

Sustainable Planning and Infrastructural Assessment

A supporting document of the Naas Local Area Plan 2021 - 2027

Kildare County Council | Forward Planning Department

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1. Introduction

This Sustainable Planning and Infrastructural Assessment report supports the Naas Local Area Plan 2021-2027 (the Plan) with regard to the delivery of infrastructure required for the implementation of the Plan and the additional land zonings proposed in it. The assessment is required by the National Planning Framework (NPF) which sets out a tiered approach for the zoning of lands as follows:

*‘Tier 1: Serviced Zoned Land, comprising lands that are able to connect to existing development services for which there is service capacity available and can therefore accommodate new development; and
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.’*

The NPF requires that where lands are identified as Tier 2 lands, the potential for delivery of the required services and/or capacity to support new development must be identified and details provided at the time of publication of the draft and final local area plan. The NPF further states that an Infrastructural Assessment should be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency(ies), or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e. within the lifetime of the Plan). The Planning Authority may also commit to the delivery of the required and identified infrastructure in its own infrastructural investment programme (i.e. Capital Programme) in order to support certain lands for zoning.

It is understood that guidance will be published by the Department of Housing, Local Government and Heritage in respect of Infrastructural Assessments in updated statutory guidelines that will be issued under Section 28 of the Planning and Development Act 2000 (as amended).

The purpose of this report is to:

- Identify potential sites for residential and employment zoning in Naas.
- Examine the suitability of a site for zoning based on NPF objectives, and the Kildare County Development Plan 2017-2023 (as varied).
- Assess the infrastructure requirements to service each site.
- Assess the planning and serviceability/infrastructural provision for each site to enable a Tier to be assigned, as may be applicable.
- Where sites are identified as Tier 1 or Tier 2 lands, the assessment should seek to identify the likely development services¹ required to support new development and where possible provide an indicative timeframe for delivery i.e. short to medium term or longer term.

It should be noted from the outset, in terms of reasonable estimate of costs that Irish Water, has indicated that it does not have resources or capacity to carry out such an exercise and therefore no costing have been provided in terms of water services.

¹ The NPF refers to ‘development services’ as “road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply” (pg175).

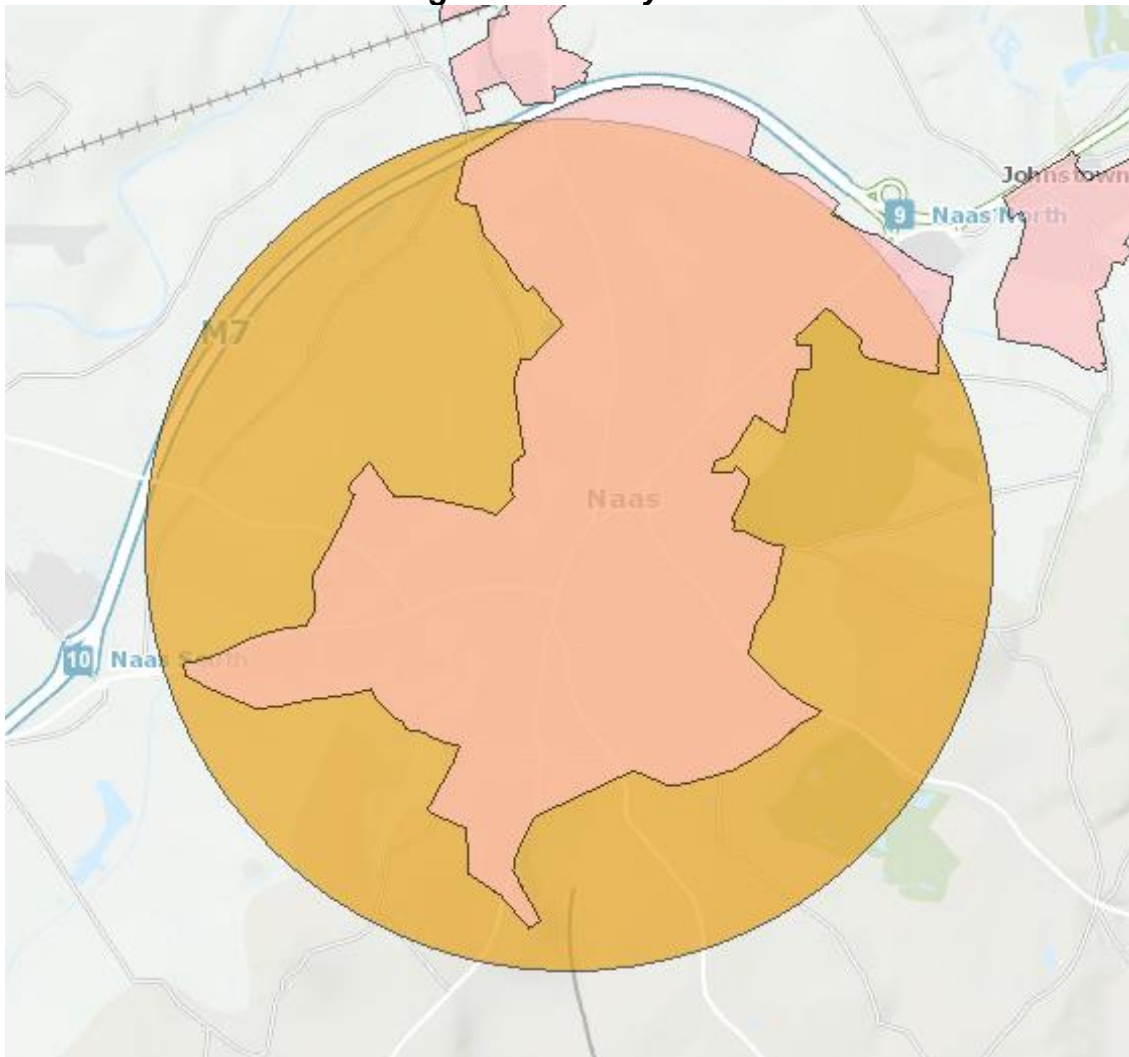
The Roads and Transportation Department of Kildare County Council has provided an estimate of costs.

2. Methodology

This Sustainable Planning and Infrastructural Assessment for the Naas Plan has been developed in the absence of national guidance as referred to in the NPF and seeks to comply with Appendix 3 of the NPF.

The Planning Department undertook a review of available land supply having regard to the CSO Boundary and the Naas Town Development Plan boundary 2011-2017 along with the land contiguous to these boundaries (see Figure 1.1). A range of possible sites were identified. These were further examined in terms of their suitability for zoning. There were 23 potential areas for residential development examined and 15 potential areas for employment development. Sites that were assessed are illustrated in **Map 1.1** (accompanying this document) and **Map 1.2** (accompanying this document) and listed in **Table 1.1** below.

Figure 1.1: Study Area



Source: <http://census.cso.ie/sapmap/>

Table 1.1: Site Names and Reference

Residential Site Name and Reference	
A (1)	Canal Quarter
A (2)	Castle Quarter
A (3)	Corban's Lane
A (4)	Devoy Quarter
C (1)	Caragh Road
C (2)	Devoy Barracks
C (3)	Northwest Quadrant
C (4)	Northwest Quadrant
C (5)	Kilcullen Road
C (6)	Rathasker Road West
C (7)	Ballymore Eustace Road
C (8)	Blessington Road
C (9)	Oldtown Demense
C (10)	Craddockstown Road
C (11)	North of Edmondale
C (12)	Tipper Road
C (13)	Dublin Road
C (14)	Northwest Quadrant
C (15)	North of Craddockstown Golf Course
C (16)	Kingsfurze
C (17)	Northwest Quadrant
C (18)	Northwest Quadrant
C (19)	Sallins Road
Employment Site Name and Reference	
Q (1)	Millennium Park – Sallins Road
Q (2)	Millennium Park North
Q (3)	Millennium Park South
Q (4)	Millennium Park – east of Volvo
Q (5)	Millennium Park West
Q (6)	Fishery Lane
Q (7)	South Ring Road
H (2)	Maudlins
H (3)	Monread Industrial Estate
H (4)	Monread Road
H (5)	Osberstown
H (6)	Jigginstown – Newbridge Road
H (7)	Newhall
H (8)	Caragh Road – south and lands east of orbital
H (9)	Caragh Road (Southwest of orbital road)

The Planning Department consulted with the Roads and Transportation Department, Water Services Department and Environment Department within Kildare County Council, as well as with Irish Water. This consultation has informed the assessment and infrastructural needs within the plan area. Both the Council's internal

departments and Irish Water were requested to identify what was required to service the lands, relevant to their respective areas of responsibility.

In addition, they were requested to:

- (i) confirm if funding for service delivery has been identified in relevant budgets and is aligned with the local area plan period; and
- (ii) consider a reasonable estimate for the full cost of delivery of these services.

Information from the relevant departments of Kildare County Council and Irish Water were used to gain an understanding of underlying conditions and provides insights into infrastructural issues. The findings are discussed in Section 4 of this report. An assessment comprising of a planning and infrastructural serviceability matrix was then carried out in order to determine and allocate lands as Tier 1 or Tier 2 (or otherwise, if necessary). The findings are set out in Section 5 of this report.

3. Planning Overview

There have been a number of significant developments will influence future land use zoning in County Development Plans and in Local Area Plans since the adoption of the Naas Town Development Plan 2011-2017. In particular, the National Planning Framework (NPF) sets out a tiered approach for the zoning lands and as discussed in Section 1 of this report. The following National Policy Objectives are also relevant:

National Policy Objective 72a: *‘Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan’.*

National Policy Objective 72b: *‘When considering zoning lands for development purposes that require investment in service infrastructure, planning authorities will make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages’.*

National Policy Objective 72c: *‘When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development’.*

The NPF places an emphasises on the need for compact, smart and sustainable growth and requires 30% of all new housing to be within existing urban footprints (outside of the five cities), thus reducing the amount of greenfield land required to meet future housing requirements.

Moreover, the NPF specifically discusses the prioritising of development lands and states that there are *“many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services etc. Weighing up all of these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development”*² (emphasis added). The NPF further notes that Guidance will be issued under Section 28 of the Planning and Development Act 2000 (as amended) in relation to infrastructural assessments.

In addition to the NPF, ministerial guidelines on Urban and Building Height, and Water Services, highlight the importance of optimising the yield from existing investment in services and creating more compact and integrated communities.

It is therefore appropriate that sustainable planning criteria are used to inform the assessment of each site, in addition to infrastructural criteria, in line with the NPF’s requirement of the prioritisation of development land. Section 5 of this report discusses the planning criteria used in the assessment of each site. The NPF and the Kildare County Development Plan 2017-2023 (as varied) are used to inform the planning criteria, thus ensuring that each site is assessed on the basis of national and local policy.

² (2018) Department of Housing, Planning and Local Government, Project Ireland 2040: National Planning Framework, pg 137, GovernmentPublications:Dublin.

4. Infrastructural Overview

4.1 Roads and Transportation

4.1.1 Responsibility for Delivery

Kildare County Council is responsible for the delivery of road infrastructure. Site access arrangements and some road improvement works will generally be developer led.

4.1.2 Infrastructure Baseline and Deficits

There is a need to improve connectivity to key destinations including the town centre, schools and employment areas while increasing overall permeability within the town to support a better balance between sustainable and active transport options such as walking, cycling and public transport and private vehicular traffic. In order to address the transportation issues facing Naas a Transport Strategy for the town including Sallins was prepared.

A number of sites have no facilities in place, others there were no cycle lanes, while others had general facilities in place, however; the roads, footpaths and cycle lanes will all need to be upgraded. Improvement and upgrade works were identified for a number of sites which require footpaths and public lighting, along with cycle connectivity to the town centre. The Kilcullen Road Cycle Scheme has an approved Part 8 which will provide for the necessary infrastructure at this location. The Naas /Sallins Transport Strategy also outlines a significant number of permeability and cycling infrastructure measures.

Congestion was noted on many of the arterial routes such as Sallins Road Roundabout and the Monread Road. It was noted that the M7 widening, the new Junction 9a interchange and Sallins by-pass, Naas Sallins Greenway and the Dublin Road Corridor Project would bring some alleviation once developed.

There are a number of sites located in the Northwest Quadrant which currently have no existing access infrastructure, in addition to other environmental constraints. In this regard, the lands in the Northwest Quadrant shall be subject to an agreed Masterplan which shall be informed by the Naas/Sallins Transport Strategy on completion of the OPW Flood Study.

4.1.1 Assessment of Infrastructure Needs

The Naas/Sallins Transport Strategy provides a framework for the planning and delivery of transport infrastructure and services in the town.

Cycle lane upgrades are required at a number of sites throughout the town. A new junction is required on Fishery Lane. Significant road improvements/infrastructure are required to access/service some sites (e.g. at Northwest Quadrant). It has been noted above that various transportation projects either proposed or under construction would bring improvements to the town. Lands located south of Caragh Road and to the east of the Millennium Ring Road have poor vehicular access due to the unfinished connection to the roundabout on the Millennium Ring Road.

Compulsory Purchase Orders (CPO) may be required for certain road and junction improvement works for new access points to some of the sites. In addition, Part 8 consent process may also be required.

4.1.2 Costs and Funding Sources

Estimated costs include design, construction and site supervision but exclude land costs. The overall estimated cost for each site ranges from €0.7m to >€5m³.

4.2 Water Supply

4.2.1 Responsibility for Delivery

Irish Water is responsible for the delivery of water service infrastructure.

4.2.2 Infrastructure Baseline and Deficits

Naas is served by the Poulaphouca Regional Scheme which is serviced by Ballymore Eustace Water Treatment Plant to Naas via Dowdenstown Reservoir which supplies the water supply for the town. Irish Water has confirmed that water mains are already serving the majority of sites or located immediately adjacent to or in close proximity to the sites. Irish Water has indicated that it is not envisaged that any strategic network upgrades are required for any of the sites.

4.2.3 Assessment of Infrastructure Needs

Irish Water has advised that its initial assessment is indicative only and based on a desktop exercise to identify the location of adjacent local network. Overall, it is not envisaged that any strategic network upgrades would be required for the sites. As developments progress, Irish Water would have to model the required demand against latest network demands to ascertain local network upgrade requirements.

4.2.4 Costs and Funding Sources

Individual site serviceability must be confirmed through the Irish Water Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer led, and developers will need to engage with Irish Water at an early stage via the Irish Water PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand. The work carried out on the majority of sites will be developer led. Any other costs in relation to connection fees, or work to be carried out by Irish Water, will be in line with the Connection and Developer charges as per Irish Water charges from 1st April 2019 (or any subsequent revision).

Irish Water currently do not have the resources or capacity to carry out a costing exercise and therefore no costing has been provided.

4.3 Wastewater

4.3.1 Responsibility for Delivery

Irish Water is responsible for the delivery of water service infrastructure.

4.3.2 Infrastructure Baseline and Deficits

It has been identified that all sites will be served by the Upper Liffey Valley Sewerage Scheme – Osberstown Wastewater Treatment Works (WwTW) which has capacity for 130,000 PE. Many of the sites are well served by sewers adjacent or in close proximity to the sites. The Upper Liffey Valley Sewerage Scheme (ULVSS) is currently undergoing upgrading under what is referred to as Contract 2B which

³ Informed by the Roads, Transportation and Public Safety Department of Kildare County Council.

involves upgrading 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.

As developments progress Irish Water is expected to model the required demand against network demands to ascertain local network upgrade requirements. Such requirements relate to connection issues that may warrant a new sewer or upstream upgrading.

4.3.3 Assessment of Infrastructure Needs

Irish Water has advised that its initial assessment is indicative only and based on a desktop exercise to identify the location of an adjacent local network. Localised upgrades may be required for some sites such as the upgrading of the Newhall pumping station or the requirement of a pumping station where the pipeline is pressurised and therefore no connection possible. Foul sewers may need to be extended to the site boundary by the developer in some instances.

4.3.4 Costs and Funding Sources

Individual site serviceability must be confirmed through the Irish Water Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer led, and developers will need to engage with Irish Water at an early stage via the Irish Water PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand. The work carried out on the majority of sites will be developer led. Any other costs in relation to connection fees, or work to be carried out by Irish Water, will be in line with the Connection and Developer charges as per Irish Water charges from 1st April 2019 (or any subsequent revision).

Irish Water currently does not have the resources or capacity to carry out a costing exercise and therefore no costing has been provided.

4.4 Drainage/SuDS/Flooding

4.4.1 Responsibility for Delivery

Local surface water management is the responsibility of Kildare County Council. Other bodies responsible for surface water management included the Office of Public Works and Waterways Ireland. Any drainage works on site will generally be developer led.

4.4.2 Infrastructure Baseline and Deficits

Naas is susceptible to flood risk, however there is high uncertainty regarding the flood risk due to poor availability of modelled data and possible interconnection between fluvial and surface water drainage and canal systems. The majority of the sites reviewed have no known fluvial flood risk. However, fluvial flood risk in both the 1:100 and 1:1000 AEP events were identified in a small number of sites, in all return periods.

Kildare County Council in collaboration with the Office of Public Works (OPW) have appointed consultants to carry out a Naas Flood Relief Scheme. Data collection and review would be progressed as the first phase of the project. The progression of the

project beyond the first stage will be dependent on the outcome of a number of factors, deciding whether the Naas Flood Relief Scheme, if required, proceeds to subsequent stages. It is estimated that the review will take between one and two years.

A Strategic Flood Risk Assessment has informed the Draft Naas Local Area Plan and has informed the future development strategy set out in the Draft Plan in relation to lands which are at risk of flooding. In the event that Justification Tests have been carried out further Site-Specific Flood Risk Assessments will be required for these lands.

4.4.3 Assessment of Infrastructure Needs

The current study being undertaken by Kildare County Council in conjunction with the OPW will provide for greater clarity on the future infrastructural requirements. It is considered that it may be possible to mitigate flood risk through the construction of a flood risk management scheme⁴. This requires a catchment-based approach which would demonstrate that the mitigation of any existing risk would not result in increased flood risk elsewhere⁵.

4.4.4 Costs and Funding Sources

Developers will bear the costs of Site-Specific Flood Risk Assessments and the costs associated with any works proposed to mitigate against risk. Funding is available for the delivery of the Naas Flood Risk Management Scheme. The delivery of the scheme is identified as a priority within County Kildare by the OPW and is underway and its completion will facilitate and inform the preparation of a masterplan for the future development of the strategic expansion area in the North West Quadrant.

⁴ *Informed by the Environment Department of Kildare County Council.*

⁵ *Informed by the Environment Department of Kildare County Council.*

5. Criteria and Assessment

For this assessment, criteria have been developed both from a planning and infrastructural perspective. While a site may be fully serviceable it should also comply with the objectives of the National Planning Framework (NPF) and the Kildare County Development Plan 2017-2023 (as varied) to be considered further.

All the sites (both employment and residential sites) within the study area were identified and analysed against each criteria with a planning and serviceability weighting applied. Each site was assessed against the criteria set out below in **Table 1.2** to assess the overall suitability for zoning within the Naas Local Area Plan 2021-2027. Stage one assessed the sustainability of a site; stage two assessed the infrastructural provisions to service the site. Each stage was assigned a high (dark blue), medium (intermediate blue) or low (light blue) planning and serviceability weighting.

Tables 1.3 and 1.4 indicates the weighted matrix for residential sites while **Tables 1.5 and 1.6** indicate the weighted matrix for employment sites.

Table 1.2: Matrix Assessment Criteria

Matrix Assessment Criteria		
Stage	Criteria	Explanation
1	County Development Plan Core Strategy Compliance	<i>Whether or not the subject lands comply with the provisions of the Core Strategy of the Kildare County Development Plan 2017-2023 (as varied) with regard to compliance with the settlement and growth strategy for the county, economic development objectives, objectives relating to sustainable and integrated communities, appropriate development and climate change.</i>
	Does the site adhere to the Strategic Outcomes of the National Planning Framework	<i>A) Compact growth B) Enhanced regional accessibility; a strong economy supported by enterprise, innovation and skills; and high-quality international connectivity. C) Sustainable mobility and transition to a low carbon and climate resilient society. D) Enhanced amenity and heritage.</i>
2	Roads and Transportation	<i>This criterion examines the site's accessibility to the existing road network, the level of existing infrastructure, (i.e. footpaths, lighting etc) constraints envisaged, any existing plans in place or committed funding for upgrade works, the estimated costs, where known, of such works and whether such works were aligned to an approved infrastructural investment programme. In terms of public transportation, the site's proximity and accessibility to existing public transport infrastructure was examined.</i>
	Water Supply	<i>Existing network infrastructural issues were examined alongside the level and cost of upgrades required. In</i>

		<i>addition, the sites proximity to existing public waters mains was examined.</i>
	Wastewater	<i>Existing network infrastructural issues were examined alongside level and cost of upgrades required. In addition, the site's proximity and potential accessibility to the existing public wastewater network was examined.</i>
	Drainage, Extent of SuDS requirements and Flood Risk	<p><i>This criterion was examined to ascertain whether there were existing drainage works in place on the subject lands, the potential extent of Sustainable Urban Drainage Systems (SuDS) that may be required to serve the subject lands. In addition, an examination was also carried out with regard to the potential flood risk associated with the subject lands. The assessment of lands, where applicable, was carried out using local technical knowledge of the lands, OPW CFRAM mapping and assessing the baseline findings which form part of the Strategic Flood Risk Assessment carried out for the plan area.</i></p> <p><i>Where it was found that lands were identified as falling within the 1 in 100 or 1 in 1000 year flood zoning, such lands were subject to the justification test in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities, November 2009 (DEHLG and OPW). Once the justification test had been completed and where lands were found to pass the justification test a high weighting was applied to complete the infrastructural assessment table. Should an instance arise where the justification test failed, a site would be weighted low and the subject lands would not be considered further.</i></p>

RESIDENTIAL SITES

Scoring Range	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
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Stage 1: Planning Criteria: Residential Sites

Table 1.3: Infrastructural Assessment Matrix for Residential Sites

Naas Local Area Plan 2021-2027 - Planning Criteria Weighted Matrix																							
Criteria	A (1)	A (2)	A (3)	A (4)	C (1)	C (2)	C (3)	C (4)	C (5)	C (6)	C (7)	C (8)	C (9)	C (10)	C (11)	C (12)	C (13)	C (14)	C (15)	C (16)	C (17)	C (18)	C (19)
<i>Kildare County Development Plan 2017-2023</i>																							
<i>Does the Site adhere to the National Planning Framework Strategic Outcomes</i>																							

Stage 2: Infrastructural Criteria: Residential Sites

Table 1.4: Infrastructural Assessment Matrix for Residential Sites

Naas Local Area Plan 2021-2027 - Infrastructural Assessment Weighted Matrix																							
Criteria	A (1)	A (2)	A (3)	A (4)	C (1)	C (2)	C (3)	C (4)	C (5)	C (6)	C (7)	C (8)	C (9)	C (10)	C (11)	C (12)	C (13)	C (14)	C (15)	C (16)	C (17)	C (18)	C (19)
<i>Roads & Transportation</i>																							
<i>Water Supply</i>																							
<i>Wastewater</i>																							
<i>Drainage, SuDS & Flooding</i>																							

EMPLOYMENT SITES

Stage 1: Planning Criteria: Employment Sites

Table 1.5: Infrastructural Assessment Matrix for Employment Sites

Naas Local Area Plan 2021-2027 - Infrastructural Assessment Weighted Matrix																		
Criteria	Q (1)	Q (2)	Q (3)	Q (4)	Q (5)	Q (6)	Q (7)	H (2)	H (3)	H (4)	H (5)	H (6)	H (7)	H (8)	H (9)			
<i>Kildare County Development Plan 2017-2023 (as varied)</i>																		
<i>Does the Site adhere to the National Planning Framework Strategic Outcomes</i>																		

Stage 2: Infrastructural Criteria: Employment Sites

Table 1.6: Infrastructural Assessment Matrix for Employment Sites

Naas Local Area Plan 2021-2027 - Infrastructural Assessment Weighted Matrix															
Criteria	Q (1)	Q (2)	Q (3)	Q (4)	Q (5)	Q (6)	Q (7)	H (2)	H (3)	H (4)	H (5)	H (6)	H (7)	H (8)	H (9)
<i>Roads & Transportation</i>															
<i>Water Supply</i>															
<i>Wastewater</i>															
<i>Drainage, SuDS & Flooding</i>															

5.1 Categorisation of Sites

All selected sites within the study area were identified and analysed against each category outlined in Table 1.2 with a planning and infrastructural serviceability weighting applied. The weighting applied to the sites is represented by a traffic light system and ranges from:

- a strong level of planning and serviceability/infrastructural provision coloured green.
- a medium level of planning and serviceability/infrastructural provision coloured orange / light red.
- a poor level of planning and serviceability/ infrastructure provision coloured dark red.

In the case of lands identified as falling within the ‘extremely high’ or ‘high’ level of serviceability rating a green colour was applied which equates to Tier 1 lands in accordance with the National Planning Framework tiered approach to zoning. Such lands are serviced land, comprising of lands that are able to connect to existing development services for which there is service capacity available and therefore be able to accommodate new development. In such instances the site achieves sustainable planning criteria also.

Where lands were deemed to have a ‘medium to high’ or ‘medium’ level of serviceability rating an orange/light red colour was applied. These lands can be described as serviceable 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 or where there are planned infrastructure upgrades. In such instances the sites were considered to achieve a moderate status on sustainable planning criteria also.

In the event that lands demonstrated a poor level of serviceability they were excluded from consideration in forming the designation of zonings for the plan area. There are major infrastructural deficiencies and/or these sites achieved a poor status on sustainable planning criteria. These lands would be classed as ‘No Development’ and excluded from further assessment. None of the sites assessed were considered to be classed as ‘no development’.

Tier Determination Range		
Low	0-400	<i>No Develop</i>
Med	401-699	<i>Tier 2</i>
High	700+	<i>Tier 1</i>

The findings of both the qualitative and quantitative assessments have informed an evidence-based assessment of each site. As a result of this assessment it is clear

that, for a range of infrastructural reasons, some sites are better placed to deliver employment and residential use in the short to medium term (Tier 1 lands).

The written statement of the Draft Naas Local Area Plan will outline the final selected sites in compliance with the Kildare County Core Strategy. It is necessary to do a broad assessment of sites to ensure a full evaluation of potential sites in Naas to determine which sites should be zoned within the Plan.

Table 1.7 categorises the residential employment sites into Tier 1 and Tier 2 lands and should be read in conjunction with Map 2.1. **Table 1.8** categorises the employment sites into Tier 1 and Tier 2 lands and should be read in conjunction with Map 2.2.

Table 1.7 Residential Site Categorisation

Site Categorisation			
Site Category	Site Ref	Site Name	Ranking
Tier 1	A (3)	Corban's Lane	
Tier 1	C (6)	Rathasker Road West	
Tier 1	C (19)	Sallins Road	
Tier 1	C (2)	Devoy Barracks	
Tier 1	C (9)	Oldtown Demense	
Tier 1	C (5)	Kilcullen Road	
Tier 1	C (1)	Caragh Road	
Tier 1	C (13)	Dublin Road	
Tier 1	A (4)	Devoy Quarter	
Tier 1	C (11)	North of Edmondale	
Tier 2	C (10)	Craddockstown Road	
Tier 2	A (2)	Castle Quarter	
Tier 2	C (15)	North of Craddockstown Golf Course	
Tier 2	C (16)	Kingsfurze	
Tier 2	C (7)	Ballymore Eustace Road	
Tier 2	A (1)	Canal Quarter	
Tier 2	C (12)	Tipper Road	
Tier 2	C (3)	Northwest Quadrant	
Tier 2	C (14)	Northwest Quadrant	
Tier 2	C (8)	Blessington Road	
Tier 2	C (17)	Northwest Quadrant	
Tier 2	C (18)	Northwest Quadrant	
Tier 2	C (4)	Northwest Quadrant	

Table 1.8 Employment Site Categorisation

Site Categorisation			
Site Category	Site Ref	Site Name	Ranking
Tier 1	H (3)	Monread Industrial Estate	
Tier 1	H (6)	Jigginstown – Newbridge Road	
Tier 1	Q (4)	Millennium Park - east of Volvo	
Tier 1	H (9)	Caragh Road (Southwest of orbital road)	
Tier 2	Q (3)	Millennium Park South	
Tier 2	Q (6)	Fishery Lane	
Tier 2	H (8)	Caragh Road - south and lands east of orbital	
Tier 2	H (2)	Maudlins	
Tier 2	H (4)	Monread Road	
Tier 2	Q (5)	Millennium Park West	
Tier 2	Q (2)	Millennium Park North	
Tier 2	Q (7)	South Ring Road	
Tier 2	H (7)	Newhall	
Tier 2	Q (1)	Millennium Park - Sallins Rd	
Tier 2	H (5)	Osberstown	

6. Findings and Infrastructure Implementation

All 38 potential sites have been extensively examined and appraised, and the results of the appraisals have been discussed and analysed in the preceding sections.

As a result of the findings of this Sustainable Planning and Infrastructural Assessment, the 23 sites assessed for residential development can be zoned within the Plan. Ten of the residential sites falling within Tier 1 and the remaining 13 sites classified as Tier 2. The sites can potentially be zoned either 'Town Centre', 'Existing Residential' or 'New Residential' in the Naas Local Area Plan 2023-2027, subject to the required housing targets and population growth as detailed in the Kildare County Development Plan.

It is also recommended that the 15 employment sites examined have the potential to be developed for economic uses during the lifetime of the Plan. The sites can be zoned either 'Industry and Warehousing', 'Enterprise and Employment' or 'Commercial/Residential' in the Naas Local Area Plan 2021-2027. Of the 15 sites assessed, it is noted that four sites are classed as Tier 1 lands with 11 sites classed as Tier 2 lands.

This Sustainable Planning and Infrastructure Assessment provides an assessment of transportation, SuDS, water and wastewater utilities that will be required to inform appropriate land use zoning and support future development. The realisation of the Naas Local Area Plan 2021 - 2027 will be dependent on the timely delivery of a wide range of infrastructure for which there are objectives in the LAP to provide but publicly and privately.

6.1 Funding Sources

This Sustainable Planning and Infrastructural Assessment identifies a range of strategic and local infrastructure necessary to facilitate development in the Plan area. The delivery of infrastructure is funding dependant. The key funding sources for the delivery of infrastructure are:

Developer: The developer of the land / infrastructure provides the funding to deliver the infrastructure or provides the infrastructure directly.

State: Urban/Rural Regeneration Development Funding, Smarter Travel funding, Irish Water (IW), Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, LEADER/SICAP funding, LIHAF funding (or similar), other government departments.,

Kildare Council: Kildare County Council Development Contribution Schemes, Supplementary Contribution Scheme⁶, KCC Capital Works Programme.

⁶ 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.

6.2 Implementation, Monitoring and Review

The lifetime of the Naas Local Area Plan is six years from the date of adoption, unless otherwise extended, amended or revoked, in accordance with the Planning and Development Act 2000 (as amended).

The Council acknowledge that one of the main factors in the successful implementation of the Naas Plan is securing the necessary funding and partnerships to deliver key objectives in the Plan such as those relating to infrastructure. Kildare County Council is committed to taking a proactive approach to progress the delivery of the objectives of the Plan and therefore an Implementation and Delivery Schedule will form part of the Written Statement of the Plan, outlining the key infrastructure necessary for the sites selected to be zoned.

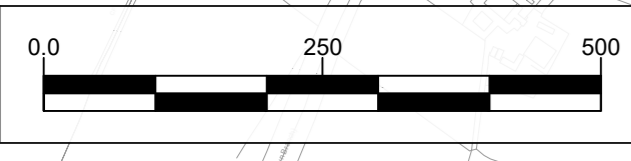
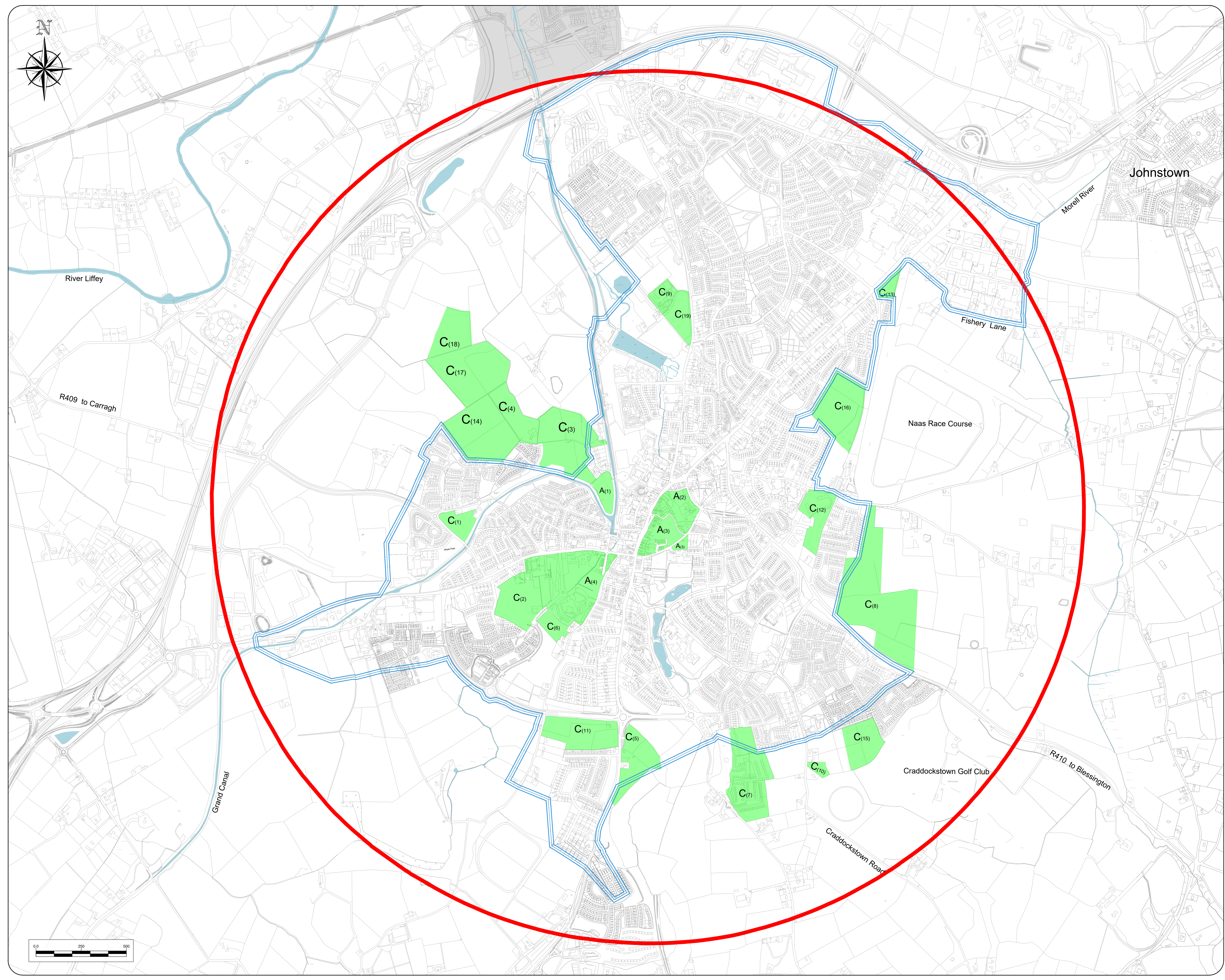
The development of new residential and employment areas within this Plan are also dependent on the population targets for Naas. The Sustainable Planning and Infrastructural Assessment (SPIA) which accompanies this Plan provides an assessment of the necessary infrastructure that will be required for the development of a broad range of lands suitable for both residential and economic development. This SPIA informs the decisions which ultimately will be decided through the preparation of the written statement of the Naas Plan.



Legend :

- Naas Development Plan 2011 - 2017 Boundary
- CSO Settlement Boundary 2016 (centred on middle line)
- River/Canal/Lakes

Naas Infrastructural Assessment Residential Sites	
Site Ref	Site Name
A (1)	Canal Quarter
A (2)	Castle Quarter
A (3)	Corban's Lane
A (4)	Devoy Quarter
C (1)	Caragh Road
C (2)	Devoy Barracks
C (3)	Northwest Quadrant
C (4)	Northwest Quadrant
C (5)	Kilcullen Road
C (6)	Rathasker Road West
C (7)	Ballymore Eustace Road
C (8)	Blessington Rd
C (9)	Oldtown Demense
C (10)	Craddockstown Road
C (11)	North of Edmondale
C (12)	Tipper Road
C (13)	Dublin Road
C (14)	Northwest Quadrant
C (15)	North of Craddockstown Golf Course
C (16)	Kingsfurze
C (17)	Northwest Quadrant
C (18)	Northwest Quadrant
C (19)	Salins Rd



Revision	Date Published	Description

**Infrastructural Assessment Map:
 Residential Sites Assessed**

Scale: N.T.S. Map Ref.: 1.1

Date: Jan 2021 Drawing No.: 200/20/1053

Drawn by: M O'Loughlin Checked by: L Crawford Approved by: N Curran
 Date: 25/01/2021 Date: 23-02-2021 Date: 23-02-2021

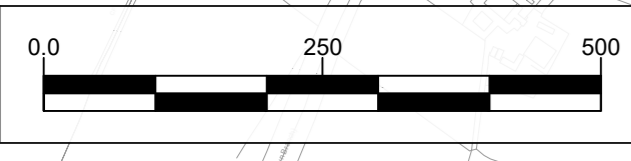
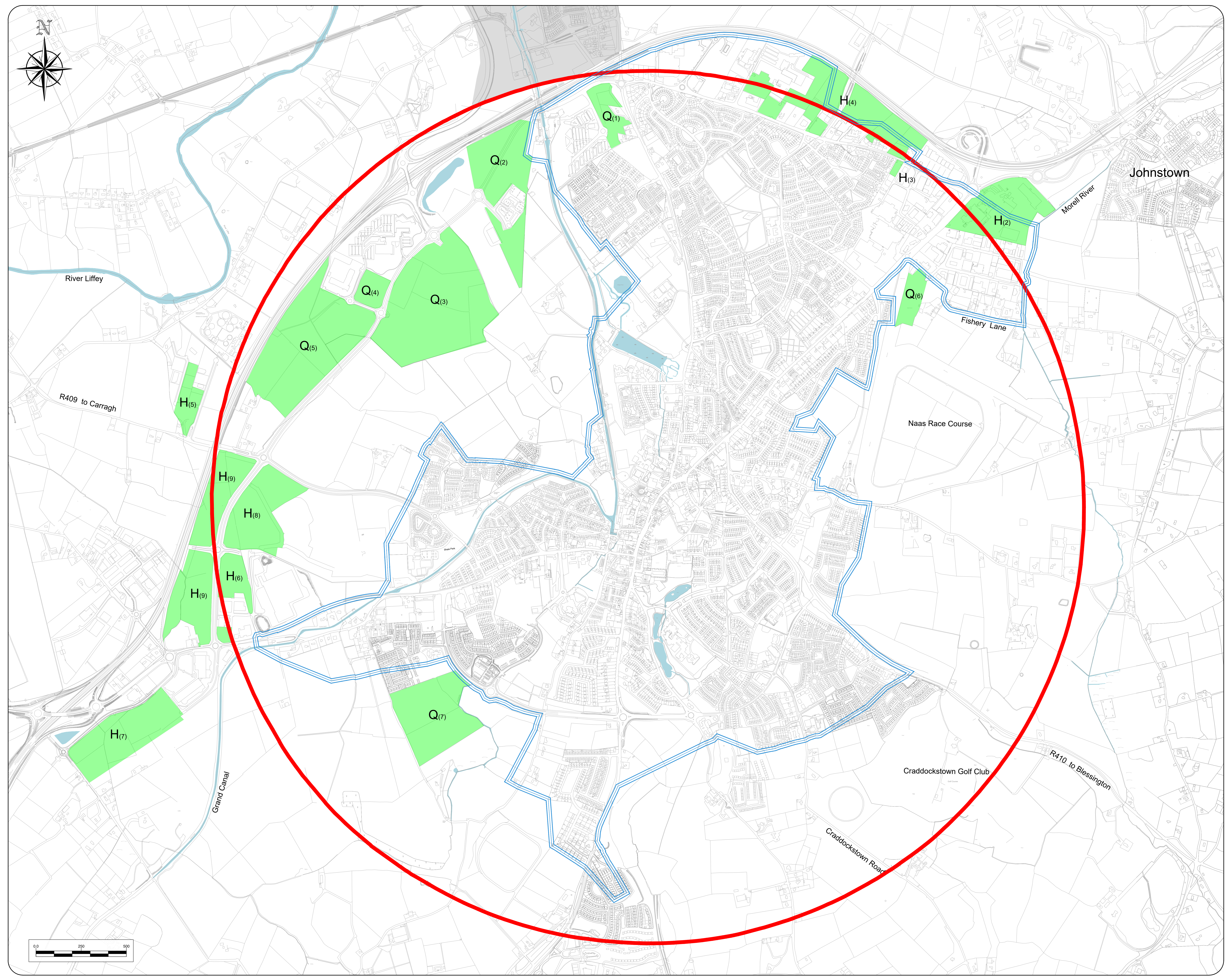
This drawing is to be read in conjunction with the written statement



Legend :

- Naas Development Plan 2011 - 2017 Boundary
- CSO Settlement Boundary 2016 (centered on middle line)
- River/Canal/Lakes

Naas Infrastructural Assessment Employment Sites	
Site Ref	Site Name
Q (1)	Millennium Park – Sallins Road
Q (2)	Millennium Park North
Q (3)	Millennium Park South
Q (4)	Millennium Park – East of Volvo
Q (5)	Millennium Park West
Q (6)	Fishery Lane
Q (7)	South Ring Road
H (2)	Maudlings
H (3)	Monread Industrial Estate
H (4)	Monread Road
H (5)	Osberstown
H (6)	Jigginstown – Newbridge Road
H (7)	Newhall
H (8)	Caragh Road – (south) and lands east of orbital road
H (9)	Caragh Road (Southwest of orbital road)



Revision	Date Published	Description

**Infrastructural Assessment Map:
 Employment Sites Assessed**

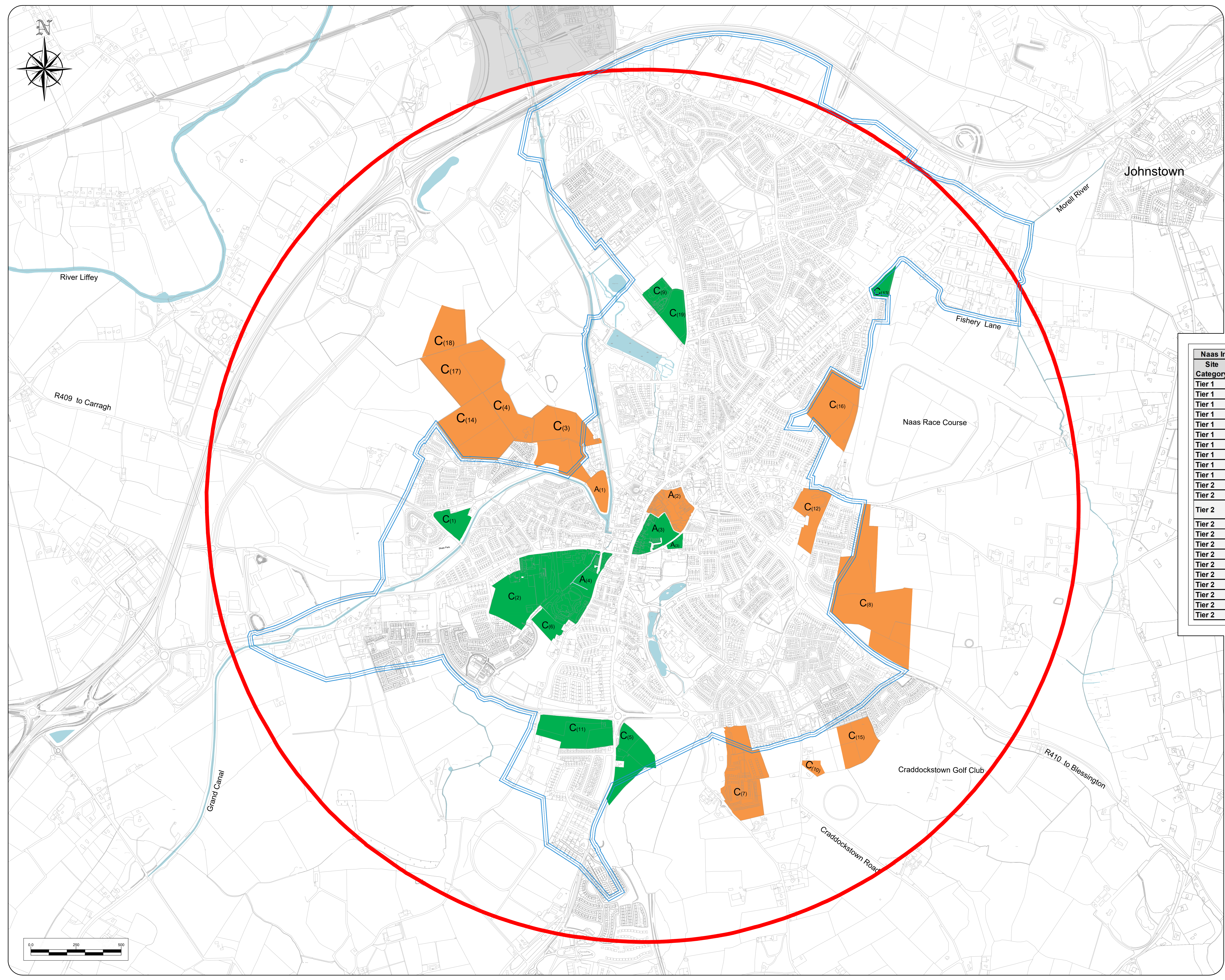
Scale: N.T.S.	Map Ref.: 1.2
Date: Jan 2021	Drawing No.: 200/20/1053

Drawn by: M O'Loughlin	Checked by: L Crawford	Approved by: N Curran
Date: 25/01/2021	Date: 23-02-2021	Date: 23-02-2021

This drawing is to be read in conjunction with the written statement



- Legend :
- Naas Development Plan 2011 - 2017 Boundary
 - CSO Settlement Boundary 2016 (centered on middle line)
 - River/Canal/Lakes



Naas Infrastructural Assessment - Site Categorisation			
Site Category	Site Ref	Site Name	Categorisation
Tier 1	A (3)	Corban's Lane	Tier 1
Tier 1	C (6)	Rathasker Road West	
Tier 1	C (19)	Sallins Rd	
Tier 1	C (2)	Devoy Barracks	
Tier 1	C (9)	Oldtown Demense	
Tier 1	C (5)	Kilcullen Road	
Tier 1	C (1)	Caragh Road	
Tier 1	C (13)	Dublin Road	
Tier 1	A (4)	Devoy Quarter	
Tier 1	C (11)	North of Edmondale	
Tier 2	C (10)	Craddockstown Road	Tier 2
Tier 2	A (2)	Castle Quarter	
Tier 2	C (15)	North of Craddockstown Golf Course	
Tier 2	C (16)	Kingsfurze	
Tier 2	C (7)	Ballymore Eustace Road	
Tier 2	A (1)	Canal Quarter	
Tier 2	C (12)	Tipper Road	
Tier 2	C (3)	Northwest Quadrant	
Tier 2	C (14)	Northwest Quadrant	
Tier 2	C (8)	Blessington Rd	
Tier 2	C (17)	Northwest Quadrant	
Tier 2	C (18)	Northwest Quadrant	
Tier 2	C (4)	Northwest Quadrant	

Revision	Date Published	Description

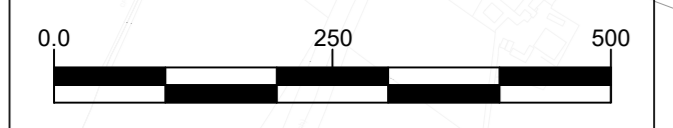
Infrastructural Assessment Map:
 Residential Site Categorisation

Scale: N.T.S. Map Ref.: 2.1

Date: Jan 2021 Drawing No.: 200/20/1053

Drawn by: M O'Loughlin
 Checked by: L Crawford
 Approved by: N Curran

This drawing is to be read in conjunction with the written statement





Legend :

- Naas Development Plan 2011 - 2017 Boundary
- CSO Settlement Boundary 2016 (centered on middle line)
- River/Canal/Lakes



Naas Infrastructural Assessment - Site Categorisation			
Site Category	Site Ref	Site Name	Ranking
Tier 1	H (3)	Monread Industrial Estate	Tier 1
Tier 1	H (6)	Jigginstown - Newbridge Road	
Tier 1	Q (4)	Millennium Park - East of Volvo	
Tier 1	H (9)	Caragh Road (Southwest of orbital road)	Tier 2
Tier 2	Q (3)	Millennium Park South	
Tier 2	Q (6)	Fishery Lane	
Tier 2	H (8)	Caragh Road (south) and lands east of orbital road	
Tier 2	H (2)	Maudlings	
Tier 2	H (4)	Monread Road	
Tier 2	Q (5)	Millennium Park West	
Tier 2	Q (2)	Millennium Park North	
Tier 2	Q (7)	South Ring Road	
Tier 2	H (7)	Newhall	
Tier 2	Q (1)	Millennium Park - Sallins Rd	
Tier 2	H (5)	Osberstown	

Revision	Date Published	Description

Infrastructural Assessment Map:
 Employment Site Categorisation

Scale: N.T.S. Map Ref.: 2.2

Date: Jan 2021 Drawing No.: 200/20/1053

Drawn by: M O'Loughlin Checked by: L Crawford Approved by: N Curran
 Date: 25/01/2021 Date: 23-02-2021 Date: 23-02-2021

This drawing is to be read in conjunction with the written statement

