Sallins Settlement Capacity Audit

Iniúchadh ar Acmhainn Lonnaíochta Na Solláin

A supporting document of Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied)

April 2026

Comhairle Contae Chill Dara
Kildare County Council

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1. Introduction

1.1 National Context

The National Planning Framework (NPF) First Revision (2025) refers to a Methodology for a Tiered Approach to Land Zoning.[1] It requires a two-tier approach to land zoning whereby residential lands are identified as part of the plan making process as '*Tier 1: Serviced Zoned Land*' or '*Tier 2: Serviceable Zoned land*'. Furthermore, the following National Policy Objectives of the NPF First Revision (2025) are also highly relevant:

National Policy Objective 101: 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 102: 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 103: 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 Development Plans – Guidelines for Planning Authorities (DHLGH, 2022) require a Settlement Capacity Audit (SCA) to be carried out for development plans to distinguish between lands that are *Tier 1* and *Tier 2*.

The Guidelines indicate that an infrastructural assessment of lands within or adjacent to settlements should at the most basic level include road access, footpath access, cycle access, foul sewerage drainage, water supply and surface water drainage.

The Guidelines require the SCA to incorporate a table and accompanying maps illustrating identified *Tier 1* and *Tier 2* lands and potential housing estimates, however they do not include a standard methodology to be employed by all planning authorities.

In the absence of such a national methodology, Kildare County Council has developed a bespoke and localised approach to guide the preparation of SCA in order inform land use plans within the county.

The Audit is intended to identify infrastructure requirements and assist in the identification of appropriate land use zonings, based on serviceability, for Sallins required during the lifetime of the Plan.

[1] National Planning Framework First Revision (2025). Department of Housing, Local Government and Heritage

Tier 1:	**Serviced Zoned Land -** comprising lands that can 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.

A tiered approach to residential land zoning is a requirement in the preparation of development plans, outlined in the Guidelines (DHLGH, 2022).[2] It sets out an approach for zoning lands as follows, and requires the SCA to distinguish between lands that are *Tier 1* and *Tier 2* and provide accompanying maps.

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 specific details provided by the planning authority at the time of publication of the draft and final settlement plan.

The infrastructural assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency (or agencies) 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).

Planning authorities may also commit to the delivery of the required and identified infrastructure in its infrastructural investment programme (i.e., Budgeted Capital Programme) to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full delivery cost of the required infrastructure to the identified zoned lands.

1.2 Purpose of the Audit

The purpose of the Audit is to:

- Identify serviced/serviceable sites for residential and employment potential.
- Assess the infrastructure requirements to service each site.
- Assess the suitability of a site for future development based on the National Planning Framework (NPF 2025) principle of compact growth.
- Weight the planning and serviceability / infrastructural provision for each site to enable a Tier to be assigned.
- Where sites are identified as Tier 1 (serviced lands) or Tier 2 (serviceable lands), the assessment will identify the likely development services required to support new development and where possible provide an indicative timeframe for delivery (i.e., short to medium term or longer term).[3]

[2] Development Plans – Guidelines for Planning Authorities (2022). Department of Housing, Local Government and Heritage. P.51
[3] Development Plans – Guidelines for Planning Authorities (2022). Department of Housing, Local Government and Heritage. p.51.

2. Methodology

A comprehensive audit of sites with potential for development is a prerequisite to inform the drafting of the Development Strategy for the Sallins Settlement Plan. In the interest of best practice, it is considered appropriate that in addition to residential lands, potential employment lands are also assessed to ensure that areas suitable for such development are zoned with appropriate infrastructure.

A large number of potential residential and employment sites in Sallins were identified as part of the Audit located within or adjacent to the Census 2022 defined Built-Up Area (BUA).

Sites were identified and advanced for consideration, taking due account of the provisions set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024), such as the creation of compact urban areas.[4]

The sites were examined in terms of their suitability for zoning across a range of criteria (Section 3 refers). It is important to note that sites within land zoned as 'A: Town Centre', are deemed to be already serviced and therefore considered as Tier 1 lands.

A three-stage process has been applied to the Audit.

1. The first stage involved a high-level audit on all sites identified, specifically a Constraints Map for Sallins was developed to identify and assess potential limitations affecting land use within the area. It is important to note that the site selection for this SCA excluded sites within the 'Present Day' flood extent. The identified sites were subsequently assessed in relation to compact growth. This assessment considered each site's proximity to the nearest access point from the centre of Sallins, based on walking distance measured using existing infrastructure.
2. The second stage involved in-depth questionnaires based on both sustainable planning criteria and an infrastructural assessment of each site.
    - Section 3 of this report details the criteria used in the assessment of each site and;
    - Section 4 discusses the infrastructural findings from the questionnaires.

3. The third part of the Audit comprises a planning and infrastructural serviceability matrix which has been devised for the purposes of identifying and allocating lands as *Tier 1* or *Tier 2* (or otherwise, if necessary). Sites were assessed and scored based on existing infrastructure. Once finalised, the sites were ranked in order of scores; highest score at top. The highest scores represent the most serviced sites.

It is important to note that the quantum of potential residential and employment lands audited were in excess of the land required for the lifetime of the Plan and the results

[4] Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). Department of Housing, Local Government and Heritage.

will therefore be used to inform land use zoning decisions following the housing unit target (for residential lands) and job ratio and quantum of land needed (for employment lands) in Sallins.

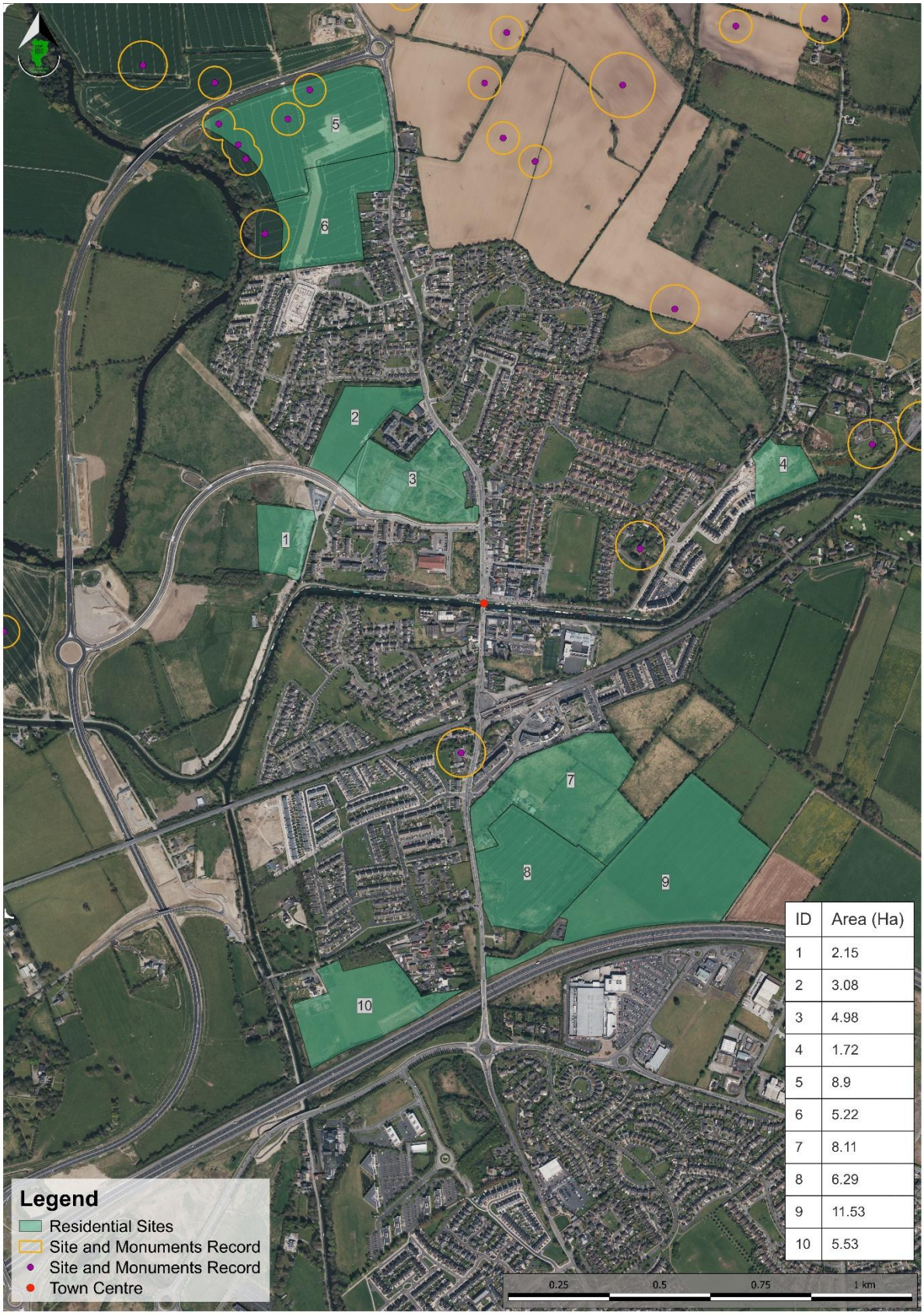
For the purposes of this SCA, a total of 14 sites (Table 2.1, refers) were assessed within Sallins. Figure 2.1 and Figure 2.2 illustrate which sites were examined for Residential or Employment land use purposes (i.e., economic development), with some sites being considered for both (Site 7, 8, 9 and Site B, C, D).

Table 2.1: Sites Assessed for Potential Residential and Employment Uses

Sites Considered for Residential Development	Hectares
Site 1	2.15
Site 2	3.08
Site 3	4.98
Site 4	1.72
Site 5	8.9
Site 6	5.22
Site 7	8.11
Site 8	6.29
Site 9	11.53
Site 10	5.53
Total Hectares:	**57.51**

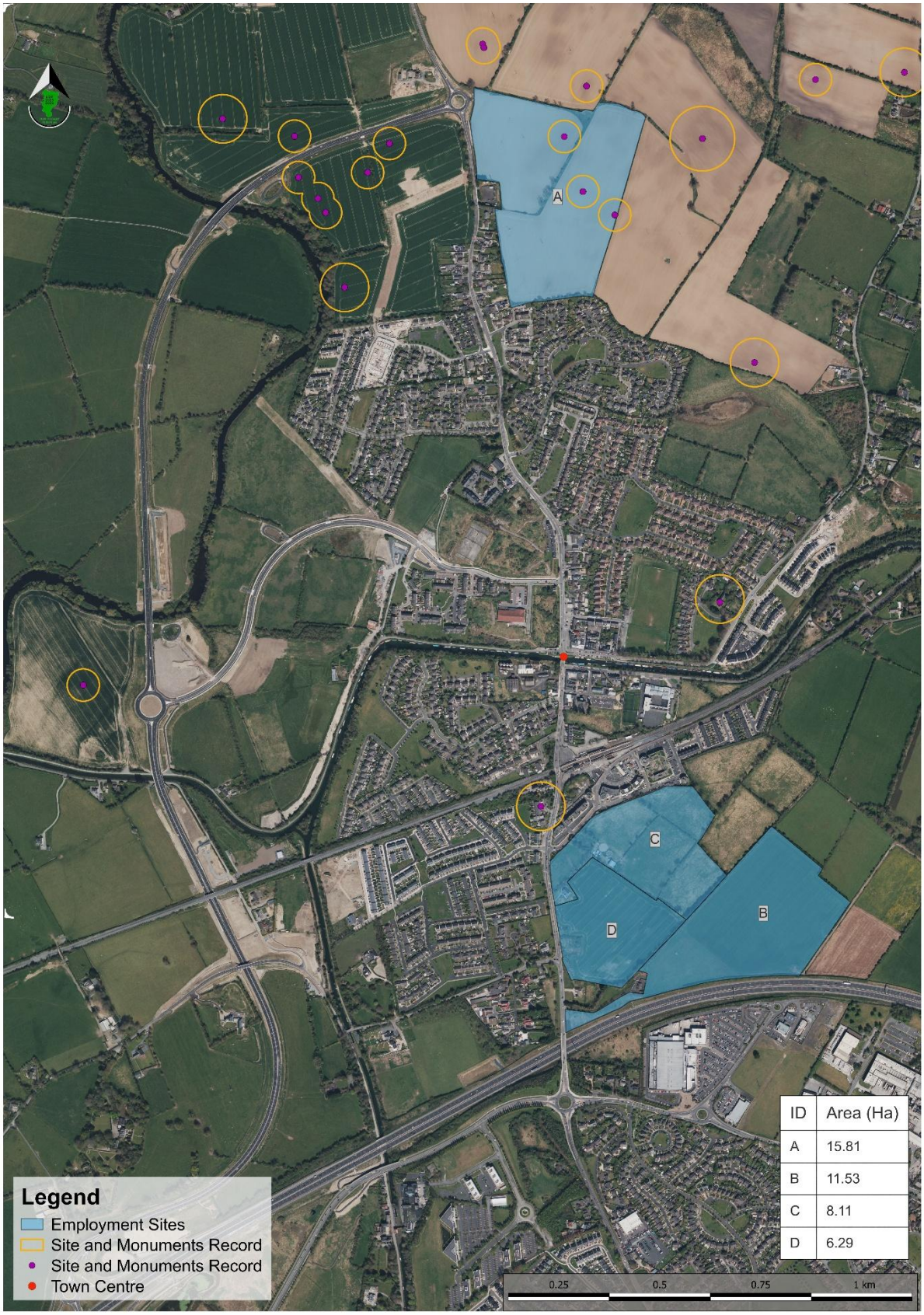
Sites Considered for Economic Development	Hectares
Site A	15.81
Site B	11.53
Site C	8.11
Site D	6.29
Total Hectares:	**41.74**

Figure 2.1: Identified Potential Residential Sites



ID	Area (Ha)
1	2.15
2	3.08
3	4.98
4	1.72
5	8.9
6	5.22
7	8.11
8	6.29
9	11.53
10	5.53

Figure 2.2: Identified Potential Employment Sites



ID	Area (Ha)
A	15.81
B	11.53
C	8.11
D	6.29

3. Criteria and Assessment Scoring

The Development Plans – Guidelines for Planning Authorities (DHLGH, 2022) state that at a basic level the Settlement Capacity Audit should look at infrastructure such as road access, footpath access, cycle access, foul sewerage, drainage, water supply and surface water.[5] The Guidelines also refer to justifying targeted growth proximate to high-quality public transport corridors, and the availability of social and community infrastructure. In this regard, the Audit as devised, is based on a defined range of infrastructural criteria. Sustainable Planning Criteria have been developed having regard to the National Planning Framework (NPF, 2025) objective for compact growth planning criteria and infrastructure criteria.

In respect of infrastructure provision, to inform the Settlement Capacity Audit, questionnaires were developed to gather pertinent information on serviceability to gain an understanding of underlying conditions and provide insights into infrastructural issues relevant to the respective areas of responsibility. Uisce Éireann were consulted in addition to relevant internal departments of Kildare County Council.

Information was sought on constraints to development and specific delivery infrastructure required to service the lands. It is important to note, that while a particular site may be fully serviceable at a basic site infrastructure level, it may present poorly against the established Planning Criteria. The infrastructural needs identified in the Audit for Sallins will inform the Implementation and Delivery Schedule in the Settlement Plan for sites that are proposed for residential and employment development.

The Assessment Criteria used to assess a site's overall suitability for zoning within the Sallins Settlement Plan is set out in Table 3.1 (overleaf). The sites were analysed against each specific criterion with a weighted scoring applied. These scores were then combined to provide an overall ranking, as illustrated in Section 3.1.

Table 3.2 – Table 3.5 present the weighted scoring matrix for residential and employment sites surveyed in the Settlement Capacity Audit. It should be noted that potential residential sites are scored out of a maximum of 800 marks. In respect of potential employment lands, they are scored out of a total of 600 marks, as these sites were not assessed against the Social Infrastructure or the Parks and Recreation Criteria.

[5] Development Plans - Guidelines for Planning Authorities (2022). Department of Housing, Local Government and Heritage.

Table 3.1: Site Assessment Criteria and Score Weighting Matrix

Site Assessment Criteria and Score Weighting Matrix (800 Total Marks)	
Stages	**Score Weighting**
Stage 1 - Compact Growth	**200**
Compact Growth	**200**
Stage 2 – Detailed Infrastructural Assessment for each site	**600**
A) Social and Physical Infrastructure • The examination of social infrastructure was informed by the Social Infrastructure Audit (SIA) carried out to support the Plan making process and involved assessing the proximity of the lands to existing services such as existing primary and post – primary schools, existing healthcare facilities, and town centre / commercial services.[6]	**100**
B) Parks and Recreation • This criterion examined sites concerning their proximity to an existing or proposed public park / recreation space, whether the development of lands could potentially impact the provision of public parks / recreation spaces, the feasibility of delivering parks / public open space proximate to the subject lands and ranking of costs for the extent of connectivity works required to access such facilities.	**100**
C) Flood Risk / Drainage / Surface Water • This criterion examined whether there was a dedicated surface water outfall to serve the site, along with whether there were drainage or flooding issues associated with the lands. The examination also looked at envisaged constraints and whether planned / proposed works aligned to an approved infrastructural investment programme which could remove the constraints or whether a private developer, subject to if appropriate measures are taken, could remove the constraints.	**100**
D) Movement and Transportation • An examination of the site's accessibility to the existing road network, and the level of existing infrastructure (i.e. footpaths, cycle lanes, and public lighting). The questionnaire examines whether the site will contribute to key active travel measures which form part of the Naas/Sallins Transport Strategy, in order to reduce car dependency. The examination also looked at envisaged constraints and whether planned / proposed works were aligned to an approved infrastructural investment programme which could remove the constraints or whether a private developer, subject to if appropriate measures are taken, could remove the constraints.	**100**
E) Water Supply	

[6] It is important to note that marks were awarded given the proximity of a site to existing primary and post – primary schools, existing healthcare facilities, and town centre / commercial services.

• An examination of the site's proximity to existing public water mains, network infrastructural issues, any planned/proposed works, the cost of such works (where known), and the level of upgrades required.	**100**
F) Wastewater • An examination of the site's proximity to existing public wastewater drainage infrastructure, network infrastructural issues, any planned/proposed works, the cost of such works (where known), and the level of upgrades required.	**100**
Score Weighting Total:	**800**

3.1 Results of Scoring

Using the assessment criteria in Table 3.1, the sites were analysed against each set of criteria and a weighting applied. Each element of the Audit was assigned a weighting score and then added together to provide an overall ranking.

Tables 3.2 and 3.3 present the combined weighted scoring matrix for residential sites. Tables 3.4 and 3.5 present the combined weighted scoring matrix for employment sites.

Upon completion of the weighted scoring matrix, the results of each individual criterion were added together to provide a total site score. As illustrated in Table 3.6, the total site scores were then graded and categorised.

Residential Sites Scoring

Stage 1: Compact Growth (200 marks)

Table 3.2: Compact Growth for Residential Sites

Criteria	Weighting	1	2	3	4	5	6	7	8	9	10
Compact Growth	200	**195**	**185**	**200**	**155**	**115**	**125**	**185**	**175**	**145**	**115**
Total	200	195	185	200	155	115	125	185	175	145	115

Stage 2: Detailed Infrastructural Assessment for each site (600 marks)

Table 3.3: Detailed Infrastructural Assessment for Residential Sites

Criteria	Weighting	1	2	3	4	5	6	7	8	9	10
Social Infrastructure	100	**70**	**75**	**80**	**55**	**55**	**60**	**80**	**70**	**65**	**55**
Parks and Recreation	100	**90**	**55**	**90**	**50**	**40**	**40**	**55**	**55**	**50**	**70**
Movement and Transport	100	**95**	**95**	**95**	**45**	**58**	**55**	**90**	**83**	**70**	**35**
Water Supply	100	**40**	**95**	**95**	**95**	**95**	**95**	**95**	**95**	**95**	**95**
Waste Water	100	**95**	**95**	**95**	**31**	**95**	**95**	**36**	**40**	**43**	**36**
Flood Risk / Drainage / Surface Water	100	**59**	**80**	**80**	**80**	**80**	**80**	**55**	**59**	**57**	**74**
Total	600	449	495	535	356	423	425	411	402	380	365

Employment Sites Scoring

Stage 1: Compact Growth (200 marks)

Table 3.4: Compact Growth for Employment Sites

Criteria	Weighting	A	B	C	D
Compact Growth	200	**120**	**145**	**185**	**175**
Total	200	120	145	185	175

Stage 2: Detailed Infrastructural Assessment for each site (400 marks)

Table 3.5: Detailed Infrastructural Assessment for Employment Sites

Criteria	Weighting	A	B	C	D
Movement and Transport	100	**68**	**70**	**90**	**83**
Water Supply	100	**95**	**95**	**95**	**95**
Waste Water	100	**75**	**43**	**36**	**40**
Flood Risk / Drainage / Surface Water	100	**80**	**57**	**55**	**59**
Total	400	318	265	276	277

Site Categorisation for Residential and Employment Sites

As outlined above, all sites audited were identified and analysed against each of the criteria outlined in Table 3.1 Site Assessment Criteria and Score Weighting Matrix. The weighting applied to the sites is represented by a sliding – scale traffic light system.

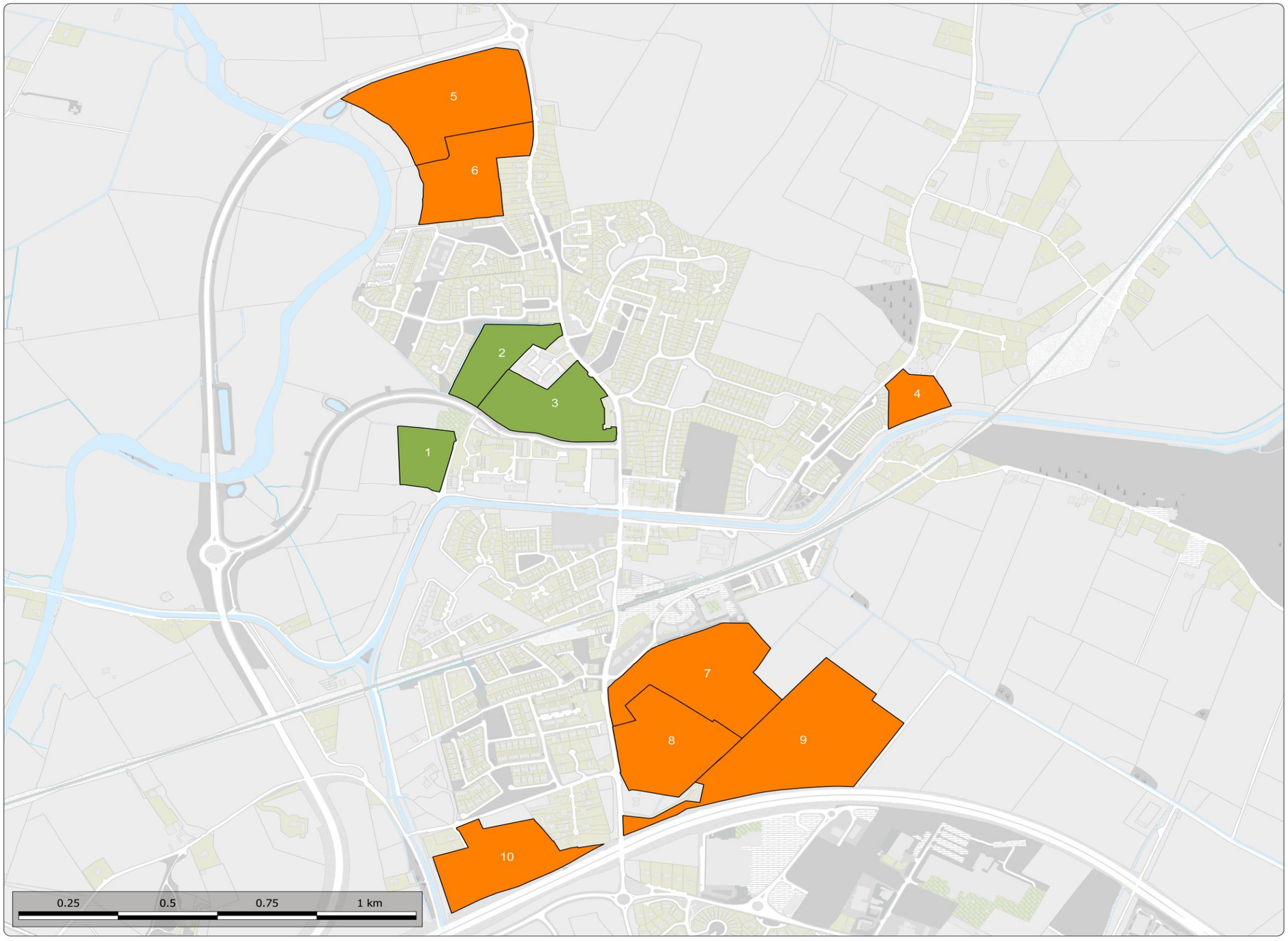
Table 3.6 categories the residential and employment sites into Tier 1 and Tier 2 lands and should be read in conjunction with Map 1 and Map 2.

Table 3.6: Site Categorisation for Residential and Employment Sites

Site Category	Residential Site Ref.	Site Scoring
Tier 1	3	735
Tier 1	2	680
Tier 1	1	644
Tier 2	7	596
Tier 2	8	577
Tier 2	6	550
Tier 2	5	538
Tier 2	9	525
Tier 2	4	511
Tier 2	10	480

Site Category	Employment Site Ref.	Site Scoring
Tier 2	C	461
Tier 2	D	452
Tier 2	A	438
Tier 2	B	410

Map 1: Residential Sites Categorisation



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County Development Plan 2023-2029

Legend:

Categorisation	Site Reference
Tier 1	3
Tier 1	2
Tier 1	1
Tier 2	7
Tier 2	8
Tier 2	6
Tier 2	5
Tier 2	9
Tier 2	4
Tier 2	10

Stage	Date	Description
Draft	22-04-2026	Draft Plan Published

Residential Site Categorisation
Settlement Capacity Audit

Scale: N.T.S.		Map Ref: 1	
Date: April 2026		Drawing No.: 200-26-1552	
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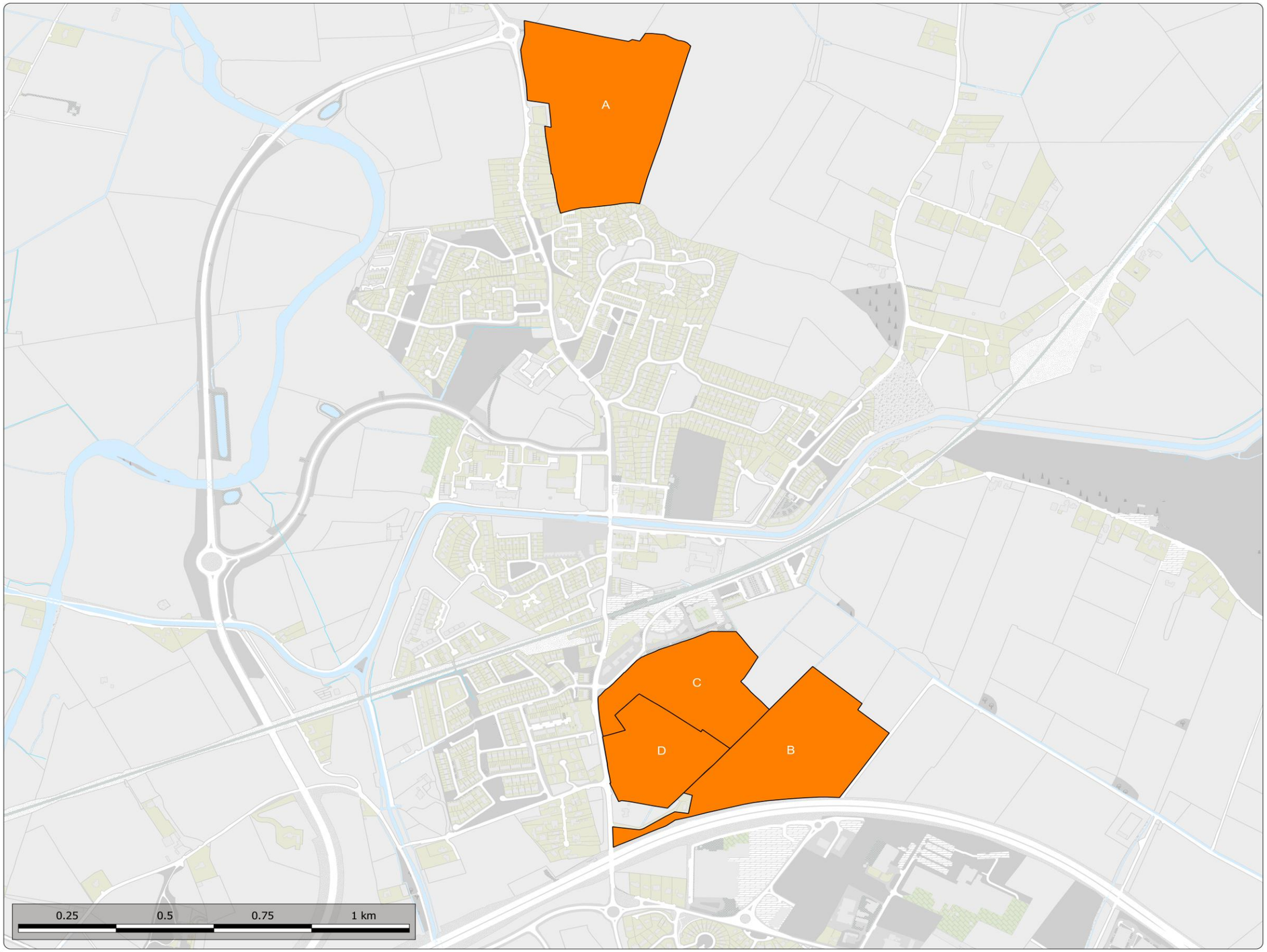
This drawing is to be read in conjunction with the written statement

Map 2: Employment Sites Categorisation



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County Development Plan 2023-2029

Legend:

Categorisation	Site Reference
Tier 2	C
Tier 2	D
Tier 2	A
Tier 2	B

Stage	Date	Description
Draft	22-04-2025	Draft Plan Published

Residential Site Categorisation
Settlement Capacity Audit

Scale:	N.T.S.	Map Ref:	2
Date:	April 2026	Drawing No.:	200-26-1552

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

4. Infrastructure Overview

This section provides an overview of the infrastructural assessment findings for the sites audited. Table 4.3 provides an overview of the infrastructural assessment findings related to Movement and Transport / Water Supply / Wastewater / Surface Water Drainage.

Furthermore, this section provides an overview of Parks and Recreation facilities and Social Infrastructure. This analysis reinforces the key findings of the Social Infrastructure Audit (SIA), offering a detailed understanding of current provision levels and future needs for the community.

4.1 Parks and Recreation

Responsibility for Delivery

Existing public open spaces in Sallins, including spaces within residential estates that have been taken in charge, are managed by Kildare County Council.

Costs and Funding Sources

Specific costings for the delivery of additional parks and recreation infrastructure is not available. However, estimated delivery costs relating to the connectivity measures required to make sites more accessible to these amenities was assessed. In this regard, all sites were categorised on a range from 'low – implying minor costs' to 'high – implying significant costs' depending on their distance from existing or planned recreational spaces in the town and the physical barriers that needed to be overcome to deliver access to these spaces.

Overall, delivery of projects are dependent upon planning consent and associated environmental assessments; developer-led funding; or development works associated with a planning consent. Delivery of projects may also be secured through funding opportunities identified in Section 5. This may include local authority delivery (i.e. via the Planning Authority's Development Contributions Scheme).

Table 4.1: Parks and Recreation Overview

Type of Infrastructure	Existing Infrastructure	Social Infrastructure Requirements
Sports, Recreation and Open Space		
Public Open Space	17.37 ha (overall total)	• An additional 7.51 hectares of public open space area will be required. • Support the delivery of the Sallins Amenity Park. • Improve access to multi-functional public open spaces within walking distance of homes. • Improve permeability in existing residential areas to facilitate active travel

		routes to the existing and proposed public open spaces.
Public Parks	3.3 ha	• An additional 4.66 hectares of public parks will be required. • Support the development of the Urban Neighbourhood Park on the Sallins Amenity lands.
Amenity Green Space	8.23 ha	• Ensure regard is given to Policy and Objective 5.1 of the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024).
Playgrounds/Play Areas	0.08 ha	• An additional 2.42 hectares of playing space will be required. • To support the development of a play area and teen space in the Sallins Amenity Park. • Provision of play facilities within new residential developments in accordance with Sections 15.6.5 and 16.6.6 of the Kildare County Development Plan 2023-2029 and Sections 4.13 and 4.14 of the Design Standards for New Apartment Guidelines (DHLGH, July 2023).
Outdoor sports	5.76 ha	• An additional 10.16 hectares will be required. • To meet the projected demand during the lifetime of the plan and beyond, it is essential that the development of the Sallins Amenity Park is progressed to completion.

4.2 Social Infrastructure

Responsibility for Delivery

Public bodies including the Health Service Executive, the Department of Education and Youth (DEY) and Kildare County Council, along with developers are responsible for the delivery of social infrastructure in Sallins.

Costs and Funding Sources

Costings for the delivery of social infrastructure are not available. Delivery of projects is dependent upon planning consent and will be achieved through State/Local Government allocations alongside private sector delivery, and new residential or commercial development.

Table 4.2: Social Infrastructure Overview

Type of Infrastructure	Existing Infrastructure	Social Infrastructure Requirements
Education		
Primary School	1 primary school	• An additional 385 – 460 primary school pupil places (circa 17 – 20 no. classrooms with 23 students each).
Post-primary School	None	• 996 persons of post-primary pupil places.
Childcare		
Childcare facilities	7 childcare facilities	• An additional 314 childcare places, to be delivered in tandem with new housing in accordance with Section 28 Guidelines and Objective SC O79 of the Kildare County Development Plan 2023-2029 (as varied).
Health		
General Practitioners (GPs)	3 full-time GPs	• Up to 9 additional GPs may be required to meet the recommended GP-to-patient ratio of the ICGP and IMO.
Residential Care settings for older people	None	• A total of 34 no. bed spaces may be required to accommodate people needing residential or nursing home care in Sallins over the lifetime of the Plan and beyond.
Social and Community		
Social and Community Facilities	6 facilities	• Support the refurbishment and extension of the Sallins Community Centre. • Additional community facilities may be required over the plan period and beyond.
Arts and Culture		
Arts and Cultural facilities	4 facilities	• The requirement for additional facilities is unknown. However, the CDP contains numerous objectives supporting the provision of arts and culture infrastructure.
Faith		
Place of Worship	3 Facilities	• The requirement for additional places of worship is unknown. However, the CDP contains numerous objectives supporting the provision of places of worship.

4.3 Movement and Transport / Water Supply / Wastewater / Surface Water Drainage

Movement and Transport

Responsibility for Delivery

Kildare County Council plays a critical role in overseeing the delivery of local roads infrastructure. Site access arrangements along with road and pedestrian/cyclist infrastructure improvement works within new residential and employment lands will generally be developer-led.

Costs and Funding Sources

In terms of roads and transport infrastructure delivery, the majority of sites were assessed as having a range of cost implications, categorised as 'Low' implying minor / negligible costs, 'Medium' being moderate costs, and 'High' implying significant costs. Sites requiring standard development-led access arrangements and pedestrian and/or cycle connections are generally assessed as having Low to Medium costs. In contrast, sites requiring infrastructure – including, inter alia, the delivery of a sustainable travel mode bridge, substantial frontage upgrade works, a bridge crossing – are assessed as having High costs.

Water Supply / Wastewater

Responsibility for Delivery

Uisce Éireann is the statutory authority responsible for the delivery and maintenance of public water/wastewater infrastructure within Sallins. However, the development of such infrastructure and associated upgrades required to service individual sites will generally be developer-led.

Costs and Funding Sources

Uisce Éireann, has indicated that the costings provided in their responses are only indicative and that cost estimates will be provided to developers at the connection application stage. Individual site serviceability must be confirmed through their Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer-led, and developers will need to engage with Uisce Éireann at an early stage via their 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.

Surface Water Drainage

Responsibility for Delivery

Local surface water management within Sallins is the responsibility of Kildare County Council. Any drainage works within development sites will generally be developer-led.

Costs and Funding Sources

Drainage works and nature-based solutions within individual sites will be developer led.

Table 4.3: Movement and Transport / Water Supply / Wastewater / Surface Water Drainage Overview

Residential Site Characteristics		Infrastructure Requirements			
Site Ref	**Site Area (ha)**	**Movement and Transport**	**Water Supply**	**Wastewater**	**Surface Water Drainage**
1	2.15	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Provision of pedestrian/cycle bridge for a southern greenway connection improving connectivity and permeability.	The subject site is not connected to the public water network. Third party consents may be required. Network extension from Millbank Estate direction required.	Public sewer network present. Wayleave and/or build over agreement required.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is Less than 25%. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
2	3.08	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Provision of pedestrian and cycle links connecting the existing Sallins Link Road cycle track to Clane Road to the north.	Public water network present. No site-specific constraints envisaged.	Public sewer network present. No site-specific constraints envisaged.	No known flood risk. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
3	4.98	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Provision of pedestrian and cycle links connecting the existing Sallins Link Road cycle track to Clane Road to the north.	Public water network present. Wayleaves required / diversion agreement.	Public sewer network present. No site-specific constraints envisaged.	No known flood risk. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
4	1.72	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Provision of pedestrian (upgraded footpath) and cycling infrastructure between the site towards Church Ave and canal routes. Provision of public lighting.	Public water network present. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. Sewer network extension required.	No known flood risk. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
5	8.9	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Provision of pedestrian (footpath) and cycling infrastructure along the Clane Road (R407).	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	Public sewer network present. Wayleave required over services that run through the site.	No known flood risk. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
6	5.22	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Provision of pedestrian (footpath) and cycling infrastructure along the Clane Road (R407). Need to integrate with existing residential street pattern (layout constraints).	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	Public sewer network present. Wayleave required over services that run through the site.	No known flood risk. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
7	8.11	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. The proximity to the busy section of the R407 corridor may necessitate turning restrictions, or a left-in/left-out arrangement.	Public water network present. Watermain in adjacent road.	The subject site is not connected to the public sewer network.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is 76% - 100%.

		Requirement to provide upgraded active travel facilities along the site frontage. Requirement to provide for a sustainable travel mode bridge over the M7 Motorway to link Sallins with Naas.	No site-specific constraints envisaged.	Network extension and / or may require a pumping station.	Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
8	6.29	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage. Requirement to provide for a sustainable travel mode bridge over the M7 Motorway to link Sallins with Naas. The site is more constrained in terms of the deliverability of the active travel mode bridge in isolation, as the structure would not provide a functional onward connection in the absence of the development of Site 7.	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. Network extension and / or may require a pumping station.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is Less than 25%. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
9	11.53	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage. Requirement to provide for a sustainable travel mode bridge over the M7 Motorway to link Sallins with Naas. This site is more land locked and more dependent on the delivery of Sites 7 and 8 for appropriate access and improved permeability.	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. Gradients need to be verified, may be possible to go by gravity to pumping station.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is 26% - 50%. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
10	5.53	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage. New footpath on Osberstown Cottages Road and new pedestrian cyclist bridge required. Provision of public lighting. Shared street improvement along the Osberstown Cottages Road required.	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. A network extension required and the sewer from Osberstown Cottages to pumping station will need upgrading.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is Less than 25%. Avoidance of flood extents, not suitable for mitigation measures. Area of flood extent to be left free from development.

Employment Site Characteristics		Infrastructure Requirements			
Site Ref	Site Area (ha)	Movement and Transport	Water Supply	Wastewater	Surface Water Drainage
A	15.81	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Access could be considered off a fourth arm of the roundabout. Provision of pedestrian and cycling infrastructure along the Clane Road (R407).	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. However, is in very close proximity to the public sewer network i.e. <10m.	No known flood risk. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
B	11.53	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage. Requirement to provide for a sustainable travel mode bridge over the M7 Motorway to link Sallins with Naas. This site is more land locked and more dependent on the delivery of Sites C and D for appropriate access and improved permeability.	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. Gradients need to be verified, may be possible to go by gravity to pumping station.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is 26% - 50%. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
C	8.11	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. The proximity to the busy section of the R407 corridor may necessitate turning restrictions, or a left-in/left-out arrangement. Requirement to provide upgraded active travel facilities along the site frontage. Requirement to provide for a sustainable travel mode bridge over the M7 Motorway to link Sallins with Naas.	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. Network extension and / or may require a pumping station.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is 76% - 100%. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.
D	6.29	Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage. Requirement to provide for a sustainable travel mode bridge over the M7 Motorway to link Sallins with Naas. The site is more constrained in terms of the deliverability of the active travel mode bridge in isolation, as the structure would not provide a functional onward connection in the absence of the development of Site C.	Public water network present. Watermain in adjacent road. No site-specific constraints envisaged.	The subject site is not connected to the public sewer network. Network extension and / or may require a pumping station.	There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Flooding present is Less than 25%. Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests etc.

5. Funding and Implementation

This Settlement Capacity Audit identifies a range of strategic and local infrastructure necessary to facilitate development within Sallins. Development on the identified sites will be dependent on the timely delivery of a range of infrastructure which is funding dependent. The stakeholders consulted in the Settlement Capacity Audit were not in a position to provide detailed costings. However, in a number of instances they were able to provide a cost ranking; low, medium, and high.

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:	Housing Infrastructure Investment Fund (HIIF), Urban / Rural Regeneration Development (or any subsequent funding), Smarter Travel funding, Uisce Éireann, Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, Large Scale Sports Infrastructure Fund, LEADER / SICAP funding, other government departments.
Local Authority:	Kildare County Council through its Development Contribution Scheme, and its Capital Works Programme.

It is acknowledged that one of the main factors in the successful implementation of the Plan is securing the necessary funding and partnerships to deliver key objectives such as those relating to infrastructure. In this regard, an Implementation and Delivery Schedule will form part of the Sallins Settlement Plan. This will outline the key infrastructure necessary for the sites selected to be zoned, informed by the Audit.

The development of new residential and employment areas within this Plan are dependent on the Core Strategy housing allocations and a job ratio based on the targeted population growth. The Settlement Capacity Audit provides an assessment of the necessary infrastructure required for the development of a range of sites suitable for both residential and economic development. The Audit informs the decisions which ultimately will be decided through the preparation of the Sallins Settlement Plan, and final adoption by the Elected Members.

Appendix A: Questions Used in the Audit of Sites

Potential Residential Sites:
These were scored out of a maximum of 800 marks by means of a two – stage process as follows:

- Stage 1: Compact Growth (200 marks)
- Stage 2: Detailed Infrastructural Assessment for each site (600 marks)

Potential Employment Sites:
These were scored out of a maximum of 600 marks by means of a two – stage process as follows:

- Stage 1: Compact Growth (200 marks)
- Stage 2: Detailed Infrastructural Assessment for each site (400 marks)
    - Not assessed under Social Infrastructure and Parks / Recreation

Stage 1: Compact Growth (200 marks)

Stage 1: Compact Growth (200 marks)		
Compact Growth – 200 marks		
Ref.	Question	
	Residential / Employment Sites	Marks
1.	Which of the following best represents the location of the subject site?	
	• Scoring is based on a sliding scale from the centre of Sallins to the subject site.	200

Stage 2: Detailed Infrastructural Assessment for each site (600 marks)

Social and Physical Infrastructure

Stage 2: Detailed Infrastructural Assessment for each site (600 marks)		
Social and Physical Infrastructure – 100 marks		
Ref.	Question	Marks
1.	Distances to nearest existing Primary Schools (via most direct existing publicly accessible route)?	
	• 0-400m	25
	• 401-800m	20
	• 800-1200m	15
	• 1200m+	10
2.	Distances to nearest existing Secondary Schools (via most direct existing publicly accessible route)?	
	• 0-400m	25
	• 401-800m	20
	• 800-1200m	15
	• 1200m+	10
3.	Distances to nearest existing Health Care Facilities (via most direct existing publicly accessible route)?	

	• 0-400m	25
	• 401-800m	20
	• 800-1200m	15
	• 1200m+	10
4.	Distances to nearest Town Centre or Commercial Centre (via most direct existing publicly accessible route)?	
	• 0-400m	25
	• 401-800m	20
	• 800-1200m	15
	• 1200m+	10
Note:	Potential Employment Sites - Not assessed under Social Infrastructure	

Parks and Recreation - 100 marks		
Ref.	**Question**	**Marks**
1.	What is the distance (in metres) to the nearest public park/recreation space from the subject site (via most direct existing publicly accessible route)?	
	• 0-400m	20
	• 401-800m	15
	• 800-1200m	10
	• 1200m+	5
2.	Could development of/on the subject site potentially have negative impacts on the provision of public parks/recreation spaces in the immediate area? For example, if these lands are currently being used as formal or informal parks/recreation spaces, development could negatively impact provision.	
	• Yes	0
	• No	20
3.	Are there any plans for new parks or recreation spaces within a reasonable distance (Under 1km) of the subject site (via an existing or proposed active travel measure)?	
	• Yes	20
	• No	0
4a.	Are you aware of any notable issues or constraints envisaged in regard to the delivery of public open space in close proximity to the subject site?	
	• 'High' implying major constraints / significant barriers	0
	• 'Medium' implying moderate constraints / barriers	10
	• 'Low' implying minor, or no, constraints	20
4b.	Furthermore, could you please provide a list of these constraints?	
	• Commentary required	n / a
5.	Please provide a rate/rank of the estimate of costs for any potential connectivity works required to make the subject site more accessible to existing (or planned) public parks/recreation spaces (i.e., pedestrian connections through existing developments etc.).	

	Low – €0-€200,000 Medium – €200,000-€1,000,000 High – €1,000,000 plus	
	• 'Low' implying minor/negligible costs	20
	• 'Medium' implying moderate costs	10
	• 'High' implying significant costs	0
Note:	Potential Employment Sites - Not assessed under Parks / Recreation	

Flood Risk / Drainage / Surface Water - 100 marks		
Ref.	**Question**	**Marks**
Flood Risk		
1a.	Is there evidence of flooding on site, with respect to the CFRAM mid-range future scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps?* *Note: The site selection for this SCA excluded sites within the 'Present Day' flood extent.	
	• Yes, there is evidence of flooding	0
	• No evidence of flooding	20
1b.	What percentage of the site is affected by flooding (MRFS & HEFS)?	
	• Non – applicable	5
	• Less than 25%	4
	• 26% - 50%	2
	• 51% - 75%	1
	• 76% - 100%	0
Surface Water Drainage and SuDS		
2.	Can the site connect to a dedicated surface water outfall?	
	• Yes	10
	• No	0
3.	Is there a watercourse on the site or along the perimeter of the site?	
	• Yes	0
	• No	5
4.	Is there an existing flow path on the site?	
	• Yes	0
	• No	10
5a.	Are you aware of any constraints (i.e. network capacity, topography, physical barriers, etc.) envisaged with the delivery of surface water drainage and its outfall? Could you rate the significance of these constraints.	
	• 'Low' implying minor, or no, constraints	20
	• 'Medium' implying moderate barriers / constraints	10
	• 'High' implying major constraints / significant barriers	0
5b.	Could you please provide a list of these constraints?	
	• Commentary required	n / a

5c.	Are there any measures/works which could remove these constraints?	
	• Commentary required	n / a
6a.	Are there any planned/proposed works (local authority works) that will remove the constraints referred to, within the lifetime of the Plan?	
	• Planned / Proposed Works	10
	• No works planned	0
	• If low constraints and no planned works	10
6b.	If yes, are the planned / proposed works: - Works aligned to investment programme - Works with written commitment by delivery agency - Local Authority commitment in infrastructural investment delivery programme. - Not Applicable - No planned/proposed works required - No	
	Yes (Specify response from the above list, detail relevant agency, and reference document) or Not Applicable - No planned/proposed works required	5
	No	0
7.	If works are planned, can you make a reasonable estimate of the full cost of delivery of the specified services? Low – €0-€500,000 Medium – €500,000-€2,000,000 High - €2,000,000 plus	
	• 'Low' implying minor/negligible costs / no works required	10
	• 'Medium' being moderate costs	5
	• 'High' implying significant costs	0
8.	Could the constraints (subject to if appropriate measures are taken) be removed by a private developer?	
	• Yes	5
	• No	0
	• Non – applicable (no constraints)	5

Movement and Transport- 100 marks		
Ref.	**Question**	**Marks**
Integration of Land Use and Transport Planning (Naas/Sallins Transport Strategy)		
1.	Will development of the site contribute to the delivery of key active travel measures which form part of the Naas/Sallins Transport Strategy, in order to reduce car dependency? (mark the most relevant)	
	• Yes, Greenway	10
	• Yes, Permeability link	10

	• Yes, Cycling route	10
	• Already well serviced by existing infrastructure	20
	• No measures from the Naas/Sallins Transport Strategy and development of the site would require new measures	0
Existing Infrastructure Provision		
2a.	Are the subject lands currently accessible by the existing road network?	
	• Yes	10
	• Accessible following completion of permitted/approved works/development	5
	• No	0
2b.	If the subject lands are accessible by an existing road network, does this adjacent network contain the following? (select all that apply)	
	• Footpaths	10
	• Public Lighting	10
	• Cycle Lane	10
2c.	i. Does the existing road network have the capacity to cater for the potential level of development from the site?	
	• Yes	10
	• Possible Cumulative Impact	5
	• No	0
	ii. If the answer is No or Possible Cumulative Impact, what are the constraints?	
	• Commentary required	n / a
	iii. Could you please rate the significance of the constraints to developing the site?	
	• 'High' implying major constraints / significant barriers	0
	• 'Medium' implying moderate barriers / constraints	2.5
	• 'Low' implying minor, or no constraints	5
	iv. Could the constraints identified (if applicable) be removed by a private developer, subject to appropriate measures?	
	• Not Applicable - no constraints	10
	• Yes	5
	• No	0
3.	Is the development of the site dependent on the delivery of a proposed road measure(s) in the Naas/Sallins Transport Strategy?	
	• Yes	0
	• No	5
Physical Infrastructure Delivery		
4.	Are there any planned / proposed works for active travel or roads that are: - Works aligned to investment programme - Works with written commitment by delivery agency	

	- Local Authority commitment in infrastructural investment delivery programme. - Not Applicable - no planned/proposed works required - No	
	• Yes (Specify response from the above list, detail relevant agency, and reference document) or Not Applicable - No planned/proposed works required	5
	• No	0
5.	Please provide an estimated rank / rate of the costs in terms of significance. Low – €0-€200,000 Medium – €200,000-€1,000,000 High - €1,000,000 plus	
	• 'Low' implying minor / negligible costs	5
	• 'Medium' implying moderate costs	2.5
	• 'High' implying significant costs	0

Water Supply - 100 marks		
Ref.	**Question**	**Marks**
Existing Infrastructure		
1.	Is the subject site connected to the public water mains network?	
	• Yes	20
	• No	0
2.	If connected, provide an estimated distance (in metres) from the subject site to the closest public water mains connection.	
	• 900m+	2
	• 800m-900m	4
	• 700m-800m	6
	• 600m-700m	8
	• 500m-600m	10
	• 400m-500m	12
	• 300m-400m	14
	• 200m-300m	16
	• 100m-200m	18
	• 0-100m	20
Physical Infrastructure Delivery		
3a.	If you are aware of any constraints (i.e., network capacity, physical barriers, etc.) envisaged with the delivery of water supply infrastructure to the subject lands could you rate the significance of these constraints.	
	• 'High' implying major constraints / significant barriers	0
	• 'Medium' implying moderate barriers / constraints	10
	• 'Low' implying minor, or no constraints	20
3b.	Please outline any constraints to the delivery of the site.	
	• Commentary required	n / a
4.	Do Uisce Éireann have any planned/proposed works that are: - Works aligned to investment programme	

	- Works with written commitment by delivery agency - Not Applicable - no planned/proposed works required - No	
	• Yes (Specify response from the above list, detail relevant agency, and reference document) or Not Applicable - No planned/proposed works required	20
	• No	0
5.	Could you rate/rank the cost for delivery of the required upgrade /improvement to service this site for future development? Low – €0-€500,000 Medium – €500,000-€2,000,000 High - €2,000,000 plus	
	• 'Low' implying minor / negligible costs	10
	• 'Medium' implying moderate costs	5
	• 'High' implying significant costs	0
	Could you please provide an estimate of the cost:	
	• Commentary required	n / a
6.	Could the constraints identified (if applicable) be removed by a private developer, subject to appropriate measures?	
	• Not Applicable - no constraints	10
	• Yes	5
	• No	0
7.	If you would like to make any further comments please do so:	
	• Commentary required	n / a

Wastewater- 100 marks		
Ref.	**Question**	**Marks**
Existing Infrastructure		
1.	Is the subject site connected to the public sewer network?	
	• Yes	20
	• No	0
2.	If connected, provide an estimated distance (in metres) from the subject site to the closest public sewer connection.	
	• 900m+	2
	• 800m-900m	4
	• 700m-800m	6
	• 600m-700m	8
	• 500m-600m	10
	• 400m-500m	12
	• 300m-400m	14
	• 200m-300m	16
	• 100m-200m	18
	• 0-100m	20
Physical Infrastructure Delivery		
3a.	If you are aware of any constraints (i.e., network capacity, physical barriers, etc.) envisaged with the delivery of wastewater	

	infrastructure to the subject lands could you rate the significance of these constraints.	
	• 'High' implying major constraints / significant barriers	0
	• 'Medium' implying moderate barriers / constraints	10
	• 'Low' implying minor, or no constraints	20
3b.	Please outline any constraints to the delivery of the site.	
	• Commentary required	n / a
4.	Do Uisce Éireann have any planned/proposed works that are: - Works aligned to investment programme - Works with written commitment by delivery agency - Not Applicable - no planned/proposed works required - No	
	• Yes (Specify response from the above list, detail relevant agency, and reference document) or Not Applicable - No planned/proposed works required	20
	• No	0
5.	Could you rate/rank the cost for delivery of the required upgrade /improvement to service this site for future development? Low – €0-€500,000 Medium – €500,000-€2,000,000 High - €2,000,000 plus	
	• 'Low' implying minor / negligible costs	10
	• 'Medium' implying moderate costs	5
	• 'High' implying significant costs	0
	Could you please provide an estimate of the cost:	
	• Commentary required	n / a
6.	Could the constraints identified (if applicable) be removed by a private developer, subject to appropriate measures?	
	• Not Applicable - no constraints	10
	• Yes	5
	• No	0
7.	If you would like to make any further comments please do so:	
	• Commentary required	n / a

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