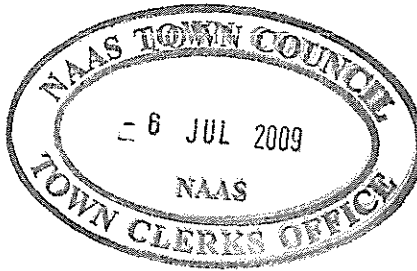


**SUBMISSION
ON THE REVIEW OF THE NAAS TOWN DEVELOPMENT PLAN**

Mr. Ken Kavanagh,
Town Clerk,
Naas Town Council,
Áras Cill Dara,
Devoy Park,
NAAS,
Co. Kildare.



5, Sarto Park,
Naas,
Co. Kildare.

6th July, 2009

Dear Mr. Kavanagh,

I submit the following for consideration in the review of the Development Plan:

Population & Housing

- I question whether the RPG projection of a population of 40,000 by 2016 is a viable or indeed a desirable target. It represents a change of 100% in the decade from 2006 and it is in my view unlikely that the community could sustain a seamless integration of such an increase within that time, when we know that we have struggled in a variety of ways to absorb growth rates of *circa* 40% in each of the two preceding decades. **This suggests that a population target of not more than 30,000 by 2016 is a more realistically sustainable target.**
- **Housing developments should be designed so that connections between estates are by means of integrated street systems** rather than by means of laneways which are prone to attract undesirable anti-social behaviour.

Local Area Plan

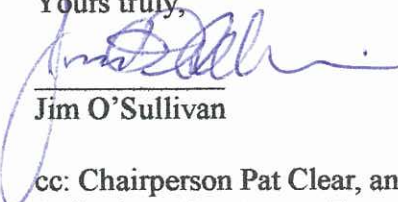
On 30th March 2006 I made a submission on the Local Area Plan that I now put forward again for the purpose of the present review:

1. **The Local Area Plan presents an unprecedented opportunity to meet the aspirations of former Naas Town planners for the development of a significant Public Park contiguous to the existing historic Town Centre and located in the lands presently undeveloped to the South-west of Abbey Bridge.**
- Tralee, (a town that has a population close to what the current Naas Town Development Plan predicts Naas will grow to), enjoys a 25-acre Town Park adjacent to its historic commercial centre. It is the focal point for many community activities sponsored by the Town Council, by local commercial interests and by the local voluntary sector; and its gardens, walkways and parklands are renowned.
 - The incorporation of a park of similar dimensions in the L.A.P. will provide this and future generations of Naasonians with an amenity to be proud of. Such a park

would be a development of real significance, well in excess of the 'circa 5 acres' mooted in the Naas Town Development Plan. It would be complemented by the linear park along the canal and would form a parkland balance to the wetland gardens at Oldtown, whenever the latter become available to the community. It would have the advantage, beyond that of Tralee Town Park, of being visible from the historic North Moat and existing buildings in the quadrants to south, east and north.

- **The L.A.P. for this sector presents us with the challenge to have the vision that created amenities such as Tralee's Town Park and Dublin's St. Stephens Green, and to procure and develop a central town parkland for Naas.**
- 2. **The linear park concept of the 90-metre set-back along the canal should be incorporated in the L.A.P. in respect of land not built on hitherto.**
 - The enhancement of the amenity value of the canal by the existing set-back is a credit to those whose vision ensured that it was put in place.
 - **There is now an opportunity to apply the concept of the 90-metre set-back within the area of the L.A.P.**
- 3. **All traffic for non-residential areas of the L.A.P. should be restricted to pedestrians and cyclists, excepting the provision for motorized early morning/late evening deliveries to retail outlets at restricted times.**
 - The shopping malls in Naas afford the opportunity in a small way of being able to move about from shop to shop without being concerned about motorized traffic.
 - **There is now the opportunity to develop a prime retail area on a larger scale, that will be uncomplicated by the strictures of motorized traffic.**
- 4. **The development of transportation routes should be in a manner that does not conflict with the amenities of the canal, linear park or the development of a Town Park as submitted above.**
 - The availability of the Grand Canal and the Corbally spur for boating and other water-based activities should not be compromised in the development of transportation routes.
 - **Linear and other park areas should be free of motorized traffic.**

Yours truly,


Jim O'Sullivan

cc: Chairperson Pat Clear, and Councillors Riognagh Bracken, Anne Breen, Willie Callaghan, Ger Dunne, Emer McDaid, Seamie Moore, Alan O'Kelly & Darren Scully.