



Áras Chill Dara,
Devoy Park,
Naas,
Co. Kildare
14th October 2021

Don Chathaoirleach is gach ball den Chomhairle Chondae

A Bhail Uile,

Tionólfar cruinniú speisialta den chomhairle ag 10:30 ar an Déardaoin, 21 Deireadh Fómhair 2021 i Halla Baile an Droichid Nua agus tugtar cuireadh duit a bheith i láthair.

A special meeting of the council will be held at 10:30 a.m. on Thursday 21st October 2021 in Newbridge Town Hall to consider the proposed Material Alterations, Chief Executive's Report dated 16th September 2021, Motions and to make the Naas Local Area Plan 2021-2027 and you are invited to attend.

Agenda is attached.

Mary Mc Carthy

Mairead Hunt

Meetings Administrator



CLÁR/AGENDA

1. Fógra um leasanna airgeadais nó leasanna tairbhúla faoin alt 177 den Acht Rialtais Áitiúil 2001, arna leasú.
Declaration of pecuniary or beneficial interests under Section 177 of the Local Government Act 2001, as amended.
2. To note the Chief Executive's report on the submissions received to the proposed Material Alterations to the Draft Naas Local Area Plan 2021–2027 dated 16th September 2021 (previously circulated).

Chapter 4: Homes and Communities

3. Proposed Material Alteration No. 2

Insert new objective as Objective HCO 1.7 as follows:

HCO 1.7 *Require all Strategic Housing Development applications, or applications for 100 residential units or more, to include an assessment of how the development connects to high capacity sustainable transport services and measures proposed to improve this.*

4. Proposed Material Alteration No. 3

Insert new objective as Objective HCO 1.8 as follows:

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

5. Proposed Material Alteration No. 4

Amend Objective HCO 2.1 as follows:

HCO 2.1 Require that a good mix of housing types and sizes is provided in all new residential areas and in appropriate brownfield/infill areas, to meet the needs of the population of Naas, including

the provision of appropriate supported housing and longer term residential care solutions designed for older people and/or people with disabilities. *All planning applications on lands zoned C: New Residential or C: New Residential Phase 2 shall be accompanied by a Housing Mix Statement illustrating compliance with this objective.*

6. Proposed Material Alteration No. 5

Amend Objective HCO 3.2 as follows:

HCO 3.2 Require the provision of appropriately located and purpose-built early learning and childcare facilities to meet the pro-rata childcare needs of housing development during the plan period. *Childcare facilities will be required, by a condition of planning permission, to be developed within the first phase of any new residential development.*

7. Proposed Material Alteration No. 6

Insert new objective as Objective HCO 3.6 under Section 4.6, as follows:

HCO 3.6 *Encourage the delivery of childcare facilities in conjunction with the construction of new educational facilities, where feasible, with engagement from the Department of Education*

8. Proposed Material Alteration No. 7

Include a new Action under Section 4.6 Education, Childcare and Health Facilities as follows:

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

9. Proposed Material Alteration No. 8

Amend Objective HCO 4.6 as follows:

HCO 4.6 Facilitate and promote the development of a network of playgrounds, amenity spaces *(to include community gardens and allotments)* and recreational areas for children of all ages which are universally designed throughout the town and its environs.

10. Proposed Material Alteration No. 9

Amend Objective HCO 4.7 as follows:

- HCO 4.7** **(a)** Investigate the feasibility of the provision of a small green waste composting site in the town for use by local community groups, as an action towards sustainable waste management.
- (b)** *Promote community-managed gardens/allotments at appropriate locations in Naas.*

11. Proposed Material Alteration No. 10

Amend Actions listed under Section 4.7 Other Community, Sports and Recreational Facilities as follows:

- Action:** Address the deficiencies in the provision of sport and recreation facilities *and investigate the feasibility of Municipal Pitches* in Naas through active engagement with the relevant clubs and The Sports Partnership.

Chapter 5: Movement and Transport

12. Proposed Material Alteration No. 11

Insert a new sub-section, Section 5.1.1 Modal Shift Targets (including consequential table numbering) as follows:

Section 5.1.1 Modal Shift Targets

Achieving significant modal shift is dependent on a wide range of factors, much of which is outside the remit of Kildare County Council such as national economic performance, Government investment in sustainable transport infrastructure, private bus service provision and willingness to embrace change. Kildare County Council have identified a number of interventions for the town of Naas which will assist in delivering this modal shift, such as the provision of new permeability links, cycling measures and public transport measures. Kildare County Council will endeavour to deliver a reduction in private car usage broadly in line with 2035 targets set out in the NTA's Transport Strategy for the Greater Dublin Area. These target mode shifts have been adapted to reflect the plan period (to 2027) and are outlined in the tables below, which contain ambitious targets for travel to work and school.

Table 5.1A: Modal shift targets for work trips in Naas

Mode share for work trips	2016 Baseline %	2027 Target %	2035 Target %	Overall % Change
Car	79.6%	69.8%	62.6%	-17%
Public Transport	7.9%	14.8%	19.9%	+12%
Walking	9.8%	10.38%	10.8%	+1%
Cycling	2.7%	5%	6.7%	+4%

Table 5.1B: Modal shift targets for education trips in Naas

Mode share for education trips	2016 Baseline %	2027 Target %	2035 Target %	Overall % Change
Car	48.6%	43.3%	39.6%	-9%
Public Transport	18.4%	21.3%	23.4%	+5%
Walking	30.6%	31.7%	32.6%	+2%
Cycling	2.4%	3.6%	4.4%	+2%

13. Motion in the names of Cllr. Peter Hamilton, Cllr. Vanessa Liston and Cllr. Colm Kenny

There are significant inadequacies and inconsistencies in the Modal Shift targets identified in Tables 5.1A and 5.1B, and the incremental targets are wholly inadequate based on the targets for 2030 and 2050 set in the 2021 climate action bill amendment.

The tables included should be identified as the required absolute minimum to be achieved by factors in the control of Kildare County Council. Accordingly, it is proposed that section 5.1.1 is modified as follows

Section 5.1.1 Modal Shift

Targets Achieving significant modal shift is dependent on a wide range of factors, much of which is outside the remit of Kildare County Council such as national economic performance, Government investment in sustainable transport infrastructure, private bus service provision and willingness to embrace change.

Kildare County Council have identified a number of interventions for the town of Naas which will assist in delivering this modal shift, such as the provision of new permeability links, cycling measures and public transport measures.

Kildare County Council will endeavour to deliver *an ambitious* reduction in private car usage broadly in line with 2035 targets set out in the NTA's Transport Strategy for the Greater Dublin Area and also informed by Smarter Travel: A Sustainable Transport Future. These target mode shifts have been adapted to reflect the plan period (to 2027) and are outlined in the tables below, which contain ambitious targets for travel to work and school. The proposed modal shift targets are *required absolute minimum* targets only, *to be achieved by factors in the control of Kildare County Council, and that subject to supports from national initiatives and the actions of other agencies that council aims for much more ambitious targets to achieve a further reduction of 20% or more on these baseline levels.*

14. Motion in the names of Cllr. Peter Hamilton, Cllr. Vanessa Liston and Cllr. Colm Kenny

Further to the motion outlined above that the targets in Table 5.1A (Mode Share for Work Trips) for 2027 are modified to increase the incremental modal shift goal by a further approximately 20% as outlined so that they contribute to a reduction that will support represent almost half the goals required by the climate action (amendment) bill 2021.

Table 5.1 A Work Trips	2027 Target	Modified 2027
Car	69.8%	55.0%
Public Transport	14.8%	20.0%
Walking	10.4%	15.0%
Cycling	10.0%	10.0%
Totals:	105.0%	100.0%

15. Motion in the names of Cllr. Peter Hamilton, Cllr. Vanessa Liston and Cllr. Colm Kenny

Further to the motion outlined above that the targets in Table 5.1B for 2027 1A (Mode Share for Education Trips) are modified to increase the incremental modal shift goal by a further approximately 20% as outlined so that they contribute to a reduction that will support represent almost half the goals required by the climate action (amendment) bill 2021.

Table 5.1 B Education Trips	2027 Target	Modified 2027
--------------------------------------------	----------------	------------------

Car	43.3%	30.0%
Public Transport	21.3%	25.0%
Walking	31.7%	35.0%
Cycling	10.0%	10.0%
Totals:	106.3%	100.0%

16. Proposed Material Alteration No. 12

Insert a new objective as Objective MTO 1.13 under Section 5.2, as follows:

MTO 1.13 *Investigate the feasibility of a greenway/cycleway link between the towns of Naas and Newbridge, to provide for safe active travel, subject to environmental assessments.*

17. Proposed Material Alteration No. 13

Insert a new objective as Objective MTO 1.14 under Section 5.2, as follows (and any subsequent mapping amendments):

MTO 1.14 *Investigate the feasibility of providing an active transport route (walking and cycling) to link both Naas and Sallins to Kerdiffstown Park, subject to environmental assessments.*

Amend Action detailed under Section 5.2, as follows:

Action: To carry out a feasibility study to identify access and connections to Kerdiffstown Park from *both* the Monread area *and Sallins, and to* identify suitable funding mechanism for its delivery

18. Proposed Material Alteration No. 14

Insert a new objective as Objective MTO 1.15 under Section 5.2, as follows:

MTO 1.15 *Investigate the feasibility of a greenway/cycleway link between the town of Naas and the Naas Rugby Club at Forenaughts to provide for safe active travel, subject to environmental assessments.*

19. Proposed Material Alteration No. 15

Insert a new objective as Objective MTO 1.16 as follows:

MTO 1.16 *Explore the feasibility of providing a walking and cycling link through site C (19) zoned 'New Residential' adjacent to the Sallins Road as part of any new development on this site, subject to detailed impact assessments on built and natural heritage and road safety.*

20. Proposed Material Alteration No. 16

Insert new Action under Policy MT1, under Section 5.2 as follows:

Action: *Explore the feasibility of a safe pedestrian and cycle route through Millennium Park to Leinster Mills that avoids conflict with HGVs in co-operation with landowners.*

21. Proposed Material Alteration No. 17

Insert text under Policy MT1 and MT2, as follows:

Policy MT1 – Walking and Cycling

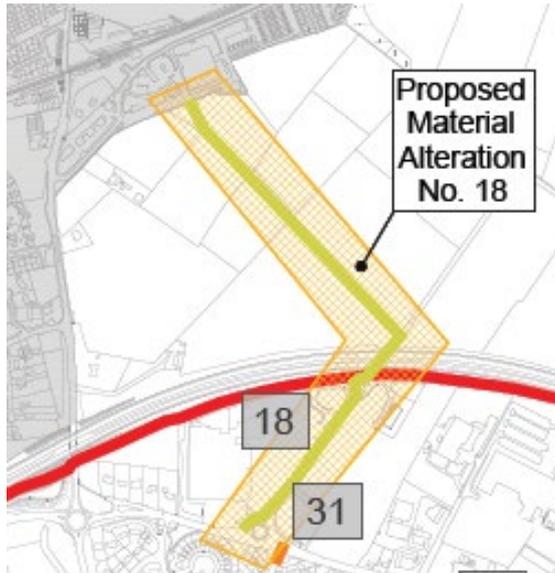
*It is the policy of the Council to promote enhanced **universal** permeability for pedestrians and cyclists within Naas in order to improve access to the town centre, local schools, residential areas, recreational facilities, public transport services and other amenities.*

Policy MT 2 – Public Transport

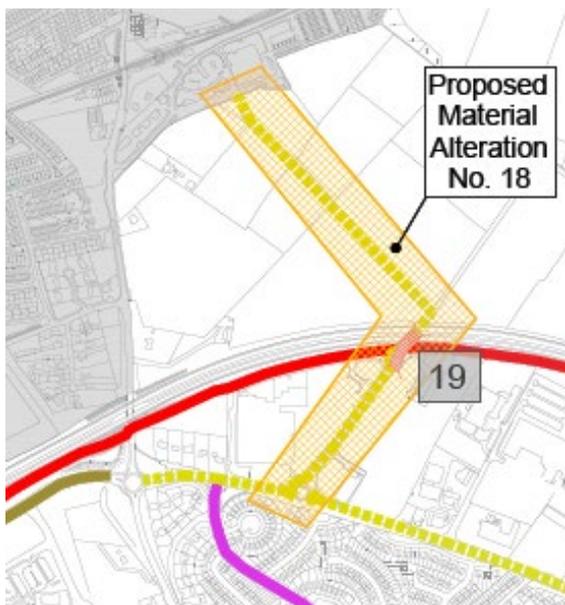
*It is the policy of the Council to promote the sustainable development of Naas by supporting and guiding the relevant national agencies in delivering improvements to the public transport network and to public transport services **for all users.***

22. Proposed Material Alteration No. 18

Amend Measure 18 on Map 5.1 to correspond correctly with PT 7 as shown on Map 5.3.



Amend Measure 19 on Map 5.2 to correspond correctly with PT 7 as shown on Map 5.3.



23. Proposed Material Alteration No. 19

Amend text in Objective MTO 2.3 and Objective MTO 2.7, (along with any consequential amendments including Map 5.3).

- MTO 2.3** Support and facilitate the implementation of the following bus priority measures, subject to the availability of funding and appropriate environmental assessment and where necessary to preserve the identified routes free from development:
- Sustainable Travel Bridge over the M7 linking Sallins and Naas.
 - Morell Way bus gate to facilitate a new bus-only street.

- Left turn ban on to Main Street (from R445 towards Main Street).
- Bus priority entrance to Piper's Hill schools.
- Bus-*only Priority Route* link to Sallins Bypass through the Northwest Quadrant.

MTO 2.7 Protect the lands zoned Q: Enterprise and Employment to the east of the Western Relief Road from haphazard development that would prejudice the future delivery of a bus-*only priority* route through the Northwest Quadrant. Proposals for development on lands zoned Q: Enterprise and Employment should protect the integrity of these lands and potential developers will be required to liaise with the Planning Authority and Roads and Transportation Department of Kildare County Council in advance of submitting development proposals.

24. Proposed Material Alteration No. 20

Insert additional text under MTO 3.1 as follows:

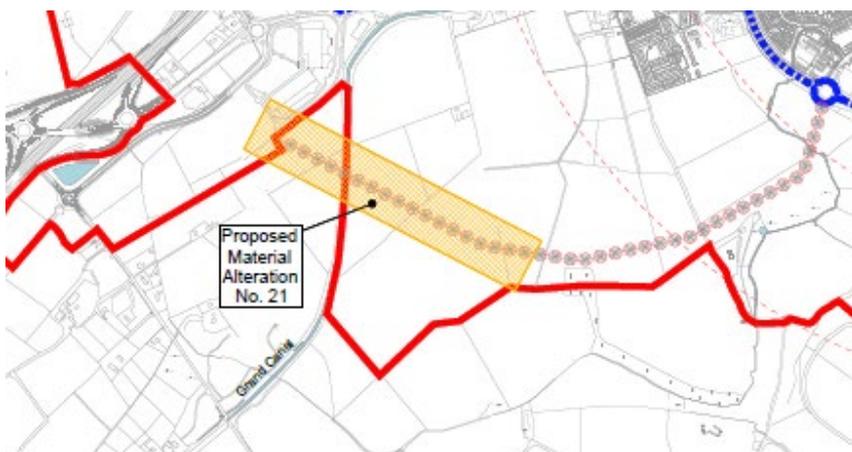
MTO 3.1 (a) Maintain and improve, as required, the local road network to ensure a high standard of road quality and safety in accordance with the requirements of the relevant legislation.
 (b) Safeguard the development and carrying capacity of the national road infrastructure along the existing M7 *and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

25. Proposed Material Alteration No. 21

Insert additional text under Objective MTO 3.2 (and any consequential amendments) as follows:

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

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



26. Proposed Material Alteration No. 22

Insert additional objective as Objective MTO 3.3 and renumber subsequent objectives accordingly.

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

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

- Delivery of protected junctions with consideration for raised tables where appropriate.*
- Delivery of island bus stops in line with guidance provided in the NTAs National Cycle Manual (or any successor to same in terms of best practice).*
- Examination of a HGV ban on the Gallops Avenue.*
- Examination of a dedicated Greenway as part of the detailed design.*

- *Consider providing an alternative route located on a corridor to the east of the Racecourse.*

27. Motion in the name of Cllr. Anne Breen

The proposed Material Alteration No 22 (MOT 3.3) of the draft plan includes an objective to “consider providing an alternative route to the east of the racecourse”. It should be agreed to examine this alternative route. It is very important in the interests of the people of Naas that there is agreement to give this objective further serious examination particularly in the light of all the many objections from the public to the current proposed route.

Reasons:

- A substantial number of people in Naas do not want this road as indicated by the huge number of objections, which is by far the largest for any proposal in the LAP. Also, this route has already been rejected democratically by the majority of NMD Cllrs in the previous plan.
- The Gallops Avenue proposal ignores the adverse effects it will have on traffic in the area. There will be congestion all along the route at junctions from the Blessington Road through the Tipper Road and at the Dublin Road. This will be further exacerbated by a huge increase in traffic that will result from proposed housing development along the Tipper Road. Rather than relieve traffic congestion in Main Street/Dublin Road it will create other traffic issues elsewhere as indicated.
- There needs to be further questioning on the validity of figures quoted for the relief of traffic congestion as a result of the Gallops Avenue. The results of the traffic study are questionable as a lack of balance in the study effectively placed the convenience of vehicular traffic ahead of human health and safety and of residential amenity.
- The Material Alteration emphasizes and concentrates on the design of the road and not the real issue which is the location of the road. This road is being called a Boulevard, it will become a highway.
- There has been little said about the environmental impact this road will present to the local communities compared to an alternative route further to the east of the racecourse. The alternative route will avoid all residential areas and housing estates. The genuine concerns of local residents along the proposed route with regard to noise, dust, air pollution and loss of amenity have been largely ignored.
- The alternative route will relieve traffic congestion and improve traffic flow through the town while ensuring there will be minimal adverse effects on the environment and the local community.

28. Motion in the name of Cllr. Colm Kenny

To support the Naas Councillors Motion on MA22 proposed by Anne Breen.

29. Motion in the name of Cllr. Camel Kelly, Cllr. Evie Sammon and Cllr. Anne Breen

Addition to MTO 3.3 in PMA 22 change last point to ‘Provide proof of re-consideration of a route to the east of the racecourse before commencement of Gallops Avenue’.

30. Motion in the name of Cllr. Camel Kelly, Cllr. Evie Sammon

Addition to MTO 3.3 in PMA 22 change last point to ‘Provide proof of re-consideration of a route to the east of the racecourse before commencement of Gallops Avenue’.

31. Motion in the name of Cllr. Seamie Moore

That MA 22 include Objective MTO3.3 (as set out in MA 22) be extended to include the following text

"The Gallops Road will be completed with a silent/noise reducing road surface".

32. Proposed Material Alteration no. 23

Insert a new objective as Objective MTO 3.9 (and any consequential amendments) as follows:

MTO 3.9 *Investigate the feasibility of an Outer Relief Road.*

33. Motion in the name of Cllr. Anne Breen

It is argued with good reason that the ultimate solution to traffic congestion/flow in Naas is an “outer orbital” route that would take traffic away from residential areas, improve access to essential services and encourage sustainable growth in the town. This proposal has merits for the long-term solution to traffic problems in Naas and as such its feasibility should be investigated.

Investigating the feasibility of an “outer relief road” does not conflict with reducing carbon footprint and greenhouse emissions any more than many other roads being planned, MA 23 should be retained in the LAP

Chapter 6: Economic Development, Retail and Tourism

34. Proposed Material Alteration No. 24

Insert additional text under paragraph one, Section 6.4.2 Northwest Quadrant (NWQ) as follows:

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

35. Proposed Material Alteration No. 25

Amend text under paragraph four under Section 6.4.3 Junction 9 (Maudlins Interchange) and Objective EDO 1.4 as follows:

These brownfield sites have also been designated as Regeneration Lands within the Plan (see Map 11.1). Proposals for development of these sites shall be of a high standard and quality having regard to their strategic location off the Maudlin's Interchange and as key gateway site to the town from the M7. A joint approach to the two landholdings shall be undertaken through the preparation of a comprehensive masterplan for the overall land parcel to ensure development does not take place in a piecemeal manner and integrates with existing development and infrastructure. It is imperative that development of the lands should not impact on the carrying capacity of the motorway network ~~and consultation with Transport Infrastructure Ireland (TII) is recommended in the preparation of a masterplan for the lands~~. Further details in respect of the overall development of these lands are set out in the Development Framework detailed in Chapter 10. It should be noted that Chapter 10 also contains two specific objectives (URD 1.12 and URD 1.13) to protect the integrity of the existing road network.

EDO 1.4 Facilitate the regeneration and redevelopment of the lands to the east of the Dublin Road roundabout, in particular the Key Development Area at Junction 9 (Maudlins) (the former Donnelly Mirrors and Cemex Concrete sites), through a joint approach for the two landholdings through the preparation of a comprehensive masterplan comprising of an overall high quality

design in recognition of its location as a key gateway site.
~~Consultation with Transport Infrastructure Ireland (TII)~~
Adherence to the Design Framework set out in Chapter 10 is
required in the preparation of any masterplan for these lands
~~and adherence to the Design Framework set out in Chapter 10.~~

36. Motion in the name of Cllr. Colm Kenny

To support MA 25 in developing a masterplan for Cemex / Donnelly Mirrors.

37. Proposed Material Alteration No. 26

Insert additional text in the third paragraph under Section 6.4.5, as follows:

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

38. Proposed Material Alteration No. 27

Amend EDO 1.9 of the Draft Plan as follows:

EDO 1.9 To support and encourage *‘living over the shop’ initiatives, and* the provision of ground floor live-work units and/or co-working spaces as part of mixed-use and residential developments in appropriate locations *with access to high quality public transport and/or active travel routes*, as a means of enlivening streets and to provide flexible accommodation for small businesses and remote working opportunities.

39. Proposed Material Alteration No. 28

Amend Objective EDO 1.11 as follows:

EDO 1.11 Ensure that the development of employment lands do not undermine the carrying and operational capacity of the N7/~~M7~~ motorway network, by requiring that Traffic and Transport Assessments are submitted for larger developments with the potential to impact on the network.

40. Proposed Material Alteration No. 29

Amend Objective EDO 1.12 as follows:

EDO 1.12 (a) Facilitate the location of Data Centre development on land designated P: Data Centre/~~Warehouse~~ at Caragh Road South and Jigginstown for the identified land use only subject to appropriate environmental *assessments, heat mapping, and* transport impact assessments *and consideration of the impact on the electricity network supply capacity and targeted reductions in greenhouse gas emissions.*

(b) Any data centre project will be required to include measures to generate energy on site as part of the overall development proposal.

41. Motion in the names of Cllr. Peter Hamilton, Cllr. Vanessa Liston and Cllr. Colm Kenny

The following modification is proposed to PMA No. 29, providing clarity for the terms "sustainable" and "renewable" and recognising the need to meet and exceed net-zero carbon emissions. The proposed adjustment text is in bold green font.

Proposed Material Alteration No. 29
Proposed Minor Change EDO 1.12

(a) Facilitate the location of Data Centre development on land designated P: Data Centre at Caragh Road South and Jigginstown for the identified land use only subject to appropriate environmental assessments, heat mapping, transport impact assessments and consideration of the

cumulative impact on the electricity network supply capacity and targeted reductions in greenhouse gas emissions.

- (b) Any data centre project will be required to include measures to generate energy (sustainable, then renewable in the first instances) on site as part of the overall development proposal with as a minimum, net-zero carbon emissions.

Explanation: <https://energy.sais.jhu.edu/articles/renewable-energy-vs-sustainable-energy/>

42. Proposed Material Alteration No. 30

Amend EDO 2.2 as follows:

EDO 2.2 Encourage the development of tourism activities such as water-based activities, cultural and agri-tourism, equine tourism and food markets in Naas, *including the promotion of Naas as a 'Foodie Hub'*.

43. Proposed Material Alteration No. 31

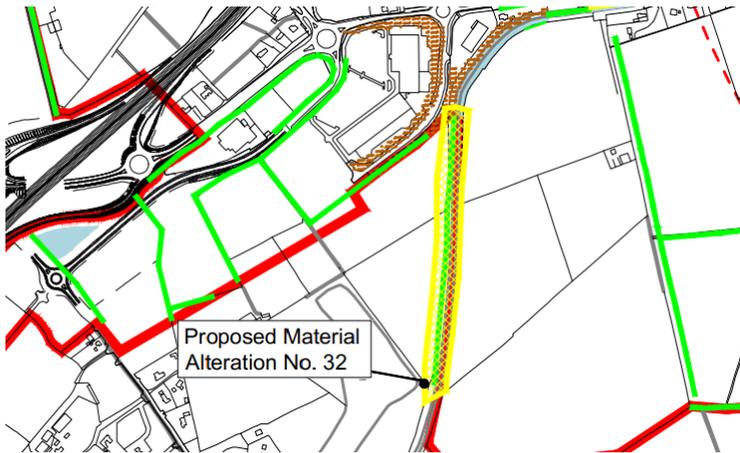
Insert a new objective as EDO 3.10 under Section 6.6 as follows:

EDO 3.10 *(a) Ensure no single retail convenience unit shall exceed 100sqm. of net retail space on land that is zoned B: Existing Residential and C: New Residential.*
(b) Ensure no single unit shall exceed 200sqm of net retail space subject to a maximum number of three units on land that is zoned Neighbourhood Centre. The total net retail space shall not exceed 300sqm.
(c) On land zoned for T: Mixed-Use and Q: Enterprise and Employment retail development shall be in accordance with the Retail Planning: Guidelines for Planning Authorities (2012) or any subsequent guidelines, with regards to the protection of the national roads / motorways and associated junctions.

Chapter 7: Natural Environment and Climate Change

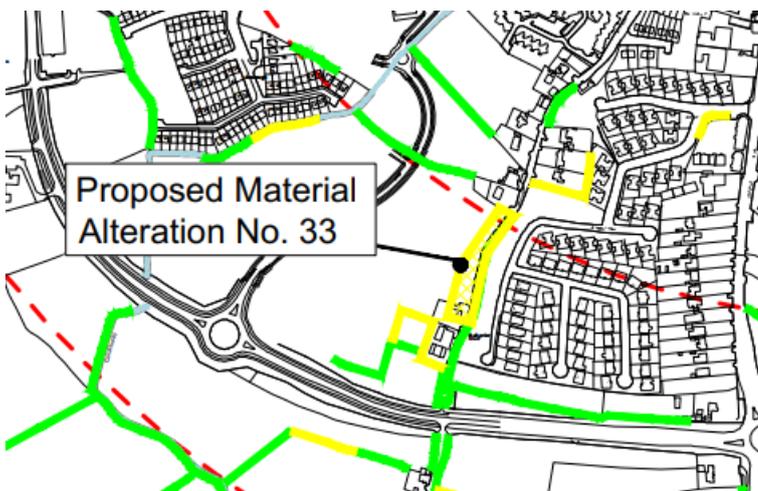
44. Proposed Material Alteration No. 32

Amend Map 7.1 to change the reference from 'tree line' to 'hedgerow' for the section highlighted in the image below (and any consequential changes):



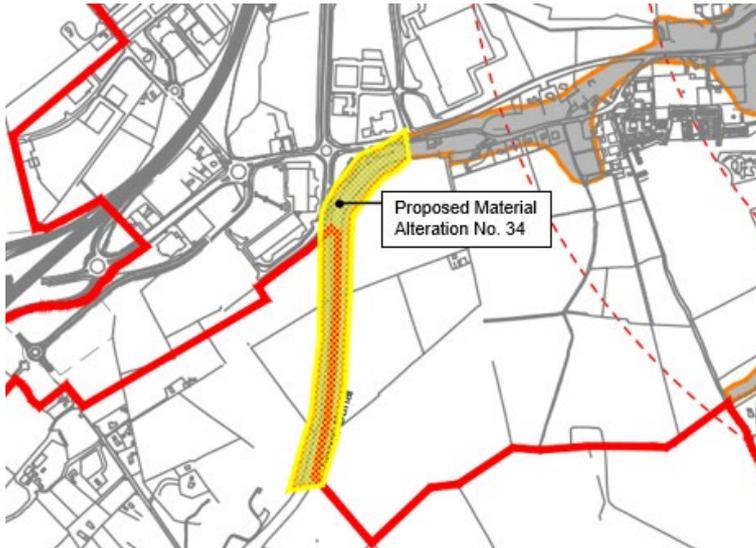
45. Proposed Material Alteration No. 33

Amend Map 7.1 to remove the 'hedgerow' line along the western section of the Rathasker Lane Road.



46. Proposed Material Alteration No. 34

Amend Map 7.2 to extend the 'Green Infrastructure Corridor' for GI1 Grand Canal to include the area outlined in blue below (and any consequential amendments):



47. Proposed Material Alteration No. 35

Insert a new objective as Objective NE 2.3 as follows:

NE 2.3 *To support the preparation of a Biodiversity Action Plan for Naas including the development of a Community Biodiversity Toolkit.*

48. Proposed Material Alteration No. 36

Insert a new objective as Objective NE 2.4 as follows:

NE 2.4 *Seek to develop an Invasive Species Action Plan for Naas, in collaboration with key stakeholders and community organisation.*

49. Proposed Material Alteration No. 37

Insert a new objective as Objective NE 4.5 as follows:

NE 4.5 *Promote the use of pesticide-free and pollinator friendly fertilisers and other treatments used in gardens and public open spaces. Progress the reduction, and ultimate cessation, of use of such pesticides and treatments by Council staff on public lands.*

50. Proposed Material Alteration No. 38

Amend the Action in Section 4.7 of the Plan as follows:

Action: To *prioritise and* progress the delivery of pathways, *public amenities* and facilities to enable the use by the public of lands in Oldtown Demesne to realise the vision for these lands as a future park *and green infrastructure corridor adjacent* to the route of the canal and the Sallins to Naas greenway.

51. Motion in the names of Cllr. Peter Hamilton, Cllr. Vanesa Liston and Cllr. Colm Kenny

Recognising the further minor changes recommended by the chief executive to PMA No. 29 that the following additional minor change is proposed to address support for biodiversity and the development of ecological corridors in this development

Action:

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

Chapter 8: Built Heritage

52. Proposed Material Alteration 39

Amend Objective BH 2.2 as follows:

BH 2.2 Have regard to the Naas ACA Statement of Character and Kildare Shopfront Guidelines (2013) in the consideration of any shopfront or commercial proposals within the ACA. All proposals (contemporary or traditional,) must be of a high quality of design and finish, contributing positively to the established pattern, scale, materials and proportions of buildings and should consider the use of the Irish language.

Chapter 9: Infrastructure and Environmental Services

53. Proposed Material Alteration 40

Amend Map 9.1 LUZ SFRA Data Map to include flood extents to the south of the map and to correct the labelling in the legend.

54. Proposed Material Alteration 41

Insert new objective as Objective IO 1.4 as follows:

IO 1.4 Any project which has the potential to significantly increase the demands on the water supply for the town (e.g. Data Centres) will be required to carry out an Appropriate Assessment to ascertain whether the project has the potential to cause adverse effects on the integrity of any European/Natura 2000 site. EPA and Irish Water abstraction licensing will also require Appropriate Assessment for a project which might significantly affect a European/Natura 2000 site.

55. Motion in the name of Cllr Peter Hamilton, Cllr. Vanessa Liston and Cllr. Colm Kenny

That the requirement for a full Environmental Impact Assessment (EIA) is retained due to the nature and potential impact of a Data Centre development, that their exclusion in the Planning and Development Regulations 2001 does not imply their emissions, water, visual amenity and other impacts were fully considered in the formulation of these requirements. It is proposed that IO 1.4 is modified as follows:

IO 1.4

Any project which has the potential to significantly increase the demands on the water supply, **greenhouse gas emissions, or significant impact on visual amenity** for the town (e.g. Data Centres) will be required to carry out an **Environmental Impact Assessment (EIA)** to ascertain whether the project has the potential to cause adverse effects on the integrity of any European/Natura 2000 site. EPA and Irish Water abstraction licensing will also require Appropriate Assessment for a project which might significantly affect a European/Natura 2000 site.

56. Proposed Material Alteration No. 42

Amend Objective IO 3.1 as follows:

IO 3.1 (a) Ensure all development proposals within the areas *identified as 'Flood Risk Assessment' on LUZ SFRA Map 9.1*, where Justification Tests have been carried out as part of the Strategic Flood Risk Assessment and where residual flood risk remains, ~~as outlined on~~

~~SFRA map (Map Ref. 9.1)~~, are the subject of a site specific flood risk assessment appropriate to the nature and scale of the development being proposed.

(b) Flood Risk Assessments for such developments must assess climate change scenarios in accordance with the allowance outlined in the OPW Flood Risk Management Climate Change Sectoral Adaptation Plan 2019

57. Proposed Material Alteration No. 43

Amend Objective IO 3.4 as follows:

IO 3.4 All development proposals should apply the use of the sequential approach in terms of the site layout and design ~~and in satisfying the Justification Test (where required), the proposal will demonstrate that appropriate mitigation and management measures are put in place.~~ The development proposals should ensure that no encroachment onto, or loss of, the flood plain, only water compatible development such as open space would be permitted for the lands which are identified as being at risk of flooding within that site. *If there is a proportion of the site at risk of flooding, the sequential approach must be applied to ensure that there is no encroachment onto, or loss of, the flood plain. Only water compatible development such as Open Space should be permitted for the lands which are identified as being at risk of flooding within that site. This shall ensure that flood risk on sites can be managed through the sequential approach only, without the requirement for further mitigation measures. If this cannot be achieved the applicant must clearly show that the sequential approach cannot be followed, they must satisfy all the criteria of the Justification Test and demonstrate that appropriate flood mitigation and management measures are put in place*

Chapter 10: Urban Regeneration and Development Strategy

58. Proposed Material Alteration No. 44

Insert text under paragraph two, Section 10.6.2 Junction 9 (Maudlins) Key Development Area, as follows:

The biggest constraining factor to the comprehensive redevelopment of the site has been identified as the capacity of Junction 9 which has been further highlighted in the Naas/Sallins Transport Strategy (2020). Of critical concern, is a development type that might generate a peak traffic flow, which could result in queuing on the existing public road network, specifically south bound traffic on the M7 which may cause a traffic hazard. However, it is important to note that there is significant capacity for internal vehicular queuing (up to c. 800m) – though a new internal road network to reduce or remove any impacts on the public road network. In order to address this, there shall be a requirement that

any application for development within this KDA be accompanied by a shared vision for the two sites *through the preparation of a masterplan*, with a shared ingress-egress strategy and a comprehensive Traffic and Transport Assessment for the KDA in its entirety

59. Motion in the names of Cllr. Carmel Kelly and Cllr. Fintan Brett

Amend PMA no. 44 as follows (see added red text).

In order to address this, there shall be a requirement that any application for development within this KDA be accompanied by a shared vision for the two sites through the preparation of a masterplan, with a shared ingress-egress strategy and a comprehensive Traffic and Transport Assessment for the KDA in its entirety. *The preparation of this masterplan and progression of the redevelopment of these lands is a priority of this LAP.*

60. Proposed Material alteration No. 45

Amend Objective NWQ 1.1, as follows:

NWQ 1.1 Require the preparation of a masterplan (to be developed in conjunction with relevant environmental/flood risk/transport assessments) for the NWQ giving full consideration to the type and intensity of development relative to future transport options and in particular public transport. The masterplan shall be subject to the considerations and specifications outlined in the Urban Development Strategy detailed in Chapter 10, to ensure that the future development of the Northwest Quadrant takes place in a co-ordinated and integrated manner.

- a) No development shall take place on the lands identified within the Northwest Quadrant (zoned Strategic Reserve ~~or New Residential~~ *New Residential (inc. Phase 2) and Commercial/Residential*) until such time as a masterplan is prepared and integrated into the Naas Local Area Plan by way of a statutory amendment to the Local Area Plan, pursuant to Section 20 of the Planning and Development Act 2000 (as amended).
- b) No masterplan shall be completed until the OPW Flood Study has been finalised for the lands in the Northwest Quadrant.
- c) The masterplan shall include (but not be restricted to):
 - i. A phasing infrastructure programme including physical, social, transport and economic infrastructure.
 - ii. Site-Specific Flood Risk Assessment for the masterplan lands.
 - iii. Transport Impact Assessment.

- iv. Water and wastewater network requirements including assessments regarding the capacity of receiving environments.
 - v. Associated Environmental Assessments and appropriate climate proofing measures.
 - vi. *A surface water management plan, to review the storm water network and identify areas for SuDS solutions*
- ~~d) Individual applications for smaller sections of the Northwest Quadrant masterplan lands shall not be considered by the Planning Authority or An Bord Pleanála until the masterplan is integrated into the Local Area Plan in accordance with (a) above.~~

61. Proposed Material alteration No. 46

Amend and insert additional text to Objective URD 1.12, under Section 10.8 as follows:

URD 1.12 Carry out preliminary traffic modelling and to produce an Access Strategy for lands zoned Commercial at the Junction 9 (Maudlins) Key Development Area ~~in consultation with relevant stakeholders including Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA)~~. These will identify the *use*, quantum *and intensity* of development that can be facilitated at the location complementary to safeguarding the strategic function and safety of the national road network, in accordance with the provisions of official policy outlined in the Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012). The study will also identify any improvements required to the local transport network to accommodate the extent of development proposed. *No masterplan shall be prepared for the subject lands until such time as the Council has completed and agreed the traffic modelling*

62. Proposed Material alteration No. 47

Insert an additional action under Section 10.8 Urban Regeneration and Urban Development, as follows:

Action: *To carry out preliminary traffic modelling on the Junction 9 (Maudlins) lands to inform the masterplan, use, quantum, and intensity of development that would be appropriate for the site*

63. Proposed Material alteration No. 48

Insert additional text to Objective URD 1.13, under Section 10.8 as follows:

- URD 1.13** Require that any application for development within the Junction 9 (Maudlins) Key Development Area (KDA) be accompanied by a shared/agreed vision for the KDA *through the preparation of a comprehensive masterplan* and by a comprehensive Traffic and Transport Assessment

64. Proposed Material alteration No. 49

Amend the Urban and Regeneration Strategy to provide support for the Naas Town Renewal Masterplan, (and any other consequential amendments) as follows:

Insert the following new text as Section 10.5:

10.5 Naas Town Renewal Plan

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

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

Amend the heading of existing Section 10.5 Public Realm Strategy, as follows:

10.5.1 Public Realm Strategy

Insert a new objective as Objective URD 1.11 and renumber all subsequent objectives accordingly:

- URD 1.11** *To prepare a Town Renewal Plan to guide the long-term regeneration of Naas. This plan will incorporate a Health Check and detailed Urban Design Analysis and implement its recommendations on a phased basis over the lifetime of the Plan and beyond.*

Amend the Objective URD 1.11 (re-numbering of this objective may result on foot of the above new objective) as follows:

- URD 1.11** Prepare a Public Realm Strategy *for Naas, either as part of, or an action of the Town Renewal Plan for Naas.* Such a strategy shall focus on the identified Core Regeneration Areas and seek

to implement its provisions on a phased basis over the life of the Plan and beyond.

Insert the following action into the list of actions outlined in Section 10.8 Urban Regeneration and Urban Development:

Action: *To work with relevant agencies and stakeholders to prepare a Town Renewal Plan to include a retail health check survey in the town centre and identify actions to support town centre regeneration*

Chapter 11: Land Use Zoning Objectives and Implementation

65. Proposed Material alteration No. 50

Amend Table 11.2 Zoning Matrix – Definition of Terms, as follows:

Not Normally Permitted (N)	Land uses which are indicated as 'Not <i>Normally</i> Permitted' in the Land Use Zoning Matrix will not be permitted. <i>are uses which will not be permitted by the Council / local authority, except in very exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this plan or that it may be inconsistent with the proper planning and sustainable development of the area.</i>
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66. Proposed Material alteration No. 51

Amend the Zoning Matrix to include for Retail Warehousing as follows:

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community &	F: Open Space &	F2: Strategic Open	G: Green Belt	H: Industry &	I: Agriculture	K:	L: Leisure & Amenity	T: Mixed - Use	N: Neighbourhood	P: Data Centre /	Q: Enterprise &	R: Retail/Commercial	U: Utilities/Services
<i>Retail Warehousing</i>	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O	N

67. Proposed Material alteration No. 52

Amend Table 11.3 Land Use Zoning Matrix as follows:

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community &	F: Open Space &	F2: Strategic Open Space	G: Green Belt	H: Industry &	I: Agriculture	K:	L: Leisure & Amenity	N: Neighbourhood	P: Data Centre /	Q: Enterprise &	R: Retail/Commercial	U: Utilities/Services
Nursing Home	Y	Y	Y	Y	N	N	N	N	N	O	N	N	N	N	N	N

68. Proposed Material alteration No. 53

Amend the zoning at Junction 9 (Maudlins) KDA to 'T: Mixed Use' and all associated consequential amendments.

69. Proposed Material alteration No. 54

Amend Table 11.3 Land Use Zoning Matrix, as follows

LAND USE	A: Town Centre	B: Existing Residential	C: New Residential	E: Community &	F: Open Space &	F2: Strategic Open	G: Green Belt	H: Industry &	I: Agriculture	K:	L: Leisure & Amenity	T: Mixed - Use	N: Neighbourhood	P: Data Centre /	Q: Enterprise &	R: Retail/Commercial	U: Utilities/Services
Warehouse (wholesale) /Logistics /Store/Depot	O	N	N	N	N	N	N	Y	N	O	N	O	N	N	O ¹	N	N

70. Proposed Material alteration No. 55

¹ Only Open for Consideration in the area between the Western Relief Road and the M7. Any such development within the Northwest Quadrant will need to consider the overall development strategy of high end office complexes and campus style developments for this area.

Insert a Specific Objective for the amended zoning on the Junction 9 (Maudlins) KDA in Table 11.1 Land Use Zoning Objectives.

Specific Objective

T: Mixed -Use Junction 9 (Maudlins): *The owner/developer of the subject lands is required to prepare a masterplan for the overall land parcel.*

71. Proposed Material alteration No. 56

Amend the title of the P: Data Centre /Warehouse (C4) to P: Data Centre (C7) and any consequential amendments.

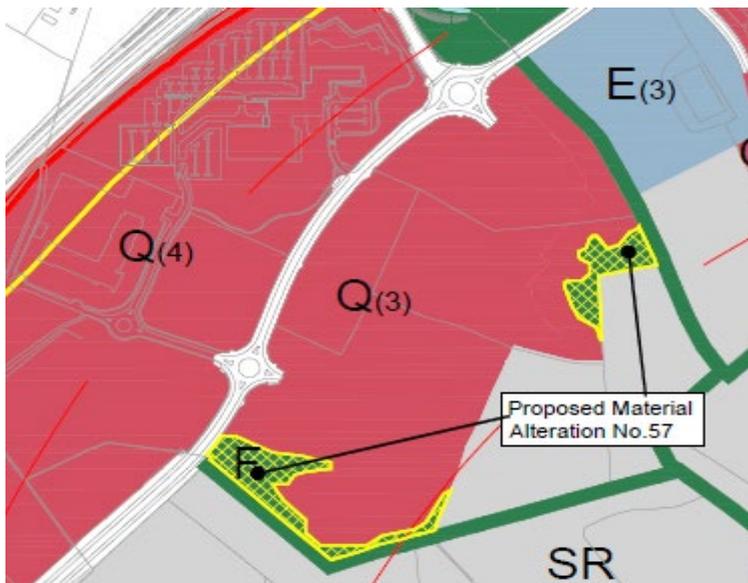
Amend Table 11.1 from P: Data Centre ~~Warehouse (C4)~~ (C7)

Amend Table 11.1.1 from P: Data Centre ~~Warehouse (C4)~~ (C7)

EDO 1.12 Facilitate the location of Data Centre development on land designated P: Data Centre/~~Warehouse~~ at Caragh Road South and Jigginstown for the identified land use only subject to appropriate environmental and transport impact assessments.

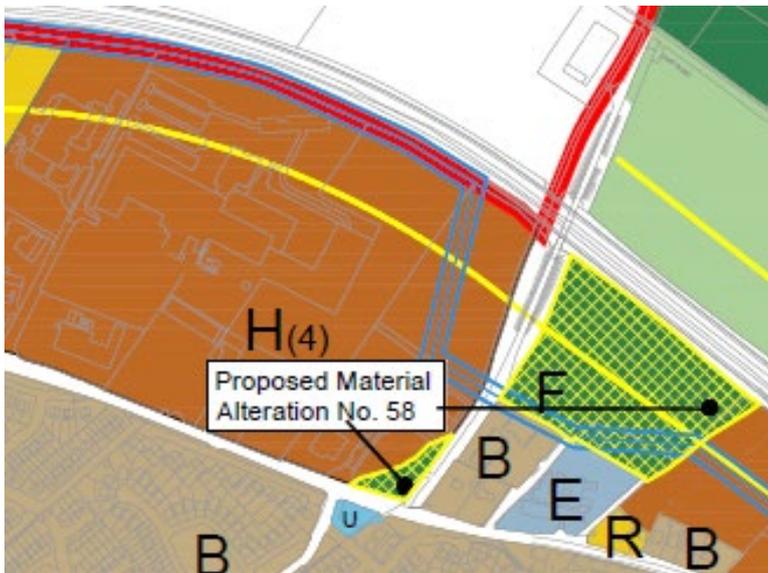
72. Proposed Material alteration No. 57

Amend site Q (3) on Map 11.1 Land Use Zoning to reflect areas identified as Flood Zones A and B as 'F: Open Space' and any consequential amendments.



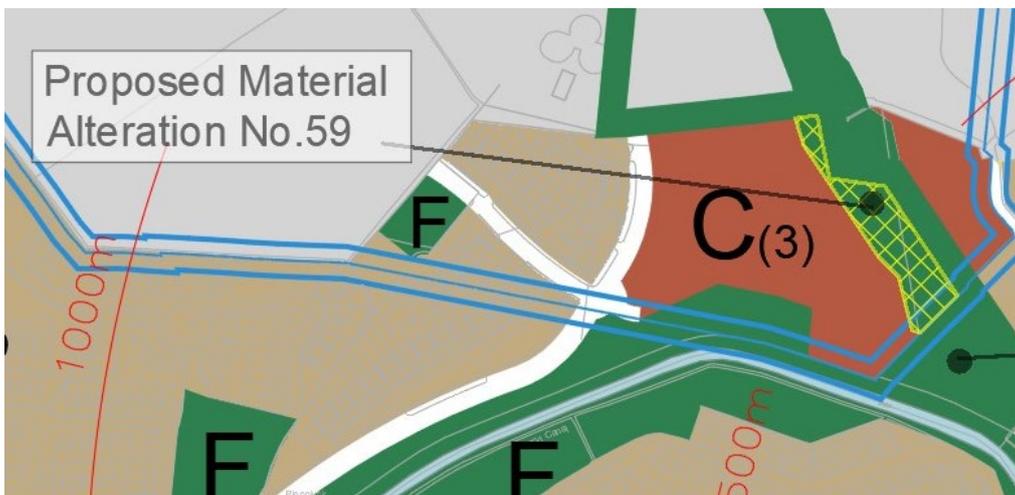
73. Proposed Material alteration No. 58

Amend site H (4) on Map 11.1 Land Use Zoning to reflect areas identified as Flood Zones A and B as 'F: Open Space' and any consequential amendments.



74. Proposed Material alteration No. 59

Amend site C (3) on Map 11.1 Land Use Zoning to reflect areas identified as Flood Zones A and B as 'F: Open Space' and any consequential amendments.



75. Proposed Material alteration No. 60

Amend site 'Existing Residential lands' on Kilcullen Road on Map 11.1 Land Use Zoning to reflect areas identified as Flood Zones A and B as 'F: Open Space' and any consequential amendments.



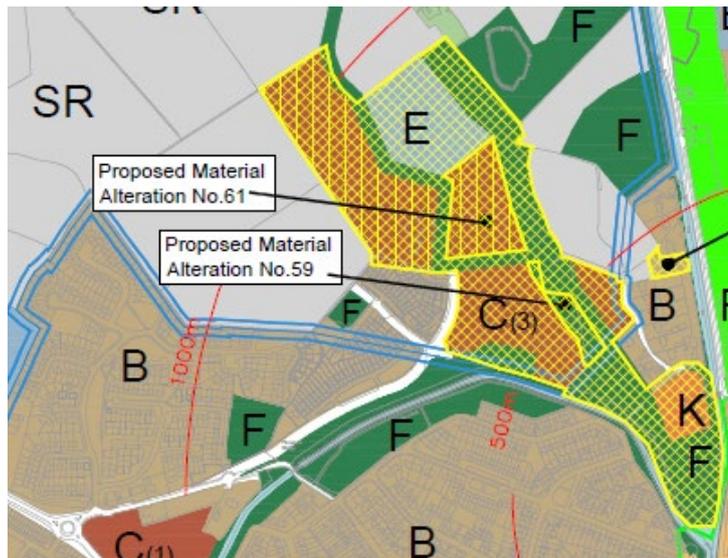
76. Proposed Material alteration No. 61

(a) Amend Land Use Zoning Map 11.1 to reflect the following zoning objectives

This proposed Material Alteration refers to lands (as outlined in yellow in the image above) located within the Northwest Quadrant. The proposed material alteration includes the changing of the zoning objective of these lands from 'SR: Strategic Reserve' to:

- C: New Residential Phase 2.
- F: Open Space and Amenity
- K: Commercial/Retail
- E: Community & Education (2.2 ha site).

The 'E: Community & Education' proposed material alteration is recommended in response to the submission from the Department of Education.



(b) Include new 2nd paragraph as follows under Section 3.5.2

In relation to the Council owned land north of Finlay Park (associated with the old wastewater treatment plant), the CFRAM flood risk area is shown running through this site. Subject to the planned and detailed review by the OPW of all flood risk areas in Naas and specifically the Northwest Quadrant, it is planned that this area would be specifically assessed with a view to ensuring that a compensatory area of flood risk/attenuation would be provided immediately west of the existing stream in this area (that bounds the eastern boundary of the site) where a linear park is proposed. This would allow a coherent urban form and urban design solution associated with the planned strategic bus-only route (that is proposed to run from the Canal Harbour area to Junction 9a and that is proposed to align with the western side of the site) and which is intended to be designed as a boulevard with a strong urban edge and building form.

77. Motion in the name of Cllr. Seamie Moore

That MA 61 be adopted as per members direction at the Plenary meeting in July 2021.

78. Proposed Material Alteration No. 62

Amend footnote 59 of Table 11.1 to include the following at the end of the footnote:

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

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

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

79. Proposed Material Alteration No. 63

Amend Land Use Zoning Map 11.1 by changing the zoning of the area outlined in yellow in the image below from 'B: Existing Residential' to 'K: Commercial / Residential' and any consequential amendments.



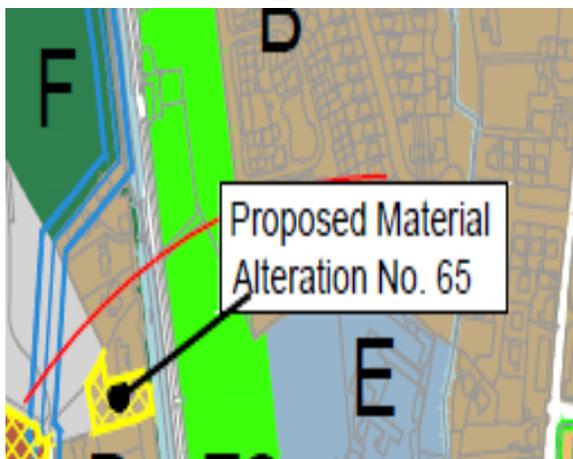
80. Proposed Material Alteration No. 64

Amend Land Use Zoning Map 11.1 by changing the zoning of the area outlined in yellow in the image below from 'B: Existing Residential' to 'R: Retail / Commercial' and any consequential amendments.



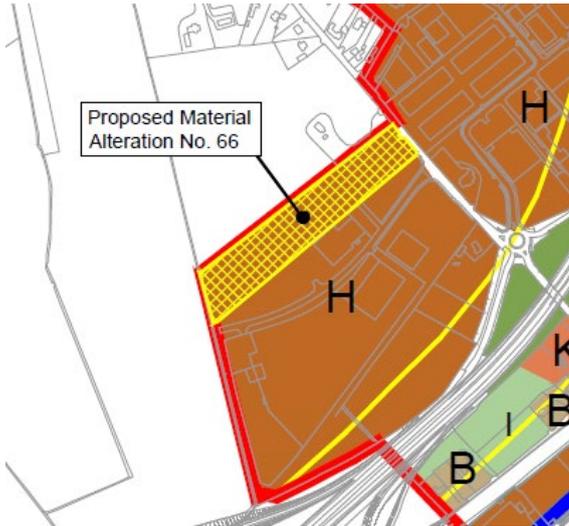
81. Proposed Material Alteration No. 65

Amend Map 11.1 Land Use Zoning Map (and any consequential amendments) by replacing the Open Space and Amenity and Strategic Reserve zoning to B: Existing Residential for the subject lands to reflect planning permission 18/1189 only.



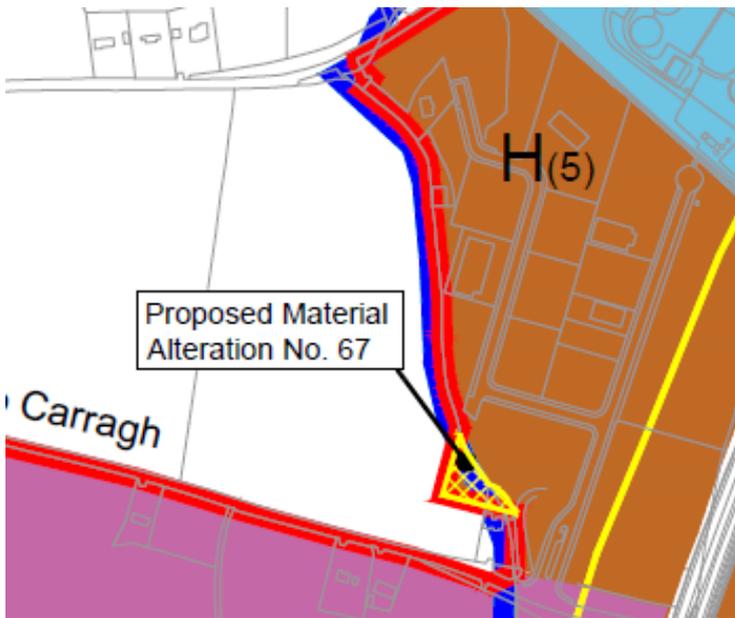
82. Proposed Material Alteration No. 66

Amend Map 11.1 Land Use Zoning Map and Plan boundary (and any consequential amendments) to include strip of lands within the Plan boundary and zone H: Industry and Warehousing.



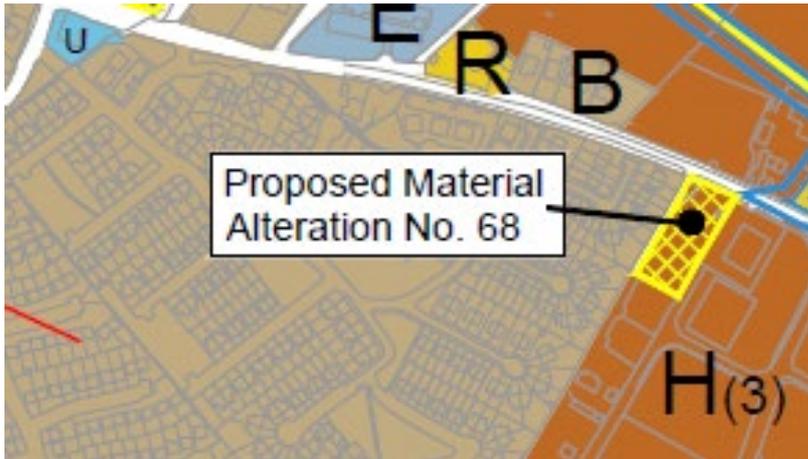
83. Proposed Material Alteration No. 67

Amend land use zoning Map 11.1 Land Use Zoning Map and LAP boundary (and any consequential amendments) to include the Industry and Warehousing zoning under site identified H (5).



84. Proposed Material Alteration No. 68

Amend Map 11.1 Land Use Zoning Map (and any consequential amendments) on site identified as H (3) on Monread Road from B: Existing Infill/Residential to H: Industry and Warehousing.



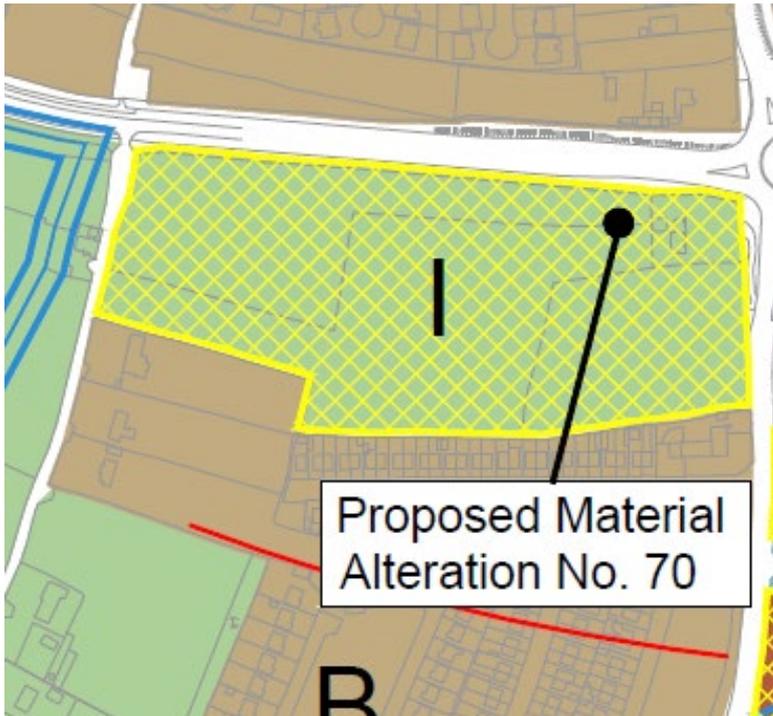
85. Proposed Material Alteration No. 69

Amend Map 11.1 Land Use Zoning Map (and any consequential amendments) for site on the Dublin Road (opposite junction with Blessington Road) from 'C: New Residential' to 'B: Existing Infill/Residential' and reflects the established use of the site which has been developed for residential purposes.



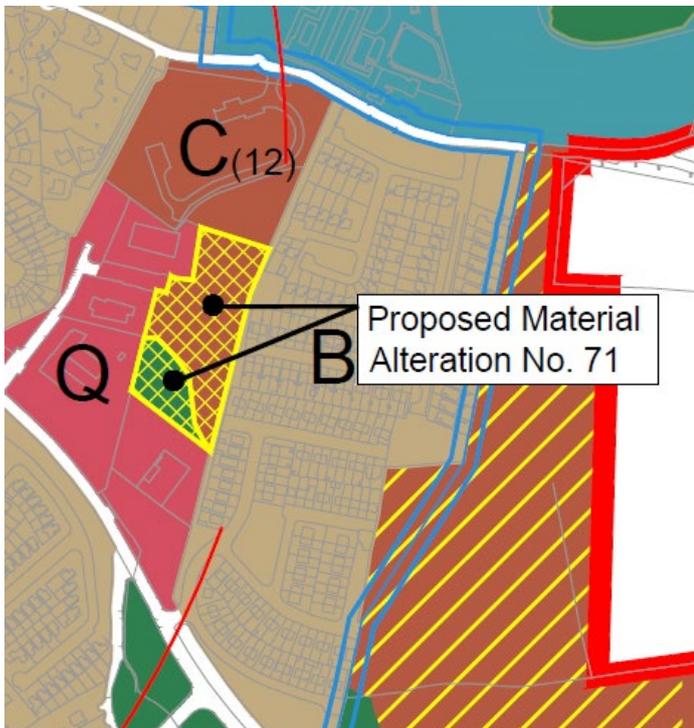
86. Proposed Material Alteration No. 70

To amend Map 11.1 by changing the zoning objective of C (11) from New Residential Phase 2 to 'I: Agriculture'.



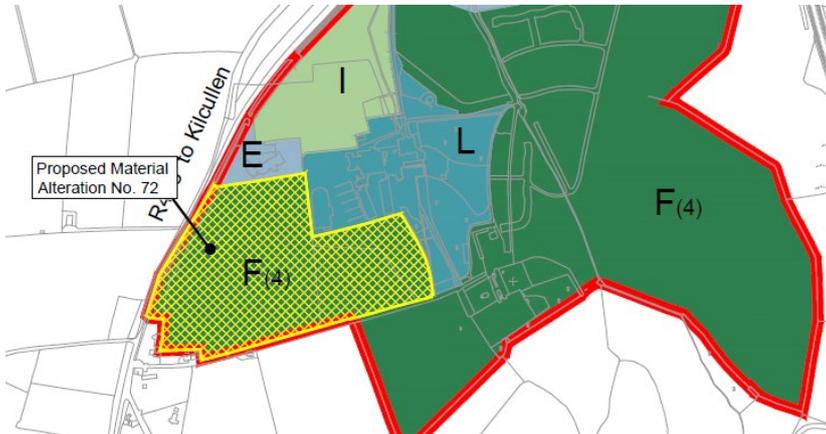
87. Proposed Material Alteration No. 71

Amend Land Use Zoning Map 11.1 to change from Q: Enterprise and Employment to C: New Residential C (12) and F: Open Space and Amenity and all other consequential amendments.



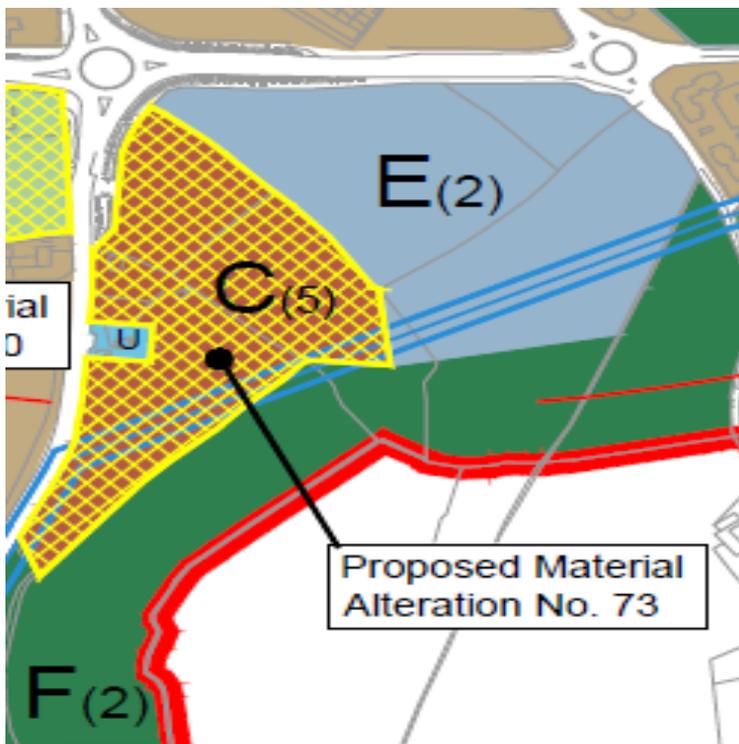
88. Proposed Material Alteration No. 72

Amend the Land Use Zoning Map 11.1 (and any consequential amendments) to extend the Open Space and Amenity zoning F (4) with the specific objective to provide for a Centre of Excellence for equine or sport.



89. Proposed Material Alteration No. 73

Amend the Land Use Zoning Map 11.1 (and any consequential amendments) to change C (5) from C: New Residential Phase 2 to C: New Residential.



90. Motion in the name of Cllr. Carmel Kelly

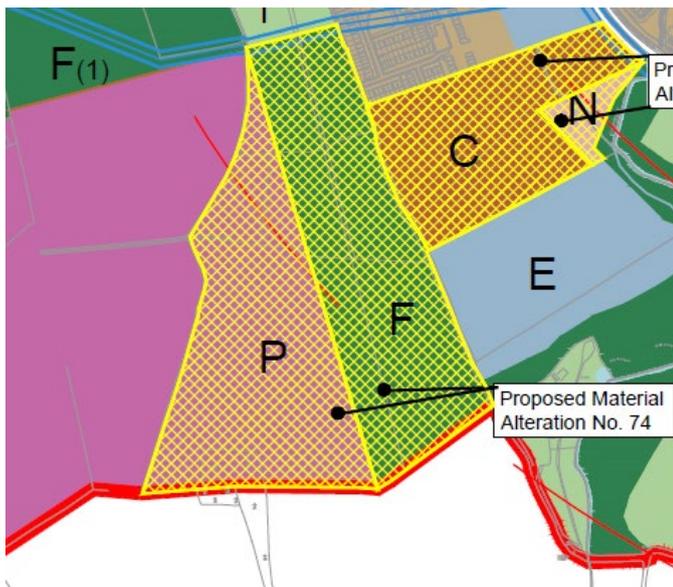
That PMA 73 be adopted as per members direction at the Plenary Meeting in July 2021.

91. Motion in the name of Cllr. Evie Sammon

That PMA 73 be adopted as per members direction at the Plenary Meeting in July 2021.

92. Proposed Material Alteration No. 74

Amend Land Use Zoning Map 11.1 (and any consequential amendments) to change land zoned 'I: Agriculture' to 'P' Data Centre (12 hectares) and 'F' Open Space (12 hectares).



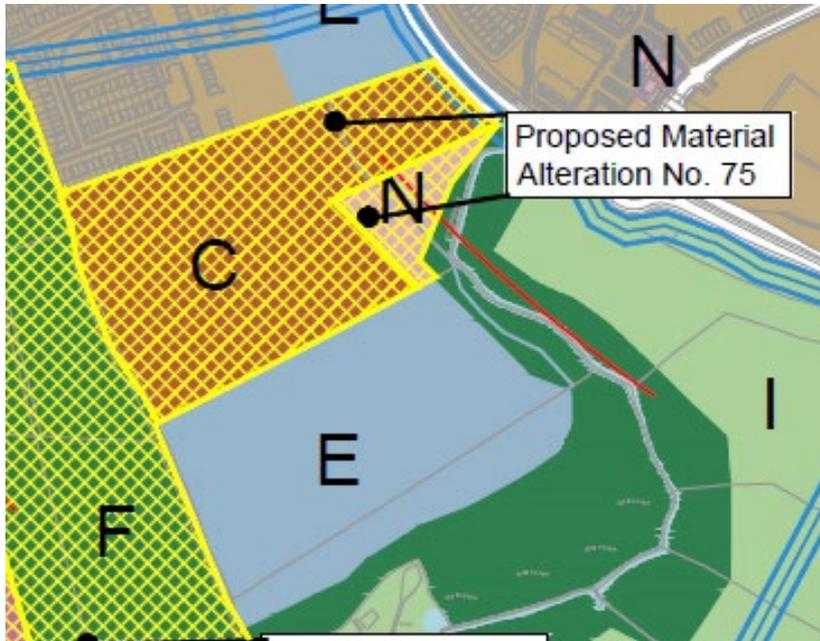
93. Motion in the names of Cllr. Peter Hamilton, Cllr. Vanessa Liston & Cllr. Colm Kenny

Noting the Commission for Regulation of Utilities (CRU) moratorium on data centre connections (June 2021) until policy is updated that it is premature to zone additional land for this purpose that PMA No. 74 is modified as follows:

Amend Land Use Zoning Map 11.1 ~~(and any consequential amendments) to change to 'P' Data Centre (12 hectares) and 'F' Open Space (12 hectares).~~ *reinstate the zoning of land zoned 'I: Agriculture' for that purpose.*

94. Proposed Material Alteration No. 75

Amend Land Use Zoning Map 11.1 (and any consequential amendments) to reduce land zoned for E: Community and Education to include for zoning for C: New residential Phase 2 and a N: Neighbourhood Centre.



95. Motion in the name of Cllr. Seamie Moore

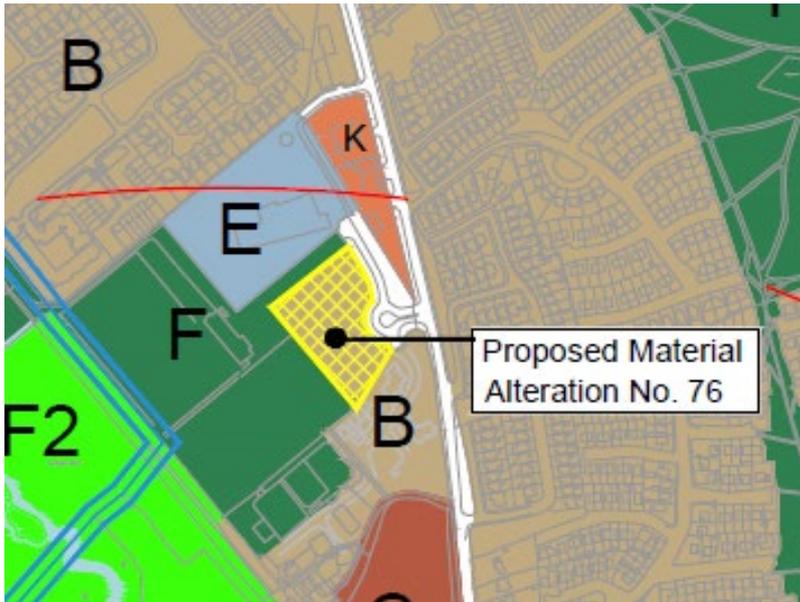
That MA 75 be adopted as per members direction at the Plenary Meeting in July 2021." with a text addition "to ensure separate entrances between the School Campus & Residential Areas".

96. Motion in the name of Cllr. Evie Sammon and Cllr. Fintan Brett

That PMA 75 should be adopted as per members direction at the Plenary Meeting in July 2021 with a text addition 'to ensure two separate entrances/exits to Land Zoned E: Community and Education and Land Zoned C: New Residential

97. Proposed Material Alteration No. 76

Amend Land Use Zoning Map 11.1 (and any consequential amendments) to change land zoned F: Open Space and Amenity, to B: Existing / Infill Residential.



Chapter 3 Compliance with Core Strategy

98. Proposed Material Alteration No. 1

Amend Table 3.5 - Estimated Residential Capacity of Lands Zoned New Residential.