP 2	Protect and preserve, as an amenity, the Watering Place at Naas General Hospital.	Watering Place
VP 3	Preserve views and prospect of the North Moat from Abbey Street, Abbey Road and the Canal.	North Moat
VP 4	Preserve views of the lakes at the Ballymore Road from the Fairgreen.	Fairgreen
VP 5	Preserve views of the East Kildare Uplands from the Fairgreen and the lakes at Ballymore Road.	East Kildare Uplands
VP 6	Preserve view of St David's Castle from Church Lane	St David's Castle, Church Lane
VP 7 GC30 GC31 GC 32	Preserve views to and from Tandy, Ploopluck, Abbey and Limerick Bridges	Tandy, Ploopluck, Abbey and Limerick Bridges

Source: Kildare County Development Plan 2017-2023.

Policy BNH5- Scenic Routes and Views

It is the policy of the Council to ensure that the proposed location, siting and design of buildings and structures and any mitigation measures identified in the LAP protect the special character of the identified scenic routes and protected views.

Objectives

It is an objective of the Council to:

BNH 4.1 Protect the visual amenity and character of scenic routes and views in Naas as identified in this LAP and the County Development Plan.

BNH 4.2 Require a Visual Impact Assessment of proposals/planning applications for development that may impact on the special character and visual amenity of scenic routes and views as part of the planning application process.

6.5 Natural Heritage

Natural heritage, often referred to as biodiversity, includes everything from flora and fauna, ecosystems and geological structures. Biodiversity is important for many things including food production (plant pollination), fertile soils and clean air and water, but it can be threatened by the development of land and human activities. It is therefore important that there is a balanced approach to the development of land and to ensure that the natural heritage of Naas is protected, conserved and enhanced.

The Corbally Branch of the Grand Canal, its landscape setting and associated eco systems are the principal natural heritage features of the LAP area. The Grand Canal in Naas is fed by the Rathmore Spring. The Morrell River which is a tributary of the River Liffey also runs through the town. The lakes on the Ballymore Eustace Road in front of Naas hospital is an amenity area serving the neighbouring area. These features provide an important landscape feature in the town and significantly enhance the landscape character and amenity value of the town centre and its surrounding demesnes.

6.5.1 Designated Sites

The Grand Canal (Site code: 002104) is designated as a Natural Heritage Area (NHA). NHAs are sites of significance for wildlife habitats and are protected under the Wildlife Amendment Act, 2000.

6.5.2 Habitats and Biodiversity

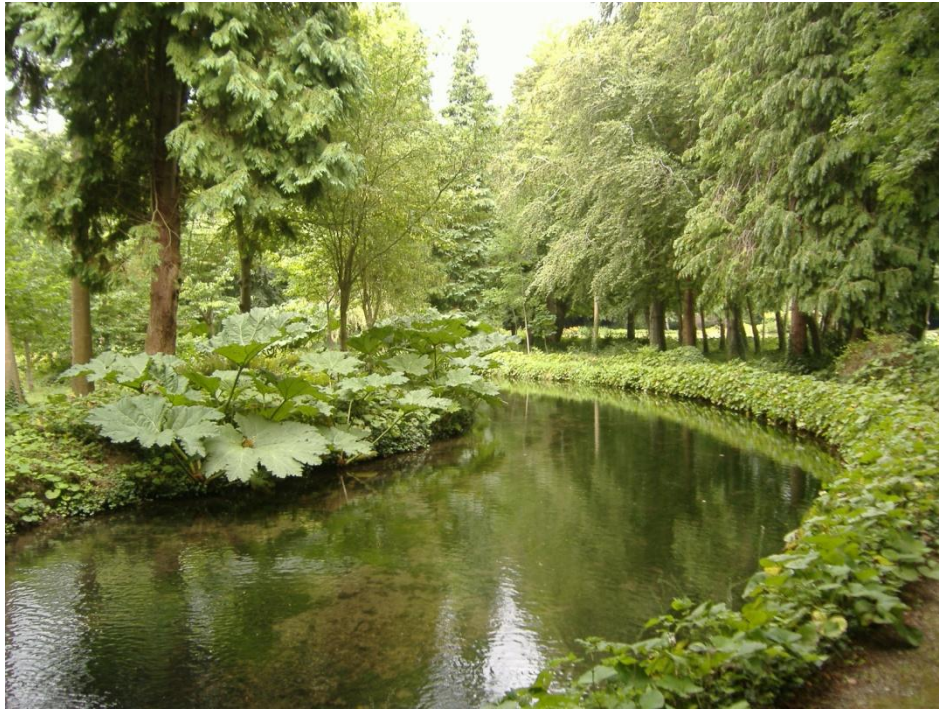
There are many habitats and features which are of particular importance for biodiversity throughout Naas. These include woodlands, hedgerows, field boundaries, rivers, streams and associated riparian zones, canals, freshwater wetlands, urban parks and gardens.

A network of protected areas and ecological corridors available to support the movement of species and to sustain habitats, ecological processes and functions is necessary to maintain biodiversity. In the event of proposed development impacting on a site known to be a breeding or resting site of species listed in the Habitats Regulations, a derogation licence may be required, from the National Parks and Wildlife Service.

6.5.3 Trees, Hedgerows and Woodlands

Naas contains many large trees and groups of trees of considerable heritage value, which enhance the character and setting of the town. The most notable contiguous area of tree cover trees is found within Oldtown Demesne.

Figure 6.2 Woodland and Stream within Oldtown Demesne



6.5.4 Canals, Rivers and Streams

The waterways of Naas provide an extensive network of important habitats. The riparian zones of rivers and streams are particularly important as they contain a range of habitats and species which are different from the surrounding landscape.

6.5.5 Local Biodiversity Areas

There are many areas of local biodiversity importance located within the Plan area which should be identified, protected, enhanced and restored. These areas can contribute significant local ecological functions to the town, including the use of natural wetland area to reduce flooding.

6.4.6 Landscape Conservation

Naas and its environs are located within the Northern Lowlands Landscape Character Area of County Kildare which is comprised of flat terrain interspersed in certain areas by gently sloping topography. This undulating character is apparent within the town centre of Naas and does much to provide a sense of spatial character as experienced along its Main Street and adjacent laneways (Naas ACA Statement of Character, 2018). Of particular importance within this area is the Grand Canal. Canal corridors are potentially vulnerable linear landscape features as they are often highly distinctive in the context an urban/peri-urban landscape. This Plan seeks to protect the special setting of the Grand Canal in Naas by providing for a Future Park/Green Wedge zoning along the canal's route, northwards from the centre of the town towards its intersection with the main line of the canal (see Map 10.1).

Policy NH1 Natural Heritage

It is the policy of the Council to support the protection of species and habitats that are designated under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive 1992 as well as areas of high local biodiversity value.

Objectives

It is an objective of the Council to:

- NHO1.1** Protect and enhance the built, natural and recreational potential of the Grand Canal Corridor within Naas and to encourage and promote sustainable access to and enjoyment of the Grand Canal. Any development which may have an impact on the Canal, River and Riparian habitats shall be accompanied by an Ecological Impact Assessment.
- NHO1.2** Maintain a suitable buffer zone along the Grand Canal and other watercourses protecting them from development. The extent and composition of the buffer zone should be determined in consultation with a qualified ecologist, and will be informed by *Planning for Watercourses in the Urban Environment* (SHRFB).
- NHO1.3** Protect and conserve the integrity of soils that supports the rich biodiversity and ecological networks in Naas.
- NHO1.4** Encourage the retention and protection of trees and hedgerows on the approach roads to Naas, in particular those located on Tipper Road, Rathasker Road and Craddockstown Road.
- NHO1.5** Protect the lakes off the Ballymore Road and to consult with National Parks and Wildlife Service prior to undertaking or authorising any works or development that may impact on the natural heritage of the lakes.
- NHO1.6** Identify and protect, in co-operation with the relevant statutory agencies and other relevant groups active in Naas, sites of local biodiversity importance (Local Biodiversity Areas), not otherwise protected by legislation.
- NHO1.7** Protect trees and woodlands of particular amenity value from damage and/or degradation.

Actions

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

7. The Environment, Green Infrastructure, Open Space and Climate Change

Aim: To protect and enhance green infrastructure assets and create an interconnected, comprehensive network of parks, open spaces, demesne lands and watercourses in Naas that will protect and enhance biodiversity that will also be the focus of public recreational activities.

7.1 Green Infrastructure

The Green Infrastructure network is the network of natural and semi-natural areas that support the natural environment by providing habitats for wildlife, air and water filtration and surface water management, recreational and tourism opportunities and “greener” neighbourhoods. Green infrastructure networks include waterways, wetlands, woodlands, wildlife habitats, greenways, parks and conservation lands, forests, stone walls and other open spaces that surround and thread through our towns and cities. Central to the concept of a Green Infrastructure network is its multi-functionality; not only does it provide for a habitat for the maintenance and protection of wildlife, it delivers environmental services such as sustainable water drainage and flood protection whilst also enabling the provision of amenity and recreational activities for people.

With the presence of the Grand Canal, Oldtown Demesne and the lakes on the Ballymore and Craddockstown roads, Naas benefits from a significant level of green infrastructure. The Grand Canal forms part of the Regional Green Infrastructure Network and links a number of towns, settlements and areas to form a strong linear network. In recognition of the special environment of the town it is essential that one of the Seven Core Themes for the Plan (as outlined in Chapter 1) should be Environment and Climate Change as it plays a key role in providing for sustainable development in the town. Accordingly, it will be important to establish a coherent, integrated and evolving network that extends from the Grand Canal through Oldtown Demesne and to the Lakes.

The spatial concept around which the Green Infrastructure and Landscape Strategy of Naas is as follows:

- The open space network within the Plan area is designated in such a way that it can form a series of interconnected zones to manage the natural character and resources of the area to provide for the needs of biodiversity within the town;
- A large town parkland along the Grand Canal to act as an amenity area and a green belt;
- A linear route along the Grand Canal providing passive and active walking and cycling routes along the banks of the canal and linking Naas to Sallins and the wider area with possible links to Corbally Harbour and beyond. There is potential to create informal play/rest/exploration spaces at key points along this route;
- Pocket parks within or accessible to all new residential and mixed use developments to ensure that all dwellings are within short walking distance (c. 100m) of useable open space;
- A series of civic/public spaces within a regenerated town centre including Mc Auley Place, Poplar Square, St David’s Castle and St David’s Church, Market Square, Fairgreen and the Lakes;

- New pedestrian bridges over the Canal to link key services and facilities in the town with surrounding areas;
- Green route connections should be considered as part of the Northwest Quadrant Masterplan, creating an east- west connection from the Newbridge Road to the Grand Canal;
- Green route connections to the hinterland area including PuncHESTOWN, Corbally Harbour, the future Regional Park at Kerdiffstown and the future park at Sallins.

7.2 Habitat Survey and Mapping

Under Article 10 of the Habitats Directive planning and development policies must endeavour to conserve and manage sustainable corridors and ‘stepping stone’ habitat features. A Habitat Survey has been carried out for Naas which has informed this LAP. The Habitat Survey identifies and maps the various habitats and green infrastructure areas in the town. These maps are a valuable tool in the future planning of the area and also provide information for the general public and community groups.

The ecological assessment and subsequent mapping of habitats within Naas allowed for the identification of green infrastructure areas and ecological corridors. Habitats of higher ecological value were selected as having the strongest potential of providing ecosystem services and therefore contributing to Green Infrastructure within Naas. These areas were then overlaid on the linear habitats recorded, such as treelines and hedgerows which can act as ecological corridors linking habitats to each other and the wider landscape allowing for movement of species.

The dominant habitats within Naas are intensive agriculture and urban built land. For this reason it is important to ensure that local biodiversity areas, which form an important part of the town’s Green Infrastructure, support connectivity within the network and are maintained. In addition, ‘Stepping Stone’ habitats including scattered trees and parkland as well as amenity areas within housing estates further enhance the connectivity of habitats, and in turn, promote biodiversity across Naas and County Kildare.

7.2.1 Hedgerows and Tree Lines

Hedgerows and tree lines provide room for wildlife in areas that are often intensively managed, while also forming an important element of the ecological infrastructure in Naas. The network of hedgerows and tree lines are illustrated on Map 7.1. Areas of linear woodland and scrub often link sites of ecological significance to each other and the wider landscape providing movement corridors for species and potential foraging areas. Hedgerows are also of significant habitat value themselves, particularly in places where woodland is uncommon.

7.3 Green Infrastructure Routes

Eight main routes of Green Infrastructure were identified in the Habitat Survey and Mapping of Naas. These have been named having regard to their most noticeable features. In most cases these green infrastructure routes connect to each other and the wider landscape outside of the Naas study area (Map 7.1).

- Grand Canal;
- Osberstown;
- Oldtown;
- Yeomanstown Stream;
- Fairgreen Lakes;
- Naas Hospital Stream;
- Craddockstown and Castlesize Stream;
- Morell River.

7.3.1 Grand Canal

The Grand Canal is the largest and most contiguous area of Green Infrastructure; acting as an ecological corridor within Naas and the surrounding countryside. This green infrastructure route consists of the main canal channel, fringe and adjoining bankside habitat. Other grassland and woodland habitats, primarily on the western bank in Oldtown Demesne, are connected to this route through the local hedgerow networks.

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

7.3.2 Osberstown

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

7.3.3 Oldtown

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

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

7.3.4 Yeomanstown Stream

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

7.3.5 Fairgreen Lakes

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

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

7.3.6 Naas Hospital Stream

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

7.3.7 Craddockstown and Castlesize Stream

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

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

connectivity to its surrounding habitats as well as to the wider landscape.

7.3.8 Morell River

This green infrastructure route consists of the Morell River and its associated bankside habitats. The river, a tributary of the River Liffey, is highly modified along its length within the Naas LAP boundary. These modifications include straightening, deepening, removal of bank vegetation/riparian cover, rising embankments and culverting. The majority of the land use surrounding the river within the study area is intensive agriculture and built lands. These features reduce the potential connectivity of the river. The remaining hedgerows and tree lines which border sections of the river offer some connectivity to the surrounding landscape, but overall this connectivity remains low.

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

Policy GI 1 – Green Infrastructure

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

Objectives

It is the objective of the Council to :

- GIO 1.1** Reduce and avoid fragmentation or deterioration of the Green Infrastructure network and to strengthen ecological links within Naas and to the wider regional network. To ensure linkages are retained where appropriate and integrated into the design of new developments.
- GIO 1.2** Preserve, protect and augment trees, groups of trees, woodlands and hedgerows within the town by increasing, where appropriate, tree canopy coverage using locally native species by incorporating them within design proposals and supporting their integration into the existing Green Infrastructure network. Consideration should be given to the planting of small areas of woodland or retention of areas of wet grassland / wetland as appropriate.
- GIO 1.3** Require proposals for development to demonstrate how they integrate/respond to Green Infrastructure and contribute to the development and protection of overall Green Infrastructure assets.
- GIO 1.4** Progress the development of a series of green routes/linear corridors that connect amenity and open space areas and the hinterland with new and established areas, with due regard for biodiversity constraints.
- GIO 1.5** Seek to develop habitat patches/ 'stepping stones' within the landscape, to maximize

proper connectivity between urban and peri-urban parks and the surrounding rural landscape.

- GIO 1.6** Seek to strengthen the ecological linkages with watercourses, the Grand Canal and the surrounding countryside.
- GIO 1.7** Promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological protection needs of each site.
- GIO1.8** Promote best practice with respect to preventing, minimizing, controlling and eradicating the spread of invasive species.
- GIO 1.9** Ensure that where the loss of habitats and features of the wider countryside is unavoidable as part of a development that appropriate mitigation and/or compensatory measures are put in place to conserve and enhance biodiversity and landscape character. In some cases, it may be more effective to carry out mitigation or compensatory measures in another location.
- GIO1.10** Deliver the Green Infrastructure routes identified on Map 7.1 through the integration of a network of natural habitat and biodiversity supporting spaces, parkland for passive and active recreational uses, heritage features, sustainable surface water and flood risk management measures.

7.4 Open Spaces

Open spaces and parkland represents an important component of a sustainable town as they contribute to the amenity of the area, as well as providing for the health and well-being of residents while encouraging ecology. Although, Naas has significant areas of designated open space, it is not distributed evenly and access to some areas is limited. The Grand Canal and surrounding parklands of Oldtown Demesne dominate the north western quarter of the town while Monread Park provides a green space for the north eastern quarter of the town. The areas of public open space within various residential estates of the town are largely incidental areas with limited access and lack of functionality in some instances. Often, these spaces provide little in the way of support for recreation or biodiversity. As Naas is a large town with a growing population, it is especially important to plan for the provision and development of quality open space. This Plan aims to provide for strategic open spaces within the town in order to encourage active and healthy lifestyles and a general sense of well-being.

7.4.1 Strategic Open Space

This Plan has zoned circa 353 hectares of land for Open Space and Amenity (F) and Future Park/Green Wedge (M). The objectives of the zoning will ensure that these lands are protected to serve the future recreation needs of Naas, to attract visitors for recreation and amenity purposes while protecting in particular the amenity and surrounding environment of the Grand Canal.

The following are the locations of land identified as strategic open space for the Plan area:

- Lands at Northwest Quadrant;
- South of the Kilcullen and Ballymore Eustace Roundabouts;
- Land at New Caragh Road;
- Lands at Killashee;
- Kerdiffstown Park.

7.4.1.1 Lands at Northwest Quadrant

There are three significant tranches of land that have been earmarked for open space provision in the Northwest Quadrant. This Plan has zoned circa 82 hectares of land for a future park on either side of the Grand Canal. It is also envisaged that the green infrastructure water features within the Oldtown Demense such as the octagon lake would form a focal point within the future park/green wedge. These could also be linked up with the canal. The Grand Canal also provides a significant opportunity for strategic open space that can connect into a wider regional network and support opportunities for strategic walking and cycling routes, in addition to ecology and biodiversity linkages. Furthermore the proposed greenway along the canal will link Naas to Sallins and then to the remainder of the Grand Canal Greenway making this linear network more accessible to the wider population and will serve as an attraction and connection. This route will also connect the lands in Naas with those identified as a future town park under the Sallins Local Area Plan 2016-2022.

Within the future park/green wedge zoning on the western side of the bank of the Grand Canal lies the former Leinster Mills. The renewal of this site represents an opportunity for a tourism, cultural and amenity destination in tandem with possible ancillary commercial and residential uses (Specific Objective M1). These uses would complement the wider zoning of future park/green wedge and Grand Canal Greenway which will traverse immediately adjacent to the site.

Lands zoned F1 are a new area of open space which will serve the needs of new and existing communities in the immediate area.

The lands to the southeast of the Junction 9a interchange (currently under construction) are zoned Open Space and Amenity. It is considered that this land will serve as a focal point for those employed in the area and offer passive recreation space.

7.4.1.2 South of the Kilcullen and Ballymore Eustace Roundabout

Land at this location identified as F2 (15.6 ha) are identified for active recreation. It is considered that strong links to the adjoining new residential lands is essential to meet the needs of the existing and proposed residents in this area. These lands have hydrological links via the Naas Hospital Stream to the Lakelands area (on the R411 approach to Naas Town Centre) which adds to their amenity value. The lands are also dissected by the proposed Greenway (ref. Chapter 4) along the disused Sallins to Tullow train line which will provide for pedestrian and cycle links. The Council intends to explore the feasibility of developing a greenway along this rail line.

7.4.1.3 Lands at New Caragh Road

Lands at this location have been identified for active recreation specifically for the development of facilities to cater for the population of the town and surrounding area. It is envisaged that these lands will facilitate development that will build on the existing facilities that currently exist such as the Naas Sports Centre and K-Leisure.

7.4.1.4 Killashee

These lands which adjoin the Leisure and Amenity zoning associated with the existing hotel have been zoned for Open Space and Amenity. It is an objective of the Council to support the development of Centres of Excellence for sport and/or equine activity at this location.

7.4.1.5 Kerdiffstown

The site of the previous Kerdiffstown landfill is to be transformed into Kerdiffstown Park, with a completion date set for 2025. While the site is located outside the Plan boundary, it has the ability to benefit the existing and future residents of Naas. Following remediation of the site, it will be reconstructed into a multi-use recreation facility offering both passive and active recreation. The Park will provide multi-use, universal access to two pitches, a running track and changing facilities in tandem with a pedestrian/cycle loop interspersed throughout the site. The site will be accessed via the existing road network. Cyclists and pedestrians from Naas will access the Park via the Johnstown footbridge. In order to enhance future connectivity to the site the Council will identify transport connections to link Naas to this key piece of recreational infrastructure.

Policy OS1 - Open Spaces

It is the policy of the Council to provide for a hierarchy of high quality multi-functional public open spaces and parkland within Naas and to preserve and protect such spaces through the appropriate zoning of lands.

Objectives

It is an objective of the Council to:

- OSO 1.1** Support and facilitate the provision of open spaces with ecological and recreational corridors to aid the movement of biodiversity and people, subject to appropriate environmental assessment.
- OSO 1.2** Protect lands zoned F: Open Space and Amenity and M: Future Park/Green Wedge on Map 7.1.2 for a variety of passive and active uses.
- OSO 1.3** Provide a range of opportunities for active and passive recreation within public open spaces.
- OSO 1.4** Seek the enhancement of existing wetlands in Naas and encourage the creation of new wetlands where appropriate, through the provision of Sustainable Drainage Systems (SuDS) and Integrated Constructed Wetlands (ICW).
- OSO 1.5** Develop links between strategic areas of existing and future green infrastructure including:
 - (i) Along the Grand Canal from Sallins to Naas Harbour and onto Corbally Harbour;
 - (ii) Monread Park;
 - (iii) The Lakes and Fairgreen;
 - (iv) Caragh Road;

- (v) The River Liffey;
- (vi) Future town park on 'F1' zoned lands in Sallins Local Area Plan 2016-2022;
- (vii) Kerdiffstown Park.

- OSO 1.6** Require that, in cases where it is an absolute necessary to remove mature trees and/or hedgerow, that they are replaced with semi mature trees/hedgerow.
- OSO 1.7** Ensure that the existing topography of the lands is incorporated into the design and overall layout of any development with minimal variations to existing ground levels, in as far as is practicable in development schemes.
- OSO 1.8** Investigate the feasibility of the development of a greenway along the former Tullow Rail Line linking residential and open space areas.
- OSO 1.9** Develop links between the lakes within the Oldtown Demense and the Grand Canal to enhance the overall future park/green wedge area, by contributing to the overall recreational, aesthetic and wellbeing value of the area.
- OSO 1.10** Investigate the feasibility of the Council acquiring lands for public open space and to co-operate with sporting and recreational bodies in the acquisition of lands.

7.5 Climate Change Adaption

Aim: To become a low-carbon and climate change resilient town by promoting the economic, social and environmental benefits of low-carbon development, reducing pollution and waste, making effective use of land and using resources efficiently.

7.5.1 Context

The Kildare County Development Plan 2017-2023 recognises the key role climate change will have in building sustainable communities and commits to the preparation of a Climate Change Adaptation Plan. The National Adaptation Framework sets out the national strategy to reduce the vulnerability of the country to the negative effects of climate change and to avail of positive impacts. It also requires local authorities to prepare Local Adaptation Strategies. The National Planning Framework also sets out the “Transition to a Low Carbon and Climate Resilient Society” as one of its national strategic outcomes and indicates that climate considerations will be integrated into statutory plans and guidelines.

As the county town of Kildare and an area that is likely to attract significant investment over the period of the Local Area Plan, Naas should act as the standard bearer for the county in terms of climate change adaptation and to plan for transition to a low-carbon economy and environmentally sustainable economy and community. In the shorter-term, ensuring effective land management and consolidation of the town, prioritising green modes of travel and encouraging new development to tackle the drivers of climate change will have a significant impact on reducing carbon output. As a longer term objective, Naas should become an exemplar of climate change mitigation, adaptation and resilience in Ireland, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy and consuming fewer resources and using them more effectively.

7.5.2 Climate Change Strategy

7.5.2.1 Land Use and Development

The effective and efficient use of land is an underpinning principle for the Local Area Plan and the development of Naas. Ensuring land is used effectively minimises the amount of greenfield development required over the course of the Plan with development of brownfield land being encouraged.

7.5.2.2 Prioritising Green Modes of Travel

New development in Naas will be encouraged to submit Sustainable or Green Travel Plans as part of the development, prioritising green modes of travel, as well as contributing to the provision of new pedestrian and cycleways.

7.5.2.3 Retrofitting

The retrofitting of buildings to improve energy performance and achieve other sustainability principles will be supported and encouraged.

7.5.2.4 Sustainable Principles

'Urban greening' can have profoundly positive effects on health and well-being. People are generally happier in places with high levels of biodiversity. New development in Naas will be encouraged to be environmentally sustainable and should set out and consider:

- How biodiversity techniques, such as the use of green (intensive and extensive) and blue roofs and walls and SuDs have been considered and integrated;
- How waste during construction and operation of the site will be minimised and disposed of sustainably;
- How water will, during the construction and operational phases, be minimised and surface water run-off addressed;
- The creation of wild meadow and wetland areas to encourage biodiversity and alleviate flood risk.

Policy CC 1 – Climate Change Adaptation

It is the policy of the Council that Naas becomes a low-carbon and climate change resilient town by promoting the economic, social and environmental benefits of low-carbon development, reducing pollution and waste, making effective use of land and using resources efficiently

Objectives

It is an objective of the Council to:

- CCO 1.1** Support the implementation and adoption of the County Climate Change Adaptation Strategy and promote Naas as a key driver of the transition to a low carbon economy within the County.
- CCO 1.2** Support the effective and efficient use of land, prioritising the development of brownfield land in preference to greenfield land.
- CCO 1.3** Support proposals for new development that seek to ensure reduced energy use, energy efficiency and the use of renewable energies

CCO 1.4 Seek sustainable or green travel plans in appropriate developments.

CCO 1.5 Support proposals for retrofitting buildings that demonstrate a commitment to reducing energy use or the use of renewable/clean energy sources.

CCO 1.6 Seek integration of positive climate change mitigation and adaptation measures in all planning applications. Promote the use of biodiversity techniques, blue and green walls and roofs and Sustainable Urban Drainage Systems (SuDs) and support the design of developments that minimise the usage of fresh water supplies and the harvesting of 'grey' water for re-use.

Actions

- To drive the climate action agenda to provide for a continued approach to sustainable development in Naas.
- To seek funding to achieve climate change adaptation objectives within the town.

8. Urban Regeneration and Development Strategy

Aims:

- *To develop a robust and design-led urban regeneration and development strategy; to maximise the strengths of the town; to promote sustainable movement;*
- *To integrate new and regenerated areas within the historic core in a manner that is both contemporary and complementary of the existing urban structure and heritage of the town and;*
- *To create an integrated and commercially robust, liveable and sustainable town.*

8.1 Background: Past Development and Present Challenges

8.1.1 Historic Development

The urban development of Naas has its origins in the medieval period with evidence of this historic fabric still visible around St David's Church and Castle, the North Moat, the Fairgreen and in the informal layout of the streets. Over the following centuries Naas remained a small but strategically located market town. Naas began to expand again in the eighteenth century with building widths, burgage plots and overall style of development being typical of other important Irish towns. The nineteenth century saw consolidation and further expansion around the town centre. However, this growth was limited in nature, indeed the extent of the town and general pattern of the streets had by mid-twentieth century, changed little from that at the close of the Georgian period in the early 1800s.

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

8.1.2 Recent Development Trends

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

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

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

8.1.3 The Urban Structure of Naas: An Overview

The urban structure of Naas can be described as having a late twentieth century, low density and car dependent form with a highly legible eighteenth century urban core. The disjointed relationship between the historic core and the periphery is perhaps best seen in the figure ground diagram (refer to Figure 8.1), which shows the built-up area of the town centre and its immediate hinterland. While occupying a relatively small footprint of Naas, the intensive development within the town centre, is readily visible and appears to be the most legible feature of the urban structure. The change in the pattern of development outside the core is abrupt and dramatic, with the surrounding development appearing to have a very fragmented, low density and residential character. The image of the street and block pattern of the town (refer to Figure 8.2) highlights the car-orientated and poorly integrated nature of much of the urban form, where impermeable cul-de-sacs in residential estates are a dominant feature.

Figure 8.1 Figure ground diagram of Naas Town Centre (below left) and **Figure 8.2** Street and block diagram of Naas Town Centre (below right)



Figure 8.3 Open space in Naas Town Centre (Lower Left) and **Figure 8.4** Urban Core of Naas (below right)



8.1.4 Opportunities to Create an Integrated Urban Structure

While the challenges affecting the current urban structure of Naas are considered to be substantial, it is noted that there are several areas of opportunity that if acted upon would result in the creation

of a more integrated urban structure and a more connected town. These areas can be summarised as follows:

1. Connecting the town centre and the periphery

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

2. Integrating residential areas into the urban structure

The tendency to create large isolated blocks of housing has created disconnected and car dependent residential areas that lead to the fragmentation of the overall urban structure. The preparation of a permeability study (refer to Section 4.3.3) will investigate the possibilities of how these areas can be integrated into legible, connected and permeable neighbourhoods, serviced by accessible social and community infrastructure. This approach must then inform future residential development to ensure that Naas grows in a coherent and unified manner.

3. Using diverse movement networks as connective links

Movement infrastructure is biased towards facilitating private car access. Connectivity and permeability between key locations, destinations and residential communities is poor and has led to fragmentation of the town and the excessive use of a small number of routes. The presence of a substantial amount of open space and several water bodies offers a good basis for overcoming these challenges (refer to Figure 8.3). For example, the Grand Canal offers a unique opportunity to develop an off-road sustainable movement route to connect the northern, western and south-western hinterlands with the urban core of Naas.

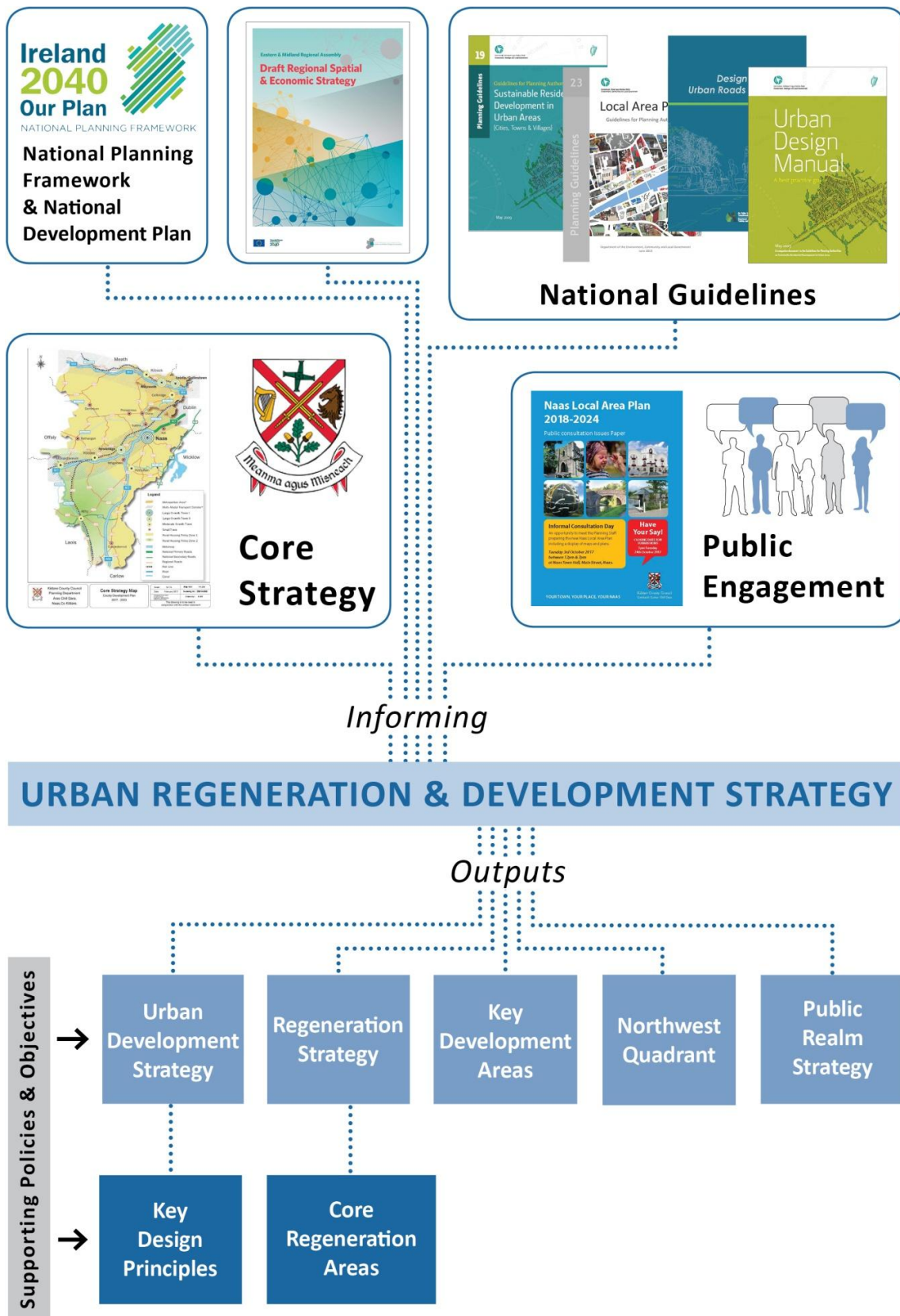
While it is acknowledged that congestion is due to partially completed orbital routes and limited town road-networks a sustained investment in cycling, walking, and public transport modes of traffic is required.

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

The existing public realm of Naas is highly fragmented, under-exploited and suffers from high levels of traffic movement and congestion which detract from the overall experience of the town, particularly in the historic core. A strategic approach to the public realm, combined with a comprehensive transport management strategy, and a pedestrian and cyclist friendly movement network, is a very effective way to generate and sustain spatial unity in the urban structure over the longer term.

8.2 Overview of the Urban Regeneration and Development Strategy

Figure 8.5 The inputs and structure of the urban regeneration and development strategy



8.2.1 Purpose and Structure

The Urban Regeneration and Development Strategy has been developed to address the challenges affecting the future development of Naas identified in Section 8.1. In developing a response to the challenges input from key stakeholders including members of the public and prescribed bodies has been critical. The relevant Section 28 Ministerial guidelines and plans including the Transport Strategy for the Greater Dublin Area and Project Ireland 2040, as well as the Core Strategy of the Kildare County Development Plan (2017-2023) were also of key importance. The strategy acknowledges these policy inputs and the parameters that they set.

The overall strategy has a set of defined outputs (refer to Figure 8.5), each of which aims to address particular issues of identified weaknesses. The urban development strategy element seeks to realise the stated long-term vision of Naas by expanding on the 7 core themes outlined in Chapter 1 to direct the spatial and economic development of the town and to strengthen and consolidate its urban structure. This is supported by specific urban design principles that are intended to provide improved outcomes in the quality and experience of the built environment in Naas.

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

8.2.2 Development in Core Regeneration Areas, Key Development Areas and the Northwest Quadrant

The LAP has identified Core Regeneration Areas, Key Development Areas and the Northwest Quadrant lands for the purposes of regeneration and urban expansion. Each area shall be the subject of comprehensive integrated schemes that allow for sustainable, phased and managed development of each identified area during the plan period and beyond.

Any planning application for the development of lands within these areas will only be considered where it can be shown that the development proposal would not undermine the achievement of the overall objectives and design framework for the specific CRA, KDA or the North West Quadrant, and would contribute its 'pro rata' share of the public infrastructure and facilities set out in this plan for that area. The urban design framework for the CRAs and KDAs are indicative only and may be altered in light of eventual road and service layouts, detailed design and topography, subject to compliance with the criteria set out in the relevant urban design framework.

8.2.3 Site Specific Objectives

The purpose of a Site Specific Objective is to guide developers as to the intentions of the LAP regarding the development of certain lands outside of the designated CRAs, KDAs and NSQ (refer Chapter 10 Implementation, Section 10).

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

Indicative densities for residential developments in these areas should take cognisance of Table 3.2 in the Kildare County Development Plan 2017-2023 and the Section 28 Planning Guidelines. Planning applications for apartment developments (including shared accommodation units) must have regard to the Section 28 Planning Guidelines on Design Standards for Apartments (2018) and Urban Development and Building Heights (2018).

8.2.5 Co-operation between Landowners/Developers

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

8.2.6 Vacant Sites and Derelict Buildings

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

The Urban Regeneration and Housing Act 2015 provides for a levy on registered vacant sites and is supported by Objective EO 22 in the Kildare County Development Plan 2017-2023, where such a levy is to be applied to vacant sites in lands zoned for Town Centre, Regeneration and Residential Uses. The vacant site levy represents part of a continued shift in national policy towards active land management within our urban settlements, and is envisaged to play an important role in the future development of Naas, particularly with regard to sites within the designated core regeneration areas of the town centre, other regeneration lands and lands zoned for residential use.

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

8.2.7 Aligning the Urban Regeneration & Development Strategy with the National Planning Framework

The Urban Regeneration and Development Strategy is closely aligned with the relevant National Strategic Outcomes, Investment Priorities and National Planning Objectives of the NPF. This is to both recognise its overarching position at the top of the hierarchy of plans whilst also acknowledging that the NPF places particular emphasis on the towns as environmental assets that can “accommodate changing roles and function, increased residential population and employment activity and enhanced levels of amenity and design quality in order to sustainably influence and support their surrounding area” (National Strategic Objective 6). It is noted that the NPF is supported by a €2 billion Urban Regeneration and Development Fund (National Planning Objective 7) covering the period 2018-27. Accordingly, the Urban and Regeneration Strategy of this LAP is designed to act as a ‘business plan’ to attract the funds needed to realise the vision of a regenerated and vibrant urban core.






Certain critical aspects of the Urban and Regeneration Strategy such as the objective to prepare and implement a Public Realm Strategy for Naas (refer to Section 8.3.4) are also strongly supported by the NPF:

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

National Planning Framework, p.146

Table 8.1 How the Naas Urban regeneration and Development strategy aligns with the NPF

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

8.3 Urban Development Strategy

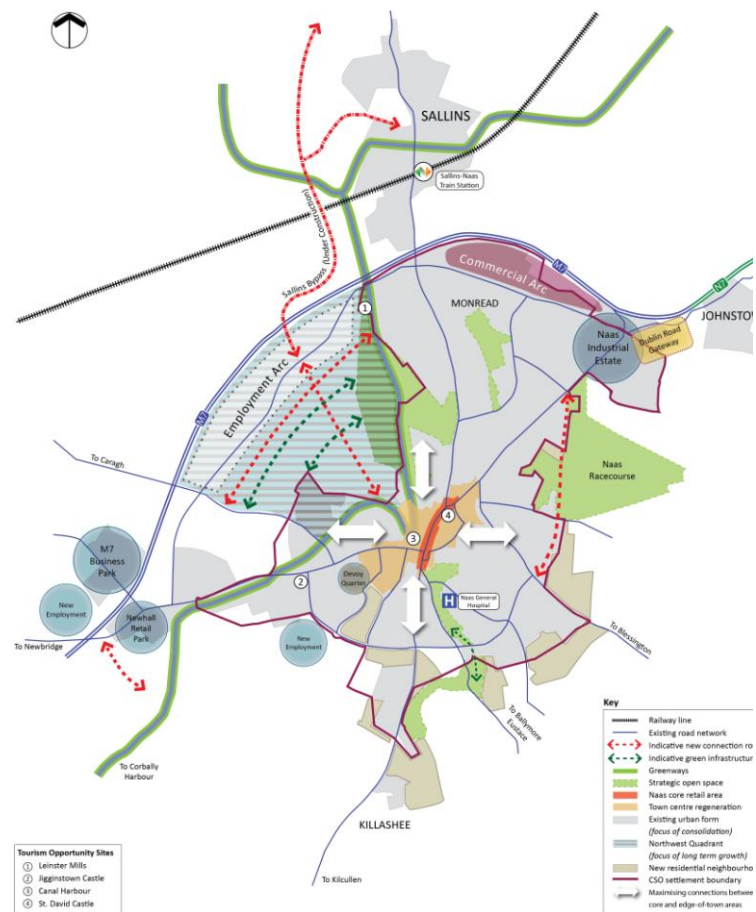
8.3.1 Urban Development Strategy for Naas

The Urban Development Strategy for Naas represents a continuation of the principles outlined in the Naas Town Development Plan (2011-17) which sought to consolidate the overall growth of Naas, direct its long term expansion towards the Northwest Quadrant and identify opportunities for regeneration within the town centre. In this LAP, the 7 core themes and strategic 2040 Vision for Naas outlined in Chapter 1, along with new and emerging planning policy at national and regional levels have provided a much greater level of focus in directing and shaping the future growth of the town. The intentions of the 7

core themes regarding the overall spatial development of Naas can best be seen in Figure 8.6. This conceptually illustrates the main principles guiding the physical development of the town, including the following:

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

Figure 8.6 Naas Development Strategy



8.3.2 Key Urban Design Principles

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

- (i) **Coherence of the Urban Form:** Creation of new built form that is in keeping with the surrounding urban context. Such developments should seek to achieve continuity and enclosure through the construction of strong urban edges and legible built form.
- (ii) **Permeability and Accessibility:** The development of a hierarchy of connected streets and spaces which are easy to get to, move through and prioritise people before traffic. Improve overall movement and connectivity within the town, with a particular focus on design awareness for pedestrians and cyclists.
- (iii) **Quality of Open Space:** The provision of high-quality open spaces within developments that are valued by people who use them on a daily basis or pass through them. Open spaces should provide character and be a focal point for all developments, and should not be overly dominated by hard landscaping and car parking.
- (iv) **Place and Character:** Built form which creates an identity and reinforces locally distinctive patterns of townscape and landscape while securing compact growth based on regeneration and consolidation of the town through the use and adaptive re-use of structures, infill development and legible new urban development.
- (v) **Adaptability and Variety:** The development of built form that is robust enough to respond to changing social, technological and economic conditions. Ensure that built form typologies are varied within development schemes to maintain a level of interest in the urban environment.
- (vi) **Vibrancy:** Increase the number of people living and working in the town centre; Promote and increase the number of people visiting Naas for shopping, socialising, cultural and recreation activities.
- (vii) **Attractiveness:** Ensure that attractiveness in new and regenerated buildings is achieved through the use of high-quality design, layout and material finishes.
- (viii) **Diversity of Function and Use:** Promoting choice through a mix of compatible developments and uses to create a place that responds to the long term needs of a growing community.
- (ix) **Environmental Sustainability:** The promotion of local biodiversity; allowing the development and connection of the town's green infrastructure network, where new wildlife habitats become established and existing ones are protected and enhanced.

8.3.3 Public Realm Strategy

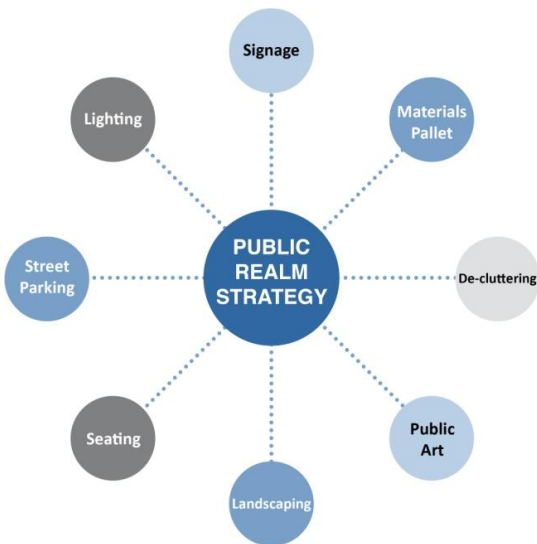
The quality of public realm is a critical factor in underpinning overall livability and quality of life of a town. A high-quality public realm greatly assists in the development of a people-centred, child-friendly, and age-friendly town that not only supports inclusion and social participation, but also supports businesses through the increased footfall that results from an attractive, comfortable, and safe urban environment.

There is huge potential for Naas to develop a high-quality public realm resource in the future. Currently however, as noted earlier in this Chapter, the quality of the public realm in Naas is poor and in many cases dominated by vehicular movements. The fragmentation and disconnection, existing in the urban structure of the town as a whole, also impacts negatively on the public realm. While Naas has many attractions, amenities, and recreational facilities, they are not efficiently connected. The successful future development of Naas requires a well planned public realm network with strategic routes which prioritise walking and cycling and make all of the town’s assets accessible.

8.3.4 Developing a Public Realm Strategy

It is intended to commence the preparation of a Public Realm Strategy for Naas within twelve months of the adoption of this plan. The strategy will be implemented on a phased basis during the lifetime of the plan and beyond, to support and facilitate the realisation and delivery of the Urban Regeneration and Development Strategy.

Figure 8.7 Developing a Public Realm Strategy



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

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

The public realm strategy will have special regard to the spatial proposals for the town centre outlined in Section 8.4 and the policies, objectives and actions outlined below.

Policy URD1 – Public Realm

It is the policy of the Council to actively encourage, support and facilitate environmental and public realm improvements in Naas to address environmental quality, urban design, architectural character, safety, and traffic impact.

Objectives

It is an objective of the Council to:

- URD1.1** Commence the preparation of a Public Realm Strategy for and implement it on a phased basis over the lifetime of the Plan and beyond.
- URD1.2** Ensure that the town centre is accessible to all members of the community, including people with disabilities, the elderly and people with young children.
- URD1.3** Actively engage with the community, developers and other agencies to secure resources

	for the enhancement, renewal and regeneration of the public realm in Naas.
URD1.4	Prioritise the enhancement of the streetscape and heritage assets of the town centre, to continue environmental improvements, to sustain and improve its attraction for living, working, visiting and investment.
URD1.5	Reduce the use of line-marking and signage on Main Street.
URD1.6	Investigate and explore options as part of the Naas Transport Strategy and Public Realm Strategy including:
	(i) The potential for developing a one way, looped system along Main Street;
	(ii) Rebalancing streets to become more pedestrian/cyclist friendly.
URD1.7	Actively consider the widening of pavement along suitable portions of North/South Main Streets to incorporate designated urban spaces/squares, parking, set down areas and potential for new tree planting.
URD1.8	Facilitate and promote the extension of and links to the Grand Canal and to optimise the use of the Canal Harbour area.
URD1.9	Investigate options to connect St David's Church and St David's Castle sites as an integrated heritage site and key tourist/community destination in the centre of the town.
Actions	
	<ul style="list-style-type: none"> • Prepare a Public Realm Strategy for Naas Town Centre and to implement its recommendations on a phased basis over the lifetime of the Plan and beyond. • Improve paving, street furniture and landscaping within the town centre and to seek to actively de-clutter/rationalise on a phased basis, signage, overhead wiring, road markings, lighting and street furniture in the town centre area in accordance with the recommendations of the Public Realm Strategy. • Address unauthorised signage in Naas Town Centre. Issues relating to unauthorised development and shopfront design within the town centre should also be highlighted in the Public Realm Strategy.

8.4 Regeneration Strategy

8.4.1 Purpose and Aims

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

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

The strategy, while designed to be ambitious is considered to be both realistic and achievable, is intended to capitalise on the huge potential of the town's existing character and assets. It is envisaged that full implementation of the Regeneration Strategy will extend beyond the timeframe of this Local Area Plan and is therefore designed to be delivered as part of a comprehensive long term plan-led approach guiding the development of Naas, as outlined in the strategic vision for Naas in Chapter 1.

8.4.2 Core Regeneration Areas

The Regeneration Strategy is developed around the designation of six Core Regeneration Areas (CRAs) located within the town centre. Based on the findings of a comprehensive urban appraisal of the town, the CRAs were selected due to their individual distinctive character, the unique challenges and opportunities that they face and the potential contribution they each can make to the future development of the town centre. The CRAs represent a development of the concepts and principles set out in the 2011-2017 Naas Town Development Plan, which outlined a series of development frameworks for identified *opportunity areas*. In preparing the Regeneration Strategy other research such as the Naas Collaborative Town Centre Health Check, the Naas Architectural Conservation Area Statement of Character (2018) and the town's Zone of Archaeological Potential have also been taken into consideration.

The CRAs are designed to act as catalysts for change within the town centre with each area being the subject of a flexible and responsive urban design framework to guide stakeholders, developers and Planning Authority. Emphasis will be placed on the physical and spatial quality of streets, spaces and the existing built form within each area. Each framework will set out spatial parameters and urban design principles to guide new development into the most appropriate locations. In keeping with the vision for Naas as outlined in Chapter 1, it is envisaged Core Regeneration Areas have the potential to make a sizeable contribution towards achieving the 30% target of all new housing to be developed within the existing built-up area. In relation to the issue of movement, the Regeneration Strategy seeks to balance the needs of roads users without compromising the development of sustainable modes of transport. Regeneration and development within the boundaries of Naas ACA will also be subject to the policies and objectives regarding appropriate development within the ACA (refer to Chapter 6 Built and Natural Heritage).

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

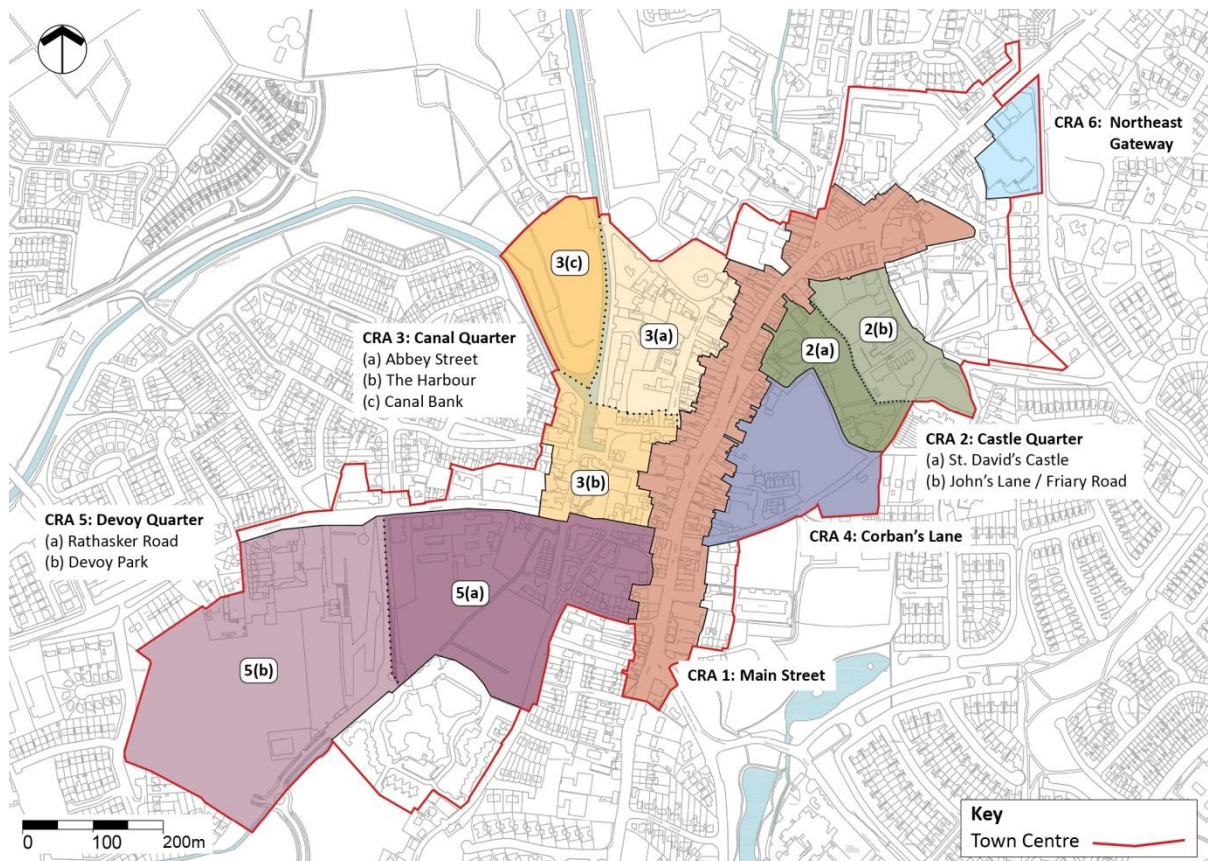
The framework for each CRA will therefore seek to:

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

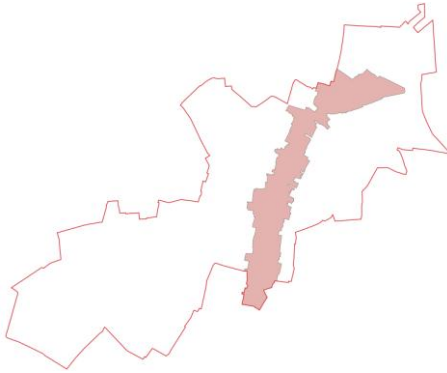
The six Core Regeneration Areas are identified in this plan as follows (refer to Figure 8.7). Due to the individual characteristics and spatial dynamics some CRAs have been subdivided (see below).

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

Figure 8.8 Core Regeneration Areas within the Town Centre



8.4.3 CRA 1: Main Street



Challenges and Opportunities

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

and activities. In this regard, the importance of its unique selling points; its independently owned boutiques and shops, and vibrant night-time economy should not be overlooked. Maximizing the use of space on upper floors along the Main Street should also be a key area of focus.

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

Envisaged Role

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

Figure 8.9 The inherent character and fine urban grain of the streetscape on South Main Street



Urban Design Framework

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

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

- 1. Poplar Square:** Historically a key urban space, however due to its location at one of the busiest junctions in the town the Square has become dominated by traffic and parking. The space must regain its lost function as an urban square. There is also potential for redeveloping Poplar House on the intersection of the junction between Sallins Road and Dublin Road.
- 2. Market Square:** Located at the point where South Main Street widens significantly, this space also links to St David's Castle via Church Lane, which has the potential to become a major visitor attraction (see CRA 2: Castle Quarter) and local amenity. The square, which already forms an impressive if congested and underappreciated public space, should be re-visioned as a civic plaza, which would act as the main point of entrance to the St David's Castle on Church Lane. Consideration could also be given to relocating the weekly Farmer's Market to Market Square so that it reclaims its historic market function.
- 3. Courthouse:** This building is a key civic set piece on Main Street and needs to be accorded special prominence within the public realm. Consideration should be given to creating a shared surface in front of the building where the street is at the same level as the footpath and is also paved with same material. This would not only signify the importance of the building within the town and also act as a traffic calming mechanism along this busy route.
- 4. Junction with Newbridge Road:** This busy intersection is intended to become a 4-crossroads junction that will link with Corban's Lane to the east. While making Corban's Lane more accessible from Main Street, a danger exists that such a heavily trafficked crossing will result in Main Street being severed at this point, thus undermining its historic spatial integrity and compromising the pedestrian experience. The development of a high-quality pedestrian crossing on all four arms of the junction is therefore of critical importance. The opportunity also exists for the insertion of a high-quality piece of contemporary architecture on the southeast corner of this junction to provide a strong and active urban edge.
- 5. Fairgreen:** This location at the junction of Kilcullen Road and Ballymore Road has a poorly designed pedestrian environment with an excessive amount of hard open space that lacks enclosure. The need to create an attractive southern gateway to Naas at this important junction is critical. The space also represents the town centre's link with the Fairgreen Park and as such, the entrance to this hidden gem must become focal point to a key amenity space and an important off-road connection to the south of the town.

Key Design Principles for CRA 1: Main Street

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

Figure 8.10 Design Framework for CRA1: Main Street



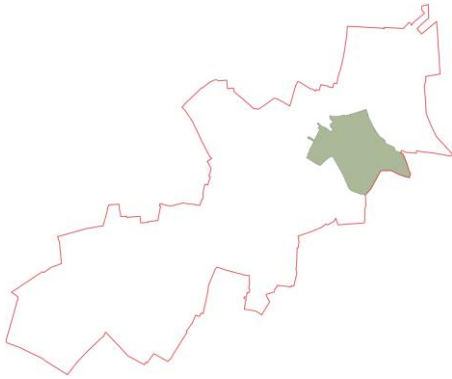
- 1. Poplar Square
- 2. Market Square
- 3. Courthouse
- 4. Newbridge Road Junction
- 5. Fair Green



Key

Existing landmark		Improved links	
New landmark building		Envisaged/Potential Routes	
Mixed use (3-4 storeys)		Soft landscaping measures	
Key public realm intervention		Improved entrance to Fair Green	

8.4.4 CRA 2: Castle Quarter



Challenges and Opportunities

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

the late 1990s has resulted in dilapidation and neglect of the main structure. The CRA also has the added challenge of being located adjacent to the unfinished Corban's Lane Shopping Centre.

For a location so proximate to the centre of activity the remaining lands within the quarter, aside from St David's Church, are remarkably under-utilised with a large proportion comprising a number of surface car parks, under-used buildings or vacant and derelict sites. Thus, despite its unique historic attributes, the Castle Quarter presently constitutes a closed-off and impermeable block, making little meaningful contribution to the vitality and vibrancy of the urban core. St David's Castle represents a major opportunity to deliver a unique amenity for Naas which can exploit the historic character of the site, re-imagine a sense of place and strike multiple chords across the cultural, community, tourism and economic spectrum. Its historic provenance, location just off Main Street, and relationship to a series of adjacent CRAs suggest that St David's Castle is a critical site in delivering a new focal point for Naas and expanding the town centre eastwards.

Envisaged Role

It is envisaged that the Castle Quarter would become the major visitor 'destination' and community gathering space within the town; with St David's Castle acting as an interpretive centre that could tell the 'story of Naas' and become the starting point of a cultural and historic trail which could link with the other key sites in the town such as the Town Hall, St David's Church, the North Moat, the Moat Theatre and the Canal Harbour. New configurations of urban form resonating with the existing historic fabric and responding to the topography of the area would connect with the patterns of adjacent sites and deliver an interesting sequence of urban spaces. In these areas regeneration would focus on mixed use and residential development.

Urban Design Framework

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

St David's Castle and Environs

The framework places strong emphasis on opening-up the site to the public and unveiling the town's hidden assets by providing increased access and visual links to the historic core. In this regard potential routes between the Castle and the Main Street through the grounds of St David's Church

are desirable options as they represent the most direct connections between the Castle and the most active area of the town. In order to realise its potential as a key attraction, it is an objective of the LAP to undertake a masterplan to provide a detailed vision for the Castle Quarter which would also consider how the site could be brought into public ownership.

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

John's Lane/ Friary Road

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















Key Design Principles for CRA 2: Castle Quarter

- Ensure that St David's Castle constitutes a key visitor and community destination within Naas.
- Develop a more accessible, permeable and inviting quarter by focusing on the creation of new connections throughout the Castle Quarter and the development of a high-quality public realm.
- Protect the existing historic character of the area by ensuring that any new development responds appropriately to the area's undulating topography. New development should also respond sensitively to boundary interfaces along John's Lane and Church Lane.
- Develop a quality off-road landscaped route along the Millrace stream and eastwards towards Blessington Road that caters for both pedestrian and cyclists.
- Ensure that any regeneration incorporates existing green infrastructure. In particular, the Millrace stream should become a central feature of the regenerated area.
- Allow for the sensitive and appropriate insertion of openings in the wall along Church Lane to cater for pedestrian/cyclist access to new developments.
- New urban form should be of a high-quality and contemporary design whilst also respecting the scale, massing and fine-grain of the surrounding buildings.
- The quality of routes directly linking to Main Street should be enhanced e.g. John's Lane becoming a one-way street.
- Consider innovative options for off-site parking provision in new developments within the St David's Castle area.

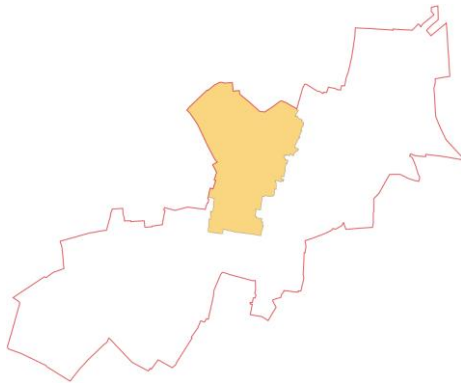
Figure 8.11 Design Framework for CRA2: Castle Quarter



Key

Existing landmark		Pedestrian/cyclist route	
New landmark building		Improved links	
Mixed use development (3-4 storeys)		Envisaged/Potential Routes	
Mixed use development (4-6 storeys)		Potential (off-street) route	
Residential (3-4 storeys)		Soft landscaping measures	
Area subject to Masterplan		Vehicular access	
Key public realm intervention		Key Views	

8.4.5 CRA 3: Canal Quarter



Challenges and Opportunities

The lands comprising the Canal Quarter are located to the west of the Main Street and extend from the Canal Harbour to the south, the North Moat to the north and greenfield lands on the opposite canal bank to the west. Due to its location to the rear of the Main Street most of the built-up area has a backland character and is dominated by vacant units, vacant sites and large service yards. There is a residential presence in the area but this is mainly confined to Basin Street, Abbey Road and along

the canal towpath. It is noted that the CRA is also the location of important civic institutions such as the Moat Theatre and the Library. The presence of the Grand Canal, its Harbour and the North Moat do much to provide the area with a unique sense of place within the town. However, it is considered that the general lack of commercial activities in conjunction with a poorly configured urban structure and public realm prevents these unique features from being appreciated or utilised to their full potential.

The present challenges and constraints facing the Canal Quarter also have the potential to contribute to its rejuvenation. For example, the development of a portion of the identified underutilised lands would generate new activities and uses, which would in-turn, encourage further investment in the area. The opportunity also exists for the Canal Quarter to make its archaeological, historical and industrial heritage a key focus, and in the process become one of the most visually attractive and legible districts within the town.

Envisaged Role

In utilising and investing in its existing assets and developing new activities and amenities, the Canal Quarter can become the creative district of Naas; home to the town's most important cultural and civic institutions, a diverse mix of independent shops and businesses interspersed with restaurants, cafés and bars, all at the centre of a vibrant new residential community.

Urban Design Framework

While it is defined by the presence of the Grand Canal, the Quarter despite its compact size is varied and includes not only brownfield sites but also a substantial area of greenfield land. As a response to this internal diversity, the framework will focus separately on the areas around Abbey Street, the Canal Harbour and the lands west of the Canal, hereinafter referred to as Canal Bank. It is however, considered that there are certain urban design concepts and principles that can be applied to the entire Quarter. These cover the issues of sustainable movement and land use.

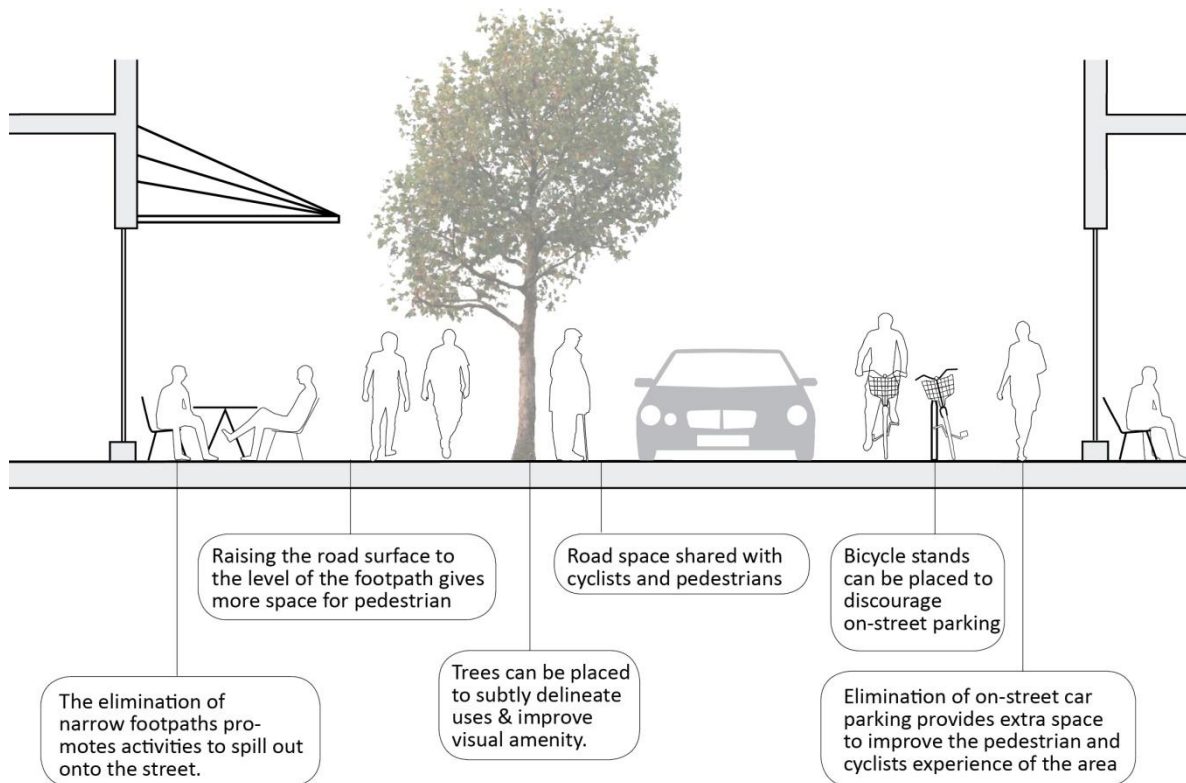
The Canal Quarter and Sustainable Mobility

The Canal Quarter is perhaps the most strategically important Core Regeneration Area in Naas in terms of its location. It has the potential to act as a key link and starting point of a series of sustainable movement corridors between the town centre and its hinterlands to the southwest and west (Corbally Harbour) and northwest (Northwest Quadrant) and the North (Millennium Park,

Sallins village and train station). In this respect it is noted that the Canal itself is intended to become a greenway corridor connecting the town to Sallins and to Corbally Harbour (refer to Chapter 4 Movement and Transportation, Objective MT02.5). A new connection between the Town Centre and the Northwest Quadrant through the Canal Quarter is of critical importance to the future development of the town. The exact role and nature of such a connection will be defined by the Naas Transport Strategy.

The Canal Quarter does not facilitate through traffic. This is an unusual feature within Naas that should be utilised to its full advantage with only necessary vehicular movement being accommodated within this Quarter. An interesting idea of how this could be realised is through the concept of shared space, where the street becomes a shared surface on which cars, pedestrians and bicycles intermingle freely and informally (see Figure 8.12 below). Shared space has the effect of slowing down vehicular movement and works best in areas characterised by low traffic levels and without through traffic, but where car access is still required for residential parking etc. It is considered that the Canal Quarter is an ideal location for such a concept to be implemented. Indeed it is noted that such a practice is already occurring in a haphazard manner as the majority of routes lack any footpaths. Formalising a shared space street layout within the area (with its scope and design to be finalised in the Public Realm Strategy) would realise a key aim of the Regeneration Strategy; to balance the needs of roads users without compromising the development of sustainable modes of transport, would be achieved in a workable and meaningful way within the Canal Quarter.

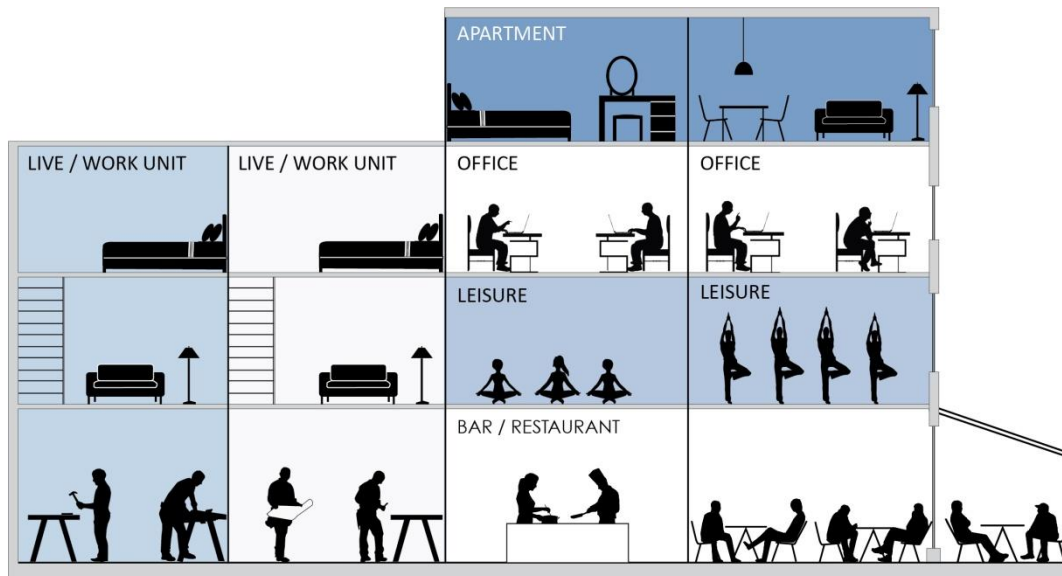
Figure 8.12 The concept of shared space



Land Uses in the Canal Quarter

The consolidation of the town centre requires the restoration of an intensive pattern of vertical land uses where there are multiple activities taking place on different floors within the same building. This is particularly important in the Canal Quarter where such a concentrated mix of uses is considered a vital ingredient in bringing vibrancy and activities into the area.

Figure 8.13 A desired vertical mix of uses in the Canal Quarter



With regard to the Figure 8.13 (see above), it is considered that if such a scenario were to be replicated throughout the Canal Quarter it would not only result in the development of a vibrant district but also the creation of a sustainable neighbourhood. In promoting a vertical mix of uses in the area careful consideration should also be given to the provision of live-work units. This would create much-needed active ground floor frontages and also help define the area as a centre of independent, specialist and creative employment uses.

Abbey Street

One of the key attributes of Abbey Street is its position one block away from the Main Street and connected to it by three underutilised laneways. Abbey Street is therefore perfectly positioned to provide depth to the commercial core of the town whilst also extending the centre of activities to the west. The framework places particular emphasis on the enhancement of the laneways as critical links. In this regard both the quality of the public realm and the land uses fronting onto these laneways should be addressed. As noted previously, it is envisaged that the Grand Canal itself will become a sustainable transport greenway; accordingly Abbey Street's existing connections to the Canal require enhancement, and the potential development of new routes should be explored.

Figure 8.14, Figure 8.15 and Figure 8.16 Laneways leading from Abbey Street to Main Street

Abbey Street is home to significant assets, which this framework seeks to exploit. The historic North Moat acts as a terminus to the northern end of the street, and the Moat Theatre sits adjacent. The rear of the Town Hall has an extensive frontage onto Abbey Street. Some commercial businesses are utilising rear connections to Abbey Street and creating new thresholds, which is seen as a catalyst in the regeneration of this street. The eastern side of Abbey Street which effectively operates as a service entrance to premises on Main Street has huge potential for regeneration, both in relation the redevelopment of vacant or underutilised sites and the creation of new active frontages.

The Eir site presents an important opportunity to create a new link between the town centre and the Grand Canal. An alternative use for this rare surviving example of Brutalist architecture offers considerable potential for cultural and community uses. The adjacent service yard is ideally located to accommodate a redevelopment which could incorporate a new public route to the Canal Harbour. To the north of this potential route, another new link to the Canal could be achieved through the existing Kildare County Council owned car park and the lands beyond to the west. The two routes, if lined with strong and active street frontages, could together provide for a more permeable and intimate quarter.

Figure 8.17 View of North Moat and spire of St. Mary's Church (below, left), **Figure: 8.18** Eir Building (below, centre) and **Figure 8.19** New fine-grain built form on Abbey Street (below, right)



Regarding the realisation of a new creative cultural hub within the Quarter, the Town Hall and the existing Eir building are perfectly placed to be re-purposed for cultural/civic uses that would complement the existing Moat Theatre. Indeed, there is currently a proposal to relocate the library to a refurbished and extended Town Hall. The development of such activities will create new synergies in the area, providing it with a distinctive new character and attracting increased public

interest. The North Moat offers striking prospects of Naas' townscape and has the potential to become a viewing platform for the town.

Canal Harbour

The Canal Harbour and historic canal infrastructure endows this part of Naas with a unique character that also forges physical, psychological and historic connections with the town's hinterland and the wider network of canals in Kildare. Despite the exceptional qualities of the harbour and its physical proximity to Main Street, the area is disconnected and somewhat invisible due to the lack of connections between Main Street and the Canal, and the absence of active land uses.

Notwithstanding its current understated and underperforming role, the public participation events during the preparation of the LAP indicated a consensus that the harbour area is important for the town and offers major potential in terms of heritage, natural environment and tourism.

Figure 8.20 Harbour Basin and Former Warehouse



Figure 8.21 Former Market House



The framework therefore places a particular focus on the harbour basin. While the area currently lacks active uses, the attractive Vie de Châteaux restaurant to the southwest of the basin shows the potential for the further development of similar uses around the basin. In this regard, the use of the Market House (currently derelict) and the historic warehouse on the water's edge are of critical importance in reinvigorating the area. The existing public library is another opportunity site that should be taking advantage of given its location in the Canal Harbour which could create a highly active focal point on the waterfront.

The Canal Harbour can become one of the most important cultural, tourist, and mixed use locations in Naas. Through an integrated regeneration and development approach, the harbour can become a key destination that reintroduces the Grand Canal to the centre of the town and connects the town through walking and cycling routes back to the waterfront and its wider hinterland. As part of improving connections to the retail core there is the opportunity to create a new route through the existing vacant lands to the east of the Harbour Basin which would connect to the Main Street via an existing laneway to the south of the Leinster Leader offices, currently serving Naas Printing Ltd. This new route, if realised, would be defined by a fine-grained built form with active frontages and could bring increased permeability and patronage to this important part of the Canal Quarter. While it is noted that site may need to be re-graded to accommodate such development, there is also the

possibility of providing some car parking within one of the new perimeter blocks that would be formed. Cars would access this car park from New Row to the south (refer to Figure 8.25).

The presence of the Canal Harbour can be brought into even greater focus through the development of boat moorings at strategic locations around the harbour and along the canal towpath. This would create activity on the water, lending further interest to the area. The public realm around the harbour also needs to be revised as the area is currently cluttered in nature, hindering both pedestrian access and detracting from its visual amenities. Its function as an alternative high-quality link between the town centre and the Devoy Quarter to the southwest also needs to be fully appreciated.

Canal Bank

Across the canal to the west lies the Canal Bank, which despite being located less than 200 metres from Main Street, is relatively inaccessible and is currently used for agricultural purposes. It is therefore vital that the necessary links and access routes are put in place prior to its development. These routes are also necessary for the envisaged network of sustainable movement routes in Naas.

Figure 8.22 The Canal Bank as viewed from the Grand Canal towpath



It is intended that Canal Bank will become a distinct but well-connected urban neighbourhood. The built form of the area should support a fine-grained residential district with an element of commercial uses and comprise of a series of streets, routes, urban spaces and courtyards that would achieve an inherent sense of place. The framework envisages the street and building layout both incorporating the existing features of the site and having an intimate relationship with the water. A successful interface between the new neighbourhood and future development of the adjacent Northwest Quadrant lands will also need to be forged.

Figure 8.23 Example of new fine-grain development in Cambridge, UK and **Figure 8.24** Example of contemporary canalside development in suburban Amsterdam



This site will be linked to the canal harbour and town centre via a number of pedestrian/cycling bridges. Vehicular access will initially be achieved via a new route to the northwest linking the site with Finlay Park. As there will be no through routes within the Canal Bank, vehicular access and egress will be provided to residential and commercial buildings where necessary but the area will be dominated by sustainable modes of transport.

The framework also provides for the development of a wetland style neighbourhood park within the southern portion of the Canal Bank lands. The majority of the site is currently designated 'wet grassland' in the Habitat and Mapping Survey of Naas (2018) and therefore represents a prime opportunity to be incorporated into the strategic green infrastructure network of the town. Provision is also made for a striking piece of public art to be positioned in the water at the southern tip of the new park. This would create a focal point in the area and add to the overall legibility of the district as a creative hub within the town.

Key Design Principles for CRA 3: Canal Quarter

General (to be applied to entire Canal Quarter CRA)

- Create a district where sustainable transport modes dominate by providing for shared space streets throughout the Canal Quarter.
- Encourage creative activities by promoting a wide and diverse range of vertical land uses including the provision of live-work units within the Quarter.
- Provide for an upgraded public realm with particular emphasis on Abbey Street, the connecting laneways to Main Street and the Canal Harbour.
- Incorporate the future Corbally-Naas-Sallins Greenway into the public realm of the CRA.

Abbey Street

- Provide for the creation of new pedestrian/cyclist routes from Abbey Street to the canal. These new routes should have similar dimensions in width to the existing laneways and active frontages throughout.
- Promote the repurposing of the Eir Building as a new cultural and civic venue for the town.
- Investigate the possibility of bringing the entire North Moat site into local authority ownership.
- Encourage and facilitate the development of new fine-grain build form with active frontages within the area.
- Ensure that the Town Hall Library development project creates new visual and pedestrian links into the Town Hall site from Abbey Street, Moat Lane and Town Hall Lane, having regard to the historic integrity of the structure.

Canal Harbour

- Provide for the creation of a permeable and inviting area by developing a new pedestrian route between Main Street South (the current access lane to Naas Printing Ltd.) and the Harbour Basin. This route shall be defined by new build form with active frontages at ground floor level.
- Facilitate strategic car parking provision within the perimeter block of the site identified a 'car park' in Figure 8.25.
- Promote and facilitate an alternative more publically accessible re-use of the existing public library.
- Encourage new build form to be developed at identified sites around the Harbour Basin.





















Canal Bank

- Facilitate the development of the Canal Bank by providing for new pedestrian/cyclist bridges over the Grand Canal.
- Promote the creation of an urban neighbourhood characterised by sustainable densities with a fine-grain built form that has a strong relationship with the water.
- The urban structure shall be composed of a series perimeter blocks with residential units comprising a mixture of apartments and townhouses.
- Provide for the creation of a wetland style neighbourhood park along the southern portion of the Canal Bank.
- Provide for a striking piece of public art to be sited at the southern point of the Canal Bank.
- Ensure that any development within the Canal Bank is integrated with the designated Key Development Area (KDA: Naas West) to the north and does not close off any options for future connections.

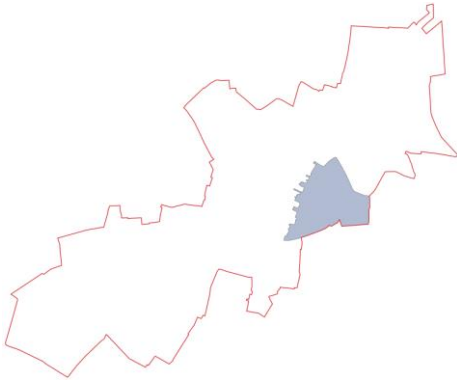
Figure 8.25 Design Framework for the CRA 3: Canal Quarter



Key

Existing landmark		Improved links	
New landmark building		Envisaged/Potential Routes	
Mixed use (1-2 storeys)		Vehicular access route	
Mixed use (3-4 storeys)		Pedestrian route	
Residential (3-4 storeys)		New greenway route	
New civic/community venue		Pedestrian/ Cyclist Bridge	
Potential extension to new civic venue		Soft landscaping measures	
Potential built form edge		Area subject to Masterplan	
Public Art		Key view	
Key public realm intervention		Panoramic view	

8.4.6 CRA 4: Corban's Lane



Challenges and Opportunities

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

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

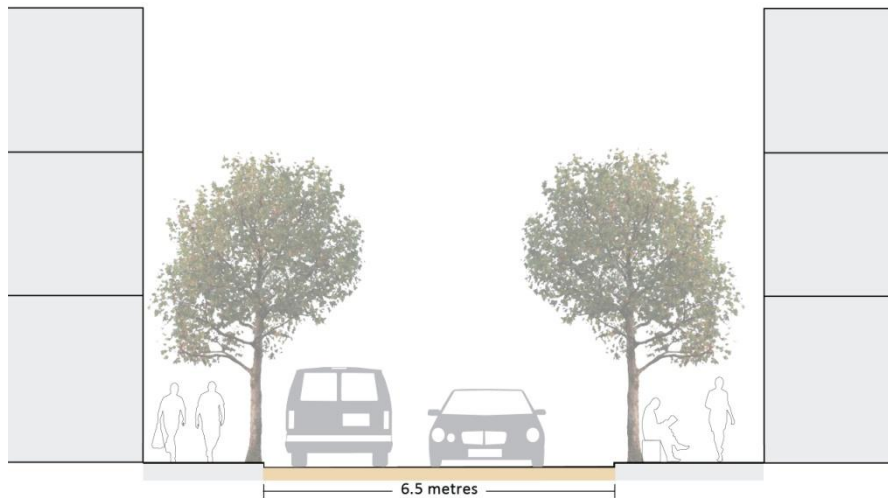
Despite the numerous challenges and constraints facing the area, the opportunity exists to create a transformed and a rejuvenated area. Such an outcome would also be hugely beneficial to both Main Street and the Castle Quarter. In order to enable such a transformation to occur the issues currently affecting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

Envisaged Role

The envisaged role of the CRA is therefore to support and consolidate the commercial spine of the Main Street by hosting a mix of complementary uses. This would enable the expansion of town centre activities eastwards along newly created links characterised by a high-quality public realm and enlivened by active frontages at ground floor level.

Urban Design Framework

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

Figure 8.26 Corban's Lane – an urban street

The resolution of the incomplete Corban's Lane Shopping Centre site is of critical importance to the future of both this Core Regeneration Area and the wider commercial core of the town centre. In this regard, due to the uncertainty surrounding the future development of the site two alternative design solutions have been developed to cater for different potential development outcomes.

- Scenario A:** The shopping centre is completed in a form that is generally in keeping with the initial proposal. Under these circumstances the framework seeks to work around the existing mass and layout of the shopping centre. While the structure poses substantial constraints, there is the potential to create strong urban edges with active frontages along the southern periphery of the site on Corban's Lane. There is also the possibility for the sensitive and appropriate insertion of new active frontages along Church Lane. The sensitive retro-fitting of a pedestrian link through the centre to a location proximate to the entrance of St David's Castle would be encouraged in order to help promote connections between the site and any new visitor attraction within the Castle grounds (refer to Figure 8.27).
- Scenario B:** This option revolves around the removal of all elements of the un-built structure on the site above ground floor level. It is considered that this scenario would allow for a more responsive and adaptive designed solution to the present constraints of the site. In this development context, new pedestrian routes from the Main Street, Church Lane and Corban's Lane would converge onto a public plaza in the centre of the site. It is envisaged that such routes would not be enclosed but rather mirror the dimensions of the existing historic laneways within the town and would be lined with an array of active uses (refer to Figure 8.28).

It should be noted that both scenarios allow for a substantial number of car parking spaces to be retained on the site. A portion of this parking could be kept to service residential developments in adjoining districts (refer to CRA 2 Castle Quarter: John's Lane/ Friary Road).

Key Design Principles for CRA 4: Corban's Lane

General

- Re-design Corban's Lane as an urban street in accordance with DMURS Guidelines (2013) and provide for the upgrading of the public realm within the area.
- Encourage the development of a strong building edge along the southern side of Corban's Lane
- Ensure that new built form is of a high architectural quality; providing a strong vertical emphasis and incorporating a fine urban grain, with active frontages at ground floor level.
- Protect the existing historic character of the area.
- Ensure that any new development deals appropriately with the area's sloping topography.
- Allow for the sensitive and appropriate insertion of openings in the wall along Church Lane to cater for the development of new active frontages.
- Ensure that parking is contained within the interior of development sites.
- Have regard to the existing amenities of the surrounding buildings.
- Encourage a portion of the car parking spaces within the Corban's Lane Shopping Centre site to be set aside for the use for residents of neighbouring areas (i.e. within CRA 2: Castle Quarter)

Scenario A

- Provide for active frontages along the southern perimeter of the Corban's Lane Shopping Centre site facing Corban's Lane.
- Provide for access from the Shopping Centre site to Church Lane in the vicinity of the entrance to St David's Castle.

Scenario B

- Provide for the creation of a permeable and inviting area by development of a number of pedestrian routes through the Shopping Centre site from Main Street, Church Lane and Corban's Lane, which would converge on a high-quality public space within the centre of the site.
- These new routes should have similar dimensions in width to the existing laneways within the town and have active frontages throughout, including any new built form addressing Corban's Lane.
- The overall height of the development should be between 3 and 4 storeys.

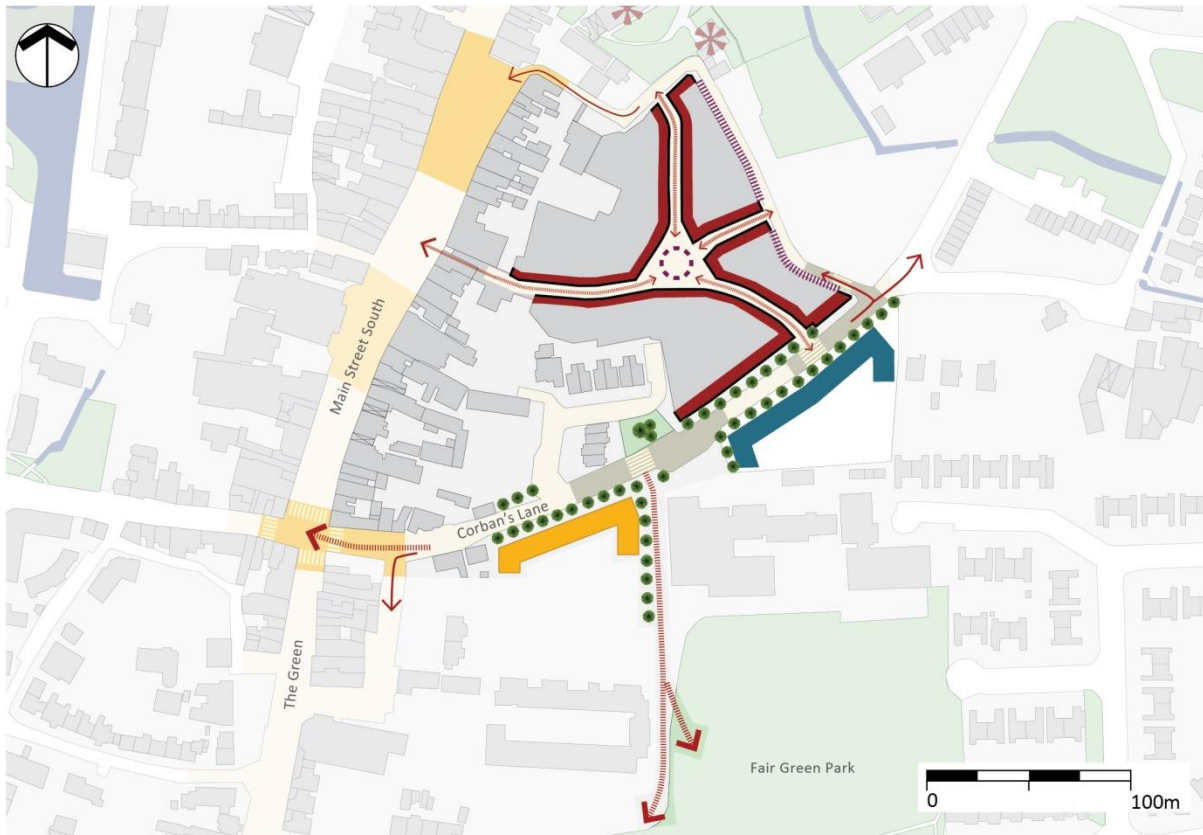
Figure 8.27 Design Framework for CRA 4: Corban's Lane (Scenario A)



Key

Active frontage - mixed use		Improved links	
Mixed use (3-4 storeys)		Envisaged/Potential Links	
Educational/community uses		Soft landscaping measures	
Potential active frontage insertions		Traffic calming measures	
Key public realm intervention		Existing landmark	

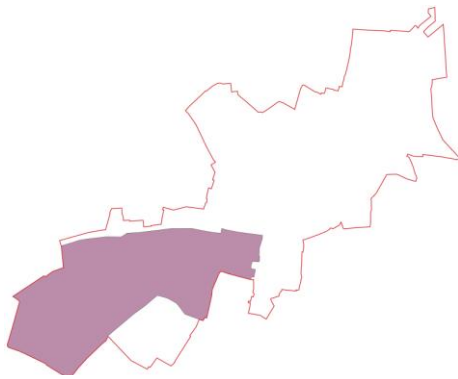
Figure 8.28 Design Framework for CRA 4: Corban's Lane (Scenario B)



Key

Active frontage - mixed use		Improved links	
Mixed use (3-4 storeys)		Envisaged/Potential Links	
Educational/community uses		Soft landscaping measures	
Potential active frontage insertions		Traffic calming measures	
Key public realm intervention		Existing landmark	
New civic plaza			

8.4.7 CRA 5: Devoy Quarter



Challenges and Opportunities

The Devoy Quarter CRA is comprised of an expansive portion of land located to the southwest of Main Street. Due to the extensive amount of existing greenfield sites and its proximity to the commercial core, the area has long been regarded as a strategic location to extend the footprint of the town centre. Consequently, the area has experienced a large amount of development since the early 2000s. This included the development of Áras Chill Dara (Kildare County Council Headquarters) and

also significant residential and commercial development around the Osprey Hotel.

While the Devoy Quarter is presently home to a mix of different uses, it is also characterised by a substantial amount of greenfield sites. The result is somewhat of a disjointed character in the urban form with new developments being quite impermeable and exhibiting a poor level of integration with the existing fabric of the town, particularly in relation to connections back to the commercial core. The area around Rathasker Road forms an important link between the rest of the Devoy Quarter and the Main Street but suffers from a poor quality public realm that presents a backland type character.

The opportunity arises to overcome the spatial problems currently experienced in the CRA and develop a legible and permeable quarter that maximises its strategic location within the town centre. This will be achieved by consolidating the area's role as the centre of local government in the county, creating well-defined links with adjoining areas and maximising the potential of greenfield sites.

Envisaged Role

The construction of the MERITS (Mid-eastern and Regional Innovation Think Space) building to the west of Áras Chill Dara is of critical importance to achieving the objective for the Devoy Quarter not only to be at the centre of local government in the County but also as a hub for promoting economic development. MERITS will be a co-working incubation and accelerator space for technology entrepreneurs and businesses; specifically those involved in the digital economy and internationally traded services based in the Mid-East region. The building will also be home to Kildare LEO (Local Enterprise Office).

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

Urban Design Framework

Due to the different characteristics within the Devoy Quarter, the area around Rathasker Road and the lands to the west referred to hereinafter, as Devoy Park will be discussed separately.

Rathasker Road

While the area is characterised by established residential development it is also the location of a substantial (1.34 ha.) greenfield site to the west of Rathasker Road (refer to Figure 8.29), which is proposed to be the site of a future residential development. It is considered that such residential development would help to consolidate this part of the urban core and add vibrancy to the Devoy Quarter. There is also potential for appropriate residential infill along St. Michael's Terrace and The Alley.

The area also has a certain local strategic importance as it is traversed by a number of key routes linking the Devoy Quarter to the commercial core. It is essential that proper recognition be placed on the role of these connections. Accordingly, the public realm strategy should focus on developing them as attractive and well-defined urban streets. Also of importance is the potential for new pedestrian/cyclist routes to improve the permeability of the area. It is envisaged that Rathasker Road maintains its cul-de-sac status and is prioritised for pedestrians and cyclists. Another envisaged route would link the junction of St. Ita's Place and Newbridge Roads to the roundabout at the Osprey Hotel. This route would not only create a shorter and more direct link to Main Street but also enhance the existing green infrastructure of the town, being designed as a green route along the existing Canal Feeder Stream (refer to Figure 8.29). The land along this route currently forms part of the playing fields of Gael Choláiste Chill Dara and it is recognised that this situation is not likely to change within the lifetime of the LAP. However, it is important that the long-term goal for improving permeability of the Devoy Quarter would incorporate such a connection and public amenity.

Devoy Park

Due to the large amount of greenfield land present within Devoy Park, it is considered that the area has significant huge potential to realise its role as a sustainable and vibrant urban district. The plan provides for a new civic plaza to be located between Áras Chill Dara and the MERITS building and the development of cluster of commercial buildings to be located around these two buildings. Such development could incorporate office space and a variety of other mixed uses. In order to create a more responsive and legible urban form it is considered that the Kildare Civil Defence building and yard be relocated to a more suitable location.

The framework makes provision for higher density residential developments to be located immediately to the west of the mixed use development. Lower density residential development would be located around the west and southern fringes of Devoy Park area in order to integrate with the surrounding established residential estates. Overall, the framework provides for a coherent and legible urban structure based on the principles of permeability, continuity and urban enclosure. A defining part of the layout is the provision of a landscaped amenity space at the centre. This will create a focal point of the area and also provide for a pedestrian/cyclist link to the Newbridge Road (refer to Figure 8.29).

Key Design Principles for CRA 5: Devoy Quarter

Rathasker Road

- Encourage and facilitate appropriate residential infill along St Michael's Terrace and The Alley, and mixed-use development to the rear of Swan's Public House, along John Devoy Road.
- Improve the Devoy Quarter's links with Main Street by providing for the development (over the longer term) of a new pedestrian/cyclist route along the Canal Feeder Stream between the junction of Newbridge Road/Rathasker Road and the roundabout at the Osprey Hotel.
- Ensure that the Public Realm Strategy provides for the upgrading of the streets in the area in order to create attractive and well-defined urban spaces.
- Ensure that the any development on the lands subject to a future Part 8 application integrates with the surrounding environment and provides for a pedestrian/cyclist connection to the future Canal Feeder Stream route (see Figure 8.29).

















Devoy Park

- Facilitate the development of Devoy Park as an attractive, legible and permeable urban district that is home to an appropriate mix of commercial and residential uses and a high-quality public realm and connected street network.
- Provide for a clustering of commercial uses around Áras Chill Dara and the MERITS building with higher density residential developments located to immediately to the west and lower density development being located around the western and southern fringes of the area.
- Ensure that any development within the Devoy Park is well integrated and responds to the existing context and layout of the surrounding urban areas.
- Provide for an attractively landscaped public amenity space at the centre of the Devoy Park area.
- Provide for the integration existing links between the area and Newbridge Road including the provision of pedestrian/cyclist only routes.
- Facilitate strategic car parking provision within the perimeter block of commercial developments and where appropriate, underground parking.

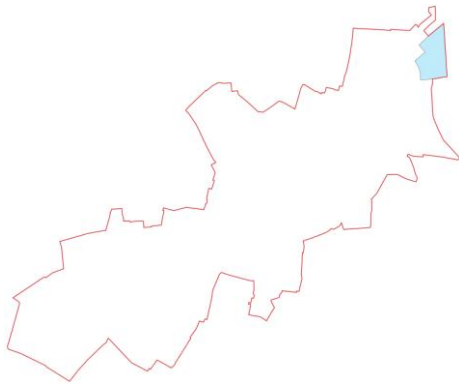
Figure 8.29 Design Framework for the CRA 5: Devoy Quarter



Key

Mixed use (3-4 storeys)		Improved links	
Residential infill (2 storeys)		Envisaged/Potential Links	
Residential (2-3 storeys)		Road under construction	
Residential (3-4 storeys)		Pedestrian/cyclist route	
MERITS building		Soft landscaping measures	
Potential active frontage		Open Space	
Existing Landmark		New civic plaza	
New landmark building		Traffic calming measures	

8.4.8 CRA 6: Northeast Gateway



Challenges and Opportunities

The Northeast Gateway Core Regeneration Area is at a prominent location at the junction of Dublin Road, Blessington Road and at the edge of the town centre. The lands are currently occupied by a Maxol Service Station, a Tesco Metro store with ancillary parking, and vacant retail unit (formerly occupied by Penneys).

Despite its strategic location at an important entry point into the town centre, the urban form exhibits a poor sense of enclosure, a general lack of legibility and is

dominated by traffic. It is considered that the prioritisation around vehicular movement has resulted in the public realm acting as a hostile environment for pedestrians and cyclists, particularly around junction crossings.

The opportunity arises to take advantage of the site's strategic location to provide a legible 'entry point' to the town centre. An intensification of development on the site would help to reinforce the urban fabric of the area. In re-orientating the focus of the site outwards, new developments should provide a strong building edge to the surrounding streets. The regeneration of the built form should also be accompanied by a comprehensive redesign of the public realm in order to improve the overall pedestrian and cyclist experience, and the general impression of this important entrance to the town.

Envisaged Role

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

Urban Design Framework

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

With regard to uses, a mix of activities with active ground floor uses is envisaged. Residential uses would be encouraged on upper floors with car parking being placed within the interior of the blocks. In this regard the provision of underground car parking would be preferable, particularly within the block to the southwest of the perimeter block (refer to Figure 8.30). If this were to occur then further residential development within the interior of this block, in the form of mews or townhouse style building typologies, could be considered. The framework also envisages a general re-balancing of the public realm in the Northeast Gateway in order to take into account the needs of the pedestrian. The provision of a pedestrian street within the site would not only provide increased

permeability but also create a safe and high-quality access route between the Dublin Road and Blessington Road.










Key Design Principles for CRA 6: Northeast Gateway

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

Figure 8.30 Design Framework for the Northeast Gateway



Key

New landmark building		Pedestrian/cyclist route	
Mixed use (3-4 storeys)		Traffic calming measures	
Residential - mews style development		Soft landscaping measures	
Key public realm space		Vehicular access route	
Improved Links			

8.5 Key Development Areas

The KDAs as set out in the zoning map (refer to Map Ref. 10.1) are considered to be strategic sites for residential development that will make an important contribution to the future growth and consolidation of the town.

Two Key Development Areas (KDAs) have been identified in Naas as follows:

- KDA: Naas West
- KDA: Rathasker Road West

Design frameworks have been prepared for each KDA to guide future development. These are based on an appraisal of each area in their respective contextual environments and are intended to set out broad parameters for the future development of these areas. The frameworks will assist a variety of parties involved in the planning process including landowners, developers, design teams and residents. They will also guide Kildare County Council in the assessment of any detailed proposals submitted.

While principal access points and connections, key building frontages and public spaces should generally be regarded as fixed requirements; a degree of flexibility can apply. For example, access points from the main road network and key connections within the KDA will be required but the actual position of each route could be altered subject to site-specific traffic and permeability considerations. Key building frontages and the layout of the urban blocks may also be varied where it is demonstrated that there is a strong urban design rationale and that passive supervision of public spaces will not be compromised. In keeping with the urban design principles outlined in Section 8.3.2, open spaces are designed to be the focal point of each development area. The design frameworks also seek to retain as far as possible, the existing green infrastructure (i.e. trees, hedgerows and watercourses) within each KDA. In this regard the KDAs take into consideration of the Habitat Survey and Mapping of Naas (2018). The layout and positioning of the urban blocks and open space has also been informed by the OPW's Flood Risk Map for the area.

8.5.1 KDA: Naas West

The lands within this KDA also form part of the Northwest Quadrant (NWQ) for which there is an objective to prepare a comprehensive masterplan (refer to Section 8.6). The purpose of the design brief for KDA: Naas West is therefore to guide proposals submitted to the Planning Authority, with an emphasis establishing high-quality and legible connections between the KDA, the town centre and adjoining residential areas as well as the remaining lands within the NWQ until such a time as a masterplan for the area is prepared (Objective URD 2.10).

Figure 8.31 Design Framework for KDA: Naas West



Key

Local route/street		Focal building	
Pedestrian/cycle route		Strategic open space	
Residential block		Existing hedgerow/vegetation	
Key building frontage		Landscape reinforcement	
Watercourses			

Site area:	9.8 Hectares (2.5 hectare linear park)
Indicative overall density:	35 units per hectare
Estimated unit capacity:	260
Distance from town centre:	The KDA is located between 300 and 850 metres from Main Street.
Housing typologies:	Perimeter block and terrace
Housing types:	Mixed: Duplexes, maisonettes, terraced town houses, semi-detached, detached units
Indicative building heights:	Up to 3 storeys
Strategic Open Space provision:	2.5 hectare linear park
<p>Vision</p> <p>To provide for the development of a compact and legible residential neighbourhood and local park that acts as a strategic and permeable connector between the centre of Naas to the east and south, and the rest of the Northwest Quadrant. The neighbourhood will provide a strong sense of place through the integration of the natural features present on the site and establishment of key connections to the town centre and other amenities via the Canal.</p>	
<p>Connectivity/ Movement:</p> <p>The primary means of vehicular access to this KDA will be from the existing access road serving Finlay Park to the west. It is proposed that this route will be extended northward to access to the rest of Northwest Quadrant lands and eastwards, along the southern boundary of the KDA to provide local access to the Canal Quarter (see Section 8.4.5). An integrated network of connecting streets will be a key requirement of any development proposal. Such a network should not close-off possibilities for future connections to lands to the northeast and northwest of the site.</p> <p>New streets and spaces should provide for a cycle and pedestrian friendly environment with connections through the site. Of particular importance are the links to the Grand Canal to the east and to the south (the Corbally Branch). Specifically, provision should be made for strategic non-vehicular links to connect with the proposed Sallins-Naas-Corbally Greenway to the south and to Abbey Bridge to the east, in order to access the Town Centre.</p>	
<p>Built Form:</p> <p>The development of this KDA should take account of the established pattern of development in the area and should minimise impacts on the amenity of adjoining residential dwellings in Abbey Bridge (to the southeast). The layout of urban form should seek to ensure that any development is both permeable and legible. To enable this, the dimensions of the street blocks should be 80-120 metres (as per DMURS Guidelines). There should be a mix of architectural styles reflective of its prominent location and setting close to the canal. Development along the canal should provide for a continuous building edge to create an enhanced sense of urban enclosure. Dwellings on corner sites should have dual frontages.</p> <p>The provision of a substantial area of open space to the southeast of the site should be an important determinant in the design of residential development. Consequently, the built form should fully address this space in order to create a strong urban edge and provide a high level of passive supervision.</p>	

Landscape and Open Spaces:

KDA 2 has extensive natural assets including the Corbally Branch of the Grand Canal, streams and waterways, mature trees and attractive hedgerow boundaries. This green infrastructure should be retained and enhanced as far as possible and incorporated into the overall layout of the site. The concentration of waterways and the layout of hedgerows to the east of the KDA demonstrate its suitability to be an area of strategic open space which would act as a focal point for the overall development. The layout also takes cognisance of the OPW's flood risk map by ensuring that areas of the site identified as having a high risk of flooding are not built-upon and constitute the majority of the public open space provision on the site, taking the form of a linear park linking the canal to the remaining lands of the Northwest quadrant. It is imperative that the built form addresses the existing hedgerows on the site rather than back on to them as far as practicable. The Corbally Branch of the Grand Canal to the south should also become an important amenity feature and landscaped appropriately.

Boundaries and Entrances:

The boundaries of residential estates within the KDA should not create a closed-off or 'tunnel effect' on the adjoining network of streets and distributor roads. Accordingly, boundaries with the street should be composed of either native hedgerow and/or low wall/railings with a maximum height of 1.2 metres.

Entrances to such developments should be simple and should reflect the materials and finish of housing development, avoiding any elaborate embellishments. Accordingly, it is important to ensure that the design and scale of entrances do not have a dominant or imposing effect on the area. The sense of arrival to the residential development should be created by the layout of the built form and not the entrance itself.

8.5.2 KDA: Rathasker Road West

Figure 8.32 Design Framework for KDA: Rathasker Road West



Key

Local route/street		Focal building	
South Ring road		Local park / Strategic open space	
Pedestrian/cycle route		Existing hedgerow/vegetation	
Residential block		Landscape reinforcement	
Key building frontage		Canal feeder stream	

Site area:	8.9 hectares
Indicative overall density:	35-50 units per hectare
Estimated unit capacity:	340 units
Distance from town centre:	The KDA is located between 750 and 1,100 metres from Main Street.
Housing typologies:	Perimeter block and terrace
Housing types:	Mixed: Apartments, duplexes, maisonettes, terraced town houses, semi-detached, detached units
Indicative building heights:	2-3 storeys
Strategic open space provision:	15% minimum
Vision	
To provide for the creation of a compact residential neighbourhood that consolidates development to the south of the town, presenting a strong urban edge along the Devoy Link Road and the South Ring Road and integrating with the development under construction to the west.	
Connectivity/ Movement	
Vehicular access to this KDA should be provided via the Devoy Link Road and should integrate with the Elsmore residential estate and neighbourhood centre to the west (currently under construction). The urban structure of the KDA should be composed of a connected network of pedestrian and cycle friendly streets and spaces. In addition pedestrian/cyclist connections should be made at multiple points along the site's boundaries with Rathasker Road to the east, the South Ring Road to the south and into the Osprey Hotel and Garden Apartments complex to north.	
Built Form	
The development of this KDA should integrate with the surrounding urban context and take account of the topography of the area which rises undulating towards the south of the site. The north of the KDA could be the area of focus for apartment developments and consequently should have a higher density of circa 50 units per hectare. There should be a gradual decrease in density levels towards the south of the KDA, away from the town centre. The layout of urban form should be both permeable and legible. To enable this, the dimensions of the street blocks should be 80-120 metres (as per DMURS Guidelines) and provide a strong building edge to create a sense of urban enclosure, particularly along the Devoy Link Road and the South Ring Road. Parks and green spaces should also be defined by a strong building edge and overlooked to provide passive supervision. A mix of housing types and architectural styles is encouraged and feature buildings should be provided along prominent routes and at key junctions in order to create legibility and variety in the urban environment. Built form on corner sites shall have dual frontages.	
Landscape and Open Spaces	
Natural features on the site such as the Canal Feeder Stream and existing hedgerows should be retained as far as practicable to protect the existing biodiversity and ecological networks on the site and help provide an established sense of place in the neighbourhood from the outset. Residential	

development should front on to the hedgerow along Rathasker Road. Hedgerows and mature trees concentrated in the southeast of the site should be incorporated as landscape features of the main local park in the KDA. New landscaping should be focused along the western and southern boundaries of the KDA as well as the internal streets.

Boundaries and Entrances:

The boundaries of residential estates within the KDA should not create a closed-off or 'tunnel effect' on the adjoining network of streets and distributor roads. Accordingly, boundaries with the street should be composed of either native hedgerow and/or low wall/railings with a maximum height of 1.2 metres.

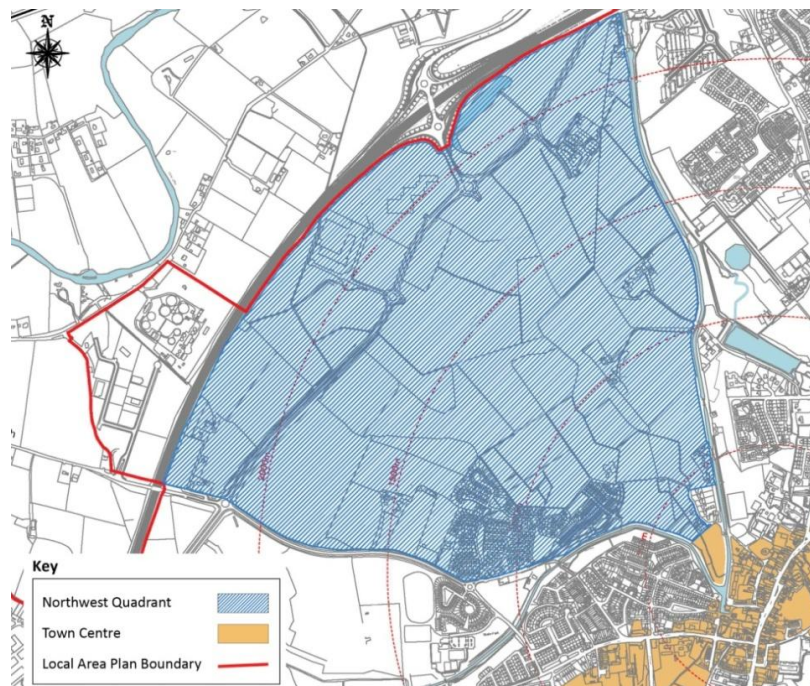
Entrances to such developments should be simple and should reflect the materials and finish of housing developments, avoiding any elaborate embellishments. Accordingly, it is important to ensure that the design and scale of entrances do not have a dominant or imposing effect on the area. The sense of arrival to the residential development should be created by the layout of the built form and not the entrance itself.

8.6 Northwest Quadrant

8.6.1 Existing Context and Future Opportunities

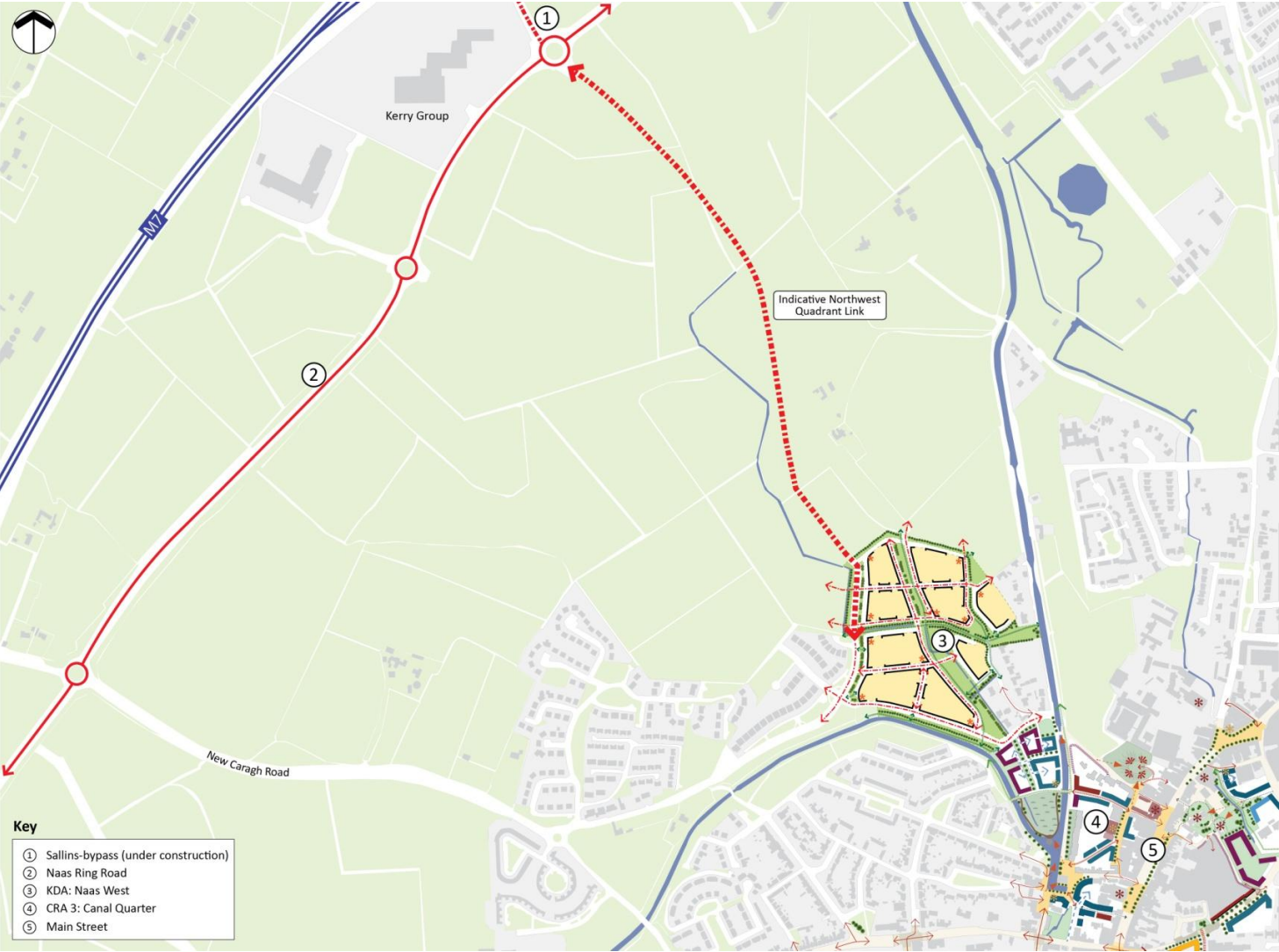
The Northwest Quadrant (NWQ) represents a critical component of the long-term vision for the development of Naas up to the year 2040. The NWQ lands are extensive (approximately 287 hectares) and occupy a strategic location in the town. It is important that a strategic planning approach guides future development in the area and that individual development sites are not dealt with on a piecemeal or isolated basis. Therefore, as noted previously, it is an objective of Kildare County Council that a comprehensive masterplan should be prepared for the area to ensure that development within the NWQ takes place in a phased, co-ordinated and integrated manner.

Figure 8.33 The Northwest Quadrant lands



While the majority of the lands are presently greenfield, the northern arc of the NWQ accommodates successful and growing employment uses of regional significance. This ‘employment arc’ is currently spatially detached from the town centre. The masterplan provides an opportunity to develop a legible urban structure that can integrate effectively with the rest of the town. Such a framework would be guided by the need to connect back into the established commercial core of the town by creating a successful interface between the NWQ and the lands within the Canal Quarter. Figure 8.34 illustrates how the proposed north-south link can connect with future development in KDA: Naas West which is also a part of the NWQ (refer to Section 8.5.1) and by extension the rest of the town. There is also the potential to incorporate a comprehensive green infrastructure network throughout the NWQ which would connect into major amenity sites to the east such as the Canal Quarter and the Oldtown estate. The existence of motorway interchanges close to NWQ will continue to exert a major influence on its development. Therefore, the masterplan will need to effectively respond to this challenge by exploiting the areas potential connections to public transport infrastructure, and optimising the scope for sustainable mobility.

Figure 8.34 Interface between the Northwest Quadrant and the Regeneration Areas in Town Centre



8.6.2 Vision for the Northwest Quadrant

The future sustainable development of the Northwest Quadrant will seek to:

Create a robust and plan-led sustainable urban extension connecting to and integrating effectively with the town centre, established peripheral areas and the wider hinterland. The Northwest Quadrant (NWQ) will feature a diverse mix of activities including a thriving strategic employment zone and high-quality residential neighbourhoods, supported by the necessary physical and community infrastructure including a new neighbourhood centre, parkland (with both active and passive recreational areas), local health services and childcare facilities. The NWQ will be characterised by a high-quality public realm linking sustainable modes of transport including a robust network of pedestrian and cycle routes, providing a high level of connectivity; facilitating and enabling the creation of a healthy, safe and inclusive community.

The realisation of this Vision is underpinned by five overarching development principles:

1. **Sense of Place:** Creating a distinctive, attractive and legible urban structure, with a focus on a centrally located neighbourhood centre, a hierarchy of landscaped open spaces that includes greenways and streets with a series of distinctive urban quarters in the area and which together provide a strong connection to the town centre.
2. **Connectivity:** The creation of a safe, attractive and permeable district based around a network of connected urban streets that actively encourages walking and cycling; that develops accessibility and greater permeability in Naas by linking the Northwest Quadrant with Naas town centre, Sallins Train Station, established peripheral areas and the adjoining rural hinterland via a central boulevard style north-south link route (prioritising public transport) with connections to public transport.
3. **Community:** Enhancing the liveability of the area through the provision of all key community facilities locally such as education, social, health, recreation and local retail services; providing for a varied mix of housing tenures and creating a place that is responsive to local needs.
4. **Public Realm and Strategic Open Space:** The development of attractive, well-designed, safe and uncluttered public spaces and routes through the Northwest Quadrant which are accessible to all members of society including older people and people with mobility impairments. The strategic open space network should be developed around existing ecological networks (hedgerows, mature trees and watercourses) and link with green infrastructure assets outside the Northwest Quadrant such as the Grand Canal and the Octagon Lake (Oldtown Estate).
5. **Sustainability and Resilience:** Developing climate change adaptation measures and reducing the NWQ's carbon footprint by promoting and incorporating sustainable modes of transport, energy efficient building design and layout, green energy sources, sustainable urban drainage systems into the masterplan.

8.6.3 Development within the Northwest Quadrant

The development of these lands will be contingent upon the preparation of a masterplan for the area and provision in tandem, of link roads from the distributor road and the new M7 motorway Junction 9a and pre-connection enquiries in respect of water and wastewater treatment capacity.

In accordance with the provisions of Section 49 of the Planning and Development Act 2000 (as amended), a Supplementary Development Contribution Scheme shall be investigated for the plan area to provide for the delivery of strategic public infrastructure including principal route connections, strategic open space and associated pedestrian and cyclist infrastructure, which could support the delivery of the required infrastructure for the Northwest Quadrant.

8.6.4 Urban Design within the Northwest Quadrant

The masterplan for the Northwest Quadrant must have regard to the core themes of the Urban Development Strategy (refer to Section 8.3.1), and shall establish the spatial and economic parameters to guide the development of the Northwest Quadrant into the future; delivering a liveable district and high-quality workplace.

While the Key Urban Design Principles set out in Section 8.3.2 are applicable to all types of urban development in Naas, the masterplan will have a critical role in establishing an inherent sense of place and identity within the Northwest Quadrant. Accordingly, the masterplan will also comprehensively address the specific planning and design considerations set out below:

- i. Nature, Mix, Density/Intensity of Uses
- ii. Height, Scale, Massing and Layout and Permeability of the urban form
- iii. Access, Circulation and Mobility
- iv. Facilitation of key public transport link between the railway, M7 and the town centre
- v. Potential of Traffic Generation and Parking Provision
- vi. Finishes and Materials (including signage and lighting)
- vii. Sustainability, Resilience, Climate Mitigation and Adaptability
- viii. Open Space Hierarchy, Landscaping, Boundary Treatments, Entrances and Public Art Installations
- ix. Potential environmental sensitivities such as natural habitats and flood risk.

In particular, the Council will seek the delivery of high-quality design, materials, finishes and landscaping for all employment generating developments within the Northwest Quadrant Masterplan area in order to ensure the development of an integrated, sustainable, dynamic business campus serving the town, county and wider region.

8.6.5 Movement within the Northwest Quadrant

The principle of sustainable movement within the Northwest Quadrant features prominently as one of the five overarching development principles (as outlined in Section 8.6.2) and in the urban design parameters for the Northwest Quadrant set down in Section 8.6.4. The Northwest Quadrant Masterplan shall also be guided by the Naas Transport Strategy which seeks to develop improved access to Sallins-Naas Railway Station from the town centre through the provision of north-south route in the area which will connect to Junction 9a (Sallins Bypass) (refer to Figure 8.34). The

Strategy will also investigate the possibility of providing shuttle bus services and a potential park and ride facility along this route.

It is recognised that the design of the streets and the connections they make will have a critical bearing on the success and integration of the district on a local level and also with the wider hinterland. In order to ensure that sustainable movement remains a development priority, the masterplan shall incorporate a Street Design Guide for the Northwest Quadrant. This guide will set out an urban street hierarchy based on the Arterial Streets, Link Streets and Local Streets in accordance with DMURS. The Street Design Guide will place particular emphasis on the creation of an attractive and walkable urban neighbourhood, incorporating the design considerations set out below:

- **Attractive and vibrant streetscapes** that enhance people’s enjoyment of the urban environment whilst also fostering a sense of place. For example, the street layout could maintain/create views to local features and landmarks such as the spire of the Church of Our Lady and St. David.
- **Accessible streets** with a focus on the free movement of pedestrians and cyclists, including those with limited mobility.
- **A legible and connected street environment** that is easy to navigate, assisting the most casual of users in finding their way around.
- **Safe and inclusive streets** that passively manage vehicular behaviour and the needs of all users.
- **Use of cost effective materials and street furniture** that are easy to maintain and are distributed in a rational manner.

The Design Guide will include a materials palette for all street types including the arterial streets, link streets and local streets (including home zones), intersections and street furniture.

8.6.6 Employment Uses within the Northwest Quadrant

It is intended that development located on lands zoned Q: Employment and Enterprise within the Northwest Quadrant must provide for a high-quality physical environment appropriate to businesses and industry. It is imperative that all employment developments within the Northwest Quadrant achieve a high level of integration with adjoining lands and by extension, the surrounding hinterland. Accordingly, the overall aim for enterprise and employment lands within the Northwest Quadrant is the creation of a high-quality, attractive and legible business campus type of environment that is characterised by a comprehensive pedestrian/cycle friendly infrastructure, while also facilitating the efficient functioning of business and enterprise activities within this zone. The implementation of best practice urban design principles within this zone will assist in the long- term economic viability and vibrancy of the area.

8.7 Urban Regeneration and Urban Development

Policy URD2 – Regeneration and Urban Development

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

Objectives

It is an objective of the Council to:

- URD2.1** Promote the town centre as the priority location for commercial, civic, social and cultural development and to promote new infill and backland development that consolidates and regenerates the existing urban core.
- URD2.2** Improve the quality, ambience, vitality and vibrancy of the town centre, through the following:
 - (i) Promotion of an appropriate mix of day and night time uses.
 - (ii) Facilitation of development that will attract and retain commercial and retail activities in the town centre.
- URD2.3** Ensure that regeneration and new development enhances the character of the townscape and the quality of the public realm. Such development shall also be in keeping with the relevant Urban Design Principles outlined in Section 8.3.2.
- URD2.4** Encourage full utilisation of buildings and sites, in particular use of upper floors and back lands where appropriate, with due cognisance to quality of urban design, integration and linkages.
- URD2.5** Require that new development facilitates a connected network of streets and spaces which prioritise pedestrians and cyclists and provides for the possibility of connections to future development on adjacent lands.
- URD2.6** Ensure that development in the town centre will only be permitted where it conserves or enhances the existing character of the area and where it is demonstrated that it is of high architectural quality; providing a strong vertical emphasis and incorporating a fine urban grain, with active frontages at ground floor level where appropriate.
- URD2.7** Actively engage with the community, land owners, developers and other agencies to secure resources for the enhancement, renewal and regeneration of Naas town centre.
- URD2.8** Actively seek funding from relevant agencies and Government sources including the Urban Regeneration and Development Fund (URDF) to secure financial support for all regeneration and urban development projects in Naas.
- URD2.9** All development proposals within designated Core Regeneration Areas, Key Development Areas and North West Quadrant must as far as practicable comply with the relevant development objectives and design frameworks set out in this plan.
- URD2.10** Prepare a Masterplan for the Northwest Quadrant subject to the considerations and specifications outlined in Section 8.6 to ensure that any development within the Northwest Quadrant takes place in a phased, co-ordinated and integrated manner. The Masterplan may be incorporated in to the LAP by way of an amendment or by agreement with the local authority.
- URD2.11** Investigate the preparation of a Supplementary Development Contribution Scheme for Naas to provide for the delivery of strategic public infrastructure including principal route connections, strategic open space and associated pedestrian, cyclist and community infrastructure in accordance with the provisions of Section 49 of the Planning and Development Act 2000 (as amended).
- URD2.12** Actively seek the regeneration of St David’s Castle, the Canal Harbour and Abbey Street

- areas as key visitor and community destinations within Naas Town Centre.
- URD2.13** Ensure that development in both the Canal Bank area of the Canal Quarter and KDA: Naas West are well-integrated and does not close-off any options for future connections.
- URD2.14** Promote and facilitate the re-use of the existing Naas Library (once vacated) by the occupation of an active community use that will complement the vision for the Canal Harbour.

Actions

- To prepare a series of masterplans over the lifetime of the plan for the following areas:
 - (i) The Northwest Quadrant;
 - (ii) The Castle Quarter;
 - (iii) The Canal Quarter.
- To continue to apply for funding for all urban regeneration and development projects identified in this plan.
- To investigate the feasibility of bringing St David's Castle into public ownership.
- To investigate the feasibility of bringing certain properties with the Canal Quarter such as the Eir Building and the entire North Moat site into local authority ownership.
- To update the Town Centre Health Check on a biennial basis during the lifetime of the Plan.
- To investigate the feasibility of appointing a Naas Town Centre Coordinator.

9. Infrastructural Services

Aim: To phase significant future residential, employment, commercial, community and amenity growth in line with the capacity and delivery of supporting physical infrastructure while incorporating climate change mitigation and adaptation measures.

9.1 Introduction

The capacity of Naas to accommodate future development is dependent on the capacity and delivery of infrastructural support. The availability of high quality infrastructure networks and environmental services is critical to securing investment, creating sustainable and attractive places, ensuring health and wellbeing and safeguarding the environment.

9.2 Water Supply and Wastewater

Irish Water is responsible for the provision of public water services (water supply and foul drainage) on a national basis. It is an objective of Irish Water to provide both drinking water and wastewater capacity to facilitate settlement growth in accordance with core strategies at county level and with national and regional planning policies and objectives, subject to the availability of funding and environmental and financial sustainability criteria. Kildare County Council retains its role in facilitating the provision of adequate water services, in conjunction with Irish Water, at a local level, through Service Level Agreements (SLAs).

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

Naas is served by the Poulaphouca Regional Scheme which is serviced by Ballymore Eustace Water Treatment Plant to Naas via Dowdenstown Reservoir which supplies water for the town. Wastewater is treated at Osberstown wastewater treatment plant which ties into the Upper Liffey Valley Sewerage Scheme (ULVSS). This scheme is currently being upgraded under what is referred to as Contract 2b. This involves the upgrading of various elements of the scheme, including gravity sewers, pumping stations, storm handling facilities, and rising mains. The upgrade and expansion to capacity of the existing wastewater collection network will cater for existing and proposed development within the Plan area.

Policy I1 – Water Supply and Wastewater

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

Objectives

It is an objective of the Council:

- IO1.1** To work in conjunction with Irish Water to promote the development and maintenance of water supply and wastewater services to meet the future needs of Naas.

IO1.2 To seek to ensure that development proposals comply with the standards and requirements of Irish Water in relation to water and wastewater infrastructure.

9.3 Surface Water and Ground Water

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

As required by the Water Framework Directive (WFD), a River Basin Management Plan for Ireland 2018-2021 has been prepared, which builds on the positive aspects of the first cycle of River Basin Management Plans. Based on water quality, ecology and morphology the Environmental Protection Agency (EPA) has determined that the River Morell (a tributary of the River Liffey) which flows through Naas is of 'poor' status and other tributaries of the Liffey which flow through the town are of moderate status (2010 - 2015 River Quality Status). The WFD Risk Assessments indicate that the River Morell is at risk. Many of the River Liffey tributaries in Naas are under review.²⁹

The groundwater status of Naas is classified as 'good' in the EPA's Groundwater Quality Status 2010-2015. Currently there is no risk to ground water in the town. However, this is currently under review by the EPA.

Policy I2 – Surface Water and Groundwater

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

Objectives

It is an objective of the Council to:

- IO2.1** Carry out surface water infrastructure improvement works as required.
- IO2.2** Incorporate Sustainable Urban Drainage Systems (SuDS) as part of all plans and development proposals in Naas. Proposals for development in KDAs, CRAs and Masterplan areas should address the potential for SuDS at a local and district level to control surface water outfall and protect water quality.
- IO2.3** Maintain, improve and enhance the environmental and ecological quality of surface waters and groundwater in Naas in conjunction with the EPA and in accordance with the Eastern River Basin Management Plan and the River Basin Management Plan for Ireland 2018-2021.
- IO2.4** Require applicants where necessary to demonstrate that proposals will not negatively impact on the status of a waterbody, in accordance with the requirements of the Water Framework Directive and River Basin Management Plan.

²⁹ Source: www.catchments.ie/maps/

IO2.5 Encourage ‘daylighting’/deculverting and the restoration of culverted water bodies within the town as a natural method of flood management.

Actions

- To carry out a survey of surface water culverts in Naas to assess their current state and to develop a programme of improvements where necessary.
- To regularly maintain the surface water drains in Naas to minimise the risk of flooding.

9.4 Flood Risk Management

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

This Plan avoids development in areas at risk of flooding and has substituted vulnerable land uses with a less vulnerable use where this is possible. Development Plan justification tests³⁰ were carried out on a number of sites and are detailed in the SFRA report accompanying this Plan. However it should be noted (as stated in the SFRA document) that there is high uncertainty regarding flood risk in Naas due to poor availability of modelled data and possible interconnection between fluvial and surface water drainage and canal systems.

The SFRA has recommended that development proposals for a number of areas within the Plan area should be the subject of Site Specific Flood Risk Assessment appropriate to the nature and scale of the development being proposed. These areas are those shown on the Strategic Flood Risk Assessment (Map: 9.1). Site specific FRAs should address flood risk, propose mitigation measures and assign appropriate land uses. For any development in flood risk areas that meet the LAP Justification Test, a Development Management Justification Test must then be applied.

Policy I3 – Flood Risk Management

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

Objectives

It is an objective of the Council to:

- IO3.1** Ensure development proposals within the areas outlined on the Flood Risk Map (Map Ref. 9.1) are the subject of Site Specific Flood Risk Assessment, appropriate to the nature and scale of the development being proposed.
- IO3.2** Support and co-operate with the OPW in delivering the Eastern CFRAM Programme applicable to Naas.

³⁰ Justification tests are used to assess the appropriateness of developments in flood risk areas. Refer to the Strategic Flood Risk Assessment which accompanies the Plan for further detail.

9.5 Energy Supply and Communications

There are high voltage transmission lines traversing existing residential and amenity land uses in Naas. They also traverse land intended for residential, enterprise and employment and recreation uses. The transmission lines in the area are double circuit 110 kV lines including associated loops serving Millennium Park. Upgrades to the transmission network to serve these major industrial connections are planned.

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

Broadband is readily available in Naas. A number of telecoms providers have network infrastructure serving the area and provide various types of connectivity from fixed line to wireless and mobile broadband.

Policy I4 – Energy and Communications

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

Objectives

It is an objective of the Council to:

- IO4.1** Support the statutory providers of national grid infrastructure by safeguarding existing infrastructure and strategic corridors from encroachment by development that might compromise the operation, maintenance and provision of energy networks.
- IO4.2** Support and facilitate the provision of telecommunications infrastructure in Naas, subject to safety and amenity requirements.
- IO4.3** Seek the undergrounding of all electricity, telephone and television cables in the town including the town centre and in housing and amenity areas.
- IO4.4** Discourage a proliferation of above-ground utility boxes in the town and to seek screening measures and discreet locations in conjunction with the provision of such structures.
- IO4.5** Promote and encourage the use of renewable energy technologies for small, medium and large developments of existing and proposed building stock, such as district heating, micro generation and other renewable energy technologies.

Actions

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

9.6 Pollution and Environmental Services

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

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

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

The EPA on their GEO Portal (www.epa.ie/EPAMaps under the heading of Environment and Wellbeing) illustrates noise mapping and air quality mapping throughout the country. Naas is stated as having '1-Good' on the air quality index. Noise resulting from roadways in Naas has also been mapped and developments, in particular residential schemes, should have regard to the mapped noise levels. Development proposals should incorporate noise mitigation measures into the overall scheme design on the advice of acoustic specialists (see Chapter 3, Objective HCO2.3).

Policy 15 – Pollution and Environmental Services

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

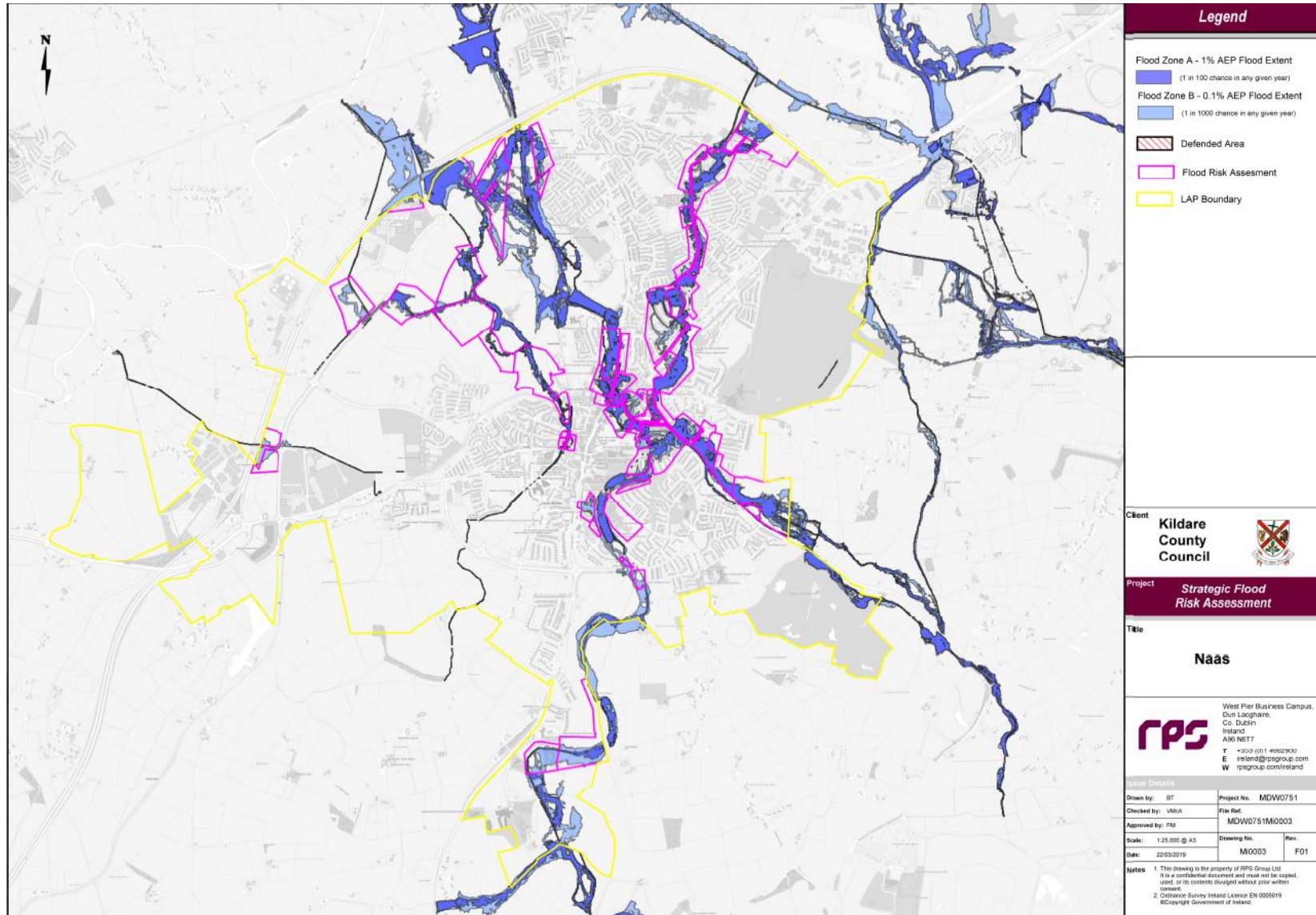
Objectives

It is an objective of the Council to:

- IO5.1** Maintain recycling facilities and secure the provision of additional facilities, as required, including in conjunction with new developments.
- IO5.2** Avoid, prevent or reduce harmful effects on human health and on the environment as a whole through promoting the preservation of best ambient air quality with sustainable development.
- IO5.3** Support local schools, town and community groups such as Naas Tidy Towns through education and awareness programmes and where available, through the provision of grant aid.

Action

- To continue education and awareness programmes in local schools and to promote available grant schemes and initiatives to residents' associations and other groups, in particular the Tidy Towns Committee.



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10. Implementation

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

10.1 Implementation Strategy

This Local Area Plan sets out a clear vision for Naas into the future. This vision is in accordance with the role identified for Naas at a local, county and regional context and seeks to make Naas a more attractive place to live, work and visit. In order to achieve the stated vision it is important that the objectives, policies and individual measures put forward in this plan are effectively progressed and delivered during the time period of the Plan 2019-2023.

10.2 Development Management

This Plan outlines specific policies and objectives of the Council with regard to developing Naas. The overarching policies and objectives of the Kildare County Development Plan (CDP) also apply, specifically the Development Management Standards as set out in Chapter 17. Where conflict exists between the LAP and the CDP, the CDP will take precedence.

10.3 Land Use Zoning Category

Land use zonings are identified on Map 10.1 and 10.1a in accordance with Table 10.1. Table 10.2 describes these zonings and the specific land use objectives in greater detail.

Table 10.1: Land use Zoning Category

Ref.	Land Use Zoning Objective
A	Town Centre
B	Existing Residential / Infill
C	New Residential
E	Community & Educational
F	Open Space & Amenity
H	Industrial & Warehousing
I	Agricultural
K	Commercial/ Residential
L	Leisure & Amenity
M	Future Park / Green Wedge
N	Neighbourhood Centre
Q	Enterprise & Employment
R	Retail / Commercial
U	Utilities / Services

10.4 Land Use Zoning Objectives

Map 10.1 identified the land use zoning objectives for Naas and should be read in conjunction with Table 10.2 Land Use Zoning Objectives, Table 10.3 Definition of Terms and Table 10.4 Land Use Zoning Category set out in Table 10.1.

Table 10.2 Land-Use Zoning Objectives

Ref.	Land Use	Land-Use Zoning Objectives		
A	Town Centre	<p>To protect, improve and provide for the future development of the Town Centre.</p> <p>The purpose of this zoning is to protect and enhance the special character of Naas town centre and to provide for and improve retailing, residential, commercial, cultural and other uses appropriate to the centre of Naas.</p> <p>This zoning provides for the consolidated development and growth of the town centre, allowing for a broad range of compatible and complementary uses which will be encouraged to locate in this area. Development will be expected to contribute to a dynamic, vibrant and pedestrian focused town core with a strong urban design approach. The Council will encourage the appropriate re-use, adaptation and regeneration of buildings, backlands, derelict and obsolete lands including residential development above retail and commercial premises in the town centre.</p> <p><u>Specific Objectives</u></p> <p>Chapter 8: Urban Regeneration and Development Strategy provides individual urban design frameworks to guide future development in the six Core Regeneration Areas designated in the Plan.</p>		
		CRA 1: Canal Quarter	CRA 2: Main Street	CRA 3: Castle Quarter
		CRA 4: Corban's Lane	CRA 5: Devoy Quarter	CRA 6: Northeast Gateway
B	Existing Residential / Infill	<p>To protect and enhance the amenity of established residential communities and promote sustainable intensification.</p> <p>This zoning principally covers existing residential areas and it provides for infill development within these designated areas. The aim of this zoning is to preserve, enhance and improve residential amenity and to provide for further residential development at a</p>		

Ref.	Land Use	Land-Use Zoning Objectives
		density that is considered appropriate for the area.
C	New Residential	<p>To provide for New Residential Development.</p> <p>The purpose of this zoning is to provide for new residential development and other services incidental to residential development. While housing is the primary use, other uses such as crèche/playschool, nursing home, parks/playground, will be considered to serve the needs of local residents. The development of new residential areas shall allow for and ensure multi-modal connectivity to existing development and facilities and to adjacent lands which are zoned for development or which may be zoned for development in the future.</p> <p><u>Specific Objectives</u></p> <p>Key Development Areas (refer to Chapter 8). KDA: Naas West KDA: Rathasker Road West</p> <p>C1 (5) and C1 (7) (Kilcullen Road): The development of these lands shall be designed to respond to and have regard to the topography of the site and the residential amenity of the adjoining lands.</p>
E	Community & Educational	<p>To provide for education, recreation, community and health.</p> <p>The purpose of this zoning is to provide for community and educational facilities including – healthcare, crèche and childcare, fire station, Gardaí, courthouse, schools, churches, meeting halls, and other appropriate community facilities, ancillary neighbourhood uses and services, and group/special needs housing. Sites for new and extended facilities include:</p> <p>E1 – New Caragh Road – site of a potential new Primary School.</p> <p>E2 –Lands south of the South Ring Road – site of a potential new Post Primary.</p> <p>E3 – Millennium Park – site of a proposed new Post Primary college.</p> <p>E4 – Naas Sports Centre / K-Leisure facility off the Caragh Road – the site includes the sports centre, existing sports pitches and</p>

Ref.	Land Use	Land-Use Zoning Objectives
		proposed extended additional facilities.
F	Open Space & Amenity	<p>To protect and provide for open space, amenity and recreation.</p> <p>This zoning relates to open spaces dispersed throughout the town and comprises public and private lands. The purpose of this zoning is to provide for the use of lands for open space, playgrounds, parks, sports centres, active and passive recreation uses, landscaped areas and walkways. The Council will not normally permit development which results in the loss of open spaces within the town. The Council will seek to improve the connections between these spaces and to improve the permeability within the town.</p> <p><u>Specific Objectives</u></p> <p>F1: Northwest Quadrant – These lands comprising 14.1 ha are identified for the development of an extension to the proposed new future park providing for active and passive recreation with strong links to future residential and open space surrounding areas.</p> <p>F2: South of Kilcullen and Ballymore Eustace Roundabouts: These lands comprising 15.6 ha are identified for the development of a proposed active recreation area catering for the future population of this area of town. The development of such facilities shall include the provision of strong links to existing and future residential lands in the surrounding area, as well as the development of the old Naas-Tullow rail line Greenway.</p> <p>F3: New Caragh Road: These lands comprising 26.2ha unused (34.0 ha zoned) have been identified to expand on the existing sports facilities, including sports fields and other facilities. It is envisaged that the expansion of such will serve the residents of Naas and that of the surrounding area.</p> <p>F4: Killashee: The lands at this location extend to 44.6 ha. A Centre of Excellence for equine or sport will be considered on these lands.</p>
H	Industrial & Warehousing	<p>To provide for industry, manufacturing, distribution and warehousing.</p> <p>The purpose of this zoning is to provide for industrial and</p>

Ref.	Land Use	Land-Use Zoning Objectives
		<p>warehousing uses. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of the proposed development and may be acceptable in this zone. Where employment is a high generator of traffic, the location of new employment facilities at an appropriate scale, density, type and location will be encouraged to reduce the demands for vehicular travel. Residential, retail uses (including retail warehousing) or incinerators and thermal treatment plants will not be acceptable in this zone.</p>
I	Agricultural	<p>To retain and protect agricultural uses.</p> <p>The purpose of the zoning is to ensure the retention of agricultural uses and protect them from urban sprawl, encroachment and ribbon development. Uses directly associated with agriculture, or those uses which would not directly interfere with this use are open for consideration.</p> <p>Limited one-off housing may be permitted in this zone subject to compliance with Chapter 4, Rural Housing Policy of the County Development Plan 2017-2023 and subject to compliance with all other normal siting and design considerations.</p>
K	Commercial / Residential	<p>To provide for commercial and residential mixed use developments.</p> <p>The purpose of this zoning is to provide for mixed use developments including commercial and residential uses in suitable locations served by public transport. Residential schemes should engage a qualified acoustic specialist in the early stage of the design development in order to mitigate against noise generated from adjoining roadways/transport corridors.</p> <p><u>Specific Objectives</u></p> <p>K1: Dublin Road: Any development of this site shall be of a high standard of design and quality having regard to its strategic location off the Maudlins Interchange (Junction 9) and gateway into the town.</p> <p>K2: Newbridge Road: Any development of this site shall be of a high standard of design and quality having regard to its strategic gateway location at the junction of the Newbridge Road and the</p>

Ref.	Land Use	Land-Use Zoning Objectives
		South Ring Road and its proximity to Jigginstown Castle.
L	Leisure & Amenity	To provide for leisure and amenity facilities within the town.
M	Future Park / Green Wedge	<p>To protect the setting, character and environmental quality of areas of high natural beauty and to safeguard their environmental and ecological amenities.</p> <p>The purpose of this zoning is to retain this green wedge and to seek to develop the lands as a future park; To protect the Grand Canal and its environs from inappropriate development and to provide a visual and environmental amenity of importance.</p> <p><u>Specific Objective</u></p> <p>M1: Leinster Mills: To support and promote Leinster Mills complex and site as an integrated tourism, cultural and amenity destination with complementary ancillary commercial and limited residential uses.</p> <p>M2: Jigginstown Castle: To support the development of this site as a public tourist/training/open space attraction subject to a Conservation Plan.</p>
N	Neighbourhood Centre	<p>To provide for new/existing neighbourhood centres and associated facilities.</p> <p>The purpose of this zoning is to provide for neighbourhood centres to serve the needs of new and existing residential areas. A mix of retail, commercial and recreational development will be permitted in this zone. Limited additional residential development may be considered as part of the development of a neighbourhood centre.</p> <p>The neighbourhood centres are intended to serve the immediate needs of local residents and workers and not to compete with similar retail uses within the town centre. New neighbourhood centres shall be of a high standard of design and quality. No single retail unit shall exceed 200sqm of net retail space subject to a maximum of 3 units. The total net retail space shall not exceed 300sqm.</p> <p><u>Specific Objective</u></p>

Ref.	Land Use	Land-Use Zoning Objectives
		<p>Northwest Quadrant (NWQ): A new neighbourhood centre shall be provided within the NWQ masterplan area in order to provide local services for the residential development and surrounding employment lands. An indicative location for the Neighbourhood Centre is illustrated on Map Ref. 10.1. The final location of the neighbourhood centre will be determined by the NWQ Masterplan. The delivery of this neighbourhood centre will be linked to the phased development of the NWQ as provided for in the Masterplan.</p>
Q	Enterprise & Employment	<p>To facilitate opportunities for employment and enterprise uses including manufacturing, research and development, light industry, employment and enterprise related uses within a high-quality campus / park type development.</p> <p>The purpose of this zoning is to provide for enterprise and employment uses in high quality well designed environments. Sites forming gateway entrances to Naas at the Maudlins Interchange (Junction 9) and the Sallins Bypass (Junction 9a)/Northwest Quadrant shall be of a high-quality architectural design and incorporate detailed landscaping.</p> <p><u>Specific Objectives</u></p> <p>Q1 (2) Dublin Road, former Cemex and Donnelly Mirrors sites: Any proposed development of these sites shall be of a high standard and quality having regard to their strategic location off the Maudlins Interchange and as key gateway sites to the town from the M7. A comprehensive masterplan shall be prepared for the overall land parcel to ensure development does not take place in a piecemeal manner and integrates with existing development and infrastructure.</p> <p>Q1(8) Newhall / Ladytown: The site has been identified for a potential new data centre, provided no other more suitable and sequentially preferable lands are available for a data centre in the plan area. Development, other than a data centre, will only be considered on a sequential basis and only when other identified Enterprise and Employment lands have been developed or received planning approval. The development of these lands will require improvement to the Ladytown junction on the Naas-Newbridge Road and to the local road infrastructure (L2031 and L2006) linking to the Sallins bypass.</p>

Ref.	Land Use	Land-Use Zoning Objectives
		<p>Q1(9) South Ring Road: Development should not have a negative impact on the carrying capacity of the existing or future road network and should comprise high-quality design and layout which acknowledges its prominent location. The first planning application for development on the lands shall be accompanied by a comprehensive masterplan should be prepared for the overall land parcel to ensure development does not take place in a piecemeal manner and that the site integrates with existing development and infrastructure.</p>
R	Retail / Commercial	<p>To support established commercial uses and tourism related diversification.</p> <p>The purpose of this zoning is to provide for and improve retailing and commercial activities within Naas. Future development in this zone must be in accordance with the Kildare County Development Plan (2017-2023) and the policies and objectives in Chapter 5 of this Plan.</p>
U	Utilities / Services	<p>To provide for and improve public utilities.</p> <p>The purpose of this zoning is to provide for and preserve land in the ownership of the Council, or other bodies charged with the provision of essential services – electricity, gas, telecommunications, water and wastewater treatment etc.</p>

Table 10.3 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 Permitted (N)	Land uses which are indicated as 'Not Permitted' in the Land Use Zoning Matrix will not be permitted.
Other Uses	Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.
Non-conforming uses	Existing established uses that are inconsistent with the primary zoning objective where legally established by continuous use for the same purpose prior to 1 st October 1964 or by planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.
Transitional Areas	<p>While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.</p> <p>In zones abutting residential areas, particular attention will be paid to the uses, scales, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.</p> <p>Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.</p>

10.5 Land Use Zoning Matrix

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

It is an objective of the Council to carry out its development management function in accordance with the matrix for each zone. Where the zoning matrix indicates that a proposal would be 'permitted in principle', it should not be taken to imply that a planning application would be successful on that basis alone. The matrix relates to land use only. Other material planning considerations including density, building height, design standards, traffic generation, environmental factors, impact on surrounding amenities, etc., are also relevant in establishing whether or not a development proposal would be acceptable. Uses other than the primary uses for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective.

Table 10.4 Land Use Zoning Matrix

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community & Educational	F: Open Space & Amenity	H: Industry & Warehousing	I: Agricultural	K: Commercial/Residential	L: Leisure & Amenity	M: Future Park/Green Wedge	N: Neighbourhood Centre	Q: Enterprise & Employment	R: Retail/Commercial	U: Utilities/Services
Amusement Arcade	O	N	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	O	Y	N	N	O	N	N	N	N
Car Park (other than ancillary)	Y	N	N	O	N	O	N	N	O	N	N	O	O	O
Betting Office	O	N	N	N	N	N	N	N	N	N	O	N	N	N
Cemetery	N	N	N	Y	N	N	O	N	N	N	N	N	N	N
Community / Recreational / Sports buildings	Y	O	O	Y	Y	N	O	O	Y	O	O	N	O	N
Crèche/ Playschool	Y	O	Y	Y	N	N	N	O	O	N	O	O	O	N
Cultural Uses/Library	Y	O	O	Y	O	N	N	O	O	O	O	N	N	N
Dancehall/Disco	O	N	N	N	N	N	N	N	O	N	N	N	N	N
Dwelling	Y	Y	Y	O[1]	N	N	O[2]	O	N	N	O	N	N	N
Funeral Homes	Y	N	N	O	N	N	N	O	N	N	O	N	N	N
Garage /Car Repairs	N	N	N	N	N	Y	N	N	N	N	N	N	O	N
Group/Special Needs Housing	Y	Y	Y	O[1]	N	N	O	O	N	N	O	N	N	N
Guest House/ Hotel/Hostel	Y	O	O	N	N	N	O	Y	Y	N	O	N	N	N
Heavy Commercial Vehicle Park	N	N	N	N	N	Y	N	N	N	N	N	N	N	O
Hot food take-away	O	N	N	N	N	N	N	O	N	N	O	N	O	N
Industry (light) / Workshops	O	N	N	N	N	Y	O	O	N	N	N	O	O	N
Industry (general)	N	N	N	N	N	Y	N	N	N	N	N	N	N	O

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community & Educational	F: Open Space & Amenity	H: Industry & Warehousing	I: Agricultural	K: Commercial/Residential	L: Leisure & Amenity	M: Future Park/Green Wedge	N: Neighbourhood Centre	Q: Enterprise & Employment	R: Retail/Commercial	U: Utilities/Services
Medical Consultant / Health Centre	Y	O	O	Y	N	N	N	O	O	N	Y	O	O	N
Motor Sales	O	N	N	N	N	Y	N	O	N	N	N	N	O	N
Nursing Home	Y	Y	Y	O	N	N	N	O	N	N	N	N	N	N
Offices +100sqm	Y	N	N	N	N	O	N	O	N	N	O	Y	O	N
Park /Playground	Y	Y	Y	Y	Y	N	O	O	Y	Y	O	N	N	N
Petrol Station	N	N	O	N	N	Y	N	O	N	N	O	O	O	O
Place of Worship	Y	O	O	Y	N	N	N	O	O	N	O	N	N	N
Playing Fields	O	O	O	Y	Y	N	O	N	Y	Y	N	N	N	N
Pub	Y	N	O	N	N	N	N	O	O	N	O	N	O	N
Restaurant	Y	O	O	N	N	N	N	O	O	N	O	O	O	N
School	Y	O	O	Y	N	N	N	O	N	N	N	N	N	N
Shop (Comparison)	Y	N	N	N	N	N	N	N	N	N	N	N	O	N
Shop (Convenience)	Y	O[3]	O[3]	N	N	N	N	O[4]	N	N	O[4]	N	Y	N
Stable Yard	N	N	N	N	O	N	Y	N	N	N	N	N	N	N
Tourist Related Facilities	Y	O	O	O	O	N	O	O	O	O	O	N	O	N
Utility Structures	O	O	O	O	O	O	O	O	O	O	O	O	O	Y
Warehouse (wholesale)/Store/ Depot	O	N	N	N	N	Y	N	O	N	N	N	N	N	N

[1] Ancillary to health/community use, and/or to meet group/special needs housing
 [2] Subject to Rural Housing Policy in the Kildare County Development Plan
 [3] No single unit shall exceed 100sqm. of net retail space
 [4] No single unit shall exceed 200sqm of net retail space subject to a maximum number of 3 units. The total net retail space shall not exceed 300 sqm.

10.6 Phasing of Development

The development of zoned lands within the Key Development Areas is subject to a schedule of phasing. The purpose of phasing is to ensure that infrastructure, facilities and amenities are provided in tandem with new residential development. While predisposed to the early provision of new areas and communities to meet the need for housing, it is essential this growth is a positive addition to the town that can support and enhance existing facilities while delivering new physical and social infrastructure as required.

10.6.1 Schedule of Phasing

Each Key Development Area (KDA) is split into phases of development. While consent for the development in its entirety or for a subsequent phase of development may be given prior to the completion of a previous phase, the previous phase must be completed in its entirety (including all predetermined infrastructure, facilities and amenities) prior to the commencement of dwelling units that are in a subsequent phase of development.

A statement of compliance with the phasing requirements of the LAP shall be included with planning applications for new housing development in the Key Development Areas and compliance will be governed by conditions on planning consents. Deviations from the phasing condition may be considered in exceptional circumstances where a case is made to the planning authority and any such deviations shall be subject to the prior written agreement of the authority. Infrastructure required to service future phases of development may be delivered upfront, prior to the completion of the earlier phases of development.

Key Development Area: Naas West		
Type of Infrastructure	Description	Phasing
Northwest Quadrant Link	Complete the Northwest Quadrant link through the site from the Kerry Group Roundabout on the Millennium Link Road to the vicinity of the Canal Harbour.	To be completed in tandem with development in accordance with the phasing of development as set out in the NWQ Masterplan.
Pedestrian/Cyclist/Greenway Link	Provide pedestrian and cyclist bridge across the Grand Canal in the Canal Harbour area.	Prior to completion of 250 dwellings.
Linear Park	Complete the layout, landscaping and planting of the designated open space within the KDA.	To be delivered and completed in tandem with the development.
Childcare	Childcare provision.	Provision for one facility providing a minimum of 20 childcare places per 75 dwellings.

Key Development Area : Rathasker Road West		
Type of Infrastructure	Description	Phasing
Pedestrian /Cyclist/Greenway Links	Complete pedestrian and cycle access.	To be completed prior to the commencement of development.
Open Space	Complete the layout, landscaping and planting of the designated open spaces within the KDA.	To be completed prior to the completion of the development.
Childcare	Childcare provision.	Provision for one facility providing a minimum of 20 childcare places per 75 dwellings.

10.7 Specific Areas for Implementation

Specific focus areas for implementation include:

- The Municipal District Manager will facilitate a cross-departmental implementation group, within Kildare County Council to:
 - advance objectives in the Naas LAP;
 - advance an implementation and infrastructure delivery schedule, and report progress annually;
- Establish a Town Team (external stakeholder forum) to assist in realising relevant objectives and actions contained in this Plan and to report periodically to the Municipal District;
- A specific focus on Naas urban core in relation to generating a best practice methodology of town-centre management, with a specific focus on championing project progress on key regeneration sites, public realm and traffic calming;
- A pro-active culture of assertive implementation will be supported by the use of CPO and other mechanisms where necessary/appropriate;
- Investigate the preparation of a Supplementary Development Contribution Scheme to provide for the delivery of strategic public infrastructure including principal route connections, strategic open space and associated pedestrian, cyclist and community infrastructure in accordance with the provisions of Section 49 of the Planning and Development Act 2000 (as amended);
- The provision of an annual budgetary/funding plan to support implementation.