







# Chief Executive's Report

## on the Proposed Material Alterations of Proposed Variation No. 6 (Sallins Settlement Plan)

## of the Kildare County Development Plan 2023-2029 (as varied)

24th September 2026

Comhairle Contae Chill Dara
Kildare County Council

All images, maps and illustrations
are in the ownership of Kildare County Council unless otherwise stated.

**Kildare County Council,**
**Planning Department,**
**Áras Chill Dara,**
**Devoy Park, Naas,**
**County Kildare, W91 X77F**

## Table of Contents

**1 Introduction ..... 1**
1.1 Legislative Requirements ..... 1
1.2 Public Consultation ..... 2
1.3 Contents of the Chief Executive's Report ..... 3
1.4 Next Steps ..... 4
**2 List of Persons/Bodies who made Submissions ..... 5**
**3 Recommendation and Submission from the Office of the Planning Regulator (OPR) ..... 2**
Office of the Planning Regulator – Submission No. 78 ..... 2
**4 Submissions from the Prescribed Authorities ..... 10**
The Maritime Area Regulatory Authority (MARA) - Submission No. 5 ..... 10
Transport Infrastructure Ireland (TII) - Submission No. 6 ..... 11
Office of Public Works (OPW) - Submission No. 17 ..... 11
Department of Transport – Submission No. 18 ..... 12
Uisce Éireann – Submission No. 32 ..... 13
Environmental Protection Agency (EPA) – Submission No. 34 ..... 15
Electricity Supply Board (ESB) – Submission No. 58 ..... 16
National Transport Authority (NTA) – Submission No. 76 ..... 17
Department of Education and Youth – Submission No. 77 ..... 19
**5 Matters Raised in Submissions Themed by Chapter and Proposed Material Alteration ..... 21**
**Chapter 1: Introduction and Context ..... 21**
**Chapter 2: Compliance with the Kildare County Core Strategy ..... 21**
Proposed Material Alteration No. 1 and No. 4 ..... 21
Proposed Material Alterations No. 2 and No. 3 ..... 28
**Chapter 3: Social Infrastructure ..... 29**
Proposed Material Alteration No. 5 ..... 29
Proposed Material Alteration No. 6 ..... 31
Proposed Material Alterations No. 7, No. 8 and No. 9 ..... 31
Proposed Material Alterations No. 10 and No. 11 ..... 32
Proposed Material Alteration No. 12 ..... 34
**Chapter 4: Town Centre Regeneration and Delivering Place Quality ..... 35**
Proposed Material Alteration No. 13 ..... 35
**Chapter 5: Economic Development ..... 35**
Proposed Material Alterations No. 14, No. 15, No. 16, No. 17 and No. 18 . 35
**Chapter 6: Green and Blue Infrastructure ..... 36**

Proposed Material Alterations No. 19, No. 20 and No. 21 ..... 36
Proposed Material Alteration No. 22 ..... 36
Proposed Material Alteration No. 23 ..... 42
**Chapter 7: Built Heritage and Archaeology ..... 43**
**Chapter 8: Movement and Active Travel ..... 44**
Proposed Material Alterations No. 24, No. 25 and No. 26 ..... 44
Proposed Material Alteration No. 27 ..... 44
Proposed Material Alterations No. 28, No. 29, No. 30 and No. 33 ..... 44
Proposed Material Alteration No. 31 ..... 46
Proposed Material Alteration No. 32 ..... 48
**Chapter 9: Infrastructure and Environmental Services ..... 49**
Proposed Material Alteration No. 34 ..... 49
Proposed Material Alteration No. 35 ..... 49
Proposed Material Alteration No. 36 ..... 50
Proposed Material Alteration No. 37 ..... 50
Proposed Material Alteration No. 38 ..... 50
**Chapter 10: Implementation ..... 51**
Proposed Material Alterations No. 39, No. 40 and No. 41 ..... 51
Proposed Material Alteration No. 42 ..... 51
Proposed Material Alteration No. 43 ..... 55
Proposed Material Alteration No. 44 ..... 56
Proposed Material Alterations No. 45 and No. 46 ..... 58
Proposed Material Alteration No. 47 ..... 59
Proposed Material Alteration No. 48 ..... 61
Proposed Material Alteration No. 49 ..... 61
Proposed Material Alteration No. 50 ..... 61
Proposed Material Alterations No. 51 and No. 52 ..... 62
**Appendix A - Maps ..... 62**
Proposed Material Alterations No. 53, 54, No. 55, No. 56, No. 57 and No. 58 ..... 62
**Appendix A – Maps, Map V2B-10.1 Land Use Zoning ..... 62**
Proposed Material Alterations No. 59, No. 60 and No. 61 ..... 62
Proposed Material Alteration No. 62 ..... 63
Proposed Material Alteration No. 63 ..... 67
Proposed Material Alteration No. 64 ..... 67
Proposed Material Alteration No. 65 ..... 68
Proposed Material Alteration No. 66 ..... 68

Proposed Material Alteration No. 67 ..... 69
Proposed Material Alteration No. 68 ..... 72
Proposed Material Alteration No. 69 ..... 75
Proposed Material Alteration No. 70 ..... 89
Proposed Material Alteration No. 71 ..... 89
Proposed Material Alteration No. 72 ..... 90
Proposed Material Alteration No. 73 ..... 95
**Strategic Flood Risk Assessment – A supporting document of Proposed Variation No. 6 of Kildare County Development Plan 2023-2029 (as varied) ..... 96**
Proposed Material Alteration No. 74 ..... 96
**6 Submission that Relate to Multiple Material Alterations ..... 97**
**7 Submissions Which Do Not Relate to a Particular Proposed Material Alteration ..... 106**
**8 Overview of Chief Executive's Recommendations ..... 120**

## Tables

Table 2.1: List of Persons/Bodies who made a Submission ..... 5
Table 4.1: Prescribed Authorities who made Submissions ..... 10

**Appendix A:** Submissions from of the Planning Regulator (OPR) and the National Transport Authority (NTA).

**Appendix B:** Summaries of the submissions received.

**Appendix C:** Oldbridge Park Planning History

## GLOSSARY OF ACRONYMS

| | |
|---|---|
| AA | Appropriate Assessment |
| BUA | Built Up Area |
| BUF | Built Up Footprint |
| CDP | Kildare County Development Plan 2023-2029 (as varied) |
| CSO | Central Statistics Office |
| EMRA | Eastern and Midlands Regional Assembly |
| EPA | Environmental Protection Agency |
| GBI | Green and Blue Infrastructure |
| KCC | Kildare County Council |
| KDA | Key Development Area |
| NPF | National Planning Framework |
| NTA | National Transport Authority |
| OPR | Office of the Planning Regulator |
| PMA | Proposed Material Alteration |
| RSES | Regional Spatial and Economic Strategy |
| SCA | Settlement Capacity Audit |
| SEA | Strategic Environmental Assessment |
| SFRA | Strategic Flood Risk Assessment |
| SIA | Social Infrastructure Audit |
| SuDS | Sustainable Urban Drainage Systems |
| SWMS | Surface Water Management Strategy |
| TIA | Traffic Impact Assessment |
| TII | Transport Infrastructure Ireland |
| TTA | Transport and Traffic Assessment |
| UÉ | Uisce Éireann |

# 1 Introduction

In accordance with Section 58 of the Planning and Development Act 2024 (as amended), Kildare County Council proposed a Variation to the Kildare County Development Plan 2023-2029 (as varied); Proposed Variation No. 6 (Sallins Settlement Plan). The Proposed Variation and accompanying documents were put on public display from 22nd April 2026 to 20th May 2026 (inclusive).

A Chief Executive's Report on submissions received was prepared and submitted to the Elected Members of Kildare County Council for their consideration on the 16th June 2026. At a Special Meeting of Kildare County Council held on Monday 27th July 2026, the Elected Members resolved to modify Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied). As a number of these modifications constituted a proposed material alteration of the Proposed Variation, a further period of public consultation was required.

Therefore, in accordance with Section 58(13) of the Planning and Development Act 2024 (as amended), the Proposed Material Alterations (No. 1 – No. 74) to Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied) were placed on display for public consultation from Tuesday 4th August to Tuesday 1st September 2026 (inclusive).

The purpose of this report, prepared in accordance with Section 58(15)(c) of the Planning and Development Act 2024 (as amended), is to provide a summary of submissions received and give the response and recommendation of the Chief Executive to the matters raised in the submissions relating to the modifications to the Proposed Variation.

## 1.1 Legislative Requirements

In accordance with Section 58(15) of the Planning and Development Act 2024 (as amended), the Chief Executive is required to prepare a report on the submissions received during the public consultation period for the proposed material alterations and submit the report to the Elected Members for their consideration.

This report shall include the following information:

- List the persons who made submissions in relation to the modifications to the Proposed Variation and any Strategic Environmental Assessment or Appropriate Assessment of the modification,
- Provide a summary of any –
    - Recommendations and submissions made by the Minister in relation to the modification to the proposed variation and any strategic environmental assessment or appropriate assessment of the modification,
    - Recommendations and submissions made by the Office of the Planning Regulator in relation to the modification to the proposed variation and any strategic environmental assessment or appropriate assessment of the modification,

    - Submissions made by the regional assembly and the National Transport Authority, and
    - Submissions made by any other person in relation to the modification to the proposed variation and any strategic environmental assessment or appropriate assessment of the modification (and the report may, for this purpose, group and summarise the issues raised in different submissions on a thematic basis).

- Set out the recommendations of the Chief Executive as to how any recommendations made by the Minister and the Office of the Planning Regulator should be taken account of in relation to the modification to the proposed variation,
- Give the response of the Chief Executive to the matters raised in the submissions and the recommendations of the Chief Executive in relation to the modification to the proposed variation, and
- Include the assessment of the Chief Executive, where a Strategic Environmental Assessment is required or an Appropriate Assessment is required, the Chief Executive shall, subsequent to receipt of the written submissions under this section and before finalisation of the Chief Executive's Report carry out such assessment of the modification to the proposed variation of the draft development plan as is required and include the assessment in the report.

With respect to the legislative requirements no submissions were received from the Minster and the regional assembly. Furthermore, it was determined that Proposed Variation No. 6 and the Proposed Material Alterations to Proposed Variation No. 6 would not be likely to result in significant environmental environment effects and therefore did not require a full Strategic Environmental Assessment. Similarly, it was determined that Proposed Variation No. 6 and the Proposed Material Alterations to Proposed Variation No. 6 individually or in combination with other plans or projects will not likely have significant effects on a European site and therefore an Appropriate Assessment was not required.

## 1.2 Public Consultation

The Proposed Material Alterations to Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied) were placed on public display from Tuesday, 4th August 2026 until Tuesday, 1st September 2026 inclusive. A public notice was published in the Irish Independent newspaper on Tuesday, 4th August 2026 notifying members of the public that the Proposed Material Alterations were on public display from 4th of August to 1st of September 2026 and a notice was also circulated to Prescribed Authorities and other relevant stakeholders inviting submissions during the consultation period.

The following documents were placed on display:

- Proposed Material Alteration Report to Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied)
- Appropriate Assessment (AA) Screening Addendum Report

- Appropriate Assessment (AA) Screening Determination
- Strategic Environmental Assessment Screening Addendum Report
- Strategic Environment Assessment (SEA) Screening Determination.

Documents for the Proposed Material Alterations to the Proposed Variation were displayed at the following locations:

- Online public consultation portal http://consult.kildarecoco.ie/en
- Planning Department, Kildare County Council, Áras Chill Dara, Devoy Park, Naas, County Kildare W91 X77F.

A total of 80 submissions were received during the public consultation period, which can be viewed at:

https://consult.kildarecoco.ie/en/consultation/proposed-variation-no-6-sallins-settlement-plan-kildare-county-development-plan-2023-2029-varied

## 1.3 Contents of the Chief Executive's Report

The Chief Executive's Report is set out, as follows:

**Section 1:** Introduction to the Chief Executive Report.

**Section 2:** List of persons or bodies who made submissions.

**Section 3:** Recommendations of the Chief Executive of how the recommendation made by the Office Planning Regulator (OPR) will be addressed.

**Section 4:** Response of the Chief Executive to the matters raised by Prescribed Authorities including the National Transport Authority (NTA).

**Section 5:** Response of the Chief Executive to the matters raised in submissions themed by Chapter and Proposed Material Alteration.

**Section 6:** Submissions that relate to multiple Material Alterations.

**Section 7:** Submissions which do not relate to a particular Proposed Material Alteration.

**Section 8:** Overview of the Chief Executive's Recommendations.

**Appendix A:** Submission from the Office of the Planning Regulator (OPR) and the National Transport Authority

**Appendix B:** Summaries of the submissions received

**Appendix C:** Oldbridge Park Planning History

## 1.4 Next Steps

Within four weeks of receiving the Chief Executive's Report, the Elected Members of Kildare County Council must consider the modifications that constitute Proposed Material Alterations (Numbered 1 – 74), the Chief Executive's Report and associated environmental reports. Section 58(17)(a) of the Planning and Development Act 2024 (as amended) provides that the Elected Members may, by resolution,

(i) Make the Variation as originally proposed by the Planning Authority,
(ii) Make the Variation with all, some or none of the Proposed Material Alterations, or
(iii) Refuse to make the Variation.

In accordance with Section 58(17)(b) of the Planning and Development Act 2024 (as amended) where the members decide to make the variation with the material alteration, they may do so subject to any further **minor** modifications to the alteration that they consider appropriate. A modification to the material alteration shall be minor where it;

- does not substantially or materially alter the material alteration,
- is not likely to have significant effects on the environment or on any European site.

A further modification shall **not be made** where it refers to an increase in the area of land zoned for any purpose, or an addition to or deletion from the record of protected structures.

Recommended deletions to Proposed Variation No. 6 (Sallins Settlement Plan) are shown in ~~strikethrough red~~ and recommended new text is shown in *italics green*. Further minor modifications in text are shown in *italics purple* or ~~strikethrough purple~~ for text deletions.

Section 58(17)(d) of the Planning and Development Act 2024 (as amended) provides that where the Elected Members of a planning authority make a variation of the development plan but do not follow a recommendation made by the Minister or the Office of the Planning Regulator (OPR), they shall, as soon as practicable following the making of the variation, inform the Minister or the OPR (as appropriate), by notice in writing which notice shall contain a statement of the reasons for not complying with the recommendation concerned.

A variation made to a development plan shall take effect from the day that the variation is made. A copy of the Variation shall be made available for inspection no more than five weeks after the date of making of the variation of the development plan.

The Elected Members, acting in the interests of the common good and the proper planning and sustainable development of the area, must, in accordance with the 'Code of Conduct for Councillors' (July 2019) prepared under the Local Government Act 2001 (as amended), carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

# 2 List of Persons/Bodies who made Submissions

During the public consultation period a total of 80 valid submissions were received.

Table 2.1 lists members of the public, groups, key stakeholders and prescribed authorities who made submissions during the public consultation.

Kildare County Council would like to take the opportunity to thank those who made written submissions on the Proposed Material Alterations to Proposed Variation No. 6 (Sallins Settlement Plan).

**Table 2.1:** List of Persons/Bodies who made a Submission

| Sub. No. | Name/Organisation |
|---|---|
| 1 | Mary Gallagher |
| 2 | Paul Kelly |
| 3 | Maria & Kyle Delaney, Deborah & Patrick Sinnott, Caoimhe & Daniel Owens, Paddy Fortune |
| 4 | Daniel and Caoimhe Owens |
| 5 | The Maritime Area Regulatory Authority (MARA) |
| 6 | Transport Infrastructure Ireland (TII) |
| 7 | Community Campaigner David Barton |
| 8 | Oswaldo Rojas |
| 9 | Jordi Garcia and Ana Chillon |
| 10 | John and Charlene Carr |
| 11 | Eamon Sinnott |
| 12 | Neville Homes Ltd |
| 13 | Neville Homes Ltd |
| 14 | Kelsey Cunningham and Kevin Healy |
| 15 | Gareth O Brien |
| 16 | Shane Murtagh |
| 17 | Office of Public Works (OPW) |
| 18 | Department of Transport |
| 19 | Stephen O'Neill |
| 20 | St. Laurence's NS Parents Association |
| 21 | Noreen O Shea |
| 22 | Sharon Kelly |
| 23 | Anton Madirazza |
| 24 | Eimear Humphreys |

| Sub. No. | Name/Organisation |
|---|---|
| 25 | Noel Foy |
| 26 | Conor Conroy |
| 27 | Neville Homes Ltd |
| 28 | Grainne Ni Bhraonain |
| 29 | Sara Cubero |
| 30 | Peter Petranin |
| 31 | Sarah Jane Moorhouse |
| 32 | Uisce Éireann |
| 33 | Eric Fitzharris |
| 34 | EPA |
| 35 | Colm Moylan |
| 36 | Camille Bouchet |
| 37 | Gisele Constantinov Menezes |
| 38 | Glenveagh Homes Ltd |
| 39 | Fergus Carpenter |
| 40 | Earin Marshall |
| 41 | Natalie Ribeiro |
| 42 | Dolores Marshall |
| 43 | Michelle and Anthony McLoughlin |
| 44 | James and Emily Mooney |
| 45 | Stephen Mc Gibney |
| 46 | Eoin McDermott |
| 47 | Earin Marshall |
| 48 | Natalie Cryer |
| 49 | Elzbieta Hogan |
| 50 | Cian Pierce |
| 51 | Laura Feary |
| 52 | Cian Pierce |
| 53 | Lesley Sutton |

| Sub. No. | Name/Organisation |
|---|---|
| 54 | Dawn Culhane |
| 55 | Jennifer Greene and Stephen Murphy |
| 56 | Piotr Jakubowski |
| 57 | Gerald Kehoe |
| 58 | Electricity Supply Board (ESB) |
| 59 | Lydon |
| 60 | James Dixon |
| 61 | T.D Housing Limited |
| 62 | Stephen O'Brien |
| 63 | Michelle Kelly |
| 64 | James Dixon |
| 65 | Grainne McKenna |
| 66 | Joshua Wiser |
| 67 | Earin Marshall |
| 68 | Mary and William Corcoran |

| Sub. No. | Name/Organisation |
|---|---|
| 69 | Brendan and Patricia Kennedy |
| 70 | Seamus O'Connor and Mary Gorry |
| 71 | Seamus O'Connor and Mary Gorry |
| 72 | Brian and Jo-Ann Healy |
| 73 | Grainne McVeigh |
| 74 | Shebin Mathew |
| 75 | Patrick Murphy |
| 76 | National Transport Agency (NTA) |
| 77 | Department of Education and Youth |
| 78 | Office of the Planning Regulator (OPR) |
| 79 | Vincent Harris |
| 80 | Karen Evans |

# 3 Recommendation and Submission from the Office of the Planning Regulator (OPR)

Section 58(15)(c)(ii) of the Planning and Development Act 2024 (as amended) requires that the Chief Executives' Report provide a summary of the recommendations and submission made by the Office of the Planning Regulator in relation to the modification to the proposed variation and any strategic environmental assessment or appropriate assessment of the modification. Section 58(15)(c)(iii) of the Planning and Development Act 2024 (as amended) requires that the Chief Executives' Report set out the recommendations of the Chief Executive as to how any recommendations made by the Office of the Planning Regulator should be taken account of in relation to the modification to the proposed variation.

**Office of the Planning Regulator – Submission No. 78**

Matters Raised

The submission received from the OPR contained one Recommendation and no Observations. Recommendations arise where the OPR identifies clear inconsistencies with legislative provisions or policy frameworks and are intended to be addressed to ensure compliance.

**Response to the Office's submission on the Proposed Variation**

- KCC has addressed the issues in relation to flood risk management through PMA 59.
- OPR welcomes the revised legend and mapping at PMA 58 which more clearly identifies the Eastern Spine bus route and revised Green and Blue Infrastructure Map.

**Overview of submission on proposed material alterations**

- Supports the:
    - Strengthened provisions for the Willows Key Development Area,
    - Introduction of a site-specific objective for lands adjoining Sallins and Naas Railway Station,
    - Enhanced approach to the regeneration of the town centre through the preparation of a Village Renewal Masterplan.
    - Strengthened Green and Blue Infrastructure Measures.
    - Amendments to Community and Education zonings that facilitate revised school site arrangements and new playing fields, consistent with the Department of Education's requirements.
    - Accepts that Sallins can accommodate additional housing growth and supports the provision of a clear pipeline of zoned land at locations capable of supporting sustainable development.
    - To ensure that growth is delivered in a sustainable and coordinated manner, recommends an overall of the management and pace of release of residential lands.

- With respect to MA72 (Osberstown) and MA73 (Bodenstown), particular consideration should be given to the preparation of urban design frameworks and the phasing of development.

**New Residential lands / Delivering sustainable communities**

- The OPR notes the inclusion of two significant New Residential zonings at MA 72 (Osberstown), comprising 6.0 hectares, and MA 73 (Bodenstown) comprising 6.5 hectares. Together with the other proposed residential zonings, these additions amount to a further 18.65 hectares of residential land, with the potential to deliver in excess of 800 units at a medium density of 40-45 units per hectare.
- Combined with the residential lands zoned at draft stage, this would provide approximately 47 hectares of New Residential zoned lands, facilitating the delivery of an estimated 1,800-2,100 housing units.
- The timing, sequencing and rate of land release warrant careful consideration and active management.
- PMA 72 and PMA 73 have not been assessed within the Settlement Capacity Audit in respect of short or medium-term water and sewerage capacity and recommends this assessment is undertaken.
- Given the increase in units a demand analysis in the SIA should be updated.
- No urban design framework provided for PMA 72 and PMA 73.
- Implementation and Infrastructure Delivery Schedule to be reviewed and updated.

**Recommendation 1 – Delivering Sustainable Communities**

Having regard to the delivery of housing and having particularly considered the following:

- NPO 9 of the NPF (ensure compact and sequential patterns of growth);
- NPO 103 of the NPF for the co-ordination of housing and infrastructure delivery;
- NPO 43 of the NPF (prioritise the provision of new homes at locations that can support sustainable development);
- the NPF Implementation: Housing Growth Requirements (2025); and
- the policy and objective under section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022) to implement a sequential approach to zoning for residential development,

the Office recommends that the Planning Authority:

(i) updates the Settlement Capacity Audit and Social Infrastructure Audit including New Residential zonings MA 72 and MA 73 to determine serviceability delivery timelines and update demand analysis for any further social infrastructure requirements;

(ii) includes policy objectives to ensure the preparation of urban design frameworks and design briefs for residential zonings MA 72 and MA 73

are undertaken, in consultation with appropriate prescribed bodies in advance of detailed planning application stages; and

(iii) reviews and revises Section 10.2 of Chapter 10 Implementation and Infrastructure Delivery Schedule to include reference to Bodenstown Residential and Employment Key Development Area (MA 73) and Osberstown Residential Key Development Area (MA 72) to ensure the phased release of all New Residential lands, including MA 72 and MA 73, is appropriately coordinated with the delivery of water and waste infrastructure, walking and cycling connectivity, strategic open space and required social infrastructure.

**Chief Executive's Response**

At the outset, the Chief Executive does not accept that the Recommendation outlined in the submission from the Office of the Planning Regulator constitutes a breach of planning legislation provisions or policy framework to warrant a Recommendation from the OPR as per the provisions of the relevant legislation. There is no statutory requirement to prepare a Social Infrastructure Audit, this is a best practice methodology undertaken by Kildare County Council. A SIA is an evidence-based assessment tool rather than a legislative requirement and any suggested amendments to same should not be considered statute breaches. However, in the interests of completeness a response has been provided below.

**Update the Settlement Capacity Audit and Social Infrastructure Audit**

The Sallins Settlement Capacity Audit (SCA) was published as part of the Proposed Variation No. 6 (Sallins Settlement Plan) on 22nd April 2026. The Audit comprises of an assessment of potential residential sites and potential employment sites. In this regard, Site 10, which is now the subject of PMA No. 72, was assessed as a potential residential site and was categorised as a Tier 2 site (Table 3.6: Site Categorisation for Residential and Employment Sites refers). Table 4.3 of the SCA sets out the infrastructure requirements for Site 10 (PMA No. 72) in relation to movement and transport, water supply, wastewater and surface water drainage.

The SCA also assessed Site A, which is now partially the subject of PMA No. 73 as a potential employment site. These lands were categorised as Tier 2. Table 4.3 of the SCA sets out the infrastructure requirements for Site A (PMA No. 73) in relation to movement and transport, water supply, wastewater and surface water drainage. While the site was assessed as a potential employment site, the infrastructure requirements identified are equally relevant irrespective of the proposed land use.

Accordingly, the SCA as published on the 22nd April 2026, remains sufficient and no update is considered necessary. Furthermore, the SCA was not the subject of a Proposed Material Alteration. In accordance with Section 58 (17)(b) of the Planning and Development Act 2024 (as amended), any further minor modifications at this stage may only relate to a proposed alteration.

The request to update the Social Infrastructure Audit (SIA) to reflect the proposed increase in lands zoned 'C: New Residential' is noted. However, the Chief Executive considers that PMA No. 71, PMA No. 72 and PMA No. 73 are not warranted, as

sufficient land is already proposed for residential zoning to provide a clear pipeline of lands to meet the housing growth requirements to 2029 and beyond.

In the event that the Proposed Material Alterations are accepted by the Elected Members, the impact on social infrastructure provision is set out below:

| **Housing and Population Allocation to Sallins to 2029 and beyond** | |
|---|---|
| **Housing Units** | **Units** |
| Unit allocation resulting from the Proposed Material Alterations | Circa 632 |
| **Population** | **Persons** |
| Estimated Population resulting from the Proposed Material Alterations[1] | 1,738 |
| **Total Including PMAs** | **11,691** |

| Type of Infrastructure | Social Infrastructure Requirements over the Plan period and beyond | Social Infrastructure Requirements over the Plan period and beyond (including PMAs) | Differences |
|---|---|---|---|
| **Education** | | | |
| Primary School | An additional 385 – 460 primary school pupil places. | An additional 571 – 683 primary school pupil places. | +186 – 223 places |
| Post-primary School | 996 post-primary pupil places. | 1,170 post-primary pupil places. | +174 places |
| **Childcare** | | | |
| Childcare facilities | An additional 314 childcare places. | An additional 482 childcare places. | +168 places |
| **Health** | | | |
| General Practitioners (GPs) | Up to 9 additional GPs may be required to meet the recommended GP- | Up to 12 additional GPs may be required to meet the recommended GP- | +3 GPs |

[1] 632 units x 2.75 occupancy rate = 1,738 persons

| | | | |
|---|---|---|---|
| | to-patient ratio of the ICGP and IMO. | to-patient ratio of the ICGP and IMO. | |
| Residential Care settings for older people | 34 no. bed spaces may be required. | 40 no. bed spaces may be required. | +6 beds |
| **Sports, Recreation and Open Space** | | | |
| Public Open Space | An additional 7.51 hectares of public open space area will be required. | An additional 11.86 hectares of public open space area will be required. | +4.35 ha<br><br>The total public open space provision in Sallins, including the PMAs, extends to circa 45.84 hectares. |
| Public Parks | An additional 4.66 hectares of public parks will be required. | An additional 6.05 hectares of public parks will be required. | +1.39 ha<br><br>(45.48 ha additional land provided) |
| Amenity Green Space | Ensure regard is given to Policy and Objective 5.1 of the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024). | Ensure regard is given to Policy and Objective 5.1 of the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024). | No change. |
| Playgrounds/Play Areas | An additional 2.42 hectares of playing space will be required. | An additional 2.84 hectares of playing space will be required. | +0.42 ha<br><br>(45.48 ha additional land provided) |

| | | | |
|---|---|---|---|
| Outdoor sports | An additional 10.16 hectares will be required. | An additional 12.95 hectares will be required. | +2.79 ha<br><br>45.48 ha additional land provided) |
| **Social and Community** | | | |
| Social and Community Facilities | Three community facilities. | Four community facilities. | +1 community facility.<br><br>(Six existing, Plan provides for an additional three, totally nine). |
| **Arts and Culture** | | | |
| Arts and Cultural facilities | • The requirement for additional facilities is unknown. However, the CDP contains numerous objectives supporting the provision of arts and culture infrastructure. | • The requirement for additional facilities is unknown. However, the CDP contains numerous objectives supporting the provision of arts and culture infrastructure. | • No change |
| **Faith** | | | |
| Place of Worship | • The requirement for additional places of worship is unknown. However, the CDP contains numerous objectives supporting the provision of places of worship. | • The requirement for additional places of worship is unknown. However, the CDP contains numerous objectives supporting the provision of places of worship. | • No change |

Accordingly, there is no requirement to update the SIA, as while the proposed residential growth will generate additional demand for social infrastructure, it would not give rise to a requirement for additional lands to be zoned for social infrastructure beyond those already provided for within the draft Sallins Settlement Plan and Proposed Material Alteration Report. Furthermore, given that only minor modifications can be made at this stage of the plan-making process, no changes can be made to the overall development framework for Sallins should an updated SIA identify a requirement for additional land use zoning or infrastructure provision. Similarly, the SIA was not the subject of a Proposed Material Alteration and in accordance with Section 58 (17)(b) of the Planning and Development Act 2024 (as amended), any further minor modifications at this stage may only relate to the proposed alteration.

**Policy objectives to ensure the preparation of urban design frameworks and design briefs**

In accordance with Section 58(17)(b) of the Planning and Development Act 2024 (as amended), where the Elected Members decide to make the variation with a material alteration, they may do so subject to any further minor modifications to the alteration that they consider appropriate. A modification is considered minor where it;

- does not substantially or materially alter the material alteration, and
- is not likely to have significant effects on the environment or on any European site.

The introduction of new policy objectives requiring the preparation of urban design frameworks or design briefs at this stage of the plan-making process would not constitute a minor modification to a material alteration. Such a proposal would introduce new objectives that have not formed part of the statutory process to date. There is no provision within Section 58 of the Planning and Development Act 2024 (as amended) for the introduction of additional material alterations following publication of the Proposed Material Alterations.

Furthermore, in the event that PMA No. 72 and PMA No. 73 are adopted by the Elected Members, the Council considers that sufficient development management standards already provided under Chapter 15 of Volume 1 of the County Development Plan, to ensure a high standard of urban design and placemaking is achieved in the design and layout of future development. In addition, any planning application for residential development will be assessed in accordance with the statutory planning framework and, where required, subject to consultation with the relevant prescribed bodies.

The Chief Executive does not accept that a breach of planning legislation arises in this instance. Urban design frameworks and design briefs are not mandatory requirements under planning legislation for lands zoned for new residential development. Accordingly, it is not considered that the matter raised does not warrant a Recommendation from the OPR.

**Update to the Implementation and Infrastructure Delivery Schedule**

The infrastructure requirements in relation to PMA No. 72 and PMA No. 73 are set out in Table 4.3 of the Settlement Capacity Audit (SCA) for movement and transport, water supply, wastewater and surface water drainage. In the event that PMA No. 72 and PMA No. 73 are adopted by the Elected Members these will be addressed through the development management process.

**Chief Executive's Recommendations**

No further minor modification recommended.

# 4 Submissions from the Prescribed Authorities

During the public consultation period nine submissions were received from Prescribed Authorities including the National Transport Authority (NTA). Table 4.1 outlines those who made submissions.

**Table 4.1:** Prescribed Authorities who made Submissions

| Sub No. | Prescribed Authority |
|---|---|
| **5** | The Maritime Area Regulatory Authority (MARA) |
| **6** | Transport Infrastructure Ireland (TII) |
| **17** | Office of Public Works (OPW) |
| **18** | Department of Transport |
| **32** | Uisce Éireann |
| **34** | Environmental Protection Agency (EPA) |
| **58** | Electricity Supply Board (ESB) |
| **76** | National Transport Authority |
| **77** | Department of Education and Youth |

**The Maritime Area Regulatory Authority (MARA) - Submission No. 5**

Matters Raised

Kildare County Council is not a designated Coastal Planning Area and does not include any Maritime Area within its functional boundaries - no additional comments to make.

**Chief Executive's Response**

Noted.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Transport Infrastructure Ireland (TII) - Submission No. 6**

Matters Raised

No observations to make on the proposed material alterations on display.

**Chief Executive's Response**

Noted.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Office of Public Works (OPW) - Submission No. 17**

Matters Raised

**Agriculture Zoning**

- Refers to OPW's previous comments regarding lands zoned as 'I: Agriculture' that overlapped with Flood Zone A. Acknowledges that PMA No. 59 proposes amending the settlement boundary that these lands will be removed from the Plan area.

**Climate Change**

- Submission welcomes PMA No. 35 which states that sites that overlap with future scenario extents will require a site-specific flood risk assessment and that the potential impact of climate change are assessed.
- The OPW notes the PMA requires that that finished floor levels to include a freeboard. The OPW states they previously commented that the 'Guidelines recommends, *the minimum floor levels for new development should be set above the 1 in 100 river flood level (1 in 200 coastal flood level) including an allowance for climate change, with appropriate freeboard". Kildare County Council should include an allowance for climate change and provide guidance on the recommended level of freeboard and allowance for climate change"*.
- The OPW also states that the PMA states that *"MRFS projections are to be used as the basis for climate change assessment with consideration given to the High-End Future Scenario where appropriate"*.
- The OPW state that Kildare County Council might provide clarification on the situations that the high-end future scenario projections would be used.

**Chief Executive's Response**

The contents of the submission received from the Office of Public Works (OPW) are noted. Regarding the request that Kildare County Council (KCC) should provide guidance on an allowance for climate change, Table 3.4 in Section 3.8 of the Sallins SFRA sets out KCC's climate change allowances, per OPW guidance.

The request to provide guidance on the recommended level of freeboard and allowance for climate change, Section 4 of the SFRA for the Kildare CDP 2023-2029 (as varied) outlines the required assessment for development proposals in flood zones including the recommended minimum floor levels for new development and recommended freeboard level. It is deemed appropriate to make a minor modification to PMA No. 35 to reference Section 4 of the CDP SFRA in this regard.

In response to the request that KCC clarify the circumstances in which high-end future scenario projections would be applied, it is considered appropriate to introduce a further minor modification to PMA No. 35. This modification will provide an example of their use in relation to highly vulnerable developments where a source of flood risk has been identified.

**Chief Executive's Recommendation**

It is recommended that Proposed Material Alteration No. 35 should be adopted by the elected members with the following minor modifications:

**Minor Modification:**

Chapter 9: Infrastructure and Environmental Services, Section 9.2 Infrastructure and Environmental Services in Sallins, Table 9.1, *Site Specific Flood Risk Assessment*, insert additional text with minor modifications as follows:

> *Sites shown to be affected by climate change flood extents on Map V2B-9.3 Flood Risk – Climate Change Mid-Range Future Scenario and Map V2B-9.4 Flood Risk – Climate Change High-End Future Scenario should be subject to a Stage 3 site-specific Flood Risk Assessment at Development Management stage to assess the potential impact of climate change flood extents on the proposed development and ensure no increase in flood risk elsewhere. Mitigation may include appropriate setting of finished floor levels / finished grounds levels including freeboard in accordance with Development Management guidance as set out in Section 4 of the SFRA of the Kildare County Development Plan (CDP) ~~SFRA~~ (Objective IEO 9.7, refers). In line with current industry standard, the Kildare CDP SFRA sets out that the Mid-Range Future Scenario (MRFS) represents a 'likely' future scenario, so MRFS projections are to be used as the basis for climate change assessment with consideration given to the High-End Future Scenario where appropriate~~.~~, for example, on highly vulnerable developments where a source of flood risk has been identified.*

**Department of Transport – Submission No. 18**

Matters Raised

The Department of Transport recommends amending MATO 8.9 (PMA No 27) further as follows:

> Investigate the feasibility of providing an active travel link (walking and cycling) to be designed in accordance with DMURS and in accordance with

National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) Publications, as appropriate".

Further states that given the location of the active travel link, the Cycle Design Manual, published by NTA, may be the more appropriate guidance document.

**Chief Executive's Response**

Section 58 of the Planning and Development Act 2024 (as amended) provides that only minor modifications may be made at this stage of the variation process. It is considered that the County Development Plan (CDP) contains adequate references to cycling design standards. In this regard, Section 15.7.1 'Walking and Cycling' states that new pedestrian and cycle paths shall be designed in accordance with the 'Design Manual for Urban Roads and Streets (DMURS)' and the 'National Cycle Manual (2011)', including any subsequent updates. As stated in Section 1.1.1 of the Draft Sallins Settlement Plan it is not the role of the Plan to duplicate policies and objectives in the CDP but rather to build on them by providing for additional locally tailored and site-specific provisions and objectives, developed in response to the settlement's unique landscape and development characteristics and requirements.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Uisce Éireann – Submission No. 32**

Matters Raised

Uisce Éireann (UÉ) have no objection to the Proposed Material Alterations, including the proposed changes to the land use zoning and residential density ranges.

The make the following high-level observations:

| PMA No. | Comment |
|---|---|
| PMAs 34, 38, 48 and 51 | UÉ notes and welcomes the inclusion of these material alterations, which address matters raised in our previous submission. |
| PMA No. 68 | **C5 Lands at Monread North/The Willows**<br><br>Development of the overall area is considered feasible, subject to the provision of necessary infrastructural upgrades. Full build-out of the lands will require watermain upgrades, a strategic wastewater pumping station and potentially downstream sewer network upgrades.<br><br>Further investigations and supporting studies will be required to determine the extent of the infrastructure necessary. These studies are not currently included within UÉ's investment programme and |

| | |
|---|---|
| | would need to be undertaken and funded by the developer(s), together with any associated infrastructure upgrades identified.<br><br>Given the strategic scale of the lands concerned, it is important that any future development proposals are supported by a comprehensive infrastructure delivery strategy demonstrating how water and wastewater services will be provided in a coordinated and phased manner. The timing, design and delivery of infrastructure should be aligned with development phasing to avoid placing undue pressure on existing networks and services.<br><br>Consideration should also be given to safeguarding corridors and lands required for strategic water services infrastructure to facilitate future network improvements and to avoid constraints on infrastructure delivery. |
| PMA No. 72 | **Lands at Osberstown**<br><br>Development of this area will require upgrades to the sewer network from the northern section of the site going eastwards towards the White City Wastewater Pumping Station. Such upgrades may be developer-led and developer-funded.<br><br>Any development proposals should clearly demonstrate that adequate wastewater infrastructure can be provided without adversely affecting the performance, operation or maintenance of the existing network.<br><br>The delivery of any required upgrades should be completed in advance of, or in tandem with, development and should be subject to agreement with Uisce Éireann. |
| PMA No. 73 | **Lands at Bodenstown**<br><br>Full build-out of this area may generate impacts on the downstream wastewater network and may necessitate network upgrades to accommodate future development.<br><br>Accordingly, development proposals should be informed by detailed wastewater network capacity assessments to identify any constraints and establish the scope of mitigation measures or infrastructure upgrades required. Where capacity deficits are identified, development should be appropriately phased and conditioned on the delivery of the necessary wastewater infrastructure. |

UÉ also notes the importance of considering cumulative impacts arising from multiple developments within the wider Sallins area, particularly where several sites may be reliant on the same downstream wastewater infrastructure assets. UÉ

reiterates that the zoning of lands and identification of development opportunities within the Plan should not be interpreted as confirmation that sufficient water services capacity currently exists.

The availability of water and wastewater services infrastructure to support future development will be subject to site-specific assessment, network capacity considerations, and compliance with UÉ's connection policies and procedures in place at the time of any application. Developers are advised to engage as early as possible, with our Connection and Developer Services Section.

**Chief Executive's Response**

The contents of the submission received from Uisce Éireann are noted.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Environmental Protection Agency (EPA) – Submission No. 34**

Matters Raised

The submission refers to the guidance document 'SEA of Local Authority Land Use Plans – EPA Recommendations and Resources', which should be considered, as appropriate and relevant to the Amendments.

**Proposed SEA Determination**

The EPA notes the proposed Determination with respect to the amendments.

**Sustainable Development**

- Kildare County Council (KCC) should ensure that the Variation, as amended, is consistent with the need for proper planning and sustainable development.
- Adequate and appropriate critical service infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the Variation.
- Should align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation.
- Should be consistent with higher level plans and programmes.

**Future Modifications to the Variation**

- Where further changes to the variation are proposed, these should be screened for likely significant effects in accordance with SEA Regulations.

**SEA Statement – 'Information on the Decision'.**

- States that once Variation is adopted, an SEA Statement should be prepared and a copy of the SEA Statement should be sent to any environmental authority consulted during the SEA process.
- Refers to guidance on preparing SEA Statements which is available on the EPA Website.

**Environmental Authorities**

- Under the SEA Regulations, the following should be consulted:
  - EPA
  - Minister for Housing, Local Government and Heritage
  - Minister for Climate, Energy and the Environment;
  - Minister for Agriculture, Food and the Marine, and
  - Any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.

**Chief Executive's Response**

The contents of the submission from the EPA are noted.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Electricity Supply Board (ESB) – Submission No. 58**

Matters Raised

- The submission welcomes PMA No. 36 and supports PMA No. 38.

**Conclusion**

- ESB remains committed to working collaboratively with Kildare County Council and other stakeholders to support the delivery of sustainable growth in the County and would welcome the opportunity to engage further in relation to infrastructure planning, network capacity and development sequencing as the Variation is implemented.

**Chief Executive's Response**

The contents of the submission received from the ESB are noted.

**Chief Executive's Recommendation**

No further minor modification recommended.

**National Transport Authority (NTA) – Submission No. 76**

Matters Raised

**Proposed Material Alterations No. 25, 30 and 31.**

The NTA acknowledges the proposed material alterations with regards to public transport and active travel such as PMA No. 25, 30 and 31.

**Proposed Material Alterations No. 45 and No. 73 – Lands at Bodenstown**

Submission notes PMA No. 45 includes text stating that office solutions should be 'located at the entrance of the site and fronting onto the Sallins Bypass roundabout only'. However, the NTA consider that the issue of the overall quantum of employment or the appropriateness of office use in principle at this location has not been addressed.

With respect to PMA No. 73 which proposes to amend circa 6.5 hectares of land zoned 'H: Industry and Warehousing' to 'C: New Residential'. The NTA considers that this proposed zoning is appropriate for the subject lands based on its location within the settlement boundary and accessibility to both existing and proposed services (such as the new school sites identified) within the town.

Recommendation

Notwithstanding that PMA No. 73 may reduce the land available for employment use, the NTA reiterates, in the context of the distance of the proposed lands from Sallins Train Station as well as the proximity to the Sallins By-Pass, both of which would likely contribute to increased car mode share, that the proposed lands should only cater for lower density employment uses and should not allow for office use.

**Proposed Material Alteration Nos. 24 and 27 Cycle Design Manual**

The NTA notes that the PMA Nos. 24 and 27 relating to the provision of active travel links, include reference to the Design Manual for Urban Roads and Streets (DMURS) and to Transport Infrastructure Ireland Publication. However, there is no reference to the NTA's Cycle Design Manual.

Recommendation

It is recommended that reference is made to the Cycle Design Manual in relation to the development of active travel projects.

**Chief Executive's Response**

It is considered appropriate to retain the proposed office accommodation as part of the overall development. The office element is limited in scale and density (circa 257 jobs) and provides an appropriate complementary use within the development, which supports the overall viability of the development. In this regard any proposed office development would be in line with Measure Plan 6 of the GDA Transport Strategy which does not support large scale office developments at peripheral and /or less accessible locations.

The retention of the proposed office space is considered justified having regard to the overall development and, in particular, the Sallins Economic Development Strategy and the need to provide an appropriate mix of uses within the site and the need to increase the current jobs ratio from 0.25 to 0.50 by the end of the Plan period and beyond. One of the key enablers in attracting potential investment and employment in Sallins will be to ensure the availability of an adequate quantum of appropriately located and serviced employment lands. The establishment of job growth targets by employment sector has been informed by key considerations such as Census 2022 employment data for the Mid-East region (excluding Dublin and Wicklow), which indicates 75% of jobs in this region are in office, warehouse and industrial type categories covering a broad range of sectors and job types.

It is further noted that the Strategic Employment Locations Study (SELS) (June 2026) study that was commissioned by Kildare County Council contains a settlement profile of Sallins, which sets out the Future Land Requirements for employment in the settlement area. The study sets a requirement for 0.29 hectares to facilitate office space.

The comments made with respect to the land use zoning change under PMA No. 73 are noted. However, the Council consider it imperative that the strategic landbank is preserved for employment in its entirety to enable economic and employment-based development opportunities in Sallins to match and catch-up on housing delivery to provide for employment growth and reverse commuting patterns and do no recommend that PMA No 73 is adopted. Furthermore, the zoning of the significant Bodenstown Employment Area as part of the Economic Cluster is welcomed by the Office of the Planning Regulator in their submission (Submission 381) on the Draft Settlement Plan. The submission from the OPR highlighted the high-level of connectivity to the regional and national transport network along with the potential for the site to meet the identified sectoral growth opportunities to address the issue of the target job ratio in Sallins.

With respect to PMA Nos. 24 and 27, Section 58 of the Planning and Development Act 2024 (as amended) provides that only minor modifications may be made at this stage of the variation process. It is considered that the County Development Plan (CDP) contains adequate references to cycling design standards. In this regard, Section 15.7.1 'Walking and Cycling' states that new pedestrian and cycle paths shall be designed in accordance with the 'Design Manual for Urban Roads and Streets (DMURS)' and the 'National Cycle Manual (2011)', including any subsequent updates. As stated in Section 1.1.1 of the Draft Sallins Settlement Plan it is not the role of the Plan to duplicate policies and objectives in the CDP but rather to build on them by providing for additional locally tailored and site-specific provisions and objectives, developed in response to the settlement's unique landscape and development characteristics and requirements.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Department of Education and Youth – Submission No. 77**

Matters Raised

**Proposed Material Alteration Nos. 5, 30, 64**

- The Department notes the amendment under PMA Nos. 5, 30 and 64.

**Proposed Material Alteration No. 66**

- The Department notes the amendment to the Land Use Zoning map to amend circa 1.06 hectares of land zoned E (3) to 'F: Open Space and Amenity' and to amend circa 0.65 hectares of land zoned 'F: Open Space and Amenity' to 'E: Community and Education'.
- Submission notes that the E (3) lands are zoned 'Community and Education' with an objective to have a school on the site. The department notes that PMA No. 66 proposes to reduce the 'Community and Education' zoning for the area by a net .5 hectares.
- Notes Figure 10.3 West Link Road KDA Urban Design Framework, which has an amended design plan for the site.
- Submission notes that as per the Chief Executive's Report that the land being changed to F: Open Space and Amenity' has been identified as a future location for Sallins Celtic Football Club.
- The submission questions if it is the Council's intention that this land will be open for use by the Community and therefore become available for use by the potential future school, which could be developed on the adjacent lands?

**Conclusion**

- The Department acknowledges the crucial importance of the ongoing work of the Council in ensuring sufficient and appropriate land is zoned for educational needs.

**Chief Executive's Response**

With reference to Proposed Material Alteration No. 66, the lands proposed to be rezoned from E (3) to 'F: Open Space and Amenity' (circa 1.06 hectares), have not been identified as a future location for Sallins Celtic Football Club. The Chief Executive's Report recommended the zoning of two additional parcels of land as 'F: Open Space and Amenity', in response to submissions received concerning Sallins Celtic and Sallins GAA. These lands are the subject of PMA No. 66 and PMA No. 67. However, a land use plan does not identify or prescribe a specific end user or occupier of community and recreational facilities.

The lands in question are adjacent to the lands zoned 'E (3) – Community and Education' which are subject to a site-specific objective for a new primary school. It is considered appropriate that community facilities and amenities should be located in close proximity to educational facilities to promote complementary uses and maximise benefits for the wider community. Accordingly, the adjacent lands are proposed for zoning as 'F: Open Space and Amenity' to facilitate co-location of community, recreational and educational facilities.

The future management and operation of these lands, and of any future school facility, are matters outside the remit of the land use plan.

**Chief Executive's Recommendation**

No further minor modification recommended.

# 5 Matters Raised in Submissions Themed by Chapter and Proposed Material Alteration

## Chapter 1: Introduction and Context

No proposed material alterations.

## Chapter 2: Compliance with the Kildare County Core Strategy

**Proposed Material Alteration No. 1 and No. 4**

A number of submissions raise similar concerns in relation to PMAs No. 1, No. 4 and No. 44. As these submissions relate to the phasing of development on The Willows KDA, PMAs No. 1 and 4 the have been addressed together under PMA No. 1. PMA No. 44 will be addressed later in the Chief Executive's Report.

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **13 Neville Homes Ltd** | **Proposed Material Alteration (PMA) No. 1**<br>Submission states that PMA No. 1 inserts wording into Section 2.3 requiring that piecemeal planning applications not be considered and that one planning application, comprising a 10-year permission, be prepared for the overall Willows site.<br><br>States that the proposed requirement for one planning application for the overall site, creates material uncertainty as to how current-plan-period growth will remain distinct from growth expressly identified for 2029 and beyond.<br><br>**Core Strategy and Residential Growth Framework**<br>Submission states that Table 2.3 of the Draft Plan distinguishes between:<br>• 674 housing units allocated to the expiration of the Kildare County Development Plan 2023-2029; and<br>• 632 additional units identified as phased additional growth for 2029 and beyond.<br>States that the PMA documentation now identifies an estimated residential yield of 999 units for the Willows and that the scale of that yield makes it essential that the Plan clearly and transparently specifies how the balance will be reserved for future growth, and how the Core Strategy allocation will be protected for appropriately sequenced Tier 1 lands.<br><br>**Tier 1 and Tier 2 Sequencing**.<br>States that Table 2.4 designates C5 (the Willows) as Tier 2 and that the Draft Plan also envisages the complete build-out of The Willows across the existing and future Development |

| | |
|---|---|
| | Plan periods. Asserts that, by contrast, the other lands listed in Table 2.4 are identified as Tier 1 within the residential capacity framework and are intended to contribute to delivering during the current plan period. States that the concern raised is therefore not confined to any individual landholding. It concerns the integrity of the settlement-wide sequencing strategy and the fair, orderly, and transparent treatment of all Tier 1 residential lands.<br><br>**Risk of Core Strategy Capacity Being Attributed to a Tier 2 site**<br>Submission states that a planning permission does not, of itself, equate to immediate construction or occupation of every permitted unit and states that a single planning application for the entirety of a 999-unit Tier 2 site creates a real strategic ambiguity where the Plan simultaneously identifies 674 units for the current CDP period and 632 units for phased growth in 2029 and beyond.<br><br>States that the PMAs do not clearly state:<br>– The maximum number of units at The Willows that may be permitted, commenced or occupied during the CDP period;<br>– How the 632 units identified for 2029 and beyond will be ring-fenced or otherwise protected from premature delivery;<br>– How the permissions granted on the Tier 2 site will be accounted for when monitoring the Core Strategy allocation;<br>– How the planning authority will ensure that the grant of a large permission at The Willows will not be relied upon to delay, constrain or otherwise prejudice the timely progression of planning applications on Tier 1 lands; or<br>– How Objective CSO 2.2 will be applied so that Tier 1 lands retain their intended delivery priority.<br><br>Contends that, without an express safeguard, there is a risk that a significant portion of the available Core Strategy could subsequently be relied upon in the development management process or delay or constrain otherwise plan-compliant applications on Tier 1 lands, which it states creates an unresolved inconsistency between:<br>– The numerical Core Strategy allocation;<br>– The current-plan-period and post-2029 distinction in Table 2.3;<br>– The Tier1/Tier2 classification in Table 2.4;<br>– The requirement for one overall planning application.<br>Asserts that the settlement strategy should not depend upon conditions or later agreements reached through an individual |

| | |
|---|---|
| | planning application where the CDP itself can and should provide the governing parameters.<br><br>**Coordinated Development Can Be Achieved Without One Application**<br>States that the objective of avoiding uncoordinated or piecemeal development does not require one planning application for the entire KDA. States that coordination can be secured through an agreed Masterplan or Urban Design Framework, binding infrastructure and phasing requirements, identified triggers for social and physical infrastructure, and a requirement that each phase demonstrate consistency with the overall framework.<br><br>States that a phased application approach would preserve comprehensive planning while allowing delivery to reflect land ownership, infrastructure availability, market conditions and the Core Strategy allocation applicable at the relevant time. It would also provide a clearer mechanism for safeguarding the priority of identified Tier 1 lands.<br><br>**Unjustified Advancement of a Tier 2 Site**<br>States that the cumulative effect of PMA No. 1 along with PMAs No. 4 and 44 appears to afford The Willows a greater degree of implementation certainty despite its continued designation as a Tier 2 site. A single 10-year application for the overall 999-unit site could secure a substantial permission while Tier 1 lands remain subject to the ordinary development management process and the monitoring of available Core Strategy capacity.<br><br>No clear planning rationale is provided as to why a Tier 2 site should be advanced through a comprehensive single-application mechanism while all Tier 1 lands are intended to contribute to housing delivery during the current CDP period.<br><br>States that unless the Plan contains an express safeguard, there is a risk that a permission at The Willows could be treated as committing or absorbing available Core Strategy capacity and subsequently affect the sequencing, timing or timely progression of otherwise plan-compliant applications on Tier 1 lands.<br><br>**Requested Amendment to PMA No. 1**<br>Requests the following:<br><br>• Requests that PMA No. 1 be amended to remove the requirement for a single planning application for the entirety of The Willows KDA and instead provide for coordinated phased development through an agreed Masterplan or Urban Design Framework. |

| | |
|---|---|
| | • Requests that the amended PMAs should expressly confirm that the Tier 2 designation of The Willows will not prejudice the delivery priority of any Tier 1 residential lands in Sallins.<br><br>**<u>Proposed Material Alteration No. 4</u>**<br><br>PMA No. 4 provides for the transfer of the phasing of the development of The Willlows KDA to the development management process.<br><br>Submission states that phasing should not be left entirely to agreement through the statutory planning application process. Any revised wording should ensure that the planning application process implements the Settlement Plan phasing strategy rather than replacing it.<br><br>**Further Internal Inconsistency Within the Settlement Plan**<br>States that the PMAs retain the numerical and tier-based distinction between current and future growth while removing the principal plan-level mechanism for implementing that distinction.<br><br>States that the CDP should itself provide a coherent and ascertainable framework for sequencing development, it should not leave the reconciliation of Tables 2.3 and 2.4 with the implementation provisions to a later individual planning application.<br><br>States that an alteration of that scale requires robust justification, clear sequencing parameters, and express safeguards to ensure consistency with the Core Strategy and the proper planning and sustainable development of Sallins. |
| **64 James Dixon, 65 Grainne McKenna** | **<u>Proposed Material Alteration No. 1</u>**<br><br>Welcomes PMA No. 1 requiring a single 10-year planning application for the whole of The Willows rather than piecemeal applications.<br><br>**<u>Proposed Material Alteration No. 4</u>**<br><br>• Request is to restore a numeric phasing trigger to Objective CSO 2.3 as amended by PMA No. 4, rather than leaving the phasing of housing against social infrastructure at The Willows to be agreed case by case at application stage;<br>• States that the PMA documentation should therefore contain a clear planning rationale and evidence base explaining why the structured phasing regime in the Draft Plan is no longer considered appropriate.<br>• Requests with PMA No. 4 Objective CSO 2.3 is amended so that phasing "in accordance with the residential |

| | |
|---|---|
| | phasing set out under Section 10.1.4" is replaced by a requirement that "The phasing of the residential units and social infrastructure shall be agreed in writing through the statutory planning application process for the subject lands." States that the new wording that development "will be required to be phased and delivered in tandem with the social infrastructure provision" is welcome, but replacing a phasing schedule fixed in the Plan with a phasing schedule to be agreed later at application stage moves the decision out of public view and weakens it.<br>• Asserts Sallins has documented history on this point; the community park has been sought for over a decade while housing has been built.<br>• Requests amendment:<br>*"That Objective CSO 2.3 retain a numeric phasing trigger, providing that the social infrastructure identified in the urban design framework for The Willows KDA shall be delivered and available for use no later than completion of a specified proportion of the residential units permitted, with the proportion stated in the Plan; and that the same approach be applied to the Link Road and West Link Road KDAs under Alteration No. 7."* |

**Chief Executive's Response**

With reference to Submission No. 13, the request to amend PMA No. 1 to remove the requirement for a single planning application for the entirety of The Willows KDA is noted.

Section 41 of the Planning and Development Act 2000 (as amended)[2] provides that when deciding to grant planning permission under the relevant provisions, a planning authority or An Coimisiún Pleanála (the Commission) may specify the period, being a period of more than 5 years, during which the permission is to have effect, having regard to the nature and extent of the development and any other material considerations.

Therefore, it is considered that the a minor modification to Proposed Material Alteration (PMA) No. 1 is acceptable in this instance, to amend the text of PMA No. 1 to remove the reference to a 10-year permission and require that the development of the Willows KDA be brought forward through a single planning application for the overall site rather that 'one' application in order to provide clarity to the relevant stakeholders that the planning authority will have to work with to realise a

[2] Section 177 of the Planning and Development Act 2024 (as amended), when enacted, will replace Section 41 of the Planning and Development Act 2000 (as amended), provides a mechanism for the duration of the planning permission to reflect the anticipated implementation of the development. In that regard, Section 177 allows the normal duration of a planning permission to be varied during the statutory planning application stage, with the planning authority or An Coimisiún Pleanála (the Commission) able to specify a period of between 2 and 10 years, having regard to the nature and extent of the development and other material considerations.

comprehensive and coordinated approach to the development of The Willows over the life of the Plan and beyond.

The suggestion that a single 10-year application for the development of the overall 999-unit Willows KDA site could secure a substantial permission on Tier 2 lands while Tier 1 lands remain subject to the ordinary development management process and the monitoring of available Core Strategy capacity is not accepted. Section 86(7) of the Planning and Development Act 2024 (as amended) once commenced[3], will introduce a specific framework for dealing with housing proposals that exceed the housing growth target for the settlement, including circumstances in which permission may be granted notwithstanding that exceedance. The proposal must instead be assessed having regard to its consistency with the relevant development plan and settlement-specific objectives, together with the criteria set out in Section 86(8) of the Act.

Furthermore, the designation of lands as Tier 1 and Tier 2 differentiate between zoned land that is serviced and zoned land that is serviceable with the lifetime of a plan. They do not represent an order of priority. In accordance with the Development Plans Guidelines (2022) plans must build in sufficient flexibility to ensure that housing development not progressing on one or more sites cannot operate to prevent other suitable sites that may be developed within the life of the development plan, from coming forward.

The request to amend PMA No. 4 so that Objective CSO 2.3 continues to require residential development and supporting infrastructure at The Willows to be delivered in accordance with a clearly defined phasing strategy contained within the Settlement Plan is noted. Additionally, the assertion in Submission No. 13 that the PMA documentation should contain a clear planning rationale and evidence base explaining why the structured phasing regime in the Draft Plan is no longer considered appropriate and that in the absence of such justification, the proposed departure is insufficiently explained and should not be adopted in its current form is not accepted. In that regard, Sections 177 and 178 of the Planning and Development Act 2024 (as amended), once enacted, permit a large development to have a permission period that reflects its anticipated delivery timeframe, while the individual phases are controlled through the phasing plan. Section 178 of the Act provide for a statutory framework for phasing residential development in respect of planning applications for residential proposals of 10 or more housing units. The phasing strategy shall specify the sequencing of the proposed development, the schedule of works for the proposed development, the periods within which specified phases of the proposed development are required to be completed, and such information as may be prescribed during the statutory planning application process for the subject lands. The submission that an alteration of that scale requires robust justification, clear sequencing parameters, and express safeguards to ensure consistency with the Core Strategy and the proper planning and sustainable development of Sallins is noted and shall be provided for during the development management process under Section 178 of the Act.

[3] The Department of Housing, Local Government and Heritage has confirmed that the remaining provisions of Part 4 of the Planning and Development Act 2024 (as amended) shall commence on Tuesday, 13th October 2026.

The suggestion that replacing a phasing schedule fixed in the Plan with a phasing schedule to be agreed later at application stage moves the decision out of public view and weakens it is not accepted. In that regard, the statutory planning application process provides a transparent and regulated mechanism for the assessment of individual development proposals. Each application is considered on its own merits having regard to the County Development Plan, the Settlement Plan, relevant national and regional policy, applicable statutory provisions and the proper planning and sustainable development of the area. The process provides for public notification and participation, the consideration of submissions and observations with a further statutory right to appeal the decision of the Planning Authority to An Coimisiún Pleanála.

The request that the PMAs retain the numerical and tier-based distinction between current and future growth while removing the principal plan-level mechanism for implementing that distinction is noted. As stated, Section 86(7) of the Planning and Development Act 2024 (as amended), once enacted, provides that a planning authority or the Commission shall not refuse planning permission for the reason only that the proposed development would represent a substantial proportion of, or exceed, the housing growth target for the settlement. The proposal must instead be assessed having regard to its consistency with the relevant development plan and settlement-specific objectives, together with the criteria set out in Section 86(8) of the Act.

**Chief Executive's Recommendation**

Proposed Material Alteration No.1 **be adopted** by the Elected Members with the following minor modification:

**Minor Modification:**

Chapter 2 Compliance with the Kildare County Core Strategy Section 2.3 'Phased Residential Development 2029 and Beyond', amend second paragraph and insert text after the second paragraph, as follows:

> The lands over the longer term will create a compact and consolidated sustainable neighbourhood within close proximity to the Naas–Sallins Train Station. The neighbourhood will be supported by high-quality open space provision which will address deficits in Sallins and the surrounding areas. An urban design framework has been prepared for the lands (see Section 10.1.4). ~~Furthermore, Objective CSO 2.3, provides for the phased delivery of the lands for the lifetime of the Plan and beyond.~~ *However, given the strategic importance of these lands (The Willows KDA) and to ensure coordinated delivery of the open space and amenities associated with the KDA it is imperative that piecemeal planning applications are not considered. In order to deliver the overall vision for these strategic lands, development shall be brought forward through a single ~~one~~ planning application ~~(10-year permission) shall be prepared~~ for the overall site to facilitate its phased implementation over the life of the Plan and beyond.*

**Chief Executive's Recommendation**

Proposed Material Alteration No. 4 **be adopted** by the Elected Members.

**Proposed Material Alterations No. 2 and No. 3**

No submissions have been received in respect of Proposed Material Alterations No. 2 and No. 3.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 2 and 3 **be adopted** by the Elected Members.

## Chapter 3: Social Infrastructure

**Proposed Material Alteration No. 5**

A number of submissions raise similar concerns in relation to PMAs No. 5, No. 10 and No. 11. As these submissions all relate to Objective SIO 3.3, they have been grouped together and addressed collectively, under PMA No. 5.

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **41 Natalie Ribeiro**<br><br>**43 Michelle and Anthony LcLoughlin**<br><br>**44 James & Emily Mooney**<br><br>**46 Eoin McDermott**<br><br>**49 Elzbieta Hogan**<br><br>**51 Laura Feary**<br><br>**53 Lesley Sutton**<br><br>**56 Piotr Jakubowski**<br><br>**60 James Dixon**<br><br>**62 Stephen O'Brien**<br><br>**72 Brian and Jo-Ann Healy** | Submission lists the following inconsistencies which mean the public cannot know with certainty what is proposed:<br><br>• PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective. |
| **64 James Dixon, 65 Grainne McKenna** | Submission states three separate alterations use the objective number 'SIO 3.3', under PMAs No. 5, 10 and 11 and needs to be resolved before adoption.<br><br>• Requests amendment:<br>*"(i) That the numbering conflict between Alterations Nos. 5, 10 and 11 be resolved and that the two childcare objectives be consolidated into a single objective.* |

| | |
|---|---|
| | **Schools**<br><br>Submission supports PMA No. 5 but states reserved sites are only of value if they survive the plan period and are known to the Department.<br><br>• Requests amendment:<br>*"(i) That an objective be inserted to reserve the lands zoned 'E: Community and Education' for educational use and to resist any application for their development for an alternative use, save with the written agreement of the Department of Education and Youth. (ii) That the Council formally transmit the adopted reservations, together with the residential yield recorded in Tables 2.4 and 2.5 as amended, to the Forward Planning Section of the Department of Education and Youth."* |

**Chief Executive's Response**

Submissions regarding PMA Nos. 5, 10 and 11 whereby each propose to insert/amend an objective numbered "SIO 3.3", are noted. As stated in Section 1.2 of the Proposed Material Alterations Report to Proposed Variation No. 6, while every effort has been made to identify and include all consequential amendments in this report, additional consequential changes may arise following the making of the variation. This will include the proposed amendments to SIO 3.3 and should these specific PMAs be adopted, this will result in objective renumbering and/or text consolidation which will be resolved in the final published version should the Proposed Variation be adopted.

The comments regarding reserved sites for education only being valuable if they survive the plan period and are known to the Department, are noted. The Department of Education and Youth (DEY) are a prescribed authority, and the Council is statutorily obliged to notify all prescribed authorities when a Proposed Variation (Draft Plan) is published. The DEY's submission (Submission No. 315) during the first phase of consultation in this process, acknowledged the land use zoning for the expansion of St. Laurence's National School (E1), the new post-primary school (E2) and for a new primary school (E3). In addition, the Department clarifies "that the requirement for these potential new school facilities may not arise until a sizeable portion of the planned new residential development has been completed and the subsequent population growth materialises". The delivery of new schools and acquisition of land is the responsibility of the DEY, and it is therefore outside the remit of a land use plan to set conditions in relation to the delivery of educational infrastructure.

Furthermore, in accordance with Section 58(17)(b) of the Planning and Development Act 2024 (as amended) where the members decide to make the variation with the material alteration, they may do so subject to any further **minor** modifications to the alteration that they consider appropriate. The introduction of an additional objective

would constitute a material alteration rather than a minor modification. As such, there is no provision under the Act to introduce a further material alteration at this stage of the statutory process.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 5 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 6**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **20 St. Laurence's NS Parents Association** | • Welcomes commitment to actively seek funding for sports and recreational infrastructure of the Community Lands.<br>• Encourages the Council to ensure the community lands include a permanent home for Sallins Celtic and include facilities for young people of all ages. |
| **64 James Dixon, 65 Grainne McKenna** | • Submission supports PMA No. 6 |

**Chief Executive's Response**

A Settlement Plan is a land use framework that guides the development of land in a structured and sustainable manner. It is not the function of the Plan to identify dedicated pitches and/or facilities to a particular group/sport or organisation. Additional lands are proposed for zoning 'F: Open Space and Amenity' under PMA No. 66 and PMA No. 67. Playing pitches are 'Permitted in Principle' on all land zoned 'F: Open Space and Amenity' in Sallins.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 6 **be adopted** by the Elected Members.

**Proposed Material Alterations No. 7, No. 8 and No. 9**

No submission has been received in respect of Proposed Material Alterations No. 7, No. 8 and No. 9.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 7, No. 8 and No.9 **be adopted** by the Elected Members.

**Proposed Material Alterations No. 10 and No. 11**

As stated previously, a number of submissions raise similar concerns in relation to PMAs No. 5, No. 10 and No. 11. As these submissions relate to Objective SIO 3.3, they have been grouped together and addressed collectively, under PMA No. 5.

A number of submissions raise similar concerns specifically in relation to PMAs No. 10 and No. 11. As these submissions all relate to the same proposed objective alteration for childcare facilities, they have been grouped together and addressed collectively.

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **20 St. Laurence's NS Parents Association** | **Childcare and Afterschool**<br>• Welcomes PMA No. 10 but requests that the objective also makes clear that childcare facilities should be delivered early in the development process and in tandem with each phase of housing.<br>• After school facilities are essential and should form part of the overall community infrastructure. |
| **64 James Dixon, 65 Grainne McKenna** | • Submission states both childcare drafts are framed as "liaise with" and "support" and neither creates a requirement. The only enforceable childcare provision is PMAs No. 50 which applies to the Willows KDA alone requiring "Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings", delivered "in tandem with development."<br>• States this should apply across all the plan area and "in tandem with development" needs a trigger point as nationally childcare units are frequently delivered as unfitted shells as part of planning conditions, left vacant or made subject of later change of use applications; the Minister for Children was designated a prescribed body under the planning code in May 2026 precisely because of this.<br>• Submission contends a survey of 89 Naas-area parents published in 2026 found 60% with no childcare secured for the coming term, 62% on a waiting list and 52% unable to return to work, and the Proposed Variation's own SWOT analysis lists oversubscribed childcare providers among the challenges facing Sallins.<br>• Requests amendment:<br>*(ii) That the childcare objective be amended to require, rather than support, provision at the standard set out in the Section 28 Childcare Guidelines or any superseding guidance; that any such facility be delivered fitted out and capable of immediate operation as a registered early years* |

| | |
|---|---|
| | *service; and that it be completed and available for occupation by an operator no later than completion of 50% of the residential units permitted. (iii) That the crèche requirement in Alteration No. 50 be extended from The Willows KDA to all Key Development Areas in the Plan."* |

**Chief Executive's Response**

Objective SC O79 of Chapter 10, Volume 1 of the Kildare CDP requires childcare provision to be delivered in Phase 1 of any new residential or commercial development within the county and is fully operational prior to the occupation of any residential units within the subject site. This requirement will be secured through the Development Management process by way of condition to any permission where the provision of a childcare facility forms part of a residential scheme. In addition, Table 10.2 'Implementation and Infrastructure Delivery Schedule – Sallins' contained in the Draft Plan already requires all residential Key Development Areas (KDAs) to provide one childcare facility providing for a minimum of 20 childcare places per 75 dwellings. Furthermore, Objective SC O77 of the County Development Plan requires the Council to have regard to the criteria set out in the Childcare Facilities Guidelines for Planning Authorities (2001).

Concerns outlined that childcare facilities are frequently delivered as unfitted shells as part of planning conditions, left vacant or made subject of later change of use are noted. Although such matters are outside the remit of a land use plan, it is understood that the Minister for Children, Disability and Equality is currently reviewing the Childcare Facilities Guidelines for Planning Authorities (2001) to establish clear, enforceable standards for the provision of childcare facilities, and to ensure new developments include appropriately designed spaces for children in the form of a new National Planning Statement.

The comment in Submission No. 20 regarding after-school care provision is noted. However, as per the 2001 Childcare Guidelines, 'childcare' is defined as "full day-care and sessional facilities and services for pre-school children and school-going children out of school hours". Services involving after-school are encompassed by the definition of "childcare" and would therefore form part of the overall community childcare infrastructure proposed in the objective outlined in PMA No 10 and No. 11.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 10 and No.11 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 12

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | • Submission supports PMA No. 12. |

## Chief Executive's Response

The support for PMA No. 12 is noted.

## Chief Executive's Recommendation

Proposed Material Alteration No. 12 **be adopted** by the Elected Members.

## Chapter 4: Town Centre Regeneration and Delivering Place Quality

**Proposed Material Alteration No. 13**

No submission has been received in respect of Proposed Material Alteration No. 13.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 13 **be adopted** by the Elected Members.

## Chapter 5: Economic Development

**Proposed Material Alterations No. 14, No. 15, No. 16, No. 17 and No. 18**

No submission has been received in respect of Proposed Material Alterations No. 14, No. 15, No. 16, No. 17, and No. 18.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 14, No. 15, No. 16, No. 17, and No. 18
**be adopted** by the Elected Members.

## Chapter 6: Green and Blue Infrastructure

**Proposed Material Alterations No. 19, No. 20 and No. 21**

No submission has been received in respect of Proposed Material Alterations No. 19, No. 20 and No. 21.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 19, No. 20 and No. 21 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 22**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **41 Natalie Ribeiro**<br><br>**43 Michelle and Anthony LcLoughlin**<br><br>**46 Eoin McDermott**<br><br>**49 Elzbieta Hogan**<br><br>**51 Laura Feary**<br><br>**53 Lesley Sutton**<br><br>**56 Piotr Jakubowski**<br><br>**60 James Dixon**<br><br>**62 Stephen O'Brien**<br><br>**72 Brian and Jo-Ann Healy** | Submission refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland. It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018. |
| **12 Neville Homes Ltd** | **Proposed Material Alteration No. 22**<br><br>• The submission refers to the error in the information attributed to the subject wetland in Section 6.6.1 of the Draft Plan, which recorded the subject site as Site 177 (C- |

| | |
|---|---|
| | ranked, high value, locally important) instead of Site 178 (E, low value, locally important). The submission acknowledges the acknowledgement and correction of the error in the Chief Executive's Report dated 16th June 2026.<br>**Appendices**<br><br>The submission includes Appendices that include:<br><br>- a map of the subject area,<br>- a copy of PMA No. 22 extracted from the Proposed Material Alterations,<br>- a copy of the submission submitted in respect of the Draft Plan during the consultation period (Submission No. 119 dated 15th May 2026), an extract of the issues raised, response and recommendations of the Chief Executive from the Chief Executive's Report dated 16th June 2026,<br>- maps of Site Code 177 and 178 from Irish Wetland Survey and extracts from Section 12.11 of the Kildare County Development Plan 2023-2029 (CDP) (as varied),<br>- a copy of an Ecological Impact Assessment dated 23rd July 2025 prepared on behalf of Anthony Neville Homes Ltd.<br>- An extract from an Engineering Report prepared by Muir Associates Limited on behalf of Neville Homes Limited.<br><br>**<u>Matters Raised in the Submission</u>**<br><br>• The submission asserts that the significance of PMA No. 22 is not simply that it corrects an error in relation to the ecological description of the site in the Draft Plan, as the Planning Authority has retained the same zoning outcome through a new conclusion that natural habitat regeneration has occurred without publishing an ecological assessment, wetland delineation study, habitat survey or hydrological assessment in support of that conclusion. States that the apparent substitution of a new ecological rationale without publication of the technical evidence supporting that rationale raises a fundamental evidential issue which should be addressed before adoption of the Variation.<br>• The submission refers to the rankings attributed to the 177 and 178 sites in Tables 12.5 and 12.6 of the CDP and states that the mere fact of an inventory listing is incomplete without the condition and ranking attached to that entry and provides the Wetland Surveys Ireland |

| | |
|---|---|
| | record in respect of site 178 as *"The wetland interest of the site has been lost. The area has been used to dispose of hardcore and builders' rubble. Wetland infilled and dry grassland now dominates."* States that if the Council considers that conclusion outdated, it should identify the current survey and methodology used to replace it.<br>• States that the term "Osberstown Wetland" is not neutral and should be deleted or expressly qualified by the full Site 178 findings, as it positively describes the lands as containing an extant wetland, notwithstanding the Site 178 finding that wetland interest was lost.<br>• The submission refers to Policy BI P8 and Objectives BI O49, BI O50, BI O51 and BI O56 of the CDP and states that none of BI P8 or BI O49 to BI O51 removes the need for the Council to establish the present existence, extent and value of the features relied upon, nor do any of those provisions expressly require the zoning outcome retained under PMA No. 22. Further states that BI O56 further confirms that potential impacts on sensitive water bodies shall be mitigated as part of the development management process.<br>• The submission states that the Site 178 findings are consistent with other technical reports concerning the lands including Arup Environmental Impact Statement dated December 2013, which was prepared in connection with the M7 Osberstown Interchange and Sallins Bypass; extract from the Ecological Impact Assessment dated 23rd July 2025, which was submitted by Neville Homes Ltd in support of Pl. Ref. No. 25/60849 and submission requests that the Planning Authority should identify the ecological assessment relied upon to displace the findings of the published reports.<br>• The submission refers to the Planning Authority's retention of the Open Space and Amenity zoning on the basis that natural habitat regeneration had occurred, and that part of the land was no longer suitable for residential development, which it states is a materially new case, not a correction of the Draft Plan and asserts that the conclusion of natural wetland regeneration should be supported by a transparent technical assessment.<br>• States that aerial images or winter photographs may show surface water and vegetation on particular dates, but do not by themselves establish wetland hydrology, ecological value, naturalness or the extent of land requiring permanent Open Space and Amenity zoning and PMA No. 22 identifies no published technical report containing the necessary analysis.<br>• Asserts that PMA No. 22 removes the original C-level evidence but leaves the principal consequences |

| | |
|---|---|
| | unchanged and the Land Use Zoning, Green and Blue Infrastructure, Surface Water Management Strategy, Strategic Flood Risk Assessment with Land Use Zoning Underlay should be reviewed together with West Link Road KDA Framework and diagrams, estimated residential capacity and housing yield, and all related narrative and graphical references to an existing wetland, as a correction of Section 6.61 alone does not resolve the inconsistency if the maps and land-use consequences remain based on the superseded Site 177 case.<br>• The submission refers to the site's zoning as New Residential under the Sallins LAP 2016-2022 and states that retaining that zoning would not grant permission, approve a particular layout or disapply environmental protection, as any future application would remain subject to appropriate ecological, hydrological, drainage, flood-risk and environmental assessment.<br>• States that a permanent Open Space and Amenity zoning is a broader intervention and requires a clear, proportionate and evidence-based justification in accordance with the principles of evidence-based planning required by 'Development Plans Guidelines for Planning Authorities (DHLGH, 2022)'.<br><br>**Requested Amendments**<br><br>The submission requests that PMA No. 22 be amended:<br><br>(1) To set out the complete and accurate Site 178 record, including its E, Low Value ranking and description.<br>(2) Delete or appropriately qualify the term "Osberstown Wetland" unless supported by a current published ecological and hydrological assessment.<br>(3) Restore or retain the C New Residential zoning across the affected portion of the subject lands.<br>(4) Remove unsupported wetland, pond or surface-water annotations from the associated maps or amend them to reflect current verified evidence.<br>(5) Revise the West Link Road KDA framework, to land-area calculations, residential capacity and housing yield.<br>(6) Confirm that any future proposal will be assessed on its merits under all applicable ecological, flood-risk, drainage and environmental requirements.<br><br>**Proposed Replacement Wording**<br><br>• The submission suggests proposed replacement wording in respect of Site 178 as follows: |

| | |
|---|---|
| | *"Kildare Wetland Survey Site 178 is recorded in Table 12.6 of the Kildare County Development Plan 2023-2029 as an E-ranked, Low Value, locally important survey site. The underlying County Kildare Wetland Survey records that the wetland interest of Site 178 has been lost, that the wetland was infilled, that dry grassland now dominates and that the main wetland type is N/A. Site 178 is not within the A, B, C+ and C categories expressly protected under Objective BI O49. Any extant ecological, surface-water or drainage feature shall be identified and assessed through a current site-specific ecological and hydrological assessment as part of the development-management process."*<br>**Matters Requiring an Express Response**<br>• The submission states that if the requested amendments are not accepted, the Chief Executive's Report should expressly identify the technical evidence and the reasons for departing from the Site 178 survey finding that wetland interest was lost and the factual basis to engage Objectives BI O50 and BI O5 of the CDP, the reasons no consequential zoning, mapping and capacity amendments are proposed, and the reasons site-specific environmental assessment at planning application stage is considered insufficient. |

**Chief Executive's Response**

With reference to the submissions received in relation to the ranking of the Osberstown Wetland in Table 6.1 of the Draft Plan, PMA No. 22 corrects an error by amending reference from the Kildare Wetland Survey Site No. 177 to Site No. 178 and removes the previous description associated with Site No. 177. The amendment does not alter the policy approach of the Draft Plan but ensures consistency with the Kildare County Development Plan 2023-2029 (as varied).

In response to the requested amendment under point (1) of Submission No. 12, Proposed Material Alteration No. 22 amends the text and Table 6.1 of Section 6.6 of the Sallins Settlement Plan to include an accurate record of Site No. 178, which is ranked 'E' Low Value and locally important. The amendment removes the description attributed to Site No. 177 in the Draft Plan. The requested amendments under points (2) to (5) of Submission No. 12 are not accepted. With reference to requested amendment (6), all development proposals are assessed on their merits with regard to all applicable ecological, flood risk, drainage and environmental requirements.

It is acknowledged that the correction of the survey reference does not alter the Council's assessment of the lands or the planning rationale underpinning the proposed zoning framework. Site inspections, aerial imagery and the Surface Water

Management Strategy (2026), which was prepared in support of the Draft Plan indicates that natural habitat regeneration has occurred and that the area functions as an existing wetland and surface water management feature.

In response to the issues raised under points (2) to (5), Section 12.11 of the Kildare County Development Plan 2023-2029 (CDP) (as varied) recognises the importance of protecting wetlands irrespective of their designation, status, or assessed ecological value. Accordingly, the fact that the subject wetland is rated 'E' being of low ecological value does not, in itself, negate its importance or the relevance of the Development Plan's wetland protection objectives, particularly given its identified local importance. The lands are also identified in Table 12.6 of the County Development Plan and Objectives BI O50 and BI O56 seek the protection and conservation of wetlands and sensitive water habitats identified as part of the County Kildare Wetland Survey. Furthermore, a Surface Water Management Strategy informs the Plan which examined existing and proposed surface water features. In this regard, Map V2B-9.1 *Surface Water Management Strategy* illustrates the wetland as an 'existing surface water management feature (basin, pond/wetland)' to which Objective IEO 9.6 requires the incorporation of the mapped features as part of all plans or projects.

Section 9.2.4 of the Development Plan Guidelines (2022) recognises that while protected areas cover a significant part of the country, there are many other sites which are of local importance for flora and fauna such as hedgerows, river corridors, ponds and small stands of trees which provide important habitats for a variety of species. Development plans should identify such sites of local ecological importance and endeavour to secure their protection. Any development on or near such sites should avoid any significant adverse impact on the features for which the site is considered to be of local importance.

Furthermore, it is noted that no submissions or observations relating specifically to the wetland were received during the preparation and public consultation process for the County Development Plan 2023-2029 (as varied).

The submission has not demonstrated that the conclusions reached in the Chief Executive's Report on the Draft Plan are incorrect or that the proposed zoning framework should be revised. Furthermore, in accordance with Section 58(17)(b) of the Planning and Development Act 2024 (as amended) a further modification shall **not be made** where it refers to an increase in the area of land zoned for any purpose.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 22 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 23**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **41 Natalie Ribeiro**<br><br>**43 Michelle and Anthony LcLoughlin**<br><br>**44 James & Emily Mooney**<br><br>**46 Eoin McDermott**<br><br>**49 Elzbieta Hogan**<br><br>**51 Laura Feary**<br><br>**53 Lesley Sutton**<br><br>**56 Piotr Jakubowski**<br><br>**60 James Dixon**<br><br>**62 Stephen O'Brien**<br><br>**72 Brian and Jo-Ann Healy** | Submission states Objective GBIO 6.4, inserted by PMA No. 23 requires development adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that Sallins develops as a greenway destination town.<br><br>• Requests amendment to delete the words "in the town centre" from GBIO 6.4. |
| **59 Lydon** | • Submission welcomes and supports PMA No. 23 that inserts proposed objectives GBIO 6.3 and GBIO 6.4.<br>• Which recognises the role of the River Liffey, the Grand Canal, the Dry Canal as key ecological routes through the Plan area.<br>• Which also seeks to ensure that new development proposals adjoining the Grand Canal in the town centre provide an appropriate design response including a setback subject to site-specific assessment and consultation with Waterways Ireland, to protect the operational, heritage, ecological and recreational functions of the canal corridor, maintain access for Waterways, safeguard the amenity of the towpath, and facilitate the enhancement of the canal-side public realm. |

| | |
|---|---|
| | • States that an appropriate design response will be provided in consultation with Waterways Ireland in relation to land under PMA 72 |
| **79 Vincent Harris** | • Requests Objective GBIO 6.4 extended to protect all canal-side developments outside the town centre. |

**Chief Executive's Response**

The contents of the submissions in relation to GBIO 6.3 and GBIO 6.4 are noted. In that regard, the request to amend PMA No. 23 to delete the words 'in the town centre' from GBIO 6.4 is not accepted.

The Draft Plan recognises the Grand Canal as an important Green and Blue Infrastructure asset in Sallins (Map V2B – 6.1Green and Blue Infrastructure refers). It is identified by the National Parks and Wildlife Service (NPWS) in its designation as a proposed Natural Heritage Area (pNHA) (Site Code 02104) as comprising the canal channel, its fringe and the banks on either side of it. Objective GBIO 6.1 of the Draft Plan seeks to protect and enhance identified key Green and Blue Infrastructure and prohibit development that would fragment or otherwise degrade the Green and Blue Infrastructure network within the Plan area. It is also proposed to include a new Objective GBIO 6.3 to the Plan which seeks to recognise, protect and enhance the role of the River Liffey, the Grand Canal, the Dry Canal and the railway line corridors as key ecological routes through the Plan area to support biodiversity and to improve the mobility of species.

In addition, Map V2B-10.1 Land Use Zoning of the Draft Plan indicates that the lands along the canal in the settlement area, with the exception of the lands within the Town Centre zoning, are zoned 'F: Open Space and amenity'. This zoning provides protection for these lands by safeguarding their use as open space and amenity areas and restricting development that would be inconsistent with this designation.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 23 **be adopted** by the Elected Members.

## Chapter 7: Built Heritage and Archaeology

No proposed material alterations.

## Chapter 8: Movement and Active Travel

**Proposed Material Alterations No. 24, No. 25 and No. 26**

No submission has been received in respect of Proposed Material Alterations No. 24, No. 25 and No. 26.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 24, No. 25 and No. 26 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 27**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **38 Glenveagh Homes Ltd** | **Proposed Material Alteration No. 27 – Kerdiffstown Active Travel Link.**<br>• Submission supports the delivery of PMA No. 27. |
| **66 Joshua Wiser** | **Support for Special Safety and Active Travel Initiatives**<br>• Opposes residential development on green spaces but formally supports and requests immediate implementation of the following protective and child-friendly material alterations - PMA No. 27. |

**Chief Executive's Response**

The comments made in support of Proposed Material Alteration No. 27 are noted.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 27 **be adopted** by the Elected Members.

**Proposed Material Alterations No. 28, No. 29, No. 30 and No. 33**

A number of submissions raise similar concerns in relation to PMAs No. 28, No. 29, No. 30 and No. 33. As these matters are across each of the PMAs, they have been grouped and addressed collectively under PMA No. 28.

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | **Roads, Active Travel and Parking**<br>• Supports PMA Nos. 28, 29, 30, 33 but is concerned that PMAs 28,29,30,33 are framed as "investigate the feasibility of", contingent on road reclassification, while the |

| | |
|---|---|
| | zoning alterations that generate the traffic are immediate and definite. The Proposed Variation itself identifies large volumes of traffic passing through the town centre despite the opening of the Sallins By-Pass. In June 2026, KCC's senior engineer for sustainable transport confirmed there are no current plans to delivery cycle infrastructure on the Naas-Sallins Road.<br>Requested amendments:<br>*"(ii) That Alterations Nos. 28, 29, 30 and 33 be amended to substitute a commitment to deliver, with an indicative timeframe, for 'investigate the feasibility of', or alternatively that the Plan's Implementation and Infrastructure Delivery Schedule record the intended delivery period for each."* |
| **20 St. Laurence's NS Parents Association** | Welcomes investigation of HGV restrictions.<br>• States St Laurence's has been twice passed for the An Taisce Safe Routes to School. Asserts that increasing pressure on the roads surrounding the school makes it imperative the issue is addressed through the planning framework.<br>• Requests a commitment to move beyond investigation and be translates into a clearly defined and deliverable Safe School Zones under the NTA Safe Routes to School programme.<br>• Submission encourages continuation of initiatives (Park & Stride, Walking Bus, Cycling & Wheels Initiative, Drop & Go) as existing school access arrangements are under significant pressure at drop off and collection times. |
| **66 Joshua Wiser** | **Support for Special Safety and Active Travel Initiatives**<br>• Opposes residential development on green spaces but formally supports and requests immediate implementation of the following protective and child-friendly material alterations - Supports PMA No. 30. |

**Chief Executive's Response**

The comments regarding delivery commitments, the wording 'investigate the feasibility' and associated timeframes in PMAs Nos. 28, 29, 30 and 33 are noted. The delivery of transportation infrastructure and measures is subject to a range of factors including statutory processes, funding, and detailed design. Accordingly, it is considered appropriate that the objectives retain the current wording. The inclusion of objectives within a plan is often a critical first step in securing future funding and support.

The concerns raised regarding the relationship between proposed zoning changes and potential traffic generation are noted. Any future development proposal will be assessed on its own merits through the Development Management process.

Comments raised regarding the absence of current plans to deliver cycle infrastructure along the Naas-Sallins Road are noted. The Plan includes a number of transportation measures, the inclusion of which is intended to support future funding opportunities. Each measure will be subject to resources, feasibility assessment, design, and statutory process. The design, delivery, and implementation of the measures identified in the Plan are outside the remit of a land use plan and are the responsibility of a range of relevant agencies and stakeholders.

The matters raised in relation to St. Laurence's National School being unsuccessful in securing inclusion in the An Taisce Safe Routes to School Programme are noted. The design, delivery, and implementation of the measures identified in the Plan are the responsibility of a range of relevant agencies and stakeholders. However, the inclusion of objectives within the Plan is a critical first step in securing future funding and support. Furthermore, the Plan, as drafted, supports the ongoing operation of St. Laurence's National School Community-Led 'Park & Stride' Initiative and encourage safe and controlled permeability into the school grounds during school hours (Objective MATO 8.6, refers).

The comment of Submission No. 66 made in support of Proposed Material Alteration No. 30 is noted.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 28 **be adopted** by the Elected Members.

Proposed Material Alteration No. 29 **be adopted** by the Elected Members.

Proposed Material Alteration No. 30 **be adopted** by the Elected Members.

Proposed Material Alteration No. 33 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 31**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | • Supports PMA No. 31 but requests recording accurately that neither a second railway station, nor a 1,000 space park and ride, nor electrification to Sallins is a committed scheme, and require station-adjacent densities to be supported by an assessment of committed rail capacity.<br><br>**Rail Capacity and Station-Adjacent Density (PMA Nos. 26,31 and 63)**<br><br>• Submission strongly supports PMA No.31 which inserts an objective to support/facilitate "the delivery of a second railway station, sited to the west of Sallins, including a park and ride facility (1,000 spaces) and the delivery of electrified rail service in Sallins." but has two points to raise: |

| | |
|---|---|
| | 1. Accuracy: None of these are a committed scheme. The DART+ South West project does not extend to Sallins. Extension of DART services to Sallins/Naas is identified in GDA Transport Strategy 2022-2042 (funding allocated in Budget 2025 for preparatory work) but there is no Railway Order, no confirmed programme or date. The Plan should not assume capacity that has not been committed (particularly where alterations increase residential yield by c. 260 units).<br>• Assessment: A second railway station and 1,000 space park and ride is a significant piece of transport infrastructure with traffic, land use and environmental implications. The AA screening table only has a text objective with the reasoning that no new sources of impact arise. Requests that this be revisiting alongside the zoning alterations.<br>• Requested amendment:<br>*"(i) That an objective be inserted requiring applications for residential development on station-adjacent lands at densities above the prevailing standard to be accompanied by an assessment, prepared in consultation with the NTA and Iarnród Éireann, of available and committed rail capacity at Sallins & Naas Station in the morning peak. (ii) That the Council commit, in the Plan's monitoring framework, to report annually on progress against Alteration No. 31."* |

**Chief Executive's Response**

The matters raised regarding PMA No. 31 are noted. The new objective, as illustrated under PMA No. 31, was included to support Measure RAIL3 (DART Extension), Measure RAIL6 (New Rail Stations), and Measure INT4 (Park and Ride) of the GDA Transport Strategy. The inclusion of these measures provides plan-led support, to measures that would have a significant impact on Sallins. The delivery of each measure will be subject to the availability of resources, feasibility assessment, design development, and statutory consent processes, however, are national objectives which Kildare County Council are providing policy support.

The matters raised regarding the requirement for station-adjacent densities to be supported by an assessment of committed rail capacity are noted. In accordance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024), higher residential densities should be applied on lands located in close proximity to high-capacity public transport nodes and interchanges. Rail service frequency and network capacity are operational matters for Irish Rail and are outside the remit of a land use plan.

The comments raised regarding the AA Screening Assessment are noted. TM O54 of the Kildare County Development Plan 2023-2029 (as varied), which relates to the

additional railway station and associated park and ride facility, was previously screened. The Appropriate Assessment screening considered the Proposed Material Alterations in the context of the Variation as a whole and within the wider framework of the Kildare County Development Plan 2023-2029 (as varied), which was itself subject to Appropriate Assessment Screening.

The request that the Council commit, through the Plan Monitoring Framework, to report annually on progress relating to PMA No. 31 is not accepted. Section 56 of the Planning and Development Act 2024 (as amended) is a commenced provision under which a planning authority is required to monitor the implementation of the objectives of the Development Plan, and the Chief Executive is required to prepare an Interim Implementation Report on progress achieved in implementing the Plan. Furthermore, the Council will continue to engage with the relevant agencies regarding the progression of these strategic transport objectives.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 31 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 32**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | Asserts making the Traffic and Transport Assessment requirement inserted by PMA No. 32 explicit for the Osberstown and Old Bridge Station access points and add residential parking and overspill controls.<br><br>Requested amendments:<br><br>*"(i) That the objective inserted by Alteration No. 32 be made expressly applicable to development in the station environs and at the Osberstown and Old Bridge Station access points, and that it require a Parking Management Strategy addressing overspill onto adjoining residential streets."* |

**Chief Executive's Response**

Comments regarding the requirement for a Traffic and Transport Assessment inserted by PMA No. 32 explicitly for the Osberstown and Oldbridge Station access points, and adding residential parking and overspill parking controls, are noted. Traffic and Transport Assessment are required to be carried out in accordance with the TII publication PE-PDV-02045 Traffic and Transport Assessment Guidelines (2014) and any future development proposal will be assessed on its own merits through the Development Management process. Enforcement of parking falls outside the remit of a land use plan. These matters are a function of KCC traffic wardens or An Garda Síochána.

The request to amend PMA No. 32 to apply specifically to the railway station environs and the Osberstown and Oldbridge Station access points, including the preparation of a Parking Management Strategy, is noted but not accepted. Any future development proposal will be assessed on its own merits through the Development Management process.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 32 **be adopted** by the Elected Members.

## Chapter 9: Infrastructure and Environmental Services

**Proposed Material Alteration No. 34**

No submission has been received in respect of Proposed Material Alteration No. 34.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 34 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 35**

No additional submission has been received in respect of Proposed Material Alteration No. 35.

**Chief Executive's Recommendation**

It is recommended that Proposed Material Alteration No. 35 should be adopted by the Elected Members with the following minor modifications as outlined in response to the submission received from the OPW under Section 4 of this report, as follows:

**Minor Modification:**

Chapter 9: Infrastructure and Environmental Services, Section 9.2 Infrastructure and Environmental Services in Sallins, Table 9.1, *Site Specific Flood Risk Assessment*, insert additional text with minor modifications as follows:

> *Sites shown to be affected by climate change flood extents on Map V2B-9.3 Flood Risk – Climate Change Mid-Range Future Scenario and Map V2B-9.4 Flood Risk – Climate Change High-End Future Scenario should be subject to a Stage 3 site-specific Flood Risk Assessment at Development Management stage to assess the potential impact of climate change flood extents on the proposed development and ensure no increase in flood risk elsewhere. Mitigation may include appropriate setting of finished floor levels / finished grounds levels including freeboard in accordance with Development Management guidance as set out in Section 4 of the SFRA of the Kildare County Development Plan (CDP) ~~SFRA~~ (Objective IEO 9.7, refers). In line with current industry standard, the Kildare CDP SFRA sets out that the Mid-Range Future Scenario (MRFS) represents a 'likely' future scenario, so MRFS*

*projections are to be used as the basis for climate change assessment with consideration given to the High-End Future Scenario where appropriate~~-~~, for example, on highly vulnerable developments where a source of flood risk has been identified.*

**Proposed Material Alteration No. 36**

No submission has been received in respect of Proposed Material Alteration No. 36.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 36 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 37**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **38 Glenveagh Homes Ltd** | **Proposed Material Alteration No. 37 – Acoustic Design Statement**<br>• Submission supports PMA No. 37. |

**Chief Executive's Response**

The support for PMA No. 37 is noted.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 37 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 38**

No submission has been received in respect of Proposed Material Alteration No. 38.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 38 **be adopted** by the Elected Members.

## Chapter 10: Implementation

**Proposed Material Alterations No. 39, No. 40 and No. 41**

No submission has been received in respect of Proposed Material Alterations No. 39 No. 40 and No. 41.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 39 No. 40 and No. 41 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 42**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **20 St. Laurence's NS Parents Association** | Submission states the removal of the following (but not exhaustive) facilities within the Willows KDA is very disappointing and creates a huge gap for older children and teenagers, and should be considered for inclusion;<br>- Skate Park<br>- Basketball courts<br>- Tennis /Padel courts<br>- BMX track<br>- Athletics Track<br>- Outdoor amphitheatre<br>- Fishing ponds |
| **27 Neville Homes Ltd** | The issues raised in the submission are as follows:<br>**Purpose of submission.**<br>• States that the submission supports the principle contained in PMA No. 42 that public open space provided within The Willows KDA may contribute towards the applicable 15% site-area public open space provision.<br>• Requests that same principle be applied consistently to other KDAs within the Sallins Settlement Plan where lands zoned F: Open Space and Amenity form an integral part of the planned development framework, including the Link Road KDA and the West Link Road KDA.<br>• States that the requested amendment is intended to ensure that land, which is specifically zoned, designed and delivered for public open space, amenity and recreation is properly recognised in the calculation of public open space provision.<br>**Planning Context**<br>• States that the Plan treats F-zoned lands as planned open space and recreation infrastructure, rather than as residual or incidental land and where lands are located |

| | |
|---|---|
| | within a KDA and are to be delivered as part of its overall development, their contribution should be recognised when the public open space requirement for that KDA is assessed.<br>**Application across the KDAs.**<br>Link Road KDA<br>• States that the Link Road KDA includes 1.25 hectares of land zoned F: Open Space and Amenity and states that its stated vision is to provide an urban neighbourhood incorporating attractive and accessible green open spaces together with essential social infrastructure.<br>• States that the framework requires a connected landscape network incorporating the proposed open space and green corridor, including a Multi-Use Games Area, playground and passive open space and accordingly, qualifying publicly accessible open space delivered on F-zoned lands within the Link Road KDA should contribute towards the KDA's 15% public open space provision.<br>West Link Road KDA<br>• States that the West Link Road KDA includes land zoned F: Open Space and Amenity and the KDA framework provides for residential development, educational facilities and open space, with the open space forming part of the overall sustainable urban extension.<br>• States that the F-zoned lands form part of the planned open space provision within the West Link Road KDA and accordingly, qualifying publicly accessible open space delivered on those lands should contribute towards the KDA's 15% public open space provision.<br>**Consistent Plan-Led Approach**<br>• Asserts that the requested approach does not seek any reduction in the quality, accessibility or functionality of public open space. It seeks recognition of open space that is already identified within the Plan, zoned for that purpose and required to be delivered as part of the KDA framework.<br>• States that applying this principle across the relevant KDAs would support coherent implementation of the Settlement Plan and avoid a situation in which publicly accessible F-zoned open space is delivered as an integral component of a KDA but is disregarded when the open space provision for that same KDA is calculated.<br>**Requested Amendment**<br>• Submission suggests new wording stating that *"Within each KDA, lands zoned F: Open Space and Amenity that are delivered as appropriately designed, usable and publicly accessible public open space may contribute* |

| | |
|---|---|
| | *towards the applicable 15% site-area public open space provision for that KDA."*<br>**Conclusion**<br>• States that for consistency of implementation, the Plan be amended in recognition of PMA No. 42 that public open space within a KDA may contribute towards the 15% site-area public open space provision is appropriate and should be retained, which it states is particularly relevant to the Link Road KDA and the West Link Road KDA. |

**Chief Executive's Response**

Submission No. 20 in relation to PMA No. 42, which provides for the removal of facilities for older children and teenagers within the Willows KDA, is noted. Notwithstanding the removal of some facilities, PMA No. 42 provides for a wide range of amenities and facilities within the Willows KDA that may include a sports club, sports pitches, open recreation areas and playgrounds on lands zoned 'F: Open Space and Amenity' that extend to 23.04 hectares. It was considered that the extensive list of potential facilities identified in the Draft Plan was unduly prescriptive and may in fact limit other equally appropriate uses. The precise mix of recreational facilities is more appropriately determined through the planning application process having regard to funding opportunities and operational requirements.

In addition, it is an objective of Kildare County Council to prioritise the delivery of the Sallins Amenity Park on lands zoned 'F (1) Open Space and Amenity' (Objective SIO 3.7). In that regard, the KCC Part 8 for the Sallins Amenity Lands was adopted with modifications in June 2022. Detailed design considerations include but are not limited to facilities for older children and teenagers to include, *inter alia*, a playground, facilities for teenagers and a community and sports hall. In addition, PMA No. 65 amends Table 10.3 Land Use Zoning Objectives to include a site-specific objective for a multi-use games area (MUGA) as part of the development of the C (1) and C (2) residential development located in the Link Road Key Development Area (KDA).

Furthermore, PMA No. 7 amends Objective SIO 3.10 of the Draft Plan to require the delivery of social infrastructure particularly a new Community Centre within the Link Road KDA and the aforementioned Sallins Amenity Lands in addition to the refurbishment and extension of the existing Sallins Community Centre through the application of a Special Development Contribution on Key Development Areas.

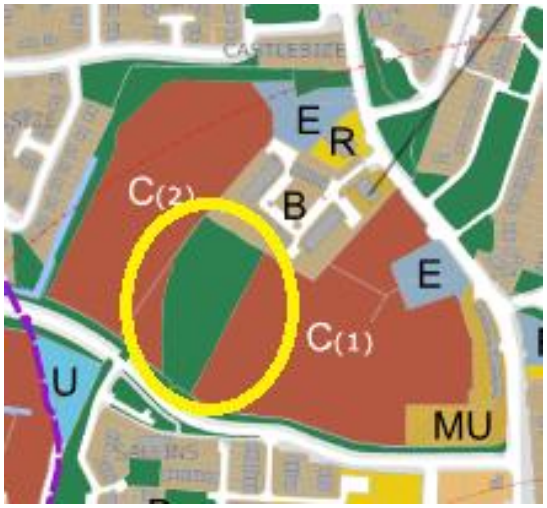
Submission No. 27 refers to Proposed Material Alteration (PMA) No. 42, and requests new wording as follows:

> *"Within each KDA, lands zoned F: Open Space and Amenity that are delivered as appropriately designed, usable and publicly accessible public open space may contribute towards the applicable 15% site-area public open space provision for that KDA."*

The requested amendment seeking additional wording in PMA No. 42 is not accepted. The Willows KDA will provide for a substantial open space, sport/community facilities and the requirement for a noise buffer along the boundary with the M7 Motorway on the subject lands and hence the specific statement was warranted.

Link Road KDA

With reference to the request that the principles of PMA No. 42 be extended to the Link Road KDA, it is noted that PMA No. 65 amends Map V2B-10.1 Land Use Zoning of the Draft Plan to change the 'F: Open Space and Amenity' zoning in the Link Road KDA, which extends to 0.84 hectares, to 'C (2): New Residential' (shown within the yellow boundary below):




PMA No. 65 also included consequential changes to Section 10.1.2 Link Road KDA Design Brief, Figure 10.2 Link Road KDA and Table 10.3 Land Use Zoning Objectives, removing the significant portion of land zoned 'F: Open Space and Amenity' within the overall landbank. However, the lands zoned 'F: Open Space and Amenity' along the western and northern boundaries of the C (2) lands, which consist of a Green and Blue Infrastructure asset comprising an existing water body and natural features including the existing mature hedgerow and an associated buffer, are not precluded from contributing towards the 15% site area public open space provision as provided under Section 15.6.6 of the Development Plan. The quantum, configuration and location of open space provision will be determined through the development management process and will be assessed on its merits, having regard to the relevant planning policy requirements, the characteristics of the proposed development and the circumstances of the site. Therefore, it is not considered appropriate to pre-empt this assessment by providing a blanket provision applicable to all KDAs.

West Link Road KDA

With reference to the request that the principle in PMA No. 42 in relation to public open space be extended to the West Link KDA, it is noted that PMA No. 66 amends the Map V2B-10.1 Land Use Zoning and Figure 10.3 West Link Road KDA Design

Brief of the Draft Plan to facilitate the zoning of additional lands as 'F: Open Space and Amenity'.

It is noted that the detail of public open space calculations, landscape proposals, and additional information regarding the usability and functionality of public open space provision for development proposals will be determined during the assessment of the planning application in accordance with the public open space standards set out in the Kildare County Development Plan 2023-2029 (as varied) and the Sustainable Residential and Compact Settlements Guidelines for Planning Authorities.

In that regard, Section 15.6.6 of CDP provides that public open space may include natural/semi-natural green spaces which, includes trees, hedgerows, and wetland sites, should be retained, protected, and incorporated into public open space areas. It should be noted that Policy and Objective 5.1 – Public Open Space of the Sustainable and Compact Settlement Guidelines introduces flexibility in the provision of public open space where site constraints or other factors occur.

All applications for residential development shall include a landscape plan, which shall have regard to the Parks Section 'Open Space and Landscaping Pre-Planning Guidance for Applicants' document.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 42 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 43**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **38 Glenveagh Homes Ltd** | **Proposed Material Alteration No. 43**<br><br>• States that while the submission supports PMA No. 43 which seeks to include a specific 35m buffer area and suggests that the wording of PMA No. 43 is altered slightly as the specific dimension of the buffer provided for in PMA No. 43 should not be fixed and should be determined by an acoustic assessment as required under the new objective PMA No. 37 IEO 9.8, as follows:<br><br>**Boundaries and Entrance Treatments**<br><br>The development *shall provide* a vegetated berm *with a densely landscaped buffer area* ~~of a minimum 35 metres~~ *to be determined by acoustic assessment*, along the southern boundary to mitigate noise, *light* and air quality impacts associated with the M7 Motorway, while contributing positively to the landscape structure. *Regard* |

| | |
|---|---|
| | *should be had to Objective IEO 9.8, which may result in the requirement to increase/amend the buffer area to ensure no adverse impact on residents. The vegetated berm shall be designed having regard to compliance with the requirements of Transport Infrastructure Ireland (TII) and relevant TII publications. Mitigation measures shall be the sole responsibility of the developer.* |

**Chief Executive's Response**

The suggestion that PMA No. 43 be amended to remove the specific dimension of the buffer provided for in PMA No. 43 is not accepted. PMA No. 43 explicitly provides that the development shall provide a vegetated berm with a densely landscaped buffer area of a minimum 35 metres along the southern boundary. The inclusion of a new objective IEO 9.8 is an acknowledgement of the requirement for an Acoustic Design Statement prepared by a suitably qualified acoustic specialist in respect of residential schemes in close proximity to heavily trafficked roads such as the M7 Motorway or the rail line to minimise adverse impacts, in particular, noise disturbance, which may increase the dimensions of the subject buffer.

It should be noted that Section 58 of the Planning and Development Act 2024 (as amended) provides that only minor modifications may be made at this stage of the variation process. In this regard the request to alter a quantitative development standard would constitute a material change rather than a minor modification. There is no provision within Section 58 of the Planning and Development Act 2024 (as amended) for the introduction of additional material alterations following publication of the Proposed Material Alterations.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 43 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 44**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **13 Neville Homes Ltd** | PMA No. 44 removes the section of the Draft Plan relating to the Phasing Strategy for the Willows KDA, including Table 10.1.<br><br>Requests that PMA No. 44 be deleted or revised so that a detailed phasing strategy remains within the Settlement Plan. The retained strategy should identify the sequencing of residential development, the delivery triggers for physical and social infrastructure, and the distinction between housing |

| | |
|---|---|
| | growth within the current CDP period and the growth identified for 2029 and beyond. |
| **25 Noel Foy** | **PMA No. 44 - Deletion of the Willows Phasing Strategy**<br>• PMA No. 44 removes the section of the Draft Plan that relates to the Phasing Strategy for the Willows KDA.<br>• Objects to the deletion of the phasing strategy and asserts that the phasing mechanism ensured that areas identified for development would be tied to the delivery of social infrastructure.<br>• There has been significant housing development, while schools, childcare, healthcare, community facilities and transport infrastructure have not kept pace. The removal of a phasing strategy weakens the safeguards residents need the most.<br>• Requests: Retain a binding phasing and "in-tandem" delivery requirement for The Willows, whether in Section 10.1.4 or the Implementation Schedule, so that residential occupation remains tied to the delivery of commensurate social and physical infrastructure.<br>• If the intention of PMA No. 44 is to relocate phasing into the Implementation and Infrastructure Delivery Schedule (Table 10.2), that schedule should carry an equivalent, enforceable phasing obligation rather than a weaker "in tandem with development" formula. |
| **66 Joshua Wiser** | **Objection to Proposed Material Alteration No. 44 (Deletion of the Willows Phasing Strategy)**<br>• States that the deletion of PMA No. 44 removes the legally binding requirement that couples the construction of residential units to the physical delivery of vital social infrastructure on the lands zoned 'F: Open Space and Amenity'.<br>• Sallins has experienced decades of housing growth where amenities have consistently fallen behind.<br>• Removing this 'in-tandem' phasing requirement strips away the single most effective community safeguard.<br>• Submissions demand that the Council retain a binding statutory phasing schedule within the final variation text so that no residential units can be occupied until the corresponding child-friendly spaces and sports pitches are fully operational. |

**Chief Executive's Response**

The requests in the submissions that PMA No. 44 be deleted or revised so that a detailed phasing strategy remains within the Settlement Plan are not accepted. The matters raised in Submission No. 25 and No. 66 in relation to the delivery of social and physical infrastructure in tandem with the development of The Willows KDA

refers. The request that the retained strategy should identify the sequencing of residential development, the delivery triggers for physical and social infrastructure, and the distinction between housing growth within the current CDP period and the growth identified for 2029 and beyond is not accepted.

With reference to the matters raised in relation to PMA No. 44 relating to the amendment to Objective CSO 2.3 under PMA No. 4 that requires that the phasing of the residential units and social infrastructure in The Willows KDA shall be agreed in writing through the statutory planning application process for the subject lands. Therefore, it is considered appropriate to remove the section of the draft Plan that relates to the Phasing Strategy including Table 10.1.

Furthermore, the provisions of Section 178 of the Planning and Development Act 2024 (as amended), when commenced, provides the statutory mechanism for managing the delivery of development within the permission period through a phasing plan, including the sequencing of development, the programme of works and the timeframe for completion of the individual phases, and such information as may be prescribed. It should be noted that Section 178 is not optional mechanism that can be chosen instead of phasing. The legislation stipulates that for an application relating to 10 or more housing units, the application "shall" be accompanied by a phasing plan.

In addition, where a planning application is required to be accompanied by a phasing plan, the planning authority or the Commission may attach as a condition to any grant of permission a requirement that the development comply with any specified provision of the phasing plan (Section 178(3)). Failure to comply with a condition attached to a grant of planning permission requiring the delivery of infrastructure in tandem with a particular stage of development could constitute a breach of planning permission.

Furthermore, it is considered that matters such as housing growth within the current CDP period and the growth identified for 2029 and beyond can be dealt with in the Development Management process in accordance with the provisions of the amended Objective CSO 2.3.

**Chief Executive's Recommendation**

Proposed Material No. 44 **be adopted** by the Elected Members.

**Proposed Material Alterations No. 45 and No. 46**

No submission has been received in respect of Proposed Material Alterations No. 45 and No. 46.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 45 and No. 46 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 47

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **25 Noel Foy** | **PMA No. 47 - Sallins Amenity Lands and Sallins Celtic FC**<br><br>• Welcomes PMA No. 47, however, requests that the PMA be strengthened to ensure security for Sallins Celtic FC. The PMA doesn't name or secure the future of Sallins Celtic FC, a club that has been operating since 1998 and has two five-a-side pitches, one seven-a-side pitch and two full-size pitches. The club should be expressly recognised in the Plan and guaranteed tenure at the Amenity Lands.<br>• There should be no loss before replacement. Existing playing facilities must remain in use until equivalent or better facilities at the Amenity Lands are operational and available. This commitment is essential given the long-waited delivery of the Amenity Lands. |
| **41 Natalie Ribeiro**<br><br>**43 Michelle and Anthony LcLoughlin**<br><br>**44 James & Emily Mooney**<br><br>**46 Eoin McDermott**<br><br>**49 Elzbieta Hogan**<br><br>**51 Laura Feary**<br><br>**53 Lesley Sutton**<br><br>**56 Piotr Jakubowski**<br><br>**60 James Dixon**<br><br>**62 Stephen O'Brien**<br><br>**72 Brian and Jo-Ann Healy** | The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. |

| | |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | Submission welcomes PMA No.47 and this is the kind of commitments the residents have been asking for.<br><br>• States the remaining gap is sequencing; amenity zoning of replacement land does not prevent the loss of pitches that are in use before replacement is playable.<br>• Requests amendment:<br>*"That an objective be inserted providing that no existing playing pitch in Sallins shall be developed for residential or other non-amenity use until a replacement pitch of equivalent or greater standard has been constructed, is available for use, and secure tenure has been provided to the displaced club."* |

**Chief Executive's Response**

The submissions welcome PMA No. 47 but the request to strengthen the PMA to ensure security of tenure for Sallins Celtic FC and that existing playing facilities must remain in use until equivalent or better facilities at the Amenity Lands are operational and available is not accepted. A land use plan does not identify or prescribe a specific end user or occupier of community and recreational facilities.

The comments that there should be no loss of pitches before replacement pitches are provided are noted. The request that existing playing facilities remain in use until equivalent or better facilities at the Amenity lands is not accepted. However, matters relating to the operational management of the Sallins Amenity Land are outside the remit of a land use plan. It is noted, however, that the lands, currently used by Sallins Celtic Football Club, are zoned 'C: New Residential' under the Sallins Local Area Plan 2016–2022 since its adoption in 2016. Furthermore, the subject lands were zoned for residential use in the Sallins Local Area Plan 2001 and the Sallins Local Area Plan 2009. While concerns have been raised regarding the loss of the existing pitches, it is noted that the club's use of the lands has been on a temporary basis under licence agreement arrangements (Submission No. 205 of the Chief Executive's Report on the Draft Plan, refers).

PMA No. 47 sets out matters related to the required infrastructure, delivery schedule and funding sources in respect of the Sallins Amenity Lands. However, the delivery of the infrastructure as set out in the Delivery Schedule remains dependent upon the availability and securing of the necessary public funding. In that regard, Objectives SIO 3.7 and SIO 3.8 of the Draft Plan demonstrate the Council's commitment to supporting and facilitating the delivery of the Sallins Amenity lands subject to the availability of funding.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 47 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 48

No submission has been received in respect of Proposed Material Alteration No. 48.

## Chief Executive's Recommendation

Proposed Material Alteration No. 48 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 49

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | Submission states PMA No. 49 records that there is evidence of flooding on the Willows site with respect to both CFRAM mid-range and High-End Future scenario flood extent maps, and surface water outfall requiring agreement from adjoining landowner. An increase of 205 units on such a site, is a matter requiring assessment. |

## Chief Executive's Response

Proposed Material Alteration No. 35 requires sites shown to be affected by climate change flood extents on Maps V2B-9.3 and V2B-9.4 to be subject to a Stage 3 Site-Specific Flood Risk Assessment at development management stage. This will assess the potential impact of climate change flood extents on the proposed development and ensure no increase in flood risk elsewhere.

## Chief Executive's Recommendation

Proposed Material Alteration No. 49 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 50

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | Submission requests to extend the crèche delivery requirement in PMA No. 50, which applies only to The Willows KDA, to all KDAs, and attach a numeric trigger to it. |

**Chief Executive's Response**

The comment regarding extending the crèche delivery requirement and a numeric trigger in PMA No. 50 is noted but not accepted. Objective SC O79 in Chapter 10 in Volume 1 of the Kildare CDP requires childcare provision to be delivered in Phase 1 of any new residential or commercial development within the county and that it is fully operational prior to the occupation of any residential units within the subject site. This requirement will be secured by planning condition where the provision of a childcare facility forms part of a residential scheme.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 50 **be adopted** by the Elected Members.

**Proposed Material Alterations No. 51 and No. 52**

No submission has been received in respect of Proposed Material Alterations No. 51 and No. 52.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 51 and No. 52 **be adopted** by the Elected Members.

## Appendix A - Maps

**Proposed Material Alterations No. 53, 54, No. 55, No. 56, No. 57 and No. 58**

No submission has been received in respect of Proposed Material Alterations No. 53, No. 54, No. 55, No. 56, No. 57 and No. 58.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 53, No. 54, No. 55, No. 56, No. 57 and No. 58 **be adopted** by the Elected Members.

## Appendix A – Maps, Map V2B-10.1 Land Use Zoning

**Proposed Material Alterations No. 59, No. 60 and No. 61**

No submission has been received in respect of Proposed Material Alterations No. 59, No. 60 and No. 61.

**Chief Executive's Recommendation**

Proposed Material Alterations No. 59, No. 60 and No. 61 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 62

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **67 Earin Marshall** | **Objects to PMA No. 62**<br>• Requests it is rejected and retained as Open Space and Amenity.<br>• States principal objection is the serious and cumulative traffic and transport implications of the proposed rezoning.<br>• States the submission should be read in conjunction with objection to PMA No. 72 which is appended and incorporated to this submission.<br>**Traffic and Transport Are My Primary Objection**<br>• Asserts PMA No. 62 has not demonstrated that this land is an appropriate location for additional residential development – the existing road network is already under pressure and constrained and the lands adjoining an important transport corridor between Sallins and Naas.<br>• Requests KCC must consider the cumulative traffic impact of PMA No. 62 together with existing and proposed development.<br>• Further residential units would generate additional private car journeys, school/commuter traffic, delivery/service vehicles, pedestrians/cyclists and demand for public transport.<br>**The Junction and Access Arrangement Require Particular Scrutiny**<br>• Contends access would be via the entrance at the top of Osberstown Cottages – the Council should not consider the access arrangements for PMA 62 in isolation but with a proper cumulative traffic assessment.<br>• The surrounding network already accommodates traffic associated with existing housing, Oldtown Estate, further development in Oldtown, proposed Willows development, commuter traffic between Sallins/Naas, bus movement, school traffic, pedestrian/cyclists, traffic associated with future growth on both settlements.<br>**The Sallins Road Corridor is Already under Pressure**<br>• Traffic congestion is already experienced on this corridor, particularly at peak times. Existing bus-stops effect traffic flow.<br>• Questions whether the road network can safely and sustainable accommodate the additional traffic and requires a broader assessment. |

| | |
|---|---|
| | • Asserts the Sallins/Naas corridor could be important for junction improvements, road widening, improved turning arrangements, traffic-management measures, pedestrian crossings, footpaths, cycle infrastructure, improved bus facilities, safer bus stops.<br>• These options would be lost or restricted if the land is rezoned for housing.<br>**Cumulative Impact of Development Must be Taken into Account**<br>• States Council should consider combined impact of PMA 62, Oldtown development, the Willows, existing traffic and commuter traffic and future planned development.<br>• Adding further housing can make congestion and junction constraints more difficult to resolve.<br>**Existing Infrastructure Has Not Kept Pace with Housing Growth**<br>• Supporting infrastructure has not kept pace with residential growth and pressures relate to roads/traffic, public transport, rail services, schools, school transport, childcare, GP/healthcare, community and recreational facilities.<br>• Council should ensure that infrastructure capacity is planned before additional development capacity is created.<br>**Existing New Residential Lands Should Be Developed First**<br>• Submission asserts there are already substantial areas designated as New Residential under the Plan where development has not yet commenced. Rezoning additional land should not take place until it's established that existing residentially zoned lands are insufficient to meet housing requirements.<br>**Loss of Open Space and Amenity Land Could Also Remove a Future Option**<br>• Submission contends retaining the land as Open Space and Amenity provides KCC with flexibility to respond to future infrastructure needs.<br>**Road Safety Must be a Central Consideration**<br>• States KCC must consider road safety with additional traffic at a constrained junction. The objective should be to create a road network that is safe and functional for all users, rather than one that becomes increasingly congested as each additional development is approved.<br>**Premature Rezoning Would Risk Making Future Traffic Solutions More Difficult**<br>• States KCC should not lose opportunity to protect land and make strategic decisions about the future |

| | |
|---|---|
| | transport network. Asserts KCC could find itself trying to solve traffic problems in an area where land required for improvements is already developed. |
| **71 Seamus O'Connor and Mary Gorry** | **<u>Proposed Material Alteration No. 62</u>**<br>**Decision Sought**<br>• Requests that Kildare County Council reject the Proposed Material Alteration No. 62 and Variation No. 6 as originally placed on public display be retained.<br>• The submission refers to PMA No. 72 which is appended to the submission and states that all of the points made in that submission apply to the objection to PMA No. 62.<br>• States that PMA No. 62 refers to land adjoining their property and make the following points in addition to those covered in the Appendix in relation to PMA No. 72.<br>**Privacy**<br>• States that any development of the site would look directly at the rear of their property given that the proposed land for development is significantly above their property. This privacy has existed since the building of the homes in the 1940s.<br>**Traffic Management**<br>• States that the access to the site is by way of entrance at top of Osberstown Cottages. States that given the requirements to upgrade the junction to facilitate development and the Willows KDA and facilitate current traffic from the Oldtown estate plus bus stops, the subject lands would be more appropriate to a traffic management solution which would be fit for purpose both for now and years to come if properly planned.<br>**Overdevelopment**<br>• Submission notes the lack of supporting infrastructure from housing growth as it has outpaced investment in healthcare services, schools, creches, community facilities and transport infrastructure and refers to overcrowding on trains and buses.<br>**Existing underdevelopment of New Residential Zones**.<br>• States that there are substantial lands designated as New Residential where development has not yet started and this land should be prioritised over Open Space and Amenity lands.<br>**Loss of designated open space.**<br>• States that the subject land is currently zoned open space and amenity and given its proximity to the main Sallins/Naas Road, requirement for complete upgrade of the junction to facilitate housing development in Oldbridge and the Willows KDA, zoning this small parcel of land for residential development will further impact on potential traffic and public transport road solutions.<br>**Conflict with Previous Planning.** |

| | |
|---|---|
| | • Submission states, as set out in the objection to PMA No. 72, during the preparation of the last Sallins LAP, a submission sought rezoning of circa 14 hectares at Monread North, south of the Waterways (Submission No. 36 - Tom Phillips + Associates on behalf of Valerie Charlton)<br>• States that erasing the boundaries between Sallins and Naas, two distinct towns was not supported by the Chief Executive.<br>• Asserts this small parcel of land is currently one of the few remaining brown field sites dividing the towns.<br>• Requests that the PMA No. 62 land remain zoned as Open Space and Amenity in the final Settlement Plan. |

**Chief Executive's Response**

Concerns regarding increased traffic generation, junction capacity, access and privacy arising from future development, and the potential impact on existing infrastructure are all noted. Any future planning application on these lands will be assessed on its own merits through the Development Management process in accordance with the standards set out under Section 15.4 of the CDP, inter alia, separation distances, building heights, residential amenity and access requirements

Furthermore, the comments that the subject lands would be more appropriate for a traffic management solution for future development are noted, however a portion of land bordering the R407 which are under the ownership of KCC do not form part of the proposed land use zoning alteration and are to be retained a 'F; Open Space and Amenity'.

Concerns with the lack of supporting infrastructure and pressures relating to, public transport, rail services, schools, school transport, childcare, GP/healthcare, community and recreational facilities are noted. The findings of the Social Infrastructure Audit (SIA) informed the zoning strategy and objectives of the Plan, including the zoning of lands for community and social infrastructure purposes where required. The reassessment of the SIA confirms that the Plan, as drafted, including the cumulative effect of residential yield potentially arising from PMAs, contains sufficient land zoned to address any social infrastructure requirements (See Section 3, OPR Submission No. 78). A range of transport objectives and measures are included in the Draft Plan for public transport, rail services and school transport and additional objectives are proposed as PMAs. Of particular note are the objectives to facilitate the reclassification of the R407 as local road and restrict HGV traffic (PMA No. 28 and 29), investigate the implementation of school safe zones (PMA No. 30), and facilitate the delivery of a second railway station west of Sallins (PMA No. 31). In addition, Section 10.2 outlines movement and transport infrastructure delivery required for the development of the KDAs including, inter alia, access junctions and active travel facilities.

The matters raised regarding the availability of other residentially zoned lands within Sallins are noted. The proposed rezoning of these lands reflects its location within the existing built-up footprint and the potential to contribute to the delivery of housing

in a compact and sustainable approach. The existence of other residentially zoned lands does not prohibit consideration of additional appropriately located lands where such lands can contribute to compact growth.

Concerns regarding the loss of open space are noted however it is considered the Plan contains sufficient lands zoned for open space and amenity purposes to address the overall identified open space deficits of the settlement.

The comment regarding conflicts with previous planning recommendations, in particular erasing the boundaries between Sallins and Naas were not supported by the Chief Executive, is noted but not accepted. The preparation of the Sallins LAP (2016-2022) set out a strategy for the development of Sallins in the context of national, regional and local planning policy which was the overarching policy framework at that time. However, the planning policy context has since evolved through the enactment of the Planning and Development Act 2024 (as amended), which establishes a revised plan-led framework requiring alignment with the National Planning Framework (NPF), Regional Spatial and Economic Strategies and updated development plan provisions. Of particular note is National Policy Objective (NPO) 9 of the NPF (First Revision 2025) which requires that at least 30% of all new homes should be within the existing built-up footprint to ensure compact and sequential patterns of growth. The proposed rezoning of the subject lands will ensure the delivery of compact and sequential patterns of growth in the town in accordance with NPO 9.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 62 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 63**

No submission has been received in respect of Proposed Material Alteration No. 63.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 63 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 64**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | Submission supports PMA No. 64 |

**Chief Executive's Response**

Support for PMA No. 64 is noted.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 64 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 65**

No submission has been received in respect of Proposed Material Alteration No. 65.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 65 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 66**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **2 Paul Kelly** | The matters raised in the submission are as follows:<br>• Requests explanation in detail on PMA No.66 as cannot find necessary details in this complex page. |
| **64 James Dixon, 65 Grainne McKenna** | Submission supports PMA No. 66. |

**Chief Executive's Response**

Following the public consultation period of the Draft Plan (22nd April 2026 to 20th May 2026), the Chief Executive's Report on submissions received was published on 16th June 2026.

PMA No. 66 arises from a Chief Executive's recommendation in response to submissions relating to deficits in the provision of lands for open space and amenity made with respect to Sallins Celtic and Sallins GAA. In response to the submissions the Chief Executive's Report recommended the zoning of two additional parcels of land as 'F: Open Space and Amenity'. These lands are the subject of PMA No. 66 and PMA No. 67.

PMA No. 66 proposes the redesignation of approximately 1.06 hectares of land from 'E (3) Community and Education' to 'F Open Space and Amenity', together with an extension of the E (3) lands by approximately 0.65 hectares, as illustrated in the revision to Figure 10.3, West Link Road KDA Urban Design Framework.

The site-specific objective relating to the E (3) lands, which identifies the site for the provision of a new primary school, remains unaltered and playing pitches are 'Permitted in Principle' on lands zoned 'F: Open Space and Amenity' (Table 10.5: Land Use Zoning Matrix, refers). It is considered appropriate that community facilities and amenities should be located in close proximity to educational facilities to promote complementary uses and maximise benefits for the wider community. Accordingly, the adjacent lands are proposed for zoning as 'F: Open Space and Amenity' to facilitate co-location of community, recreational and educational facilities.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 66 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 67**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **64 James Dixon, 65 Grainne McKenna** | Submission supports PMA No 67.<br><br>• States the remaining gap is sequencing; amenity zoning of replacement land does not prevent the loss of pitches that are in use before replacement is playable.<br>• Requests amendment:<br>*"That an objective be inserted providing that no existing playing pitch in Sallins shall be developed for residential or other non-amenity use until a replacement pitch of equivalent or greater standard has been constructed, is available for use, and secure tenure has been provided to the displaced club."* |
| **75 Patrick Murphy** | **Proposed Material Alteration No. 67**<br><br>• The submission requests that PMA No. 67 which proposes to amend c.3.23 hectares of the subject lands from 'I: Agriculture' to 'F: Open Space and amenity', as illustrated in the figure above, is not adopted when finalising the Sallins Settlement Plan.<br>• States that the proposed rezoning of the lands is understood to be in response to submissions received during the public consultation process requesting that additional lands be recognised in response to the lack of 'F: Open Space and Amenity' lands notwithstanding the fact that there is significant Open Space/Parks proposed within the 'Sallins Amenity Lands' noting the absence of any prior engagement with the landowner regarding the delivery of the proposed open space objective, the lack of |

| | |
|---|---|
| | direct public road access or public ownership needed to support a functioning public open space, or an indication of the future intended use of the lands or how they would be secured for open space use by the Planning Authority. Notes that in other instances the Open Space and Community infrastructure is proposed on publicly owned lands or as part of a wider development proposal, where its delivery could be part-funded by adjacent residential/commercial development such as The Willows KDA.<br>• Submission refers to PMA No. 73 which proposes a new 'C: New Residential' on land east of the Clane Road, which if adopted would complement the identification of the area north of Sallins Town as suitable for future residential growth.<br>• States that the subject lands would be required to provide a supporting quantum of open space, whilst noting the area along the River Liffey, equating to c.3 hectares is also zoned open space and will help deliver a linear park/green infrastructure if the lands are developed.<br>• States that the subject lands as a whole, are considered to represent a logical future growth area for Sallins, benefiting from their location within the established settlement boundary and proximity to existing infrastructure, and are well placed to accommodate future residential development having regard to the longer-term growth potential of the town, the forthcoming 10-year Development Plan review, and the anticipated growth associated with the Planned DART South-West line.<br>The submission seeks:<br>• The removal of the proposed 'F: Open Space and Amenity' zoning and the lands retain their existing 'I: Agriculture' zoning, reflecting their ongoing active agricultural use,<br>• As an alternative, consider the delivery of the proposed open space objective through the designation of the overall lands as a 'SR: 'Strategic Reserve' and subject to a future KDA which provides for residential development and supporting open space or community uses. |

**Chief Executive's Response**

The request in Submission Nos. 64 and 65 that an objective be inserted providing that no existing playing pitch in Sallins shall be developed for residential or other non-amenity use until a replacement pitch of equivalent or greater standard has been constructed, is available for use, and secure tenure has been provided to the displaced club, is not accepted. In that regard, Table 10.5 Land Use Zoning Matrix of

the Draft Plan provides that playing fields are 'Open for Consideration' on 'C: New Residential' and 'Permitted in Principle' on 'F: Open Space and Amenity' zoned lands within the settlement area. It is noted that additional lands are proposed for zoning as Open Space and Amenity' through the Proposed Material Alterations. In addition, the Plan provides for the zoning of 23.04 hectares of land as open space and amenity in the Willows KDA, which will facilitate the development of playing pitches along with other amenities. Objectives SIO 3.7 and SIO 3.8 of the Draft Plan demonstrate the Council's commitment to supporting the delivery of the Sallins Amenity Lands. The KCC Part 8 planning application for the Sallins Amenity Lands was adopted with modifications in June 2022, and the amenities will include natural pitches, training pitches and all-weather pitches. The delivery and funding of these facilities are not within the scope of the Settlement Plan. Furthermore, it should be noted that the development of privately owned lands is primarily a matter for the respective landowner, subject to any applicable planning and statutory requirements, and is not within the scope of a Settlement Plan.

The request in Submission No. 75 that PMA No. 67, which seeks the removal of the proposed 'F: Open Space and Amenity' zoning and the retention of the existing 'I: Agriculture' zoning on lands, is not accepted. Also, the request that, as an alternative, the Council consider the delivery of the proposed open space objective through the designation of the overall lands as 'SR: Strategic Reserve', cannot, in accordance with the legislation, be considered at this stage of the plan-making process. In accordance with Section 58(17)(c) of the Planning and Development Act 2024 (as amended), a further modification to the proposed material alteration may only be made where it is *'deemed to be minor'* and where it *'does not substantially or materially alter the material alteration, is not likely to have significant effects on the environment or on any European site, and does not relate to an increase in the area of land zoned for any purpose'.*

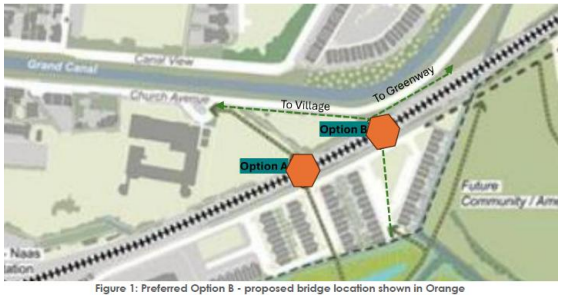
It should be noted that the Social Infrastructure Audit (SIA) that was prepared in support of Variation No. 6 identified a deficit in the amount of zoned land available for outdoor sports within the settlement area. Furthermore, given the concerns raised during the public consultation on the Draft Plan with respect to the loss of land being available for existing sporting facilities, it is considered that additional lands be zoned as 'F: Open Space and Amenity'. The zoning designation on the subject lands recognises the strategic importance of these lands for the provision of outdoor amenities in support of the existing deficit and the future population of the settlement area. Therefore, PMA No. 67 supports the appropriate development of these lands for open space and amenity purposes.

With reference to the request that, in the alternative, the lands be rezoned to 'SR: Strategic Reserve' is not accepted. The 'Strategic Reserve' zoning, as detailed in Table 10.3 of the Plan, protects lands for future strategic expansion beyond the plan period.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 67 **be adopted** by the Elected Members.

## Proposed Material Alteration No. 68

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **38 Glenveagh Homes Ltd.** | **Proposed Material Alteration No. 68 – Table 2.4 Residential Yield.**<br><br>• Supports the increase in C: New Residential zoned lands within the Willows KDA, which will underpin and support the substantial areas of open space which is to be delivered in tandem with the sustainable development of the area aligned with the floodplains associated with the MRFS.<br>• States that Glenveagh's initial feasibility studies points to a yield closer to approximately 920 units, having regard to site constraints (known and unknown), which will be identified through the development design and management process.<br>• Suggests that for clarity the following text should be included in the footnotes to Table 2.4 in the final Settlement Plan:<br><br>"The Estimated Residential Yield – Indicative and are subject to detailed design."<br><br>• Suggests that the existing footnote No. 13 to Table 2.4 should be deleted as it is no longer required or consistent with PMA No. 1:<br><br>• ~~*13 The complete build out of The Willows Key Development Area is envisaged across the existing and future development plan periods.*~~ |
| **61 T.D. Housing** | • The submission requests the following:<br>• Slightly alter the location of the proposed link bridge connecting The Waterways to Chapel Lane by a more deliverable location, adjoining the existing green/open space connection in the Waterways development as shown in Figure 1 (below).<br><br>  <br><br>Figure 1: Preferred Option B - proposed bridge location shown in Orange |

| | |
|---|---|
| | **Alter the Location of the Proposed Link Bridge to a More Appropriate Location**<br><br>• Submission refers to PMA No. 68 (The Willows KDA map).<br>• States that the current indicative alignment of the proposed link bridge would pass through and sever the principal development area available to the landowner (Option A in Figure 1 above), would materially undermine the layout, efficiency and financial viability of the proposed senior-living scheme and would make both the potential development of the site and the bridge connection undeliverable.<br>• The submission suggests a very modest relocation to the north-east indicated as Option B provides a substantially better route for all parties and would complement the Council's investment in the new active-modes bridge across the Grandl Canal.<br>• The submission provides a detailed description of the proposed connection point with the Willows KDA scheme in Option A and B and states that Option B is the preferable location, as it provides improved connectivity, accommodates the necessary bridge infrastructure, protects the central development site, aligns with the amenity and green zoning and has the landowner's support in principle.<br>• Submission, therefore, requests that a minor alteration is made under PMA No. 68 to alter the indicative location of the bridge crossing under Figure 10.4 The Willows KDA Urban Design Framework to Option B as set out in Figure 1 above. |
| **66 Joshua Wiser** | • Submission states that the SIA formally projects a future deficit of 7.51 hectares of public open space and 4.66 hectares of public park and that rezoning existing open space at the Willows to residential directly worsens this critical, quantified green space deficit. |

**Chief Executive's Response**

In relation to PMA No. 68 and the suggestion in Submission No. 38 that for clarity additional text should be included in the footnotes to Table 2.4 in the final Settlement Plan to state that the estimated residential yield indicated in Table 2.4 is indicative and shall be subject to detailed design is not accepted.

The title of Table 2.4 Estimated Residential Development Capacity signifies that the capacity indicated in the table is indicative. In that regard, any future development of lands listed in Table 2.4 will be subject to the environmental protection policies,

objectives, site constraints, infrastructure provision, development management standards and statutory consenting requirements contained within the Sallins Settlement Plan and the County Development Plan, which may alter the quantum of residential development estimated on the individual sites under Table 2.4.

Also, the suggestion that the existing footnote No. 13 should be deleted from Table 2.4, as it is no longer required or consistent with PMA No.1 is not accepted. It needs to be acknowledged that Section 178 of the Planning and Development Act 2024 (as amended) when commenced creates a statutory framework for phasing larger residential developments that must be submitted to the Planning Authority with the planning application and the Planning Authority or Commission may attach as a condition to any grant of permission a requirement that the development comply with any specified provision of the phasing plan, which can be amended with the prior agreement of the planning authority. Therefore, depending on the extent and complexity of any site, the timeframe within which specified phases are to be completed may be extended, which could extend beyond the current Development Plan period.

The request in Submission No. 61 to amend PMA No. 68 to alter the location of the proposed link bridge connecting the Waterways to Chapel Lane by a more deliverable location is not accepted. The alignment of the P12 permeability measure as illustrated in Figure 10.4 and Map V2B-8.1 is indicative in nature and would be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. In respect of implementation, stakeholder and community engagement will be important in the delivery of the permeability measures. However, it is considered appropriate to remove the word 'planned' from the legend of Figure 10.4 'The Willows KDA Urban Design Framework', as the transportation link is indicative in nature and the precise alignment and design will be determined through detailed design and assessment at the development management stage. The legend will also be amended to include a minor amendment regarding the indicative location of the bridge subject to consent and necessary environmental assessments.

The comments in Submission No. 66 in relation to the deficit of public open space and that the rezoning existing open space at the Willows to residential directly worsens this critical, quantified green space deficit is not accepted. It should be noted that given the deficit identified in the Social Infrastructure Audit (SIA) in the amount of zoned land available for outdoor sports within the settlement area and the concerns raised during the public consultation on the Draft Plan with respect to the loss of land being available for existing sporting facilities, it is considered that additional lands be zoned as 'F: Open Space and Amenity'. In that regard, Table 10.5 Land Use Zoning Matrix of the Draft Plan provides that playing fields are 'Open for Consideration' on 'C: New Residential' and 'Permitted in Principle' on lands zoned 'F: Open Space and Amenity' within the settlement area. Additional lands are proposed for zoning as 'F: Open Space and Amenity' through the Proposed Material Alterations. In addition, the Plan provides for the zoning of 23.04 hectares of land as open space and amenity in the Willows KDA, which will facilitate the development of playing pitches along with other amenities. Also, Objectives SIO 3.7 and SIO 3.8 of the Draft Plan demonstrate the Council's commitment to supporting the delivery of the Sallins Amenity Lands. The KCC Part 8 planning application for the Sallins

Amenity Lands was adopted with modifications in June 2022, and the amenities will include natural pitches, training pitches and all-weather pitches. However, the delivery and funding of these facilities are not within the scope of the Settlement Plan.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 68 **be adopted** by the Elected Members with the following minor modification:

**Minor Modification:**

Chapter 10 Implementation, Figure 10.4 The Willows KDA Urban Design Framework remove the word 'planned' from the Legend as follows:

> ~~*Planned*~~ Pedestrian/cyclist bridge *[Indicative location subject to consent and environmental assessments]* (Refer to Transportation Map)

**Proposed Material Alteration No. 69**

| Sub. No. | Name |
|---|---|
| 8 | Oswaldo Rojas |
| 9 | Jordi Garcia and Ana Chillon |
| 10 | John and Charlene Carr |
| 14 | Kelsey Cunningham and Kevin Healy |
| 15 | Gareth O Brien |
| 16 | Shane Murtagh |
| 19 | Stephen O'Neill |
| 22 | Sharon Kelly |
| 23 | Anton Madirazza |
| 25 | Noel Foy |
| 26 | Conor Conroy |
| 28 | Grainne Ni Bhraonain |
| 29 | Sara Cubero |
| 31 | Sarah Jane Moorhouse |
| 33 | Eric Fitzharris |
| 35 | Colm Moylan |
| 36 | Camille Bouchet |
| 37 | Gisele Constantinov Menezes |
| 41 | Natalie Ribeiro |
| 43 | Michelle and Anthony McLoughlin |
| 44 | James and Emily Mooney |

| Sub. No. | Name |
|---|---|
| 45 | Stephen Mc Gibney |
| 46 | Eoin McDermott |
| 48 | Natalie Cryer |
| 49 | Elzbieta Hogan |
| 50 | Cian Pierce |
| 51 | Laura Feary |
| 52 | Cian Pierce |
| 53 | Lesley Sutton |
| 54 | Dawn Culhane |
| 55 | Jennifer Greene and Stephen Murphy |
| 56 | Piotr Jakubowski |
| 60 | James Dixon |
| 62 | Stephen O'Brien |
| 63 | Michelle Kelly |
| 64 | James Dixon |
| 65 | Grainne McKenna |
| 66 | Joshua Wiser |
| 72 | Brian and Jo-Ann Healy |
| 73 | Grainne McVeigh |
| 74 | Shebin Mathew |
| 79 | Vincent Harris |

A summary of each submission is included in Appendix B for reference.

The matters raised in the submissions received in relation to Oldbridge Park estate are:[4]

- **Environmental assessment:** Contend that the proposed rezoning was not environmentally assessed because the SEA and AA Screening Addendum reports considered only the associated biodiversity buffer objective and did not explicitly assess the proposed rezoning of approximately 0.63 ha from Open Space and Amenity to New Residential. The submission therefore argues that the rezoning has not been subject to environmental assessment at any stage of the plan-making process and that the SEA/AA screening methodology is flawed because it assesses only text objectives rather than zoning amendments.
- **Cumulative and In-Combination Effects:** Submissions raise matters regarding the assessments of potential cumulative and in-combination effects, particularly having regard to the Grand Canal pNHA, Osberstown Wetland, flood risk within the Liffey and Grand Canal catchments, and Proposed Variation No. 5 relating to the Northwest Quadrant. Submissions contend that the potential for combined environmental effects arising from these plans, projects and environmental sensitivities has not been adequately assessed or demonstrated.
- **Ministerial Direction:** Submissions raise that the Ministerial Direction relating to the Sallins Local Area Plan 2016–2022 removed a previous material alteration which sought to rezone lands for residential development, on the basis that the proposed zoning was not warranted by the Core Strategy, conflicted with the planned and sustainable population growth of Sallins, and was not justified having regard to the relevant zoning criteria. Submissions contend that PMA No. 69 raises similar concerns, as it proposes the rezoning of lands from 'F: Open Space and Amenity' to 'C (6): New Residential'. Submissions request that the Council have regard to the previous Ministerial Direction and consider the implications of PMA No. 69 for the Variation as a whole.
- **Lack of Justification for Proposed Rezoning:** Contends that no justification has been provided for the proposed rezoning and highlights that some rezoning requests were not accepted due to housing growth requirements having already been exceeded and argues this approach should have been applied to Oldbridge Park.
- **Need for additional residential zoning:** Submissions question the need for additional residential zoning in Sallins, having regard to the availability and extent of existing undeveloped residentially zoned lands and the assertion that the Plan already provides for residentially zoned land in excess of identified housing growth requirements.
- **Consideration of submission at Draft Plan Stage:** Submission No. 49 raises concerns relating to a submission at Draft Plan stage, stating that no response was received and that the proposed alterations further reinforce the concerns previously expressed.

[4] A number of the submissions listed above raised matters relating to PMA No. 23. A response to these matters is provided in Section 5, under Chapter 6 Green and Blue Infrastructure of this report.

- **Introduction of PMA No. 69 following public consultation on the Draft Plan:** Matters are raised that the proposed residential rezoning of the Oldbridge Park lands did not form part of the Proposed Variation as originally published for public consultation and was subsequently introduced as PMA No. 69 following consideration of a request for rezoning. It is contended that the proposed change was introduced through the Chief Executive's Report and Proposed Material Alterations rather than being considered and advertised as part of the earlier stages of the plan-making process. Asserted that introducing a significant change to the proposed land use zoning at PMA stage undermines the transparency of the statutory planning process and the plan-led approach underpinning the Plan. It is further asserted that the proposed rezoning could set an undesirable precedent whereby land-use designations are altered following public consultation in response to individual landowner representations.
- **Planning History and Previous Planning Refusal:** Various submissions highlighted the previous refusals of residential development on the subject lands by Kildare County Council and An Coimisiún Pleanála and asserted that the proposed rezoning represents an attempt to bypass or overcome the previous reasons for refusal through a change in zoning, rather than addressing the underlying planning concerns. It is asserted that rezoning the land would undermine the plan-led planning process and previous planning decisions.
- **Community expectations and use of the lands:** Submissions state that residents purchased homes in Oldbridge Park on the basis that the lands would remain as open space, referencing previous zoning designations from the Sallins Local Area Plan (2016-2022) and estate brochures. Submissions also dispute references to the lands being 'underutilised' as stated in various submissions, such as Submission No. 8, 14, 25, 29, 35, 66, 73, and 74, stating that the lands have remained fenced off and inaccessible and this is misleading. The limited use reflects restricted public access rather than a lack of community need and the failure to deliver the 'F: Open Space and Amenity' zoning should not be used to justify removing it.
- **Exclusion of Lands from Settlement Capacity Audit:** Matters are raised that the proposed rezoning of the lands from 'F: Open Space and Amenity' to 'C (6): New Residential' was not informed by the evidence base underpinning the Draft Plan, as the lands were not identified or assessed for residential development as part of the Settlement Capacity Audit (SCA) and no serviceability status was provided.
- **Outside the Built-Up Footprint and Serviceability not Stated:** Asserts that the subject lands are located outside the built-up footprint and that any development of the lands would not constitute compact infill development. The serviceability of the subject lands remains undetermined and highlights that relevant public bodies, including Uisce Éireann, did not assess or consider the lands in the context of their initial submissions. It is asserted that, as a consequence, the lands were not assessed for serviceability by relevant infrastructure providers, including Uisce Éireann, at the initial consultation stage.
- **Social Infrastructure and Delivery of Services:** Contends that housing growth has outpaced the delivery of supporting infrastructure and services, including schools, childcare facilities, healthcare provision, recreation

facilities, public transport, wastewater infrastructure, and community amenities. Further residential development would exacerbate existing pressures and that future housing growth should be accompanied by the timely provision of the necessary supporting infrastructure and services to ensure sustainable growth.

- **Loss of open space for community amenity and private residential open space:** Submissions object to the proposed rezoning of lands from 'F: Open Space and Amenity' to 'C: New Residential', stating the loss of public open space for community amenity and a reduction in opportunities for recreation, public open space, biodiversity enhancement, green infrastructure, and community use. Matters are raised regarding the lack of open space in the area and lack of play facilities for residents. Open space provided within a future residential development would not adequately replace publicly accessible community amenity lands.
- **Traffic, parking, road safety, and community facility impacts:** Submissions raise concerns regarding increased traffic generation, parking demand, construction traffic and road safety impacts arising from future residential development. Particular concerns relate to the constrained nature of the existing cul-de-sac access, commuter and non-resident parking associated with proximity to Sallins Train Station, the safety of children using local streets and public spaces, and potential impacts on the continued operation and accessibility of the adjacent Scouts Den. Contends that rezoning without first addressing infrastructure constraints could expose the Council to potential public liability arising from known safety deficiencies. Requests that the Plan protect the Scouts Den and its open space, prohibit development that would affect its use, and require safe pedestrian access and set-down facilities. Requests a Traffic and Transport Assessment, Road Safety Audit, and Construction Traffic Management Plan to accompany any application, with development prohibited where safe access cannot be demonstrated.
- **Residential amenity impacts:** Matters are raised regarding impacts on residential amenity, including quality of life, potential overlooking, overshadowing, loss of privacy, visual impact, together with concerns regarding the compatibility of the proposed density and built form with the existing character of the surrounding residential area. Matters are also raised regarding separation distances and buffering between any development and existing dwellings. Requests that any future development incorporates suitable separation distances from existing residential properties to protect residential amenity.
- **Biodiversity, green infrastructure, flood risk, and the Grand Canal corridor:** Submissions highlight the environmental importance of the lands due to their proximity to the Grand Canal and associated green and blue infrastructure networks. Impacts on biodiversity, habitats, ecological connectivity, landscape character, flood risk, surface water management, drainage infrastructure, and the role of the lands as part of a wider green corridor are also raised.
- **Site ownership boundaries, development capacity, and inconsistencies in the stated site measurements:** Matters regarding the extent of the proposed rezoning area, land ownership, the inclusion of attenuation infrastructure within the land proposed to be zoned for residential use, and

inconsistencies in the Plan's site area which would affect the estimated residential yield are raised. Submissions request clarification regarding site ownership, developable area, and development capacity.

**Chief Executive's Response**

**Environmental Assessment**

The comments made in relation to the SEA / AA process is not accepted. The SEA Screening Addendum was undertaken to determine whether the Proposed Material Alterations, individually or in combination, would be likely to result in significant environmental effects having regard to the criteria set out in Schedule 2 of the European Union (Land Use Planning) Strategic Environmental Assessment Regulations 2025. The assessment considered the Proposed Material Alterations within the context of the Variation as a whole and within the wider framework of the Kildare County Development Plan 2023-2029 (as varied), which itself was subject to full SEA and Appropriate Assessment.

While the submissions focus on Proposed Material Alteration No. 69 in isolation, SEA screening must consider whether the proposed material alterations fundamentally change the strategic planning framework already assessed through the Kildare County Development Plan 2023-2029 (as varied) and the Proposed Variation. In this regard, the Proposed Material Alterations do not alter the overall settlement strategy, settlement hierarchy, growth strategy, infrastructure framework, environmental protection objectives or mitigation measures that underpin the Kildare County Development Plan 2023 - 2029 (as varied) and informed the SEA process.

The lands affected by PMA No. 69 are located within the settlement boundary of Sallins and the amendment proposes a relatively modest adjustment to land use zoning and estimated residential yield. The new zoning provides for new residential development on land that could potentially have been developed under previous zonings. Any future development of the lands would continue to be subject to the full suite of environmental protection policies, objectives, development management standards and statutory consenting requirements contained within the County Development Plan. These include, not limited to, requirements relating to biodiversity, water quality, flood risk management, landscape protection, infrastructure provision and Appropriate Assessment.

The submissions suggest that the proposed residential zoning should automatically trigger further SEA assessment because zoning establishes a framework for future development consent. However, while zoning forms part of the planning framework for future development, it does not necessarily mean that every zoning adjustment automatically gives rise to likely significant environmental effects. The purpose of SEA screening is to determine whether a modification is likely to result in significant environmental effects having regard to its nature, scale and context. Having regard to the scale of the amendment, its location within an existing serviced settlement, and the continued application of the environmental safeguards contained within both the County Development Plan and the Variation, the Council concluded that no likely significant environmental effects would arise.

The submissions also refer to increases in residential yield associated with a number of Proposed Material Alterations and also with Variation No. 5 (Northwest Quadrant Masterplan) contends that these represent intensified effects. It is noted that the Kildare County Development Plan was prepared and environmentally assessed as a growth-oriented strategic framework capable of accommodating substantial population and housing growth across the county. The SEA undertaken for the adopted Kildare County Development Plan 2023-2029 (as varied) assessed the environmental implications of accommodating this growth and established the mitigation measures necessary to ensure that growth would occur within an appropriate environmental protection framework. Those measures remain fully applicable. Accordingly, modest amendments to estimated housing yields within individual settlements do not, in themselves, demonstrate the likelihood of significant environmental effects where the overarching growth strategy, environmental objectives and mitigation framework remain unchanged.

In addition, the submissions contend that the AA Screening Addendum did not specifically consider the individual zoning alterations proposed through the PMAs or assess whether those alterations could give rise to likely significant effects on European sites, either individually or in combination.

As mentioned previously, the new zoning under PMA No. 69 provides for new residential development on land that could potentially have been developed as amenity, such as a sports hall, under its previous zoning. On this basis, the AA screening Addendum concludes that there are no new sources of impacts. Therefore, it has been determined that the potential for likely significant effects on European sites arising from the implementation of PMA No.69, alone or in combination with other projects or plans, would not arise.

The Council is therefore satisfied that the SEA and AA Screening Addenda appropriately considered the PMAs in accordance with the requirements of SEA and AA legislation and that the conclusions contained in the Addenda remain robust and valid.

**Ministerial Direction**

The concerns raised regarding a previous Ministerial Direction concerning housing growth and the Core Strategy, are noted. However, the planning policy context has since changed through the enactment of the Planning and Development Act 2024 (as amended). Section 86(7) of the Planning and Development Act 2024 (as amended) which is due to commence shortly expressly provides that neither a planning authority nor the Commission shall refuse permission for proposed development solely on the basis that the housing growth target for a settlement has been reached. Furthermore, Section 86(8) of the Planning and Development Act 2024 (as amended) when commenced will provide that permission may be granted where the development would result in the housing growth target being exceeded, provided that the development is consistent with the relevant objectives for the settlement and other statutory considerations. Accordingly, housing growth targets are no longer intended to operate as limits on development, and the assessment of development proposals must be undertaken having regard to the broader statutory planning framework.

**Cumulative and In-Combination Effects**

Any future development of the subject lands would remain subject to the full suite of environmental protection policies, objectives and development management standards contained within the Kildare County Development Plan 2023-2029 (as varied), together with the applicable statutory environmental assessment and consenting requirements. This includes requirements relating to biodiversity, water quality, flood risk management, landscape protection, infrastructure provision and Appropriate Assessment. All mitigation measures, environmental objectives and safeguards contained in the Kildare County Development Plan 2023-2029 (as varied) remain fully applicable to the proposed Variation and any future development.

**Lack of Justification for Proposed Rezoning**

It is noted that the subject lands were zoned for 'F: Open Space and Amenity' under the Sallins Local Area Plan 2016-2022. However, the previous zoning of the lands does not, in itself, give rise to an entitlement or presumption that the same zoning should be retained in a subsequent statutory land use plan. In this regard, Section 43(10) of the Planning and Development Act 2024 (as amended), expressly states that there shall be no presumption in law that any land zoned in a development plan for a particular use or mixture of uses shall remain so zoned in any subsequent development plan. Accordingly, previous zoning is a relevant consideration but does not give rise to an automatic entitlement to the continuation of that zoning, nor does the absence of a particular zoning in a previous plan preclude the lands from being considered for that zoning in a subsequent plan.

**Need for additional residential zoning**

The matters raised regarding the availability of other undeveloped residentially zoned lands, other significant residential zoned lands within Sallins, as well as the assertion that the Plan has zoned land in excess of identified growth requirements, are noted. However, the fact that the quantum of residential zoned land may exceed the baseline housing growth requirement does not, indicate that further residential zoning is unnecessary. In this regard, the NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (July 2025) specifically provide for "additional provision" to provide flexibility in meeting housing requirements and recognises that, for a variety of reasons, a significant proportion of land zoned for residential development may not be activated during the lifetime of a Plan. Furthermore, the development represents a modest extension to an existing residential development.

**Consideration of submission at Draft Plan Stage**

Submission No. 49 states that matters previously highlighted, at Draft Plan stage, in relation to Oldbridge Park, were not adequately responded to is noted. However, this assertion is not accepted. All submissions and matters raised in respect of Oldbridge Park were considered and addressed within the Chief Executive's Report. Specifically, these matters are set out and responded to on page 257 of the Chief Executive's Report on Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied), under Section 5, "Submissions Relating to Land Use Zoning Objectives". Accordingly, it is considered

that the matters raised were appropriately addressed and responded to as part of the statutory process.

**Introduction of PMA No. 69 following public consultation on the Draft Plan**

The matters raised regarding the stage at which PMA No. 69 was introduced are noted. Material Alterations form part of the statutory plan-making process and provide an opportunity to amend a Plan when considered warranted after public consultation. The consideration of a request for rezoning through this process does not, in itself, represent a departure from the plan-led approach, as any proposed change remains subject to the statutory plan-making and public consultation process.

PMA No. 69 was identified through consideration of submissions and was subsequently published for public consultation as part of the Proposed Material Alterations, thereby providing interested parties with an opportunity to make submissions on the proposed change prior to a determination on whether the alteration should be adopted. In accordance with Section 58(13)(f) of the Planning and Development Act 2024 (as amended), all relevant documents were made available for public inspection and consultation within the prescribed statutory period.

Accordingly, while PMA No. 69 was not included in the Proposed Variation as initially published at the Draft Plan Stage, the proposed rezoning has been progressed through the statutory Material Alterations process and subjected to public consultation. PMA No. 69 arose following consideration of submissions does not mean that the requested rezoning was automatically accepted. The proposed rezoning was considered by the Elected Members through the statutory plan-making process and was subsequently published as a Proposed Material Alteration, providing an opportunity for public consultation before a final decision is made on whether the alteration should be adopted by the Elected Members.

**Planning History and Previous Planning Refusal**

The comments regarding the previous planning refusals on the subject lands are noted. The Council acknowledges that previous development proposals were assessed and refused through the statutory planning process by Kildare County Council and by appeal with An Coimisiún Pleanála. The reasons for refusal identified in those decisions have been considered as part of the preparation of the KDA Design Brief and Urban Design Framework. In response to these considerations, additional safeguards have been incorporated into the Plan, including PMA No. 69 which includes specific objectives requiring the enhancement and protection of a natural buffer adjoining the Grand Canal.

In response to the matters raised concerning the planning history of the subject lands, the relevant planning history and associated site layout plans are detailed in Appendix C. A review of the relevant planning applications and associated site layout plans confirms that the subject lands did not form part of the lands included within the parent and associated planning permissions for the adjoining Oldbridge Park residential development to the east.

The parent permissions for Oldbridge Park provided for the phased development of the residential estate, including residential units, internal roads and access arrangements, car parking, footpaths, drainage and other services, landscaping and areas of public open space, together with ancillary facilities and associated site development works. The subject lands were not included within these permissions as part of the permitted residential development or as designated public open space serving the Oldbridge Park residential development.

**Community expectations and use of the lands**

The comments regarding the land being fenced off, the developers' marketing material, brochures made during the sale of dwellings, and residents' expectations concerning the future use of the land are noted. While the Council acknowledges that such materials may have influenced residents' expectations regarding the future use of the lands, the Council has no statutory function in relation to the preparation or content of developers' marketing materials. Furthermore, as previously documented and detailed in Appendix C, the subject lands were not included as public open space within previously permitted residential development. Therefore, while it is noted that residents were restricted from accessing the land, they did not form part of the calculation of overall open space provision for the residential development.

**Exclusion of Lands from Settlement Capacity Audit**

It is acknowledged that the subject lands were not included within the Settlement Capacity Audit (SCA). Consequently, the lands have not been assigned a serviceability status. The Guidelines for Development Plans (2022) state that a Settlement Capacity Audit should establish a threshold for the size of the site to be included in the Audit. The Sallins SCA examined residential sites which ranged from 1.72 hectares to 11.53 hectares. The subject lands extend to 0.68 hectares and represent a modest extension (circa 28 units) to an existing residential development. In this regard, the serviceability status of the subject lands is not required.

**Outside the Built-Up Footprint and Serviceability not Stated**

The matter raised that the subject lands are outside the existing built-up footprint of Sallins is noted. The National Planning Framework First (NPF) Revision (2025) does not require all future housing growth to be accommodated within the existing built-up footprint of a settlement. National Policy Objective (NPO) 9 seeks to deliver at least 30% of all new homes targeted in settlements within their existing built-up footprints. The Draft Sallins Settlement Plan provides circa 33.5% of all new homes within the identified built-up footprint of Sallins (Section 2.2, refers). The NPF does not prohibit future housing growth from occurring outside existing built-up footprints, subject to the principles of compact and sequential development and the proper planning and sustainable development of the area. Furthermore, NPO 43 seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location. In this regard, the subject lands are immediately adjacent to the identified built-up footprint and represent a modest extension to existing residential development.

With regards to the matters of infrastructure and no serviceability status, any future planning application will be required to establish that sufficient wastewater, water supply, drainage, and utility infrastructure exists, can be provided, to serve any proposed development and that existing roads can accommodate any future development. This matter will be assessed on its merits and falls within the scope of Development Management process. Any future development proposals will be subject to the necessary infrastructure assessments and connection approval procedures, including engagement with infrastructure providers such as Uisce Éireann through the relevant pre-connection enquiry application processes.

It is raised in submissions that prescribed bodies, such as Uisce Éireann provide no assessment of capacity for these lands. Uisce Éireann in their submission on the Proposed Material Alterations stated they had no objection to the proposed changes to land use zonings and residential density ranges.

**Social Infrastructure and Delivery of Services**

A Social Infrastructure Audit (SIA) accompanied and informed the preparation of the draft Plan. The function of the SIA was to examine and analyse the availability and capacity of existing social infrastructure facilities, to determine future requirements, and to make recommendations based on anticipated settlement growth. The recommendations of the SIA, specifically in relation to, inter alia, education, healthcare, childcare and open space, have been incorporated into the Plan. As a land use plan, the Plan has provided for sufficient land to be zoned for relevant uses at appropriate locations. It does not, however, come with an associated funding mechanism or dedicated budget for the delivery of specific infrastructure projects.

The reassessment of the SIA (Section 3 of this report refers) confirms that the Plan, as drafted including the PMAs, provides sufficient appropriately zoned land to address identified social infrastructure requirements.

**Loss of open space for community amenities and private residential open space**

As previously documented and detailed in Appendix C, the subject lands were not included within previous planning permissions as part of the permitted residential development, nor did the lands form part of the calculation of public open space serving the Oldbridge Park residential development.

Furthermore, a reassessment of the SIA was undertaken following consideration of submissions including that of the OPR (Submission No. 78) taking account of social infrastructure requirements resulting from all PMAs. The reassessment confirms that, notwithstanding the proposed zoning changes, the Draft Plan contains sufficient lands zoned for open space and amenity purposes to address the overall identified open space deficits of the settlement and other social infrastructure requirements (Section 3, refers).

The matters raised regarding the availability of open space and play facilities for existing residents are noted. As previously documented, the subject lands did not form part of the calculated open space provision associated with the existing residential development. The provision and adequacy of public open space within

individual residential developments is assessed through the development management process. Each planning application are required to make appropriate provision for open space in accordance with the applicable planning policy and standards.

The matters raised that public open space provided as part of any future residential development would not replace lands available for wider community use are also noted, however, are not accepted. In accordance with the Design Brief, Urban Design Framework and the new objective detailed under PMA No. 69, development of the site is required to provide a 40-metre setback from the canal boundary. This setback will facilitate the delivery of a buffer area as a natural amenity space for the overall Oldbridge Park development. As a result, the proposal can provide an increased quantum of useable open space for the proposed and existing residents within the overall Oldbridge development, extending to approximately 0.75 hectares.

**Traffic, parking, road safety, and community facility impacts**

Concerns regarding increased traffic congestion arising from future development, parking, road safety and the potential impact on the continued use of the Scouts Den, are noted. Any future planning application on these lands will be assessed on its own merits through the Development Management process. The requirement for any traffic or transport assessment will be determined having regard to the nature and scale of the proposed development, relevant TII publications thresholds, and the provisions of Chapter 15 of the CDP. Furthermore, the matters related to unauthorised parking are noted. Enforcement of parking falls outside the remit of a land use plan. These matters are a function of traffic wardens or An Garda Síochána.

Notwithstanding the above, it is an objective of the Council to ensure that the planning, design and implementation of all road and street networks within urban areas across the county accord with the principles set out in the Design Manual for Urban Roads and Streets (2019), the National Cycle Manual (2011 – or the pending update) and all other standards where relevant (TM O63, refers).

**Residential amenity impacts**

The matters raised in relation to potential impacts on residential amenities are noted. Any future residential development will be required to achieve an appropriate and sustainable density while ensuring adequate privacy and residential amenity for future occupants of the development and protecting the residential amenity of existing and adjoining properties. Matters including overlooking, privacy, separation distances, layout, building height and the relationship with adjoining residential development will be considered as part of the detailed assessment through the Development Management process for any future application on the lands. It is an objective of the Council to ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable residential development is achieved in all new developments (Objective HO 06).

The matters raised in relation to density are noted, however, and are not accepted. As per the KDA Design Brief, the urban character of the area is an Urban Extension. The net density (dwellings per hectare – dph) of the site was determined using the

methodology set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). It is a policy and objective of these Guidelines that residential densities in the range 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns.

Submissions requesting a buffer between any future development and the existing dwellings to the east are noted. Separation already exists between the subject lands and the nearest existing residents' dwellings, comprising approximately 15 metres, including private driveways, existing footpaths, and the adjoining public road. In accordance with SPPR 1 of the Sustainable Residential Development and Compact Settlements Guidelines (2024), a minimum separation distance of 16 metres shall be maintained between opposing rear or side windows serving habitable rooms above ground-floor level. Reduced separation distances may be acceptable where there are no opposing habitable-room windows and appropriate privacy measures prevent undue overlooking. SPPR 1 of the Guidelines states, inter alia, that no minimum separation distance applies at ground level or between front elevations, with privacy assessed on a case-by-case basis.

**Biodiversity, green infrastructure, flood risk, and the Grand Canal corridor**

As per the Design Brief outlined in PMA No. 69, any future residential development shall integrate, protect and enhance existing natural features, including hedgerows and existing trees, within the overall design to safeguard existing biodiversity, habitats, ecological connectivity and green infrastructure networks. These features shall contribute to the character of the area, providing a sense of place and visual amenity for the new neighbourhood.

A minimum setback of 40 metres from the western boundary of the site must be provided, as per the new objective contained in PMA No. 69. This space shall incorporate a high-quality landscape design, natural play areas and planting comprising native tree species and pollinator-friendly vegetation. Nature-Based Solutions (NBS) to surface water management within the KDA shall be prioritised and shall align with the Sallins Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), in accordance with Objectives IEO 9.5 and IEO 9.6 of the Plan. The capacity and adequacy of drainage infrastructure to serve any future residential development will be assessed at planning application stage, having regard to the nature and scale of the development proposed and the requirements of the relevant infrastructure providers.

In relation to flood risk, the western boundary of the subject lands are located within Flood Zone A of the Present-Day flood extents, with the remainder of the site located within Flood Zone C, where the probability of flooding from rivers and the sea is low. However, portions of the lands are shown within the High-End Future Scenario flood extents. In this regard, a precautionary approach has been applied, with only those lands outside the climate-change scenario flood extents proposed to be zoned 'C: New Residential'. As per Objective IEO 9.7 of the Draft Plan, all development proposals shall be subject to a Site-Specific Flood Risk Assessment appropriate to the nature and scale of the development proposed, in accordance with The Planning

System and Flood Risk Management: Guidelines for Planning Authorities (DECLG and OPW, 2009) and Circular PL02/2014.

Furthermore, PMA No. 23 introduces an objective requiring all new development adjoining the Grand Canal in the town centre to incorporate an appropriate setback to protect the Canal's operational, heritage, ecological and recreational functions. PMA No. 69, as drafted, is considered to accord with PMA No. 23 through the provision of a natural buffer adjoining the Grand Canal, recognising its significance as an environmental, heritage and recreational asset. PMA No. 69 also includes a buffer that shall be maintained as a natural amenity space, free from vehicular access, roads or built development, thereby providing an appropriate landscaped buffer between existing and proposed land uses while maintaining the function and connectivity of the wider green infrastructure network associated with the Grand Canal.

Any future planning application on these lands will be assessed on its own merits through the Development Management process and must accord with the provisions of Chapter 15 of the CDP.

**Site ownership boundaries, development capacity, and inconsistencies in the stated site measurements**

Submissions contend that not all lands within the proposed rezoning area are in the ownership of the developer, Springwood, and request the Council to verify the land ownership. The issue of land ownership is a civil matter and falls outside the remit of the land use planning process. Section 83 (3) of the Planning and Development Act 2024 (as amended) which will be commenced shortly specifically states a person shall not be entitled solely by reason of a permission to carry out any development. Land use zoning or a grant of planning permission does not override property rights, wayleaves or other legal interests on the land.

The matters raised in relation to the numbering of objectives, section references, subsection headings, and figure references are noted. The Council acknowledges that PMA No. 69 contains a number of consequential drafting references which will require final compiling following completion of the statutory plan making process, prior to publication of the adopted Plan. These matters relate to document formatting, numbering and cross-referencing, and do not alter the intent or interpretation of the proposed alteration. With respect to the reference to the new biodiversity objective, the objective numbering remains provisional at Material Alteration stage and is subject to final renumbering following consideration of all PMAs to be adopted by the Elected Members. As stated in Section 1.2 of the PMA report, while every effort has been made to identify and include all consequential amendments, additional consequential changes may arise following the making of the variation.

The comments regarding the inconsistencies in the site area identified within the Oldbridge KDA Design Brief are noted. PMA No. 69 comprised of an alteration to Table 2.4, Estimated Residential Development Capacity, and records the site area for Oldbridge Park as 0.63 hectares, which was a typographical error. The Council wishes to clarify that the site area relating to the 'C: New Residential' lands, as set out in the Oldbridge Park KDA Design Brief, is the correct site area. The correct site

area comprises 0.68 hectares and to ensure consistency in referencing this typographical error will be addressed as a minor modification to PMA No. 69.

The matters raised regarding the potential impact of the site area discrepancy on the estimated number of residential units are noted. The Council wishes to confirm that the estimated residential yield of 28 units, as illustrated in the Oldbridge Park KDA Design Brief, remains correctly calculated, as it was calculated on the correct site area of 0.68 hectares for the 'C: New Residential' lands.

It should be noted, however, that the design frameworks contained within the Plan are indicative and are intended solely to guide any future development of the lands. The quantum of units and estimated net densities in Table 2.4 are indicative only, with appropriate development densities to be determined through the development management process on the merits of any future planning application, having due regard to the objectives of this Plan, the CDP, and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The comments regarding the attenuation tanks are noted and accepted. The existence of the attenuation tanks does not undermine the suitability of the wider lands for residential development. The detailed design, layout, setbacks, and relationship between future development and the existing attenuation tanks infrastructure are matters that can be appropriately addressed through the Development Management process. Furthermore, the Oldbridge Park KDA Design brief, as illustrated under PMA No. 69, identifies the area containing the attenuation tanks as free from built development.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 69 **be adopted** by the Elected Members with the following minor modification:

**Minor Modification:**

Chapter 2 Compliance with the Kildare County Core Strategy, Section 2.3 Phased Residential Development 2029 and Beyond, Table 2.4 Estimated Residential Development Capacity, amend as follows:

| Zoning Designation | Location | Site in Built-Up Footprint | Serviceability Status | Site Area (Ha) | Estimated Residential Yield – Units | Net Density (dwellings per hectare – dph) |
|---|---|---|---|---|---|---|
| *C6* | *Oldbridge Park* | *No* | *-* | ~~*0.63*~~ *0.68* | *28* | *45 dph* |

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, insert new Subsection 10.1.5 Oldbridge Housing Development

and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework, (this will result in re-numbering of the following section in the Plan as a consequential amendment) as follows:

***Section 10.1.5 Oldbridge Park KDA Design Brief***

| | |
|---|---|
| ***Site area:*** | *0.75 Hectares (zoned F: Open Space and Amenity)*<br><br>*0.68 Hectares (zoned C (6): New Residential)* |
| ***Urban character area:*** | *Urban Extension* |
| ***Indicative net density:*** | *45 dph (C (6): New Residential)* |
| ***Estimated residential yield:*** | *28 Units* |

**Proposed Material Alteration No. 70**

No submission has been received in respect of Proposed Material Alterations No. 70.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 70 **be adopted** by the Elected Members.

**Proposed Material Alteration No. 71**

No submission has been received in respect of Proposed Material Alteration No. 71.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 71 **should not be adopted** by the Elected Members for reasons stated in response to Submission No. 202 in the first Chief Executive's Report for the Draft Plan (Variation No. 6) dated 16th June 2026 and in response to Councillor's Motions (Item Nos. 109 and 110) in the Meeting Report dated 22nd July 2026.

**Proposed Material Alteration No. 72**

| Sub. No. | Name |
|---|---|
| 40 | Earin Marshall |
| 42 | Dolores Marshall |
| 47 | Earin Marshall |
| 57 | Gerald Kehoe |
| 59 | Lydon |

| Sub. No. | Name |
|---|---|
| 68 | Mary and William Corcoran |
| 69 | Brendan and Patricia Kennedy |
| 70 | Seamus O'Connor and Mary Gorry |
| 80 | Karen Evans |

A summary of each submission is included in Appendix B for reference.

Submission Nos. 57 and 59 support Proposed Material Alteration No. 72.

The matters raised in the submissions received in relation to PMA No. 72 are themed as follows:

- Why consequences of rezoning must be considered now.
- Not merely a theoretical future zoning.
- Evidence should be provided before residential zoning is established.
- Established low-rise and topographical sensitivity.
- A highly sensitive interface with existing homes.
- Residential amenity, privacy, overlooking and high density.
- Relationship with existing homes.

Submission Nos. 40, 42 and 47 contend that the PMA No. 72 zoning is not merely a theoretical future zoning, as the proposed zoning materially changes the policy baseline by establishing that residential development is accepted in principle, which can create a legitimate expectation for development. States that the Council should consider the realistic development that the land zoning could facilitate not only an assumed scenario of two-storey houses and that there are foreseeable consequences material to the zoning decision due to the elevated nature of the subject lands, which immediately adjoin low-rise homes including height, massing, balconies, overlooking and visual dominance that creates a highly sensitive interface with existing homes. Submissions assert that the question is whether there is sufficient evidence to conclude that residential zoning is strategically necessary and spatially appropriate and that an acceptable transition to the existing cottages can be realistically achieved. Submissions request that Kildare County Council address the following matters before the PMA No. 72 could be responsibly adopted as residential to include; Housing land requirement and Core Strategy, sequential suitability, verified topography and development envelope, residential amenity, transport, landscape/arboriculture, ecology and green infrastructure, flood risk and access and water and wastewater capacity.

- Landscape, hedgerows, biodiversity, ecology, drainage and flood risk, loss of openness, green infrastructure, loss of green infrastructure.

- Ecological importance – conflict with biodiversity and planning policies.
- Hedgerows, trees, ecology and Green Infrastructure.
- Drainage, Surface Water and Flood-risk consideration.
- Site specific flood risk assessment.

The submissions state that the zoning decision in respect of PMA No. 72 should be informed by appropriate ecological, tree/hedgerow, green infrastructure, drainage and landscape analysis assessments. Submissions state that the agricultural nature of the site supports existing hedgerows, vegetation, natural drainage features and open land, which contributes to biodiversity, ecological connectivity, surface water management, landscape screening and separation between existing residential development and the surrounding landscape. Submissions state that their value should be assessed before zoning is changed and not left to future applications. The submissions cite the July 2026 refusal in PI09.501089, which objected to the removal of, *inter alia*, a mature hedge, green infrastructure and nature-based drainage, and contends that there is no suggestion the conditions of that permission apply to the subject site but the relevance is that it demonstrates that these are live planning issues in Osberstown. Submission No. 80 states that the subject lands forms part of the local important green infrastructure and wildlife habitat which it states supports wildlife including the Common Buzzard, a protected species under the Wildlife Acts 1976 (as amended). States that any development of the site could undermine the area's ecological value and contradict biodiversity and planning policies.

- Central Planning Issue.
- Recent planning decisions demonstrating sensitivities.
- August 2026 Appeal decision.
- Historical rezoning context – Monread North/Southern Sallins.
- Conflict with planning policies.
- Cumulative development pressures.
- Core strategy and housing-land requirement.
- Principle of sequential and compact growth.

Submissions state that the central planning issue is whether Kildare County Council has sufficient evidence to conclude the lands are strategically necessary, spatially appropriate and capable of accommodating development without consequences for the surrounding landscape and established residences.

Submissions provide an appendix listing recent planning case references stated to be of particular relevance to PMA No. 72, and states that the decisions collectively demonstrate cumulative development pressures in the area. Refers, in particular, to a decision dated August 2026, which recognised the surrounding area to the subject of the decision, as being characterised by predominantly low-rise residential development, including single stored housing. Asserts that this is important evidence that the immediate Osberstown/Oldbridge area cannot simply be treated as a generic residential expansion area without careful consideration of context.

- Proximity to M7 Motorway

- Access, traffic and infrastructure capacity (bridge approaches, sightlines, road safety, changed local road network)

The concerns related to access, traffic issues and infrastructure capacity.

- Without Prejudice: Minimum site-specific safeguards if the council proceeds.

Several submissions request that a binding site-specific objective (to include coordinated masterplan framework) or development principles should be included in the Settlement Plan, if the residential zoning under PMA No. 72 is retained.

**Chief Executive's Response**

It should be noted that the Chief Executive recommends that Proposed Material Alteration No. 72 not be adopted, on the basis that its adoption could undermine the sequential approach to the zoning and development of lands in Sallins, as established under the National Planning Framework, and could result in development occurring in advance of appropriately prioritised lands within the settlement area.

However, in the interests of completeness and to address the concerns raised in the submissions relating to Proposed Alteration No. 72 and in the event that the Elected Members do not accept the recommendation of the Chief Executive to not adopt this PMA, the following should be noted;

- The zoning of land does not, by itself, confer planning permission or ensure that development will take place. Whether residential development occurs depends on a range of factors, including the ability to obtain planning permission, the physical characteristics and constraints of the site, the availability and capacity of supporting infrastructure, environmental issues, access, drainage and flooding, all of which fall within the scope of the Development Management process.
- With reference to the availability and capacity of supporting infrastructure, the Draft Plan has been prepared having regard to the capacity of existing and planned infrastructure, including water and wastewater services, transport networks, community facilities and other supporting infrastructure. Kildare County Council in the absence of a national standardised methodology, have developed a robust, evidence-based Settlement Capacity Audit (SCA) approach, which aligns with the National Planning Framework (NPF) and the Section 28 Development Plans – Guidelines for Planning Authorities (2022). 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. In that regard, the subject site, which is documented in the SCA that supports the settlement plan as Site 10, scored the lowest of the 10 sites assessed for residential development. In that regard, it is considered that the development of a peripheral, lowest-ranked site ahead of better-performing lands would undermine the purpose of the sequential approach as provided for in the National Planning Framework (NPF) First Revision by extending the settlement footprint before the capacity of more suitable lands has been utilised.

- The concerns raised in relation to potential impacts on residential amenity are noted. Any future residential development will be required to achieve an appropriate and sustainable density while ensuring adequate privacy and residential amenity for future occupants of the development and protecting the residential amenity of existing and adjoining properties. Concerns relating to overlooking, privacy, separation distances, layout, building height and the relationship with adjoining residential development will be considered as part of the detailed assessment of any future proposal, which will be assessed on its own merits through the Development Management process.
- The submissions state that the zoning decision in respect of PMA No. 72 should be informed by appropriate ecological, tree/hedgerow, green infrastructure, drainage and landscape analysis assessments. With reference to ecological assessments, the submissions suggest that the proposed residential zoning under PMA No. 72 should require further environmental assessment because the zoning of the site establishes a framework for future development. While zoning forms part of the planning framework for future development, this does not mean that every zoning adjustment automatically gives rise to likely significant environmental effects. Any future development of the lands would continue to be subject to the full suite of environmental protection policies, objectives, development management standards and statutory consenting requirements relating to biodiversity, water quality, flood risk management, landscape protection, infrastructure provision and screening for Appropriate Assessment. This means that if a site has potentially significant biodiversity/ecological constraints; landscape or visual sensitivity; European-site implications; water/environmental constraints, or other environmental characteristics, those matters are potentially relevant to whether, and how, the land should be developed.
- With regard to tree/hedgerow and green infrastructure assessment, Map V2B-6.1 Green and Blue Infrastructure is informed by a review of the hedgerow mapping contained in the Sallins Habitat Survey and Green Infrastructure Mapping (February 2015), identified 'Scrub and Woodland' on the subject lands. Objective GBIO 6.1 of the Draft Plan requires the identified green infrastructure to be protected and enhanced. Furthermore, Map V2B-6.1 is proposed to be amended under PMA No. 53 to identify the 'Green Infrastructure Links to Strengthen the Network' to align with the amendment made to Section 6.5 Green and Blue Infrastructure under PMA No. 19. A green infrastructure link has been identified on the subject lands and should be reflected in any future development proposal should Proposed Material Alteration No. 72 be adopted.
- With reference to the concerns related to drainage and flood risk, a Strategic Flood Risk Assessment (SFRA) (Map V2B-9.2 refers) was prepared to inform the preparation of the Draft Plan and land use decisions in areas that have been identified as being at risk of flooding. In addition, a Surface Water Management Strategy was prepared to inform the Plan and the Nature Based Management Areas (NBMAs) are provided for on Map V2B-9.1. Furthermore, PMA No. 35 inserts additional text in Section 9.2 Infrastructure and Environmental Services, Table 9.1 of the Plan requiring a Site Specific Flood Risk Assessment on sites shown to be affected by climate change flood extents on Map V2B-9.3 and Map V2B-9.4 to assess the potential impact of climate change flood extents on proposed development and ensure no increase in flood risk elsewhere.

- The comments regarding the previous planning refusals on the subject lands are noted. The Council acknowledges that previous development proposals were assessed and refused through the statutory planning process by Kildare County Council and on appeal to An Coimisiún Pleanála.
- With regard to the Core Strategy and housing land requirements, the fact that the quantum of residential zoned land may exceed the baseline housing growth requirement does not, in itself, indicate that further residential zoning is unnecessary. In this regard, the NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (July 2025) specifically provide for "additional provision" to provide flexibility in meeting housing requirements and recognises that, for a variety of reasons, a significant proportion of land zoned for residential development may not be activated during the lifetime of a Plan. In that regard, Section 86(7)[5] of the Planning and Development Act 2024 (as amended), once enacted, provides that a planning authority or the Commission shall not refuse planning permission for the reason only that the proposed development would represent a substantial proportion of, or exceed, the housing growth target for the settlement. The proposal must instead be assessed having regard to its consistency with the relevant development plan and settlement-specific objectives, together with the criteria set out in Section 86(8) of the Act.
- With respect to the principle of sequential and compact growth, National Policy Objective (NPO) 9 of the National Planning Framework (2025) requires that at least 30% of all new homes should be within the existing built-up footprint of the settlement area to ensure compact and sequential patterns of growth. In that regard, the Draft Plan provides that circa 33.5% of all new homes shall be delivered within the identified built-up footprint of Sallins, thereby ensuring the delivery of compact and sequential patterns of growth in the town in accordance with NPO 9.
- Matters relating to traffic in the settlement area are extensively dealt with in the Chief Executive's Report on the Draft Plan dated 16th June 2026. Map V2B-8.1 illustrates the public transport and active travel measures proposed across Sallins, which is supported by Objective MATO 8.1 of the Draft Plan.
- Furthermore, the movement and active travel measures set out in Section 8.3 of the Draft Plan and Table 8.2 Movement and Active Travel Measures as illustrated on Map V2B-8.1 (Transportation Measures), support future active travel and public transport measures throughout Sallins. However, the timescales provided for Movement and Active Travel Measures are indicative only and will be subject to funding and resource availability.
- In relation to concern regarding proximity to the M7 Motorway, it is proposed to include a new Objective IEO 9.8 under PMA No. 37 requiring residential development schemes in close proximity to heavily trafficked roads such as the M7 Motorway or the rail line are designed and constructed to minimise adverse impacts in particular noise disturbance. Furthermore, an Acoustic Design Statement clearly demonstrating that significant adverse noise impacts will be avoided shall be submitted with all relevant planning applications.

[5] The Department of Housing, Local Government and Heritage has confirmed that the remaining provisions of Part 4 of the Planning and Development Act 2024 (as amended) shall commence on Tuesday, 13th October 2026.

The request for a site-specific objective (to include coordinated masterplan framework) or development principles are noted. However, any future development of the subject lands would be subject to the full suite of objectives and development management standards contained within the Kildare County Development Plan 2023-2029 (as varied) (CDP), in particular, Sections 15.3 and 15.4 that include requirements relating to appropriate scale, density, design, layout, residential amenity and integration of the development within its surrounding context. Future development proposals would also subject to the full suite of environmental protection policies, including requirements relating to biodiversity, water quality, flood risk management, landscape protection, infrastructure provision and Appropriate Assessment. In addition, the Section 28 Ministerial Guidelines, Sustainable Residential Development and Compact Settlements Guidelines (2024) contain Specific Planning Policy Requirements (SPPRs), which must be applied to residential development proposals. The Guidelines affect the assessment of a proposal in several key areas including density and scale, location and connectivity, design and layout, residential amenity, open space, separation distances, car parking and sustainable transport and placemaking and integration.

Notwithstanding the response as set out above, the statutory requirements under Section 58(17)(b) of the Planning and Development Act 2024 (as amended) provide that if the elected members decide it appropriate to make a modification to a proposed material alteration, they may only do so if the modification is minor. The introduction of a site-specific objective or development principles are not considered minor modifications; there is no provision under the Act to introduce a further material alteration at this stage of the statutory process.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 72 **should not be adopted** by the Elected Members for reasons stated in response to Submission No. 22 and No. 419 in the first Chief Executive's Report for the Draft Plan (Variation No. 6) dated 16th June 2026 and in response to Councillor's Motions (Item Nos. 113, 114, 115) in the Meeting Report dated 22nd July 2026.

**Proposed Material Alteration No. 73**

No submission has been received in respect of Proposed Material Alteration No. 73.

**Chief Executive's Recommendation**

Proposed Material Alteration No. 73 **should not be adopted** by the Elected Members for reasons stated in response to Submission No. 345 in the first Chief Executive's Report for the Draft Plan (Variation No. 6) dated 16th June 2026 and in response to Councillor's Motions (Item Nos. 116, 117, 118, 119) in the Meeting Report dated 22nd July 2026.

## Strategic Flood Risk Assessment – A supporting document of Proposed Variation No. 6 of Kildare County Development Plan 2023-2029 (as varied)

### Proposed Material Alteration No. 74

No submission has been received in respect of Proposed Material Alteration No. 74.

### Chief Executive's Recommendation

Proposed Material Alteration No. 74 **be adopted** by the Elected Members.

# 6 Submission that Relate to Multiple Material Alterations

A number of submissions raise concerns regarding the cumulative effects of multiple Proposed Material Alterations when considered collectively. Given the commonality of the issues raised, these submissions have been grouped together and are addressed under this section.

**Matters Raised: Sallins Road Corridor**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **1 Mary Gallagher** | • Formal objection to the Proposed Material Alterations (PMAs) to the Sallins Settlement Plan and submission focuses on the cumulative infrastructural, environmental, safety and flooding hazards facing the Sallins Road corridor and adjacent Spring Gardens estate.<br>• States the plan fails to eliminate severe, irreversible physical hazards along the Sallins Road corridor.<br>• Asserts evaluating the Plan alongside current high-density proposals on this corridor (such as Part 8 P82026.08 at 13 and 18 Sallins Road at Beaufort House/Cottage) – the proposed framework allows for unsustainable overcrowding on a strictly protected residential road.<br>• Urges the Planning Authority to cross reference the PMA with proposed P82026.08 and any other development of significance and the final Plan must robustly protect the existing residential amenities and safety of the Sallins Road and Spring Gardens communities.<br><br>**Severe Site Level Differences and Catastrophic Flood Risk to Spring Gardens**<br><br>• Submission states the physical topography of the land designated for development (such as P82026.08) sits above the existing road level and the Spring Gardens estate is situated below road level.<br>• Asserts by permitting massive over-concreting and urban sealing on an elevated site, gravity will force all displaced stormwater downward onto Spring Gardens estate and Sallins Road)<br>• Further asserts the absence of localised testing and KCC has failed to conduct testing regarding this specific hydraulic relationship.<br>• Requests the Plan must prohibit development on these elevated lands unless a comprehensive, independent Hydrogeological and Flood Risk |

| | |
|---|---|
| | Assessment is carried out on all adjacent, lower-lying estates to protect them from displaced stormwater.<br><br>**<u>Structural Road Capacity and Road Height Flooding Risks to Lower-Level Estates</u>**<br><br>• States the Sallins Road is structurally incapable of absorbing increasing volume of heavy load traffic demand by high-density proposals and challenges the structural capacity of this road.<br>• Asserts physical reinforcement, heavy resurfacing or structure lifting to support these loads, it will increase the physical height of the road surface.<br>• Spring Gardens and surrounding mature houses sit significantly below road level and any increase to road height will create a dangerous "damming" effect trapping surface water, eliminating natural run off paths and forcing road water directly downward to low-lying residential properties.<br>• Requests the plan explicitly states that no road modifications will be permitted to alter the vertical alignment or height of Sallins Road.<br><br>**<u>Environmental Hazards: The "Urban Canyon Effect" and Toxic Air Concentration</u>**<br><br>• States the scale and height of developments (such as multistorey blocks under P82026.08 along the narrow corridor will introduce a hazardous "urban canyon effect".<br>• High-walled, multi-storey buildings adjacent to a narrow road prevents natural cross-ventilation creating a stagnant air corridor containing toxic vehicle fumes, carbon emissions, particulate matter and brake dust.<br>• This containment poses a direct public health hazard to long standing residents, local school children and future occupants of the older persons' scheme.<br>• Requests the plan requires a comprehensive Microclimate and Air Quality Dispersion Modelling Assessment for any development exceeding two stories on the Sallins Road.<br><br>**<u>Severe Road Narrowness, Outdated Layout, and Proven Pedestrian Casualties</u>**<br><br>• Contends Sallins Road is structurally incapable of handling more traffic or new exit points. The layout is dangerously narrow and the physical boundary walls of the road cannot expand to increase driving lanes.<br>• Contends the road represents a failure of public safety as wing mirrors of large buses and HGVs routinely |

| | |
|---|---|
| | invade the footpath space. Recently a tall resident walking on the footpath was struck on the shoulder by a passing vehicle's wing mirror and thrown against the boundary wall. It would have resulted in a fatal injury if it had struck a child or smaller person on the head.<br>• The restricted narrowness makes it impossible to install a safe, segregated bicycle path to modern active travel standards and is contrary to the Sustainable Mobility objectives of the NPF.<br>• Requests the Plan must prioritise active travel and pedestrian safety objectives on Sallins Road, restrict new vehicular access points, additional signalling and a mandatory, independent Quality Audit (including a Road Safety Audit and Pedestrian Momentum Simulation) must be legally required before any further zoning or development is permitted on this corridor.<br><br>**<u>Over-Concreting and Critical Utilities at Maximum Capacity</u>**<br>• States the existing water drainage, sewerage network, drinking water systems serving the Sallins Road are operating a maximum capacity.<br>• High-density developments and "over concreting" will result in removal natural ground soakage and forcing vast amounts of surface water into an overloaded network.<br>• Requests a mandatory phasic policy to state no further high-density connections will be permitted along Sallins Road until Uisce Éireann and KCC upgrade and expand the local water, wastewater and stormwater infrastructure.<br><br>**<u>Inherent Physical Road Constraints and Pedestrian Safety Hazards</u>**<br>• States the Sallins Road is a narrow, historical road with an overly narrow footpath located on the outgoing traffic side. The proposed introduction of further traffic light sequences and exit points creates severe traffic congestion, gridlock and blind sports.<br>• Asserts the layout compromises public safety.<br><br>**<u>Breach of Statutory Duty Regarding Residential Zoning and Road Safety</u>**<br>• KCC acts as the Road Authority under the Roads Act 1993, this authority does not permit the council to deliberately create an infrastructural hazard on a protected residential road. |

| | |
|---|---|
| | • States KCC are bound by zoning objectives of CDP which mandate protection of residential amenities.<br>• Submits the Council is failing in its statutory duty of care by forcing traffic onto this road.<br><br>**Failure to Implement the HGV Ban and Resolve Mixed-Use Road Conflicts**<br><br>• Sallins Road historically acted as an arterial regional route but is now an intensely developed residential zone where properties front directly onto the road edge with zero structural setback protection.<br>• States KCC had committed to introducing a HGV ban with the Sallins bypass. Correct planning policy does not approve high-density frontage access or massive structural overdevelopment on roads forced to cater to heavy mixed-use arterial freight traffic.<br>• Requests no high-density construction on the Sallins Road until HGV weight ban and regional traffic bypass restrictions are legally implemented and active.<br><br>**Mandatory Consideration of Prior Planning Submissions and Historical Concerns**<br><br>• Submission demands cross-examination of all prior planning submissions, formal objections, observations, and traffic/flooding complaints lodged with KCC concerning the Sallins Road corridor over the last ten years. The recurring issues outlined in the submission are well-documented in the Council's archives.<br>• Treating this active public consultation as an isolated event while ignoring historical community warnings represents a severe administrative failure.<br>• Requests all historical data regarding traffic bottlenecks, drainage defects, and safety hazards on Sallins Road must be explicitly factored into the Chief Executive's report on Material Alterations.<br><br>**Material Negative Impact on Traffic Flow and Local Amenity**<br><br>• States the highly inefficient design of three-traffic signals at the critical junction of Sallins Road and Main Street Naas will severely degrade the local urban environment due to:<br>  • Forcing motorists through three successive, closely spaced stops causes severe driver frustration and time pressure creating an inherently dangerous environment directly adjacent to the proposed senior housing development under P82026.08. |

| | |
|---|---|
| | • The physical distance between these lights leaves insufficient space for vehicles to queue ("stack"). Consequently, traffic tailing back from one set of lights will instantly block the adjacent signals.<br>• This heavy concentration of signals acts as an artificial barrier resulting in tailbacks that will spill heavily onto both Main Street and Sallins Road. This directly undermines the transportation and retail objectives set out in Variation No. 6.<br>• Escalates localised carbon emissions, particulate matter, and noise pollution.<br>• Requests KCC reject this specific element and request a revised, simplified junction design that prioritises continuous, low-speed traffic flow and pedestrian safety.<br><br>**Erroneous EIA Screening and Failure to Assess Cumulative Structural Impacts**<br><br>• Objects to KCC's reliance on localised Environmental Impact Assessment (EIA) screening reports (such as under P82026.08) which claim impacts are merely "localized and minor."<br>• Splitting the development of the Sallins Road corridor into standalone assessments is a failure of cumulative planning analysis.<br>• The narrowness of the road with gridlocked traffic caused by new signalling and junctions will physically obstruct emergency vehicle access (Ambulance and Fire Services) |
| **66 Joshua Wiser** | **Substandard Corridor Constraints and Road Safety Deficits.**<br>• Submission objects to the intensification of residential density along constrained local corridors, such as Sallins Road, which are structurally incapable of handling more traffic.<br>• Forcing high-density residential frontage onto such congested roads runs entirely contrary to the Sustainable Mobility Objectives of the NPF.<br>• No high-density housing or new vehicular access points must be permitted on Sallins Road until the promised formal statutory HGV weight ban and regional traffic bypass restrictions are legally implemented and active on this corridor. |

**Chief Executive's Response**

It is important to note that the settlement plan has been subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) screening, as

required under the relevant legislation. These processes consider the likely significant effects of the Plan both individually and cumulatively, including in-combination effects arising from the land use plan.

Furthermore, the land use zoning has been informed by a range of evidence-based assessments, including environmental constraints, infrastructure capacity, flood risk, transport considerations and the overall settlement strategy. The cumulative implications of future growth were therefore considered as part of the preparation and assessment of the Plan.

Furthermore, all future development proposals in Sallins are required to demonstrate compliance with the relevant objectives of the Kildare CDP 2023-2029 (as varied), the Sallins Settlement Plan the Planning and Development Act 2024 (as amended), the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), relevant transport and road safety standards and audits, environmental assessment requirements, and the requirements of prescribed bodies, including Uisce Éireann, National Transport Authority (NTA), Transport Infrastructure Ireland (TII) where applicable. In addition, PMA No. 32 proposes an objective which requires a Traffic and Transport Assessment (TTA) to be prepared with planning applications for developments that are likely to generate significant traffic movements or impact the surrounding transport network.

Comments relating to a Part 8 development (P82026.08 at 13 and 18 Sallins Road at Beaufort House/Cottage) do not relate to a PMA to Proposed Variation No. 6. Notwithstanding, the application is currently with An Coimisiún Pleanála (ACP Ref. JD09.324257) and it would not be considered appropriate for KCC to comment on a live application[6]. In addition, the proposed development is outside the boundary of the Sallins Settlement Plan.

The request in Submission No. 66 to not permit housing or vehicular access points on the Sallins Road until the promised formal statutory HGV weight ban and regional traffic bypass restrictions are legally implemented and active on this corridor, are noted. However, the legal implementation of such measures are outside the remit of a land use plan and are the responsibility of a range of relevant stakeholders.

**Chief Executive's Recommendation**

No further minor modification recommended.

**Matters Raised: Additional Housing and Infrastructure**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **20 St. Laurence's NS Parents Association** | **School capacity must be considered alongside residential growth.**<br>• Submission states Sallins cannot sustainably accommodate significant population growth unless the |

[6] https://www.pleanala.ie/en-ie/case/324257

| | |
|---|---|
| | infrastructure required to support it is delivered at the same time as housing.<br>• The school published admissions intake for 2026/27 states 78 Junior Infant places available, representing three classes, with a further 12 children on the waiting list, and asserts demand is still significant.<br>• Asserts a second primary school is now urgent to accept the influx of children from the Willows KDA alone.<br>• Requests clear commitment for second primary school to secure the site and progress the project along with the phasing of the Willows KDA. |
| **21 Noreen O Shea** | Objects to the Proposed Material Alterations which increase residential density and development in Sallins as there is no capacity left for more housing without major infrastructure first.<br>**Roads and Traffic:**<br>• States Sallins is gridlocked daily at the canal bridge, Clane Road, Osberstown and Sallins bypass. No capacity for construction traffic or extra cars.<br>**Schools:**<br>• Local primary schools are at capacity. No new school places secured in the Social Infrastructure Audit.<br>**Wastewater and Water:**<br>• Infrastructure is under pressure. SWMS highlights flood risk and drainage issues at Waterways, Clane Road and Osberstown.<br>**Health Services:**<br>• No GP capacity in Sallins for existing population.<br>**Phasing:**<br>• Development should not be permitted until roads, wastewater, schools and community facilities are delivered first.<br>• Requests the Council reduce or phase residential zonings in Sallins. |
| **24 Eimear Humphreys** | The submission outlines the following:<br>• More green areas, not less.<br>• Infrastructure is not sufficient to current population before more houses are built.<br>• Construction of infrastructure first. |
| **49 Elzbieta Hogan** | • Asserts additional housing proposed on top of already significant growth for the town outlined in the original plan and decreasing the space for public amenities, will further increase pressure on transport, schools, healthcare, recreational and social amenities.<br>• Any new housing should only be built when provision for infrastructure has been started. |

**Chief Executive's Response**

All future development proposals in Sallins are required to demonstrate compliance with the relevant objectives of the Kildare CDP 2023-2029 (as varied), the Sallins Settlement Plan, the Planning and Development Act 2024 (as amended), relevant transport and road safety standards and audits, environmental assessment requirements, and the requirements of prescribed bodies, including Uisce Éireann, National Transport Authority (NTA), Transport Infrastructure Ireland (TII) where applicable. The delivery of transportation infrastructure and measures are subject to a range of factors including statutory processes, funding, and detailed design. The inclusion of clear objectives within a plan is often a critical first step in securing future funding and support. Any future planning application will be required to establish that sufficient wastewater, water supply, drainage, and utility infrastructure exists, or can be provided, to serve any proposed development. This matter will be assessed on its merits and falls within the scope of Development Management process.

Regarding the R407 in Sallins, a new objective is proposed to facilitate the reclassification of the R407 as a local road and restrict HGV traffic (PMA No. 28 and 29). In addition, Section 10.2 outlines movement and transport infrastructure delivery required for the development of the KDAs including, inter alia, access junctions and active travel facilities. PMA No. 32 proposes an objective which requires a Traffic and Transport Assessment (TTA) to be prepared with planning applications for developments that are likely to generate significant traffic movements or impact the surrounding transport network.

Regarding school provision and GP provision, the SIA identified deficits in this regard. The Plan has zoned for the expansion of St. Laurence's National School, a new post-primary school (E2) and a new primary school (E3). The Department of Education and Youth (DEY) has confirmed "that the requirement for these potential new school facilities may not arise until a sizeable portion of the planned new residential development has been completed and the subsequent population growth materialises".[7]

Regarding the lack of GP capacity in Sallins, Objective SIO 3.4 aims to support and liaise with operators of public and private healthcare facilities by encouraging the provision of facilities in appropriate locations in Sallins. It is important to note that while a Settlement Plan sets out the appropriate locations for various land uses and infrastructure (physical and social), it is not accompanied with a specific budget to deliver projects and services as, in many cases, these services are outside of the remit of the local authority and responsibility for same sits with the HSE, DEY or private developers.

The comments in Submission No. 24 and No. 49 outlining a request for more green areas and additional housing growth placing increased pressure on social infrastructure are noted. However, in the context of the whole Plan, it is important to note in response to the OPR's submission a reassessment of the SIA was conducted taking account of social infrastructure requirements resulting from all PMAs. The

[7] Department of Education and Youth (DEY), Submission No. 315, pg. 45 of the first Chief Executive's Report on Proposed Variation No. 6 (Sallins Settlement Plan) published 16th June 2026. The DEY's submission, for Proposed Material Alterations, is summarised and responded to in Section 4 of this Report.

reassessment confirms that, notwithstanding the proposed zoning changes, the Plan contains sufficient lands zoned for open space and amenity purposes to address the overall identified open space deficits of the settlement and other social infrastructure requirements (Section 4 of this Report, refers). The Plan, as drafted, also includes the delivery of the Sallins Amenity Lands that will serve both existing and future residents (PMA No. 47).

The request for the Council to phase or reduce residential zonings in Sallins and the assertion that additional housing proposed on top of already significant growth for the town will further increase pressure on infrastructure are noted. Section 178 of the Planning and Development Act 2024 (as amended) provides for a statutory framework for phasing residential development of 10 or more housing units once commenced. Where a planning application is required to be accompanied by a phasing plan, the planning authority or the Commission may attach as a condition to any grant of permission a requirement that the development comply with any specified provision of the phasing plan (Section 178(3)).

Section 86(7) of the Planning and Development Act 2024 (as amended) which is due to commence shortly expressly provides that neither a planning authority nor the Commission shall refuse permission for proposed development solely on the basis that the housing growth target for a settlement has been reached. Furthermore, Section 86(8) of the Planning and Development Act 2024 (as amended) when commenced will provide that permission may be granted where the development would result in the housing growth target being exceeded, provided that the development is consistent with the relevant objectives for the settlement and other statutory considerations. Accordingly, housing growth targets are no longer intended to operate as limits on development, and the assessment of development proposals must be undertaken having regard to the broader statutory planning framework.

Notwithstanding this, it is the Chief Executive's Recommendation **not to adopt** Proposed Material Alterations No. 71, No. 72 and No. 73 which propose an increase in residential zoning for Sallins.

**Chief Executive's Recommendation**

No further minor modification recommended.

# 7 Submissions Which Do Not Relate to a Particular Proposed Material Alteration

Section 58(13)(f)(ii) of the Planning and Development Act 2024 and the public notice published on 4th August 2026 invites submissions with respect to the modifications that constitute material alterations to the Proposed Variation and the accompanying environmental documents, which will be taken into consideration before the making of the variation. Any submission received that does not relate to a specific Proposed Material Alteration is not required to be provided with a Chief Executive's Response and Recommendation.

**Matters Raised: Safeguarding Built Heritage and the Promotion of Traditional Vernacular Architecture**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **7 Community Campaigner David Barton** | Submission contains an attachment and the matters raised in the submission are as follows:<br>• The submitter outlines his role as a community campaigner promoting both the existing Built Historic Environment and Traditional Vernacular Architecture (TVA) / Traditional Architecture as a key feature across UK-wide local authorities. States that the submission is considered to be consultation feedback who hopes that it represents an 'umbrella representation' for various merits outlined including Placemaking and Greenery Proposals.<br>• Asserts that Traditional Architecture Design Codes should be a central component across this consultation and its various chapters and sections especially concerning new construction. Further asserts it performs strongly on economic, ecological and environmental grounds as can be attested to by academic studies and figures that corroborate this.<br>• Submission states that shifting to authentic Traditional Architecture based Design Codes will mitigate concerns facing all key stakeholders including, inter alia, residents, local authority, builders, and businesses. Further states that this addresses housing need, avoids pressures on the environment and biodiversity and enable County Kildare to thrive as a source of economic activity that can withstand pressures locally, regionally, nationally, and internationally.<br>• Submission outlines the background of the submitter including successful campaigns in the UK to promote and protect historic buildings.<br>• States that the submission provides 32 Appendices. It is noted that these have not been included with the |

| | |
|---|---|
| | submission. However, hyperlinks to websites have been provided for the majority.<br>• Submission calls for the establishment of design codes based on TVA principles and that local authorities should partner with key stakeholder organisations. Outlines a range of suggestions about to policy in this regard, including the non-demolition of pre-1950s buildings.<br>• Regarding conservation areas, the submission outlines the need for enhanced conservation efforts in designated areas. Outlines a range of suggested actions including a streamlined process for listed building consent, the preservation of historic street furniture and financial incentives for maintaining/restoring buildings.<br>• Highlights role of historic buildings in combatting climate change and suggests a range of actions, including a focus on increasing the stock of carbon-rich old buildings, retrofitting historic buildings and financial incentives for the demolition of carbon poor contemporary buildings.<br>• Outlines actions that could be taken on historic buildings including the creation of a Designated and a Non-Designated Heritage Asset List and a scheme to rebuild long lost buildings.<br>• Suggests a range of actions that can be taken to promote traditional value architecture.<br>• Regarding to the planning system, the submission emphasises the need to identify applicants which have a history of harming civic heritage and states that this should be a consideration in the granting of permission. Requests Local Authorities to collaborate with the community and heritage bodies to give these people a voice.<br>• Submission concludes by identifying a range of miscellaneous issues which are aimed at supporting the historic built environment. These include support for well-designed car parking, the utilisation of specialist skills and the creation of a Top 10 Buildings at Risk Register. |

**Chief Executive's Response**

The issues raised in the submission do not relate to Proposed Material Alterations of Proposed Variation No. 6. Chapter 11: Built and Cultural Heritage of the County Development Plan contains a range of objectives and provisions which seek to safeguard the built heritage of County Kildare (AH O20, AH O21 and AH O22), including vernacular structures which are not on the Record of Protected Structures (AH O39, AH O54 and AH O55). Furthermore, as part of the preparation of the next CDP, all provisions in the Plan relating to the built heritage of the county will be reviewed. This process will formally commence in accordance with the requirements and provisions of the Planning and Development Act 2024 (as amended).

**Matters Raised: Proposal for a Feasibility study of Railway Store Building**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **11 Eamon Sinnott** | The submission proposes to undertake a Feasibility Study for a disused Railway Store Building, that has been derelict for over 40 years, for a proposed local history / railway / transport interpretation museum or local community centre.<br><br>Attached to the submission is a Sallins Railway Museum Proposal.<br>• The building requires a complete restoration and that the historic railway building is not serving rail passengers as originally intended. The building is under the ownership of Irish Rail (Iarnród Éireann).<br>• The building is at risk of further deterioration without urgent restoration works, such as, inter alia, roof repairs, new doors and windows, utilities, toilets, a kitchen, office and gallery space. Parking is available and the building's south-facing aspect offers potential for solar panels. A floor plan is included in the attached document illustrating, inter alia, toilets, a kitchen, reception area, entrances and fire exits, and exhibition areas. Furthermore, images of the restored building are provided in the attached document.<br>• The attached document provides an overview and historic background of the Sallins and Naas Train Station and states that it was a key transport hub and later the junction for the Tullow branch line, serving communities across north Kildare and west Wicklow.<br>• The opening of the train station helped establish Sallins as a major Dublin commuter town and the branch line was a significant local employer. Declining passenger numbers led to closure of passenger services in 1947 and the line's final closure, after which the land and railway properties were sold.<br>• The submission includes photographs of the building's rear elevations and interior, the water tank and tower, along with aerial imagery showing the building's location outlined with a redline boundary.<br>• The submission references the Vacant Property Refurbishment Grant, providing an overview of the scheme and outlining key eligibility criteria, including, inter alia, that the property must be located in the State, vacant for at least two years prior to the application date, and owned by, or in the process of being purchased by, the applicant.<br>• The historical importance of the Sallins to Tullow Railway Line (1883-1960) is outlined, which served as a vital |

| | |
|---|---|
| | transport and commercial link for Kildare, West Wicklow and Carlow. The railway supported the movement of livestock, agricultural produce, coal and other goods, contributed significantly to the local economy, and facilitated passenger travel for work, leisure, sporting events and pilgrimages.<br>• Proposes that a Transport Heritage Museum could include a dedicated exhibition of the Sallins to Tullow Railway Line. |

**Chief Executive's Response**

The Railway Store building is not part of any Proposed Material Alteration to the Draft Plan (Variation No. 6). However, the proposal represents a potentially positive opportunity to enhance local heritage, within Sallins. It is objective of the Council to promote the reuse, refurbishment and retrofitting of existing buildings within settlements throughout the county (Objective CS O6, refers).

**Matters Raised: Pedestrian/Cycling Measures**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **20 St. Laurence's NS Parents Association** | **A new pedestrian/cycle route behind the school**<br>• Strongly recommends a new dedicated pedestrian and cycle connection to the rear of St Laurence's NS, utilising the lands between the school and the railway and provides an opportunity to remove children from the busiest roads.<br>• This connection should be safeguarded within the planning framework now before surrounding lands are developed.<br>**Safe pedestrian connection from Kerdiffstown Road**<br>• Requests a safe pedestrian connection from Kerdiffstown Road to St Laurence's NS and that this connection be incorporated into the overall movement strategy of the town.<br>• States as Sallins grows, children will increasingly be travelling to school from different parts of the town. |

**Chief Executive's Response**

The issues raised in the submission do not relate to Proposed Material Alterations (PMAs) of Proposed Variation No. 6. There is no provision within Section 58 of the Planning and Development Act 2024 (as amended) for the introduction of additional material alterations following publication of the Proposed Material Alterations. Consequently, a request for a new dedicated pedestrian and cycle connections, at the rear of St Laurence's NS and from Kerdiffstown Road to St Laurence's NS, in

accordance with the legislation, cannot be considered at this stage of the plan-making process.

However, regarding connections to the rear of the school, it is important to note Measure P12 of the Plan proposes a pedestrian/cyclist footbridge over the railway line and associated paths linking Church Avenue and The Waterways (see indicative route layout on Map V2B:8.1 Transportation Measures). Furthermore, Measure W1 is to create a permeability link between the parish lands and St. Laurence's National School.

In the Chief Executive's Report (dated 16th June 2026) concerns were raised regarding access to the school and child safety. In response, it was stated the Draft Plan contains an objective that ensures KCC adopt a 'whole journey approach' to delivering transport infrastructure in Sallins, to ensure universal accessibility is integrated into all stages of a person's journey from starting point to destination, this includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops / shelters fully accessible to older people, people with disabilities and people with young children (Objective MATO 8.2 refers). Additionally, the Chief Executive proposed an additional objective to investigate the feasibility of the implementation of School Safe Zones in line with the National Transport Authority's Safe Routes to School Programme (PMA No. 30, refers).

**Matters Raised: Parish Field and Railway Cottages**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **3 Maria & Kyle Delaney, Deborah & Patrick Sinnott, Caoimhe & Daniel Owens, Paddy Fortune** | **<u>Correction of Name – Railway Cottages</u>**<br>• Asserts the established name is "Railway Cottages" and the Plan and associated maps/heritage records should be updated to amend/review references to "Railway Terrace".<br>**<u>Heritage and Historic Setting</u>**<br>• Railway Cottages represent an important surviving element of Sallins' railway heritage and are included on the Record of Protected Structures as well as several structures associated with Sallins Train Station.<br>• A Heritage/Architectural Impact Assessment is required to address cumulative setting of Railway Cottages, Sallins Train station, the former school/community centre, church lands and other adjoining heritage structures.<br>• Requests a site-specific objective for the Parish Field is required rather than relying on generic 'A – Town Centre' zoning.<br>• Asserts the Parish field cannot be regarded as an isolated vacant site as it occupies a sensitive position within the historic setting created by Railway Cottages, the train station, former school/community centre and adjoining church lands. |

| | |
|---|---|
| | **Vehicular Access and Railway Cottages**<br><br>• Submission is concerned the future development of the Parish Field could generate additional vehicular traffic through the existing cottage/station access.<br>• Asserts vehicular access to the Parish field shall not be provided through Railway Cottages and requests a specific objective stating:<br>"Vehicular access to any future development of the Parish Field shall not be provided through Railway Cottages/the existing Sallins Train Station approach road. Any development proposal shall demonstrate a safe and independently deliverable vehicular access arrangement together with appropriate pedestrian and cycling connections".<br>• Asserts the Cottages were never designed to function as a modern high-capacity access road the roadway is narrow and constrained, incorporates a severe turn with restricted sightlines and must accommodate pedestrians, residents' vehicles and commuter traffic for the train station.<br>• States these concerns are not new, and the residents have corresponded with Iarnród Éireann, local councillors and elected representatives concerning safety and operation of this road and junction. Iarnród Éireann have confirmed that the roadway/path are owned by CIE/ IÉ.<br>• Correspondence records concerns regarding the height of the wall and restricted visibility, requests for road markings and a yellow box, and consideration of alternative station access.<br>**Station Access and Opportunity for Strategic Improvement**<br><br>• Requests before development of the Parish Field occurs, a comprehensive Traffic and Transport Assessment is required and KCC investigates a coordinated movement/public realm framework for this area examining alternative and safer station access, removal or reduction in traffic from Railway Cottages, safe pedestrian/cycling routes, school connectivity, drop off/pick up arrangements, cycling parking, public realm improvements and community/open space.<br>• Asserts the Parish Field represents an opportunity for KCC, IÉ, NTA and landowners to examine a more sustainable long-term solution to access and movement around the train station with the objective of removing/reducing commuter traffic from Railway Cottages. |

| | |
|---|---|
| | **Wastewater and Existing Infrastructure**<br><br>• Submission states residents have longstanding concerns and the historic sewer serving the cottages runs towards/through the Parish Field with intervention required for recurring blockages.<br>• Asserts the route, ownership, condition, capacity and any wayleave/easement requirement of this existing foul sewer must be definitively established before development of adjoining land is facilitated. Notes Objective IEO 9.4 of the Plan seeks adequate water and wastewater infrastructure to be provided prior to, or in tandem with, development.<br>• Requests confirmation that wastewater serviceability and protection of the existing Railway Cottages sewer infrastructure forms part of any site-specific development requirements for the Parish Field.<br>• Requests wastewater, surface-water and other infrastructure delivered prior to, or in tandem with, development.<br>**Surface Water and Drainage**<br><br>• Historic mapping indicates that a stream/watercourse historically passed through the Parish Field and this should be properly investigated as part of any assessment of the site's development potential, including whether it has subsequently been culverted, diverted or incorporated into the existing drainage network. Its relevance to natural drainage patterns, surface-water management, flood risk and biodiversity should be established before development is facilitated.<br>• Site-specific drainage, SuDs/NBS and flood-risk assessments are required including investigating the historic stream/watercourse which formerly passes through the Parish Field and its relevance to the natural drainage and development of the site to ensure development does not increase flood or drainage risk to the Cottages.<br>**Residential Amenity and Constructure Impacts**<br><br>• States future development must protect the residential amenity of the Railway Cottages regarding overlooking, privacy, overbearing development, noise, lighting and boundary treatments.<br>• Submits the construction stage presents a separate concern, and during IÉ's previous resurfacing of the roadway at the Cottages, the potential vulnerability of historic walls and piers was recognised, and pre-condition surveys were proposed. |

| | |
|---|---|
| | • Any substantial construction adjoining the Cottages should require pre-construction structural condition surveys, appropriate vibration monitoring, a Construction Traffic Management Plan, and construction access arrangements that avoid Railway Cottages.<br>**<u>Community and Open-Space Opportunity</u>**<br>• Submission requests that KCC consider the historic community function of these lands and their relationship with the church and former school/community centre and any development framework of the Parish field should examine the retention of meaningful publicly accessible landscape/community space.<br>A coordinated site-specific masterplan/development framework for the Parish Field and Sallins Train Station environs should be prepared before development is permitted. |
| **4 Daniel and Caoimhe Owens** | The submission comprises of two letters. One from Daniel and Caoimhe Owens and another from the residents of Railway Cottages.<br><br>Submission welcomes acknowledgements to their concerns, as residents of Railway Cottages:<br>*Protect and enhance the setting of the protected structures at the Sallins and Naas Railway Station (B19-34 and B19-35)*<br>Requests more alterations which outline:<br>• Avoidance of construction of any overlooking structures that would affect privacy and quiet enjoyment at Railway Cottages.<br>• Avoidance of construction on any curtilage land of the properties considering proximity to the listed structures at Railway Cottages.<br>• Acknowledgment of the total inadequacy of the current road into the station car park in the front of the cottages (pictures were provided with previous submissions) and requests being furnished with the steps taken to arrive at the decision to not rectify this unsafe overstretched access route.<br>• The closing of this road and provision of a new access road alongside the newly proposed cycle lanes at the rear of the Cottages, into the station carpark, as would massively improve the quietness and amenity of the properties, while improving safer access to the railway carpark.<br>• Further consideration and alterations of the proposed town centre zoning for the "parish field" between Railway Cottages and the Community Centre former school (identified on Map Ref. V2B-7.1 Built Heritage |

| | |
|---|---|
| | and Archaeology) as this is a highly sensitive area of build heritage of significant value to the area.<br>• Submission states strong opposition by residents of Railway Cottages of any building in the "Parish Field" (and Sallins generally) before any supporting infrastructure to improve road conditions and access to the train station.<br>• Opposed development of the Parish field until supporting infrastructure to improve road conditions and access to the train station.<br>• Asserts the huge volume of commuter traffic accessing the station is a battle for residents to gain access to own properties and the growing population proposed in the Plan by several thousand will grossly compound the issue.<br>• The lane at front the Cottages was built long before cars were envisioned and out-of-date infrastructure is coming to a head as it is a hairpin turn and wholly unfit for purpose with safety and sightlines a major issue.<br>• Requests the adjacent field provide alternate access with a pickup/drop-off point with bike racks for school/commuters including a small green which could be used for annual Sallins festival and community events. This would allow for preservation of the unique heritage of the area in such proximity to many listed structures. |

**Chief Executive's Response**

Comments regarding the Parish Field and its potential future new development are noted but do not relate to a Proposed Material Alteration. There is no provision within Section 58 of the Planning and Development Act 2024 (as amended) for the introduction of additional material alterations following publication of the Proposed Material Alterations. Consequently, a request for new objectives and additional alterations, in accordance with the legislation, cannot be considered at this stage of the plan-making process.

It is important to note, the concerns raised regarding the heritage and historic setting, vehicular access, infrastructure, drainage and construction are matters to be assessed through any future planning application through the Development Management process. The application would require compliance with standards including; separation distances, building heights, residential amenities and design requirements, which would be subject to a statutory public consultation period.

The submissions assert the established name for properties 429-434 is "Railway Cottages" and the Plan and associated maps/heritage records should be updated to amend/review references to "Railway Terrace". Upon review, it is agreed that the properties outlined in the submission (numbers 429, 430, 431, 432, 433, 434) are Railway Cottages. However, in accordance with Section 58(17)(b)(c) of the Planning and Development Act 2024 (as amended) where the members decide to make the variation with the material alteration, they may do so subject to any further **minor**

modifications to the alteration that they consider appropriate. The addition to or deletion from the record of protected structures would constitute a material alteration rather than a minor modification. As such, there is no provision under the Act to introduce a further material alteration at this stage of the statutory process. As part of the preparation of the next CDP, the Record of Protected Structures of the county will be reviewed.

**Matters Raised: Social Infrastructure Audit (SIA)**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **39 Fergus Carpenter** | Submission refers to the CE's responses to submissions on the Settlement Plan, regarding the Social Infrastructure Audit (SIA) which includes the statements below:<br><br>• "The SIA was carried out to examine the availability and capacity of existing social infrastructure facilities in Sallins, to determine the future requirements and make recommendations based on existing and anticipated population growth. The Plan has identified the social infrastructure deficits and Table 3.1 gives a summary of social infrastructure requirements" (pp. 68, 75)<br>• "The preparation of a SIA is to inform land use plans and is not a statutory requirement in plan making. However, it is a key element in the evidence base assessments which accompany the Settlement Plan. The function of the SIA is to examine and analyse the availability and capacity of existing social infrastructure facilities, to determine future requirements, and to make recommendations based on anticipated settlement growth" (p. 113).<br><br>The submission states the Social Infrastructure Audit (SIA) completely overstates current provision which is worrying in its own right but also because SIAs will be required by developers applying for planning permission in the future.<br><br>• "It is important to note objective SC O16 of the CDP requires residential schemes of 20 units or more to submit a Social Infrastructure Audit (SIA). SC O15 of the CDP requires that in cases where there is a deficiency of a certain type of community infrastructure as part of the development proposal, the frontloading of such infrastructure is required as part of the first phase of development" (P. 76).<br><br>The submission asserts there is a tacit acceptance in the CE's report that there may be errors in the SIA, and that no state agency has bothered to detail how an SIA must be carried out to ensure accuracy. |

| | |
|---|---|
| | • "There is no exhaustive criteria relating to the nature of the service which deems it acceptable for inclusion in the SIA, noting again that the Audit is non-statutory" (p. 78).<br><br>The submission states one cannot reasonably argue that the requirement on developers to carry out an SIA when making future planning applications gives residents comfort while also stating nobody really knows how to carry out an SIA.<br><br>Submission welcomes that KCC genuinely attempted an SIA to map current provision but states it failed. If there are no national guidelines to carry out such an important piece of planning work this is a failing of central government. This requires work at a wider national level if citizens are to be assured that SIAs are taken seriously. |
| **66 Joshua Wiser** | **Evidence-based audit of Sallins' quantified social infrastructure deficits.**<br><br>• Submission states that the Council's own Social Infrastructure Audit (SIA) provides clear, empirical evidence that further housing construction must be blocked until our severe community deficits are resolved.<br>• Severe Public Open Space Deficit: States that the SIA formally projects a future deficit of 7.51 hectares of public open space and 4.66 hectares of public parks.<br>• States that rezoning existing open space at Oldbridge Park and the Willows to residential directly worsens this critical, quantified green space deficit.<br>• Playground and Play Area Shortage: The SIA reveals that Sallins has only 0.08 hectares of existing playgrounds. It calculates a massive projected deficit of 2.42 hectares of playing/play space over the plan period. Protecting existing 'F'-zoned lands to deliver play facilities is a necessity for local children.<br>• Education Deficit (Mainstream and Post-Primary): St. Laurence's NS is currently operating at 100% capacity with 660 students enrolled and 0 places available. States that lands must be strictly reserved for primary and post-primary education under 'E' zoning having regard to the 10-minute settlement concept.<br>• Healthcare Crisis: States that Sallins is served by only 3 General Practitioners representing 5 GPs per 10,000, far below the Irish College of General Practitioners and Irish Medical Organisation recommendation of 12 GPs per 10,000. An additional 9 GPs are desperately needed just to meet the minimum safe healthcare standards.<br>• Childcare Shortage: States that the Childcare Guidelines recommend one childcare facility per 75 dwellings. Refers |

| | |
|---|---|
| | to waiting lists for local creches and an outstanding shortfall of at least 314 childcare places. |

**Chief Executive Response**

The issues raised in the submissions do not relate to Proposed Material Alterations (PMAs) of Proposed Variation No. 6. The comment regarding the Social Infrastructure Audit (SIA) suggesting that current provision has been significantly overstated, is noted. Concerns regarding SIA inaccuracies were raised and responded to in the Chief Executive's Report (dated 16th June 2026).

There is no statutory requirement to prepare a SIA, however the methodology applied by KCC has resulted in the identification of deficits in existing social infrastructure in Sallins which has appropriately informed the preparation of the Settlement Plan and the zoning framework proposed therein. In this regard, the Audit's high-level overarching objective has been achieved; to assess, identify and recommend.

Resulting from recommendations of the SIA, lands have been identified and zoned to facilitate the expansion of St. Laurence's National School (E1), the provision of an additional primary school (E2), a new post-primary school (E2), a MUGA, a community centre (Link Road KDA), playgrounds, open space, pitches, childcare facilities and civic/community use of Home Farm House. Furthermore, a number of PMAs propose new objectives aimed at enhancing social infrastructure provision in Sallins. These include, but are not limited to, the delivery of a community and sports building within the Sallins Amenity Lands and support for the development of cultural, arts and performance spaces.

It is important to note; a reassessment of the Social Infrastructure Audit (SIA) was undertaken following consideration of submissions including that of the OPR (Submission No. 78) and taking account of social infrastructure requirements resulting from all PMAs. The reassessment confirms that, notwithstanding the proposed zoning changes, the Plan contains sufficient lands zoned for open space and amenity purposes to address the overall identified open space deficits of the settlement and other social infrastructure requirements (Section 3, refers).

The comment in Submission 66 that housing construction should be blocked before deficits are addressed, is noted but not accepted. Much of the key social infrastructure requirements (listed above) are proposed for delivery within the Key Development Areas, as highlighted in the KDA Urban Design Frameworks (Chapter 10, of the Plan).

**Matters Raised: Land Use Zoning Matrix**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **61 T.D. Housing** | The submission requests the following:<br><br>Amend the specified 'Nursing Home' category/use in Land Use Zoning Matrix by making specific reference to 'Age Friendly/Senior Living Housing' as a permitted land use under the Community and Education zoning.<br><br>**Land Use Zoning Matrix to include age friendly/senior living use.**<br><br>• States that the submission supports PMA No. 40.<br>• States that the first requested amendment is necessary to ensure that their vision for purpose-built elderly living scheme can be facilitated on its merits at a future date in conjunction with the Planning Authority as a nursing home is already permitted in principle under the zoning matrix.<br>• Submission requests that the zoning matrix be amended to include 'Nursing Home**, Age Friendly/Senior Living Housing**' under the E (1) zoning, which it states would also support PMA No. 40 whereby the Council has proposed to include a specific requirement for a 'care facility' under the Link Road KDA on lands zoned 'E: Community and Education'.<br>• States that the amendment would also give practical effect to national and local policy supporting ageing well, independent living, compact growth and homes close to services throughout County Kildare.<br>• States that the site is the type of central, connected location in which older people can live independently and remain part of the wider community.<br>• States that the request is consistent with Housing Options for Our Ageing Population – Policy Statement and the Kildare Age Friendly Strategy 2023-2027. |

**Chief Executive's Response**

While Submission No. 61 supports Proposed Material Alteration No. 40, which amends the text of Subsection 10.1. 2 Link Road KDA Design Brief to include reference to 'care facility', the matters raised in the submission do not relate to a Proposed Material Alterations of Proposed Variation No. 6 (Sallins Settlement Plan).

In accordance with Section 58(17)(b) of the Planning and Development Act 2024 (as amended) where the members decide to make the variation with the material alteration, they may do so subject to any further **minor** modifications to the alteration that they consider appropriate. There are no Material Alterations relating to the 'E:

Community and Education' or the land use 'Group /Older Persons and Special Needs Housing' to facilitate any change to Table 10.5 Land Use Zoning Matrix.

Nothwithstanding the above, the subject lands are zoned E (1) which is for the expansion of the St. Laurence's National School. The Department of Education and Youth in their submission received on the Draft Plan states their preference is to expand the existing St Laurence's National School should there be a requirement for additional school places resulting from planned population increases.

**No Proposed Material Alteration Stated**

| Submission No. and Name. | Summary of Matters Raised |
|---|---|
| **30 Peter Petranin** | The issues raised in the submission are as follows:<br>• The lands in question were deliberately excluded from active development phases in earlier iterations and initial baseline plans because they were never originally meant to be designated for building.<br>• Suggests a re-evaluation of the PMA to ensure full alignment with proper planning and sustainable development principles.<br>• Requests that the proposed zoning revert to the original protective designations that kept these lands free from intensive construction. |
| **49 Elzbieta Hogan** | Submitted opinion on the original plan but contends a response was not received and states the alterations proposed make the original concerns stronger. |

**Chief Executive's Response**

The public notice issued on the Proposed Material Alterations (PMAs) to Proposed Variation No. 6 (Sallins Settlement Plan) advises any submission or observation should state the Proposed Material Alteration(s) number(s). The issues raised in Submission No. 30 cannot be determined to relate to a specific PMA and therefore cannot be considered for a Chief Executive's Response.

The comment in Submission No. 49 that an opinion on the original plan was submitted but a response was not received, is wholly refuted. The issues raised in Submission No. 166 on the Draft Plan were discussed across the Chief Executive's Report (published on 16th June 2026) and the matters raised were responded to accordingly.

# 8 Overview of Chief Executive's Recommendations

Having regard to submissions received, the recommendations contained therein, and to all other material considerations related to the proper planning and sustainable development of the plan area, including SEA, AA and SFRA, it is recommended:

(i) That the following Proposed Material Alterations **be adopted** as published on the 4th of August 2026:
Proposed Material Alterations No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 12, No. 13, No. 14, No. 15, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, No. 23, No. 24, No. 25, No. 26, No. 27, No. 28, No. 29, No. 30, No. 31, No. 32, No. 33, No. 34, No. 36, No. 37, No. 38, No. 39, No. 40, No. 41, No. 42, No. 43, No. 44, No. 45, No. 46, No. 47, No. 48, No. 49, No. 50, No. 51, No. 52, No. 53, No. 54, No. 55, No. 56, No. 57, No. 58, No. 59, No. 60, No. 61, No. 62, No. 63, No. 64, No. 65, No. 66, No. 67, No. 70, No. 74.

(ii) That the following Proposed Material Alterations should **be adopted with minor modifications** as detailed in this report:
Proposed Material Alterations No. 1, No. 35, No. 68 and No. 69.

(iii) That the following Proposed Material Alterations **should not be adopted** for the reasons outlined in this report:
Proposed Material Alterations No. 71, No. 72 and No. 73.

# Appendix A:

## Copy of the Submissions Received from the;

## Office of the Planning Regulator (OPR) and National Planning Authority (NTA)

Comhairle Contae Chill Dara
Kildare County Council

Kildare County Council,
Planning Department,
Áras Chill Dara,
Devoy Park, Naas,
County Kildare, W91 X77F

Oifig an Rialaitheora Pleanála
Office of the Planning Regulator

1st September 2026

Senior Executive Officer,
Planning Department,
Kildare County Council,
Áras Chill Dara,
Naas,
Co. Kildare.

**Re: Proposed Material Alterations to the proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029**

A chara,

Thank you for your authority's work in preparing the Material Alterations (material alterations) to the proposed Variation No. 6 (proposed Variation) to the Kildare County Development Plan 2023-2029 (Development Plan).

As Kildare County Council (Planning Authority) is aware, a key function of the Office of the Planning Regulator (Office) is to evaluate and assess statutory plans to ensure consistency with legislative requirements and national and regional planning policy. The Office has evaluation and assessment pursuant to Part 3 of the Planning and Development Act 2024 (Act) and its functions under section 546, and this submission sets out the outcome.

In this context, submissions may include recommendations and observations. Recommendations arise where the Office identifies clear inconsistencies with legislative provisions or policy frameworks and are intended to be addressed to ensure compliance. Observations highlight areas where further clarification, justification, or refinement would strengthen the plan. The submission may also include advice to support the proper planning and sustainable development of the area.

Following adoption of the Variation, the Office will carry out a further assessment under section 63 of the Act.

## 1. Response to the Office's submission on the proposed Variation

The Office welcomes and commends the response by the Planning Authority, including the material alterations which address the recommendation of the Office in its submission at draft stage.

In particular, the Office notes that the Planning Authority has addressed the issues raised in relation to flood risk management through MA 59. The Office also welcomes the revised legend and mapping at MA 58 which more clearly identify the Eastern Spine bus route at the revised Green and Blue Infrastructure Map.

## 2. Overview of submission on proposed material alterations

The proposed material alterations also include a range of additional measures which support proper planning and sustainable development in line with national and regional planning policy. In particular, the Office supports the strengthened provisions for the Willows Key Development Area, the introduction of a site-specific objective for lands adjoining Sallins and Naas Railway Station, and the enhanced approach to the regeneration of Sallins town centre through the preparation of a Village Renewal Masterplan.

The Office also welcomes the strengthened Green and Blue Infrastructure measures, including enhanced biodiversity and flood risk provisions, as well as amendments to Community and Education zonings that facilitate revised school site arrangements and new playing fields, consistent with the Department of Education's requirements.

In relation to the proposed addition of further New Residential land areas within the Sallins Settlement Plan, the Office recognises Sallins' unique role within County Kildare due to its proximity to Naas, strong transport connections, including rail access, and valuable blue and green infrastructure assets. As a result, the Office accepts that Sallins can accommodate additional housing growth and supports the provision of a clear pipeline of zoned land at locations capable of supporting sustainable development.

However, to ensure that growth is delivered in a sustainable and coordinated manner, supported by the timely provision of infrastructure, services, strategic open space and social facilities, the Office recommends that the Planning Authority reviews the overall management and pace of release of these residential lands. In relation to MA72 (Osberstown) and MA73 (Bodenstown), particular consideration should be given to the preparation of urban design frameworks and the phasing of development to ensure the coordinated delivery of infrastructure, services and other implementation measures required to support these significant future growth locations within Sallins.

The recommendation set out below is intended to support the Planning Authority in finalising the proposed Variation and ensuring its effective implementation:

| Subject | Recommendation | Observation |
|---|---|---|
| New Residential lands/Delivering sustainable communities | MA Recommendation 1 | - |

### 3. New Residential lands / Delivering sustainable communities

In relation to new residential communities for Sallins, the Office welcomes and supports a number of proposed minor amendments that reconfigure urban design frameworks to provide more formal open spaces, including Multi-Use Games Areas and playing pitches, while facilitating additional residential development at MA 60 (Osberstown C(3)), MA 64 (Obserstown C(1)) and MA 65 (Link Road Key Development Area, C(2)). The Office also welcomes the inclusion of new 0.63 hectare Residential zoning (C6) adjacent to Oldbridge Park, supported by a detailed Design Brief. In addition, the Office supports the provision of a new biodiversity objective which helps to ensure a natural buffer and high-quality interface is provided adjoining the Grand Canal.

Furthermore, the Office notes the inclusion of two significant New Residential zonings at MA 72 (Osberstown), comprising 6.0 hectares, and MA 73 (Bodenstown) comprising 6.5 hectares. Together with the other proposed residential zonings, these additions amount to a further 18.65 hectares of residential land, with the potential to deliver in excess of 800 units at a medium density of 40-45 units per hectare.

When combined with the residential lands zoned at draft stage, this would provide approximately 47 hectares of New Residential zoned lands, facilitating the delivery of an estimated 1,800-2,100 housing units, providing a clear pipeline of zoned lands at locations that can support sustainable development. In this respect, the Office acknowledges that Sallins is a distinct and sustainable settlement in Kildare with the capacity to absorb further housing growth given its proximity to Naas, established services, direct rail connectivity via Sallins and Naas Railway station, and easy access to strategic walking and cycling routes along green and blue corridors such as the Grand Canal, River Liffey and proximate to local amenities including Kerdiffstown Park.

In addition, although the scale of housing growth proposed is considered broadly consistent with the NPF Implementation: Housing Growth Requirements (2025) and can be accommodated within the context of Sallins' strategic location, the timing, sequencing and rate of land release warrant careful consideration and active management.

In relation the two substantial residential zonings, MA 72 (Osberstown) and MA 73 (Boderstown), the Office notes that these sites have not been assessed within the Settlement Capacity Audit in respect of short or medium-term water and sewerage capacity and recommends this assessment is undertaken. Given the potential yield of approximately 560 additional dwellings, the Office also recommends that the demand analysis underpinning the Social Infrastructure Audit is updated to reflect the increased population growth arising from these proposals.

The Office further notes that, unlike other strategic development areas in Sallins, no comprehensive urban design framework or Design Brief has been prepared for MA 72 and no Design Brief for MA 73 and recommends that this matter is addressed. In light of the overall increase in residentially zoned lands, the Office also recommends that the Implementation and Infrastructure Delivery Schedule is reviewed and updated to ensure the phased release of all New Residential lands, including MA 72 and MA 73, is appropriately coordinated with the delivery of water and waste infrastructure, walking and cycling connectivity, strategic open space and required social infrastructure.

**MA Recommendation 1 – Delivering Sustainable Communities**

Having regard to the delivery of housing and having particularly considered the following:

- NPO 9 of the NPF (ensure compact and sequential patterns of growth);
- NPO 103 of the NPF for the co-ordination of housing and infrastructure delivery;
- NPO 43 of the NPF (prioritise the provision of new homes at locations that can support sustainable development);
- the NPF Implementation: Housing Growth Requirements (2025); and
- the policy and objective under section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022) to implement a sequential approach to zoning for residential development,

the Office recommends that the Planning Authority:

(i) updates the Settlement Capacity Audit and Social Infrastructure Audit including New Residential zonings MA 72 and MA 73 to determine serviceability delivery timelines and update demand analysis for any further social infrastructure requirements;

(ii) includes policy objectives to ensure the preparation of urban design frameworks and design briefs for residential zonings MA 72 and MA 73 are undertaken, in consultation with appropriate prescribed bodies in advance of detailed planning application stages; and

(iii) reviews and revises section 10.2 of Chapter 10 Implementation and Infrastructure Delivery Schedule to include reference to Bodenstown Residential and Employment Key Development Area (MA 73) and Osberstown Residential Key Development Area (MA 72) to ensure the phased release of all New Residential lands, including MA 72 and MA 73, is appropriately coordinated with the delivery of water and waste infrastructure, walking and cycling connectivity, strategic open space and required social infrastructure.

## 4. Summary

The Office requests that the Planning Authority addresses the recommendation set out above.

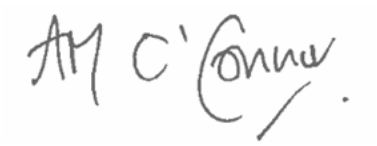
As part of this process, the Chief Executive's report to the elected members, prepared under section 58(15) of the Act should summarise the Office's recommendations and outline how it is proposed to address them.

Following adoption of the Variation, the Planning Authority is required to:

- provide the Office with a copy of the adopted Variation, together with any submissions received from the Minister, regional assemblies, and the National Transport Authority during the plan preparation process, within **one week** of the adoption;
- inform the Office, **as soon as practicable**, where elected members decide not to comply with a recommendation of the Office or the Minister, including the reasons of the elected members for this decision; and
- publish notice of the Variation within **one week** of adoption, confirming that the Development Plan as varied will be available for inspection (online and at a specified location) no later than **five weeks** after adoption.

The Office looks forward to continued constructive engagement with the Planning Authority. If further clarification or discussion would be helpful, the Office would be pleased to assist and can be contacted at plans@opr.ie. plans@opr.ie.

Is mise le meas,



**Anne Marie O'Connor**

Deputy Regulator and Director of Planning Policy Implementation

Designated Public Official under the Regulation of Lobbying Act 2015

Údarás Náisiúnta Iompair
National Transport Authority

Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Senior Executive Office,
Planning Department,
Kildare County Council,
Áras Chill Dara,
Naas,
Co. Kildare.

1st September 2026

**RE: Kildare County Development Plan, Material Alterations, Variation No. 6, Sallins Settlement Plan**

Dear Sir / Madam,

The National Transport Authority (the "NTA") acknowledges receipt of notice and a copy of the proposed Material Alterations to Variation no. 6 to the Development Plan from Kildare County Council under Section 58 (7) (a) (viii) of the Planning and Development Act ("PDA"). In accordance with Section 42 (8) (c) (iv) of the PDA, which states that in making of a Variation to a Development Plan, a planning authority shall take due account of any relevant transport strategy of the National Transport Authority (the "NTA") which relates to all or any part of the functional area of the planning authority, the NTA makes the following observations and recommendations.

The Greater Dublin Area Transport Strategy 2022-42 (the "GDATS") was prepared under Section 12 of the Dublin Transport Authority Act and provides a long-term strategic planning framework for the integrated development of transport infrastructure and services in the GDA. For the purpose of Section 42 of the PDA, the GDATS comprises the relevant transport strategy for Kildare County Council.

The NTA acknowledges the proposed material alterations with regards to public transport and active travel such as MA No. 25, 30 and 31.

1. **MA No. 45 and MA No. 73 Lands at Bodenstown**

The proposed material alterations include 2 no. changes that relate to the Bodenstown lands. The NTA notes proposed MA. No. 45, which includes text stating that office solutions should be 'located at the entrance of the site and fronting onto the Sallins Bypass roundabout only'. Notwithstanding this alteration, the issue of the overall quantum of employment or the appropriateness of office use in principle at this location has not been addressed.

MA No. 73 proposes to amend circa 6.5 hectares of land zoned 'H: Industry and Warehousing' to 'C: New Residential'. The NTA considers that this proposed zoning is appropriate for the subject lands based on its location within the settlement boundary and accessibility to both existing and proposed services (such as the new school sites identified) within the town.

Data Classification: Public

***Recommendation***
Notwithstanding that MA No. 73 may reduce the land available for employment use, the NTA reiterates, in the context of the distance of the proposed lands from Sallins Train Station as well as the proximity to the Sallins By-Pass, both of which would likely contribute to increased car mode share, that the proposed lands should only cater for lower density employment uses and should not allow for office use.

**2. MA No. 24 and 27 Cycle Design Manual**

It is noted that the proposed MA's No. 24 and 27 relating to the provision of active travel links, include reference to the *Design Manual for Urban Roads and Streets* (DMURS) and to Transport Infrastructure Ireland Publication. However, there is no reference to the NTA's Cycle Design Manual.

***Recommendation***
It is recommended that reference is made to the Cycle Design Manual in relation to the development of active travel projects.

I trust that the views of the Authority will be taken into consideration by Kildare County Council in the making of the proposed variation and look forward to further engagement.

Yours sincerely,



_____

**David Clements**
***Senior Land Use & Transport Planner***

# Appendix B:

## A Summary of all Submissions Received, excluding those detailed under Section 3 and 4 of this Report

Comhairle Contae Chill Dara
Kildare County Council




**Kildare County Council,**
**Planning Department,**
**Áras Chill Dara,**
**Devoy Park, Naas,**
**County Kildare, W91 X77F**

## Appendix B: Summary of Submissions Received

The submissions summarised in Appendix B **exclude** the following:

- The submission from the Office of the Planning Regulator (see Section 3 of the Chief Executive's report)
- The submission from the National Transport Authority – NTA (see Section 3 of the Chief Executive's report)
- Submissions from other Prescribed Authorities (see Section 4 of the Chief Executive's report)

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| 1 | **Mary Gallagher** | The submission includes an attachment and the issues raised are as follows:<br>• Formal objection to the Proposed Material Alterations (PMAs) to the Sallins Settlement Plan and submission focuses on the cumulative infrastructural, environmental, safety and flooding hazards facing the Sallins Road corridor and adjacent Spring Gardens estate.<br>• States the plan fails to eliminate severe, irreversible physical hazards along the Sallins Road corridor.<br>• Asserts evaluating the Plan alongside current high-density proposals on this corridor (such as Part 8 P82026.08 at 13 & 18 Sallins Road at Beaufort House/Cottage) – the proposed framework allows for unsustainable overcrowding on a strictly protected residential road.<br>• Urges the Planning Authority to address cross reference the PMA with proposed P82026.08 and any other development of significance and the final Plan must robustly protect the existing residential amenities and safety of the Sallins Road and Spring Gardens communities.<br>**<u>Severe Site Level Differences and Catastrophic Flood Risk to Spring Gardens</u>**<br>• Submission states the physical topography of the land designated for development (such as P82026.08) sits above the existing road level and the Spring Gardens estate is situated below road level.<br>• Asserts by permitting massive over-concreting and urban sealing on an elevated site, gravity will force all displaced stormwater downward onto Spring Gardens estate and Sallins Road)<br>• Further asserts the absence of localised testing and KCC has failed to conduct testing regarding this specific hydraulic relationship. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests the Plan must prohibit development on these elevated lands unless a comprehensive, independent Hydrogeological and Flood Risk Assessment is carried out on all adjacent, lower-lying estates to protect them from displaced stormwater.<br><br>**<u>Structural Road Capacity and Road Height Flooding Risks to Lower-Level Estates</u>**<br><br>• States the Sallins Road is structurally incapable of absorbing increasing volume of heavy load traffic demand by high-density proposals and challenges the structural capacity of this road.<br>• Asserts physical reinforcement, heavy resurfacing or structure lifting to support these loads, it will increase the physical height of the road surface.<br>• Spring Gardens and surrounding mature houses sit significantly below road level and any increase to road height will create a dangerous "damming" effect trapping surface water, eliminating natural run off paths and forcing road water directly downward to low-lying residential properties.<br>• Requests the plan explicitly states that no road modifications will be permitted to alter the vertical alignment or height of Sallins Road.<br><br>**<u>Environmental Hazards: The "Urban Canyon Effect" and Toxic Air Concentration</u>**<br><br>• States the scale and height of developments (such as multistorey blocks under P82026.08 along the narrow corridor will introduce a hazardous "urban canyon effect".<br>• High-walled, multi-storey buildings adjacent to a narrow road prevents natural cross-ventilation creating a stagnant air corridor containing toxic vehicle fumes, carbon emissions, particulate matter and brake dust.<br>• This containment poses a direct public health hazard to long standing residents, local school children and future occupants of the older persons' scheme.<br>• Requests the plan requires a comprehensive Microclimate and Air Quality Dispersion Modelling Assessment for any development exceeding two stories on the Sallins Road.<br><br>**<u>Severe Road Narrowness, Outdated Layout, and Proven Pedestrian Casualties</u>** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Contends Sallins Road is structurally incapable of handling more traffic or new exit points. The layout is dangerously narrow and the physical boundary walls of the road cannot expand to increase driving lanes.<br>• Contends the road represents a failure of public safety as wing mirrors of large buses and HGVs routinely invade the footpath space. Recently a tall resident walking on the footpath was struck on the shoulder by a passing vehicle's wing mirror and thrown against the boundary wall. It would have resulted in a fatal injury if it had struck a child or smaller person on the head.<br>• The restricted narrowness makes it impossible to install a safe, segregated bicycle path to modern active travel standards and is contrary to the Sustainable Mobility objectives of the NPF.<br>• Requests the Plan must prioritise active travel and pedestrian safety objectives on Sallins Road, restrict new vehicular access points, additional signalling and a mandatory, independent Quality Audit (including a Road Safety Audit and Pedestrian Momentum Simulation) must be legally required before any further zoning, or development is permitted on this corridor.<br><br>**<u>Over-Concreting and Critical Utilities at Maximum Capacity</u>**<br><br>• States the existing water drainage, sewerage network, drinking water systems serving the Sallins Road are operating a maximum capacity.<br>• High-density developments and "over concreting" will result in removal natural ground soakage and forcing vast amounts of surface water into an overloaded network.<br>• Requests a mandatory phasic policy to state no further high-density connections will be permitted along Sallins Road until Uisce Éireann and KCC upgrade and expand the local water, wastewater and stormwater infrastructure.<br><br>**<u>Inherent Physical Road Constraints and Pedestrian Safety Hazards</u>**<br><br>• States the Sallins Road is a narrow, historical road with an overly narrow footpath located on the outgoing traffic side. The proposed introduction of further traffic light sequences and exit points creates severe traffic congestion, gridlock and blind sports. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Asserts the layout compromises public safety.<br><br>**<u>Breach of Statutory Duty Regarding Residential Zoning and Road Safety</u>**<br><br>• KCC acts as the Road Authority under the Roads Act 1993, this authority does not permit the council to deliberately create an infrastructural hazard on a protected residential road.<br>• States KCC are bound by zoning objectives of CDP which mandate protection of residential amenities.<br>• Submits the Council is failing in its statutory duty of care by forcing traffic onto this road.<br><br>**<u>Failure to Implement the HGV Ban and Resolve Mixed-Use Road Conflicts</u>**<br><br>• Sallins Road historically acted as an arterial regional route but is now an intensely developed residential zone where properties front directly onto the road edge with zero structural setback protection.<br>• States KCC had committed to introducing a HGV ban with the Sallins bypass. Correct planning policy does not approve high-density frontage access or massive structural overdevelopment on roads forced to cater to heavy mixed-use arterial freight traffic.<br>• Requests no high-density construction on the Sallins Road until HGV weight ban and regional traffic bypass restrictions are legally implemented and active.<br><br>**<u>Mandatory Consideration of Prior Planning Submissions and Historical Concerns</u>**<br><br>• Submission demands cross-examination of all prior planning submissions, formal objections, observations, and traffic/flooding complaints lodged with KCC concerning the Sallins Road corridor over the last ten years. The recurring issues outlined in the submission are well-documented in the Council's archives.<br>• Treating this active public consultation as an isolated event while ignoring historical community warnings represents a severe administrative failure. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests all historical data regarding traffic bottlenecks, drainage defects, and safety hazards on Sallins Road must be explicitly factored into the Chief Executive's report on Material Alterations.<br><br>**<u>Material Negative Impact on Traffic Flow and Local Amenity</u>**<br><br>• States the highly inefficient design of three-traffic signals at the critical junction of Sallins Road and Main Street Naas will severely degrade the local urban environment due to:<br>  • Forcing motorists through three successive, closely spaced stops causes severe driver frustration and time pressure creating an inherently dangerous environment directly adjacent to the proposed senior housing development under P82026.08.<br>  • The physical distance between these lights leaves insufficient space for vehicles to queue ("stack"). Consequently, traffic tailing back from one set of lights will instantly block the adjacent signals.<br>  • This heavy concentration of signals acts as an artificial barrier resulting in tailbacks that will spill heavily onto both Main Street and Sallins Road. This directly undermines the transportation and retail objectives set out in Variation No. 6.<br>  • Escalates localised carbon emissions, particulate matter, and noise pollution.<br>• Requests KCC reject this specific element and request a revised, simplified junction design that prioritises continuous, low-speed traffic flow and pedestrian safety.<br><br>**<u>Erroneous EIA Screening and Failure to Assess Cumulative Structural Impacts</u>**<br><br>• Objects to KCC's reliance on localised Environmental Impact Assessment (EIA) screening reports (such as under P82026.08) which claim impacts are merely "localised and minor."<br>• Splitting the development of the Sallins Road corridor into standalone assessments is a failure of cumulative planning analysis.<br>• The narrowness of the road with gridlocked traffic caused by new signalling and junctions will physically obstruct emergency vehicle access (Ambulance and Fire Services) |
| **2** | **Paul Kelly** | The issues raised in the submission are as follows: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests explanation in detail on PMA No.66 as cannot find necessary details in this complex page. |
| **3** | **Maria & Kyle Delaney, Deborah & Patrick Sinnott, Caoimhe & Daniel Owens, Paddy Fortune** | **<u>Correction of Name – Railway Cottages</u>**<br>• Asserts the established name is "Railway Cottages" and the Plan and associated maps/heritage records should be updated to amend/review references to "Railway Terrace".<br>**<u>Heritage and Historic Setting</u>**<br>• Railway Cottages represent an important surviving element of Sallins' railway heritage and are included on the Record of Protected Structures as well as several structures associated with Sallins Train Station.<br>• A Heritage/Architectural Impact Assessment is required to address cumulative setting of Railway Cottages, Sallins Train station, the former school/community centre, church lands and other adjoining heritage structures.<br>• Requests a site-specific objective for the Parish Field is required rather than relying on generic 'A – Town Centre' zoning.<br>• Asserts the Parish field cannot be regarded as an isolated vacant site as it occupies a sensitive position within the historic setting created by Railway Cottages, the train station, former school/community centre and adjoining church lands.<br>**<u>Vehicular Access and Railway Cottages</u>**<br>• Submission is concerned the future development of the Parish Field could generate additional vehicular traffic through the existing cottage/station access.<br>• Asserts vehicular access to the Parish field shall not be provided through Railway Cottages and requests a specific objective stating:<br>"Vehicular access to any future development of the Parish Field shall not be provided through Railway Cottages/the existing Sallins Train Station approach road. Any development proposal shall demonstrate a safe and independently deliverable vehicular access arrangement together with appropriate pedestrian and cycling connections". |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Asserts the Cottages were never designed to function as a modern high-capacity access road the roadway is narrow and constrained, incorporates a severe turn with restricted sightlines and must accommodate pedestrians, residents' vehicles and commuter traffic for the train station.<br>• States these concerns are not new, and the residents have corresponded with Iarnród Éireann, local councillors and elected representatives concerning safety and operation of this road and junction. Iarnród Éireann have confirmed that the roadway/path are owned by CIE/ IÉ.<br>• Correspondence records concerns regarding the height of the wall and restricted visibility, requests for road markings and a yellow box, and consideration of alternative station access.<br>**Station Access and Opportunity for Strategic Improvement**<br>• Requests before development of the Parish Field occurs, a comprehensive Traffic and Transport Assessment is required and KCC investigates a coordinated movement/public realm framework for this area examining alternative and safer station access, removal or reduction in traffic from Railway Cottages, safe pedestrian/cycling routes, school connectivity, drop off/pick up arrangements, cycling parking, public realm improvements and community/open space.<br>• Asserts the Parish Field represents an opportunity for KCC, IÉ, NTA and landowners to examine a more sustainable long-term solution to access and movement around the train station with the objective of removing/reducing commuter traffic from Railway Cottages.<br>**Wastewater and Existing Infrastructure**<br>• Submission states residents have longstanding concerns and the historic sewer serving the cottages runs towards/through the Parish Field with intervention required for recurring blockages.<br>• Asserts the route, ownership, condition, capacity and any wayleave/easement requirement of this existing foul sewer must be definitively established before development of adjoining land is facilitated. Notes Objective IEO 9.4 of the Plan seeks adequate water and wastewater infrastructure to be provided prior to, or in tandem with, development.<br>• Requests confirmation that wastewater serviceability and protection of the existing Railway Cottages sewer infrastructure forms part of any site-specific development requirements for the Parish Field. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests wastewater, surface-water and other infrastructure delivered prior to, or in tandem with, development.<br>**Surface Water and Drainage**<br>• Historic mapping indicates that a stream/watercourse historically passed through the Parish Field and this should be properly investigated as part of any assessment of the site's development potential, including whether it has subsequently been culverted, diverted or incorporated into the existing drainage network. Its relevance to natural drainage patterns, surface-water management, flood risk and biodiversity should be established before development is facilitated.<br>• Site-specific drainage, SuDs/NBS and flood-risk assessments are required including investigating the historic stream/watercourse which formerly passes through the Parish Field and its relevance to the natural drainage and development of the site to ensure development does not increase flood or drainage risk to the Cottages.<br>**Residential Amenity and Constructure Impacts**<br>• States future development must protect the residential amenity of the Railway Cottages regarding overlooking, privacy, overbearing development, noise, lighting and boundary treatments.<br>• Submits the construction stage presents a separate concern, and during IÉ's previous resurfacing of the roadway at the Cottages, the potential vulnerability of historic walls and piers was recognised, and pre-condition surveys were proposed.<br>• Any substantial construction adjoining the Cottages should require pre-construction structural condition surveys, appropriate vibration monitoring, a Construction Traffic Management Plan, and construction access arrangements that avoid Railway Cottages.<br>**Community and Open-Space Opportunity**<br>• Submission requests that KCC consider the historic community function of these lands and their relationship with the church and former school/community centre and any development framework of the Parish field should examine the retention of meaningful publicly accessible landscape/community space. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | A coordinated site-specific masterplan/development framework for the Parish Field and Sallins Train Station environs should be prepared before development is permitted. |
| **4** | **Daniel and Caoimhe Owens** | The submission comprises of two letters. One from Daniel and Caoimhe Owens and another from the residents of Railway Cottages.<br>• Submission welcomes acknowledgements to their concerns, as residents of Railway Cottages: *Protect and enhance the setting of the protected structures at the Sallins and Naas Railway Station (B19-34 and B19-35)*<br>• Requests more alterations which outline:<br>  • Avoidance of construction of any overlooking structures that would affect privacy and quiet enjoyment at Railway Cottages.<br>  • Avoidance of construction on any curtilage land of the properties considering proximity to the listed structures at Railway Cottages.<br>  • Acknowledgment of the total inadequacy of the current road into the station car park in the front of the cottages (pictures were provided with previous submissions) and requests being furnished with the steps taken to arrive at the decision to not rectify this unsafe overstretched access route.<br>  • The closing of this road and provision of a new access road alongside the newly proposed cycle lanes at the rear of the Cottages, into the station carpark, as would massively improve the quietness and amenity of the properties, while improving safer access to the railway carpark.<br>  • Further consideration and alterations of the proposed town centre zoning for the "parish field" between Railway Cottages and the Community Centre former school (identified on Map Ref. V2B-7.1 Built Heritage and Archaeology) as this is a highly sensitive area of build heritage of significant value to the area.<br>• Submission states strong opposition by residents of Railway Cottages of any building in the "Parish Field" (and Sallins generally) before any supporting infrastructure to improve road conditions and access to the train station.<br>• Opposed development of the Parish field until supporting infrastructure to improve road conditions and access to the train station. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Asserts the huge volume of commuter traffic accessing the station is a battle for residents to gain access to own properties and the growing population proposed in the Plan by several thousand will grossly compound the issue.<br>• The lane at front the Cottages was built long before cars were envisioned and out-of-date infrastructure is coming to a head as it is a hairpin turn and wholly unfit for purpose with safety and sightlines a major issue.<br>Requests the adjacent field provide alternate access with a pickup/drop-off point with bike racks for school/commuters including a small green which could be used for annual Sallins festival and community events. This would allow for preservation of the unique heritage of the area in such proximity to many listed structures. |
| **5** | **The Maritime Area Regulatory Authority (MARA)** | See Section 4 of the Chief Executive's report. |
| **6** | **Transport Infrastructure Ireland (TII)** | See Section 4 of the Chief Executive's report. |
| **7** | **Community Campaigner David Barton** | Submission contains an attachment and the issues raised in the submission are as follows:<br>• The submitter outlines his role as a community campaigner promoting both the existing Built Historic Environment and Traditional Vernacular Architecture (TVA) / Traditional Architecture as a key feature across UK-wide local authorities. States that the submission is considered to be consultation feedback who hopes that it represents an 'umbrella representation' for various merits outlined including Placemaking and Greenery Proposals.<br>• Asserts that Traditional Architecture Design Codes should be a central component across this consultation and its various chapters and sections especially concerning new construction. Further asserts it performs strongly on economic, ecological and environmental grounds as can be attested to by academic studies and figures that corroborate this. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission states that shifting to authentic Traditional Architecture based Design Codes will mitigate concerns facing all key stakeholders including, inter alia, residents, local authority, builders, and businesses. Further states that this addresses housing need, avoids pressures on the environment and biodiversity and enable County Kildare to thrive as a source of economic activity that can withstand pressures locally, regionally, nationally, and internationally.<br>• Submission outlines the background of the submitter including successful campaigns in the UK to promote and protect historic buildings.<br>• States that the submission provides 32 Appendices. It is noted that these have not been included with the submission. However, hyperlinks to websites have been provided for the majority.<br>• Submission calls for the establishment of design codes based on TVA principles and that local authorities should partner with key stakeholder organisations. Outlines a range of suggestions about to policy in this regard, including the non-demolition of pre-1950s buildings.<br>• Regarding conservation areas, the submission outlines the need for enhanced conservation efforts in designated areas. Outlines a range of suggested actions including a streamlined process for listed building consent, the preservation of historic street furniture and financial incentives for maintaining/restoring buildings.<br>• Highlights role of historic buildings in combatting climate change and suggests a range of actions, including a focus on increasing the stock of carbon-rich old buildings, retrofitting historic buildings and financial incentives for the demolition of carbon poor contemporary buildings.<br>• Outlines actions that could be taken on historic buildings including the creation of a Designated and a Non-Designated Heritage Asset List and a scheme to rebuild long lost buildings.<br>• Suggests a range of actions that can be taken to promote traditional value architecture.<br>• Regarding to the planning system, the submission emphasises the need to identify applicants which have a history of harming civic heritage and states that this should be a consideration in the granting of permission. Requests Local Authorities to collaborate with the community and heritage bodies to give these people a voice. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission concludes by identifying a range of miscellaneous issues which are aimed at supporting the historic built environment. These include support for well-designed car parking, the utilisation of specialist skills and the creation of a Top 10 Buildings at Risk Register. |
| **8** | **Oswaldo Rojas** | **Submission concerns the re-zoning of lands at Oldbridge Park**<br>• Supports the retention of the 'F: Open Space and Amenity' zoning for the lands and objects to the proposed rezoning to 'C: New Residential'.<br>• No objection to housing, queries whether land designated 'F: Open Space and Amenity' should be rezoned when there is already significant residential zoned land still undeveloped.<br>• The land has never been made available to the public amenity.<br>• Land was claimed to be ''underutilised'' and this is misleading as there was no access for residents. Fenced off for the last five years.<br>• The community has been deprived of the intended amenity, and Sallins needs more amenities not more housing.<br>• There has been significant residential growth, while social infrastructure such as, inter alia, schools, healthcare, childcare, recreation, community facilities, and transport have fallen behind.<br>• Significant residential zoned land remains undeveloped and there is no justification for removing an opportunity of providing a meaningful public open space.<br>• The loss of this land should not be justified simply by pointing to the provision of landscaped areas within a future residential development. Land designated as Open Space and Amenity for the wider community is fundamentally different from landscaped open space provided as part of a private residential development.<br>• Questions the Council should consider:<br>- Why rezone 'F: Open Space and Amenity' when residentially zoned land remains undeveloped?<br>- How can these lands be considered underutilised when they have been fenced off and inaccessible? |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | - What circumstances have changed to justify removing the 'F: Open Space and Amenity' designation?<br>- How does the proposed rezoning align with the Council's objectives for green infrastructure, biodiversity, public open space and sustainable communities?<br>- How will the loss of this land address existing shortage of recreational and community amenities?<br>- Why should residents accept the loss of designated 'F: Open Space and Amenity' land when local infrastructure and services are already under significant pressure?<br>• Lands are an opportunity to provide for a community amenity such as a public park, community orchard, allotments, biodiversity areas, walking and recreational space, or other facilities. |
| **9** | **Jordi Garcia and Ana Chillon** | Submission relates to the re-zoning of Oldbridge Park and requests the PMA is rejected.<br>• States that residents chose to reside in Oldbridge Park estate based on assurance from the developer that the 'F: Open Space and Amenity' lands will remain dedicated for community use and no further construction would take place on the lands.<br>• It is deeply frustrating and undermines the trust of residents to see the proposed rezoning to 'C: New Residential'. The proposed rezoning poses risks to quality of life, local safety, and the environment.<br>**Impact on Child Safety and Street Capacity**<br>• The proposed rezoning to 'C: New Residential' is located on a narrow street, where young children safely play. The street is already at maximum capacity and can't accommodate existing residents parking.<br>• The addition of an apartment development will create traffic, congestion, and a hazardous environment for children safety.<br>**Overburdening of Sallins Amenities**<br>• There are already existing pressures on social infrastructure such as school places and GP delays. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The train station serves neighbouring areas such as Naas and Newbridge, resulting in commuter traffic, congestion, and parking overflow. More high-density housing without the improvement of services is unsustainable.<br><br>**Degradation of the Grand Canal and Biodiversity**<br><br>• The Grand Canal is the heart of Sallins and an important biodiversity corridor. Construction noise, dust, and runoff could harm the ecosystems and biodiversity of the natural corridor. |
| **10** | **John and Charlene Carr** | • The submission objects to PMA No. 69. The lands have been zoned 'F: Open Space and Amenity' in the draft Plan and the previous LAP 2016 - 2022.<br>• This change has been proposed through the Chief Executive (CE) and PMA Report rather than being considered during the plan-making process and subject to public consultation. Many submissions were made in response to the originally published proposal. Introducing a policy shift after consultation undermines transparency in the statutory planning process.<br>• These lands were not included in the Plan's Settlement Capacity Audit (SCA) or supporting studies and have not been assessed for residential zoning or serviceability. This zoning change appears to be based on the landowner's submission (Submission No. 32), the published Plan illustrated that growth can be accommodated elsewhere without the loss of the 'F: Open Space and Amenity' land at Oldbridge Park estate.<br>• The developer has gained from selling over 360 residential units in the Oldbridge Development. The developer excluded the open space area from residential applications and provided only the bare minimum open spaces for the development in poorly designed offcuts of land and then fenced off the majority of the open space zoned lands to withhold public access.<br>• The draft Plan reflects an evidence-based assessment, and no planning justification has been demonstrated to warrant the loss of the 'F: Open Space and Amenity' lands, and the benefits of retaining this zone remains clear.<br>• The proposed rezoning would undermine the plan-led approach of the Plan and set an undesirable precedent by altering land-use designations after public consultation in response to |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | landowner submissions. Requests the elected members to reject the proposed rezoning and retain the 'F: Open Space and Amenity'.<br><br>**Departure from Advertised Proposal**<br><br>• The draft Plan and supporting studies did not identify the lands for residential development.<br>• The draft Plan reflected the considered professional judgement of the plan-making process, and members of the public engaged in consultation on that basis.<br>• The proposed rezoning is a significant change of the land use strategy presented for public consultation and any change should be supported by evidence.<br><br>**Excess of Residential Zoning**<br><br>• The draft Plan proposes significant rezoning which will result in an increase in population, despite the outcomes of the Social Infrastructure Audit (SIA), which reveals deficits across, inter alia, school places and childcare.<br>• While the CE Report rejected other rezoning requests on the basis that sufficient development lands already exist, no clear justification has been provided for making the zoning change at the Oldbridge Park estate.<br>• Other PMAs already significantly increase housing capacity, with PMA No. 68 alone providing an additional 200 units.<br><br>**Exclusion of Lands From SCA**<br><br>• The SCA identified lands suitable for residential development and the submission includes Figure 3-1, which outlines that an infrastructural assessment is required. Further asserts that these lands were not assessed as part of that process. Rezoning at this stage, in response to a landowner submission, would undermine the evidence-based, plan-led approach to development.<br><br>**Infrastructure/Servicing** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • No assessment of serviceability has been carried out, as the lands were not considered in the draft Plan and were not assessed by Uisce Éireann in their submission.<br>• Image submitted illustrating the local foul network, derived from Uisce Éireann's record and illustrates, inter alia, the proximity of the lands to the foul network and various invert levels in the area.<br>• Routing foul flows to a treatment plant would require pumping through three stations (Oldbridge, White City, and Monread) before reaching the Wastewater Treatment Plant (WWTP), likely necessitating significant challenging upgrades to provide additional underground storage capacity. This would also result in ongoing electricity, maintenance and climate change costs and no assessment has been made of alternative sites that could discharge by gravity.<br><br>**Density**<br><br>• The proposed density of 45 dph is inappropriate and the PMA Design Brief requires that the built form should be appropriate to the existing character, approximately 30 dph. The proposed density of 45 dph would allow higher density housing typologies.<br><br>**Landbank Background**<br><br>• The developer claims that the nature of the lands is underused which is not accessible to the public. The submission asserts that this is the result due to the approach of the developer.<br>• The developer has already gained from selling numerous units in the Oldbridge Park estate. The 'F: Open Space and Amenity' lands were a result of Material Alteration No. 19 of the LAP 2016 – 2022 with the intention to provide amenity benefits to the adjacent residential zoning. However, the developer excluded these lands from planning applications, delivered only minimal and poorly configured open space, and fenced off the lands to restrict public access.<br>• The developer is seeking additional residential development for facilitating public access to these lands. This approach should not be encouraged, as it risks setting an unfavoured precedent.<br>• The submission notes that in other developer submissions, there was consideration of fencing off existing open spaces to try push development in a similar manner. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Elected members should ensure that any zoning change is justified by strategic planning considerations as opposed to solely development interest.<br><br>**Ecology, Biodiversity and Green Infrastructure**<br><br>• The lands are adjacent the Grand Canal which is a designated Natural Heritage Area and is classified in the County Development Plan (CDP) as a Nationally important Wetland site. The change of zoning will affect drainage ditches and hedgerows linked to the canal system.<br>• The fenced off lands are located along the canal, are valuable in biodiversity, and form part of a key green corridor for Naas and Sallins.<br>• A vital green corridor extends from Naas Harbour through De Burgh lands, residential estates open space and agricultural lands connecting to the proposed Sallins Amenity Lands. Allowing development to encroach this green corridor, would be a contravention of the CDP and national policies and objectives.<br>• The principle of retaining open space along the canal is consistently visible in housing development layouts including Millbridge Way, Oldtown Demesne, Landen Park, Millennium Park, Oldbridge Park, Sallins Pier and Sallins Wharf, the final row of housing faces the canal, with a continuous open space buffer maintained to the canal edge. Included in the submission is a figure illustrating the green corridor with a redline boundary running adjacent to the aforementioned housing developments.<br>• Policies and objectives from the CDP Chapter 12. Biodiversity and Green Infrastructure are extracted and included in the submission such as, inter alia, BI P7, BI O37, BI O378, BI O39, and BI O40.<br>• PMA No. 20 and 21 support the protection of Green Infrastructure corridors. However, rezoning the lands for housing would demonstrate the Plan is only aspirational and that developer influence outweighs ecological objectives.<br><br>**Social Infrastructure**<br><br>• Supporting infrastructure is overcapacity. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Existing residents are experiencing issues with accessing GP places, childcare spaces, and school places.<br>• The SIA shows zero capacity.<br>• Larger strategic zonings in the Plan are to be delivered over a longer timeframe with supporting infrastructure, while the development at Oldbridge Park estate would facilitate piecemeal development and place further pressure on already constrained services.<br><br>**Traffic and Transportation and Parking**<br><br>• Residential development would increase traffic undermining KCC's objective of delivering pedestrian and cycle facilities / greenway link adjacent to the lands. The submission contains an extract from the Sallins and Naas Transport Strategy, illustrating the lands in context with measures from the strategy.<br>• The Sallins and Naas Transport Strategy includes measure, such as a key strategic walking and cycling route linking the Naas Greenway and Sallins Train Station and this route is the only viable option. The increase of traffic on this route would undermine sustainable transport and safety.<br>• There are already existing parking issues in the estate. The Scouts Den is adjacent to the lands and is a busy amenity, which attracts a lot of cars generated trips. There are only eight parking spaces and two universal parking spaces at the Scouts Den, resulting in overspill parking in the housing estate. Furthermore, there is unauthorised parking in the area as result of non-residents parking in the estate due to proximity to the train station.<br>• These issues create unsafe conditions, with blocked sightlines, vehicles movements affected and can occur with Scouts Den activities, exposing children to increased traffic risks.<br>• The estate lacks visitor parking. Development of the lands would further reduce parking capacity and increase obstruction of traffic and access. Refuse trucks are often required to reverse the full length of the street, as the turning head is frequently obstructed by parked cars. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| **11** | **Eamon Sinnott** | The submission proposes to undertake a Feasibility Study for a disused Railway Store Building, that has been derelict for over 40 years, for a proposed local history / railway / transport interpretation museum or local community centre.<br>Attached to the submission is a Sallins Railway Museum Proposal.<br>• The building requires a complete restoration and that the historic railway building is not serving rail passengers as originally intended. The building is under the ownership of Irish Rail (Iarnród Éireann).<br>• The building is at risk of further deterioration without urgent restoration works, such as, inter alia, roof repairs, new doors and windows, utilities, toilets, a kitchen, office and gallery space. Parking is available and the building's south-facing aspect offers potential for solar panels. A floor plan is included in the attached document illustrating, inter alia, toilets, a kitchen, reception area, entrances and fire exits, and exhibition areas. Furthermore, images of the restored building are provided in the attached document.<br>• The attached document provides an overview and historic background of the Sallins and Naas Train Station and states that it was a key transport hub and later the junction for the Tullow branch line, serving communities across north Kildare and west Wicklow.<br>• The opening of the train station helped establish Sallins as a major Dublin commuter town and the branch line was a significant local employer. Declining passenger numbers led to closure of passenger services in 1947 and the line's final closure, after which the land and railway properties were sold.<br>• The submission includes photographs of the building's rear elevations and interior, the water tank and tower, along with aerial imagery showing the building's location outlined with a redline boundary.<br>• The submission references the Vacant Property Refurbishment Grant, providing an overview of the scheme and outlining key eligibility criteria, including, inter alia, that the property must be located in the State, vacant for at least two years prior to the application date, and owned by, or in the process of being purchased by, the applicant.<br>• The historical importance of the Sallins to Tullow Railway Line (1883-1960) is outlined, which served as a vital transport and commercial link for Kildare, West Wicklow and Carlow. The |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | railway supported the movement of livestock, agricultural produce, coal and other goods, contributed significantly to the local economy, and facilitated passenger travel for work, leisure, sporting events and pilgrimages.<br>• Proposes that a Transport Heritage Museum could include a dedicated exhibition of the Sallins to Tullow Railway Line. |
| **12** | **Neville Homes Ltd** | **Proposed Material Alteration No. 22**<br>• The submission refers to the error in the information attributed to the subject wetland in Section 6.6.1 of the Draft Plan, which recorded the subject site as Site 177 (C-ranked, high value, locally important) instead of Site 178 (E, low value, locally important). The submission acknowledges the acknowledgement and correction of the error in the Chief Executive's Report dated 16th June 2026.<br>**Appendices**<br>The submission includes Appendices that include:<br>- a map of the subject area,<br>- a copy of PMA No. 22 extracted from the Proposed Material Alterations,<br>- a copy of the submission submitted in respect of the Draft Plan during the consultation period (Submission No. 119 dated 15th May 2026), an extract of the issues raised, response and recommendations of the Chief Executive from the Chief Executive's Report dated 16th June 2026,<br>- maps of Site Code 177 and 178 from Irish Wetland Survey and extracts from Section 12.11 of the Kildare County Development Plan 2023-2029 (CDP) (as varied),<br>- a copy of an Ecological Impact Assessment dated 23rd July 2025 prepared on behalf of Anthony Neville Homes Ltd.<br>- An extract from an Engineering Report prepared by Muir Associates Limited on behalf of Neville Homes Limited.<br>**Matters Raised in the Submission**<br>• The submission asserts that the significance of PMA No. 22 is not simply that it corrects an error in relation to the ecological description of the site in the Draft Plan, as the Planning Authority has retained the same zoning outcome through a new conclusion that natural habitat regeneration has |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | occurred without publishing an ecological assessment, wetland delineation study, habitat survey or hydrological assessment in support of that conclusion. States that the apparent substitution of a new ecological rationale without publication of the technical evidence supporting that rationale raises a fundamental evidential issue which should be addressed before adoption of the Variation.<br>• The submission refers to the rankings attributed to the 177 and 178 sites in Tables 12.5 and 12.6 of the CDP and states that the mere fact of an inventory listing is incomplete without the condition and ranking attached to that entry and provides the Wetland Surveys Ireland record in respect of site 178 as *"The wetland interest of the site has been lost. The area has been used to dispose of hardcore and builders' rubble. Wetland infilled and dry grassland now dominates."* States that if the Council considers that conclusion outdated, it should identify the current survey and methodology used to replace it.<br>• States that the term "Osberstown Wetland" is not neutral and should be deleted or expressly qualified by the full Site 178 findings, as it positively describes the lands as containing an extant wetland, notwithstanding the Site 178 finding that wetland interest was lost.<br>• The submission refers to Policy BI P8 and Objectives BI O49, BI O50, BI O51 and BI O56 of the CDP and states that none of BI P8 or BI O49 to BI O51 removes the need for the Council to establish the present existence, extent and value of the features relied upon, nor do any of those provisions expressly require the zoning outcome retained under PMA No. 22. Further states that BI O56 further confirms that potential impacts on sensitive water bodies shall be mitigated as part of the development management process.<br>• The submission states that the Site 178 findings are consistent with other technical reports concerning the lands including Arup Environmental Impact Statement dated December 2013, which was prepared in connection with the M7 Osberstown Interchange and Sallins Bypass; extract from the Ecological Impact Assessment dated 23rd July 2025, which was submitted by Neville Homes Ltd in support of Pl. Ref. No. 25/60849 and submission requests that the Planning Authority should identify the ecological assessment relied upon to displace the findings of the published reports.<br>• The submission refers to the Planning Authority's retention of the Open Space and Amenity zoning on the basis that natural habitat regeneration had occurred, and that part of the land was no longer |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | suitable for residential development, which it states is a materially new case, not a correction of the Draft Plan and asserts that the conclusion of natural wetland regeneration should be supported by a transparent technical assessment.<br>• States that aerial images or winter photographs may show surface water and vegetation on particular dates, but do not by themselves establish wetland hydrology, ecological value, naturalness or the extent of land requiring permanent Open Space and Amenity zoning and PMA No. 22 identifies no published technical report containing the necessary analysis.<br>• Asserts that PMA No. 22 removes the original C-level evidence but leaves the principal consequences unchanged and the Land Use Zoning, Green and Blue Infrastructure, Surface Water Management Strategy, Strategic Flood Risk Assessment with Land Use Zoning Underlay should be reviewed together with West Link Road KDA Framework and diagrams, estimated residential capacity and housing yield, and all related narrative and graphical references to an existing wetland, as a correction of Section 6.61 alone does not resolve the inconsistency if the maps and land-use consequences remain based on the superseded Site 177 case.<br>• The submission refers to the site's zoning as New Residential under the Sallins LAP 2016-2022 and states that retaining that zoning would not grant permission, approve a particular layout or disapply environmental protection, as any future application would remain subject to appropriate ecological, hydrological, drainage, flood-risk and environmental assessment.<br>• States that a permanent Open Space and Amenity zoning is a broader intervention and requires a clear, proportionate and evidence-based justification in accordance with the principles of evidence-based planning required by 'Development Plans Guidelines for Planning Authorities (DHLGH, 2022)'.<br>**Requested Amendments**<br>• The submission requests that PMA No. 22 be amended:<br>(1) To set out the complete and accurate Site 178 record, including its E, Low Value ranking and description.<br>(2) Delete or appropriately qualify the term "Osberstown Wetland" unless supported by a current published ecological and hydrological assessment.<br>(3) Restore or retain the C New Residential zoning across the affected portion of the subject lands. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | (4) Remove unsupported wetland, pond or surface-water annotations from the associated maps or amend them to reflect current verified evidence.<br>(5) Revise the West Link Road KDA framework, to land-area calculations, residential capacity and housing yield.<br>(6) Confirm that any future proposal will be assessed on its merits under all applicable ecological, flood-risk, drainage and environmental requirements.<br>**Proposed Replacement Wording**<br>• The submission suggests proposed replacement wording in respect of Site 178 as follows:<br>*"Kildare Wetland Survey Site 178 is recorded in Table 12.6 of the Kildare County Development Plan 2023-2029 as an E-ranked, Low Value, locally important survey site. The underlying County Kildare Wetland Survey records that the wetland interest of Site 178 has been lost, that the wetland was infilled, that dry grassland now dominates and that the main wetland type is N/A. Site 178 is not within the A, B, C+ and C categories expressly protected under Objective BI O49. Any extant ecological, surface-water or drainage feature shall be identified and assessed through a current site-specific ecological and hydrological assessment as part of the development-management process."*<br>**Matters Requiring an Express Response**<br>• The submission states that if the requested amendments are not accepted, the Chief Executive's Report should expressly identify the technical evidence and the reasons for departing from the Site 178 survey finding that wetland interest was lost and the factual basis to engage Objectives BI O50 and BI O5 of the CDP, the reasons no consequential zoning, mapping and capacity amendments are proposed, and the reasons site-specific environmental assessment at planning application stage is considered insufficient.<br>**Conclusion**<br>• The submission concludes that PMA No. 22 confirms that the Draft Settlement Plan attributed the wrong wetland site, ranking, value and ecological characteristics to the subject lands and states that it corrects Site 177 to Site 178, changes C, High Value, to E, Low Value, and deletes the high-value ecological narrative and states that those corrections remove the factual foundation on which the original wetland description was based. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that PMA No. 22 identifies no published site-specific assessment establishing the existence, extent, hydrology or value of such a wetland, and Site 178 remains E-ranked.<br>• Further states that the Council's own commissioned survey records wetland interest lost, while other reports, some of which were commissioned by Kildare County Council, classify the feature as artificial and seasonal.<br>• States that, in these circumstances, Neville Homes Limited respectfully submits that the correction of the underlying ecological evidence should be reflected in the associated zoning, mapping and capacity provisions of the Settlement Plan.<br>• States that the requested amendments represent a balanced and evidence-based planning response which would preserve the requirement for full environmental assessment of any future development proposal while ensuring that the Plan accurately reflects the published technical record.<br>• Requests that the amendment requests set out in the submission be adopted. |
| **13** | **Neville Homes Ltd** | • Proposed Material Alterations No. 1, 4 and 44.The submission states that it relates to the direct and consequential planning effects arising from those alterations sought and states that it does not seek to reopen the Tier 1 and Tier 2 designations, the housing figures in Tables 2.3 and 2.4, or any other unchanged element of the Draft Settlement Plan (Draft Plan) and those provisions are referenced only insofar as they form the statutory and strategic context against which the effects of PMA Nos. 1, 4 and 44 must be assessed.<br>• PMA No. 1 requires a single planning application to be prepared for the overall site.<br>• PMA no. 4 the transfer of the phasing of the Willlows to the development management process.<br>• PMA no. 44 deletion of the Willows Phasing strategy.<br>• States that these alterations must be considered together because their cumulative effect changes the delivery framework for The Willows Key Development Area (C5), including the relationship between that Tier 2 site, the Core Strategy housing allocation and the sequencing of all Tier 1 residential lands in Sallins.<br>• States that the proposed requirement for one planning application for the overall site, alongside the removal of the detailed phasing strategy and the transfer of phasing decisions to the development |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | management process, creates material uncertainty as to how current-plan-period growth will remain distinct from growth expressly identified for 2029 and beyond.<br>**Core Strategy and Residential Growth Framework**<br>• States that Table 2.3 of the Draft Plan distinguishes between housing growth intended to be delivered within the current Development Plan (CDP) period (674 housing units) and additional growth for 2029 and beyond (632 housing units).<br>• States that the PMA documentation identifies an estimated residential yield of 999 units for The Willows and the scale of that yield makes it essential that the Plan clearly and transparently specifies how much of the Tier 2 capacity may contribute during the current CDP period, how the balance will be reserved for future growth, and how the Core Strategy allocation will be protected for appropriately sequenced Tier 1 lands.<br>• The submission refers to Table 2.4 of the Draft Plan where it identifies The Willows as Tier 2 lands and the remaining sites as Tier 1.<br>• States that the concern raised is not confined to any individual landholding. It concerns the integrity of the settlement-wise sequencing strategy and the fair, orderly, and transparent treatment of all Tier 1 residential lands.<br>**Risk of Core Strategy Capacity Being Attributed to a Tier 2 Site.**<br>• Submission states that a planning permission does not, of itself, equate to immediate construction or occupation of every permitted unit and states that a single planning application for the entirety of a 999-unit Tier 2 site creates a real strategic ambiguity where the Plan simultaneously identifies 674 units for the current CDP period and 632 units for phased growth in 2029 and beyond.<br>• States that the PMAs do not clearly state:<br>– The maximum number of units at The Willows that may be permitted, commenced or occupied during the CDP period;<br>– How the 632 units identified for 2029 and beyond will be ring-fenced or otherwise protected from premature delivery;<br>– How the permissions granted on the Tier 2 site will be accounted for when monitoring the Core Strategy allocation; |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | – How the planning authority will ensure that the grant of a large permission at The Willows will not be relied upon to delay, constrain or otherwise prejudice the timely progression of planning applications on Tier 1 lands; or<br>– How Objective CSO 2.2 will be applied so that Tier 1 lands retain their intended delivery priority.<br>• Contends that, without an express safeguard, there is a risk that a significant portion of the available Core Strategy could subsequently be relied upon in the development management process or delay or constrain otherwise plan-compliant applications on Tier 1 lands, which it states creates an unresolved inconsistency between:<br>– The numerical Core Strategy allocation;<br>– The current-plan-period and post-2029 distinction in Table 2.3;<br>– The Tier 1/Tier 2 classification in Table 2.4;<br>– The requirement for one overall planning application; and<br>– The deletion of the detailed phasing strategy.<br>• Asserts that the settlement strategy should not depend upon conditions or later agreements reached through an individual planning application where the CDP itself can and should provide the governing parameters.<br>**Coordinated Development Can Be Achieved Without One Application**<br>• States that the objective of avoiding uncoordinated or piecemeal development does not require one planning application for the entire KDA. States that coordination can be secured through an agreed Masterplan or Urban Design Framework, binding infrastructure and phasing requirements, identified triggers for social and physical infrastructure, and a requirement that each phase demonstrate consistency with the overall framework.<br>• States that a phased application approach would preserve comprehensive planning while allowing delivery to reflect land ownership, infrastructure availability, market conditions and the Core Strategy allocation applicable at the relevant time. It would also provide a clearer mechanism for safeguarding the priority of identified Tier 1 lands.<br>**Departure from the Draft Plan Strategy** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that PMA Nos. 1, 4 and 44 collectively replace the phasing strategy of the Draft Plan with a single 10-year planning application and phasing to be agreed through the development management process, which it states is a substantive alteration to the implementation strategy for the largest residential allocation in Sallins.<br>• States that the PMA documentation should therefore contain a clear planning rationale and evidence base explaining why the structured phasing regime in the Draft Plan is no longer considered appropriate.<br>• States that in the absence of such justification, the proposed departure is insufficiently explained and should not be adopted in its current form.<br>• The submission requests that, in considering these PMAs, the Council identify the planning evidence relied upon for replacing the Draft Plan's structured phased approach with the materially different implementation framework now proposed.<br>**Further Internal Inconsistency Within the Settlement Plan**<br>• States that the PMAs retain the numerical and tier-based distinction between current and future growth while removing the principal plan-level mechanism for implementing that distinction.<br>• States that the CDP should itself provide a coherent and ascertainable framework for sequencing development, it should not leave the reconciliation of Tables 2.3 and 2.4 with the implementation provisions to a later individual planning application.<br>• States that an alteration of that scale requires robust justification, clear sequencing parameters, and express safeguards to ensure consistency with the Core Strategy and the proper planning and sustainable development of Sallins.<br>**Unjustified Advancement of a Tier 2 Site**<br>• States that the cumulative effect of PMA Nos. 1, 4 and 44 appears to afford The Willows a greater degree of implementation certainty despite its continued designation as a Tier 2 site. A single 10-year application for the overall 999-unit site could secure a substantial permission while Tier 1 lands remain subject to the ordinary development management process and the monitoring of available Core Strategy capacity. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • No clear planning rationale is provided as to why a Tier 2 site should be advanced through a comprehensive single-application mechanism while all Tier 1 lands are intended to contribute to housing delivery during the current CDP period.<br>• States that unless the Plan contains an express safeguard, there is a risk that a permission at The Willows could be treated as committing or absorbing available Core Strategy capacity and subsequently affect the sequencing, timing or timely progression of otherwise plan-compliant applications on Tier 1 lands.<br>**Requested Amendments**<br>• Requests the following:<br>(1) That PMA No. 1 be amended to remove the requirement for a single planning application for the entirety of The Willows KDA and instead provide for coordinated phased development through an agreed Masterplan or Urban Design Framework.<br>(2) That PMA No. 4 be amended so that Objective CSO 2.3 continues to require residential development and supporting social infrastructure at The Willows to be delivered in accordance with a clearly defined phasing strategy contained within the Settlement Plan.<br>(3) That PMA No. 44 be deleted or revised so that a detailed phasing strategy remains within the Settlement Plan. The retained strategy should identify the sequencing of residential development, the delivery triggers for physical and social infrastructure, and the distinction between housing growth within the current CDP period and the growth identified for 2029 and beyond.<br>(4) The new text be included in the Plan to state that the amended PMAs should expressly confirm that the Tier 2 designation of the Willows will not prejudice the delivery priority of any Tier 1 residential lands in Sallins.<br>**Conclusion**<br>• Neville Homes requests specific amendments to each of the PMA Nos. 1, 4 and 44: removal of the single-application requirement, retention of binding plan-level phasing controls, retention of a detailed phasing strategy, and an express safeguard for the Core Strategy capacity and delivery priority of all Tier 1 residential lands. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| **14** | **Kelsey Cunningham and Kevin Healy** | **Proposed Material Alteration (PMA) No. 69**<br>The submission objects to the rezoning of lands at Oldbridge Park estate from 'F: Open Space and Amenity' to 'C: New Residential'.<br>• Questions whether land designated as 'F: Open Space and Amenity' should be lost when significant residential zoned land remains undeveloped and the Plan already exceeds housing requirements.<br>• Asserts that the rezoning of the lands is difficult to justify as previous planning applications were refused by both Kildare County Council and An Coimisiún Pleanála.<br>• Sallins experienced significant housing development, and the supporting infrastructure and amenities has not kept pace. The 'F: Open Space and Amenity' designation considered a planning judgement that the lands serve an important public purpose. The removal of this zone requires a planning justification and a demonstrable community benefit, which has not been provided.<br>**The Council's Own Evidence**<br>• The Plan's housing figures do not support this rezoning. The Plan provides capacity for 1,306 homes, including 632 phased beyond 2029. The Oldbridge rezoning would add further surplus housing, while significant amenity and infrastructure deficits remain.<br>• PMA No. 69 confirms that the lands are outside the built-up footprint and are not infill lands within the towns existing built fabric.<br>• The Social Infrastructure Audit (SIA) identifies significant deficits in open space and community infrastructure such as, inter alia, school and childcare places and GP deficits. The addition of further housing before these are addressed will make it difficult to resolve these shortfalls.<br>• The proposed Sallins Amenity Park may help address these needs, but it remains unbuilt despite the Council acquiring the lands in 2016 and cannot be treated as if it has already addressed amenity deficits.<br>**Previous Planning Decisions and Policy**<br>• The planning history must be considered. Reasons for refusal included inappropriate scale and bulk, visual and landscape impacts, overdevelopment of a sensitive site, effects on the Grand |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | Canal, and consistency with the core strategy. These are material planning issues identified through the statutory planning process, not just concerns raised by residents.<br>• The Plan is intended to deliver sustainable development, and the County Development Plan (CDP) commits to protecting green infrastructure, biodiversity, public open space and community wellbeing, and ensuring that development is supported by the necessary infrastructure and services.<br>• However, asserts that it is concerning that the lands are being rezoned despite the previous refusals. This undermines the planning process and disregards the planning decisions. Queries what material change justifies the rezoning.<br>**A Better Outcome for the Community**<br>• Residents of Oldbridge Park are frustrated by the repeated attempts to develop these lands and the rezoning would increase population and place further pressure on traffic, parking, local services and character of the area. Residents should not be asked to sacrifice an opportunity for public amenity.<br>• The developer, Springwood, describes these lands as underutilised and unused, but the lands remain fenced off and inaccessible and have never served their intended public amenity function. Failure to deliver that amenity does not justify the change of zoning. Open space within a residential scheme is not a substitute for community amenity land.<br>• These lands should be delivered as, inter alia, a public amenity, providing parkland, recreation, allotments, biodiversity, community space for the wider community, and access to the canal.<br>**Reject the rezoning**<br>There is already significant land zoned for residential development, amenities for existing residents need to be protected and delivered. |
| **15** | **Gareth O Brien** | Objects to the Proposed Material Alteration (PMA) No. 69.<br>• The lands have remained closed since construction, contrary to the estate brochure where the lands were portrayed as open green space. Furthermore, the land has been fenced off and became an eyesore, to support future rezoning tactics. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The development of the lands would replace valuable canal-side habitats and should be objected to. |
| **16** | **Shane Murtagh** | Objection to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate.<br>• Throughout the submission various sources are referenced such as the provisions of the Sallins LAP 2016 – 2022, the PMA Report, the Kildare County Development Plan (CDP) 2023–2029, the Sallins Settlement Plan, Variation No. 3 of the CDP, and the Sallins Social Infrastructure Audit (SIA).<br>• The lands were zoned 'F: Open Space and Amenity' with a site-specific objective under the Sallins Local Area Plan (LAP) 2016–2022 (F2), to provide community and amenity uses and facilities on these lands. The CDP 2023–2029 supports the protection of open space and the retention of appropriate land beside waterways.<br>• The land is situated close to the Grand Canal, a primary blue-infrastructure asset, that is an important corridor for recreation and biodiversity. While PMA No. 69 retains a 40-metre natural buffer, it does not preserve the full area.<br>• There is no evidence this rezoning is needed. The Plan already provides for 1,306 residential units, and PMA No. 69 would add 28 units, at a density of 45 dph, a marginal addition of housing that does not justify rezoning the lands and there are significant lands already identified for residential growth.<br>• The LAP ensured that 'F: Open Space and Amenity' zoning included private and public space. Although the LAP has expired, it reflects the Council's intention for this land, which was also originally designated as 'F: Open Space and Amenity' in the Settlement Plan.<br>• The Kildare CDP 2023–2029 includes policy for retaining open space, recognising accessible open space as an essential community asset becomes more important as populations increase.<br>• The submission outlines Objectives LR O93, LR O95, LR O96, and LR O99 and further asserts that this does not prevent the Council from considering rezonings. However, the objectives establish a clear direction. Given the lands designation in the LAP and Settlement Plan as 'F: Open Space and Amenity' and its canal-side location, any rezoning should require a justification. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • No justification has been provided. PMA No. 69 identified the number and density of dwellings, however, no explanation was provided as to why the lands were rezoned, why the lands potential for amenity is no longer necessary, and why would 'C: New Residential' providing a better long-term outcome.<br>• The submission notes the need for additional housing, the provision for future growth, and is not opposed to housing in suitable locations. Furthermore, the submission notes the changes which have resulted from Variation No. 3 and the additional housing unit allocations.<br>• The 'F: Open Space and Amenity' can be retained as it would not prevent the delivery of the housing targets and the Plan has significant lands already zoned for residential development.<br>• The lands should be protected unless it is demonstrated that it is required for residential development.<br>• Variation No. 3 requires growth to be accommodated to serviced or serviceable land and should be informed by infrastructure and environmental assessments. However, PMA No. 69 identifies the lands as outside the built-up footprint and does not assign it a Tier 1 or Tier 2 serviceability status. Prior to the rezoning, the serviceability and the justification of the site should be provided.<br>• The submission notes the findings of the SIA, specifically related to open space, and recognises that the Sallins Amenity Lands will address the open space shortfall. However, asserts that open space is about accessibility and highlights the need for multifunctional spaces within walking distance of homes, making their location increasingly important as population grows.<br>• The lands have added value due to their location adjacent to the Grand Canal. The LAP envisaged a linear park along the Grand Canal, with walking and cycling routes and opportunities for informal recreation.<br>• Retention of all of the 'F: Open Space and Amenity' zoning would allow greater flexibility for open space, recreation, biodiversity and improved connections to the Grand Canal. The future use of the lands does not have to be decided at this stage. The key issue is whether to retain the 'F: Open Space and Amenity' or remove it through residential zoning and requests the Council not to adopt PMA No. 69. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| **17** | **Office of Public Works (OPW)** | See Section 4 of the Chief Executive's report. |
| **18** | **Department of Transport** | See Section 4 of the Chief Executive's report. |
| **19** | **Stephen O'Neill** | Objects to the **Proposed Material Alteration (PMA) No. 69** for the rezoning of lands at Oldbridge Park estate<br>• The road already experiences parking pressures from residents and non-residents, while events at the canal entrance and Scout's Den add further traffic and parking demand. The proposal does not specify parking provision for new residents.<br>• Children play on the road due to a lack of open space. This land should be developed as an amenity area for public use, not for housing.<br>• The proposed housing will be close to the canal, requiring careful flood risk assessment. |
| **20** | **St. Laurence's NS Parents Association** | The issues raised in the submission are as follows:<br>**School capacity must be considered alongside residential growth.**<br>• States Sallins cannot sustainably accommodate significant population growth unless the infrastructure required to support it is delivered at the same time as housing. Asserts a second primary school is now urgent to accept the influx of children from the Willows KDA alone.<br>• The school published admissions intake for 2026/27 states 78 Junior Infant places available, representing three classes, with a further 12 children on the waiting list, and asserts demand is still significant.<br>• Welcomes correction to Table 3.1 identifying requirement for 996 post primary places and E2 zoned land has been identified for this.<br>• Welcomes SIO 3.1 recognising the need for improvements and expansion of existing primary school including SEN.<br>• Requests clear commitment for second primary school to secure the site and progress the project along with the phasing of the Willows KDA.<br>**Safe Routes to St Laurence's National School must be a priority** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Welcomes investigation of HGV restrictions.<br>• States St Laurence's has been twice passed for the An Taisce Safe Routes to School. Asserts that increasing pressure on the roads surrounding the school makes it imperative the issue is addressed through the planning framework.<br>• Requests a commitment to move beyond investigation and be translates into a clearly defined and deliverable Safe School Zones under the NTA Safe Routes to School programme.<br>• Submission encourages continuation of initiatives (Park & Stride, Walking Bus, Cycling & Wheels Initiative, Drop & Go) as existing school access arrangements are under significant pressure at drop off and collection times.<br>**A new pedestrian/cycle route behind the school**<br>• Strongly recommends a new dedicated pedestrian and cycle connection to the rear of St Laurence's NS, utilising the lands between the school and the railway and provides an opportunity to remove children from the busiest roads.<br>• This connection should be safeguarded within the planning framework now before surrounding lands are developed.<br>**Safe pedestrian connection from Kerdiffstown Road**<br>• Requests a safe pedestrian connection from Kerdiffstown Road to St Laurence's NS and that this connection be incorporated into the overall movement strategy of the town.<br>• States as Sallins grows, children will increasingly be travelling to school from different parts of the town.<br>**Recreation and Youth Facilities**<br>• Welcomes commitment to actively seek funding for sports and recreational infrastructure of the Community Lands.<br>• Encourages the Council ensure the community lands include a permanent home for Sallins Celtic and include facilities for young people of all ages.<br>• States the removal of the following (but not exhaustive) facilities within the Willows KDA is very disappointing and creates a huge gap for older children and teenagers, and should be considered for inclusion; |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Skate Park<br>• Basketball courts<br>• Tennis /Padel courts<br>• BMX track<br>• Athletics Track<br>• Outdoor amphitheatre<br>• Fishing ponds<br>**Childcare and Afterschool**<br>• Welcomes PMA No. 10 but requests that the objective also makes clear that childcare facilities should be delivered early in the development process and in tandem with each phase of housing.<br>After school facilities are essential and should form part of the overall community infrastructure. |
| **21** | **Noreen O Shea** | The issues raised in the submission are as follows:<br>• Objects to the Proposed Material Alterations which increase residential density and development in Sallins as there is no capacity left for more housing without major infrastructure first.<br>**Roads and Traffic:**<br>• States Sallins is gridlocked daily at the canal bridge, Clane Road, Osberstown and Sallins bypass. No capacity for construction traffic or extra cars.<br>**Schools:**<br>• Local primary schools are at capacity. No new school places secured in the Social Infrastructure Audit.<br>**Wastewater and Water:**<br>• Infrastructure is under pressure. SWMS highlights flood risk and drainage issues at Waterways, Clane Road and Osberstown.<br>**Health Services:**<br>• No GP capacity in Sallins for existing population. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Phasing:**<br>• Development should not be permitted until roads, wastewater, schools and community facilities are delivered first.<br>• Requests the Council reduce or phase residential zonings in Sallins. |
| **22** | **Sharon Kelly** | **Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate.**<br>• The lands are in close proximity to existing homes and the Scouts Den. The development of the lands will result in, inter alia, unsafe parking, construction traffic and additional traffic, congestion, and safety issues. The safety of children should be considered accessing and leaving the Scouts Den during drop off and busy periods. Parking at the Scouts Den is limited when the facility is in use.<br>• The proposed houses are located on a cul-de-sac, and could impact existing residents by means of overlooking, overshadowing, overbearing, and loss of privacy.<br>• The lands are in close proximity to the Grand Canal, which is being developed as a greenway.<br>• The planning application submitted by Springwood provides one car parking space apartment. This level of provision is insufficient to meet the parking demand due to the number of residents and visitors.<br>• The proximity of the train station doesn't justify the provision of one car parking space per apartment as the train services have limited frequency and the destinations do not provide a transport option for all individuals.<br>• Any car parking shortfalls will result in overspill parking on surrounding roads, increase congestion, and create road safety concerns.<br>• The 'F: Open Space and Amenity' were described as unused. This was the result of the developer fencing off the lands, preventing public use. This has undermined the purpose of this zoning, denying residents of open space. This land was intended to provide a recreational amenity and should be protected and made available for its designated use. |
| **23** | **Anton Madirazza** | **Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate.** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • There are two attachments to the submission:<br>- An image illustrating the open spaces within the existing housing scheme.<br>- The Springwood Brochure illustrating the area in question as open space.<br>• Residents struggle to locate open spaces for recreation as there is one major green area for recreation that is surrounded by roads and is overcrowded. Anything built on the lands other than recreational use would be poorly received from residents.<br>• There are no benches, swings, seesaws, slides, sand pits, or public bins in Oldbridge Park estate.<br>• There is only one playground in the town, which is an extremely low number. Children need to cross a major road that is heavily trafficked to reach the playground.<br>• The location of open space in proximity to their home influenced their reason to purchase in the area. The lands are now in danger of being altered.<br>• The recreation area for the estate will continue to lack, while the need for housing will be fulfilled.<br>• Included in the submission is a brochure that was distributed by the developer, Springwood, and asserts that it was promised that this green area would not be developed. The layout of the housing estate, type of houses, and distance to facilities in the vicinity is documented in the attached brochure.<br>• Further states that it is evident that the lands in the brochure are portrayed as open green space and that it is unfair to change this now that the houses in the estate have been bought.<br>• The character of the proposal is different to the existing character. The density of the proposal would be better located at the exists of the estate and not deep in the estate where increased traffic will arise. There are already existing traffic and congestion, the additional residential units will worsen matters. The road infrastructure is not appropriate for higher density.<br>• The developer has fenced off the lands and prevented the lands being used for recreation. This was a tactic to attempt to have the lands rezoned and should be rejected.<br>• As part of the PMA, a natural playground is proposed. Thus, this will just be open space which can be done in minutes if the fences are removed. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The initial planning permission for Oldbridge Park estate had included a crèche but it was never built and the density of housing was a major concern. The open space and amenity were considered which allowed the higher density at the time. Increasing density further by reducing open space undermines the basis of the original planning permission and the integrity of the planning process.<br>• This zoning change prioritises the developer's interests over those of Oldbridge Park estate residents and should not proceed. If these concerns are ignored, councillors do not have the resident's best interests in mind and residents will be reluctant to vote in the future. |
| **24** | **Eimear Humphreys** | The submission outlines the following:<br>• More green areas, not less.<br>• Infrastructure is not sufficient to current population before more houses are built.<br>• Construction of infrastructure first. |
| **25** | **Noel Foy** | **<u>PMA No. 69 - rezoning of lands at Oldbridge Park estate</u>**<br>• Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate from 'F: Open Space and Amenity' to 'C: New Residential', as a directly affected resident.<br>• Notes that a land zoning request located at Rahandoon Road was not rezoned during the first consultation and that the plan-led restraint approach was correct. This approach was not applied to PMA No. 69.<br>**The rezoning seeks to reverse a refusal of the same development**<br>• Residential development on the lands have already been refused by KCC (Pl. Ref. 24/60729) for reasons including that residential development is a material contravention of the zoning, conflicts with Objective LR O93 of the CDP, and lands act as a buffer to the Grand Canal, intended to protect the canal corridor from disproportionate visual impact.<br>• Significant planning objections concerning the loss of amenity land and the protection of the canal corridor. The rezoning of the lands will not address any of the objections. Using a CDP |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | variation to remove the previous refusal reasons, rather than address the planning concerns, undermines the plan-led process.<br>• Elected Members should ask what has materially changed since the same development was refused. PMA No. 69 identifies no such change.<br>• The application was also refused by An Coimisiún Pleanála (ACP) in 2025, for reasons including overdevelopment of a sensitive site, visual and landscape impact, and the effect on the Grand Canal. This further weakens the case for rezoning. A refusal upheld at national appeal level should not be reversed by a zoning change. The Council should confirm the site's full planning history, including any ACP decision, and place it in a report to formally record on the record<br><br>**"Underutilised" description is misleading, and rewarding it would set a damaging precedent**<br><br>• The submission states that the case for rezoning rests in part on describing these lands as unused or underutilised.<br>• The land is underused only because it has been fenced off and inaccessible. The community has been denied the amenity the zoning was intended to provide.<br>• Residents were informed these lands would remain open green space, including in the estate's own sales brochure, and bought their homes on that basis. Rezoning the open space for housing would convert promised community amenity into housing profit.<br>• A developer's failure to deliver open space should not justify removing the 'F: Open Space and Amenity' zoning. Rezoning would set a damaging precedent that housing estates open space can be withheld, neglected, fenced off until rezoning for housing is secured. This contradicts plan-led development.<br><br>**Amenity and density impact - the alteration contradicts the Council's own Design Brief**<br><br>• The proposed density of 45 dph contradicts with the Design Brief's requirement to continue the character of the surrounding low-density neighbourhood (30 dph), making the alteration inconsistent. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Development would mean more traffic, parking pressure, and construction disruptions for existing residents on roads regularly played on by children. Open space within a housing development can't replace land zoned 'F: Open Space and Amenity' for the wider community.<br><br>**The alteration is not required to meet any housing need**<br><br>• The Draft Plan already provides housing capacity in excess of growth requirements. The 28 dwellings proposed are immaterial to meet housing targets.<br>• Table 2.4 shows the site is outside the built-up footprint and lacks a serviceability status. This is not compact infill development the National Planning Framework (NPF) prioritises, but an outward expansion onto designated open space that is of a scale that makes no contribution to housing supply.<br>• The submission notes the findings of the Social Infrastructure Audit (SIA), specifically the open space deficits. Sallins already has sufficient land zoned for housing and sacrificing designated 'F: Open Space and Amenity' for development is the wrong approach.<br><br>**The alteration is inconsistent about how much land it rezones**<br><br>• The documents are inconsistent on the extent of the proposed rezoning. The zoning amendment describes 0.63 hectares being rezoned to 'C(6): New Residential', while the Design Brief at Section 10.1.5 records a site area of 0.68 hectares zoned 'C(6): New Residential' together with 0.83 hectares zoned 'F: Open Space and Amenity'. A proposal affecting zoning should be consistent and precise. This discrepancy raises concerns that the proposal has not been through the rigorous, evidence-based assessment that the plan-making process requires.<br><br>**The rezoning was introduced after public consultation and outside the plan-led evidence base**<br><br>• The lands were zoned 'F: Open Space and Amenity' in the Draft Plan and under the Sallins Local Area Plan 2016-2022 with a site-specific objective. Residents submitted their first submission based on the published zoning and the proposal to rezone the lands for housing only appeared after the public consultation had closed. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The lands were not assessed in the Settlement Capacity Audit (SCA) or any of the supporting studies. No evidence-based assessment or serviceably status was carried out. A justification is needed.<br><br>**Loss of green and blue infrastructure along the Grand Canal**<br><br>• These lands adjoin the Grand Canal, which is a primary blue-infrastructure, and the submission lists objectives including GBIO 6.1, LR O93, LR O95, LR O96 and LR O99.<br>• The 40-metre natural buffer is welcomed, but it is not the same as retaining the full 'F: Open Space and Amenity' zoning. The retention of the zoning in full would preserve the opportunity of an accessible neighbourhood park, natural play, biodiversity and pollinator planting and improved pedestrian connection to the canal.<br><br>**Flood risk**<br><br>• The rezoning would place a more vulnerable land use closer to the canal and flood-risk issues should be assessed before any rezoning decision, not to a later application stage.<br><br>**Requests the Council**<br><br>• Reject PMA No. 69.<br>• Retain the 'F: Open Space and Amenity' zoning across the full area and reject the 'C(6): New Residential' zoning and associated Design Brief.<br>• Protect the lands as a future open space and amenity opportunity in accordance with Objectives GBIO 6.1, LR O93, LR O95, LR O96 and LR O99.<br><br>**<u>PMA No. 44 - Deletion of the Willows Phasing Strategy</u>**<br><br>• Objects to the deletion of the phasing strategy and asserts that the phasing mechanism ensured that areas identified for development would be tied to the delivery of social infrastructure. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • There has been significant housing development, while schools, childcare, healthcare, community facilities and transport infrastructure have not kept pace. The removal of a phasing strategy weakens the safeguards residents need the most.<br>• Requests: Retain a binding phasing and "in-tandem" delivery requirement for The Willows, whether in Section 10.1.4 or the Implementation Schedule, so that residential occupation remains tied to the delivery of commensurate social and physical infrastructure.<br>• If the intention of PMA No. 44 is to relocate phasing into the Implementation and Infrastructure Delivery Schedule (Table 10.2), that schedule should carry an equivalent, enforceable phasing obligation rather than a weaker "in tandem with development" formula.<br><br>**PMA No. 47 - Sallins Amenity Lands and Sallins Celtic FC**<br><br>• Welcomes PMA No. 47, however, requests that the PMA be strengthened to ensure security for Sallins Celtic FC. The PMA doesn't name or secure the future of Sallins Celtic FC, a club that has been operating since 1998 and has two five-a-side pitches, one seven-a-side pitch and two full-size pitches. The club should be expressly recognised in the Plan and guaranteed tenure at the Amenity Lands.<br>• There should be no loss before replacement. Existing playing facilities must remain in use until equivalent or better facilities at the Amenity Lands are operational and available. This commitment is essential given the long-waited delivery of the Amenity Lands. |
| **26** | **Conor Conroy** | **Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park**.<br><br>• There is significant traffic and parking pressures, and residents experience parking issues from non-residents. The proposal does not specify parking provision for new residents or does it address any of the impacts on the existing streets.<br>• Events at the canal entrance and Scout's Den add further traffic and pedestrians into an area that has limited capacity.<br>• There is a need for accessible open space on these lands. Children play on the road due to a lack of recreational amenity in the area. This land should be developed as an amenity area for |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | recreational and community use, not for housing which would increase the number of vehicles in the area without addressing the current deficiencies.<br>• The proposed housing will be close to the canal, requiring careful flood risk assessment and surface water management to be examined before any decision is made.<br><br>The retention of the 'F: Open Space and Amenity' would better serve the needs of the existing community and be more sustainable. |
| **27** | **Neville Homes Ltd** | The issues raised in the submission are as follows:<br><br>**<u>Purpose of submission.</u>**<br><br>• States that the submission supports the principle contained in PMA No. 42 that public open space provided within a KDA may contribute towards the applicable 15% site-area public open space provision.<br>• Requests that same principle be applied consistently to other KDAs within the Sallins Settlement Plan where lands zoned F: Open Space and Amenity form an integral part of the planned development framework, including the Link Road KDA and the West Link Road KDA.<br>• States that the requested amendment is intended to ensure that land, which is specifically zoned, designed and delivered for public open space, amenity and recreation is properly recognised in the calculation of public open space provision.<br><br>**<u>Planning Context</u>**<br><br>• States that the Plan treats F-zoned lands as planned open space and recreation infrastructure, rather than as residual or incidental land and where lands are located within a KDA and are to be delivered as part of its overall development, their contribution should be recognised when the public open space requirement for that KDA is assessed.<br><br>**<u>Application across the KDAs.</u>**<br><br><u>Link Road KDA</u> |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the Link Road KDA includes 1.25 hectares of land zoned F: Open Space and Amenity and states that its stated vision is to provide an urban neighbourhood incorporating attractive and accessible green open spaces together with essential social infrastructure.<br>• States that the framework requires a connected landscape network incorporating the proposed open space and green corridor, including a Multi-Use Games Area, playground and passive open space and accordingly, qualifying publicly accessible open space delivered on F-zoned lands within the Link Road KDA should contribute towards the KDA's 15% public open space provision.<br><br><u>West Link Road KDA</u><br><br>• States that the West Link Road KDA includes land zoned F: Open Space and Amenity and the KDA framework provide for residential development, educational facilities and open space, with the open space forming part of the overall sustainable urban extension.<br>• States that the F-zoned lands form part of the planned open space provision within the West Link Road KDA and accordingly, qualifying publicly accessible open space delivered on those lands should contribute towards the KDA's 15% public open space provision.<br><br>**<u>Consistent Plan-Led Approach</u>**<br><br>• Asserts that the requested approach does not seek any reduction in the quality, accessibility or functionality of public open space. It seeks recognition of open space that is already identified within the Plan, zoned for that purpose and required to be delivered as part of the KDA framework.<br>• States that applying this principle across the relevant KDAs would support coherent implementation of the Settlement Plan and avoid a situation in which publicly accessible F-zoned open space is delivered as an integral component of a KDA but is disregarded when the open space provision for that same KDA is calculated.<br><br>**<u>Requested Amendment</u>**<br><br>• Submission suggests new wording stating that *"Within each KDA, lands zoned F: Open Space and Amenity that are delivered as appropriately designed, usable and publicly accessible public open* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *space may contribute towards the applicable 15% site-area public open space provision for that KDA."*<br><br>**<u>Conclusion</u>**<br><br>• States that for consistency of implementation, the Plan be amended in recognition of PMA No. 42 that public open space within a KDA may contribute towards the 15% site-area public open space provision is appropriate and should be retained, which it states is particularly relevant to the Link Road KDA and the West Link Road KDA. |
| **28** | **Grainne Ni bhraonain** | **Objects to the Proposed Material Alteration (PMA) No. 69**<br><br>• Individuals chose to reside in this housing estate based on commitments from the developer, Springwood, that the lands would remain a dedicated community green space and no further residential development would take place.<br>• The proposal to develop the lands for high-development apartments undermines the trust of the residents who resided here on the basis that lands would remain free from development.<br>• Beside broken commitments, the proposal will pose risks to residents' quality of life, safety, and the environment.<br><br>**Risk to Child Safety and Street Capacity**<br><br>• The street is regularly played on by children and parking is already at capacity for existing residents. Additional apartment units would increase vehicle traffic and congestion, creating a hazardous environment for children who use this space safely.<br><br>**Overburden of Existing Infrastructure**<br><br>• Services in the area experience issues such as GPs delays and school places. The train station increases commuter traffic and overflow of parking. Additional high-density development without the expansion of services and infrastructure is not sustainable.<br><br>**Threat to the Grand Canal and Local Biodiversity** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The Grand Canal supports local biodiversity, bird species, and aquatic life. Construction noise, dust, and run off from development will threaten this ecosystem.<br><br>**Conclusion**<br><br>• The lands should be preserved as an amenity that the residents urgently need and were promised, as opposed to a dense apartment development.<br>• Requests KCC to reject the PMA and to protect the safety, wellbeing, and quality of life of the residents. |
| **29** | **Sara Cubero** | **Objects to the Proposed Material Alteration (PMA) No. 69**<br><br>Requests KCC to retain the 'F: Open Space and Amenity' zoning and asserts that growth in Sallins should not come at the expense of land reserved for green space and community amenities, especially given existing pressures on infrastructure, services and recreation.<br><br>The submission is accompanied by an attachment comprising of three images.<br><br>**Serious Concern Regarding the Proposed Rezoning Boundary, Land Ownership and Site Area**<br><br>• Not all of the area shown within the proposed rezoning boundary belongs to the developer, Springwood. Accompanying the submission is an attachment with three figures. Figure 1 illustrates the red line boundary from An Coimisiún Pleanála (ACP) Case reference – 320977 and the submission asserts that this is the area owned by the developer.<br>• Figure 2 illustrates the proposed rezoning, as per the Chief Executive's Recommendation, extending into a green space area which is not owned by the developer. This green area contains the attenuation tanks serving Oldbridge Park and should not be considered for residential development.<br>• Figure 3 illustrates the Oldridge Park KDA Urban Design Framework and the existing green area that contains the attenuation tanks. This green area does not belong to Springwood and should have been or in the process of been transferred to KCC. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • This raise concerns over the inclusion of land outside the developer's ownership in the proposed residential zoning and area hectares. There is a potential inaccuracy in the site area and the estimated residential yield.<br>• Requests KCC to verify the ownership boundaries of all land within the proposed rezoning, has the green area with the attenuation tanks has been included in the site area, the ownership and transfer status of the green area, can the green area containing attenuation infrastructure be considered part of the developable residential site, and whether the site area, indicative density, and estimated residential yield is accurate.<br><br>**Loss of Designated Open Space and Amenity**<br><br>• The lands were designated as 'F: Open Space and Amenity', providing an opportunity for a public green space for residents. The land remained fenced off for 5 years by the developer, preventing public access.<br>• It is misleading to describe the lands as "underutilised." The lack of use of the lands does not demonstrate there is no need for amenity. Residents were not presented an opportunity to use the land for its intended purpose. Rezoning of the lands would permanently remove an amenity the community was supposed to benefit from.<br><br>**Sallins Needs Amenities, Not Further Development on This Land**<br><br>• There has been significant housing growth, while community facilities and local infrastructure have not kept pace. Residents face existing pressures relating to traffic, parking, public transport, schools, childcare, healthcare, and recreation facilities.<br>• Significant areas of land zoned for residential remain undeveloped and why should land designated as 'F: Open Space and Amenity' be lost for further residential development.<br>• Landscaped areas within a private residential development are not equivalent to land as 'F: Open Space and Amenity' for the wider community.<br><br>**Traffic, Parking and Child Safety** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The streets are residential in nature and children live and play within the area. Further residential development would increase traffic, congestion, safety risks, and parking requirements, especially at the proposed density.<br>• The streets are not designed to accommodate any traffic increase and the quality of life and safety of residents in Oldbridge Park needs to be considered.<br><br>**Green Space, Biodiversity and the Grand Canal**<br><br>• The lands are located close to the Grand Canal which makes it important to protect this green space. Green areas support residents' quality of life, recreation, biodiversity, habitats, sustainable drainage and environmental character.<br>• The permanent loss of the land should be carefully assessed, as rezoning and development would remove any future opportunity to use it as public green space. There is a need for accessible green and recreational spaces.<br><br>**An Opportunity for a Genuine Community Amenity**<br><br>• Rather than being rezoned for housing, this land presents an opportunity to provide amenities such as a park, recreational spaces, biodiversity spaces, community garden or other community facilities, which will become increasingly important as Sallins grows.<br>• The land's inaccessibility should not justify removing the 'F: Open Space and Amenity' designation. The Council should consider how the lands can fulfil its intended community purpose. |
| **30** | **Peter Petranin** | The issues raised in the submission are as follows:<br><br>• The lands in question were deliberately excluded from active development phases in earlier iterations and initial baseline plans because they were never originally meant to be designated for building.<br>• Suggests a re-evaluation of the PMA to ensure full alignment with proper planning and sustainable development principles. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests that the proposed zoning revert to the original protective designations that kept these lands free from intensive construction. |
| **31** | **Sarah Jane Moorhouse** | **Objects to the Proposed Material Alteration (PMA) No. 69**<br>• This land was originally promised as open space and amenity, and many residents bought their homes on that basis. Rezoning it for residential development would undermine that commitment.<br>• Residential development on this land was refused by Kildare County Council (KCC), with strong local opposition. The proposed rezoning is an attempt to take this space away from residents and evade the rejected proposal.<br>• There is a known flood risk associated to this area. The housing estate already faces issues due to limited entrances.<br>• Describing this land as "unused" is laughable. It is inaccessible because it has been fenced off, not because it is unnecessary. The housing estate lacks designated amenity and play spaces, and the proposed "natural playground" appears intended to make the residential element more acceptable.<br>• Retain the 'F: Open Space and Amenity' and provide an amenity space for all the residents.<br>• Seriously rethink the amendments – squeezing more houses into a congested location where issues such as traffic, train capacity, GP delays, school and crèche spaces exist. Prior to more housing, infrastructure and community needs must be considered. |
| **32** | **Uisce Éireann** | See Section 4 of the Chief Executive's report. |
| **33** | **Eric Fitzharris** | **Objects to the Proposed Material Alteration (PMA) No. 69.**<br>**Privacy and Safety Concerns**<br>• The proposed three-storey apartments are located directly opposite existing homes, with no separation, creating privacy concerns.<br>**Loss of Designated Open Space** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The lands are part of a designated open space network. The rezoning would result in a loss of amenity lands, contrary to the objectives of the County Development Plan (CDP) and set a negative precedent.<br><br>**Conflict with Statutory Policy**<br><br>• The proposal conflicts with Objective LR O93, which protects lands zoned for open space and recreation. A previous application on these lands was refused based on the zoning, and rezoning now appears to be an attempt to evade that policy conflict.<br><br>**Undermining Plan-Led Development**<br><br>• Zoning decisions should be strategic and evidence based. This proposal appears driven by a development interest as opposed to a broader planning strategy. This risks undermining both the integrity of the CDP and confidence in the zoning framework.<br><br>**Impact on the Grand Canal Corridor**<br><br>• The existing 'F: Open Space and Amenity' zoning helps protect the Grand Canal Greenway, which is an important environmental, recreational and visual amenity.<br>• Reducing this buffer for residential development would introduce visual intrusion, diminish the canal's open character, and impact the amenity value of the area.<br><br>**Environmental and Biodiversity Considerations**<br><br>• These lands support green infrastructure, biodiversity, and habitat continuity. Development of the lands would reduce ecological value and weaken this green corridor.<br><br>**Flood Risk Concerns**<br><br>• A precautionary approach is required as while the land is identified as Flood Zone C, the land is located adjacent to areas of flood risk. The rezoning of the lands for residential use is inappropriate from a long-term flood risk perspective. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Limited Housing Benefit**<br>• The limited units of housing do not justify the rezoning and does not outweigh the importance of retaining the lands as 'F: Open Space and Amenity'.<br>**Existing underdeveloped New Residential zones**<br>• There is already undeveloped residential zoned land, which should be prioritised over 'F: Open Space and Amenity' lands.<br>**Overdevelopment**<br>• Housing has outpaced supporting infrastructure such as GP services, schools, crèches, community facilities, and transport. Furthermore, public transport infrastructure is at capacity with the train station and commuter services overcrowded, including school buses.<br>• Roads are congested and commuter parking is impacting Oldbridge Park. Insufficient parking at the Scouts Den, and the narrow cul-de-sac entrances creates safety and access concerns.<br>• Requests that the lands remain as 'F: Open Space and Amenity'. |
| **34** | **EPA** | See Section 4 of the Chief Executive's report. |
| **35** | **Colm Moylan** | **Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate - directly affected resident.**<br>**Misrepresentation of Property Sales (Houses No. 53-74)**<br>• The lands designation as 'F: Open Space and Amenity' influenced decisions to reside in the area.<br>• Included in the submission is a figure of the developer's brochure and this aligned with the 'F: Open Space and Amenity' designation. The brochure illustrates the layout of the housing estate and the types of houses in the estate. Asserts that the brochure omitted any indication of future residential phases or development for this land. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The developer fenced off this area for over five years, preventing public access. The land was deliberately left underutilised and withheld in anticipation of a future rezoning opportunity, contrary to the intentions of the Sallins 2016-2022 LAP.<br>• Residents purchased their homes on the understanding that this land would remain public open space, while only a small portion is available. The Council should retain the 'F: Open Space and Amenity' and investigate whether statutory protections exist against this development strategy.<br><br>**Infrastructure Deficits, Traffic Congestion, and Public Safety**<br><br>• The proposed rezoning fails to address existing infrastructure constraints and safety concerns in the area.<br>• The community relies on access through the Oldbridge housing estate via the Scout's Den for access to the Grand Canal, as alternative routes are unsafe and structurally deficient. The submission notes Oldbridge Park's strategic role for access.<br>• The Greenway, including Soldiers Island, lacks a connecting bridge to the Naas branch of the Grand Canal.<br>• The L2006 route via Osberstown Cottages features a narrow footpath ending abruptly, forcing pedestrians, cyclists, and vulnerable road users onto a busy road and across the blind humpback Osberstown Bridge.<br>• In contrast, the Oldbridge Park route provides safer access to Osberstown Bridge, with adequate sightlines for pedestrians and cyclists. The Scout's Den is also widely used as a drop-off point for canal users.<br>• The Scout's Den junction experiences traffic congestion, impacting residents. Included in the submission is timestamped photographic evidence (Figure 2 to 5) that illustrates the existing traffic and safety hazards at the Scout's Den junction. The figures illustrate, inter alia, vehicles parked at the Scout's Den junctions, congestion at the T-Junction, and vehicles attempting to turn and exit without adequate turning circles.<br>• Critical health and safety concerns include restricted vehicle access and turning space, obstructed sightlines from parking, compromised access, and risks to children playing. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Pedestrian and vehicular movements towards the Grand Canal from The Waterways is projected to increase due to new housing developments, such as The Willows. Despite the cumulative pressures, PMA No. 69 proposes additional residential zoning that would direct all new traffic through the same restricted exit serving Nos. 53–74 Oldbridge Park. Figure 10.5 of the PMA Report is included in the submission, and it is asserted that there is no alternative relief route to accommodate any increased traffic.<br><br>**Public Liability and Notice of Risk**<br><br>• The submission formally notifies the Council of the health and safety issues, providing documented information of the public safety constraints. Any rezoning that increases population and traffic at Oldbridge Park will be undertaken with documented knowledge of the existing safety risks.<br>• Approving the rezoning without first addressing the infrastructure constraints may expose the Council to significant public liability. Responsibility for any future accidents or public safety failures will lie squarely with the local authority for failing to implement sufficient mitigations despite this formal warning. |
| **36** | **Camille Bouchet** | The submission outlines the following:<br><br>• Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate from 'F: Open Space and Amenity' to 'C: New Residential', as a resident.<br>• The housing estate already experiences traffic congestion and inadequate parking. Additional development would worsen both issues.<br>• Issues such as a shortage of childcare and after-school places exist and there are no plans for new facilities. This should be addressed before additional housing is developed in the estate.<br>• The land could be used for a new crèche or a playground, to meet childcare demand and provide recreational space for local children in the estate, given the lack of accessible green spaces. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| **37** | **Gisele Constantinov Menezes** | **Objects to the rezoning of Open Space and Amenity lands at Oldbridge Park / Oldbridge Station.**<br>• Directly affected resident.<br>• While additional housing is needed, strategic growth should not come at the expense of residential amenity, child safety, and sustainable communities. Alternative lands within the settlement boundary are available to accommodate residential development without undermining existing neighbourhoods.<br>**Breach of Legitimate Expectation and Original Planning Context**<br>• Residents purchased their homes with the understanding that this land would remain 'F: Open Space and Amenity' intended to serve the community.<br>• Although the green area is fenced off, the open space functions as a quiet area for residents. Rezoning it for residential development would undermine the estate's original masterplan and penalises existing residents who purchased in good faith.<br>**Loss of Sunlight, Daylight, and Residential Amenity**<br>• The rezoning would enable an apartment development on this compact site, causing overshadowing, loss of privacy, reduced sunlight and daylight to neighbouring homes, and a reduction in quality of life.<br>**Child Safety, Active Play, and Cul-de-Sac Preservation**<br>• The cul-de-sac's narrow, quiet, and limited heavy through-traffic nature makes it a vital and safe recreational space for children, throughout the Oldbridge Park estate, to play safely.<br>• Introducing residential development and additional traffic into this cul-de-sac would eliminate an important safe play area for local children. While the land is fenced off preventing any public access, the environs benefit from the quietness and nature sounds. Development of the site would negatively impact children of dozens of families. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Traffic Congestion and Parking Deficits (Scouts Den Context)**<br>• The Scouts Den already generates significant traffic and parking demand through regular meetings and community events. Roads and parking are already at capacity. Additional housing onto the narrow street would increase congestion, create safety risks, and impact emergency access.<br>**Prioritising Community Well-being Over Infill Density**<br>• Rezoning the lands appears solely driven by developer profitability as opposed to community-led planning principles. Good spatial planning should protect green space and safe environments within high-density suburban settings.<br>**Conclusion and Request**<br>• Given the impacts on child safety, traffic, residential amenity, and community wellbeing, Kildare County Council is requested to reject the proposed rezoning and retain the 'F: Open Space and Amenity' to ensure that recreational and environmental needs of the community are supported. |
| **38** | **Glenveagh Homes Ltd** | **PMA No. 1, 4 and 44 – Delivery of Physical and Social Infrastructure**<br>• Submission supports the inclusion of PMA Nos. 1, 4 and 44 and is ready to engage and support the delivery of necessary infrastructure across the Willows KDA, which will be phased and delivered in tandem with the social infrastructure provision, and in particular, the phasing will be agreed in writing through the statutory planning application process for the subject lands.<br>• Accepts that infrastructure, roads, parks, drainage, utilities must be delivered in a logical sequence in tandem with the development of the lands and the delivery of the necessary infrastructure for the lands.<br>**Proposed Material Alteration No. 27 – Kerdiffstown Active Travel Link.**<br>• Submission supports the delivery of PMA No. 27. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Proposed Material Alteration No. 37 – Acoustic Design Statement**<br>• Submission supports PMA No. 37.<br>**Proposed Material Alteration No. 42 – Public Open Space**<br>• The submission supports PMA No. 42.<br>**Proposed Material Alteration No. 68 – Table 2.4 Residential Yield.**<br>• Supports the increase in C: New Residential zoned lands within the Willows KDA, which will underpin and support the substantial areas of open space which is to be delivered in tandem with the sustainable development of the area aligned with the floodplains associated with the MRFS.<br>• States that Glenveagh's initial feasibility studies point to a yield closer to approximately 920 units, having regard to site constraints (known and unknown), which will be identified through the development design and management process.<br>• Suggests that for clarity the following text should be included in the footnotes to Table 2.4 in the final Settlement Plan: "The Estimated Residential Yield – Indicative and are subject to detailed design."<br>• Suggests that the existing footnote No. 13 to Table 2.4 should be deleted as it is no longer required or consistent with PMA No. 1:<br>• ~~*13 The complete build out of The Willows Key Development Area is envisaged across the existing and future development plan periods.*~~<br>**Proposed Material Alteration No. 43**<br>• States that while the submission supports PMA No. 35, PMA No. 43 seeks to include a specific 35m buffer area and suggests that the wording of PMA No. 43 is altered slightly as the specific dimension of the buffer provided for in PMA No. 43 should not be fixed and should be determined by an acoustic assessment as required under the new objective PMA No. 37 IEO 9.8, as follows: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Boundaries and Entrance Treatments**<br><br>The development *shall provide* a vegetated berm *with a densely landscaped buffer area* ~~of a minimum 35 metres~~ *to be determined by acoustic assessment*, along the southern boundary to mitigate noise, *light* and air quality impacts associated with the M7 Motorway, while contributing positively to the landscape structure. *Regard should be had to Objective IEO 9.8, which may result in the requirement to increase/amend the buffer area to ensure no adverse impact on residents. The vegetated berm shall be designed having regard to compliance with the requirements of Transport Infrastructure Ireland (TII) and relevant TII publications. Mitigation measures shall be the sole responsibility of the developer.*<br><br>**Conclusion**<br><br>• Welcomes the publication of the Proposed Variation No. 6 – Sallins Settlement Plan in order to provide the necessary planning policy and design framework for future development of the town.<br>• Submission supports a number of the PMAs as set out above and are seeking some minor adjustments to the PMA text contained in PMA Nos. 43 and 68 as set out above. |
| **39** | **Fergus Carpenter** | Submission refers to the CE's responses to submissions on the Settlement Plan, regarding the Social Infrastructure Audit (SIA) which includes the statements below:<br><br>• "The SIA was carried out to examine the availability and capacity of existing social infrastructure facilities in Sallins, to determine the future requirements and make recommendations based on existing and anticipated population growth. The Plan has identified the social infrastructure deficits and Table 3.1 gives a summary of social infrastructure requirements" (pp. 68, 75)<br>• "The preparation of a SIA is to inform land use plans and is not a statutory requirement in plan making. However, it is a key element in the evidence base assessments which accompany the Settlement Plan. The function of the SIA is to examine and analyse the availability and capacity of existing social infrastructure facilities, to determine future requirements, and to make recommendations based on anticipated settlement growth" (p. 113). |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | The submission states the Social Infrastructure Audit (SIA) completely overstates current provision which is worrying in its own right but also because SIAs will be required by developers applying for planning permission in the future.<br>• "It is important to note objective SC O16 of the CDP requires residential schemes of 20 units or more to submit a Social Infrastructure Audit (SIA). SC O15 of the CDP requires that in cases where there is a deficiency of a certain type of community infrastructure as part of the development proposal, the frontloading of such infrastructure is required as part of the first phase of development" (P. 76).<br>The submission asserts there is a tacit acceptance in the CE's report that there may be errors in the SIA, and that no state agency has bothered to detail how an SIA must be carried out to ensure accuracy.<br>• "There is no exhaustive criteria relating to the nature of the service which deems it acceptable for inclusion in the SIA, noting again that the Audit is non-statutory" (p. 78).<br>The submission states one cannot reasonably argue that the requirement on developers to carry out an SIA when making future planning applications gives residents comfort while also stating nobody really knows how to carry out an SIA.<br>Submission welcomes that KCC genuinely attempted an SIA to map current provision but states it failed. If there are no national guidelines to carry out such an important piece of planning work this is a failing of central government. This requires work at a wider national level if citizens are to be assured that SIAs are taken seriously. |
| **40** | **Earin Marshall** | Strong Objection to PMA No. 72 Requests KCC reject and not adopt PMA No. 72.<br>**<u>Executive Summary and Scope of Submission</u>**<br>• Objection is site specific and concerns establishing a residential zoning principle on this particular land without first resolving the consequences created by its direct relationship with |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | low rise homes, elevated topography, landscape structure and the recent planning history of Osberstown and Oldbridge.<br>• Asserts the planning history does not establish that no development can ever occur, however, it reveals a clear and recurring pattern of planning sensitivities in the immediate locality (scale and height beside low-rise housing, abrupt transitions in built form, accuracy of site levels, visual prominence, traffic and access, drainage and flood risk, mature hedgerows and natural drainage features, green-infrastructure integration, and the need for residential land to be justified through an evidence-based Core Strategy).<br>• These matters are of direct relevance to the suitability of the land for residential zoning under PMA No. 72 and should inform plan making now, rather than deferred to a future planning application after the residential land-use principle has already been established.<br><br>**<u>Why the Consequences of Rezoning Must Be Considered Now</u>**<br><br>• Submission acknowledges rezoning land does not grant planning permission but contends that PMA No. 72 zoning materially changes the policy baseline by establishing residential development is accepted in principle and can create legitimate expectation for development.<br>• Council should consider the realistic development that the land zoning could facilitate not only an assumed scenario of two-storey houses. Future proposals could seek duplexes, apartments, increased density – or other forms intended to optimise the zoned land.<br>• There are foreseeable consequences material to the zoning decision on the elevated lands immediately adjoining established low-rise homes (height, massing, balconies, overlooking, visual dominance).<br>• Asserts the question is whether there is sufficient evidence to conclude that residential zoning is strategically necessary and spatially appropriate and that an acceptable transition to the existing cottages can realistically achieved.<br><br>**<u>Established Low-Rise Character and Topographical Sensitivity</u>** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Osberstown cottages are a low-rise residential character, and the adjoining lands are elevated relative to the cottages which have historically been open/agriculture rather that part of a continuous built-up footprint.<br>• This concern is supported by an appeal relating to KCC Ref. 26/60068 (An Coimisiún Pleanála Ref. PL09.501145). KCC had objected to the density, scale, bulk, height and massing of the proposed three-storey form. In August 2026, An Coimisiún Pleanála upheld the refusal, treating the site as a sensitive infill location and finding that the juxtaposition of the three-storey duplex block with the surrounding built form failed to achieve coherent, high-quality placemaking.<br>**Recent Planning Decisions Demonstrating Local Sensitivities**<br>• Submission lists recent decisions of particular relevance, shown in the excerpt below: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|

| Reference / decision | Location / proposal | Outcome | Planning relevance to this submission |
|---|---|---|---|
| **KCC 25/60365**<br>**May 2025** | Oldbridge Station / Station Way<br>14 units in a three-storey block | **Refused by KCC** | Council identified materially inaccurate ground-level information; concerns regarding density, scale, bulk, height and massing; an abrupt three-storey transition beside existing single-storey dwellings; visual prominence; and surface-water / flood-risk matters. |
| **KCC 26/60068**<br>**ACP PL09.501145**<br>**19 Aug 2026** | Oldbridge Station / Station Way<br>15 units incl. three-storey duplex/apartment block | **KCC refusal upheld on appeal** | Immediate context characterised by low-rise housing. Final appeal decision treated the site as sensitive infill and found the proposed built-form relationship, fragmentation and placemaking response unacceptable. Demonstrates current sensitivity to scale and transition. |
| **KCC 25/60349**<br>**May 2025** | Station Way, Osberstown<br>Two-storey dwelling | **Refused by KCC** | Concerns included traffic hazard close to the L2006/R407 junction and a visually incongruous / prominent design on an important approach. Relevant to access, cumulative traffic and visual character. |
| **KCC 24/60729**<br>**ACP PL09.320977**<br>**7 Apr 2025** | West of Oldbridge Park, Osberstown<br>30 apartments in two three-level blocks | **Refused on appeal** | An Coimisiún Pleanála found residential development on land not previously zoned residential to conflict materially with the evidence-based Core Strategy and the planned quantum of residential land. Highly relevant to the need to justify additional residential zoning strategically. |
| **KCC 25/60849**<br>**ACP PL09.501089**<br>**22 Jul 2026** | Sallins Link Road, Osberstown<br>99 dwellings plus creche | **Refused on appeal - Commission Order 22 Jul 2026** | Council assessment identified waterlogging / pluvial flood risk and green-infrastructure concerns. The final appeal refusal cited removal of a mature hedgerow and natural drainage ditch and inadequate integration of green infrastructure / nature-based drainage. Relevant to landscape, ecology and surface-water assessment. |

**Historical Rezoning Context - Monread North / Southern Sallins**

- Submission states relevant plan-making history and the Chief Executive recommended no change during Sallins LAP preparation (2015) to Submission No. 36 seeking rezoning of c. 14

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | hectares south of the Waterways, 10.4 hectares as New Residential. The recommendation was based on sufficient residential lands already zoned, consolidating Sallins/avoiding sprawl, strengthening town centre, and availability of underutilised brownfield sites. The Chief Executive recommended no change and the Members accepted.<br>• It is stated, it is not suggested that a 2015 decision fixes the outcome in 2026; planning policy, population targets and infrastructure can change.<br>• However, the previous decision was examined as housing land need, consolidation and settlement form. If the Council now proposes a materially different planning outcome the contemporary evidence supporting that change should be clearly demonstrated.<br>• The 2015 plan-making process also progressed a residential zoning west of Oldbridge Station and reinforces the point that zoning decisions in this area have historically been parcel-specific, sensitive to scale, location and open-space relationships, rather than supporting a blanket assumption that all adjoining agricultural land is suitable for residential zoning.<br><br>**<u>Core Strategy, Sequential Growth and the Need for Evidence-Based Zoning</u>**<br><br>• Submission states ACP refused a 30-apartment proposal on lands west of Oldbridge Park because the land had not been zoned residential and materially contravened the CDP core strategy.<br>• Asserts the Council should demonstrate, in relation to this PMA, why this land is required and preferable to other serviced or already-zoned opportunities, which are less sensitive.<br><br>**<u>Height, Density, Overlooking and Residential Amenity</u>**<br><br>• The Council should assess the realistic range of development that could follow from residential zoning.<br>• It is not sufficient to assume that a future scheme will consist of modest two storey-houses as once the zoning is established the applicant may seek to optimise the development proposal. Given the elevated ground, even a two-storey development could have pronounced relationship on cottages below. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • KCC Ref. 25/60365 is directly relevant because the Council identified inaccurate ground levels and an abrupt transition from a proposed three-storey block to neighbouring single-storey dwellings as material concerns.<br>• Before adopting PMA, the Council should have sufficient verified topographical information and assessments of visual and residential amenity effects; as the residential zoning could permanently alter the outlook and relationship between the cottages and the subject lands.<br><br>**<u>Landscape, Hedgerows, Ecology, Drainage and Flood Risk</u>**<br><br>• Asserts mature trees, hedgerows and landscape buffers contribute to screening, biodiversity, green infrastructure connectivity, surface water interception and the transition between development and open land. Their value should be assessed before zoning is changed and not left to future application.<br>• The "openness" of the subject lands performs a landscape and residential amenity function.<br>• Submission states the July 2026 refusal in PL09.501089 demonstrates these are live planning issues in Osberstown. In that case, ACP specifically objected to the removal of a mature hedgerow and natural drainage ditch and the failure to integrate green infrastructure and nature-based drainage satisfactorily. KCC had identified waterlogging and pluvial flood-risk concern.<br>• Contends there is no suggestion the conditions of PL09.501089 apply to subject lands but the relevance is that the nearby assessment confirmed the importance of hedgerows, natural drainage features, green infrastructure and surface-water conditions and the subject PMA should be supported by similar site-specific evidence.<br><br>**<u>Access, Traffic and Infrastructure Capacity</u>**<br><br>• States planning history identifies access and infrastructure as recurring local constraints. KCC ref 25/60349 – raised road safety concerns at L2006/R407 junction and KCC ref. 26/60068 included drainage, water and wastewater issues.<br>• Asserts these matters underline the need to test cumulative impact of additional residential land and before these lands are zoned. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The recent Osberstown planning record demonstrate sustained development pressure and the potential for progressive intensification.<br><br>**<u>Evidence Required Before the PMA Could Be Responsibly Adopted</u>**<br><br>• Requests KCC address following matters before zoning land residential:<br>➢ Housing land requirement and Core Strategy<br>➢ Sequential suitability<br>➢ Verified topography and development envelope<br>➢ Residential amenity and transition<br>➢ Landscape/arboriculture<br>➢ Ecology and green infrastructure<br>➢ Flood risk and surface water<br>➢ Transport and access<br>➢ Water and wastewater capacity<br><br>**<u>Without Prejudice: Minimum Site-Specific Safeguards if the Council Proceeds</u>**<br><br>• Submission's primary request is not adopt PMA No.72 but if the zoning is retained residential, asserts a binding site-specific objective or development-principles be included in Settlement Plan. At a minimum it should provide for:<br>• Strong low-rise transition immediately adjoining Osberstown Cottages / White City, with development at the interface normally limited to two storeys and any greater height requiring a specific demonstration that it will not materially harm residential amenity or visual character;<br>• No three-storey apartment or duplex block positioned so as to create an abrupt or dominating relationship with the existing cottages;<br>• A substantial landscaped setback and retention of mature trees, hedgerows and other effective landscape buffers wherever practicable;<br>• Adequate separation and orientation to prevent direct overlooking, including careful control of upper-floor balconies and principal windows facing existing homes; |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Verified site levels and cross-sections at planning stage, together with control of unnecessary raising of finished ground or floor levels;<br>• Retention and integration of natural drainage features and implementation of nature-based SuDS, subject to site-specific flood-risk and drainage assessment;<br>• Demonstrated safe access, active-travel connectivity and service capacity before residential development is permitted; and<br>• A coordinated masterplan / framework for the entire rezoned parcel so that development is not brought forward piecemeal in a manner that defeats the intended transition and green-infrastructure structure.<br>**Appendix A - Planning Decisions and Plan-Making Documents Reviewed**<br>• Submission includes an Appendix A listing ten documents/ planning case references relating to the planning-history basis for this submission, as below:<br>➢ KCC ref 25/60365<br>➢ KCC ref 26/60068<br>➢ KCC ref 25/60349<br>➢ KCC ref 24/60729 and ACP ref PL09.320977<br>➢ KCC ref 25/60849 and ACP ref PL09.501089<br>➢ CE Report on Submissions to Draft Sallins LAP (2015) – Submission No. 36<br>➢ Minutes of Special Meeting Naas MD 22, October 2015<br>➢ Kildare CDP Core Strategy framework applicable to Sallins<br>➢ Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)<br>➢ Proposed Variation No. 6 Sallins Settlement Plan |
| **41** | **Natalie Ribeiro** | The issues raised in the submission are as follows:<br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br>**The Environmental Screening Did Not Assess this Rezoning** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for these 28 Units</u>**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br><br>**<u>Vehicular Access through Residential Cul-de-Sac</u>**<br><br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br><br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br><br>**<u>The Scout's Den</u>**<br><br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br><br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br><br>**<u>The Canal Setback Objective Does Not Apply Here</u>**<br><br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br><br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br><br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br><br>**<u>The Alteration is Internally Inconsistent</u>**<br><br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **42** | **Dolores Marshall** | The issues raised in the submission are as follows:<br><br>• Strong Objection to PMA No. 72 – proposed rezoning of land immediately behind Osberstown Cottages/White City, Naas.<br>• Requests KCC reject and not adopt PMA No. 72 and that the zoning/designation shown for those lands in Proposed Variation No. 6 be retained as originally placed on public display.<br><br>**<u>Executive Summary and Scope of Submission</u>**<br><br>• Objection is site specific and concerns establishing a residential zoning principle on this particular land without first resolving the consequences created by its direct relationship with low rise homes, elevated topography, landscape structure and the recent planning history of Osberstown and Oldbridge.<br>• Asserts the planning history does not establish that no development can ever occur, however, it reveals a clear and recurring pattern of planning sensitivities in the immediate locality (scale and height beside low-rise housing, abrupt transitions in built form, accuracy of site levels, visual prominence, traffic and access, drainage and flood risk, mature hedgerows and natural |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | drainage features, green-infrastructure integration, and the need for residential land to be justified through an evidence-based Core Strategy).<br>• These matters are of direct relevance to the suitability of the land for residential zoning under PMA No. 72 and should inform plan making now, rather than deferred to a future planning application after the residential land-use principle has already been established.<br><br>**<u>Why the Consequences of Rezoning Must Be Considered Now</u>**<br><br>• Submission acknowledges rezoning land does not grant planning permission but contends that PMA No. 72 zoning materially changes the policy baseline by establishing residential development is accepted in principle and can create legitimate expectation for development.<br>• Council should consider the realistic development that the land zoning could facilitate not only an assumed scenario of two-storey houses. Future proposals could seek duplexes, apartments, increased density – or other forms intended to optimise the zoned land.<br>• There are foreseeable consequences material to the zoning decision on the elevated lands immediately adjoining established low-rise homes (height, massing, balconies, overlooking, visual dominance).<br>• Asserts the question is whether there is sufficient evidence to conclude that residential zoning is strategically necessary and spatially appropriate and that an acceptable transition to the existing cottages can realistically achieved.<br><br>**<u>Established Low-Rise Character and Topographical Sensitivity</u>**<br><br>• States Osberstown cottages are a low-rise residential character, and the adjoining lands are elevated relative to the cottages which have historically been open/agriculture rather that part of a continuous built-up footprint.<br>• This concern is supported by an appeal relating to KCC Ref. 26/60068 (An Coimisiún Pleanála Ref. PL09.501145). KCC had objected to the density, scale, bulk, height and massing of the proposed three-storey form. In August 2026, An Coimisiún Pleanála upheld the refusal, , treating the site as a sensitive infill location and finding that the juxtaposition of the three-storey |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | duplex block with the surrounding built form failed to achieve coherent, high-quality placemaking.<br>**Recent Planning Decisions Demonstrating Local Sensitivities**<br>• Submission lists recent decisions of particular relevance, shown in the excerpt below: |

| Reference / decision | Location / proposal | Outcome | Planning relevance to this submission |
|---|---|---|---|
| **KCC 25/60365**<br>**May 2025** | Oldbridge Station / Station Way<br>14 units in a three-storey block | **Refused by KCC** | Council identified materially inaccurate ground-level information; concerns regarding density, scale, bulk, height and massing; an abrupt three-storey transition beside existing single-storey dwellings; visual prominence; and surface-water / flood-risk matters. |
| **KCC 26/60068**<br>**ACP PL09.501145**<br>**19 Aug 2026** | Oldbridge Station / Station Way<br>15 units incl. three-storey duplex/apartment block | **KCC refusal upheld on appeal** | Immediate context characterised by low-rise housing. Final appeal decision treated the site as sensitive infill and found the proposed built-form relationship, fragmentation and placemaking response unacceptable. Demonstrates current sensitivity to scale and transition. |
| **KCC 25/60349**<br>**May 2025** | Station Way, Osberstown<br>Two-storey dwelling | **Refused by KCC** | Concerns included traffic hazard close to the L2006/R407 junction and a visually incongruous / prominent design on an important approach. Relevant to access, cumulative traffic and visual character. |
| **KCC 24/60729**<br>**ACP PL09.320977**<br>**7 Apr 2025** | West of Oldbridge Park, Osberstown<br>30 apartments in two three-level blocks | **Refused on appeal** | An Coimisiún Pleanála found residential development on land not previously zoned residential to conflict materially with the evidence-based Core Strategy and the planned quantum of residential land. Highly relevant to the need to justify additional residential zoning strategically. |
| **KCC 25/60849**<br>**ACP PL09.501089**<br>**22 Jul 2026** | Sallins Link Road, Osberstown<br>99 dwellings plus creche | **Refused on appeal - Commission Order 22 Jul 2026** | Council assessment identified waterlogging / pluvial flood risk and green-infrastructure concerns. The final appeal refusal cited removal of a mature hedgerow and natural drainage ditch and inadequate integration of green infrastructure / nature-based drainage. Relevant to landscape, ecology and surface-water assessment. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Historical Rezoning Context - Monread North / Southern Sallins**<br>• Submission states relevant plan-making history and the Chief Executive recommended no change during Sallins LAP preparation (2015) to Submission No. 36 seeking rezoning of c. 14 hectares south of the Waterways. The recommendation was based on sufficient residential lands already zoned, consolidating Sallins/avoiding sprawl, strengthening town centre, and availability of underutilised brownfield sites.<br>• Asserts if the Council now proposes a materially different planning outcome the contemporary evidence supporting that change should be clearly demonstrated.<br>• The 2015 plan-making process also progressed a residential zoning west of Oldbridge station and reinforces the point that zoning decisions in this area have historically been parcel-specific, sensitive to scale, location and open-space relationships.<br>**Core Strategy, Sequential Growth and the Need for Evidence-Based Zoning**<br>• Submission states ACP refused a 30-apartment proposal on lands west of Oldbridge Park because the land had not been zoned residential and materially contravened the CDP core strategy.<br>• Asserts the Council should demonstrate, in relation to this PMA, why this land is required and preferable to other serviced or already-zoned opportunities, which are less sensitive.<br>**Height, Density, Overlooking and Residential Amenity**<br>• States it is not sufficient to assume that a future scheme will consist of modest two storey-houses as once the zoning is established the applicant may seek to optimise the development proposal. Given the elevated ground, even a two-storey development could have pronounced relationship on cottages below.<br>• KCC Ref. 25/60365 is directly relevant because the Council identified inaccurate ground levels and an abrupt transition from a proposed three-storey block to neighbouring single-storey dwellings as material concerns. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Before adopting PMA, the Council should have sufficient verified topographical information and assessments of visual and residential amenity effects; as the residential zoning could permanently alter the outlook and relationship between the cottages and the subject lands.<br><br>**<u>Landscape, Hedgerows, Ecology, Drainage and Flood Risk</u>**<br><br>• Asserts mature trees, hedgerows and landscape buffers contribute to screening, biodiversity, green infrastructure connectivity, surface water interception and the transition between development and open land. Their value should be assessed before zoning is changed and not left to future application.<br>• The "openness" of the subject lands performs a landscape and residential amenity function.<br>• Submission states the July 2026 refusal in PL09.501089 demonstrates these are live planning issues in Osberstown. In that case, ACP specifically objected to the removal of a mature hedgerow and natural drainage ditch and the failure to integrate green infrastructure and nature-based drainage satisfactorily. KCC had identified waterlogging and pluvial flood-risk concern.<br>• Contends there is no suggestion the conditions of PL09.501089 apply to subject lands but the relevance is that the nearby assessment confirmed the importance of hedgerows, natural drainage features, green infrastructure and surface-water conditions and the subject PMA should be supported by similar site-specific evidence.<br><br>**<u>Access, Traffic and Infrastructure Capacity</u>**<br><br>• States planning history identifies access and infrastructure as recurring local constraints. KCC ref 25/60349 – raised road safety concerns at L2006/R407 junction and KCC ref. 26/60068 included drainage, water and wastewater issues.<br>• Asserts these matters underline the need to test cumulative impact of additional residential land and before these lands are zoned.<br>• The recent Osberstown planning record demonstrate sustained development pressure and the potential for progressive intensification. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Evidence Required Before the PMA Could Be Responsibly Adopted**<br>• Requests KCC address following matters before zoning land residential:<br>➢ Housing land requirement and Core Strategy<br>➢ Sequential suitability<br>➢ Verified topography and development envelope<br>➢ Residential amenity and transition<br>➢ Landscape/arboriculture<br>➢ Ecology and green infrastructure<br>➢ Flood risk and surface water<br>➢ Transport and access<br>➢ Water and wastewater capacity<br>**Without Prejudice: Minimum Site-Specific Safeguards if the Council Proceeds**<br>• Submission's primary request is not adopt PMA No.72 but if the zoning is retained residential, asserts a binding site-specific objective or development-principles be included in Settlement Plan. At a minimum it should provide for:<br>• Strong low-rise transition immediately adjoining Osberstown Cottages / White City, with development at the interface normally limited to two storeys and any greater height requiring a specific demonstration that it will not materially harm residential amenity or visual character;<br>• No three-storey apartment or duplex block positioned so as to create an abrupt or dominating relationship with the existing cottages;<br>• A substantial landscaped setback and retention of mature trees, hedgerows and other effective landscape buffers wherever practicable;<br>• Adequate separation and orientation to prevent direct overlooking, including careful control of upper-floor balconies and principal windows facing existing homes;<br>• Verified site levels and cross-sections at planning stage, together with control of unnecessary raising of finished ground or floor levels; |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Retention and integration of natural drainage features and implementation of nature-based SuDS, subject to site-specific flood-risk and drainage assessment;<br>• Demonstrated safe access, active-travel connectivity and service capacity before residential development is permitted; and<br>• A coordinated masterplan / framework for the entire rezoned parcel so that development is not brought forward piecemeal in a manner that defeats the intended transition and green-infrastructure structure.<br><br>**<u>Appendix A - Planning Decisions and Plan-Making Documents Reviewed</u>**<br><br>• Submission includes an Appendix A listing ten documents/ planning case references relating to the planning-history basis for this submission, as below:<br>➢ KCC ref 25/60365<br>➢ KCC ref 26/60068<br>➢ KCC ref 25/60349<br>➢ KCC ref 24/60729 and ACP ref PL09.320977<br>➢ KCC ref 25/60849 and ACP ref PL09.501089<br>➢ CE Report on Submissions to Draft Sallins LAP (2015) – Submission No. 36<br>➢ Minutes of Special Meeting Naas MD 22, October 2015<br>➢ Kildare CDP Core Strategy framework applicable to Sallins<br>➢ Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)<br>➢ Proposed Variation No. 6 Sallins Settlement Plan |
| **43** | **Michelle & Anthony McLoughlin** | The issues raised in the submission are as follows:<br><br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br><br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for these 28 Units</u>**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br><br>**Vehicular Access through Residential Cul-de-Sac**<br><br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br><br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br><br>**The Scout's Den**<br><br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br><br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br><br>**<u>The Canal Setback Objective Does Not Apply Here</u>**<br><br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br><br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br><br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br><br>**<u>The Alteration is Internally Inconsistent</u>**<br><br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **44** | **James & Emily Mooney** | **Objects to PMA No. 69.**<br><br>Retain as 'F: Open Space and Amenity',<br>**<u>The Environmental Screening Does Not Appear to Have Assessed the Rezoning</u>**<br><br>• The SEA and AA Screening Addendum Reports appear not to have assessed the actual rezoning, only the buffer objective, and did so on the basis that it does not relate to new development – not withstanding that the alteration would facilitate 28 new dwellings.<br>• The SEA Addendum Report Section 2 describes its methodology as applying to PMAs involving change to an existing policy or objective or the introduction of a new policy or objective. Asserts the screening table appears to deal with text-based objectives rather than land use zoning changes themselves. The land-use zoning alterations PMAs Nos. 53-62, 64-68 and 70-73) do not appear to have been assessed.<br>• The AA Screening Addendum Report contains a similar omission, Table 2.1 identifies text objectives, including PMA No. 69 but does not assess the rezoning element of that alteration as a proposal for new residential development. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Both reports appear to only consider the proposed buffer objective GBIO X.X with the stated rationale that the objective does not concern new development but instead provides a natural buffer between existing zoned lands. Asserts this does not address the principal effect of PMA. No. 69 (the proposed conversion of 0.63 ha of open space land to residential zoning, with capacity for 28 homes).<br>• Submission asserts the screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. These alterations were not before the public in April 2026. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. Consequently, the rezoning of these lands does not appear to have been environmentally assessed.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment which creates a framework for future development consent is directly relevant to those considerations. It should not be screened out simply because the assessment methodology is directly towards text objectives.<br>3. The screening conclusion states that the PMAs do not alter the overarching principles, settlement hierarchy or environmental protection provisions relied upon by the SEA and therefore are not expected to produce new or intensified effects. Submission asserts the alterations increase the estimated residential yield in Table 2.4 by 260 units and a reduction of approximately 2 hectares of 'F: Open Space and Amenity' when the gains under alterations are taken into account.<br>• Requests the Council publish and explain its own calculation and asserts changes of this magnitude should not be described as having no new or intensified environmental effects without appropriate assessment.<br><br>The location warrants particular consideration; the lands lie between the River Liffey floodplain and the Grand Canal (a designated proposed Natural Heritage Area). PMA No.22 concerns the Osberstown Attenuation Pond (KWS Site Code 1778), identified in the CDP (Table 12.6, Wetland Survey 2012- |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | 2014) located on lands zoned 'F: Open Space and Amenity' in this immediate area. The alteration appears to change its recorded ranking.<br><br>Requests the Council confirm clearly in the CE Report whether PMA No. 22 increases or decreases the recorded value of the wetland, particularly as the supporting text continues to describe the site as having a high degree of naturalness and biodiversity and to support wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br><br>• The submission requests the following action:<br>➢ The SEA and AA Screening Determinations be reconsidered, and that the Screening Addendum Reports be revised to examine the land use zoning alterations, particularly PMA No. 69, as proposals capable of facilitating new development.<br>➢ The assessment should address cumulative and in-combination effects arising from other zoning alterations, with the Grand Canal proposed Natural Heritage Area, the Osberstown wetland, flood risk in the Liffey and Grand Canal catchment, and Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments.<br><br>**<u>The Site Falls Outside the Built-Up Footprint and No Serviceability Status is Given</u>**<br><br>• <u>Site outside Built Up Footprint</u>: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). Asserts this site does not meet that description and represents an extension onto land currently protected as open space, beyond compact-growth area and no specific justification is provided for departing from the stated approach.<br>• <u>No Serviceability Status provided</u>: all other entries in Table 2.4 have a serviceability tier, this site has none. NPO 72a requires KCC to distinguish between serviced and serviceable lands and the OPR previously required KCC set out serviceability in Core Strategy tables. The absence of a serviceability designation leaves this residential zoning insufficiently justified. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Ministerial Direction Precedent: Submission references the Ministerial Direction on the Sallins LAP 2016-2022, which removed a member's material alteration rezoning lands for residential development. The stated reasons including that the zoning was not warranted by the Core Strategy, conflicted with the planned and sustainable population growth in Sallin and was not justified against specific zoning criteria. PMA No. 69 is a members' MA effecting open space land, outside the built-up footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the implications of this precedent for the Variation as a whole.<br><br>**The Land Does Not Demonstrate a Need for the Additional 28 Homes**<br><br>• PMA No. 69 inserts the Oldbridge Park site into Section 2.3 of the Plan; the submission refers to the placements in the Chapter as being significant because this section concerns development beyond the immediate requirements of the Plan. The Proposed Variation itself acknowledges that land has already been zoned in excess of identified growth requirements.<br>• The other PMAs further increase the residential capacity recorded in the Plan (The Willows PMA No. 68 increases from 794 to 999 units). Asserts there is no obvious need to take 0.63 ha of estate open space to accommodate another 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**The Proposed Buffer Does Not Address the Boundary Facing Existing Homes**<br><br>• States support for principle of new Objective GBIO X.X in PMA No. 69. Asserts concern that the protection is limited to the western side of the site.<br>• Further states the Design Brief in Section 10.1.5 calls for key connections to the east with Oldbridge Park and to the south with the Scouts Den. Existing houses are situated to the east, Grand Canal and retained open space to the west. The effect of the proposed alteration is to provide a significant protected area between the future housing and the canal while providing no separation or privacy between the proposed homes and existing Oldbridge Park.<br>• The current alteration does not specify an eastern setback, maximum building height or restrictions on first-floor windows overlooking existing properties. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests amendment in PMA No. 69 is retained:<br>➢ The proposed objective should require both the western natural buffer and a minimum 15-metre separations along the eastern boundary. Section 10.1.15 should also specify that development is limited to two storeys, maintains 22 metres between opposing rear elevations, provides no habitable-room windows at first-floor level directly overlooking the rear elevations or private amenity areas of existing Oldbridge Park dwellings and retains existing hedgerows and trees along the eastern boundary.<br><br>**Access Through Oldbridge Park**<br><br>• Section 10.1.5 states vehicular access to the proposed residential development is to be provided through Oldbridge Park. Submission asserts it is an established residential cul-de-sac with one access point and no alternative route.<br>• Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br>➢ Section 10.1.5 should require every future application these lands include Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction. Development should not proceed where those assessments establish that the proposed access cannot safely accommodate the additional traffic.<br><br>**Protection of The Scout's Den**<br><br>• States Section 10.1.5 requires the development to provide a key connection southwards to the Scouts Den. The facility relies on the adjoining open space for outdoor activity on a low-traffic setting. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The proposed residential development would remove the existing open space, increase construction and vehicular traffic at a location used by children.<br>• Requests amendment:<br>➢ Include an objective protecting and supporting the continued operation of the Scouting facility, safeguarding open space for its outdoor activities, prevent development that would prejudice its continued use, and require any future layout to include safe pedestrian access and suitable set-down arrangements for the Scouts Den.<br><br>**Grand Canal Setback Protection Should Not be Limited to the Town Centre**<br><br>• Objective GBIO 6.4, inserted by PMA No. 23 requires development adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. Requests amendment to delete the words "in the town centre" from GBIO 6.4.<br>• Reference is also made to PMA No. 15 that Sallins develops as a greenway destination town.<br>• Asserts the ask is not for these lands to be left as a disused field but would welcome the Design Brief itself has active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br><br>**Material Inconsistencies Within the Published Alteration**<br><br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ Inconsistent Site Area Figures: The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ Unclear Objective numbering: The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ Inconsistent References to Sections and Figures: The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br>The submission states the open space at Oldbridge Park is an established amenity serving the surrounding estate. Kids make use of all open space open to them and would love this land not to be fenced off resulting in no access.<br>The submission welcomes PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification in the CE's Report on Submissions of the date on which the Variation is to be considered by the Elected Members. |
| **45** | **Stephen Mc Gibney** | **Objects to PMA No. 69**<br>**Environmental screening did not assess the rezoning**<br>• States the SEA and AA Screening Addendum Reports appear to assess the proposed policy/objective changes but not the land-use zoning changes themselves.<br>• Asserts PMA No. 69 is therefore considered to have been inadequately assessed, particularly in relation to cumulative effects, the Grand Canal, Osberstown wetland and flood risk. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The submission requests that the SEA/AA screening be revisited.<br><br>**<u>The site is outside the built-up footprint</u>**<br><br>• States the Council's own Table 2.4 identifies the site as outside the built-up footprint.<br>• The site is also shown with no serviceability status, unlike other proposed residential sites.<br>• Asserts that the rezoning is inconsistent with the Plan's compact-growth approach and has not been adequately justified.<br><br>**<u>There is no demonstrated need for the 28 homes</u>**<br><br>• The site is identified for phased residential development from 2029 onwards.<br>• Asserts the Plan already acknowledges that sufficient land has been zoned to meet growth requirements.<br>• Other material alterations significantly increase residential capacity, particularly The Willows.<br>• There is no need to sacrifice the Oldbridge Park open space for another 28 units.<br><br>**<u>Impact on existing homes</u>**<br><br>• States the proposed 40m buffer is only on the western boundary, towards the canal.<br>• Asserts there is no equivalent protection for existing homes to the east.<br>• Concerns include overlooking, loss of privacy, overshadowing and overbearing effects.<br>• If the zoning remains, the submission seeks minimum separation distances, a two-storey limit, restrictions on first-floor windows and retention of existing trees/hedgerows.<br><br>**<u>Traffic and access concerns</u>**<br><br>• States the proposed development would be accessed through Oldbridge Park, an existing residential cul-de sac.<br>• Concerns include construction traffic, additional permanent traffic, road safety and parking pressure around the railway station. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests a Traffic and Transport Assessment, Road Safety Audit and Construction Traffic Management Plan.<br><br>**<u>Impact on the Scouts Den</u>**<br><br>• The proposal would remove adjoining open space used by the Scouts Den.<br>• Concerns include construction traffic, increased activity and potential impacts on the facility's continued operation.<br>• Submission seeks specific protection for the Scouts Den and its associated open space and access arrangements.<br><br>**<u>Grand Canal protection should be strengthened</u>**<br><br>• Submission supports the proposed canal setback objective but argues that it should not be restricted to the town centre.<br>• The objective should apply to all development adjoining the Grand Canal within the Plan area.<br><br>**<u>The alteration contains drafting inconsistencies</u>**<br><br>• Submission states conflicting site areas: 0.63 ha and 0.68 ha.<br>• Asserts the buffer objective has inconsistent numbering.<br>• Section 10.1.5 and Figure 10.5 conflict with another material alteration relating to Bodenstown.<br>• Other alterations also appear to contain conflicting objective numbering.<br>• The submission argues these inconsistencies make it difficult for the public to understand exactly what is being proposed.<br><br>Submission asks the Council to consider the existing pressures on Oldbridge Station and Park area. Roads and infrastructure are already congested, and open green space is limited. Further reducing this open space for a relatively small number of additional dwellings would place additional pressure and would not represent a sensible planning outcome. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| **46** | **Eoin McDermott** | The issues raised in the submission are as follows:<br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br>• KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for these 28 Units</u>**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br><br>**<u>Vehicular Access through Residential Cul-de-Sac</u>**<br><br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br><br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br><br>**<u>The Scout's Den</u>**<br><br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br>**<u>The Canal Setback Objective Does Not Apply Here</u>**<br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**<u>The Alteration is Internally Inconsistent</u>**<br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **47** | **Earin Marshall** | The issues raised in the submission are as follows:<br><br>• Strong Objection to PMA No. 72 – proposed rezoning of land immediately behind Osberstown Cottages/White City, Naas.<br>• Requests KCC reject and not adopt PMA No. 72 and that the zoning/designation shown for those lands in Proposed Variation No. 6 be retained as originally placed on public display.<br><br>**Executive Summary and Scope of Submission** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Objection is site specific and concerns establishing a residential zoning principle on this particular land without first resolving the consequences created by its direct relationship with low rise homes, elevated topography, landscape structure and the recent planning history of Osberstown and Oldbridge.<br>• Asserts the planning history does not establish that no development can ever occur, however, it reveals a clear and recurring pattern of planning sensitivities in the immediate locality (scale and height beside low-rise housing, abrupt transitions in built form, accuracy of site levels, visual prominence, traffic and access, drainage and flood risk, mature hedgerows and natural drainage features, green-infrastructure integration, and the need for residential land to be justified through an evidence-based Core Strategy).<br>• These matters are of direct relevance to the suitability of the land for residential zoning under PMA No. 72 and should inform plan making now, rather than deferred to a future planning application after the residential land-use principle has already been established.<br><br>**Why the Consequences of Rezoning Must Be Considered Now**<br><br>• Submission acknowledges rezoning land does not grant planning permission but contends that PMA No. 72 zoning materially changes the policy baseline by establishing residential development is accepted in principle and can create legitimate expectation for development.<br>• Council should consider the realistic development that the land zoning could facilitate not only an assumed scenario of two-storey houses. Future proposals could seek duplexes, apartments, increased density – or other forms intended to optimise the zoned land.<br>• There are foreseeable consequences material to the zoning decision on the elevated lands immediately adjoining established low-rise homes (height, massing, balconies, overlooking, visual dominance).<br>• Asserts the question is whether there is sufficient evidence to conclude that residential zoning is strategically necessary and spatially appropriate and that an acceptable transition to the existing cottages can realistically achieved.<br><br>**Established Low-Rise Character and Topographical Sensitivity** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States Osberstown cottages are a low-rise residential character, and the adjoining lands are elevated relative to the cottages which have historically been open/agriculture rather that part of a continuous built-up footprint.<br>• This concern is supported by an appeal relating to KCC Ref. 26/60068 (An Coimisiún Pleanála Ref. PL09.501145). KCC had objected to the density, scale, bulk, height and massing of the proposed three-storey form. In August 2026, An Coimisiún Pleanála upheld the refusal, , treating the site as a sensitive infill location and finding that the juxtaposition of the three-storey duplex block with the surrounding built form failed to achieve coherent, high-quality placemaking.<br>**Recent Planning Decisions Demonstrating Local Sensitivities**<br>• Submission lists recent decisions of particular relevance, shown in the excerpt below: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|

| Reference / decision | Location / proposal | Outcome | Planning relevance to this submission |
|---|---|---|---|
| **KCC 25/60365**<br>**May 2025** | Oldbridge Station / Station Way<br>14 units in a three-storey block | **Refused by KCC** | Council identified materially inaccurate ground-level information; concerns regarding density, scale, bulk, height and massing; an abrupt three-storey transition beside existing single-storey dwellings; visual prominence; and surface-water / flood-risk matters. |
| **KCC 26/60068**<br>**ACP PL09.501145**<br>**19 Aug 2026** | Oldbridge Station / Station Way<br>15 units incl. three-storey duplex/apartment block | **KCC refusal upheld on appeal** | Immediate context characterised by low-rise housing. Final appeal decision treated the site as sensitive infill and found the proposed built-form relationship, fragmentation and placemaking response unacceptable. Demonstrates current sensitivity to scale and transition. |
| **KCC 25/60349**<br>**May 2025** | Station Way, Osberstown<br>Two-storey dwelling | **Refused by KCC** | Concerns included traffic hazard close to the L2006/R407 junction and a visually incongruous / prominent design on an important approach. Relevant to access, cumulative traffic and visual character. |
| **KCC 24/60729**<br>**ACP PL09.320977**<br>**7 Apr 2025** | West of Oldbridge Park, Osberstown<br>30 apartments in two three-level blocks | **Refused on appeal** | An Coimisiún Pleanála found residential development on land not previously zoned residential to conflict materially with the evidence-based Core Strategy and the planned quantum of residential land. Highly relevant to the need to justify additional residential zoning strategically. |
| **KCC 25/60849**<br>**ACP PL09.501089**<br>**22 Jul 2026** | Sallins Link Road, Osberstown<br>99 dwellings plus creche | **Refused on appeal - Commission Order 22 Jul 2026** | Council assessment identified waterlogging / pluvial flood risk and green-infrastructure concerns. The final appeal refusal cited removal of a mature hedgerow and natural drainage ditch and inadequate integration of green infrastructure / nature-based drainage. Relevant to landscape, ecology and surface-water assessment. |

**Historical Rezoning Context - Monread North / Southern Sallins**

- Submission states relevant plan-making history and the Chief Executive recommended no change during Sallins LAP preparation (2015) to Submission No. 36 seeking rezoning of c. 14 hectares south of the Waterways. The recommendation was based on sufficient residential lands already zoned, consolidating Sallins/avoiding sprawl, strengthening town centre, and availability of underutilised brownfield sites.

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Asserts if the Council now proposes a materially different planning outcome the contemporary evidence supporting that change should be clearly demonstrated.<br>• The 2015 plan-making process also progressed a residential zoning west of Oldbridge station and reinforces the point that zoning decisions in this area have historically been parcel-specific, sensitive to scale, location and open-space relationships.<br><br>**Core Strategy, Sequential Growth and the Need for Evidence-Based Zoning**<br><br>• Submission states ACP refused a 30-apartment proposal on lands west of Oldbridge Park because the land had not been zoned residential and materially contravened the CDP core strategy.<br>• Asserts the Council should demonstrate, in relation to this PMA, why this land is required and preferable to other serviced or already-zoned opportunities, which are less sensitive.<br><br>**Height, Density, Overlooking and Residential Amenity**<br><br>• States it is not sufficient to assume that a future scheme will consist of modest two storey-houses as once the zoning is established the applicant may seek to optimise the development proposal. Given the elevated ground, even a two-storey development could have pronounced relationship on cottages below.<br>• KCC Ref. 25/60365 is directly relevant because the Council identified inaccurate ground levels and an abrupt transition from a proposed three-storey block to neighbouring single-storey dwellings as material concerns.<br>• Before adopting PMA, the Council should have sufficient verified topographical information and assessments of visual and residential amenity effects; as the residential zoning could permanently alter the outlook and relationship between the cottages and the subject lands.<br><br>**Landscape, Hedgerows, Ecology, Drainage and Flood Risk**<br><br>• Asserts mature trees, hedgerows and landscape buffers contribute to screening, biodiversity, green infrastructure connectivity, surface water interception and the transition between |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | development and open land. Their value should be assessed before zoning is changed and not left to future application.<br>• The "openness" of the subject lands performs a landscape and residential amenity function.<br>• Submission states the July 2026 refusal in PL09.501089 demonstrates these are live planning issues in Osberstown. In that case, ACP specifically objected to the removal of a mature hedgerow and natural drainage ditch and the failure to integrate green infrastructure and nature-based drainage satisfactorily. KCC had identified waterlogging and pluvial flood-risk concern.<br>• Contends there is no suggestion the conditions of PL09.501089 apply to subject lands but the relevance is that the nearby assessment confirmed the importance of hedgerows, natural drainage features, green infrastructure and surface-water conditions and the subject PMA should be supported by similar site-specific evidence.<br><br>**<u>Access, Traffic and Infrastructure Capacity</u>**<br><br>• States planning history identifies access and infrastructure as recurring local constraints. KCC ref 25/60349 – raised road safety concerns at L2006/R407 junction and KCC ref. 26/60068 included drainage, water and wastewater issues.<br>• Asserts these matters underline the need to test cumulative impact of additional residential land and before these lands are zoned.<br>• The recent Osberstown planning record demonstrate sustained development pressure and the potential for progressive intensification.<br><br>**<u>Evidence Required Before the PMA Could Be Responsibly Adopted</u>**<br><br>• Requests KCC address following matters before zoning land residential:<br>➢ Housing land requirement and Core Strategy<br>➢ Sequential suitability<br>➢ Verified topography and development envelope<br>➢ Residential amenity and transition<br>➢ Landscape/arboriculture |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | ➢ Ecology and green infrastructure<br>➢ Flood risk and surface water<br>➢ Transport and access<br>➢ Water and wastewater capacity<br><br>**<u>Without Prejudice: Minimum Site-Specific Safeguards if the Council Proceeds</u>**<br><br>• Submission's primary request is not adopt PMA No.72 but if the zoning is retained residential, asserts a binding site-specific objective or development-principles be included in Settlement Plan. At a minimum it should provide for:<br>➢ Strong low-rise transition immediately adjoining Osberstown Cottages / White City, with development at the interface normally limited to two storeys and any greater height requiring a specific demonstration that it will not materially harm residential amenity or visual character;<br>➢ No three-storey apartment or duplex block positioned so as to create an abrupt or dominating relationship with the existing cottages;<br>➢ A substantial landscaped setback and retention of mature trees, hedgerows and other effective landscape buffers wherever practicable;<br>➢ Adequate separation and orientation to prevent direct overlooking, including careful control of upper-floor balconies and principal windows facing existing homes;<br>➢ Verified site levels and cross-sections at planning stage, together with control of unnecessary raising of finished ground or floor levels;<br>➢ Retention and integration of natural drainage features and implementation of nature-based SuDS, subject to site-specific flood-risk and drainage assessment;<br>➢ Demonstrated safe access, active-travel connectivity and service capacity before residential development is permitted; and<br>➢ A coordinated masterplan / framework for the entire rezoned parcel so that development is not brought forward piecemeal in a manner that defeats the intended transition and green-infrastructure structure. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Appendix A - Planning Decisions and Plan-Making Documents Reviewed**<br>• Submission includes an Appendix A listing ten documents/ planning case references relating to the planning-history basis for this submission, as below:<br>➢ KCC ref 25/60365<br>➢ KCC ref 26/60068<br>➢ KCC ref 25/60349<br>➢ KCC ref 24/60729 and ACP ref PL09.320977<br>➢ KCC ref 25/60849 and ACP ref PL09.501089<br>➢ CE Report on Submissions to Draft Sallins LAP (2015) – Submission No. 36<br>➢ Minutes of Special Meeting Naas MD 22, October 2015<br>➢ Kildare CDP Core Strategy framework applicable to Sallins<br>➢ Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)<br>➢ Proposed Variation No. 6 Sallins Settlement Plan |
| **48** | **Natalie Cryer** | **Objects to the Proposed Material Alteration (PMA) No. 69.**<br>• This proposal was absent from the plan shown to residents in April and only emerged as a material alteration, without proper consideration and adequate consultation with directly affected residents.<br>• Residents purchased homes on the basis that this land would not be developed. Rezoning it for 28 houses would fundamentally change the character of the area and the residential amenity.<br>• Residents work from home, and construction beside properties would cause disruption through noise, dust, heavy machinery, and traffic.<br>• Access is a major concern, as all construction traffic would rely on the residential cul-de-sac, increasing safety risks, noise, congestion, and disruption.<br>• Despite being fenced off, preventing recreational use, this undeveloped open space remains an important character of the area. Rezoning would permanently change the environment adjacent existing homes. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The proposed 40-metre buffer prioritises protection of the canal but provides limited protection for existing residents. The potential impacts of loss of privacy, overlooking, noise, and visual impact must be considered.<br>• The lands are identified by the Council as being outside the existing built-up footprint with no services listed, raising concerns about its suitability for residential development and if infrastructure can support the development.<br>• The lands proximity to the Grand Canal raises environmental concerns regarding drainage, surface water, biodiversity, and habitat impacts. These impacts should be properly assessed before any rezoning is considered.<br>• The impact of additional traffic and construction activity on the nearby Scout Den should also be taken into account. |
| **49** | **Elzbieta Hogan** | The issues raised in the submission are as follows:<br>• Submitted opinion on the original plan but contends a response was not received and states the alterations proposed make the original concerns stronger.<br>• Asserts additional housing proposed on top of already significant growth for the town outlined in the original plan and decreasing the space for public amenities, will further increase pressure on transport, schools, healthcare, recreational and social amenities.<br>• Any new housing should only be built when provision for infrastructure has been started.<br>The submission objects to PMA No. 69 as outlined below.<br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br>• Submission states this is the principal ground for objection and that it be recorded and answered specifically in the CE report.<br>• The SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | proposed." Asserts not one of the land-use zoning alterations is assessed. (PMAs Nos. 53-62, 64-68 and 70-73) and The AA Screening Addendum Report is similar, Table 2.1 covers alterations 4-13, 15-18, 23, 27-33, 35-38, 63 and 69, all of which are text objectives.<br>• Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• Submission asserts the screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. These alterations were not before the public in April 2026. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was therefore not assessed in the SEA/AA Screening Report that accompanied the Plan and not environmentally assessed at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The alterations increase the estimated residential yield in Table 2.4 by c.260 units and a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• Requests the Council states clearly, in CE Report, whether PMA No.22 raises or lowers the recorded value of the wetland recorded in the CDP (Table 12.6, Wetland Survey 2012-2014) located on lands zoned 'F: Open Space and Amenity' in this immediate area. The supporting |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | text within the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• <u>Outside Built Up Footprint</u>: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). Asserts this site is outside that footprint and is a greenfield extension outside the compact growth boundary and no justification offered.<br>• <u>No Serviceability Status</u>: all other entries in Table 2.4 have a serviceability tier, this site has none. Asserts KCC is required to differentiate between serviced and serviceable lands and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no state status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Ministerial Direction, Sallins LAP 2016-2022 removing a member's material alteration rezoning lands to New Residential on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria". PMA No. 69 is a members' |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for These 28 Units</u>**<br><br>• PMA No. 69 inserts the site into Section 2.3 of the Plan which is surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• States support for new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Vehicular Access through Residential Cul-de-Sac**<br>• Section 10.1.5 states "vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br>**The Scout's Den**<br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwelling would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **<u>The Canal Setback Objective Does Not Apply Here</u>**<br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Asserts the ask is not for these lands to be left as a disused field but would welcome the Design Brief itself has active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**<u>The Alteration is Internally Inconsistent</u>**<br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework". |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.**PMA Nos. 5, 10 and 11** each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br>**PMA No. 47**<br>The submission supports **PMA No. 47** and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see.<br>Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **50** | **Cian Pierce** | The submission outlines the following:<br>• Objects to the **Proposed Material Alteration (PMA) No. 69** for the rezoning of lands at Oldbridge Park estate from 'F: Open Space and Amenity' to 'C: New Residential', as a directly affected resident.<br>• Chose to reside in the housing estate on the basis that the land would remain open space, as documented in the developer's brochure, and it would not be fenced off.<br>• Trusted the Council to uphold the zoning of this land in a massively built-up estate.<br>• The submission questions whether it is legally permissible to fence off land designated as 'F: Open Space and Amenity'.<br>• Requests the Council to uphold the trust residents placed in the institutional framework. Approving the rezoning would undermine that trust.<br>• Requests the Council to clarify if the lands were originally provided to satisfy the open space condition attached to Oldbridge Park estate's planning permission and if so, rezoning the land would undermine the purpose of the original planning permission. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Consider the precedent this rezoning would set, if open space can be rezoned for housing, confidence in the plan-led system is weakened. The Council's credibility rests on upholding the designation residents were promised and relied upon.<br>• With significant housing already included in the Plan, removing existing open space, as demand increases, is contrary to the Plan's goal of sustainable growth.<br>• There is no amenity replacement identified.<br>• Development needs to be balanced that serves the whole community, and the rezoning does not.<br>• Requests that the 'F: Open Space and Amenity' be retained and the fences be removed so residents can use the open space. |
| **51** | **Laura Feary** | The issues raised in the submission are as follows:<br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br>• KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | 1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas),* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br><br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br><br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for these 28 Units</u>**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements." |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br><br>**<u>Vehicular Access through Residential Cul-de-Sac</u>**<br><br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br><br>**<u>The Scout's Den</u>**<br><br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br><br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br><br>**<u>The Canal Setback Objective Does Not Apply Here</u>**<br><br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br><br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br><br>**<u>The Alteration is Internally Inconsistent</u>**<br><br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **52** | **Cian Pierce** | Objects to the Proposed Material Alteration (PMA) No. 69. The submission states that the submission supplements their previous submission.<br>• Chose to reside in the housing estate on the basis that the land would remain open space, as documented in the developer's brochure, and it would not be fenced off<br>• Trusted the Council to uphold the zoning of this land. The submission also questions whether it is legally permissible to fence off land designated as 'F: Open Space and Amenity'.<br>• Requests the Council to uphold the trust residents placed in the institutional framework. Approving the rezoning would undermine that trust.<br>• Requests the Council to clarify if the lands were originally provided to satisfy the open space condition attached to Oldbridge Park estate's planning permission and if so, rezoning the land would undermine the purpose of the original planning permission.<br>• Consider the precedent this rezoning would set. If open space can be rezoned for housing, confidence in the plan-led system is weakened. The Council's credibility rests on upholding the designation residents were promised and relied upon.<br>• With significant housing already included in the Plan, removing existing open space, as demand increases, is contrary to the Plan's goal of sustainable growth.<br>• There is no amenity replacement identified.<br>• Development needs to be balanced that serves the whole community, and the rezoning does not.<br>• Requests that the 'F: Open Space and Amenity' be retained and the fences be removed so residents can use the open space. |
| **53** | **Lesley Sutton** | Objects to PMA No. 69 and is personal unhappy as the estate is rammed with parked cars, some long-term parking and there are lots of young children with dangers for them crossing the roads with so many blind spots. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests that PMA No.69 be deleted in full and lands are retained as 'F: Open Space and Amenity'.<br><br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br><br>• The SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." Asserts not one of the land-use zoning alterations is assessed. (The AA Screening Addendum Report is similar, all assessed are text objectives.<br>• Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• Submission asserts the development is unassessed. This matters for three reasons:<br>1. These alterations were not before the public in April 2026. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was therefore not assessed in the SEA/AA Screening Report that accompanied the Plan and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | intensified effects." The alterations increase the estimated residential yield in Table 2.4 by c.260 units (and a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares. Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• Requests the Council states clearly, in CE Report, whether PMA No.22 raises or lowers the recorded value of the wetland recorded in the CDP (Table 12.6, Wetland Survey 2012-2014) located on lands zoned 'F: Open Space and Amenity' in this immediate area. The supporting text within the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• <u>Outside Built Up Footprint</u>: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). Asserts this site is outside that footprint and is a greenfield extension outside the compact growth boundary and no justification offered. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • No Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. Asserts KCC is required to differentiate between serviced and serviceable lands and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no state status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Previous Ministerial Direction, Sallins LAP 2016-2022, removing a member's material alteration rezoning lands to New Residential on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria". PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**There is No Need for These 28 Units**<br><br>• PMA No. 69 inserts the site into Section 2.3 of the Plan which is surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>**The Buffer Protects the Wrong Boundary**<br><br>• States support for the new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br><br>**Vehicular Access through Residential Cul-de-Sac**<br><br>• The development will have direct personal impact on way of life and accessibility to own home.<br>• Already difficultly with parking close to home due to the traffic from commuters and local residents increased number of vehicles.<br>• Section 10.1.5 states "vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br><br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br><br>**The Scout's Den** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwelling would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br>**The Canal Setback Objective Does Not Apply Here**<br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Asserts the ask is not for these lands to be left as a disused field but would welcome the Design Brief itself has active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**The Alteration is Internally Inconsistent** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>**PMA No. 47**<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see.<br><br>Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **54** | **Dawn Culhane** | Objects to the Proposed Material Alteration (PMA) No. 69 - directly affected resident. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • While additional housing is needed, strategic growth should not come at the expense of residential amenity, child safety, and sustainable communities. Alternative lands within the settlement boundary are available to accommodate residential development without undermining existing neighbourhoods.<br><br>**Breach of Legitimate Expectation and Original Planning Context**<br><br>• Residents purchased their homes with the understanding that this land would remain 'F: Open Space and Amenity' intended to serve the community.<br>• Although the green area is fenced off, the open space functions as a quiet area for residents.<br>• Rezoning it for residential development would undermine the estate's original masterplan and penalises existing residents who purchased in good faith.<br><br>**Loss of Sunlight, Daylight, and Residential Amenity**<br><br>• The rezoning would enable an apartment development on this compact site, causing overshadowing, loss of privacy, reduced sunlight and daylight to neighbouring homes, and a reduction in quality of life.<br><br>**Child Safety, Active Play, and Cul-de-Sac Preservation**<br><br>• The cul-de-sac's narrow, quiet, and limited heavy through-traffic nature makes it a vital and safe recreational space for children, throughout the Oldbridge Park estate, to play safely.<br>• Introducing residential development and additional traffic into this cul-de-sac would eliminate an important safe play area for local children. While the land is fenced off preventing any public access, the environs benefit from the quietness and nature sounds. Development of the site would negatively impact children of dozens of families.<br><br>**Traffic Congestion and Parking Deficits (Scouts Den Context)**<br><br>• The Scouts Den already generates significant traffic and parking demand through regular meetings and community events. Roads and parking are already at capacity. Additional housing |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | onto the narrow street would increase congestion, create safety risks, and impact emergency access.<br><br>**Prioritising Community Well-being Over Infill Density**<br><br>• Rezoning the lands appears solely driven by developer profitability as opposed to community-led planning principles. Good spatial planning should protect green space and safe environments within high-density suburban settings.<br><br>**Conclusion and Request**<br><br>• Given the impacts on child safety, traffic, residential amenity, and community wellbeing, Kildare County Council is requested to reject the proposed rezoning and retain the 'F: Open Space and Amenity' to ensure that recreational and environmental needs of the community are supported. |
| **55** | **Jennifer Greene and Stephen Murphy** | The submission outlines the following:<br><br>• Objects to the Proposed Material Alteration (PMA) No. 69 for the rezoning of lands at Oldbridge Park estate from 'F: Open Space and Amenity' to 'C: New Residential', as a directly affected resident.<br>• Chose to reside in the housing estate on the basis that the land would remain open space and was assured by the developer the green area would remain free from development.<br>• The proposal to build high-density apartment blocks is concerning for the families living in the housing estate, as it would impact quality of life and raise significant health and safety concerns.<br>• The proposed development poses a safety risk, as additional housing will generate construction traffic in an area where many children regularly play safely.<br>• Amenities such as crèches, schools, health facilities, and commuter services experience pressures and are unable to serve the existing population.<br>• Biodiversity and the Grand Canal would be impacted and there are insufficient details regarding parking provision. The Scout's Den hosts regular events and parking in the area is already at maximum capacity. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The housing estate already experiences parking pressures from residents and rail commuters.<br><br>Requests the Council to retain the 'F: Open Space and Amenity'. |
| **56** | **Piotr Jakubowski** | The issues raised in the submission are as follows:<br><br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br><br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br><br>• KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**There is No Need for these 28 Units**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**The Buffer Protects the Wrong Boundary**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br>**Vehicular Access through Residential Cul-de-Sac**<br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br>**The Scout's Den** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br>**<u>The Canal Setback Objective Does Not Apply Here</u>**<br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**<u>The Alteration is Internally Inconsistent</u>** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **57** | **Gerald Kehoe** | The submission outlines:<br>• Support for PMA No. 72 and its confirmation as part of the final adopted Variation No.6.<br><br>**<u>The lands represent a genuine infill opportunity</u>** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The lands are bound by existing development and major infrastructure (M7 Motorway, Grand Canal, Greenway and an established residential development to north and east).<br>• Lands represent a logical consolidation of the existing urban area and is consistent with compact growth principles underpinning national planning policy.<br><br>**Immediate proximity to Sallins & Naas Railway Station supports sustainable, transport-oriented development**<br><br>• States lands are well-connected where national/regional planning policy seeks to concentrate future residential growth, reducing reliance on cars and supporting sustainable patterns of development.<br><br>**Direct access to the Greenway and Millennium Park supports active travel, amenity and quality of life**<br><br>• The lands adjoin Naas-Sallins Greenway and short walk to Millennium Park supporting everyday active travel to schools, train station and Naas town centre. The lands are also strategically important to the delivery of key Green and Blue Infrastructure links (Map V2B 6.1).<br>• Asserts the location strongly supports the creation of an amenity-rich, connected and walkable neighbourhood.<br><br>**The lands are well positioned to support early housing delivery**<br><br>• States Uisce Éireann has confirmed feasibility of a connection and lands benefit from existing drainage infrastructure including an attenuation pond.<br>• Asserts these factors place the lands in a strong position for residential development and to make an early contribution to housing delivery.<br>• Contends the family intends to work with an established residential development with the objective of progressing a high-quality and deliverable scheme.<br><br>**The proposed alteration supports an appropriate and sustainable distribution of future housing** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Assist in meeting its housing delivery requirements and a settlement pattern which makes fuller use of suitable infill and serviced lands is consistent with the sequential approach to development and compact growth objectives of national planning policy.<br><br>**<u>Long-term family stewardship of the lands</u>**<br><br>• States the lands have been held by Kehoe family for four generations with a long-standing connection with the area and are personally invested in seeing the land developed in a manner that is sustainable, well-integrated with community and a lasting benefit to Sallins. |
| **58** | **Electricity Supply Board (ESB)** | See Section 4 of the Chief Executive's report. |
| **59** | **Lydon** | The submission prepared by Stephen Little and Associates on behalf of Lydon refers to the following Proposed Material Alterations (PMAs): **Proposed Material Alteration No. 72**<br><br>• Submission welcomes the publication of PMA No. 72 in respect of the amendment of circa 6.48 hectares of lands at Osberstown to facilitate 'C: New Residential', 'U: Transport and Utilities' and 'F: Open Space and Amenities'.<br><br>**Proposed Material Alteration No. 23**<br><br>Submission welcomes and supports PMA No. 23 that inserts proposed objectives GBIO 6.3 and GBIO 6.4. It is stated that any future application will ensure the Grand Canal is protected and enhanced through an appropriate design response.<br><br>**MATO X.X**<br><br>Submission confirms that it will comply with proposed objective MATO X.X that requires developments that will generate significant traffic to be accompanied by a Traffic and Transport Assessment, prepared by a suitably qualified professional. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Site Specific Flood Risk Assessment**<br>• Submission acknowledges that a small (c.0.02 ha) portion at the west of the site is identified on climate change flood extent maps and confirms that any future development proposal will be accompanied by a Stage 3 Site-Specific Flood Risk Assessment.<br>• **Objective IEO 9.8**<br>• Given the proximity of the lands to the M7 Naas Bypass, it is appropriate that any future development proposal on the site consider potential noise impacts and will be accompanied by an Acoustic Design Statement, ensuring that adverse noise impacts are avoided.<br>**Green and Blue Infrastructure Map**<br>• Submission welcomes and supports the inclusion of the indicative Green Infrastructure Link identified on Map V2B-6.1 Green and Blue Infrastructure, which identifies a green infrastructure link traversing the subject lands.<br>• Submission acknowledges that the subject lands provide an opportunity to strengthen and enhance the wider green infrastructure within Sallins through the delivery of such links.<br>• Any future application for development of the submission lands will include the provision of green infrastructure links. |
| **60** | **James Dixon** | The issues raised in the submission are as follows:<br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br>• KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria". |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for these 28 Units</u>**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Vehicular Access through Residential Cul-de-Sac**<br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br>**The Scout's Den**<br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br>**The Canal Setback Objective Does Not Apply Here** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**<u>The Alteration is Internally Inconsistent</u>**<br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework". |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | ➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **61** | **T.D Housing Limited** | The issues raised in the submission received from a landowner, T.D. Housing, relates to lands located at Church Avenue, Sallins, which are zoned 'E (1): Community and Education' to facilitate the future expansion of St. Laurence's National School. The issues raised in the submission are as follows:<br><br>• The submission requests the following:<br>1. Amend the specified 'Nursing Home' category/use in Land Use Zoning Matrix by making specific reference to 'Age Friendly/Senior Living Housing' as a permitted land use under the Community and Education zoning, and<br>2. Slightly alter the location of the proposed link bridge connecting The Waterways to Chapel Lane by a more deliverable location, adjoining the existing green/open space connection in the Waterways development as shown in Figure 1 (below). |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | |  <br>Figure 1: Preferred Option B - proposed bridge location shown in Orange<br><br>**Land Use Zoning Matrix to include age friendly/senior living use.**<br><br>• States that the submission supports PMA No. 40.<br>• States that the first requested amendment is necessary to ensure that their vision for purpose-built elderly living scheme can be facilitated on its merits at a future date in conjunction with the Planning Authority as a nursing home is already permitted in principle under the zoning matrix.<br>• Submission requests that the zoning matrix be amended to include:<br>'Nursing Home**, Age Friendly/Senior Living Housing**'<br>under the E (1) zoning, which it states would also support PMA No. 40 whereby the Council has proposed to include a specific requirement for a 'care facility' under the Link Road KDA on lands zoned 'E: Community and Education'.<br><br>• States that the amendment would also give practical effect to national and local policy supporting ageing well, independent living, compact growth and homes close to services throughout County Kildare.<br>• States that the site is the type of central, connected location in which older people can live independently and remain part of the wider community. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the request is consistent with Housing Options for Our Ageing Population – Policy Statement and the Kildare Age Friendly Strategy 2023-2027.<br><br>**Alter the Location of the Proposed Link Bridge to a More Appropriate Location**<br><br>• Submission refers to PMA No. 68 (the Willows KDA map).<br>• States that the current indicative alignment of the proposed link bridge would pass through and sever the principal development area available to the landowner (Option A in Figure 1 above), would materially undermine the layout, efficiency and financial viability of the proposed senior-living scheme and would make both the potential development of the site and the bridge connection undeliverable.<br>• The submission suggests a very modest relocation to the north-east indicated as Option B provides a substantially better route for all parties and would complement the Council's investment in the new active-modes bridge across the Grandl Canal.<br>• The submission provides a detailed description of the proposed connection point with the Willows KDA scheme in Option A and B and states that Option B is the preferable location, as it provides improved connectivity, accommodates the necessary bridge infrastructure, protects the central development site, aligns with the amenity and green zoning and has the landowner's support in principle.<br>• Submission, therefore, requests that a minor alteration is made under PMA No. 68 to alter the indicative location of the bridge crossing under Figure 10.4 The Willows KDA Urban Design Framework to Option B as set out in Figure 1 above.<br><br>**Conclusion**<br><br>• States that the proposed addition of Elderly/Senior Living accommodation into the Matrix represents the inclusion of a completely undersupplied sector not only in Kildare but nationally.<br>• States that the amendments sought are measured and mutually beneficial and the alternative route 'Option B' is not a rejection of the Council's objective: it is a practical refinement that can be designed into our future scheme in consultation with the Council.<br>• Requests the Council and the Elected Members to support both minor amendments. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| **62** | **Stephen O'Brien** | The issues raised in the submission are as follows:<br>• Objects to PMA No. 69 and requests it is deleted in its entirety and retained as 'F: Open Space and Amenity', on the following grounds:<br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br>• KCC's SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assess at any stage of this process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action:<br>*"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• Built Up Footprint: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• Serviceability Status: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Submission also refers to the Ministerial Direction on the Sallins LAP 2016-2022) which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole.<br><br>**<u>There is No Need for these 28 Units</u>**<br><br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br><br>**<u>The Buffer Protects the Wrong Boundary</u>**<br><br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests amendment:<br><br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br><br>**<u>Vehicular Access through Residential Cul-de-Sac</u>**<br><br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme.<br>• There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br><br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br><br>**<u>The Scout's Den</u>**<br><br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br>**The Canal Setback Objective Does Not Apply Here**<br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**The Alteration is Internally Inconsistent**<br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5.<br>➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see. Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **63**[1] | **Michelle Kelly** | The issues raised in the submission are as follows:<br>• Objection to the proposed rezoning of lands within/adjacent to estate.<br>• States residents were informed that provision would be made for community facilities including childcare. Instead, the site in question has remained unused and inaccessible for a |

[1] The public notice issued on the Proposed Material Alterations (PMAs) to Proposed Variation No. 6 (Sallins Settlement Plan) advises any submission should state the Proposed Material Alteration(s) number(s). Submission No. 63 did not state a PMA, however, given the context of the submission it has been determined it relates to PMA No. 69.

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | considerable period and is now proposed for rezoning without having delivered the social infrastructure originally envisaged for the community.<br>• Asserts primary concern is a severe lack of childcare capacity in Sallins, with issues securing childcare space or clarity of ECCE availability (expected space for Oct 2027 but one location cannot give space until 2028).<br>• The proposed rezoning would facilities additional residential development before adequate supporting infrastructure, with services currently under pressure:<br>➢ Insufficient childcare capacity to meet current demand.<br>➢ Public transport already overcrowded (rail services during peak commute hours)<br>➢ Frequency/capacity of train services inadequate.<br>➢ Local infrastructure has not kept pace with the substantial residential growth that has already taken place.<br>• Submission requests KCC:<br>➢ Reject the proposed zoning of this land<br>➢ Retain the lands for community and social infrastructure (creche, playground like Monread Park). There is nothing like that here and 700 units are being built across the road beside Supervalu.<br>➢ Undertake a fresh assessment of childcare demand<br>➢ Prioritise delivery of childcare facilities and other essential community infrastructure before permitting further residential.<br>➢ Consider the cumulative impact of ongoing population growth on transport, childcare, education and community services. |
| **64**<br>**65** | **James Dixon**<br>**Grainne McKenna** | The issues raised in the submission are as follows:<br>• The Variation's SWOT assessment already identifies "oversubscribed education facilities, healthcare services, childcare providers and other public services" as a current challenge for the town and identifies as a threat the risk of "growth in population not accompanied by the necessary investment in employment creation, services, recreational facilities and sustainable transport." The PMAs in this submission, add significant additional development capacity and |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | additional aspirational social infrastructure, but do not add the sequencing mechanisms that would prevent precisely the threat the Council has itself identified from materialising.<br><br>**Summary of Requests**<br><br>• Revisit the SEA and AA screening determinations, because the Screening Addendum Reports assess text objectives only and do not assess any of the land use zoning alterations (PMAs Nos. 53-62, 64-68 and 70-73), which together increase the estimated residential yield in Table 2.4 by approximately 260 units;<br>• Restore a numeric phasing trigger to Objective CSO 2.3 as amended by PMA No. 4, rather than leaving the phasing of housing against social infrastructure at The Willows to be agreed case by case at application stage;<br>• Review PMA Nos. 5, 10 and 11, each of which numbers a different objective "SIO 3.3", and strengthen the childcare objective so that the standard, the timing and the fit-out requirement are stated in the Plan rather than left to development management;<br>• Extend the crèche delivery requirement in PMA No. 50, which applies only to The Willows KDA, to all KDAs, and attach a numeric trigger to it;<br>• Retain the school and community zonings made by PMA Nos. 64 and 66 and add a protective objective preventing their release to alternative use;<br>• Submission supports PMA Nos. 6, 12 and 47 on the Sallins Amenity Lands, and requests adding a sequencing safeguard so that no existing playing pitch is lost before a replacement is available for use;<br>• Supports PMA No. 31 but requests recording accurately that neither a second railway station, nor a 1,000 space park and ride, nor electrification to Sallins is a committed scheme, and require station-adjacent densities to be supported by an assessment of committed rail capacity;<br>• Asserts making the Traffic and Transport Assessment requirement inserted by PMA No. 32 explicit for the Osberstown and Old Bridge Station access points, and add residential parking and overspill controls; and |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Delete PMA No. 69 (rezoning of Open Space and Amenity lands at Oldbridge Park), which is the subject of a separate detailed submission by the residents of that estate.<br><br>**<u>The Environmental Screening Does Not Assess the Zoning Alterations</u>**<br><br>• The SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." Asserts not none of the land-use zoning alterations is assessed. The AA Screening Addendum Report is similar, only text objectives assessed.<br>• Submission references the zoning changes under the subject of PMAs and are not considered minor.<br>  • Submission states taken together these increase residential yield in Table 2.4 by approximately 260 units and produce a net reduction in land zoned 'F: Open Space and Amenity' of c.2 ha. The Screening Addendum nonetheless concludes that the alterations "do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon" and are "not expected to generate new or intensified effects."<br>• PMA No. 49 records that there is evidence of flooding on the Willows site with respect to both CFRAM mid-range and High End Future scenario flood extent maps, and surface water outfall requiring agreement from adjoining landowner. An increase of 205 units on such a site, is a matter requiring assessment.<br>• Submission requests:<br>*"That the SEA and AA screening determinations be revisited and the Screening Addendum Reports revised to assess the land use zoning alterations as proposals for new development, addressing cumulative effects between them, flood risk, the Grand Canal proposed Natural Heritage Area, and in-combination effects with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br>**<u>Phasing of Social Infrastructure (PMA Nos 1,4,7,47,49 and 50)</u>** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission welcomes PMA No. 1 requiring a single 10-year planning application for the whole of The Willows rather than piecemeal applications.<br>• Requests with PMA No. 4 Objective CSO 2.3 is amended so that phasing "in accordance with the residential phasing set out under Section 10.1.4" is replaced by a requirement that "The phasing of the residential units and social infrastructure shall be agreed in writing through the statutory planning application process for the subject lands."<br>• The new wording that development "will be required to be phased and delivered in tandem with the social infrastructure provision" is welcome, but replacing a phasing schedule fixed in the Plan with a phasing schedule to be agreed later at application stage moves the decision out of public view and weakens it.<br>• Asserts Sallins has documented history on this point; the community park has been sought for over a decade while housing has been built.<br>• Welcomes PMA No. 47 and this is the kind of commitments the residents have been asking for.<br>• Requests amendment:<br>*"That Objective CSO 2.3 retain a numeric phasing trigger, providing that the social infrastructure identified in the urban design framework for The Willows KDA shall be delivered and available for use no later than completion of a specified proportion of the residential units permitted, with the proportion stated in the Plan; and that the same approach be applied to the Link Road and West Link Road KDAs under Alteration No. 7."*<br>**Childcare (PMA Nos 5,10,11 and 50)**<br>• Submission states three separate alterations use the objective number 'SIO 3.3', under PMAs No. 5, 10 and 11 and needs to be resolved before adoption.<br>• Both childcare drafts are framed as "liaise with" and "support" and neither creates a requirement. The only enforceable childcare provision is PMAs No. 50 which applies to the Willows KDA alone requiring "Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings", delivered "in tandem with development." |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States this should apply across all the plan area and "in tandem with development" needs a trigger point as nationally childcare units are frequently delivered as unfitted shells as part of planning conditions, left vacant or made subject of later change of use applications.<br>• Stated that the Minister for Children was designated a prescribed body under the planning code in May 2026 precisely because of this.<br>• Submission contends a survey of 89 Naas-area parents published in 2026 found 60% with no childcare secured for the coming term, 62% on a waiting list and 52% unable to return to work, and the Proposed Variation's own SWOT analysis lists oversubscribed childcare providers among the challenges facing Sallins.<br>• Requests amendment:<br>*"(i) That the numbering conflict between Alterations Nos. 5, 10 and 11 be resolved and that the two childcare objectives be consolidated into a single objective. (ii) That the childcare objective be amended to require, rather than support, provision at the standard set out in the Section 28 Childcare Guidelines or any superseding guidance; that any such facility be delivered fitted out and capable of immediate operation as a registered early years service; and that it be completed and available for occupation by an operator no later than completion of 50% of the residential units permitted. (iii) That the crèche requirement in Alteration No. 50 be extended from The Willows KDA to all Key Development Areas in the Plan."*<br>**Schools (PMA Nos. 5, 64 and 66)**<br>• Submission supports PMA No. 5, 64 and 66 but states reserved sites are only of value if they survive the plan period and are known to the Department.<br>• Requests amendment:<br>*"(i) That an objective be inserted to reserve the lands zoned 'E: Community and Education' for educational use and to resist any application for their development for an alternative use, save with the written agreement of the Department of Education and Youth. (ii) That the Council formally transmit the adopted reservations, together with the residential yield recorded in Tables 2.4 and 2.5 as amended, to the Forward Planning Section of the Department of Education and Youth."*<br>**Sports Pitches and the Amenity Lands (PMA Nos. 6,12,47 and 67)** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Supports PMA No. 6, 12 and 67.<br>• States the remaining gap is sequencing; amenity zoning of replacement land does not prevent the loss of pitches that are in use before replacement is playable.<br>• Requests amendment:<br>*"That an objective be inserted providing that no existing playing pitch in Sallins shall be developed for residential or other non-amenity use until a replacement pitch of equivalent or greater standard has been constructed, is available for use, and secure tenure has been provided to the displaced club."*<br>**Rail Capacity and Station-Adjacent Density (PMA Nos. 26,31 and 63)**<br>• Submission strongly supports PMA No.31 which inserts an objective to support/facilitate "the delivery of a second railway station, sited to the west of Sallins, including a park and ride facility (1,000 spaces) and the delivery of electrified rail service in Sallins." but has two points to raise:<br>1. Accuracy: None of these are a committed scheme. The DART+ South West project does not extend to Sallins. Extension of DART services to Sallins/Naas is identified in GDA Transport Strategy 2022-2042 (funding allocated in Budget 2025 for preparatory work) but there is no Railway Order, no confirmed programme or date. The Plan should not assume capacity that has not been committed (particularly where alterations increase residential yield by c. 260 units).<br>2. Assessment: A second railway station and 1,000 space park and ride is a significant piece of transport infrastructure with traffic, land use and environmental implications. The AA screening table only has a text objective with the reasoning that no new sources of impact arise. Requests that this be revisiting alongside the zoning alterations.<br>• Requested amendment:<br>*"(i) That an objective be inserted requiring applications for residential development on station-adjacent lands at densities above the prevailing standard to be accompanied by an assessment, prepared in consultation with the NTA and Iarnród Éireann, of available and committed rail capacity at Sallins & Naas Station in the morning peak. (ii) That the Council commit, in the Plan's monitoring framework, to report annually on progress against Alteration No. 31."* |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **<u>Roads, Active Travel and Parking (PMAs No. 24,27 to 33)</u>**<br>• Supports PMA Nos. 24, 28, 29, 30,32,33 but is concerned that PMAs 28,29,30,33 are framed as "investigate the feasibility of", contingent on road reclassification, while the zoning alterations that generate the traffic are immediate and definite. The Proposed Variation itself identifies large volumes of traffic passing through the town centre despite the opening of the Sallins By-Pass. In June 2026, KCC's senior engineer for sustainable transport confirmed there are no current plans to delivery cycle infrastructure on the Naas-Sallins Road.<br>Requested amendments:<br>*"(i) That the objective inserted by Alteration No. 32 be made expressly applicable to development in the station environs and at the Osberstown and Old Bridge Station access points, and that it require a Parking Management Strategy addressing overspill onto adjoining residential streets. (ii) That Alterations Nos. 28, 29, 30 and 33 be amended to substitute a commitment to deliver, with an indicative timeframe, for 'investigate the feasibility of', or alternatively that the Plan's Implementation and Infrastructure Delivery Schedule record the intended delivery period for each."* |
| **66** | **Joshua Wiser** | The submission objects to PMA Nos. 69 and 44, supports PMA Nos. 27 and 30, and challenges the SEA and AA Determinations.<br>The issues raised in the submission are as follows:<br>**1. Objection to Proposed Material Alteration No. 69 (Oldbridge Park Rezoning)**<br>• Objects to PMA No. 69, Requests that PMA No. 69 be rejected in its entirety and retain the protective 'F' zoning across the full site for the following reasons:<br><u>Overturning National-level Planning Precedent (ABP-320977-24)</u><br>• Refers to the decision of An Bord Pleanála to refuse planning permission in 2025 and states that the refusal was based on critical planning grounds, including material contravention of the Core Strategy of the Kildare CDP 2023-2029, inappropriate site layout and density, and negative visual and landscape impact on the Grand Canal, which is a designated area of High Amenity. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that using a local plan variation to remove the protective zoning of a site simply to bypass a recent national-level planning appeal refusal.<br>• States that a refusal upheld by An Bord Pleanála must not be reversed by a zoning change that fails to address the underlying planning hazards.<br><br><u>Breach of Original Community Agreements and Artificial "Underutilised" Status.</u><br><br>• States that many residents of the surrounding estates purchased their homes under original plans and developer brochures and that the Sallins LAP 2016-2022 designated these lands as 'F2: Open Space and Amenity' and rezoning this land is a direct breach of the original commitments made to the community.<br>• States that the landowner's fencing of the lands and his description of this land as 'underutilised' or 'unused' is a manufactured state designed to justify rezoning.<br>• States that retaining the 'F' zoning preserves the opportunity to immediately remove this fence and deliver a public neighbourhood park, children's playground or community orchard.<br><br><u>Inconsistencies in Site Area and Encroachment on Active Utility Infrastructure.</u><br><br>• States that the text of PMA No. 69 specifies circa 0.63 hectares to be rezoned, while the Oldbridge Park KDA Design Brief under Section 10.1.5 specifies a residential site area of 0.68 hectares.<br>• States that the site boundary shown in Section 10.1.5 appears to encompass an existing green area that contains the active attenuation tanks serving the current Oldbridge Park estate, it states does not belong to the landowner and it should have been transferred to the Council.<br>• States that including an essential public drainage infrastructure within a residential zoning boundary is a severe planning failure that must be investigated and removed.<br><br><u>Non-Compliance with the National Planning Framework (NPF)</u><br><br>• Under the Revised NPF, new residential developments must be built-up on serviced, Tier-1 or Tier-2 infill lands.<br>• States that the Council's own Core Strategy Table for Oldbridge Park (PMA No. 69) explicitly records that the site is outside the built-up footprint of the town and has a dash (-) in the |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | 'Serviceability Status' column, which it states indicates that the land has no Tier 1 or Tier 2 serviced status and sacrificing designated, unserviced green space when Sallins already has surplus residential capacity zoned on vacant lands violates national sustainable development policies.<br><br><u>Traffic and Child Safety Risks on Oldbridge Park Streets</u><br><br>• The Oldbridge Park KDA Design Brief (Section 10.1.5) mandates that all vehicular access to the new development must be provided via the existing streets of Oldbridge Park and these existing streets are narrow, residential cul-de-sacs designed for low traffic volumes, where local children regularly play.<br>• Construction traffic and heavy vehicle deliveries and residential commuter traffic represent a safety hazard for children and pedestrians.<br><br>**2. Objection to Proposed Material Alteration No. 44 (Deletion of the Willows Phasing Strategy)**<br>• States that the deletion of PMA No. 44 removes the legally binding requirement that couples the construction of residential units to the physical delivery of vital social infrastructure on the lands zoned 'F: Open Space and Amenity'.<br>• Sallins has experienced decades of housing growth where amenities have consistently fallen behind.<br>• Removing this 'in-tandem' phasing requirement strips away the single most effective community safeguard.<br>• Submissions demands that the Council retain a binding statutory phasing schedule within the final variation text so that no residential units can be occupied until the corresponding child-friendly spaces and sports pitches are fully operational.<br><br>**3. Evidence-based audit of Sallins' quantified social infrastructure deficits.**<br>• States that the Council's own Social Infrastructure Audit (SIA) provides clear, empirical evidence that further housing construction must be blocked until our severe community deficits are resolved. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Severe Public Open Space Deficit: States that the SIA formally projects a future deficit of 7.51 hectares of public open space and 4.66 hectares of public parks.<br>• States that rezoning existing open space at Oldbridge Park and the Willows to residential directly worsens this critical, quantified green space deficit.<br>• Playground and Play Area Shortage: The SIA reveals that Sallins has only 0.08 hectares of existing playgrounds. It calculates a massive projected deficit of 2.42 hectares of playing/play space over the plan period. Protecting existing 'F'-zoned lands to deliver play facilities is a necessity for local children.<br>• Education Deficit (Mainstream and Post-Primary): St. Laurence's NS is currently operating at 100% capacity with 660 students enrolled and 0 places available. States that lands must be strictly reserved for primary and post-primary education under 'E' zoning having regard to the 10-minute settlement concept.<br>• Healthcare Crisis: States that Sallins is served by only 3 General Practitioners representing 5 GPs per 10,000, far below the Irish College of General Practitioners and Irish Medical Organisation recommendation of 12 GPs per 10,000. An additional 9 GPs are desperately needed just to meet the minimum safe healthcare standards.<br>• Childcare Shortage: States that the Childcare Guidelines recommend one childcare facility per 75 dwellings. Refers to waiting lists for local creches and an outstanding shortfall of at least 314 childcare places.<br><br>**4. Substandard Corridor Constraints and Road Safety Deficits.**<br>• Objects to the intensification of residential density along constrained local corridors, such as Sallins Road, which are structurally incapable of handling more traffic.<br>• Forcing high-density residential frontage onto such congested roads runs entirely contrary to the Sustainable Mobility Objectives of the NPF.<br>• No high-density housing or new vehicular access points must be permitted on Sallins Road until the promised formal statutory HGV weight ban and regional traffic bypass restrictions are legally implemented and active on this corridor. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **5. Support for Special Safety and Active Travel Initiatives – PMA Nos. 30 and 27.**<br>• Opposes residential development on green spaces but formally supports and requests immediate implementation of the following protective and child-friendly material alterations.<br>– Supports PMA No. 30<br>– Supports PMA No. 27<br><br>**6. Formal Challenge to the SEA and AA Environmental Screening Determinations**<br>• Submission states that the SEA and AA Screening Determinations conclude that these material alterations will not result in likely significant environmental effects, thereby bypassing full statutory environmental reports.<br>• Submission formally challenges these determinations:<br>– States that the cumulative effect of rezoning substantial portions of protective open space – including 4.71 hectares at the Willows KDA (PMA No. 68), 0.63 ha at Oldbridge Park (PMA No. 69, and 0.84 ha of open space at the Link Road KDA (PMA No. 64) – results in a significant cumulative loss of green space and potential fragmentation of local ecological networks.<br>- States that the combined zoning modifications have a high likelihood of significant negative impacts on local biodiversity, species mobility, and sensitive habitats (such as the Osberstown Attenuation Pond wetland surveyed as a locally important survey site) and, accordingly, a full SEA and AA are legally required to evaluate the cumulative environmental and ecological impact of these alterations before the Sallins Settlement Plan is finalised. |
| **67** | **Earin Marshall** | **Objects to PMA No. 62**<br><br>Requests it is rejected and retained as Open Space and Amenity.<br>• States principal objection is the serious and cumulative traffic and transport implications of the proposed rezoning.<br>• States the submission should be read in conjunction with objection to PMA No. 72 which is appended and incorporated to this submission. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Traffic and Transport Are My Primary Objection**<br>• Asserts PMA No. 62 has not demonstrated that this land is an appropriate location for additional residential development – the existing road network is already under pressure and constrained and the lands adjoining an important transport corridor between Sallins and Naas.<br>• Requests KCC must consider the cumulative traffic impact of PMA No. 62 together with existing and proposed development.<br>• Further residential units would generate additional private car journeys, school/commuter traffic, delivery/service vehicles, pedestrians/cyclists and demand for public transport.<br>**The Junction and Access Arrangement Require Particular Scrutiny**<br>• Contends access would be via the entrance at the top of Osberstown Cottages – the Council should not consider the access arrangements for PMA 62 in isolation but with a proper cumulative traffic assessment.<br>• The surrounding network already accommodates traffic associated with existing housing, Oldtown Estate, further development in Oldtown, proposed Willows development, commuter traffic between Sallins/Naas, bus movement, school traffic, pedestrian/cyclists, traffic associated with future growth on both settlements.<br>**The Sallins Road Corridor is Already under Pressure**<br>• Traffic congestion is already experienced on this corridor, particularly at peak times. Existing bus-stops effect traffic flow.<br>• Questions whether the road network can safely and sustainable accommodate the additional traffic and requires a broader assessment.<br>• Asserts the Sallins/Naas corridor could be important for junction improvements, road widening, improved turning arrangements, traffic-management measures, pedestrian crossings, footpaths, cycle infrastructure, improved bus facilities, safer bus stops.<br>• These options would be lost or restricted if the land is rezoned for housing. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Cumulative Impact of Development Must be Taken into Account**<br>• States Council should consider combined impact of PMA 62, Oldtown development, the Willows, existing traffic and commuter traffic and future planned development.<br>• Adding further housing can make congestion and junction constraints more difficult to resolve.<br>**Existing Infrastructure Has Not Kept Pace with Housing Growth**<br>• Supporting infrastructure has not kept pace with residential growth and pressures relate to roads/traffic, public transport, rail services, schools, school transport, childcare, GP/healthcare, community and recreational facilities.<br>• Council should ensure that infrastructure capacity is planned before additional development capacity is created.<br>**Existing New Residential Lands Should Be Developed First**<br>• Submission asserts there are already substantial areas designated as New Residential under the Plan where development has not yet commenced. Rezoning additional land should not take place until it's established that existing residentially zoned lands are insufficient to meet housing requirements.<br>**Loss of Open Space and Amenity Land Could Also Remove a Future Option**<br>• Submission contends retaining the land as Open Space and Amenity provides KCC with flexibility to respond to future infrastructure needs.<br>**Road Safety Must be a Central Consideration**<br>• States KCC must consider road safety with additional traffic at a constrained junction. The objective should be to create a road network that is safe and functional for all users, rather than one that becomes increasingly congested as each additional development is approved.<br>**Premature Rezoning Would Risk Making Future Traffic Solutions More Difficult** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States KCC should not lose opportunity to protect land and make strategic decisions about the future transport network. Asserts KCC could find itself trying to solve traffic problems in an area where land required for improvements is already developed. |
| **68** | **Mary and William Corcoran** | **Reject PMA No. 72**.<br><br>**<u>The Central Planning Issue</u>**<br><br>• Submission questions whether KCC has sufficient evidence to conclude the lands are strategically necessary, spatially appropriate and capable of accommodating development without consequences for the surrounding landscape and established residences.<br>• KCC should not rely upon artificially limited or hypothetical low-density scenario.<br>• Asserts residential zoning changes the planning baseline and creates a policy baseline which future applications may seek to establish significant residential yield. Development could potentially involve detached/semi-detached houses, increased density, duplex/apartment units, three-storey elements, increased building footprints, upper-floor balconies, additional roads/parking, lighting, infrastructure, drainage works.<br><br>**<u>A Highly Sensitive Interface with Existing Homes</u>**<br><br>• The subject lands form an immediate interface with established homes at Osberstown Cottages/White City which are predominantly low-rise homes and benefit from the openness of land to their rear.<br>• KCC must consider whether a coherent and proportionate transition can be achieved between existing cottages and future residential development.<br><br>**<u>Topography and the Effect of Elevated Development</u>**<br><br>• Submission states the topographical relationship between the existing cottages and subject lands is a central concern and a two-storey building on elevated ground can appear significantly more dominant when viewed from lower ground. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The relationship must be demonstrated through verified levels, cross-sections and realistic development testing.<br><br>**<u>Recent Local Planning History Demonstrates that these are Real, Not Hypothetical Concerns</u>**<br><br>• Submission lists recent decisions of particular relevance, shown in the excerpt below: |

| Planning Reference | Proposal / Location | Outcome | Relevance |
|---|---|---|---|
| **KCC Ref. 25/60365** | Oldbridge Station / Station Way — 14 residential units in a three-storey block | **Refused by KCC** | Concerns regarding ground-level information, density, scale, bulk, height, massing, visual prominence, abrupt transition beside single-storey homes and surface-water/flood-risk matters. |
| **KCC Ref. 26/60068 / ACP Ref. PL09.501145** | Oldbridge Station / Station Way — 15 units including three-storey duplex/apartment accommodation | **KCC refusal upheld on appeal** | Low-rise surrounding context and sensitivity of the site to scale, massing, fragmentation and built-form transition. |
| **KCC Ref. 25/60349** | Station Way, Osberstown — proposed two-storey dwelling | **Refused by KCC** | Access/road-safety concerns and visual prominence/design issues in an important local setting. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|

| | | | |
|---|---|---|---|
| **KCC Ref. 24/60729 / ACP Ref. PL09.320977** | West of Oldbridge Park, Osberstown — 30 apartments | **Refused on appeal** | Strategic concern regarding residential development on land not previously zoned for residential use and the evidence-based Core Strategy. |
| **KCC Ref. 25/60849 / ACP Ref. PL09.501089** | Sallins Link Road, Osberstown — 99 dwellings and creche | **Refused on appeal** | Waterlogging/pluvial risk, mature hedgerow, natural drainage and green-infrastructure considerations. |

- States the pattern is significant in relation to the land now proposed for residential zoning.

**The August 2026 Appeal Decision is Particularly Relevant**

- Submission states the appeal decision concerning KCC Ref 26/60068 / ACP Ref. PL09.501145 dated 19 August 2026 is especially relevant.
- The surrounding area was recognised as being characterised by predominantly low-rise residential development, including single storey housing. The proposal involved a three-storey residential form and the refusal was upheld on appeal as being in the context of a sensitive infill location and the relationship between the proposed built form and its surroundings.
- Asserts this is important evidence that the immediate Osberstown/Oldbridge area cannot simply be treated as a generic residential expansion area without careful consideration of context.

**Residential Amenity, Privacy, Overlooking**

- Submission wishes to emphasise the human and residential dimension of this objection. KCC should ensure, where residential zoning boundary is placed against an existing home, that the zoning establishes a credible and enforceable transition and relationship with actual receiving properties including rear-facing windows, rear gardens, private open spaces and normal residential viewing positions.

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Landscape Character and the Loss of Openness**<br>• Submission states open land can perform important functions by maintaining visual separation, providing landscape relief, supporting biodiversity, providing ecological connectivity, accommodating natural drainage and protecting the character of established homes.<br>• Asserts KCC should consider whether the proposed development would amount to incremental encroachment into an established open land.<br>**Hedgerows, Trees, Ecology and Green Infrastructure**<br>• Recent planning history in Osberstown demonstrates the importance of existing hedgerows, mature trees and vegetation. The appeal decision to case PL09.501089 is particularly relevant.<br>• The zoning decision should be informed by appropriate ecological, tree/hedgerow, green infrastructure, drainage and landscape analysis assessments.<br>**Drainage, Surface Water and Flood-Risk Considerations**<br>• Asserts existing homes should not be exposed to increased surface water risk as consequence of land-use designation. Case PL09.501089 demonstrates that waterlogging, pluvial flooding, natural drainage features and green infrastructure are live considerations in the locality.<br>• For the subject lands, this means that site-specific evidence is required, and appropriate assessments are required for existing drainage pathways, natural drainage features, ground conditions, surface-water flow, pluvial flood risk., downstream impacts and nature-based SuDS.<br>**Access, Traffic and Transport**<br>• Submission states additional residential zoning creates additional movement, and the question is whether safe and appropriate access can be achieved for the cumulative development context of Osberstown and Sallins.<br>• Recent planning decisions have identified road-safety and access concerns (ref. 25/60349)<br>• KCC should consider junction safety, pedestrian/cyclist connectivity, public transport, emergency/construction access, parking, traffic and cumulative effects. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Water and Wastewater Infrastructure**<br>• Asserts KCC should establish existing water/wastewater infrastructure is capable of supporting additional residential land and should include consideration of existing network capacity, wastewater capacity, water supply, surface-water infrastructure, connection requirements, infrastructure delivery timescales and cumulative demand.<br>**Core Strategy and Housing-Land Requirement**<br>• Requests KCC identify the housing-land requirement that PMA No.72 is intended to meet and is particularly important in light of reasoning identified in case PL09.320977 concerning residential development on previously unzoned land and the Core Strategy.<br>• The submission asks:<br>➢ What additional residential land is actually required?<br>➢ How much suitable residential land is already zoned and available?<br>➢ What alternative lands are already serviced or more readily capable of being serviced?<br>➢ Why is this site preferable to less sensitive alternatives?<br>➢ Does the rezoning strengthen the existing settlement or represent incremental outward expansion?<br>➢ Can the land be serviced within the relevant plan period?<br>➢ Are the environmental and physical constraints compatible with the proposed land-use change?<br>**The Principle of Sequential and Compact Growth**<br>• Asserts KCC must demonstrate that the particular parcel contributes positively to the planned settlement structure and should not be zoned simply because they are adjacent to existing development and should apply a clear sequential approach.<br>**Historical Plan-Making Context – Monread North / Southern Sallins** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission states relevant plan-making history and the Chief Executive recommended no change during Sallins LAP preparation (2015) to Submission No. 36 seeking rezoning of c. 14 hectares south of the Waterways at Monread North. The reasons included consideration of Core Strategy controls. existing residential land supply, consolidation of Sallins, strengthening the town centre, underutilised brownfield land, urban sprawl and maintaining separation between Sallins and Naas.<br>• A Special Meeting at Naas MD in 2015 upheld the CE recommendation and was accepted.<br>• Asserts if KSS proposes a materially different approach, the contemporary evidence supporting that change should be clearly identified.<br><br>**Cumulative Development Pressure**<br><br>• Recent planning records include proposals that collectively demonstrate significant and continuing development in the area.<br><br>**The Council should not Defer all These Questions to a Future Planning Application**<br><br>• Submission acknowledges rezoning does not constitute planning permission but establishes the principle that residential development is appropriate and the distinction is critical.<br><br>**Evidence that Should be Provided before Residential Zoning is Established**<br><br>• Requests the following matters be demonstrated as part of evidence base supporting PMA No. 72:<br>➢ **Strategic:** Housing-land requirement and Core Strategy justification, existing zoned residential land supply, sequential assessment of alternative sites, demonstration that the PMA is necessary to meet identified housing requirements.<br>➢ **Topography:** Verified existing site levels, Levels of adjoining residential properties, cross-sections through the cottages and subject lands, realistic building envelopes, Assessment of finished-floor levels. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | ➢ **Residential Amenity:** Privacy and overlooking assessment, visual-dominance assessment, Appropriate separation distances, assessment from actual rear gardens and windows, low-rise transition strategy.<br>➢ **Landscape and ecology:** Hedgerow survey, Tree/Arboricultural/Ecological/Green-infrastructure/Landscape and Visual assessments.<br>➢ **Drainage:** Assessments for site-specific surface-water, flood-risk, existing drainage features. Nature based SuDS strategy, demonstration that existing homes will not be exposed to increased risk.<br>➢ **Transport:** Assessments for safe access, Junctions, traffic-generation, active-travel, cumulative development.<br>➢ **Infrastructure:** water and wastewater capacity, surface-water infrastructure.<br><br>**<u>Without Prejudice: Minimum Site-Specific Safeguards if the Council Proceeds</u>**<br><br>• Submission's primary request is to not adopt PMA No.72 but if the zoning is retained residential, asserts a binding site-specific objective or development-principles be included in Settlement Plan. At a minimum it should provide for:<br>➢ Strong low-rise transition immediately adjoining Osberstown Cottages / White City, with development at the interface normally limited to two storeys and any greater height requiring a specific demonstration that it will not materially harm residential amenity or visual character;<br>➢ No three-storey apartment or duplex block positioned so as to create an abrupt or dominating relationship with the existing cottages;<br>➢ A substantial landscaped setback and retention of mature trees, hedgerows and other effective landscape buffers wherever practicable;<br>➢ Building orientation, separation distances, window positions and balconies should be controlled;<br>➢ Accurate site levels and cross-sections at planning stage, together with control of artificial raising of development levels;<br>➢ Retention of natural drainage features and incorporation into nature-based SuDS;<br>➢ Demonstrated safe vehicular, pedestrian and cyclist access, |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | ➢ Adequate water and wastewater capacity<br>➢ A coordinated masterplan / framework for the entire rezoned parcel so that development is not brought forward piecemeal.<br><br>**<u>Appendix A - Planning Decisions and Plan-Making Documents Reviewed</u>**<br><br>• Submission includes an Appendix A listing ten documents/ planning case references relating to the planning-history basis for this submission, as below:<br>➢ KCC ref 25/60365<br>➢ KCC ref 26/60068 and ACP ref PL09.501145<br>➢ KCC ref 25/60349<br>➢ KCC ref 24/60729 and ACP ref PL09.320977<br>➢ KCC ref 25/60849 and ACP ref PL09.501089<br>➢ CE Report on Submissions to Draft Sallins LAP (2015) – Submission No. 36<br>➢ Minutes of Special Meeting Naas MD 22, October 2015<br>➢ Kildare CDP 2023-2029 (as varied) |
| **69** | **Brendan and Patricia Kennedy** | The issues raised in the submission relating to the rezoning of lands at Osberstown under Proposed Material Alteration No. 72 are as follows:<br><br>• Do not adopt PMA No. 72 insofar as it proposes the rezoning to new residential use.<br><br>**The Council's Own Professional Assessment Recommended Against Rezoning These Lands**<br><br>• Submission is concerned that the subject lands were not considered during the preparation of Variation No. 6 (Sallins Settlement Plan).<br>• The CE Report dated 16 June 2026 did not support the request for rezoning of the subject lands, as the lands were outside the built-up footprint of Sallins and other sites demonstrated stronger alignment with the strategic vision and compact-growth objectives of the Plan, and that sufficient land had already been identified.<br>• Explain what new planning evidence or material circumstances arose to justify the rezoning? Were there have been any new assessments done relating to housing land requirement, SCA evidence, |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | traffic assessment, infrastructure capacity, flood risk or other material planning evidence to support the rezoning.<br><br>**Traffic, access and changed local road network**<br><br>• Refers to limited capacity of the local road and lack of alternative routes.<br>• States that operation of the canal-side route has changed substantially following the development of the Naas to Sallins Greenway and restriction of traffic between Abbey Bridge and Osberstown Bridge.<br>• States that the altered traffic pattern should be properly assessed before the land is zoned.<br><br>**Bridge Approaches, Sightlines and Road Safety**<br><br>• Submission is concerned about constrained bridge approaches, sightlines and pedestrian/cyclist safety and conflict between vehicles and users of the Greenway in the immediate area.<br>• States that a Traffic and Transport Assessment and Road Safety Audit should have been scoped before the decision to rezone the site.<br>• Refers to PMA No. 32 that requires a professionally prepared Traffic and Transport Assessment for developments likely to generate significant traffic movements.<br>• States that it appears inconsistent to acknowledge the importance of such an assessment while making a major strategic residential zoning decision.<br><br>**Existing Road and Wastewater Constraints**<br><br>• States that, before PMA No.72 is adopted, there should be clear evidence that the likely development yield can be accommodated without creating unacceptable additional pressure on Osberstown Cottages and adjoining local roads, surrounding junctions and bridges, wastewater and surface water infrastructure and existing residents and road users.<br><br>**Relationship with Existing Homes** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that residential zoning should not be viewed only in terms of the number of housing units that could potentially be delivered but the consequences for Osberstown Cottages and existing residents also require consideration.<br>• Concerns include issues such as overlooking and privacy, building height and massing, lighting, noise, construction traffic, visual impact, loss of openness, boundary treatment and transition between established housing and a substantial new residential development.<br>• States that these matters are relevant in deciding whether the land is suitable for residential zoning and not be deferred entirely to a future planning application.<br><br>**Proximity to the M7 Motorway**<br><br>• States that the suitability of placing a substantial new residential area immediately adjacent to the M7 should be considered carefully at zoning stage, including noise, air quality, required setbacks and any consequences those constraints would have for the amount and configuration of land that could realistically be developed.<br><br>**Landscape, Drainage and Green Infrastructure**<br><br>• States that the agricultural nature of the site supports existing hedgerows, vegetation, natural drainage features and open land, which contributes to biodiversity, ecological connectivity, surface water management, landscape screening and separation between existing residential development and the surrounding landscape.<br>• States that recent planning decisions in the wider Osberstown area have demonstrated that the above-mentioned natural features are significant planning considerations locally.<br>• States that the Council should be satisfied that the environmental and drainage consequences of changing approximately 6.48 hectares to predominantly residential use have been adequately assessed before PMA No. 72 is adopted.<br><br>**This is not Merely a Theoretical Future Zoning**<br><br>• Submission refers to submissions prepared by planning consultants on behalf of Lydon, in conjunction with Gerald Kehoe, seeking the rezoning of the Osberstown lands from agriculture to |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | new residential, which includes a Residential Masterplan Feasibility Report, which the submission states that PMA No. 72 is not simply a theoretical designation of land for possible development many years in the future.<br>• States that the practical consequences of the zoning decision should be examined particularly carefully now.<br><br>**Why These Issues Should be Resolved at Zoning Stage**<br><br>• Submission questions where there is currently sufficient strategic, transport, infrastructure and environmental evidence to establish that this particular land is suitable and necessary for residential development in principle.<br>• States that given that the Council's own professional assessment reached the opposite conclusion only weeks before PMA No. 72 was introduced, there is no belief that the case has been adequately demonstrated.<br><br>**Decision Requested**<br><br>• Submission requests that Kildare County Council does not adopt Proposed Material Alteration No. 72 insofar as it introduces New Residential zoning on site No. 10 adjoining Osberstown Cottages, and instead retains the zoning contained in the Draft Sallins Settlement Plan as originally placed on public display, having regard to the reasons outlined above.<br><br>**Alternative Request if PMA No. 72 is adopted.**<br><br>• Should PMA No. 72 be adopted, the submission requests that the Settlement Plan including binding site-specific development requirements for the site, including a Traffic and Transport Assessment, Road Safety Audit, alternative access routes, topographical surveys and cross-sections relative to Osberstown Cottages, low-rise transition beside existing homes, adequate separation to prevent overlooking, appropriate surface water and nature based drainage measures, retention and enhancement of existing hedgerows, confirmation of adequate wastewater capacity, |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | appropriate mitigation arising from proximity to the M7 and a co-ordinated masterplan for the entire site rather than piecemeal development. |
| **70** | **Seamus O'Connor and Mary Gorry** | **<u>Proposed Material Alteration No. 72</u>**<br><br>**Executive Summary and Scope of Submission**<br><br>• Submission objects to Proposed Material Alteration No. 72 insofar as it proposes residential development rezoning of the open/agricultural lands adjacent to Osberstown Cottages/White City (the subject lands). Submission supports appropriate and properly planned growth in Sallins and Naas but the objection is site-specific and concerns establishing a residential zoning principle on this particular land without first resolving the consequences created by its direct relationship with existing low-rise homes, elevated topography, landscape structure, access and infrastructure context and the recent planning history of Osberstown and Oldbridge.<br>• States that the issues central to the unsuitability of PMA No. 72 are outlined in detail in this submission and the relevance to the suitability of the land for residential zoning under PMA No. 72.<br>• States that the issues outlined below should inform the plan-making decision now, rather than being deferred in their entirety to a future planning application after the residential land-use principle has already been established.<br><br>**Why the Consequences of rezoning must be considered now.**<br><br>• The submission acknowledges that rezoning land does not itself grant planning permission and that any future development would require a separate application.<br>• States that zoning materially changes the policy baseline by establishing that residential development is acceptable in principle and can create a legitimate expectation that the land will be capable of accommodating a meaningful residential yield.<br>• States that the Council should consider future proposals which could seek duplexes, apartments, increased density or other forms intended to optimise zoned residential land, subject to the planning framework then applicable. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the foreseeable consequences of height, massing, upper-floor windows, balconies, lighting, overlooking and visual dominance are material to the zoning decision itself.<br><br>**Established Low-rise Character and Topographical Sensitivity**<br><br>• States that the subject lands are elevated relative to the existing low-rise cottages, meaning that the apparent height and visual effect of future development may be materially greater when viewed from the homes below.<br>• Refers to recent planning application assessment in the immediate Oldbridge/Osberstown area, where it was refused on appeal to the Coimisiún stating that the juxtaposition of the three-storey duplex blocks with the surrounding built form failed to achieve coherent, high-quality placemaking.<br>• States that the decision requires a careful transition in scale and form and should not be treated as a generic opportunity for intensified residential development.<br><br>**Recent Planning Decisions Demonstrating Local Sensitivities**<br><br>• Submission provides the detail of the decision on five planning applications in the surrounding area that can be relied upon as evidence of recurring planning issues in the surrounding area, not as binding precedents.<br><br>**Historical Rezoning Context – Monread North/Southern Sallins**<br><br>• The submission refers to a rezoning request of approximately 14 hectares at Monread North, south of the Waterways during the preparation of the Sallins Local Area Plan 2016-2022.<br>• States that the Chief Executive recommended no change stating that the Core Strategy control on residential land, the fact that sufficient residential lands were already zoned, the availability of underutilised brownfield sites, and the plan objective of consolidating Sallins, strengthening the existing town centre, avoiding urban sprawl and maintaining separation from Naas.<br>• States that the submission does not suggest that a 2015 decision fixes the outcome in 2026 and states that if the Council now proposes a materially different planning outcome, the contemporary evidence supporting that change should be clearly demonstrated. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the historical record is not uniformly restrictive: the 2015 plan-making process also progressed a smaller residential zoning west of Oldbridge Station together with Open Space and Amenity, which reinforces the point that zoning decisions in this area have historically been parcel-specific and sensitive to scale, location and open-space relationship, rather than supporting a blanket assumption that all adjoining agricultural land is suitable for residential zoning.<br><br>**Core Strategy, Sequential Growth and the Need for Evidence-Based Zoning**<br><br>• States that the April 2025 appeal decision of An Coimisiún Pleanála (ACP) in PL09.320977 is particularly important at the strategic level. ACP refused a 30-apartment proposal on lands west of Oldbridge Park because the lands had not been zoned for residential use and the proposal materially contravened the CDP Core Strategy.<br>• States that the Council should therefore demonstrate, in relation to PMA No. 72, why this additional parcel is required within the current housing-land budget, why it is sequentially preferable to other serviced or already-zoned opportunities; and how the proposal is supported by the infrastructure and environmental assessments underpinning the Sallins Settlement Plan.<br>• States that the existence of an undeveloped parcel close to Sallins/Naas is not, of itself, sufficient justification for residential zoning, which, it states, is especially important where the land forms a sensitive edge between low-rise established homes and an open landscape.<br>• States that if the strategic housing requirement can be met on less sensitive, better serviced or Proposed Variation No. 6 already-zoned lands, that is a material factor weighing against introducing a new residential zoning principle here.<br><br>**Height, Density, Overlooking and Residential Amenity**<br><br>• States that the Council should assess the appropriate range of development that could follow from residential zoning.<br>• States that once residential zoning is established, an applicant may reasonably seek to optimise the development potential of the site within national and local density policy. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that given the elevated ground of the subject lands, development such as two storey, three storey duplexes or apartments, balconies or windows or boundary treatments could produce substantially greater visual dominance and overlooking.<br>• States that before deciding to adopt the PMA or, the Council should have sufficient verified topographical information to understand this relationship and, at a minimum, that should include existing ground levels across the subject lands and adjoining cottages, representative cross-sections, and a realistic development envelope showing how a compliant low-rise transition could be achieved without unacceptable overlooking or visual dominance.<br>• States that residential zoning could permanently alter the outlook and the relationship between their home and the land adjacent to it through additional building mass, upper-floor windows or balconies, lighting, noise, activity and the potential for overlooking.<br>• States that any assessment of visual and residential amenity effects should therefore be undertaken from the receiving environment itself – including rear windows, rear gardens and private open spaces at Osberstown Cottages/White City and not solely from public roads or distant viewpoints due to the elevated nature of the subject lands.<br><br>**Landscape, Hedgerows, Ecology, Drainage and Flood Risk**<br><br>• States that the value of existing mature trees, hedgerows and landscape buffers on the subject lands should be assessed before zoning is changed, not simply left to the design stage of a future application.<br>• States that the fact that the lands are currently open or agricultural does not make them 'empty' land in planning terms. The openness performs a landscape and residential-amenity function by providing visual separation and an established transition between the cottages and further development, while hedgerows, vegetation and natural drainage features may also perform ecological and surface-water functions.<br>• States that a recent nearby refusal of permission by ACP has confirmed the importance of hedgerows, natural drainage features, green infrastructure and surface-water conditions in this landscape. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the subject PMA should thereby be supported by site-specific ecological, green infrastructure, flood-risk and surface-water evidence proportionate to the proposed change in land-use principle.<br><br>**Access, Traffic and Infrastructure Capacity**<br><br>• States that recent assessments of planning applications identify access and infrastructure as recurring local constraints, which underline the need to test the cumulative impact of additional residential land rather than considering each future site in isolation.<br>• States that before the subject lands are zoned residential, the Council should be satisfied that safe access can be achieved, that local road and active-travel network can accommodate the realistic development yield, and that water and wastewater infrastructure can serve the land without transferring risk or burden to existing residential.<br>• States that recent planning applications in the area demonstrate sustained development pressure and the potential for progressive intensification and the Council should consider the long-term cumulative effect on traffic, infrastructure, open land, visual separation and the established low-rise character rather than assessing Proposed Material Alteration No. 72 as though it existed in isolation.<br><br>**Evidence Required before the PMA Could be Responsibly Adopted**<br><br>• States that the following matters should be clearly demonstrated before the Council establishes a residential zoning principle on the subject lands: Housing land requirement and Core Strategy; Sequential suitability; verified topography and development envelope; residential, amenity and transition; landscape/arboriculture; ecology and green infrastructure; flood risk and surface water; transport and access, water and wastewater capacity.<br><br>**Without Prejudice: Minimum Site-Specific Safeguards if the Council Proceeds**<br><br>• States that the primary request is that PMA No. 72 not be adopted. If, notwithstanding the concerns above, the Council decides on residential zoning, we respectfully request that the |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | Settlement Plan include a binding site-specific objective or development-principle notation rather than leaving the interface entirely unconstrained.<br>• States that, as a minimum, it should provide for:<br>– Strong, low-rise transition immediately adjoining Osberstown Cottages/White City;<br>– No three-storey apartment or duplex block positioned so as to create an abrupt or dominating relationship with the existing cottages;<br>– A substantial landscaped setback and retention of mature trees, hedgerows and other effective landscape buffers wherever practicable;<br>– Adequate separate to prevent overlooking, including careful control of upper-floor balconies and principal windows facing existing homes;<br>– Verified site levels and cross-sections at planning stage, together with control of unnecessary raising of finished ground or floor levels.<br>– Retention and integration of natural drainage features, subject to site-specific flood-risk.<br>– Demonstrated safe access, active-travel connectivity and service capacity before residential development is permitted; and<br>– A co-ordinated masterplan/framework for the entire rezoned parcel so that development is not brought forward in a piecemeal manner.<br><br>**PMA No. 72**<br><br>Requests that Kildare County Council reject and not adopt Proposed Material Alteration No. 72 insofar as it introduces or expands residential zoning over the lands immediately adjacent to Osberstown Cottages/White City, instead retains the zoning/designation shown for those lands in Proposed Variation No. 6 as originally placed on public display. |
| **71** | **Seamus O'Connor and Mary Gorry** | The issues raised in the submission relate to Proposed Material Alteration Nos. 62 and 72 are as follows:<br><br>**<u>Proposed Material Alteration No. 62</u>**<br><br>**Decision Sought** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Requests that Kildare County Council reject the Proposed Material Alteration No. 62 and Variation No. 6 as originally placed on public display be retained.<br>• The submission refers to PMA No. 72 which is appended to the submission and states that all of the points made in that submission apply to the objection to PMA No. 62.<br>• States that PMA No. 62 refers to land adjoining their property and make the following points in addition to those covered in the Appendix in relation to PMA No. 72.<br><br>**Privacy**<br><br>• States that any development of the site would look directly at the rear of their property given that the proposed land for development is significantly above their property. This privacy has existed since the building of the homes in the 1940s.<br><br>**Traffic Management**<br><br>• States that the access to the site is by way of entrance at top of Osberstown Cottages. States that given the requirements to upgrade the junction to facilitate development and the Willows KDA and facilitate current traffic from the Oldtown estate plus bus stops, the subject lands would be more appropriate to a traffic management solution which would be fit for purpose both for now and years to come if properly planned.<br><br>**Overdevelopment**<br><br>• Submission notes the lack of supporting infrastructure from housing growth as it has outpaced investment in healthcare services, schools, creches, community facilities and transport infrastructure and refers to overcrowding on trains and buses.<br><br>**Existing underdevelopment of New Residential Zones**.<br><br>• States that there are substantial lands designated as New Residential where development has not yet started and this land should be prioritised over Open Space and Amenity lands.<br><br>**Loss of designated open space.** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the subject land is currently zoned open space and amenity and given its proximity to the main Sallins/Naas Road, requirement for complete upgrade of the junction to facilitate housing development in Oldbridge and the Willows KDA, zoning this small parcel of land for residential development will further impact on potential traffic and public transport road solutions.<br><br>**Conflict with Previous Planning.**<br><br>• Submission states, as set out in the objection to PMA No. 72, during the preparation of the Sallins LAP (2015), a submission sought rezoning of circa. 14 hectares at Monread North, south of the Waterways (Submission No. 36 - Tom Phillips + Associates on behalf of Valerie Charlton)<br>• States that erasing the boundaries between Sallins and Naas, two distinct towns was not supported by the Chief Executive.<br>• Asserts this small parcel of land is currently one of the few remaining brown field sites dividing the towns.<br>Requests that the PMA No. 62 land remain zoned as Open Space and Amenity in the final Settlement Plan.<br>**<u>Proposed Material Alteration No. 72</u>**<br><br>**Executive Summary and Scope of Submission**<br><br>• Submission objects to Proposed Material Alteration No. 72 insofar as it proposes residential development rezoning of the open/agricultural lands adjacent to Osberstown Cottages/White City (the subject lands). Submission supports appropriate and properly planned growth in Sallins and Naas but the objection is site-specific and concerns establishing a residential zoning principle on this particular land without first resolving the consequences created by its direct relationship with existing low-rise homes, elevated topography, landscape structure, access and infrastructure context and the recent planning history of Osberstown and Oldbridge.<br>• States that the issues central to the unsuitability of PMA No. 72 are outlined in detail in this submission and the relevance to the suitability of the land for residential zoning under PMA No. 72. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the issues outlined below should inform the plan-making decision now, rather than being deferred in their entirety to a future planning application after the residential land-use principle has already been established.<br><br>**Why the Consequences of rezoning must be considered now.**<br><br>• The submission acknowledges that rezoning land does not itself grant planning permission and that any future development would require a separate application.<br>• States that zoning materially changes the policy baseline by establishing that residential development is acceptable in principle and can create a legitimate expectation that the land will be capable of accommodating a meaningful residential yield.<br>• States that the Council should consider future proposals which could seek duplexes, apartments, increased density or other forms intended to optimise zoned residential land, subject to the planning framework then applicable.<br>• States that the foreseeable consequences of height, massing, upper-floor windows, balconies, lighting, overlooking and visual dominance are material to the zoning decision itself.<br><br>**Established Low-rise Character and Topographical Sensitivity**<br><br>• States that the subject lands are elevated relative to the existing low-rise cottages, meaning that the apparent height and visual effect of future development may be materially greater when viewed from the homes below.<br>• Refers to recent planning application assessment in the immediate Oldbridge/Osberstown area, where it was refused on appeal to the Coimisiún stating that the juxtaposition of the three-storey duplex blocks with the surrounding built form failed to achieve coherent, high-quality placemaking.<br>• States that the decision requires a careful transition in scale and form and should not be treated as a generic opportunity for intensified residential development.<br><br>**Recent Planning Decisions Demonstrating Local Sensitivities** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Submission provides the detail of the decision on five planning applications in the surrounding area that can be relied upon as evidence of recurring planning issues in the surrounding area, not as binding precedents.<br><br>**Historical Rezoning Context – Monread North/Southern Sallins**<br><br>• The submission refers to a rezoning request of approximately 14 hectares at Monread North, south of the Waterways during the preparation of the Sallins Local Area Plan 2016-2022.<br>• States that the Chief Executive recommended no change stating that the Core Strategy control on residential land, the fact that sufficient residential lands were already zoned, the availability of underutilised brownfield sites, and the plan objective of consolidating Sallins, strengthening the existing town centre, avoiding urban sprawl and maintaining separation from Naas.<br>• States that the submission does not suggest that a 2015 decision fixes the outcome in 2026 and states that if the Council now proposes a materially different planning outcome, the contemporary evidence supporting that change should be clearly demonstrated.<br>• States that the historical record is not uniformly restrictive: the 2015 plan-making process also progressed a smaller residential zoning west of Oldbridge Station together with Open Space and Amenity, which reinforces the point that zoning decisions in this area have historically been parcel-specific and sensitive to scale, location and open-space relationship, rather than supporting a blanket assumption that all adjoining agricultural land is suitable for residential zoning.<br><br>**Core Strategy, Sequential Growth and the Need for Evidence-Based Zoning**<br><br>• States that the April 2025 appeal decision of An Coimisiún Pleanála (ACP) in PL09.320977 is particularly important at the strategic level. ACP refused a 30-apartment proposal on lands west of Oldbridge Park because the lands had not been zoned for residential use and the proposal materially contravened the CDP Core Strategy.<br>• States that the Council should therefore demonstrate, in relation to PMA No. 72, why this additional parcel is required within the current housing-land budget, why it is sequentially preferable to other serviced or already-zoned opportunities; and how the proposal is supported by the infrastructure and environmental assessments underpinning the Sallins Settlement Plan. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the existence of an undeveloped parcel close to Sallins/Naas is not, of itself, sufficient justification for residential zoning, which, it states, is especially important where the land forms a sensitive edge between low-rise established homes and an open landscape.<br>• States that if the strategic housing requirement can be met on less sensitive, better serviced or Proposed Variation No. 6 already-zoned lands, that is a material factor weighing against introducing a new residential zoning principle here.<br><br>**Height, Density, Overlooking and Residential Amenity**<br><br>• States that the Council should assess the appropriate range of development that could follow from residential zoning.<br>• States that once residential zoning is established, an applicant may reasonably seek to optimise the development potential of the site within national and local density policy.<br>• States that given the elevated ground of the subject lands, development such as two storey, three storey duplexes or apartments, balconies or windows or boundary treatments could produce substantially greater visual dominance and overlooking.<br>• States that before deciding to adopt the PMA or, the Council should have sufficient verified topographical information to understand this relationship and, at a minimum, that should include existing ground levels across the subject lands and adjoining cottages, representative cross-sections, and a realistic development envelope showing how a compliant low-rise transition could be achieved without unacceptable overlooking or visual dominance.<br>• States that residential zoning could permanently alter the outlook and the relationship between their home and the land adjacent to it through additional building mass, upper-floor windows or balconies, lighting, noise, activity and the potential for overlooking.<br>• States that any assessment of visual and residential amenity effects should therefore be undertaken from the receiving environment itself – including rear windows, rear gardens and private open spaces at Osberstown Cottages/White City and not solely from public roads or distant viewpoints due to the elevated nature of the subject lands.<br><br>**Landscape, Hedgerows, Ecology, Drainage and Flood Risk** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the value of existing mature trees, hedgerows and landscape buffers on the subject lands should be assessed before zoning is changed, not simply left to the design stage of a future application.<br>• States that the fact that the lands are currently open or agricultural does not make them 'empty' land in planning terms. The openness performs a landscape and residential-amenity function by providing visual separation and an established transition between the cottages and further development, while hedgerows, vegetation and natural drainage features may also perform ecological and surface-water functions.<br>• States that a recent nearby refusal of permission by ACP has confirmed the importance of hedgerows, natural drainage features, green infrastructure and surface-water conditions in this landscape.<br>• States that the subject PMA should thereby be supported by site-specific ecological, green infrastructure, flood-risk and surface-water evidence proportionate to the proposed change in land-use principle.<br><br>**Access, Traffic and Infrastructure Capacity**<br><br>• States that recent assessments of planning applications identify access and infrastructure as recurring local constraints, which underline the need to test the cumulative impact of additional residential land rather than considering each future site in isolation.<br>• States that before the subject lands are zoned residential, the Council should be satisfied that safe access can be achieved, that local road and active-travel network can accommodate the realistic development yield, and that water and wastewater infrastructure can serve the land without transferring risk or burden to existing residential.<br>• States that recent planning applications in the area demonstrate sustained development pressure and the potential for progressive intensification and the Council should consider the long-term cumulative effect on traffic, infrastructure, open land, visual separation and the established low-rise character rather than assessing Proposed Material Alteration No. 72 as though it existed in isolation. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Evidence Required before the PMA Could be Responsibly Adopted**<br>• States that the following matters should be clearly demonstrated before the Council establishes a residential zoning principle on the subject lands: Housing land requirement and Core Strategy; Sequential suitability; verified topography and development envelope; residential, amenity and transition; landscape/arboriculture; ecology and green infrastructure; flood risk and surface water; transport and access, water and wastewater capacity.<br>**Without Prejudice: Minimum Site-Specific Safeguards if the Council Proceeds**<br>• States that the primary request is that PMA No. 72 not be adopted. If, notwithstanding the concerns above, the Council decides on residential zoning, we respectfully request that the Settlement Plan include a binding site-specific objective or development-principle notation rather than leaving the interface entirely unconstrained.<br>• States that, as a minimum, it should provide for:<br>– Strong, low-rise transition immediately adjoining Osberstown Cottages/White City;<br>– No three-storey apartment or duplex block positioned so as to create an abrupt or dominating relationship with the existing cottages;<br>– A substantial landscaped setback and retention of mature trees, hedgerows and other effective landscape buffers wherever practicable;<br>– Adequate separate to prevent overlooking, including careful control of upper-floor balconies and principal windows facing existing homes;<br>– Verified site levels and cross-sections at planning stage, together with control of unnecessary raising of finished ground or floor levels.<br>– Retention and integration of natural drainage features, subject to site-specific flood-risk.<br>– Demonstrated safe access, active-travel connectivity and service capacity before residential development is permitted; and<br>– A co-ordinated masterplan/framework for the entire rezoned parcel so that development is not brought forward in a piecemeal manner. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Conclusion**<br><br>**PMA No. 62**<br><br>• Requests that the PMA No. 62 land remain zoned as Open Space and Amenity in the final Settlement Plan.<br><br>**PMA No. 72**<br><br>• Requests that Kildare County Council reject and not adopt Proposed Material Alteration No. 72 insofar as it introduces or expands residential zoning over the lands immediately adjacent to Osberstown Cottages/White City, instead retains the zoning/designation shown for those lands in Proposed Variation No. 6 as originally placed on public display. |
| **72** | **Brian and Jo-Ann Healy** | The issues raised in the submission are as follows:<br><br>• Requests PMA No.69 is deleted in its entirety, and the lands retain their 'F: Open Space and Amenity' zoning.<br>• States the proposed re-zoning of this space represents yet another cynical attempt by the developers to remove previously promised Amenity space from the community in order to further profit from this development.<br><br>**<u>The Environmental Screening Did Not Assess this Rezoning</u>**<br><br>• The SEA and AA Screening Addendum Reports did not assess the rezoning, only the buffer objective, and did so on the basis that it "does not relate to new development". PMA No. 69 does relate to new development - it zones land for 28 dwellings.<br>• The methodology in the SEA Addendum Report Section 2 states "The assessment considers PMAs where there is a change to an existing policy or objective or if a new policy or objective is proposed." The SEA and AA reports assess text objectives only and not one of the land-use zoning alterations. Both reports contain a single entry against PMA No. 69 and assess only the buffer objective GBIO X.X, and both give reason that the objective "does not relate to new |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | development, only ensures the provision of a natural buffer between existing zoned lands", concluding no further assessment is required and no likely significant effects arise.<br>• The Screening has assessed the mitigation and left the development unassessed. This matters for three reasons:<br>1. The PMAs arose from a resolution of the Elected Members at a Special Meeting on 27 July 2026. The rezoning of these lands was not assessed in the SEA/AA Screening Report that accompanied the Draft Plan (April) and not environmentally assessed at any stage of the process.<br>2. Schedule 2 of the European Union (Land Use Planning - Strategic Environmental Assessment) Regulations 2025 requires the screening to consider, among other criteria, the degree to which the plan sets a framework for projects, and the characteristics of the effects and of the area likely to be affected. A land use zoning amendment is the paradigm case of plan provision that sets a framework for future development consent. It cannot be excluded from screening by a methodology that looks only at text objectives.<br>3. The screening conclusion asserts that "The PMAs do not alter the overarching CDP principles and provisions, settlement hierarchy or the underlying environmental protection provisions that the SEA relied upon. Therefore, it is not expected to generate new or intensified effects." The combined proposed alterations increase the estimated residential yield in Table 2.4 by c.260 units, resulting in a net reduction of land zoned 'F: Open Space and Amenity' of approximately 2 hectares.<br>• Requests the Council publish its own arithmetic and asserts changes of this scale cannot be accepted as not generating new or intensified effects without assessment.<br>• The submission also refers to PMA No.22 and the alteration of the recorded ranking. The submission requests that the CE Report clearly state whether the proposed change raises or lowers the recorded value of the wetland . It is stated that the same alteration continues to describe the site as having a high degree of naturalness, high biodiversity and wild bird species, including swans, protected under the Wildlife Acts 1976-2018.<br>• The submission requests the following action: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | *"That the SEA and AA Screening Determinations under Sections 58(13)(b) and 58(13)(c) of the Planning and Development Act 2024 be revisited, and that the Screening Addendum Reports be revised to assess the land use zoning alterations - including in particular Proposed Material Alteration No. 69 - as proposals for new development, addressing cumulative and in-combination effects with the other zoning alterations, with the Grand Canal proposed Natural Heritage Area, with the Osberstown wetland, with flood risk in the Liffey and Grand Canal catchment, and with Proposed Variation No. 5 (Northwest Quadrant, Naas), which provides for 4,000 homes and 11,000 people on adjoining lands sharing the same railway station, road corridor and catchments."*<br><br>**<u>The Site is Outside the Built-Up Footprint and Its Serviceability is not Stated</u>**<br><br>• States Table 2.4 as amended records this site as not within the Built-Up Footprint and leaves its 'Serviceability Status' blank.<br>• <u>Outside Built Up Footprint</u>: Plan states all future growth in Sallins will prioritise the consolidation of the existing built-up footprint and c.33.5% of all new homes will be delivered within that footprint (NPO 9). The site represents greenfield extension outside the compact growth boundary and no justification offered.<br>• <u>No Serviceability Status</u>: all other entries in Table 2.4 have a serviceability tier, this site has none. KCC is required to differentiate between serviced and serviceable lands (NPO 72a) and the OPR previously required KCC set out serviceability in Core Strategy tables. A new residential zoning with no status is not justified and not capable of being justified consistently with the Core Strategy.<br>• Ministerial Direction on the Sallins LAP 2016-2022 which removed a member's material alteration rezoning lands to New Residential, on the basis that the zoning "is not warranted in terms of the Core Strategy" of the CDP, "is in conflict with the planned and sustainable population growth of Sallins" and was "not justified in relation to specified zoning criteria".<br>• The submission asserts that PMA No. 69 is a members' MA, on open space land, outside the footprint, with no serviceability status, in a plan which has already zoned in excess of its growth requirements.<br>• Requests the Council consider the risk for the Variation as a whole. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **There is No Need for these 28 Units**<br>• Units are surplus to the requirements of the plan period. The Plan states it "has zoned land in excess of the growth requirements."<br>• The PMAs as a whole already increase the recorded residential yield substantially without this site (The Willows PMA No. 68 increases from 794 to 999 units). This removes any conceivable necessity to take 0.63 ha of estate open space at Oldbridge Park for 28 units.<br>• Requests deletion of PMA No. 69 in its entirety.<br>**The Buffer Protects the Wrong Boundary**<br>• The new Objective GBIO X.X in PMA No. 69 requires "a natural buffer with a minimum setback of 40 metre from the western boundary of the site", however objection is that it is on the western boundary only. The eastern boundary, which faces the rear of existing homes in Oldbridge Park, is given no setback, no separation distance and no protection whatsoever.<br>• Further states the Design Brief (inserted as Section 10.1.5) requires the built form to provide "passive surveillance to public space areas" and dual frontages on corner sites but says nothing about the privacy of the dwellings that are already there.<br>• Requests amendment:<br>*"That Objective GBIO X.X be amended to require a natural buffer along the western boundary and a minimum separation of 15 metres along the eastern boundary of the site; and that Section 10.1.5 be amended to provide that development shall not exceed two storeys, shall maintain a minimum separation of 22 metres between opposing rear elevations, shall provide no habitable room windows at first floor level directly facing the rear elevations or private amenity space of existing dwellings at Oldbridge Park, and shall retain all existing hedgerow and trees on the eastern boundary."*<br>**Vehicular Access through Residential Cul-de-Sac**<br>• "Vehicular access is to be taken through Oldbridge Park", a residential cul-de-sac which is not designed to carry the construction traffic and permanent traffic for a 28-unit scheme. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • There is a single point of access, no alternative route, and children play on it. Further states Old Bridge Station already absorbs displaced commuter parking from the railway station.<br>• Welcomes PMA No.32 asserting an objective requiring a Traffic and Transport Assessment and asks this be made explicit for these lands.<br>• Requests amendment if PMA is retained:<br>*"That Section 10.1.5 be amended to require that any application for development on these lands be accompanied by a Traffic and Transport Assessment prepared in accordance with the objective inserted by Proposed Material Alteration No. 32, together with an independent Road Safety Audit and a Construction Traffic Management Plan addressing the capacity and safety of the Oldbridge Park cul-de-sac and its junction; and that development shall not be permitted where those assessments demonstrate that the access cannot safely accommodate it."*<br>**The Scout's Den**<br>• States Section 10.1.5 requires the design to "provide key connections ... to the south with the Scouts Den." The facility relies on the adjoining open space for outdoor activity on a low-traffic setting.<br>• 28 dwellings would remove that open space, with construction/permanent traffic placed where children are dropped/collected and come under pressure with noise/activity complaints by new immediate neighbours.<br>• Requests amendment:<br>*"That the Plan insert an objective to protect and support the continued operation of the Scouting facility adjoining Oldbridge Park, to retain the open space on which its outdoor activities depend, to provide that development shall not be permitted which would prejudice its continued use, and to require that any layout provide safe pedestrian access and set-down arrangements serving the Den."*<br>**The Canal Setback Objective Does Not Apply Here**<br>• Objective GBIO 6.4, inserted by PMA No. 23 requiring new development proposals adjoining the Grand Canal "in the town centre" to provide an appropriate design response. States support |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | for this objective but objects to the words "in the town centre" as the canal's operational, heritage, ecological and recreational functions, and the amenity of the towpath, do not stop at the town centre. In addition, PMA No. 15 states the Council's own objective that "Sallins develops as a greenway destination town."<br>• Requests amendment:<br>*"That Objective GBIO 6.4 be amended by the deletion of the words 'in the town centre', so that it applies to all new development proposals adjoining the Grand Canal within the Plan area."*<br>• Not asking for these lands to be left as a disused field welcomes the Design Brief 's active travel links connecting to the Grand Canal Greenway and to Oldbridge Park and that is achievable on land that remains 'F: Open Space and Amenity'.<br>**<u>The Alteration is Internally Inconsistent</u>**<br>• Submission lists the following inconsistencies to PMA No. 69 which mean the public cannot know with certainty what is proposed:<br>➢ The map amendment and new Table 2.4 both state 0.63 hectares of 'C (6): New Residential'. The Design Brief at Section 10.1.5 states 0.68 hectares. The Design Brief also states 0.83 hectares of 'F: Open Space and Amenity', a figure which appears nowhere else in the PMA.<br>➢ The new objective is given as "GBIO X.X" in Chapter 6 but is cross-referenced within Section 10.1.5 as "Objective GBIO 6.X". PMA No. 23 already inserts objectives numbered GBIO 6.3 and GBIO 6.4. The number of the buffer objective is therefore undetermined.<br>➢ The introductory text refers to "new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework". The inserted text is headed "Section 10.1.5 Oldbridge Park KDA Design Brief" and "Figure 10.5: Oldbridge Park KDA Urban Design Framework".<br>➢ PMA No. 46 separately deals with "Subsection 10.1.5 Bodenstown Employment Area" and "Figure 10.5: Bodenstown Employment Area", replacing it with a figure captioned "Figure.5.1". Two different alterations therefore purport to create or amend a Section 10.1.5 and a Figure 10.5. |

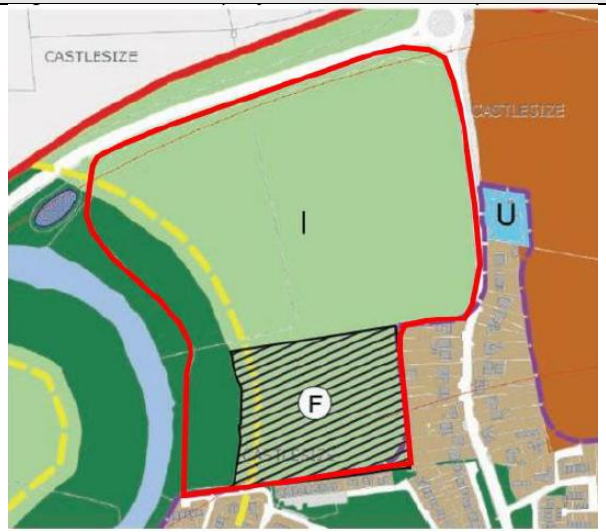
| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | ➢ PMA Nos. 5, 10 and 11 each insert/amend an objective numbered "SIO 3.3", with three different texts, two of which concern childcare and have alternative versions of the same objective.<br><br>**PMA No. 47**<br><br>The submission supports PMA No. 47 and the delivery schedule for the Sallins Amenity Lands as exactly the kind of commitment Sallins has been waiting more than a decade to see.<br><br>**CE Report**<br><br>Requests notification of the CE's Report on submissions and the date on which the Variation is to be considered by the Elected Members. |
| **73** | **Grainne McVeigh** | The submission outlines the following:<br><br>• Objects to the Proposed Material Alteration (PMA) No. 69.<br>• Housing growth has outpaced the delivery of infrastructure such as healthcare, schools, and recreational open space. Reducing 'F: Open Space and Amenity' land for housing is unsustainable and materially contravenes the Core Strategy of the Kildare County Development Plan (CDP).<br><br>**Contradiction of An Coimisiún Pleanála (ACP) precedent (ACP-320977-24)**<br><br>• A previous planning application for 30 apartments (Reg. Ref. 24/60729) was refused by KCC, with the decision subsequently upheld by ACP on planning grounds, including: material contravention of the Core Strategy, inappropriate layout and density, contrary to compact growth principles, and visual and landscape impacts on the adjacent Grand Canal, which is an Area of High Amenity, protected under Policy LR P2 of the CDP.<br>• Rezoning the land is an attempt to bypass the reasons for refusal and undermine the plan-led planning process.<br><br>**Critical quantified public open space deficits** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The Council's Social Infrastructure Audit (SIA) documents the deficits in community amenities. The submission extracts the findings of the SIA, particularly the deficits in relation to public open space and playground deficits and states the loss of this land would permanently remove any opportunity to deliver a community park, walking trails, and play spaces.<br><br>**Encroachment on critical public utility infrastructure**<br><br>• The proposed residential boundary outlined in Section 10.1.5 and Figure 10.5 contains errors and encroaches on public utility infrastructure, such as an existing green area that contains surface water attenuation tanks, which must remain free from development to prevent flood hazards.<br>• The Plan contains conflicting site area figures, raising concerns that this rezoning has not been properly assessed.<br><br>**Violation of original community assurances**<br><br>• Homeowners resided in the housing estate based on commitments from the developer, Springwood, that the 'F: Open Space and Amenity' land would remain free from development and be protected as dedicated community green area. The developer fenced off the lands, preventing public access.<br>• Describing the lands as 'underutilised' allows the developer to justify the rezoning. This creates a negative precedent for rezoning designated open space for housing, undermines the trust of the community, and rewards non-compliance.<br><br>**Deficits in services and road safety**<br><br>• Services and infrastructure are already under pressure and cannot absorb additional housing without impacting existing resident's quality of life.<br>• Schools are already at capacity, and there are no secondary school, forcing individuals to commute to nearby towns.<br>• GP services are under pressure, with a significant shortage in doctors, while childcare is at capacity and facing a substantial shortfall in places. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Additional traffic through Oldbridge Park's narrow cul-de-sac residential roads would create significant safety and access concerns, particularly for local children who play in the area. Surrounding roads, including Sallins Road, cannot safely accommodate additional traffic.<br><br>**Inconsistent with national compact growth policy**<br><br>• The lands serviceability status is undetermined and are outside the town's built-up footprint.<br>• Rezoning designated open space for housing, despite adequate residential land already available well in excess of requirements, is contrary to the National Planning Framework.<br>• The loss of this active green corridor would be a significant planning failure.<br><br>**Action Requested:**<br><br>• In the interest of proper planning, sustainable community development, and to protect the safety and amenities of the residents of Sallins, the Elected Members of Kildare County Council are respectfully urged to reject Proposed Material Alteration No. 69 in its entirety, remove the proposed C(6) residential zoning and its associated Design Brief, and maintain the full protective 'F: Open Space and Amenity' zoning across the entire subject site. |
| **74** | **Shebin Mathew** | The submission outlines the following:<br><br>• Objects to the Proposed Material Alteration (PMA) No. 69.<br>• Retain the 'F: Open Space and Amenity' zoning.<br>• The proposed rezoning would be contrary to sustainable development.<br><br>**Protection of Community Open Space and Public Amenity**<br><br>• The lands represent an opportunity for valuable community and recreational space.<br>• Descriptions of the land as underutilised are misleading. Having been fenced off, the limited use of the lands reflects restricted access rather than a lack of community demand.<br>• Removing the 'F: Open Space and Amenity' zoning would permanently remove a valuable community asset and undermine the original planning objective for the site. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | **Growing Need for Green Infrastructure and Biodiversity**<br>• As population increases, the need for accessible green space is important.<br>• Proximity to the Grand Canal presents a valuable opportunity to support biodiversity, habitat creation, sustainable drainage, climate resilience, recreation, community wellbeing, and the area's environmental character.<br>• The loss of the lands needs to be considered as once it is rezoned and developed, the opportunity for any community benefit will be lost permanently.<br>**Opportunity to Deliver a Long-Term Community Asset**<br>• Rather than additional housing, the lands should be used to provide community and recreational amenities, including a public park, play facilities, biodiversity areas, walking spaces, and other community uses.<br>• With an increasing population, the Council should retain the lands 'F: Open Space and Amenity' designation and consider how the land can support community use.<br>**Infrastructure Capacity and Residential Growth Pressures**<br>• Housing growth has outpaced supporting infrastructure, with existing pressures on schools, childcare, recreation, healthcare, public transport, parking, and traffic.<br>• Residential zoned land remains undeveloped and there is no justification for rezoning 'F: Open Space and Amenity' land for housing.<br>• Landscaped areas within any future housing development are not an adequate substitute for publicly accessible amenity land intended to serve the wider community.<br>**Traffic, Parking and Residential Amenity Impacts**<br>• Housing would increase traffic, in addition to vehicles movements generated by the Scouts Den, parking demand, and pressure on housing estate roads, which are already heavily used by families and children. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Existing roads were not designed for significant additional traffic, raising concerns about congestion, parking, and the safety of children and other vulnerable road users.<br>• The impact on existing resident's quality of life should be considered.<br><br>**Concerns Regarding Site Boundaries, Ownership and Development Potential**<br><br>• Not all lands within the proposed rezoning area are owned by the developer, Springwood, as some area contains attenuation infrastructure that plays an important drainage role for the existing Oldbridge Park development.<br>• The land may be intended for transfer to KCC and if so, its inclusion in the rezoning area raises concerns about the accuracy of the lands assessment.<br>• The submission notes the site area and residential area hectares, the indicative density, and the estimated residential yield of the proposal. Including attenuation infrastructure within the developable area may result in an inaccurate residential yield and development capacity.<br>• Requests KCC to verify land ownership, the developable site area, whether the attenuation area has been included and can this be considered for development, and the accuracy of the projected housing yield. |
| **75** | **Patrick Murphy** | The issues raised in the submission received from JSA Planning on behalf of the landowner, Patrick Murphy. Appendix 1 (attached to the submission) includes a copy of the PMA Map, which has been edited by JSA Planning to indicate the location of the subject site. The subject lands known as Castlesize, Deerpark, Sallins are proposed to be zoned 'I: Agriculture' and 'F: Open Space and Amenity and are located north of the town ,as indicated below: |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | |  <br>The submission requests that PMA No. 67 is not adopted when finalising the Sallins Settlement Plan.<br>The submission seeks:<br>– The removal of the proposed 'F: Open Space and Amenity' zoning and the lands retain their existing 'I: Agriculture' zoning, reflecting their ongoing active agricultural use,<br>– As an alternative, consider the delivery of the proposed open space objective through the designation of the overall lands as a 'SR: 'Strategic Reserve' and subject to a future KDA which provides for residential development and supporting open space or community uses.<br>The submission highlights the following about the site:<br>• States that the landholding has already been significantly affected by a number of infrastructure projects in the area, including the construction of the Sallins ByPass which resulted in land-take and the severance of the wider landholding, and an extended period of archaeological investigation |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | carried out across the site, Uisce Éireann infrastructure works with associated implications for surface water drainage and flooding.<br>• States that the proposed rezoning of the lands is understood to be in response to submissions received during the public consultation process requesting that additional lands be recognised in response to the lack of 'F: Open Space and Amenity' lands notwithstanding the fact that there is significant Open Space/Parks proposed within the 'Sallins Amenity Lands' noting the absence of any prior engagement with the landowner regarding the delivery of the proposed open space objective, the lack of direct public road access or public ownership needed to support a functioning public open space, or an indication of the future intended use of the lands or how they would be secured for open space use by the Planning Authority. Notes that in other instances the Open Space and Community infrastructure is proposed on publicly owned lands or as part of a wider development proposal, where its delivery could be part-funded by adjacent residential/commercial development such as The Willows KDA.<br>• Submission refers to PMA No. 73 which proposes a new 'C: New Residential' on land east of the Clane Road, which if adopted would complement the identification of the area north of Sallins Town as suitable for future residential growth.<br>• States that the subject lands would be required to provide a supporting quantum of open space, whilst noting the area along the River Liffey, equating to circa 3 hectares is also zoned open space and will help deliver a linear park/green infrastructure if the lands are developed.<br><br>**Proposed Material Alteration No. 67**<br><br>• The submission requests that PMA No. 67 which proposes to amend circa 3.23 hectares of the subject lands from 'I: Agriculture' to 'F: Open Space and amenity', as illustrated in the figure above, is not adopted when finalising the Sallins Settlement Plan.<br>• States that PMA No. 67 reflects a recommendation of the Chief Executive's Report on submissions to Variation No. 6 responding to concerns in respect of the lack of social and community infrastructure in Sallins, the lack of progress in delivering a public park, and proposed 'New Residential' zoning of land currently occupied by Sallins Celtic FC, who operate on a temporary basis from the landowner. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • States that the subject lands as a whole, are considered to represent a logical future growth area for Sallins, benefiting from their location within the established settlement boundary and proximity to existing infrastructure, and are well placed to accommodate future residential development having regard to the longer-term growth potential of the town, the forthcoming 10-year Development Plan review, and the anticipated growth associated with the Planned DART South-West line.<br><br>**Conclusion**<br><br>• Requests that PMA No. 67 be omitted such that the subject lands retain their existing 'I: Agriculture' zoning.<br>• As an alternative, it is requested that the entire landholding be identified as a 'SR: Strategic Reserve', and subject to a future KDA, which provides for residential development and supporting open space or community uses |
| **76** | **National Transport Agency (NTA)** | See Section 3 of the Chief Executive's report. |
| **77** | **Department of Education and Youth** | See Section 4 of the Chief Executive's report. |
| **78** | **Office of the Planning Regulator (OPR)** | See Section 3 of the Chief Executive's report. |
| **79** | **Vincent Harris** | The submission outlines the following:<br><br>**Objects to the Proposed Material Alteration (PMA) No. 69.**<br>• Requests Kildare County Council (KCC) to retain the 'F: Open Space and Amenity' zoning, delete PMA No. 69, environmental screenings are reassessed to address the zoning changes, |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | and Objective GBIO 6.4 extended to protect all canal-side developments outside the town centre.<br><br>**Environmental Screening Omission**<br><br>• The SEA and AA Screening Addendum Reports failed to assess the rezoning, considering only the buffer objective on the mistaken basis that it did not relate to new development.<br><br>**Core Strategy Conflict**<br><br>• The lands are located outside the built-up footprint and lack a serviceability status, deeming the lands an unserviced greenfield extension inconsistent with compact growth policies.<br><br>**Lack of Housing Need**<br><br>• The Plan already exceeds growth requirements, with other alterations delivering additional residential yield without the need of taking housing estate open space.<br><br>**Unprotected Eastern Boundary**<br><br>• A 40-metre buffer is provided, however, no setback exists along the eastern boundary with Oldbridge Park existing homes, resulting in overlooking, overshadowing, and privacy concerns.<br><br>**Inadequate Access**<br><br>• Access through Oldbridge Park would place construction and permanent traffic, parking demands, and pedestrian pressures on a residential cul-de-sac.<br><br>**Impact on Community Assets**<br><br>• The development would negatively affect the adjoining Scouts Den and remove accessible open space relied on by children and the community.<br><br>**Internal Inconsistencies** |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • The alteration's conflicting site area figures, overlapping numbering for objectives and figures, and contradictions make the proposal unclear for the public. |
| **80** | **Karen Evans** | The submission outlines the following:<br>• Concerns related to the Proposed Material Alteration (PMA) No. 72, as directly affected resident in the area.<br>• This undisturbed area serves as a valuable ecological corridor and green buffer between the N7 and the surrounding residential area, supporting wildlife, birds, pollinators, and native vegetation.<br>**Ecological Importance**<br>• The area contains an active Common Buzzard nesting area and forms part of the local important green infrastructure and wildlife habitat (images included).<br>• The Common Buzzard is a protected species under the Wildlife Acts 1976 (as amended) and it is an offence to kill, injure, or disturb the birds or their active nests and breeding sites.<br>• Development of housing and a walkway near the nesting site could increase human disturbance, nest abandonment, undermine the area's ecological value, and contradicts biodiversity and planning policies.<br>**Conflict with Biodiversity and Planning Policies**<br>• The PMA is inconsistent with objectives of the Kildare Biodiversity Action Plan 2026 – 2031 and the Settlement Plan.<br>• The area should be designated as a protected nesting ground that will contribute to the conservation of native species and habitats. The area supports biodiversity, habitat preservation, and ecological connectivity.<br>**Loss of Green Infrastructure**<br>• Development would introduce disruption and degradation to habitats and noise and light pollution. |

| Sub. No. | Name | Summary of Submission |
|---|---|---|
| | | • Development would disturb and degrade habitats and generate noise and light pollution.<br>• Given the ecological importance of this area, it is requested that PMA No. 72 be removed or amended, that the site be protected between the augmentation pond and Sallins Road, and that the tree line along the old railway be preserved and fenced off from public access.<br>• Requests that any proposed walkway be refused planning permission, that the area is formally recognised as a protected ecological and nesting area, and that the lands be included as part of the green infrastructure network in Plans.<br>• Part of the subject area should be included in the Kildare Biodiversity Action Plan 2026-2031 as a protected nesting ground.<br>• No objection to the rezoning of part of these lands, however, further environmental assessment should be completed prior to development. This assessment should consider surveys of habitats, protected species, wildlife corridors, and the function of the augmentation pond, which should be fenced off prior to development.<br>• Trusts that biodiversity, environmental quality, and residential amenity will be considered in full in the Plan. |

# Appendix C:

## Oldbridge Park Planning History

Comhairle Contae Chill Dara
Kildare County Council




**Kildare County Council,**
**Planning Department,**
**Áras Chill Dara,**
**Devoy Park, Naas,**
**County Kildare, W91 X77F**

# Appendix C: Oldbridge Park Planning History

This appendix sets out the planning history relevant to the lands the subject of PMA No. 69 and the wider Oldbridge Park estate. It includes the recent planning history relating directly to the subject lands, together with the principal planning permissions relating to the adjoining residential development. Relevant site layout plans are also included to illustrate the relationship between the subject lands and the lands included within the historic planning applications.

Relevant Planning History on lands at Oldbridge Park estate:

| | |
|---|---|
| **24/60729 (ACP 320977-24)** | Planning permission **refused (refused by Kildare County Council and upheld by An Coimisiún Pleanála)** for the change of use of most of this property (1.141 hectares (2.81 acres) out of a total area of 1.434ha. (3.54 acres) from a tract of private disused and overgrown land to an area of public open space for community outdoor passive and active recreational activity, including the planting of a wild flower area and extensive landscaping, the provision of internal access footpaths within this amenity space, the removal of an existing boundary fence which encircles this site, so as to facilitate public usage, and the installation of children's play equipment within a freshly grassed area. The proposal also entails the erection of two blocks of apartments which would contain three levels of accommodation and which would provide a total of thirty dwellings (fifteen apartments per block), the formation of thirty-seven car parking bays (with standalone electric car charging points), eighty-two bicycle spaces, connections to the public water supply system, stormwater network and wastewater network and all site works. The overall number of apartment units proposed is 30. **KCC Decision Date: 13/09/2024 and ACP Decision Date: 07/04/2025.**<br><br>**KCC Reasons for Refusal:**[1]<br><br>1. The proposed development is located on lands zoned as 'F2 Open Space and Amenity' in the Sallins Local Area Plan 2016 – 2022, the objective of which is to protect and provide for open space amenity and recreational provision. The proposed apartment units are not permissible on F2 zoned lands. The development of residential units on such lands would therefore materially contravene the zoning objective pertaining to the lands, as set out in the Sallins Local Area Plan 2016 – 2022, would result in a loss of lands designated for open space provision, would furthermore be injurious to the amenities of the area, and would be contrary to the proper planning and sustainable development of the area.<br>2. Objective LR 093 of the Kildare County Development Plan 2023 – 2029 seeks to prevent the development of areas zoned open space/amenity or areas which have been indicated in a previous planning application as being open space for uses other than open space and recreation related. The development of a residential development on lands which are zoned as Open Space and Amenity, would materially contravene this objective of the County Development Plan, |

[1] Derived from 24/60729 Notification of Decision dated: 13/09/2024.

| | |
|---|---|
| | and would therefore be contrary to the proper planning and sustainable development of the area.<br>3. The Grand Canal and its branches are identified as Areas of High Amenity in the Kildare County Development Plan 2023 – 2029, where it is the policy as set out in LR P2 to protect such areas from inappropriate development and reinforce their character, distinctiveness and sense of place. The proposed lands which abut the banks of a branch of the Grand Canal are zoned open space and amenity the purpose of which is to provide an adequate buffer to ensure that developments which are permitted are of the type which does not have a disproportionate visual impact on the water corridor. The development of two three storey apartment blocks, and associated works, would therefore given their location, erode such lands, would negatively impact on the Area of High Amenity, would interfere with the character of this canal side landscape, and would therefore be contrary to the proper planning and sustainable development of the area.<br>**ACP Reasons for Refusal:**[2]<br>Having regard to the nature of the proposed development, which includes provision for 30 residential units on lands that currently have no statutory zoning and were never previously zoned for residential use, it is considered that the proposed development would materially contravene the Core Strategy of the Kildare County Development Plan 2023-2029, which provides a transparent evidence-based rationale for the amount of land proposed to be zoned for residential and mixed-use zonings in the development plan. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area. |

Relevant Planning History on adjacent sites: [3]

| | |
|---|---|
| **00/1029** | **Development Description:**<br>Phase 1 to include 6 detached four bedroom bungalows, 22 semi-detached three bedroom bungalows, 8 terraced two bedroom bungalows in two blocks, 24 terraced two bed houses in four blocks, access roads, carparking etc. |
| **01/1534** | **Development Description:**<br>(a) housing dev. (Phase 2) to include 38 two storey semi-detached three bed houses (6 with optional garages / garage conversion), 10 two storey terraced two bed houses in 2 blocks, (b) access roads, car parking areas, bin storage areas & all etc., |
| **03/1850** | **Development Description:** |

[2] Derived from 320977-24 Board Order dated: 07/04/2025.
[3] Please note that certain planning applications, including but not limited to applications for extensions of durations and alterations or extensions to individual dwellings, have not been included in this appendix. The purpose of this list is to identify the parent planning application and any subsequent or related planning applications considered relevant to the planning history of Oldbridge Park estate.

| | |
|---|---|
| | housing development (phase 3) to include72 no.two-storey semi-detached 3 bedroom houses,7 of these houses to have optional garage/garage conversions,1 no. two storey detached three bedroom house with optional garage/garage conversion etc |
| **04/3106** | **Development Description:**<br><br>(a) 224 residential units comprising: 10 no. three bedroom semi-detached bungalows (type G) (10 no. residential units). 36 no. three bedroom semi-detached two-storey dwelling houses (type H) (36 no. residential units) etc. |
| **06/1169** | **Development Description:**<br><br>Alterations and modifications to existing permission Reg ref 03/1850 phase 3 of housing development. These alterations and modifications include the following 1) Deletion of the following residential units Nos 269-282 and 295-334 on original etc |
| **09/302** | **Development Description:**<br><br>to omit/remove residential units No's 181-216 (36 apartments) and to erect 12 no. residential units comprising 6 blocks of two storey semi-detached 3 bedroom dwellinghouses (type N) as replacement residential units in lieu of these 36 residential units (apartments), to include modifications and alterations to site layout where applicable. This is a change of residential units i.e. 12 houses in lieu of 36 apartments from those previously granted permission on planning file reg. ref. 03/1850 (Phase 3). |
| **09/1415** | **Development Description:**<br><br>The development will consist of omit / remove 36 residential units ( 307-342 Planning Ref, Ref no. 06/1169 and 03/1850), Creche (planning ref. Ref no. 06/504) and Shops and Offices ( Planning Reg Ref. ( 06/505) and to erect 23 no. residential units comprising 14 no. two storey semi-detached 3 bedroom dwelling houses in 7 blocks (House type A ), 8 no. two storey terraced 3 bedroom dwellinghouses in 2 blocks (House type B ) and 1. no. two storey detached 4 bedroom dwellinghouse ( House Type C) to include modifications and alterations to site layout where applicable. Part of the lands included within the boundary of this planning application shall be the subject of a future planning application. This is a change of residential units from those previously granted permission on Planning File Reg Ref 03/1850 and 06/1169. The granting of permission for these residential units will involve a variation in condition 3 of Permission Ref. Ref. 03/1850. |
| **13/271** | **Development Description:**<br><br>To omit/remove 13 residential units on Sites 203-215 and to erect 12 No. residential units comprising 12 no. two storey semi-detached dwelling houses in 6 blocks (10 no. House Type A and 2 no. house Type B with optional single storey residential extension to side) and all associated site development works. This is a change of residential units from those previously granted permission on Permission Reg. |

| | |
|---|---|
| | Ref: 09/1415. The granting of permission for these residential units will involve a Variation in Condition 1 of Permission Reg. Ref. 09/1415 |
| **14/165** | **Development Description:**<br><br>Omit/remove 90 no. residential units (217 to 306). (Planning Reg Ref 06/1169 and Planning Reg Ref: 03/1850 as extended by Planning Reg Ref 09/630 and Planning Reg Ref 11/714) and to erect 56 NO. Residential units comprising 44 NO. two storey semi-detached 3 bedroom dwelling houses in 22 blocks (House Type A), 8 No. three-storey semi detached 4 bedroom dwellinghouses in 4 blocks (House Type B) and 4 No. two storey terraced 2 bedroom dwellinghouses in 1 block (House Type C) to include modifications to Site Layout Plan where applicable. Part of the lands included within the boundary of this planning application were included within the boundary of Planning Reg Ref 09/1415. The granting of permission will involve a variation in Condition No. 1 of Planning Reg Ref 09/1415. This is a change of residential units from those previously granted permission on Planning Reg Ref 06/1169 and Planning Reg Ref 03/1850 as extended by Planning Reg Ref 09/630 and Planning Reg Ref 11/714. The granting of permission for these residential units will involve a variation in condition 1 of Planning Reg Ref 03/1850 as extended by Planning Reg Ref 09/630 and Planning Reg Ref 11/714. |
| **14/843** | **Development Description:**<br><br>For housing development to include: (a) Erection of 36 No. residential units comprising of 10 No. two storey semi-detached 3 bedroom dwelling houses in 5 Blocks (Block A), 2 No. two storey semi-detached 3 bedroom dwelling houses (dual aspect) in 1 Block (Block B), 2 No. two storey semi-detached 3 bedroom dwelling houses in 1 Block (Block C), 1 No. three storey detached 4 bedroom dwelling house in 1 Block (Block D), 9 No. 2 bedroom apartments in 3 storey building (Block E) and 9 No. 2 bedroom apartments and 3 No. 3 bedroom apartments in 3 storey building (Block F). (b) All associated site development works to include access roads, car parking, bicycle parking, bin storage areas, boundary walls, timber gates, foul sewer drains, surface water drains including connection through the existing Old Bridge Housing Scheme to the surface water drainage system therein, water mains, all associated landscaped areas, public lighting, roads, footpaths and new site entrance to the Sallins Road (R407) |
| **16/1131** | **Development Description:**<br><br>Housing development to include (a) erection of 76 residential units comprising 3 no. 4 bedroom three storey town houses and 9 no. 3 bedroom two storey town houses in three blocks (Block A1), 2 no. 4 bedroom three storey town houses and 6 no. three bedroom two storey town houses in two blocks (Block A2), 36 no. 3 bedroom two storey semi-detached houses in eighteen blocks (Block B1), 4 no. 2 bedroom two storey town houses in one block (Block C1), 8 no. 3 bedroom two-storey town houses in two blocks (Block D1) 8 no. 2 bedroom two storey apartments in two blocks (Block E1), (b) erection of single storey crèche, (c) erection of single storey scouts den, (d) all site development works associated with the erection of these 76 residential units, crèche and scouts den, to include footpaths, access roads, car parking , bicycle parking bin storage areas, boundary walls, |

| | |
|---|---|
| | chain link fencing, all associated landscaping areas and public lighting, (e) construction of four metre wide combined cycle way/footpath at south west end of site, (f) provision of new connecting footpaths, new foul sewer drains and water mains through the public open space of Old Bridge Housing Scheme to the west of the following house numbers 214,234,259 to 266, (g) the vehicular and pedestrian access to this proposed new development shall be through the existing Old Bridge Housing Estate , (h) the granting of planning permission for this development will involve a variation to Condition 1 of planning file reference 14/165. All development to take place on lands adjoining and to the west and north of the Old Bridge Housing Scheme. Revised by Significant Further Information was received for this application. |

**Relevant Planning History on adjacent sites (Site Layouts)**

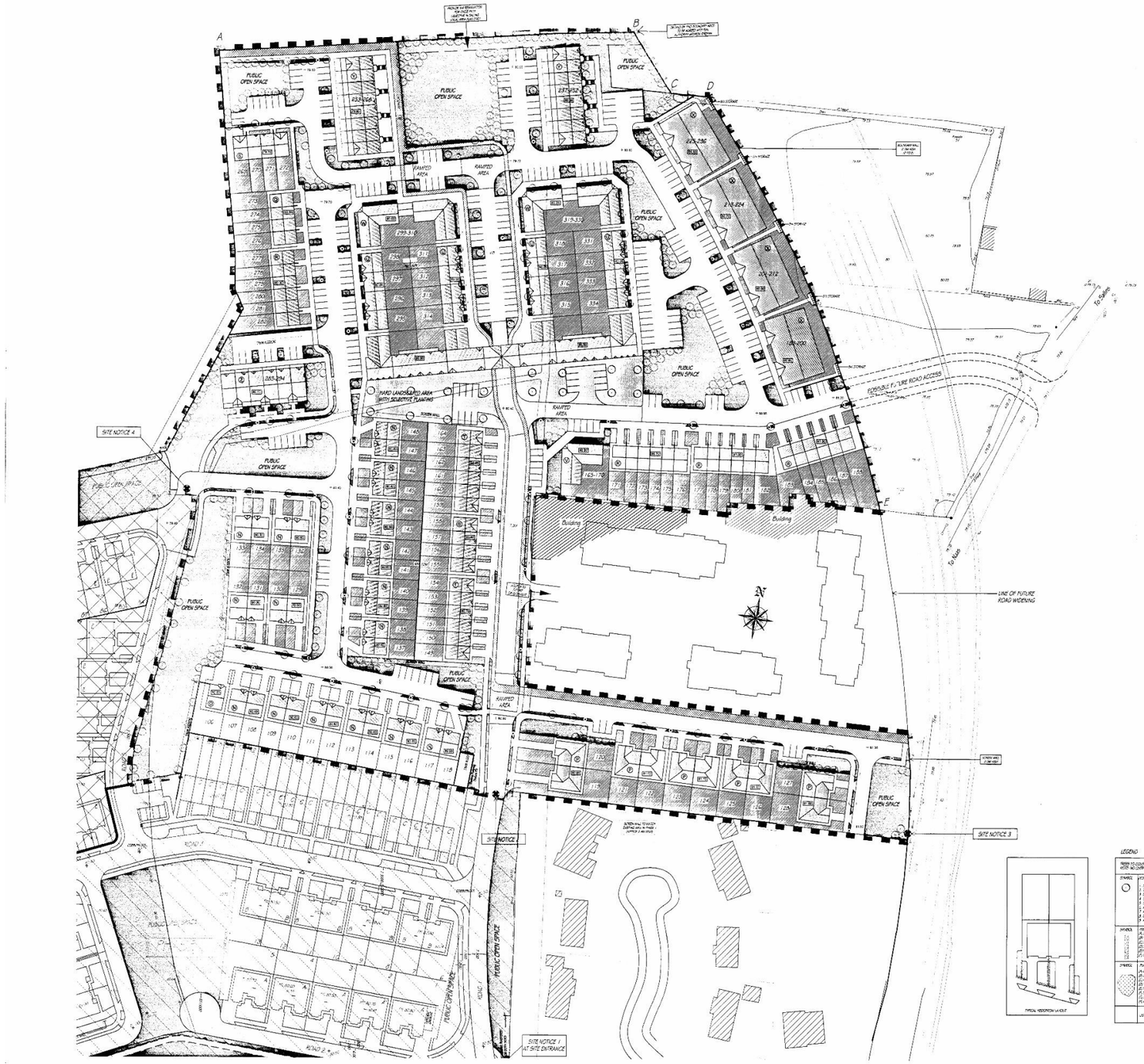
**00/1029**

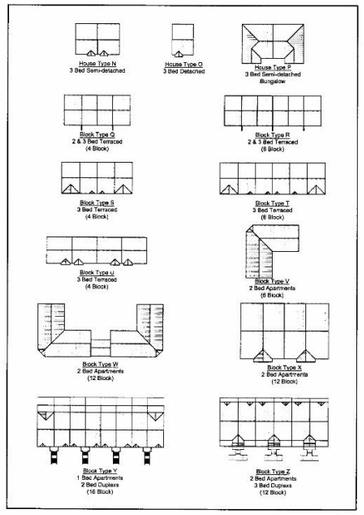


**01/1534**


PUBLIC OPEN SPACE
ROAD 6 (a)
ROAD 6 (b)
ROAD 5
ROAD 3
ROAD 2
ROAD 1
ROAD 4
Building
LOCATION OF SITE NOTICE ON GATE
To N9
Notes:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 1963-2002.
3. ALL SITE DIMENSIONS AND LEVELS TO BE CHECKED AND CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK. (SITE LEVELS SHOWN ARE PROVISIONAL).
4. DO NOT SCALE USE FIGURED DIMENSIONS ONLY.
5. ALL SITEWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF "RECOMMENDATIONS FOR SITE DEVELOPMENT WORKS FOR HOUSING AREAS" PUBLISHED BY AN FORAS FORBAIRTHA UNLESS OTHERWISE STATED.
6. ALL WORK TO COMPLY FULLY WHERE APPLICABLE WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS
7. SEE "DETAILS OF BOUNDARY TREATMENT AROUND DWELLINGS" FOR SITE BOUNDARY DETAILS
DWG No. 405-0106
DWG No. 405-0106A
DENOTES SECOND PHASE
HOUSE TYPE E
3 BEDROOM SEMI-DETACHED 2 STOREY
HOUSE TYPE F
2 STOREY 2 BEDROOM TERRACED HOUSES
HOUSE TYPE G
APARTMENT COMPLEX
NOTES : RE FLOOR LEVELS
1) IT SHOULD BE NOTED THAT FLOOR LEVELS SHOWN ARE APPROX ONLY AND MAY BE CHANGED UP OR DOWN DEPENDING ON SITE CONDITIONS.
2) ALL LEVELS AND DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE BEFORE DEVELOPMENT COMMENCES.
No. Revision: Date:
Planning Issue
MAGUIRE & ASSOCIATES.
ARCHITECTS PROJECT MANAGERS
6 Railway Terrace, Dublin Road, Naas, Co Kildare.
PLANNING CONSULTANTS. CONSULTING ENGINEERS.
Phone: 045-876384
Fax: 045-897798
Mobile: 087-2680888
Project:
DEVELOPMENT at, OSBERSTOWN, NAAS, Co KILDARE.
Client:
SIMINGWOOD LTD.
Scale: 1:500
Date: 27/7/2001
Drawn:
Checked:
Title:
SITE LAYOUT PLAN
Drawing No:
405-0104
Kildare County Council Planning Department
18 AUG 2001
RECEIVED

**03/1850**



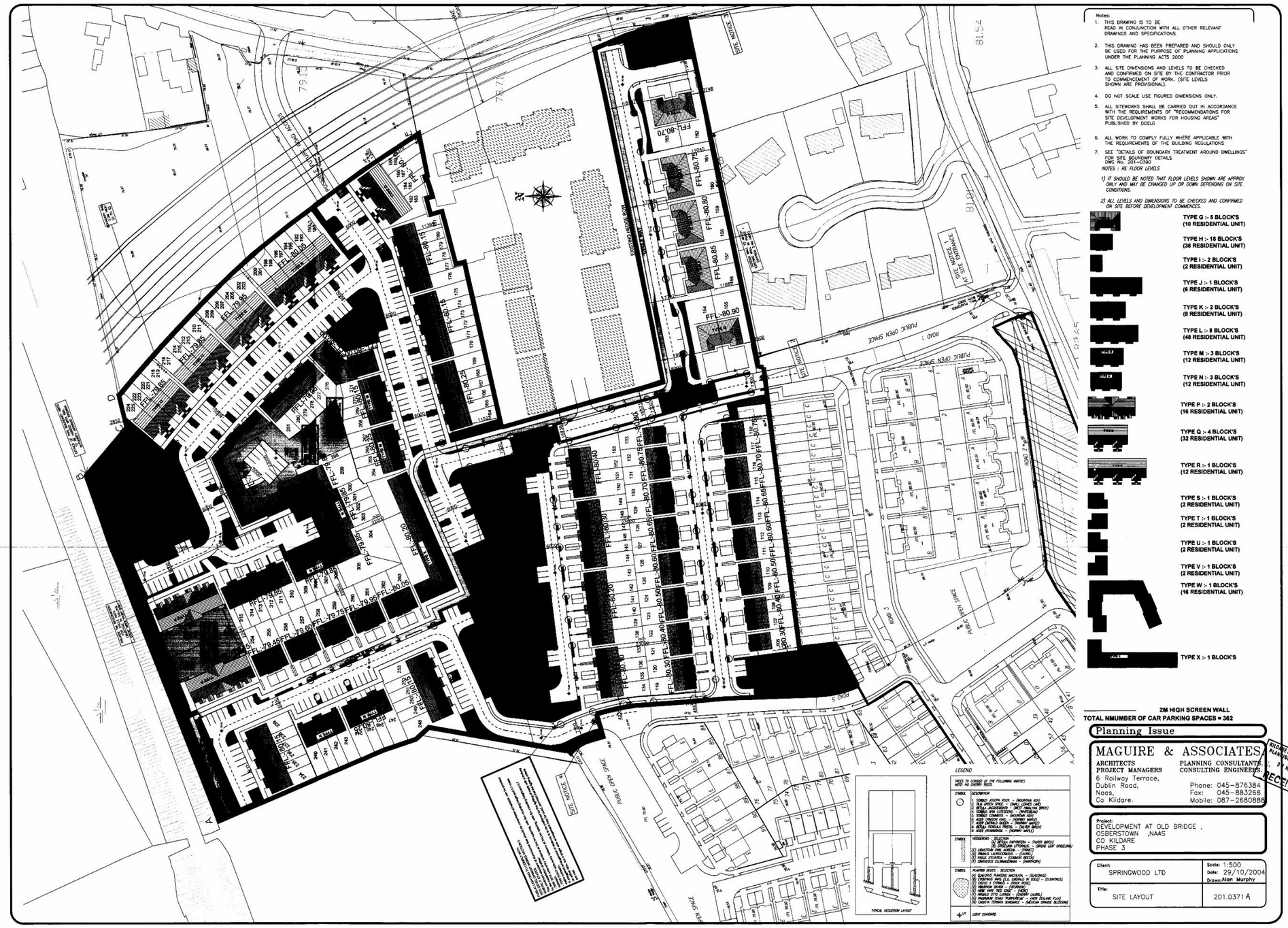




SITE AREA (PHASE 3) = 6.371 Ha

PERCENTAGE PUBLIC OPEN SPACE = 20.9% (1·332H)

NO. CAR PARKING SPACES = 375

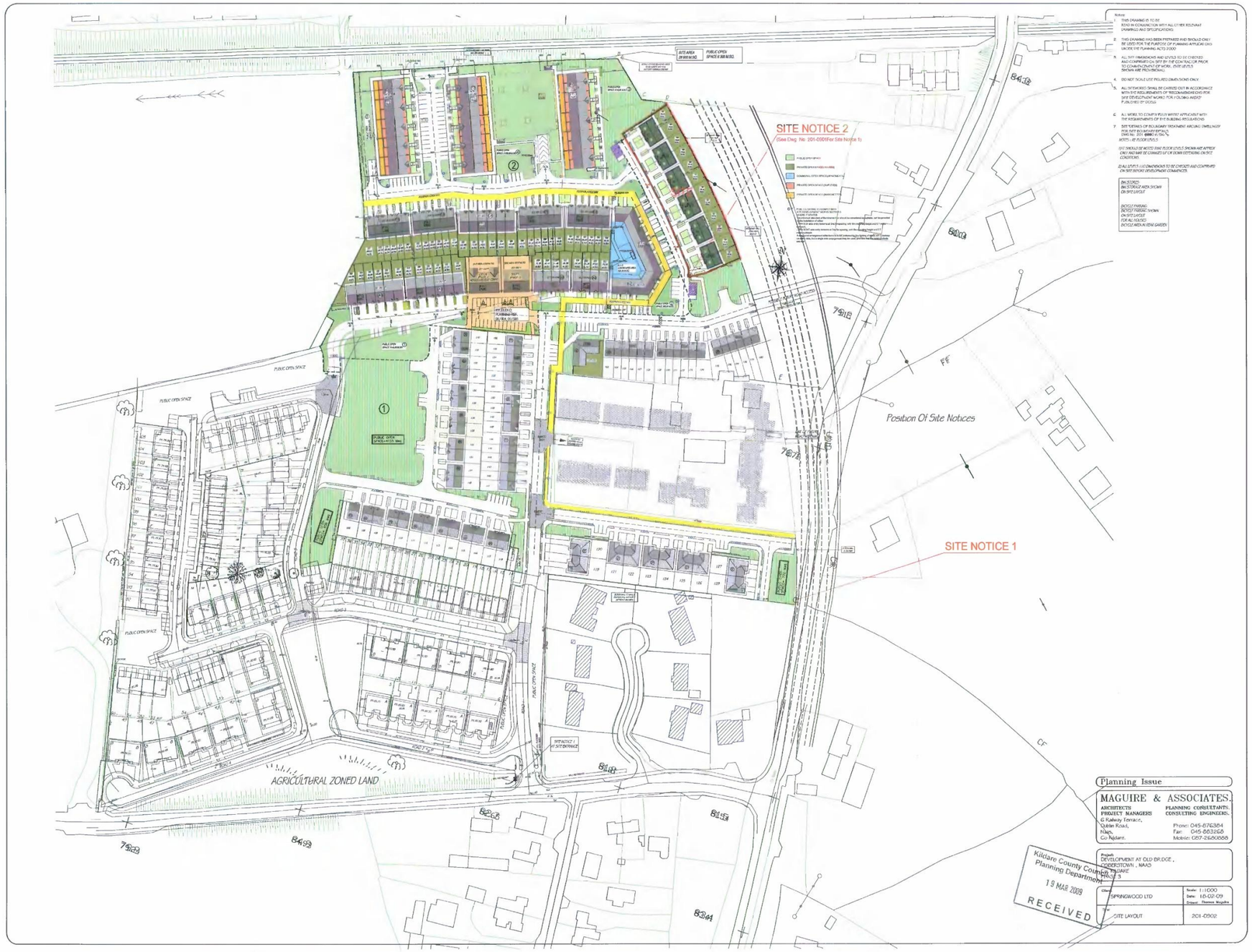
**04/3106**


Notes:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 2000
3. ALL SITE DIMENSIONS AND LEVELS TO BE CHECKED AND CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK. (SITE LEVELS SHOWN ARE PROVISIONAL).
4. DO NOT SCALE USE FIGURED DIMENSIONS ONLY.
5. ALL SITEWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF "RECOMMENDATIONS FOR SITE DEVELOPMENT WORKS FOR HOUSING AREAS" PUBLISHED BY DOELG
6. ALL WORK TO COMPLY FULLY WHERE APPLICABLE WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS
7. SEE "DETAILS OF BOUNDARY TREATMENT AROUND DWELLINGS" FOR SITE BOUNDARY DETAILS DWG No. 201-0350
NOTES :- RE. FLOOR LEVELS
1) IT SHOULD BE NOTED THAT FLOOR LEVELS SHOWN ARE APPROX ONLY AND MAY BE CHANGED UP OR DOWN DEPENDING ON SITE CONDITIONS.
2) ALL LEVELS AND DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE BEFORE DEVELOPMENT COMMENCES.
TYPE G :- 5 BLOCK'S (10 RESIDENTIAL UNIT)
TYPE H :- 18 BLOCK'S (36 RESIDENTIAL UNIT)
TYPE I :- 2 BLOCK'S (2 RESIDENTIAL UNIT)
TYPE J :- 1 BLOCK'S (6 RESIDENTIAL UNIT)
TYPE K :- 2 BLOCK'S (8 RESIDENTIAL UNIT)
TYPE L :- 8 BLOCK'S (48 RESIDENTIAL UNIT)
TYPE M :- 3 BLOCK'S (12 RESIDENTIAL UNIT)
TYPE N :- 3 BLOCK'S (12 RESIDENTIAL UNIT)
TYPE P :- 2 BLOCK'S (16 RESIDENTIAL UNIT)
TYPE Q :- 4 BLOCK'S (32 RESIDENTIAL UNIT)
TYPE R :- 1 BLOCK'S (12 RESIDENTIAL UNIT)
TYPE S :- 1 BLOCK'S (2 RESIDENTIAL UNIT)
TYPE T :- 1 BLOCK'S (2 RESIDENTIAL UNIT)
TYPE U :- 1 BLOCK'S (2 RESIDENTIAL UNIT)
TYPE V :- 1 BLOCK'S (2 RESIDENTIAL UNIT)
TYPE W :- 1 BLOCK'S (16 RESIDENTIAL UNIT)
TYPE X :- 1 BLOCK'S
2M HIGH SCREEN WALL
TOTAL NMUMBER OF CAR PARKING SPACES = 362
Planning Issue
MAGUIRE & ASSOCIATES
ARCHITECTS
PROJECT MANAGERS
PLANNING CONSULTANTS
CONSULTING ENGINEERS
6 Railway Terrace, Dublin Road, Naas, Co Kildare.
Phone: 045-876384
Fax: 045-883268
Mobile: 087-2680888
KILDARE COUNTY COUNCIL PLANNING DEPARTMENT
MAR 2005
RECEIVED
Project:
DEVELOPMENT AT OLD BRIDGE , OSBERSTOWN ,NAAS
CO KILDARE
PHASE 3
Client: SPRINGWOOD LTD
Scale: 1:500
Date: 29/10/2004
Drawn: Alan Murphy
Title: SITE LAYOUT
201.0371 A
LEGEND
SITE ENTRANCE
PUBLIC OPEN SPACE
ROAD 1
ROAD 2
ROAD 3

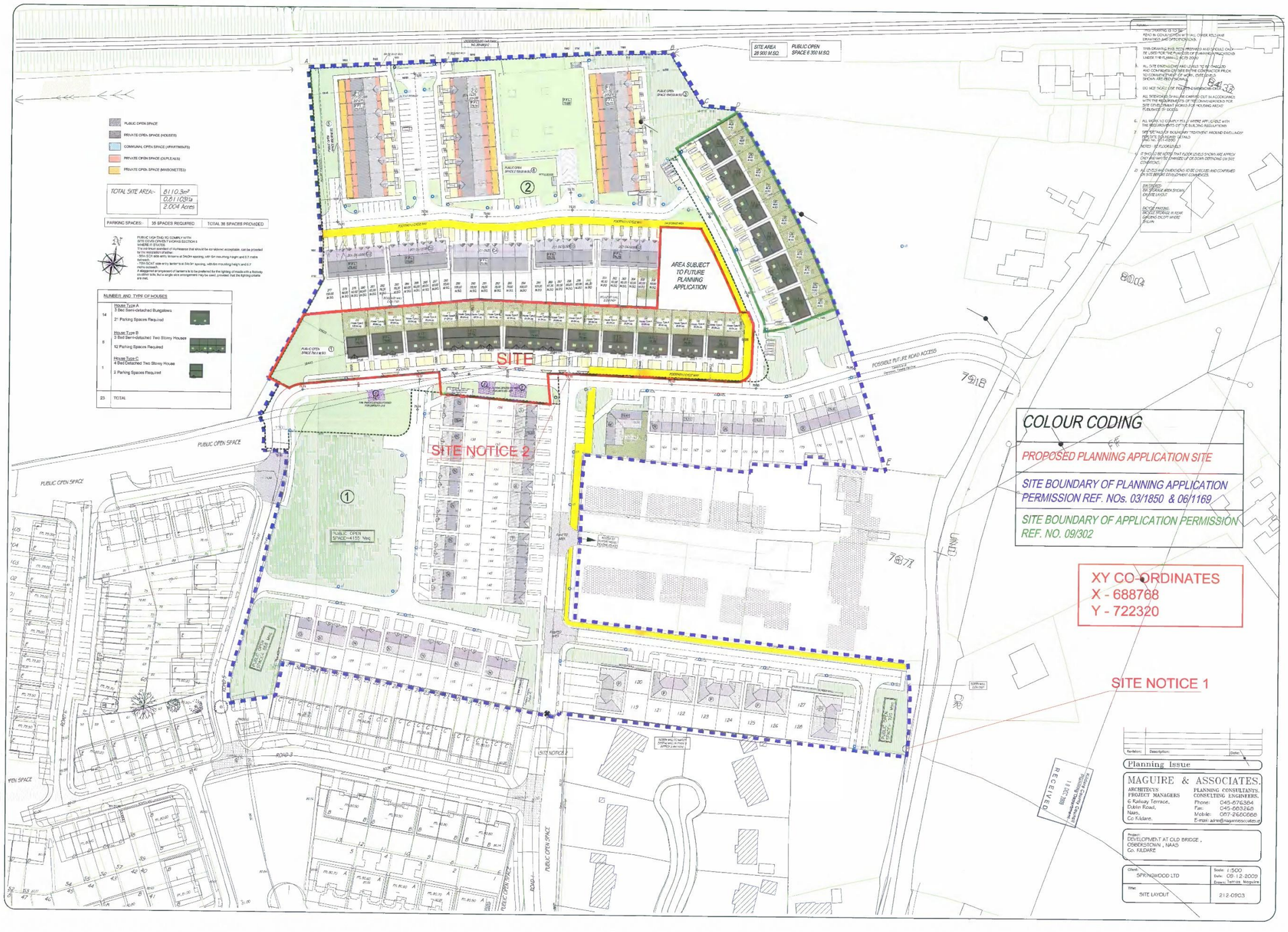
**06/1169**


2 M HIGH WALL PLASTERED AND CAPPED
2000
DIM. VARIES
CONCRETE
DETAILS OF BIN STORAGE AREA
SCALE 1:50
SITE AREA 26 665 M.SQ.
PUBLIC OPEN SPACE 6 450 M.SQ.
UNDERGROUND CAR PARK NO. 2M-BIN 4
PUBLIC OPEN SPACE 595.00 M.SQ. ④
CYCLE ROOM IN CYCLE WAY
PUBLIC OPEN SPACE 1168.00 M.SQ. ③
PUBLIC OPEN SPACE 1168.00 M.SQ. ②
PUBLIC OPEN SPACE 716.00 M.SQ. ①
PUBLIC OPEN SPACE=4120 M.SQ.
EXCLUDED: PLANNING REF. 06 / 504, 06 / 505
SITE NOTICE 4
SITE NOTICE 2
SITE NOTICE 3
PUBLIC OPEN SPACE
POSSIBLE FUTURE ROAD ACCESS
LINE OF FUTURE ROADWIDENING
ROAD 1
ROAD 2
ROAD 3
ROAD 5
ROAD 6
Notes:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 2000
3. ALL SITE DIMENSIONS AND LEVELS TO BE CHECKED AND CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK. (SITE LEVELS SHOWN ARE PROVISIONAL)
4. DO NOT SCALE USE FIGURED DIMENSIONS ONLY.
5. ALL SITEWORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF "RECOMMENDATIONS FOR SITE DEVELOPMENT WORKS FOR HOUSING AREAS" PUBLISHED BY DOELG
6. ALL WORK TO COMPLY FULLY WHERE APPLICABLE WITH THE REQUIREMENTS OF THE BUILDING REGULATIONS
7. SEE "DETAILS OF BOUNDARY TREATMENT AROUND DWELLINGS" FOR SITE BOUNDARY DETAILS DWG No. 201-0356
NOTES : RE FLOOR LEVELS
(1) IT SHOULD BE NOTED THAT FLOOR LEVELS SHOWN ARE APPROX ONLY AND MAY BE CHANGED UP OR DOWN DEPENDING ON SITE CONDITIONS
(2) ALL LEVELS AND DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE BEFORE DEVELOPMENT COMMENCES.
Bin STORAGE: BIN STORAGE AREA SHOWN ON SITE LAYOUT
BICYCLE PARKING: BICYCLE PARKING SHOWN ON SITE LAYOUT FOR ALL HOUSES BICYCLE AREA IN REAR GARDEN
PUBLIC OPEN SPACE
PRIVATE OPEN SPACE (HOUSES)
COMMUNAL OPEN SPACE (APARTMENTS)
PRIVATE OPEN SPACE (DUPLEXES)
PRIVATE OPEN SPACE (MAISONETTES)
PUBLIC LIGHTING TO COMPLY WITH SITE DEVELOPMENT WORKS SECTION 5 WHERE IT STATES The minimum standard of illuminance that should be considered acceptable, can be provided by the installation of either:- • 5EW SCE side-entry lanterns at 34x5m spacing, with 6m mounting height and 0.7 metre outreach • 10H SCNT side-entry lanterns at 34x5m spacing, with 6m mounting height and 0.7 metre outreach. A staggered arrangement of lanterns is to be preferred for the lighting of roads with a footway on either side, but a single side arrangement may be used, provided that the lighting criteria are met.
N
Revision: A | Description: MODIFICATIONS | Date: 10/10/2006
Planning Issue
MAGUIRE & ASSOCIATES.
ARCHITECTS PROJECT MANAGERS
6 Railway Terrace, Dublin Road, Naas, Co Kildare.
PLANNING CONSULTANTS. CONSULTING ENGINEERS.
Phone: 045-876364
Fax: 045-883266
Mobile: 087-2680886
E-mail: admin@maguireassociates.ie
Project: DEVELOPMENT AT OLD BRIDGE , OSBERSTOWN , NAAS Co. KILDARE PHASE 3
Client: SPRINGWOOD LTD
Scale: 1:500
Date: 01/06/2006
Drawn: J. KNOTEK
Title: SITE LAYOUT
201-0353/1 A
RECEIVED
6 OCT 2006

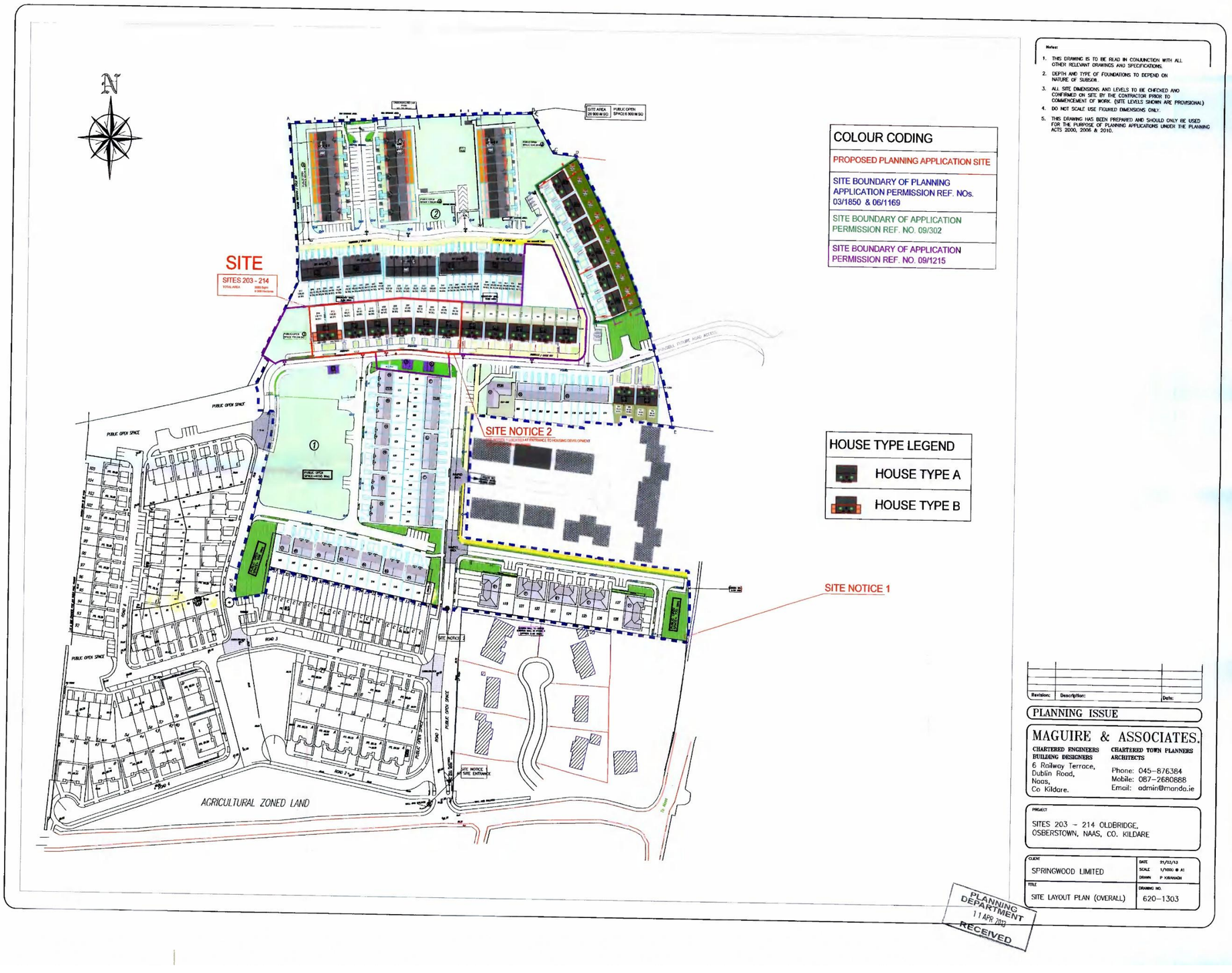
**09/302**


SITE NOTICE 2
(See Dwg. No: 201-0501for Site Notice 1)
Position Of Site Notices
SITE NOTICE 1
AGRICULTURAL ZONED LAND
PUBLIC OPEN SPACE
Planning Issue
MAGUIRE & ASSOCIATES.
ARCHITECTS
PROJECT MANAGERS
PLANNING CONSULTANTS
CONSULTING ENGINEERS.
6 Railway Terrace,
Naas,
Co Kildare.
Phone: 045-876364
Fax: 045-863164
Mobile: 087-2680666
DEVELOPMENT AT OLD BRIDGE ,
CODERSTOWN , NAAS
CO. KILDARE
SPRINGWOOD LTD
Scale: 1:1000
Date: 16-02-09
SITE LAYOUT
201-0502
Kildare County Council
Planning Department
19 MAR 2009
RECEIVED

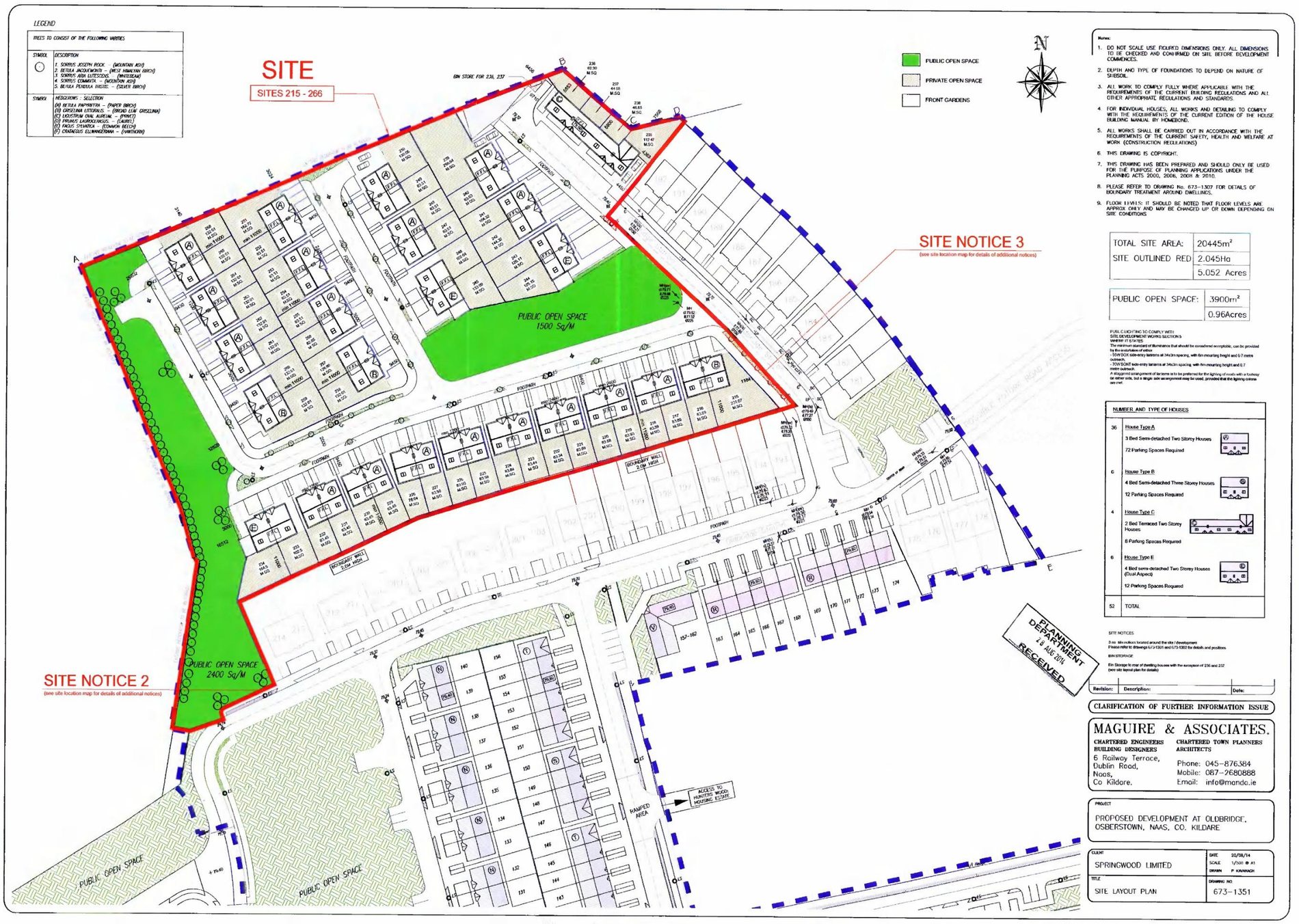
**09/1415**


SITE AREA 28,900 M.SQ.
PUBLIC OPEN SPACE 6,300 M.SQ.
PUBLIC OPEN SPACE
PRIVATE OPEN SPACE (HOUSES)
COMMUNAL OPEN SPACE (APARTMENTS)
PRIVATE OPEN SPACE (DUPLEXES)
PRIVATE OPEN SPACE (MAISONETTES)
TOTAL SITE AREA:- 8110.3m²
0.811 0319
2.004 Acres
PARKING SPACES:- 35 SPACES REQUIRED TOTAL 38 SPACES PROVIDED
NUMBER AND TYPE OF HOUSES
House Type A
3 Bed Semi-detached Bungalows
2* Parking Spaces Required
14
House Type B
3 Bed Semi-detached Two Storey Houses
12 Parking Spaces Required
8
House Type C
4 Bed Detached Two Storey House
2 Parking Spaces Required
1
23 TOTAL
AREA SUBJECT TO FUTURE PLANNING APPLICATION
SITE
SITE NOTICE 2
SITE NOTICE 1
FOOTPATH LOCAT WAY
FOOTPATH LOCAT WAY
PUBLIC OPEN SPACE
PUBLIC OPEN SPACE
PUBLIC OPEN SPACE 4155 Mtrs
PUBLIC OPEN SPACE 1500 Mtrs
PUBLIC OPEN SPACE 1500 Mtrs
PUBLIC OPEN SPACE
ROAD 3
ROAD 2
ROAD 1
FOSSIBLE FUTURE ROAD ACCESS
L1147
COLOUR CODING
PROPOSED PLANNING APPLICATION SITE
SITE BOUNDARY OF PLANNING APPLICATION PERMISSION REF. NOs. 03/1850 & 06/1169
SITE BOUNDARY OF APPLICATION PERMISSION REF. NO. 09/302
XY CO-ORDINATES
X - 688768
Y - 722320
RECEIVED
Planning Issue
MAGUIRE & ASSOCIATES.
ARCHITECTS PROJECT MANAGERS
6 Railway Terrace, Dublin Road, Naas, Co Kildare.
PLANNING CONSULTANTS. CONSULTING ENGINEERS.
Phone: 045-876364
Fax: 045-883265
Mobile: 087-2650666
E-mail: admin@maguireassociates.ie
DEVELOPMENT AT OLD BRIDGE , OSBERSTOWN , NAAS Co. KILDARE
SPRINGWOOD LTD
SITE LAYOUT
Scale: 1:500
Date: 09-12-2009
Drawn: Tomas Maguire
212-0903

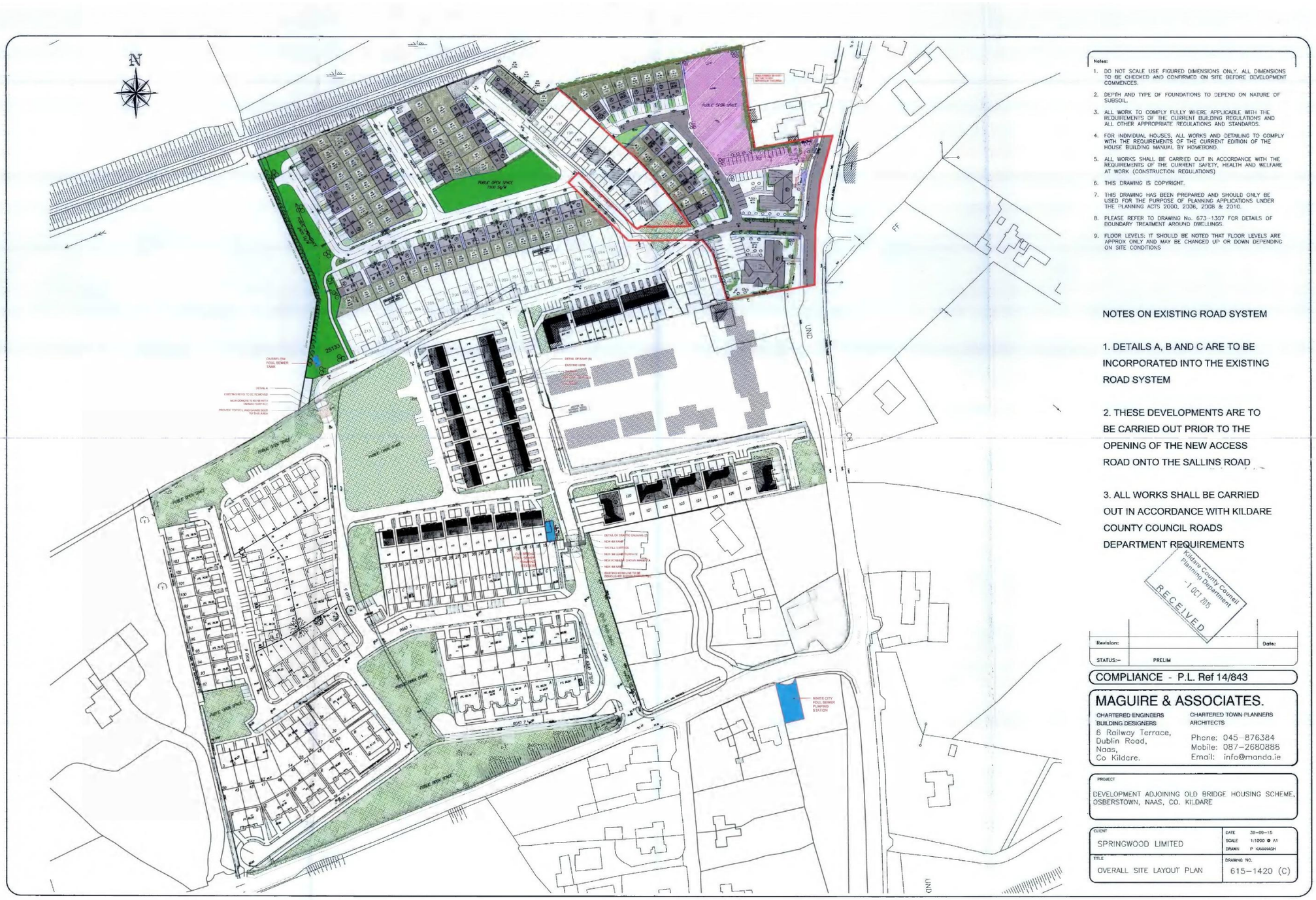
**13/271**


N
SITE
SITES 203 - 214
SITE NOTICE 2
SITE NOTICE 1
PUBLIC OPEN SPACE
ROAD 1
ROAD 2
ROAD 3
AGRICULTURAL ZONED LAND
COLOUR CODING
PROPOSED PLANNING APPLICATION SITE
SITE BOUNDARY OF PLANNING APPLICATION PERMISSION REF. NOs. 03/1850 & 06/1169
SITE BOUNDARY OF APPLICATION PERMISSION REF. NO. 09/302
SITE BOUNDARY OF APPLICATION PERMISSION REF. NO. 09/1215
HOUSE TYPE LEGEND
HOUSE TYPE A
HOUSE TYPE B
Notes:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS.
2. DEPTH AND TYPE OF FOUNDATIONS TO DEPEND ON NATURE OF SUBSOIL.
3. ALL SITE DIMENSIONS AND LEVELS TO BE CHECKED AND CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK. (SITE LEVELS SHOWN ARE PROVISIONAL)
4. DO NOT SCALE USE FIGURED DIMENSIONS ONLY.
5. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 2000, 2006 & 2010.
Revision: Description: Date:
PLANNING ISSUE
MAGUIRE & ASSOCIATES.
CHARTERED ENGINEERS BUILDING DESIGNERS
CHARTERED TOWN PLANNERS ARCHITECTS
6 Railway Terrace, Dublin Road, Naas, Co Kildare.
Phone: 045-876384
Mobile: 087-2680888
Email: admin@manda.ie
PROJECT
SITES 203 - 214 OLDBRIDGE, OSBERSTOWN, NAAS, CO. KILDARE
CLIENT
SPRINGWOOD LIMITED
DATE 21/03/13
SCALE 1/1000 @ A1
DRAWN P KAVANAGH
TITLE
SITE LAYOUT PLAN (OVERALL)
DRAWING NO.
620-1303
PLANNING DEPARTMENT
11 APR 2013
RECEIVED

**14/165**


LEGEND
TREES TO CONSIST OF THE FOLLOWING VARIETIES
SYMBOL
DESCRIPTION
1. SORBUS JOSEPH ROCK - (MOUNTAIN ASH)
2. BETULA JACQUEMONTII - (WEST HIMALYAN BIRCH)
3. SORBUS ARIA LUTESCENS - (WHITEBEAM)
4. SORBUS COMMIXTA - (MOUNTAIN ASH)
5. BETULA PENDULA FASTIG. - (SILVER BIRCH)
SYMBOL
HEDGEROWS : SELECTION
(A) BETULA PAPYRIFERA - (PAPER BIRCH)
(B) GRISELINIA LITTORALIS - (BROAD LEAF GRISELINA)
(C) LIGUSTRUM OVAL AUREUM - (PRIVET)
(D) PRUNUS LAUROCERASUS - (LAUREL)
(E) FAGUS SYLVATICA - (COMMON BEECH)
(F) CRATAEGUS ELLWANGERIANA - (HAWTHORN)
SITE
SITES 215 - 266
SITE NOTICE 3
(see site location map for details of additional notices)
SITE NOTICE 2
(see site location map for details of additional notices)
PUBLIC OPEN SPACE
PRIVATE OPEN SPACE
FRONT GARDENS
N
PUBLIC OPEN SPACE 1500 Sq/M
PUBLIC OPEN SPACE 2400 Sq/M
PUBLIC OPEN SPACE
PUBLIC OPEN SPACE
BIN STORE FOR 236, 237
BOUNDARY WALL 2.0M HIGH
RAMPED AREA
ACCESS TO HUNTERS WOOD HOUSING ESTATE
FOOTPATH
Notes:
1. DO NOT SCALE USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE BEFORE DEVELOPMENT COMMENCES.
2. DEPTH AND TYPE OF FOUNDATIONS TO DEPEND ON NATURE OF SUBSOIL.
3. ALL WORK TO COMPLY FULLY WHERE APPLICABLE WITH THE REQUIREMENTS OF THE CURRENT BUILDING REGULATIONS AND ALL OTHER APPROPRIATE REGULATIONS AND STANDARDS.
4. FOR INDIVIDUAL HOUSES, ALL WORKS AND DETAILING TO COMPLY WITH THE REQUIREMENTS OF THE CURRENT EDITION OF THE HOUSE BUILDING MANUAL BY HOMEBOND.
5. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT SAFETY, HEALTH AND WELFARE AT WORK (CONSTRUCTION REGULATIONS)
6. THIS DRAWING IS COPYRIGHT.
7. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 2000, 2006, 2009 & 2010.
8. PLEASE REFER TO DRAWING No. 673-1307 FOR DETAILS OF BOUNDARY TREATMENT AROUND DWELLINGS.
9. FLOOR LEVELS: IT SHOULD BE NOTED THAT FLOOR LEVELS ARE APPROX ONLY AND MAY BE CHANGED UP OR DOWN DEPENDING ON SITE CONDITIONS
TOTAL SITE AREA: 20445m² / SITE OUTLINED RED 2.045Ha / 5.052 Acres
PUBLIC OPEN SPACE: 3900m² / 0.96Acres
PUBLIC LIGHTING TO COMPLY WITH SITE DEVELOPMENT WORKS SECTION 5 WHERE IT STATES
The minimum standard of illuminance that should be considered acceptable, can be provided by the installation of either
- 50W SON side-entry lanterns at 34m/3m spacing, with 6m mounting height and 0.7 metre outreach.
- 70W SON-T side-entry lanterns at 34m/3m spacing, with 6m mounting height and 0.7 metre outreach.
A staggered arrangement of lanterns is to be preferred for the lighting of roads with a footway on either side, but a single side arrangement may be used, provided that the lighting criteria are met.
NUMBER AND TYPE OF HOUSES
36 House Type A — 3 Bed Semi-detached Two Storey Houses — 72 Parking Spaces Required
6 House Type B — 4 Bed Semi-detached Three Storey Houses — 12 Parking Spaces Required
4 House Type C — 2 Bed Terraced Two Storey Houses — 8 Parking Spaces Required
6 House Type E — 4 Bed semi-detached Two Storey Houses (Dual Aspect) — 12 Parking Spaces Required
52 TOTAL
SITE NOTICES
3 no. site notices located around the site / development
Please refer to drawings 673-1301 and 673-1302 for details and positions
BIN STORAGE
Bin Storage to rear of dwelling houses with the exception of 236 and 237
(see site layout plan for details)
PLANNING DEPARTMENT
2 8 AUG 2014
RECEIVED
Revision: Description: Date:
CLARIFICATION OF FURTHER INFORMATION ISSUE
MAGUIRE & ASSOCIATES.
CHARTERED ENGINEERS BUILDING DESIGNERS
CHARTERED TOWN PLANNERS ARCHITECTS
6 Railway Terrace, Dublin Road, Naas, Co Kildare.
Phone: 045-876384
Mobile: 087-2680888
Email: info@mando.ie
PROJECT
PROPOSED DEVELOPMENT AT OLDBRIDGE, OSBERSTOWN, NAAS, CO. KILDARE
CLIENT
SPRINGWOOD LIMITED
DATE 22/08/14
SCALE 1/500 @ A1
DRAWN P. KAVANAGH
TITLE
SITE LAYOUT PLAN
DRAWING NO.
673-1351

**14/843**




Notes:

1. DO NOT SCALE USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE BEFORE DEVELOPMENT COMMENCES.
2. DEPTH AND TYPE OF FOUNDATIONS TO DEPEND ON NATURE OF SUBSOIL.
3. ALL WORK TO COMPLY FULLY WHERE APPLICABLE WITH THE REQUIREMENTS OF THE CURRENT BUILDING REGULATIONS AND ALL OTHER APPROPRIATE REGULATIONS AND STANDARDS.
4. FOR INDIVIDUAL HOUSES, ALL WORKS AND DETAILING TO COMPLY WITH THE REQUIREMENTS OF THE CURRENT EDITION OF THE HOUSE BUILDING MANUAL BY HOMEBOND.
5. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT SAFETY, HEALTH AND WELFARE AT WORK (CONSTRUCTION REGULATIONS)
6. THIS DRAWING IS COPYRIGHT.
7. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 2000, 2006, 2008 & 2010.
8. PLEASE REFER TO DRAWING No. 673-1307 FOR DETAILS OF BOUNDARY TREATMENT AROUND DWELLINGS.
9. FLOOR LEVELS: IT SHOULD BE NOTED THAT FLOOR LEVELS ARE APPROX ONLY AND MAY BE CHANGED UP OR DOWN DEPENDING ON SITE CONDITIONS

NOTES ON EXISTING ROAD SYSTEM

1. DETAILS A, B AND C ARE TO BE INCORPORATED INTO THE EXISTING ROAD SYSTEM

2. THESE DEVELOPMENTS ARE TO BE CARRIED OUT PRIOR TO THE OPENING OF THE NEW ACCESS ROAD ONTO THE SALLINS ROAD

3. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH KILDARE COUNTY COUNCIL ROADS DEPARTMENT REQUIREMENTS

Kildare County Council Planning Department
- 1 OCT 2015
RECEIVED

| Revision: | | Date: |
|---|---|---|
| STATUS:- | PRELIM | |

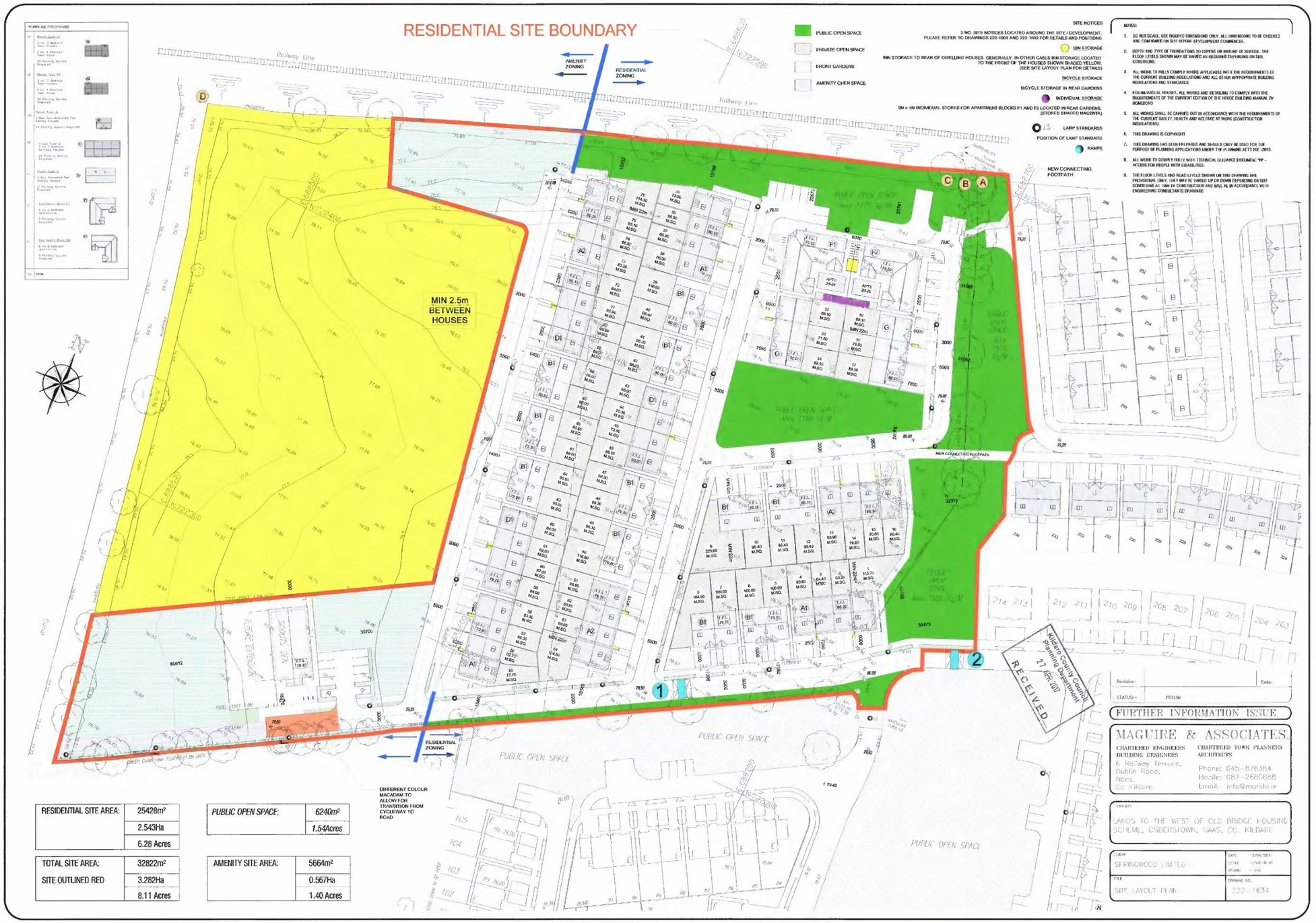
COMPLIANCE - P.L. Ref 14/843

MAGUIRE & ASSOCIATES.
CHARTERED ENGINEERS
BUILDING DESIGNERS
6 Railway Terrace,
Dublin Road,
Naas,
Co Kildare.
CHARTERED TOWN PLANNERS
ARCHITECTS
Phone: 045-876384
Mobile: 087-2680885
Email: info@manda.ie

PROJECT
DEVELOPMENT ADJOINING OLD BRIDGE HOUSING SCHEME, OSBERSTOWN, NAAS, CO. KILDARE

| CLIENT | DATE 30-09-15 |
|---|---|
| SPRINGWOOD LIMITED | SCALE 1:1000 @ A1 |
| | DRAWN P. KAVANAGH |
| TITLE | DRAWING NO. |
| OVERALL SITE LAYOUT PLAN | 615-1420 (C) |

**16/1131**


RESIDENTIAL SITE BOUNDARY
AMENITY ZONING
RESIDENTIAL ZONING
PUBLIC OPEN SPACE
PRIVATE OPEN SPACE
FRONT GARDENS
AMENITY OPEN SPACE
SITE NOTICES
3 NO. SITE NOTICES LOCATED AROUND THE SITE / DEVELOPMENT. PLEASE REFER TO DRAWINGS 222-1001 AND 222-1002 FOR DETAILS AND POSITIONS
BIN STORAGE
BIN STORAGE TO REAR OF DWELLING HOUSES GENERALLY, IN OTHER CASES BIN STORAGE LOCATED TO THE FRONT OF THE HOUSES SHOWN SHADED YELLOW. (SEE SITE LAYOUT PLAN FOR DETAILS)
BICYCLE STORAGE
BICYCLE STORAGE IN REAR GARDENS
INDIVIDUAL STORAGE
2M x 1M INDIVIDUAL STORES FOR APARTMENT BLOCKS F1 AND F2 LOCATED IN REAR GARDENS. (STORES SHADED MAGENTA)
LAMP STANDARDS
POSITION OF LAMP STANDARD
RAMPS
NEW CONNECTING FOOTPATH
NOTES:
1. DO NOT SCALE, USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED AND CONFIRMED ON SITE BEFORE DEVELOPMENT COMMENCES.
2. DEPTH AND TYPE OF FOUNDATIONS TO DEPEND ON NATURE OF SUBSOIL. THE FLOOR LEVELS SHOWN MAY BE VARIED AS REQUIRED DEPENDING ON SITE CONDITIONS.
3. ALL WORK TO FULLY COMPLY WHERE APPLICABLE WITH THE REQUIREMENTS OF THE CURRENT BUILDING REGULATIONS AND ALL OTHER APPROPRIATE BUILDING REGULATIONS AND STANDARDS.
4. FOR INDIVIDUAL HOUSES, ALL WORKS AND DETAILING TO COMPLY WITH THE REQUIREMENTS OF THE CURRENT EDITION OF THE HOUSE BUILDING MANUAL BY HOMEBOND
5. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT SAFETY, HEALTH AND WELFARE AT WORK (CONSTRUCTION REGULATIONS)
6. THIS DRAWING IS COPYRIGHT
7. THIS DRAWING HAS BEEN PREPARED AND SHOULD ONLY BE USED FOR THE PURPOSE OF PLANNING APPLICATIONS UNDER THE PLANNING ACTS 20[illegible]-2015.
8. ALL WORK TO COMPLY FULLY WITH TECHNICAL GUIDANCE DOCUMENT "M" - ACCESS FOR PEOPLE WITH DISABILITIES.
9. THE FLOOR LEVELS AND ROAD LEVELS SHOWN ON THIS DRAWING ARE PROVISIONAL ONLY. THEY MAY BE VARIED UP OR DOWN DEPENDING ON SITE CONDITIONS AT TIME OF CONSTRUCTION AND WILL BE IN ACCORDANCE WITH ENGINEERING CONSULTANTS DRAWINGS
MIN 2.5m BETWEEN HOUSES
PUBLIC OPEN SPACE
RESIDENTIAL ZONING
DIFFERENT COLOUR MACADAM TO ALLOW FOR TRANSITION FROM CYCLEWAY TO ROAD
Kildare County Council Planning Department 17 APR 2017 RECEIVED
FURTHER INFORMATION ISSUE
MAGUIRE & ASSOCIATES
CHARTERED ENGINEERS BUILDING DESIGNERS
CHARTERED TOWN PLANNERS ARCHITECTS
6 Railway Terrace, Dublin Road, Naas, Co. Kildare
Phone: 045-876384
Mobile: 087-2680888
Email: info@mando.ie
LANDS TO THE WEST OF OLD BRIDGE HOUSING SCHEME, CSBERSTOWN, NAAS, CO. KILDARE
SPRINGWOOD LIMITED
SITE LAYOUT PLAN
222-1634
RESIDENTIAL SITE AREA: 25428m² / 2.543Ha / 6.28 Acres
PUBLIC OPEN SPACE: 6240m² / 1.54Acres
TOTAL SITE AREA: 32822m² / SITE OUTLINED RED 3.282Ha / 8.11 Acres
AMENITY SITE AREA: 5664m² / 0.567Ha / 1.40 Acres

**Site Location Map**

**16/1131**

