











Chief Executive's Report on Submissions Recieved to Proposed Variation No. 7 (Monasterevin Settlement Plan) to the Kildare County Development Plan 2023-2029 (as varied)

23rd October 2026

Comhairle Contae Chill Dara
Kildare County Council

Kildare County Council,
Planning Department,
Áras Chill Dara,
Devoy Park, Naas,
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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
DMURS	Design Manual for Urban Roads and Streets
EMRA	Eastern and Midlands Regional Assembly
EPA	Environmental Protection Agency
GDA	Greater Dublin Area
GDATS	Greater Dublin Area Transport Strategy
KCC	Kildare County Council
KDA	Key Development Area
LAP	Local Area Plan
LUZ	Land Use Zoning
MARA	Maritime Area Regulatory Authority
NPF	National Planning Framework
NPO	National Policy Objective
NTA	National Transport Authority
OPR	Office of the Planning Regulator
OPW	Office of Public Works
pNHA	Proposed National Heritage Area
RSES	Regional Spatial and Economic Strategy
SAC	Special Area of Conservation
SCA	Settlement Capacity Audit
SEA	Strategic Environmental Assessment
SELS	Strategic Employment Locations Study
SFRA	Strategic Flood Risk Assessment
SR	Strategic Reserve
SRTS	Safe Routes to School
SuDS	Sustainable Drainage Systems
SUMP	Sustainable Urban Mobility Plan
SWMS	Surface Water Management Strategy
SIA	Social Infrastructure Audit
TII	Transport Infrastructure Ireland
TOD	Transport Oriented Development
TTA	Traffic and Transport Assessment
UÉ	Uisce Éireann

1. Introduction

This report relates to the issues raised in submissions received from members of the public, prescribed authorities, public bodies and key stakeholders following the publication of the Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied) pursuant under Section 58 of the Planning and Development Act 2024 (as amended).

This report is furnished to the Elected Members of Kildare County Council for their consideration alongside the Proposed Variation.

1.1 Legislative Requirements

In accordance with Section 58(11) 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 in respect of the Proposed Variation.

This report should:

- List the persons who made submissions,
- Summarise the recommendations and submissions made by the Minister, the Office of the Planning Regulator (OPR), the regional assembly and the National Transport Authority (NTA),
- Summarise the issues raised in the submissions made by any other persons,
- Give the response of the Chief Executive to the issues raised, taking account of the proper planning and sustainable development of the area, the statutory obligations of the planning authority and any relevant policies or objectives for the time being of the Government or of any Minister of the Government,
- Set out the recommendations of the Chief Executive as to how any recommendations made by the Minister and the OPR in any submissions made by them should be dealt with,
- Where required, include the assessment of the Chief Executive of the Proposed Variation for the purposes of strategic environmental assessment or appropriate assessment, taking into account the submissions received under this section.

1.2 Public Consultation

Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied) (hereafter referred to as 'the Proposed Variation', 'the Draft Settlement Plan' or simply 'the Plan') was placed on public display from Tuesday, 1st September 2026 to Tuesday, 29th September 2026.

A public notice was published in the Irish Independent on Tuesday, 1st September 2026 notifying members of the public that the Proposed Variation was on public display from Tuesday, 1st September 2026 to 12pm on Tuesday, 29th September 2026.

The following documents were placed on display:

- Proposed Variation No. 7 Amendments to Volume 1 and 2 of the Kildare County Development Plan 2023 - 2029 (as varied) comprising the Monasterevin Settlement Plan,
- A Screening for Appropriate Assessment (AA) Report and Determination,
- A Strategic Environmental Assessment (SEA) Screening Report and Determination,
- A Strategic Flood Risk Assessment (SFRA) Report,
- A Local Transport Plan,
- A Settlement Capacity Audit (SCA),
- A Surface Water Management Strategy (SWMS),
- A Social Infrastructure Audit (SIA),
- A Statement of Character for Monasterevin Architectural Conservation Area.

Documents for the Proposed Variation were displayed at the following locations:

- Planning Office, Áras Chill Dara, Naas, County Kildare.
- Monasterevin Community Library, Watermill Place, Main Street, Monasterevin, County Kildare.
- Kildare County Council's dedicated online public consultation portal at: https://consult.kildarecoco.ie/en/browse

A total of 40 submissions[1] were received during the public consultation period, which can be viewed at: https://consult.kildarecoco.ie/en/node/13525/submissions

1.3 Contents of the Chief Executive's Report

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

Section 1: Introduction and background to the Chief Executive's Report

Section 2: List of persons who made submissions

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

Section 4: Submissions from other prescribed authorities and public bodies

Section 5: Submissions received from other persons and organisations

Section 6: Submissions seeking re-zoning of lands

Section 7: Lists of non-material changes and typographical errors

Section 8: Chief Executive's recommended material alterations

[1]40 submissions made during the public consultation period. 2 further submissions from the Department of Education and Youth and the National Trasport Authority respectively, were received by Kildare County Council after the 12pm deadline on 29th September 2026. Consequently, these submissions could not be considered as part of the Chief Executive's report.

Section 9: Composite list of Chief Executive's recommended material alterations to Proposed Variation No. 7

Section 10: Changes to Supporting Documents

Appendix A: Copy of submission from the Office of the Planning Regulator (OPR)

Appendix B: Petition from the Residents of St Evin's Park Received Under Submission No. 20

1.3.1 Chief Executive's Recommendations – How to Read

In response to the issues raised in the submissions received, the Chief Executive may recommend changes to the Proposed Variation No. 7 (Monasterevin Settlement Plan). The existing text remains in black, the Chief Executive's recommended deletions are shown in ~~strikethrough red~~ and recommended new text is shown in *italics green.*

1.4 Next Steps

Within six weeks of receiving the Chief Executive's Report, the Elected Members of Kildare County Council must consider Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied) and the Chief Executive's Report (this report).

Following consideration of the above, the Elected Members, where it appears that the Proposed Variation should be made, may, by resolution make the Proposed Variation, or where it appears that a modified version of the Proposed Variation should be made, may, by resolution make a modified version of the Proposed Variation. Where, in making the Proposed Variation or a modified version of the Proposed Variation, the Elected Members do not comply with any recommendations made by the Minister for Housing, Local Government and Heritage or the Office of the Planning Regulator, they shall, as soon as practicable following the making of the variation, so inform the Minister, or the Office of the Planning Regulator, as the case may be, by notice in writing which notice shall contain a statement of the reasons for the decision not to comply with the recommendations concerned.

If the Elected Members make a modified version of the Proposed Variation and the modification to the Proposed Variation constitutes a material alteration, the Variation shall be deemed not to have been made. A further period of public consultation not later than two weeks after the passing of a resolution will be necessary, and the Planning Authority shall determine whether a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) is or is not required to be carried out in respect of the modifications that constitutes a material alteration of the Proposed Variation.

The public display period for any modification that constitutes a material alteration of the Proposed Variation is a minimum of four weeks. Submissions will be invited with respect to any material alterations and following the statutory public consultation

period a Chief Executive's Report will also be prepared for consideration not later than 12 weeks from the date of the notice.

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 Who Made Submissions

During the public consultation period a total of 40 valid submissions were received. The list of persons, prescribed authorities and stakeholders who made valid submissions are listed below in Table 2.1.

Kildare County Council would like to take the opportunity to thank those who made written submissions on the Proposed Variation.

Table 0.1: List of Those Who Made Submissions

Sub No.	Name
1	Adrian Harrison
2	Jowita Piskorska
3	Shane McManus
4	Stephen O'Rourke
5	Environmental Protection Agency (EPA)
6	Community Campaigner David Barton
7	Maritime Area Regulatory Authority (MARA)
8	David Malone
9	Miley Cash
10	Michael Dunne and Westin Homes
11	John and Sarah Holohan
12	Margaret Ryan
13	Transport Infrastructure Ireland (TII)
14	Cllr Kevin Duffy and Cllr Pat Balfe
15	Health Service Executive (HSE) – Environmental Health
16	Alice Cullen
17	Uisce Éireann (UÉ)
18	Aidan Mahon
19	JP Holligan and Michael Holligan
20	Deputy Mark Wall and Cllr Pat Balfe

Sub No.	Name
21	Office of Public Works (OPW) – Flood Risk Management
22	St Mary's Lane Residents Association
23	Department of Transport
24	Cathrine Munroe
25	Old Grange Residents
26	Mary Albert
27	Fitzpatrick's of Monasterevin
28	Gordon Bond
29	Andrew Prendergast
30	Ballykelly GFC
31	Masonbrook Holdings Ltd.
32	Electricity Supply Board (ESB)
33	Joseph Fitzpatrick
34	Department of Housing, Local Government and Heritage
35	James Comiskey c/o AYG Landscape Consultants
36	Monasterevin Community Alert
37	Office of the Planning Regulator
38	Robin Connolly
39	Brook Advantage Ltd.
40	Patricia Ryan

3. Submission and Recommendation from the Office of the Planning Regulator

This section of the report summarises the submission and recommendation received from the Office of the Planning Regulator (OPR) to Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied). The Chief Executive's response and recommendation is also provided.

The complete submission from the OPR attached in Appendix A of this report.

Submission No. 37 – Office of the Planning Regulator (OPR)

Issues Raised

The submission notes the Office of the Planning Regulator's statutory role in relation to the evaluation and assessment of statutory plans.

1. Overview

The submission acknowledges and commends the extensive work carried out by the Planning Authority in preparing the Proposed Variation No. 7 (Monasterevin Settlement Plan) including the preparation of a Social Infrastructure Audit (SIA), Local Transport Plan (LTP) and Statement of Character (SoC) for Monasterevin Architectural Conservation Area (ACA) alongside the necessary statutory environmental screenings and reports.

The submission notes that Statement of Character has allowed for the special character of the town to be assessed leading to a recommendation that the boundary of the ACA should be extended. The Office also welcomes the measures in the Plan which support the Monasterevin Active Travel Scheme, deliver compact growth objectives and provide a robust framework for the regeneration and reuse of vacant, underutilised and backland sites.

The submission includes 1 no. recommendation which is set out below. Recommendations relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government.

2. Flood Risk Management

The Office welcomes the preparation of the SFRA and Surface Water Management Plan however raises concerns regarding the treatment of flood risk at Cowpasture and Moore Abbey. In particular, it notes that the Industry and Warehousing lands H(2) and H(3) at Cowpasture are mainly within Flood Zone B, with climate-change mapping indicating an increased flood extent. It states that while industrial and warehousing uses are generally less vulnerable, the zoning matrix also facilitates highly vulnerable uses such as childcare, community facilities and a fire station. The Office considers that the sequential approach and Plan Making Justification Test have not adequately demonstrated the suitability of these highly vulnerable uses, and that this issue must be resolved at plan-making stage rather than deferred to a future SSFRA.

The Office raises similar concerns at Moore Abbey, where approximately one fifth of the Masterplan area lies within Flood Zone A. The zoning matrix facilitates a range of highly vulnerable uses notwithstanding that the Flood Guidelines generally restrict

Flood Zone A to water-compatible development. The Office submits that reliance on a future SSFRA is insufficient and recommends that Objective MAO 10.1 explicitly restrict Flood Zone A lands to water-compatible uses only. It also recommends measures to ensure that highly vulnerable development is not facilitated within Flood Zone B at Cowpasture unless the sequential approach has been applied and the relevant Justification Test has been satisfied.

Recommendation 1 - Flood Risk Management
Having regard to and having considered:

- NPO 78 of the NPF (in relation to flood risk management);
- RPO 7.12 of the RSES (to avoid inappropriate land use zonings and development in areas at risk of flooding);
- Policy Objective IN O31 of the Kildare County Development Plan 2023-2029 (to manage flood risk in the county in accordance with the sequential approach and requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines) when preparing plans); and the Flood Guidelines,

the Office recommends that the Planning Authority:

(i) ensure that the Industry and Warehousing zonings H(2) and H(3) zoning objectives at Cowpasture do not facilitate highly vulnerable development within the Flood Zone B areas unless the sequential approach has been applied and a Plan Making Justification Test has been satisfied for those uses in accordance with the Flood Guidelines; and

(ii) amend Objective MAO 10.1 to explicitly restrict the Moore Abbey Masterplan lands identified as being at risk of flooding in Strategic Flood Risk Assessment Map Ref. V2-MN-9.2 to water-compatible development only in accordance with the Flood Guidelines. Alternatively, those parts of the lands in Flood Zone A or B should not be zoned for highly vulnerable development or lands in Flood Zone B for less vulnerable development.

The Planning Authority should liaise with the Office of Public Works to address this recommendation.

Chief Executive's Response
The contents of the submission are noted. In relation to the issues raised concerning flood risk on lands zoned H(2) and H(3): Industry and Warehousing, the Planning Authority acknowledges that a number of matters remain to be resolved. These include the vulnerable uses permitted under the land use zoning matrix and the potential implications of climate change for future flood risk.

Notwithstanding these matters, the lands have long been identified as a preferred location for economic development and were recently identified as a strategic location for future employment in the Strategic Employment Locations Study (SELS), published by Kildare County Council in June 2026.[2] Accordingly, it is considered appropriate to replace the land use zoning objective applying to the H(2) and H(3) lands, together with the associated F: Open Space and Amenity zoned lands, with a

[2] Available to view at:
https://kildarecoco.ie/AllServices/Planning/PlanningStrategies/StrategicEmploymentLocationsStudy/

SR: Strategic Reserve land use zoning. The clear intent and purpose of this zoning is to safeguard the lands from piecemeal or premature development for the remainder of the Development Plan period, thereby preserving their strategic potential while the wider planning issues concerning their appropriate long-term use and future zoning are fully considered and resolved. It should also be noted that SR: Strategic Reserve is not included as a land use zoning category within Table 10.4: Land Use Zoning Matrix. For further details on the Chief Executive's Recommendation in this regard, please refer to the Chief Executive's Response and Recommendation to Submission No. 14, as outlined in Section 5 of this report.

In relation to flood risk within the Moore Abbey Masterplan lands, it is considered that both Objective MAO 10.1 (Section 10.1.8), which sets out the requirements for the masterplan, and the Moore Abbey land use zoning objective (Table 10.2) clearly provide that only water-compatible development should be permitted on lands identified as being at risk of flooding (i.e. Flood Zones A and B). Nevertheless, in the interests of ensuring complete clarity, it is agreed that both provisions be amended to make this requirement more explicit.

The anomaly in Table 10.4: Land Use Zoning Matrix relating to vulnerable uses on the Moore Abbey lands being permitted in principle is noted. It is considered appropriate to amend the matrix to address this issue.

Chief Executive's Recommendation

Chapter 10: Implementation, Section 10.1.8 Moore Abbey Masterplan Objectives, amend text, as follows:

MAO 10.1	Prepare a comprehensive masterplan for Moore Abbey (as outlined on Map V2-MN-10.3: Implementation) to guide the future regeneration, conservation and sustainable use of Moore Abbey House and demesne. The masterplan shall be subject to the considerations and requirements outlined in Section 10.1 of this Plan and will be developed in conjunction with the relevant environmental assessments. The masterplan shall *inter alia*: • Establish a clear vision for the future role of Moore Abbey as an important asset for the town and residents of Monasterevin which will contribute positively to the long-term social, environmental and economic wellbeing of the community. • Provide a framework for the sensitive conservation and adaptive reuse of Moore Abbey House and associated structures. • Protect and enhance the architectural, archaeological and landscape heritage of the estate. • Integrate green and blue infrastructure principles, biodiversity enhancement / nature restoration and climate-resilient design. • Improve public access, connectivity and permeability between Moore Abbey and the wider settlement. • Identify appropriate future uses that support community benefit, sustainable regeneration and the long-term stewardship of the estate. • Incorporate a Site-Specific Flood Risk Assessment (SSFRA)

	to inform the masterplan *which shall ensure that vulnerable uses are not permitted on* ~~with water compatible uses only proposed for~~ lands identified as at risk of flooding (Map V2-MN.9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). The preparation of the Masterplan shall include appropriate consultation with relevant stakeholders and the local community to ensure that the future development of Moore Abbey reflects local needs, aspirations and the unique character of the estate.

Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

Table 0.1: Land Use Zoning Objectives

Ref.	Use	Land-Use Zoning Objective
MA	Moore Abbey Masterplan	**To support the preparation and implementation of a masterplan for Moore Abbey.** To ensure that Moore Abbey House and the other existing buildings within the demesne are maintained and do not fall into neglect, dilapidation, or dereliction. Appropriate meanwhile uses and other community / recreational uses will be permitted pending the finalisation of the Moore Abbey Masterplan. Such uses shall not adversely impact on the vitality or viability of the town centre and should be compatible with the future potential uses for Moore Abbey, outlined in Section 10.1.4. Existing uses associated with the ongoing activities of the Muiríosa Foundation within Moore Abbey will also be permitted. A Site-Specific Flood Risk Assessment (SSFRA) shall be prepared to inform the masterplan *which shall ensure that vulnerable uses are not permitted on* ~~with water compatible uses only proposed for~~ lands identified as at risk of flooding (Map V2-MN-9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). **Site Specific Objective** MA* This site within Moore Abbey Demesne is identified as an indicative location for a new fire station.

Chapter 10: Implementation, Table 10.4: Land Use Zoning Matrix, amend as follows:

LAND USE	**MA: Moore Abbey Masterplan**
Childcare Facility	Y *New footnote*
Fire Station	Y *New footnote*
Group / Older Persons and Special Needs Housing[88]	Y *New footnote*
Guest House / Hotel / Hostel	Y *New footnote*
Residential unit(s)	Y *New footnote*

New footnote *Not permitted if located on lands identified as at risk of flooding (Map V2-MN-9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009).*

4. Submissions Received from Prescribed Authorities and Public Bodies

During the statutory public consultation period nine submissions were received from other prescribed authorities (excluding the submission referred to under Section 3 of this report) and public bodies as shown in Table 4.1 below.

Table 0.1: Prescribed Authorities and Public Bodies Who Made Submissions

Sub No.[3]	Prescribed Authority
05	Environmental Protection Agency
07	MARA (Maritime Area Regulatory Authority)
13	Transport Infrastructure Ireland (TII)
15	Health Service Executive (HSE) – Environmental Health
17	Uisce Éireann (UÉ)
21	Office of Public Works (OPW) – Flood Risk Management
23	Department of Transport
32	Electricity Supply Board (ESB)
34	Department of Housing, Local Government and Heritage

Submission No. 05 – Environmental Protection Agency (EPA)

Issues Raised

The submission notes that the criteria for determining if the plan would be likely to have significant effects on the environment are contained in Schedule 1 or Schedule 2 of the SEA Regulations. It recommends that available guidance be considered in the proposed SEA determination for the plan or programme. The submission further outlines the range of guidance documents, tools, important reports and websites available to those carrying out SEA and preparing the plan or project. The submission states that prior consultation should also be undertaken with the listed environmental authorities and with adjoining planning authorities (where relevant) prior to making an SEA determination.

The submission states that a copy of the SEA determination decision should be sent to the environmental authorities listed, adjoining planning authorities (where relevant) and be made available for public inspection at your offices and website.

The submission details that plans or programmes should:

- Ensure that they are consistent with the need for proper planning and sustainable development.
- Provide for the delivery of critical servicing infrastructure, noting that the availability and capacity of such infrastructure should be considered in the context of population increases being accommodated.

[3] Each reference number associated with a submission or observation starts with *'KCC-C531'* and is followed by a unique reference which is reflected in the submission numbers referred to in Table 4.1.

- Consider alignment with national commitments on climate change mitigation and adaption (including sectoral, regional and local adaption plans).
- Align with higher level plans and programmes, including consistency with the NPF First Revision and the relevant RSES, noting National Policy Objective 1 of the NPF First Revision regarding the need for environmental assessments.
- The submission also notes the Environmental Monitoring set out in Table 7.1 of the NPF's SEA Statement, outlining that monitoring should be reflected where relevant and appropriate in the context of future monitoring for implementation of the County Development Plan.
- Align with the OPW's Flood Risk Management Guidelines for Planning Authorities.

Where changes are made to the plan or programme prior to finalisation or following adoption, the submission notes that such changes should be screened in accordance with the SEA Regulations as appropriate.

States that on the issue of Appropriate Assessment, the plan or programme should ensure that it complies with the Habitats Directive where relevant. Where an Appropriate Assessment is required, the key findings should be incorporated into the SEA and the plan or programme.

Chief Executive's Response
The issues raised in the EPA submission are noted. Any proposed material alteration will be screened for likely significant effects on the environment and for likely significant effects on any Natura 2000 site. Upon adoption of the Plan, a SEA Statement will be prepared in line with the 2025 SEA regulations.

Chief Executive's Recommendation
No change recommended.

Submission No. 07 – Maritime Area Regulatory Authority (MARA)

Issues Raised
The submission states that Kildare County Council is not a designated Coastal Planning Area and does not include any Maritime Area within its functional boundaries. Accordingly, MARA are satisfied that the Draft Monasterevin Settlement Plan will not directly interact with or impact on the maritime area.

Chief Executive's Response
The comments of MARA are noted.

Chief Executive's Recommendation
No change recommended.

Submission No. 13 – Transport Infrastructure Ireland (TII)

Issues Raised
Transport Infrastructure Ireland has no observations to make on the Proposed Variation.

Chief Executive's Response
The comments are noted.

Chief Executive's Recommendation
No change recommended.

Submission No. 15 – Health Service Executive (HSE) – Environmental Health

Issues Raised
The submission from the HSE – Environmental Health raises the following issues:

- Notes the town's commuter status and welcomes the Monasterevin Local Transport Plan (LTP) which aims to reduce car dependency.
- Further notes that Monasterevin has a noticeably higher proportion of its population within the 0-14 age cohort compared to the State average.
- Outlines the importance of open spaces and amenities to support the Healthy Ireland Plan and states this provision is important to a notably higher proportion of apartment dwellers.
- Notes the Plan's strategy to avoid development in areas of recurring flood events, specifically the corner of Drogheda Row and Donegal Street.
- Requests that consideration is given to the impact of retail outlets in close proximity to schools and the implementation of 'no-fry zones' for illness prevention.
- The submission refers to the Town Renewal Masterplan and the proposed Canal Harbour and states the HSE must be notified at the planning stage in advance of any food uses operating in the area.
- States the proposed heritage trail along the River Barrow should be made fully accessible to all members of the public.

Chief Executive's Response
The comments and issues raised in the submission are acknowledged. While the Draft Monasterevin Settlement Plan is a land use plan rather than a public health strategy, it does include a comprehensive range of provisions and objectives that recognise and support the role of open spaces and amenities in promoting healthy, inclusive and sustainable communities.

Any proposed planning application for a new retail outlet including hot food provision near schools or the Canal Harbour area will be subject to the County Development Plan's development management standards as set out in Chapter 15 of the CDP (as varied). In this regard, it is noted that Section 15.13.7 of Chapter 15 relates to fast food outlets / takeaways and states that the proximity of such uses to other vulnerable uses including residences, schools and open space will be assessed at planning application stage. On the issue of 'no fry zones', it should be noted that Proposed Variation No. 7 relates solely to the adoption of new a settlement plan for Monasterevin. An examination of the feasibility of implementing such a proposal would need to be considered as a part of a wider policy review process.

Any feasibility study and detailed design for the proposed heritage trail along the River Barrow shall be subject to building control and universal design standards to ensure full accessibility to all members of the public.

Chief Executive's Recommendation
No change recommended.

Submission No. 17 – Uisce Éireann

Issues Raised
The submission from Uisce Éireann welcomes the opportunity to provide comments and notes the following points:

Water Supply
States the water supply in Monasterevin is currently at Amber status which is constrained from time to time. The water supply is primarily from the Hillwood Reservoir to the south of the town, with the north of the town along the railway line served by the Rathangan supply through the Ballykelly WTP.

Water Network
Notes there are no major constraints with local extensions being developer driven. If significant water supply is required west of the town, this will require upgrades in order to cross the river and the canal.

Wastewater Treatment Capacity
States the town has headroom capacity for approximately 650 units, where connections are on a first come, first served basis.

Sewer Network
States there is no major constraints in the network which is served by six pumping stations. Assessment of capacity at these pumping stations will be assessed when connection applications are submitted.

The submission notes no objections to the proposed land use zoning objectives and residential density ranges and makes the following high-level points in relation to the following sites:

- **Town Centre Sites (5 no. sites)** – Feasible to connect without upgrades. Cumulative development may require local upgrades and local developer driven improvements.
- **The Hulk (C1)** – Full development of the site will require approximately 270m of watermain along the R445 Regional Road to be upgraded and will be the responsibility of the developer.
- **St Evans Park West (C2)** – Local watermain upgrades may be required, including extension to the public sewer (including third party lands) which will be developer-led.
- **Cowpasture West and East (C3 and C4)** – Local watermain upgrades may be required.
- **Cowpasture South (C5)** – Local watermain upgrades may be required.
- **Fern's Bridge (C6)** - Local watermain upgrades may be required.
- **Oldgrange Crossroads (C7)** - Upgrades to both watermain and sewer network may be required
- **Oldgrange East (C8)** - Upgrades to both watermain and sewer network may be required

- **St Evin's Park East (C9)** – Will require developer to deliver approximately 200m sewer extension to Drogheda Street.
- **Kill Cottages (C10)** - Will require developer to deliver approximately 120m watermain network extension to the south of the site.

The submission notes the importance of considering the cumulative impacts that may arise from multiple developments within the wider plan area, particularly where sites might be reliant on the same downstream wastewater infrastructure assets.

The submission concludes that the availability of services and infrastructure to support future development will be subject to site specific assessment, network capacity considerations and compliance with Uisce Éireann's connection polices at the time of any application.

Chief Executive's Response

The comments and issues raised in Uisce Éireann's submission are noted. The wastewater treatment capacity headroom is stated in the Draft Settlement Plan, and it is considered appropriate that the relevant section in Chapter 9: Infrastructure and Environmental Services, Table 9.1: Infrastructure and Environmental Services in Monasterevin, be amended accordingly on foot of the update received in this submission.

The site-specific comments are considered to align with the water supply and wastewater measures set out in Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin.

Chief Executive's Recommendation

Chapter 9: Infrastructure and Environmental Services, Table 9.1: Infrastructure and Environmental Services in Monasterevin, amend as follows:

Wastewater
Monasterevin is served by the Monasterevin Wastewater Treatment Plant (WWTP) which has spare capacity available, according to Uisce Éireann's Wastewater Treatment Capacity Register (published April 2026)[78]. Uisce Éireann's submission *to* ~~on~~ the ~~pre-draft public consultation~~ *Draft Settlement Plan* (dated *September 2026* ~~May 2024~~) states that the Monasterevin WWTP has ~~a design capacity for 9,000 population equivalent and notes~~ a headroom of ~~3,625 as of June 2023~~ *approximately 650 units where connections are on a first come, first served basis.* In addition, Uisce Éireann note there are no major constraints in the sewer network in Monasterevin. The town is served by six wastewater pumping stations and an assessment of capacity at these pumping stations would be assessed when any connection application is submitted.

Submission No. 21 – Office of Public Works (OPW) – Flood Risk Management

Issues Raised

Industry and Warehousing – H(2) and H(3)

- The submission refers to the plan making justification test supplied for the lands zoned Industry and Warehousing to the east and states the justification test outlined does not satisfy all criteria. As their location is on the periphery of the settlement outside the urban centre, a justification test is not applicable.
- The submission refers to uses open for consideration (such as childcare facility, community facilities and fire station) on the lands, and states that these uses would be considered highly vulnerable development and not appropriate in Flood Zone A or Flood Zone B.
- Recommends a sequential approach is followed by zoning lands in Flood Zone A as water compatible zoning such as open space. It also recommends that no highly vulnerable uses should be permitted in Flood Zone B.
- The submission requests the Council to outline how the potential increased risk due to climate change will be managed on the lands, where the majority of lands are identified within Flood Zone B with a considerable increase in 1% AEP extents in future scenario mapping.

Moore Abbey Masterplan

- Notes that there are four justification tests supplied for the Moore Abbey Masterplan. States that while some of the lands are existing development and adjoin the town centre, the masterplan area is mainly greenfield and located at the periphery of Monasterevin.
- The submission welcomes Objective MAO 10.1, however it states that the Council should only apply justification tests to the urban centre and is not applicable to lands on the periphery of the settlement, or for proposed water compatible development.

Surface Water Drainage

- The submission refers to Table 10.1: Implementation and Infrastructure Delivery Schedule and subsection relating to Surface Water Drainage which includes text relating to flood risk.
- The submission notes that the Flood Zones and the Guidelines relate to risk of flooding from fluvial and coastal and not surface water flood risk or drainage.
- It notes that the risk for Monasterevin is fluvial flooding and recommends that the Council consider changing the title of this section to include all sources of flood risk or separate fluvial and surface water risks.

Drainage Districts

- The submission refers to drainage district channels and benefiting lands identified in the Strategic Flood Risk Assessment (SFRA) and notes that future development proposals on land identified as benefiting may require a site-specific flood risk assessment (SSFRA).

Nature-based Solutions and SuDS

- The submission welcomes the Surface Water Management Plan which sets out a clear strategy and framework for the delivery of SuDS measures within the plan area.

Bridges and Culverts

- Refers to the proposed active travel bridge from the Hulk lands to Moore Street / Main Street and notes that any future development or alteration of existing structures receives the appropriate consent from the Commissioners under Section 50 of the Arterial Drainage Act 1945.

Chief Executive's Response

The contents of the submission are noted.

In relation to the issues raised concerning flood risk on lands zoned H(2) and H(3): Industry and Warehousing, the Planning Authority acknowledges that a number of matters remain to be resolved. Whilst the lands have long been identified as a preferred location for economic development, it is considered appropriate to replace the land use zoning objective applying to the H(2) and H(3) lands, together with the associated F: Open Space and Amenity zoned lands, with a SR: Strategic Reserve land use zoning. The clear intent and purpose of this zoning is to safeguard the lands from piecemeal or premature development for the remainder of the Development Plan period, thereby preserving their strategic potential while the wider planning issues concerning their appropriate long-term use and future zoning are fully considered and resolved. It should also be noted that SR: Strategic Reserve is not included as a land use zoning category within Table 10.4: Land Use Zoning Matrix. For further details on issue, please refer to the Chief Executive's Response and Recommendation to Submission No. 14, as outlined in Section 5 of this report. Nothwithstanding the above it is recommended that additional text relating climate change requirements be incorporated into Section 6.2.2 of the SFRA.

On the issue of flood risk within the Moore Abbey Masterplan lands, it is considered that both Objective MAO 10.1 (Section 10.1.8), which sets out the requirements for the masterplan, and the Moore Abbey land use zoning objective (Table 10.2) clearly provide that only water-compatible development should be permitted on lands identified as being at risk of flooding (i.e. Flood Zones A and B). Nevertheless, in the interests of ensuring complete clarity, it is agreed that both provisions should be amended to make this requirement more explicit. Furthermore, it is accepted that Table 10.4: Land Use Zoning Matrix contains an anomaly that allows for vulnerable uses on the Moore Abbey lands to be permitted in principle. For further details on this issue, please refer to the Chief Executive's Response and Recommendation to Submission No. 37 (Office of the Planning Regulator), as outlined in Section 3 of this report.

With regard to the heading of the subsection of Table 10.1: Implementation and Infrastructure Delivery Schedule entitled 'Surface Water Drainage', it is accepted that this topic also contains reference to flood risk in general and therefore the title should be amended accordingly to reflect this.

The comments in relation to drainage districts are acknowledged. It should be noted that as per Objective IEO 9.5 all development proposals within the plan area are the subject of a Site-Specific Flood Risk Assessment. Regarding the active travel bridge

linking the Hulk KDA to Moore Street / Main Street, it should be noted that this is included as a future permeability measure. Any development proposals for this bridge will be required to comply with the provisions of all relevant legislation, including Section 50 of the Arterial Drainage Act 1945. It is, however, recommended that additional text relating to Section 50 and Drainage District requirements be incorporated into Section 6.2.2 of the SFRA.

Chief Executive's Recommendation

For issues relating to flood risk on H(2) and H(3) zoned lands at Cowpasture and lands in the Moore Abbey Masterplan area please refer to the Chief Executive's Response and Chief Executive's Recommendations relating to the issues raised in Submission No. 14 in Section 5 and Submission No. 37 in Section 3 of this report.

Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin, amend text of subtitle 'Surface Water Drainage' in all instances, as follows:

'*Flood Risk and* Surface Water Drainage'.

Strategic Flood Risk Assessment for Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 – 2029 (as varied), Section 6.2.2 Development Management, insert an additional paragraph at the end of the section, as follows:

Site-specific FRAs supporting future development in the Plan Area should be cognisant of the climate change flood mapping included in this SFRA as well as any other relevant climate change guidance which may become available during the lifetime of the Plan.

Strategic Flood Risk Assessment for Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 – 2029 (as varied), Section 6.2.2 Development Management, insert an additional paragraph at the end of the section, as follows:

The construction, replacement or alteration of bridges and culverts over any watercourse within the Plan Area will be subject to consent from the OPW under Section 50 of the Arterial Drainage Act 1945. Consideration should also be given to flood risk to development on any lands identified as being affected by Drainage District channels and benefitting lands.

Submission No. 23 – Department of Transport

Issues Raised

The submission from the Department of Transport welcomes the opportunity to provide comments and notes the following points:

Sustainable Urban Mobility Planning

- The submission refers to the concept of Sustainable Urban Mobility Plans (SUMPs) which provides a framework for cities to develop integrated, multimodal transport plans that promote sustainability, accessibility and quality of life with updated SUMP guidelines issued in 2019.

- Refers to Metropolitan Area Transport Strategies (MATS) including the Greater Dublin Area Transport Strategy developed by the National Transport Authorithy which are the national equivalent of SUMPs. It notes that future reviews of these strategies must fully align with the requirement of SUMPs as set out in Annex V of the Regulation.
- Notes the establishment of a national SUMP network to facilitate collaboration and sharing among local authorities working within Ireland's designated urban nodes, where the relevant local authorities will be asked to engage with the network.

Integrated Land Use and Transport Planning

- The submission refers to the National Planning Framework's (NPF) commitment to Transport Orientated Development (TOD) which has the potential to achieve a variety of targets that prioritise a certain amount of housing development within the footprint of built-up settlements.
- Refers to the working group jointly established by the Department of Housing, Local Government and Heritage and the Department of Transport with a remit to consider opportunities for TOD in major urban centres. It states its first report from the working group published in 2023 looked at opportunities in Dublin, with reports due to be finalised for opportunities at Cork, Limerick, Galway, Waterford and the Eastern Region.

Chief Executive's Response

The contents of the Department of Transport's submission in relation to SUMPs is noted. It is considered that the provisions of the Draft Monasterevin Settlement Plan and the accompanying Monasterevin Local Transport Plan fully align with the Greater Dublin Area Transport Strategy 2022-2042. Kildare County Council welcomes the opportunity to engage with a national SUMP network in order to realise opportunities to deliver sustainable movement objectives in the county.

The content of the submission relating to TODs is also noted. Kildare County Council has identified Leixlip-Confey and Maynooth West as initial preferred locations for TODs within the county. Their identification is based primarily on their respective locations adjacent to existing / planned high capacity and high frequency rail services (i.e. DART+ West), as identified in the Greater Dublin Area Transport Strategy 2022-2042 (GDATS). Given the location and scale, as well as the role and function of Monasterevin within the settlement hierarchy of County Kildare, it is not considered appropriate for any lands within Monasterevin to be designated as a TOD at this time.

Chief Executive's Recommendation

No change recommended.

Submission No. 32 – Electricity Supply Board (ESB)

Issues Raised

The submission welcomes the opportunity to make observations as a landowner with property and infrastructural assets throughout the county, Monasterevin and its hinterland.

Infrastructure and Environmental Services

- The submission recommends that Section 9.2 and Table 9.1 of the Plan are updated to reflect the recently commissioned Bracklone 110kV Substation in Portarlington which now provides significant additional network capacity for Monasterevin and the surrounding area.
- Notes that Monasterevin is served by the Portarlington and Kildare Town 38kV substations. It states that the Kildare Town Substation is close to capacity, however, Bracklone is expected to be the primary source of supply for the planned growth outlined in the Plan.
- States that large electricity demand users may necessitate further network upgrading and associated reinforcement works.
- The submission acknowledges support for Objective IEO 9.1 and states the company will continue to engage with the Council in the identification of infrastructure requirements to support planned growth.
- The submission encourages project teams to engage early with ESB Networks at the design stage of public infrastructure projects which offers opportunities to incorporate ducting and underground cabling in the most efficient way.

The submission reaffirms ESB Networks commitment to proactively collaborate with the Council to ensure adequate capacity is available through regular evaluation of site-specific infrastructural requirements necessary to support local development objectives and housing targets.

Chief Executive's Response

The comments in the ESB's submission are noted. The updated information relating to the recently commissioned Bracklone 110kV substation in Portarlington is acknowledged, and it is considered appropriate that the relevant text in Table 9.1: Infrastructure and Environmental Services in Monasterevin, be amended accordingly.

Chief Executive's Recommendation

Chapter 9: Infrastructure and Environmental Services, Table 9.1: Infrastructure and Environmental Services in Monasterevin, amend as follows:

Energy and Communications Infrastructure
Electricity Network Infrastructure As indicated on ESB's online 'Availability Capacity Heatmap', the western, older side of the town including Main Street/Moore Street, Drogheda Street and Canal Harbour areas are served by Portarlington substation, while the eastern and more recently developed areas of the town are served by substations located in Kildare Town. ~~The Portarlington substation has remaining capacity, but~~ Kildare *Town*'s substations are noted as constrained with limited capacity available[72], *however, the recently commissioned Bracklone 110kV substation in Portarlington now provides additional network capacity for Monasterevin and the surrounding area.*[New footnote]

New footnote Source: Submission from the ESB to Proposed Variation No. 7 (Monasterevin Settlement Plan), dated 29th September 2026.

Submission No. 34 – Department of Housing, Local Government and Heritage

Issues Raised

The submission outlines the following heritage related observations and recommendations:

Nature Conservation

- The submission welcomes the recognition and identification of the River Barrow corridor, the Grand Canal, Moore Abbey Demense, hedgerows and other ecological assets as key components of the towns natural heritage. However, it recommends that several elements of the Plan warrant further review to ensure these interests and Natura 2000 sites are adequately safeguarded as development proposals come forward.

Ecological Baseline and Biodiversity Evidence

- States the habitat mapping (2014) and ecological baseline undertaken is outdated and unclear if this baseline remains sufficiently robust to fully inform zoning decisions and the assessment of cumulative impacts.
- Recommends that consideration should be given to updating the ecological baseline, particularly within Strategic Development Areas, employment lands and Moore Abbey lands in advance of development proposals being submitted.

The Hulk Key Development Area (KDA)

- States the Hulk KDA merits particular scrutiny from a biodiversity perspective due to its proximity to the River Barrow Special Area of Conservation (SAC) and the Grand Canal proposed Natural Heritage Area (pNHA) which also has the potential to support protected species (bats, otters) and forms part of a wider ecological network linking the river corridor, canal corridor and surrounding habitats.
- Recommends that future development proposals are informed by comprehensive ecological surveys with particular attention given to maintaining ecological connectivity between the river, canal and surrounding habitats.

Moore Abbey Masterplan Area

- Refers to the Plan's range of biodiversity objectives for the area and states that any future masterplan or future development proposals should be supported by a detailed ecological assessment and should demonstrate how the integrity of the existing habitats, species interests and ecological corridors will be maintained.
- States that particular regard should be given to the protection of mature trees, woodland habitats, riparian features and species which may utilise the lands.

Recreational Pressure and River Corridor Enhancement

- The submission notes support for enhanced recreational and tourism-related use of the River Barrow and Grand Canal corridors, however it recommends the cumulative effects of such uses and activities should be carefully

managed, where proposals may interact with habitats supporting protected species or with European sites connected to the river corridor.
- Recommends that visitor management measures, habitat protection provisions and sensitive design approaches are incorporated where necessary to avoid impacts.

Employment Lands and Ecological Connectivity
- The submission recommends that future development proposals on the lands should demonstrate avoidance of unnecessary habitat loss and fragmentation, retain and enhance existing ecological corridors wherever possible and ensure that lighting and other sources of disturbance do not adversely affect protected species or biodiversity networks.

Railway Corridor
- The submission acknowledges the railway corridor's importance to the town's green infrastructure and recommends that future development along the corridor protects existing vegetation and habitat features, minimises light spill and disturbance, whilst also maintaining ecological buffers and connectivity functions.

Natura 2000 Considerations
- Recommends particular attention is paid to the potential effects of future development objectives on pathways to European sites arising from habitat loss, hydrological changes, disturbance, lighting and increased recreational activity.
- The submission recommends that all potential impact pathways are robustly identified and assessed accordingly through the Appropriate Assessment (AA) process to ensure sufficient safeguards are incorporated into the Plan to limit adverse effects to European Sites.

Chief Executive's Response

The contents of the submission from the Development Applications Unit of the Department of Housing, Local Government and Heritage are noted.

The Green and Blue Infrastructure Strategy builds on the earlier habitat mapping exercise which provided the baseline for a subsequent review undertaken by the Council's Forward Planning team and ecologist. This appraisal captured updated and emerging environmental sensitivities across the plan area. An Appropriate Assessment (AA) Screening Report and a Strategic Environmental Assessment (SEA) Screening Report were also prepared to support the Draft Plan which conclude that there are no likely significant environmental effects arising from the provisions of the Draft Monasterevin Settlement Plan. In addition to the Development Management Standards as set out in Chapter 15 of the County Development Plan (CDP) (as varied), which (*inter alia*) contains a range of provisions to protect environmentally sensitive sites, Objective GBIO 6.1 of the Draft Settlement Plan seeks to protect and enhance Monasterevin's key Green and Blue Infrastructure network and requires site specific ecology surveys to be carried out to inform, assess and mitigate potential ecological impacts of any proposed development. Accordingly, the ecological evidence base underpinning the Plan, together with its provisions and objectives, are considered to provide a sufficiently robust framework to protect the

town's existing biodiversity whilst also supporting the long-term enhancement of its green and blue infrastructure network.

With regard to concerns arising from future development within the Hulk KDA, the Plan fully acknowledges the site's environmental sensitivities which is adjacent to both a pNHA and a SAC. Both designated sites are also identified in the Plan as key green and blue infrastructure areas. Map V2-MN-6.1 (Green and Blue Infrastructure) also identifies large portions of the site as containing wet grassland and woodland habitats. This map also highlights a significant area of the KDA as forming part of a '*Potential Barrow Flood Plan Rewilding Corridor*'. The Hulk KDA Urban Design Brief outlined in Section 10.2.1 states that the design of any new development should respond appropriately to the ecological sensitivities of the area and integrate with existing green and blue infrastructure features. Chapter 15 of the CDP, as varied, sets out the Development Management Standards for proposed developments at planning application stage. Section 15.17.4.1 relates to riparian corridors and states that all development proposals that are within or may affect riparian corridors should be accompanied by an Ecological Impact Assessment, including bat and otter surveys. Taking the above into consideration, together with the robust provisions of Objective GBIO 6.1, which provides for site-specific ecology surveys, it is considered that any development within the Hulk KDA will be required to comprehensively assess its potential ecological impact and ensure that the existing habitat connectivity between the river, canal and surrounding areas remains intact.

With regards to the Moore Abbey Masterplan lands, it is considered that the provisions of the Plan as outlined in Section 10.1.7 explicitly and robustly seek to '*protect, restore and expand existing ecological assets of the demesne*'. While Objective MAO 10.1 supports the integration of green and blue infrastructure along with biodiversity enhancement / nature restoration within the masterplan lands, it is agreed, in the interests of clarity, that the inclusion of a specific requirement for a baseline ecological assessment in the objective would help inform the preparation and outputs of the masterplan.

The comments in relation to support for increased recreational use of the River Barrow and Grand Canal corridors are noted. In addition to the specific provisions of the Plan, including Objective GBIO 6.1, new development proposals will be subject to the development management standards, set out in Chapter 15 of the CDP (as varied), including Ecological Impact Assessments, where required. Furthermore, such proposals will also be subject to AA screening to ensure that no development results in any likely significant effects on the River Barrow and River Nore SAC.

On the issue of maintaining ecological connectivity within employment lands, Objective GBIO 6.1 provides comprehensive protection to key green and blue infrastructure assets, as identified on Map V2-MN-6.1. This objective also states that '*new development shall appropriately utilise existing and new green infrastructure as an essential urban design and placemaking tool to integrate built form into their surrounding contexts*'. Furthermore, Section 10.3.8 of the Draft Plan sets out a series of urban design principles for employment areas including the provision for landscaping schemes to enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation in appropriate areas. In addition, Nature Based Solutions (NBS) to surface water management within employment lands shall be prioritised and align with the Monasterevin Surface Water Management Strategy and

Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Regarding the comments on Natura 2000 considerations, it is important to emphasise that, throughout the plan making process for Proposed Variation No. 7, Kildare County Council, as the competent planning authority, will continue to fully discharge its statutory obligations in respect of Appropriate Assessment and ensure that the requirements relating to Natura 2000 sites are appropriately addressed in the preparation and consideration of the land use plan.

Chief Executive's Recommendation

Chapter 10: Implementation, Section 10.1.8 Moore Abbey Masterplan Objectives, insert an additional bullet point after the sixth bullet point, as follows:

- *Incorporate a detailed ecological impact assessment which shall demonstrate how the integrity of the existing habitats, species interests and ecological corridors will be maintained.*

5. Submissions Received from Other Persons and Organisations

The section below outlines the issues raised and the Chief Executive's response and recommendation on the submissions received to Proposed Variation No. 7 by all other persons and organisations. The submissions are set out in the chronological order in which they were received by Kildare County Council.

Submission No. 01 – Adrian Harrison

Issues Raised

The submission requests better navigation and servicing facilities along the River Barrow for barges and other waterways users including dredging at Clashganny Lock and other silted areas.

Chief Executive's Response

The contents of the submission are noted. Attention is drawn to Objectives EDO 5.5, EDO 5.6 and EDO 5.7 of the Draft Plan which seek to promote and facilitate the development of tourism infrastructure, and to support Waterways Ireland and other stakeholders in the enhancement of visitor, recreational and servicing facilities along the Grand Canal and Barrow Blueway.

It is noted that Clashganny Lock, which is referred to in the submission, is located on the Carlow / Kilkenny border, approximately 85 km from Monasterevin and is therefore outside the scope of the Draft Monasterevin Settlement Plan.

Chief Executive's Recommendation

No change recommended.

Submission No. 02 – Jowita Piskorska

Issues Raised

The submission queries if residents parking on Main Street is going to be restricted in any way. If so, the submitter does not agree to any such proposals.

Chief Executive's Response

The content of the submission is noted. The Draft Plan contains Measure ROAD 2 'Moore Street (Main Street) One-Way System' affecting Main Street. The intention of this measure is to simplify vehicle movements and enable the reallocation of street space to support wider footpaths, two-way cycle lane, improved pedestrian crossing provision and an enhanced public realm, while maintaining access and short-stay car parking to support town centre activity and vitality.

The proposed Road and Street Measure forms part of the wider Monasterevin Active Travel Scheme which will be subject to a Part 8 / local authority own development planning application which will include its own public consultation process.

Chief Executive's Recommendation

No change recommended.

Submission No. 03 – Shane McManus

Issues Raised

The submission requests that Kildare County Council extend the Draft Monasterevin Settlement Plan boundary along the remaining section of the L3009 Barraderra Road to the R445 and also extend the proposed new footpath on the existing road for the same distance, providing a continuous and safer active travel connection between Old Grange, Barraderra, the R445 and the wider Monasterevin network.

Notes that the route has an 80 kph speed limit, is very busy and has a hazardous bend. States that the proposed measure terminates prematurely and extending it would provide a safer route for vulnerable road users. Also notes that such an extension could deal with existing surface water issues along with traffic calming measures.

The submission includes three attachments, two of which comprise maps outlining the location and extent of the requested extension. The third comprises 'Appendix A: Maps of the Draft Settlement Plan' and does not appear to include any mark-ups or annotations.

Chief Executive's Response

The contents of the submission are acknowledged. The Draft Monasterevin Settlement Plan area boundary was subject to careful consideration designed to ensure that it aligned with the built-up footprint of the town, as defined by the National Planning Framework (2025), insofar as is practicable. It was also informed by the preparation of a Settlement Capacity Audit, to ensure that the plan area encompasses proposed new residential and employment zoned lands. Accordingly, it is not considered appropriate to extend the boundary to encompass an additional greenfield and rural location along the Barraderra Road.

It is considered acceptable to extend the walking measure (WALK 13) along the L3009 Barraderra Road to its junction with the R445 Regional Road on the premise that this would be considered a long term measure.

Chief Executive's Recommendation

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Plan (LTP) Measures, amend Measure WALK 13, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Walking and Permeability		
WALK 13	Underbridge (R414) to Barraderra Road (L3009) – footpath upgrades and new footpath provision on existing road to connect with proposed link road (WALK 17 and ROAD 4) *and the R445 Regional Road*	Long term

Note:

- This proposed amendment will result in a consequential amendment to Map V2-MN-8.1 Movement and Active Travel – Walking and Permeability Measures.

- This proposed amendment will also result in the relevant contents and maps of the Monasterevin Local Transport Plan being updated to reflect same.

Submission No. 04 – Stephen O'Rourke

Issues Raised

The submission requests specific protection for the historic stone boundary wall at the former St Paul's Secondary School site, particularly the section fronting Canal Harbour. Notes the draft Plan recognises the historic importance of Canal Harbour as a key gateway into the town and submits that the boundary wall forms a significant element of the historic Canal Harbour streetscape, character and setting.

Notes that the Plan identifies the view south-west along Canal Harbour from the railway bridge as an important view and submits that the stone wall contributes to the visual structure, enclosure and authenticity of this view. States that the removal or substantial alteration of the wall would weaken the historic character of Canal Harbour and diminish an important element of Monasterevin's built heritage.

Submits that the Plan places particular emphasis on biodiversity and states that the wall also has considerable ecological value. States that the historic provenance of the wall could be associated with the Famine period or earlier. Notes that there should be a presumption in favour of retention until the wall's historical significance has been properly assessed. Refers to two online historic map sources.

States future redevelopment of the former St Paul's Secondary School site provides an opportunity to integrate and celebrate this historic feature.

The submission requests the following specific objective to be included in the Settlement Plan requiring:
"The retention, protection, repair and integration of the historic stone boundary wall surrounding the former St Paul's Secondary School site, particularly along the Canal Harbour frontage, in recognition of its contribution to the historic character of Canal Harbour, its biodiversity value, its contribution to important heritage views and its potential nineteenth century historical significance."

The submission requests that any future proposal affecting the wall be required to submit the following:

- A Heritage Impact Assessment,
- A Structural Condition Assessment,
- A Biodiversity Assessment, including consideration of birds and bats,
- Historic map and documentary research establishing the age and significance of the structure.

The submission includes two historic map extracts of Monasterevin.

Chief Executive's Response

The contents of the submission are noted. It is agreed that the stone boundary wall at the former St Paul's Secondary School site contributes to the built heritage of the town. In this regard, attention is drawn to Objective BHO 7.8 which seeks to ensure historic rubble stone boundary walls are preserved as far as practicable and ensure the contribution they make to green infrastructure is also protected.

In addition, Objective BHO 7.2 seeks to preserve the character of the designated Monasterevin ACA by ensuring that new development within or in close proximity to the ACA is sympathetic to the distinctive character of the area and enhances the special character and visual setting of the ACA. Accordingly, any proposals for development on the site shall need to demonstrate to the satisfaction of the Planning Authority how they will complement the setting, character and appearance of the Monasterevin ACA.

Objective BHO 7.4 seeks to protect and enhance important views connected to the ACA by requiring a Visual Impact Assessment for developments which have the potential to impact on the character, value or sensitivity of the ACA. Where it is considered that a development may impact on a protected view, proposals must have regard to the significance of any such impact and incorporate appropriate mitigation measures.

Further to the objectives of the Plan, Chapter 15 of the CDP (as varied) sets out the Development Management Standards for proposed developments at planning application stage. It is noted that Section 15.2.5 of Chapter 15 states that existing stone walls should be retained as part of new developments where possible and practicable, while Section 15.17.2 sets out the requirements for planning applications for developments in or adjacent to an ACA.

It is considered therefore, that the aforementioned objectives and policy provisions offer appropriate and sufficient protection to the boundary walls at the former St Paul's Secondary School site.

Chief Executive's Recommendation
No change recommended.

Submission No. 06 – Community Campaigner David Barton

Issues Raised
Submission contains an attachment and the issues raised in the submission are as follows:

- 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.
- 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.
- Submission outlines the background of the submitter including successful campaigns in the UK to promote and protect historic buildings.
- 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.
- 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.

- 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.
- 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.
- 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.
- Suggests a range of actions that can be taken to promote traditional value architecture.
- 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.

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 are noted. Chapter 7: Built Heritage and Archaeology of the Draft Settlement Plan sets out a range of objectives to protect, preserve and enhance the unique built heritage of Monasterevin. In addition, Chapter 11: Built and Cultural Heritage of the CDP (as varied) 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 and the move to 10-year development plans, all provisions in the Plan relating to the built heritage of the county will be reviewed.

Chief Executive's Recommendation

No change recommended.

Submission No. 08 – David Malone

Issues Raised

The submission requests that butterfly conservation be added to the plan for Monasterevin, noting that the town has ideal habitats in the form of open waterways, grasslands, parks and bogland. It is also noted that 2026 has been exceptional for butterfly sighting due to the recent long hot weather.

The submission considers that Monasterevin could become the butterfly capital of Ireland, having regard to the expected visitor uplift arising, in part, from the Barrow Blueway. In this regard, the submission supports the introduction of all Irish Butterfly Species to Monasterevin and a focus on bringing in appropriate plants for propagation, importation of eggs and human supervision. It is noted that Irish Butterfly species are not legally protected, unlike the UK and Northern Ireland, but do have specific habitat needs including foodplants that are restricted in distribution, together with warm and sheltered sunny habitats, such as woodland clearings or south facing slopes with turf, holly and ivy.

Chief Executive's Response

The contents of the submission are noted. The Draft Plan incorporates a range of provisions to protect and enhance biodiversity in Monasterevin and by extension support butterfly species. Objectives GBIO 6.1, GBIO 6.2, GBIO 6.3 and GBIO 6.4 seek to protect and enhance the Green and Blue Infrastructure network, including woodlands, hedgerows, wet grasslands and floodplains; support the targets and actions of the Kildare Biodiversity Action Plan 2026–2031 and any subsequent Local Biodiversity Action Plan for Monasterevin; facilitate natural restoration initiatives within the grounds of Moore Abbey Demesne; and encourage tree planting and hedgerow restoration to increase tree canopy cover in Monasterevin by 30%.

Furthermore, it should be noted that Kildare County Council's Biodiversity Officer has identified the portion of the River Barrow flood plain that lies within the Hulk Key Development Area (KDA) as providing a rich habitat for butterfly species. This constitutes the key rationale for its zoning as F: Open Space and Amenity, its designation as a key green infrastructure area, and its identification as forming part of a '*Potential Barrow Flood Plain Corridor*'.

It is considered that the preparation of a Local Biodiversity Action Plan for Monasterevin would be the most appropriate means to support butterfly conservation at a local area level. This is further supported by a series of actions, as set out in Chapter 12 of the CDP (as varied), including actions BI A4 and BI A5 which seek to continue to prepare and publish Local Biodiversity Action Plans and engage with residents' associations to educate and encourage the preparation of the Pollinator and Biodiversity Plans, specifically working towards less spraying and more pollinator friendly practices.

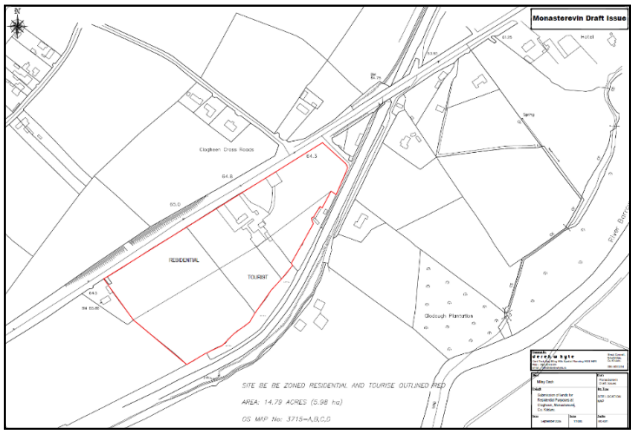
Chief Executive's Recommendation

No change recommended.

Submission No. 09 – Miley Cash

Issues Raised

The submission consists of a map indicating a site at Clogheen, Monasterevin and requesting that the lands be zoned for residential and tourist uses, as indicated below.



Chief Executive's Response

The contents of the submission are acknowledged. It is noted that the subject site is in an edge-of-settlement location, approximately 1.6 km to the southwest of Monasterevin town centre and approximately 2 km to the southwest of Monasterevin Train Station. It is also located partially outside the defined Census 2022 Built-Up Area of Monasterevin. The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) outline that the National Planning Framework (NPF) prioritises compact growth with an emphasis on the renewal and development within the existing footprint of settlements rather than continued expansion at the periphery. It is therefore considered that the development of the subject lands at a distance from the services of the town centre would not contribute to the optimal sequential development and compact growth of the town, particularly when other sites located in more central and accessible areas are available.

It should be noted that the subject site was included as a potential residential site in the Settlement Capacity Audit (SCA) which was prepared to support the Draft Monasterevin Settlement Plan and was published alongside it. The subject site is identified as Site No. 15 in the SCA. The function of the SCA is to provide an analysis on whether land is serviced or serviceable during the lifetime of the Plan to inform the appropriate zoning of residential lands across the plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Planning Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. The SCA ensures that an informed decision is made as to whether to zone land or sites for residential development. Each potential residential site was assessed against a list of predetermined criteria which included compact growth, social and recreational infrastructure, flood risk as well as physical and planned infrastructure. Site No. 15, which is the subject of this submission, was determined to be a Tier 2 site, scoring low in terms of compact growth and with wastewater infrastructure and movement and transport highlighted as infrastructural deficits. Accordingly, while the site was found to be 'serviceable', there are other more suitable sites in Monasterevin which were found to be more appropriate for residential development over the life of the Plan.

Furthermore, the provisions of the Draft Monasterevin Settlement Plan relating to new housing represents an increase of 109% on the Core Strategy allocation as outlined in the CDP (as varied). This would facilitate a population growth of an

additional 2,989 – 3,208 persons from Census 2022. Therefore, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements Guidelines (2025), as sufficient lands in excess of the requirement have been identified for development.

The subject site was not assessed in terms of employment (tourism) use. The SCA assessed more favourable sites to the east of Monasterevin in terms of potential employment uses, given their more optimal location within the town and accessibility to Junction 14 (M7 Motorway). Any future planning application for tourist uses and related activities on the site would be assessed on the basis of the policies and provisions of the Kildare County Development Plan 2023-2029 (as varied).

Chief Executive's Recommendation
No change recommended.

Submission No. 10 – Michael Dunne and Westin Homes

Issues Raised
The submission relates to the lands of 10.76 ha within the Hulk Key Development Area (KDA) in the Draft Settlement Plan. The submission supports the policy context provided to support the restoration and preservation of protected structures on the lands and the inclusion of objectives regarding green infrastructure, visual and recreational amenity, walking / cycling routes and biodiversity.

However, the submission asserts that the Hulk, Teacher's House and other buildings on site are in poor condition and varied stages of dereliction. Accordingly, considerable investment will be required for their reuse and survival. Having regard to the current state of the buildings, the commitment of both KCC and Westin to preserve and restore the buildings on site and the level of investment required to achieve the same, the submission proposes the following amendments to the Draft Settlement Plan (additional text in *green italics* and deleted text in ~~cross through red~~):

Proposed Amendment No. 1: Table 10.2 - Land Use Zoning Objectives
Site Specific Objective: C*(1): *This site is identified for the purposes of securing the regeneration and sensitive redevelopment of 'The Hulk' and its surrounding lands as a high-quality, integrated residential neighbourhood, while conserving and enhancing the site's significant architectural, historical, archaeological and natural heritage. Development shall support the conservation and adaptive reuse of the former Charter School and its associated structures and walled garden for appropriate community (including childcare facility), cultural, tourism, employment or other complementary uses and ~~(~~residential use, including assisted living and residential care home ~~may be considered)~~, alongside a sensitively designed residential development that respects the site's historic character and setting.*

Reason for Proposed Amendment: Broadening the range of uses permitted in the protected structures and walled garden maximises the opportunity to bring the structures back into active use, noting that the Hulk has a significant floor area and may accommodate more than one use considering potential demands and costs.

The broadening of uses is also consistent with the following policies and objectives of the County Development Plan – HO O1, HO O22, HO O24 and SC O39.

The submission considers that the Settlement Plan should facilitate the opportunity for assisted living units and/or a nursing home within the protected structures and walled garden, which are conveniently located within easy access of the town centre. Such a facility would meet the housing needs of older persons, integrated with the wider community.

Proposed Amendment No. 2: Section 10.2.1 – Built Form and Urban Structure
The Hulk' buildings ~~should ideally~~ can accommodate complementary community uses ~~or local enterprise / tourism uses,~~ including childcare facility, cultural, tourism, employment or other complementary uses and residential use, including assisted living and residential care home, that would contribute to the vitality of the town, while the remaining area of the site should be developed as a residential neighbourhood.

Reason for Proposed Amendment: Consistency with amendment no. 1

Proposed Amendment No. 3: Table 2.4 – Estimated Residential Development Capacity
Estimated Net Density – dwellings per hectare (dph): ~~45~~ 35*

Estimated yield of ~~172 units~~ *161 units

*Excludes residential units that may be provided in The Hulk, Teacher's House and walled garden. These areas could accommodate up to an additional 75 units.

And amend Section 10.21.1 The Hulk KDA table and text to be consistent with Table 2.4.

Reason for Proposed Amendment: It is recommended that the area of the protected structures and walled gardens are excluded from net density calculations as there is significant uncertainty regarding suitable and viable uses for these structures/areas. However, the attached footnote expressly provides that dwellings may be provided within the protected structures.

In addition, the revised density is consistent with national and county level policy for the site location, its context and heritage setting. This density would also provide for housing typologies which may have less impact on the character and setting of the protected structures and is more commercially viable to support the restoration and reuse of the protected structures.

Proposed Amendment No. 4: Table 10.1 – Implementation and Infrastructure Delivery Schedule

Development on the subject lands should provide new footpath infrastructure extending along the site frontage of the R445 under the control of the applicant or Kildare County Council, and the provision of the footpath ~~and~~ eastwards to the Finlay's Garage to the east will be completed by the Council, all subject to feasibility.

Development on the subject lands should also provide new cycle infrastructure extending along the site frontage of the R445 under the control of the applicant or Kildare County Council, and the provision of the footpath ~~and~~ eastwards to the Finlay's Garage to the east, will be completed by the Council, all subject to feasibility.

Funding Source *Developer and Kildare County Council*

Childcare facility provided in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001) or any updated guidance at minimum. The childcare facility could be accommodated in The Hulk or associated buildings, subject to feasibility.

Reason for Proposed Amendment: The stated works to provide a footpath and cycleway include lands that are not under the control of Westin Homes and may not be under the control of KCC. Table 10.1 could be interpreted to make the development of the lands, including the reuse/refurbishment of protected structures, contingent on obtaining approval for development on third party lands. This would be a significant constraint to the development of the lands in accordance with the Settlement Plan.

The restoration of the protected structures will require significant financial commitments, making the viability of development challenging. The acquisition of lands to provide infrastructure along the public road could be onerous and a significant burden on marginal viability.

The final amendment relating to childcare implementation requirement is considered to be consistent with Proposed Amendment Nos. 1 and 2.

Chief Executive's Response

The issues raised in the submission relating to the Hulk KDA are acknowledged. The request in what the submission refers to as 'Proposed Amendment No. 1' for additional text relating in Table 10.2: Land Use Zoning Objectives Site Specific Zoning Objective: C*(1) is partially accepted. The request to delete the text 'may be considered' from the objective is not accepted as it is felt that appropriate community cultural, tourism, employment or other complementary uses within the Hulk, its associated structures and its walled garden are the optimal future uses for this historic landmark in the first instance.

The request for amendments to the text of Section 10.2.1: The Hulk KDA – Built Form and Urban Structure is partially accepted. Whilst the inclusion of potential additional uses for the Hulk buildings (i.e. childcare, residential use including assisted living and residential care home) is agreed as it is considered appropriate that this text aligns with accepted amendments to the C*(1) zoning objective, the deletion of text relating to preferential uses at the site is not accepted. It is considered that the stated uses in this instance (local enterprise / tourism uses) would represent an optimal outcome for the redevelopment of the Hulk. However, it is agreed that the wording of the text will be amended to incorporate a level of flexibility as to other preferred uses should this fail to materialise.

The request to reduce the estimated residential density from 45 to 35 units per hectare (UPH) is not accepted. The Sustainable Residential Development and

Compact Settlements Guidelines (2024) require the identification of overall residential development capacity within sites to support an evidence-based, plan-led approach to housing delivery. However, the density and unit yield identified at plan-making stage are indicative rather than definitive. The appropriate density and development capacity of the site should therefore be determined through the development management process, informed by a detailed assessment of the site-specific constraints, opportunities, design considerations and the overall quality of any future planning application. The provision of an estimated density figure of 45 UPH was based on the proximity of the site to the services of the town centre. It was also felt that future residential development on the site could respond positively to its canal side location with higher density townhouse style typologies providing a strong building edge along the site's interface with the Grand Canal.

It is noted that in response to issues raised in Submission No. 39, in relation to estimate residential yield, the Chief Executive's Recommendation provides for additional clarifying text to be included to Footnote 9 of Table 2.4. For further details in this regard, please refer to the Chief Executive's Response and Recommendation to Submission No. 39 below.

The request to reduce the estimated residential yield in Table 2.4 from 172 units to 161 units is not accepted, for the reasons outlined above in relation to the unit density applied to the site. The proposed note excluding any residential units that may be accommodated within The Hulk, teacher's house and the walled garden from the estimated yield is also not accepted. The entirety of these lands, including The Hulk, its associated buildings and the walled garden, forms part of the C*(1) New Residential land use zoning, the overarching purpose of which is to provide for (*inter alia*) new residential development. Accordingly, these areas must remain within the estimated residential yield calculation; excluding them would be inconsistent with the zoning objective, potentially misrepresent the residential development capacity of the C*(1) lands and consequently, be contrary to the requirements set out under the Compact Settlements Guidelines (2024).

The proposed amendments requested for Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin are partially accepted. Kildare County Council strives to take a balanced approach to ensuring that the delivery of necessary servicing and social infrastructure is appropriately aligned with new development, while also safeguarding overall development viability. Accordingly, the insertion of text relating to the extension of the footpath being limited to lands under the control of the applicant is agreed. The provision of text relating to the accommodation of a childcare facility in the Hulk or associated buildings is not accepted as it is considered to be unnecessary repetition of agreed amendments to Section 10.2.1 and Table 10.2 outlined above.

Chief Executive's Recommendation

Chapter 10: Implementation, Section 10.2.1: The Hulk KDA – Built Form and Urban Structure, amend the fourth paragraph, as follows:

'The Hulk' buildings should ideally accommodate complementary community uses or local enterprise / tourism uses that would contribute to the vitality of the town, while the remaining area of the site should be developed as a residential neighbourhood.

'The Hulk' buildings should ideally accommodate complementary community uses *(including childcare facility)* or local enterprise / tourism uses that would contribute to the vitality of the town. *Alternatively, other uses such as residential use, including assisted living and a residential care home may be considered.* ~~, while t~~The remain*ing* area of the ~~site~~ *KDA* should be developed as a residential neighbourhood. The design scheme should deliver new residential typologies of high-quality architectural design, while responding sensitively to the contextual historic setting. There is also the potential for integrating an appropriately scaled, sensitively designed courtyard style development (i.e. 1 ½ storeys) within the garden walls of the Hulk.

Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin, The Hulk Key Development Area – C*(1), Movement and Active Travel, delete the following text:

Development on the subject lands should provide new footpath infrastructure extending along the site frontage of the R445 *under the control of the applicant* ~~and eastwards to the Finlay's Garage to the east~~.

Development on the subject lands should also provide new cycle infrastructure extending along the site frontage of the R445 *under the control of the* applicant ~~and eastwards to the Finlay's Garage to the east~~, subject to feasibility.

Chapter 10: Implementation, Table 10.4: Land Use Zoning Objectives, amend the following text:

Ref.	Use	Land-Use Zoning Objective
C	**New Residential**	**To provide for new residential development.** • C*(1) – C(10): Refer to Table 2.4 Estimated Residential Development Capacity. • Refer to Section 10.2 for Key Development Areas (KDAs). **<u>Site Specific Objective</u>** C*(1) This site is identified for the purposes of securing the regeneration and sensitive redevelopment of 'The Hulk' and its surrounding lands as a high-quality, integrated residential neighbourhood, while conserving and enhancing the site's significant architectural, historical, archaeological and natural heritage. Development shall support the conservation and adaptive reuse of the former Charter School and its associated structures and walled garden for appropriate community *(including childcare facility)*, cultural, tourism, employment or other complementary uses (residential use *including assisted living and residential care home* may be considered), alongside a sensitively designed residential development that respects the site's historic character and setting.

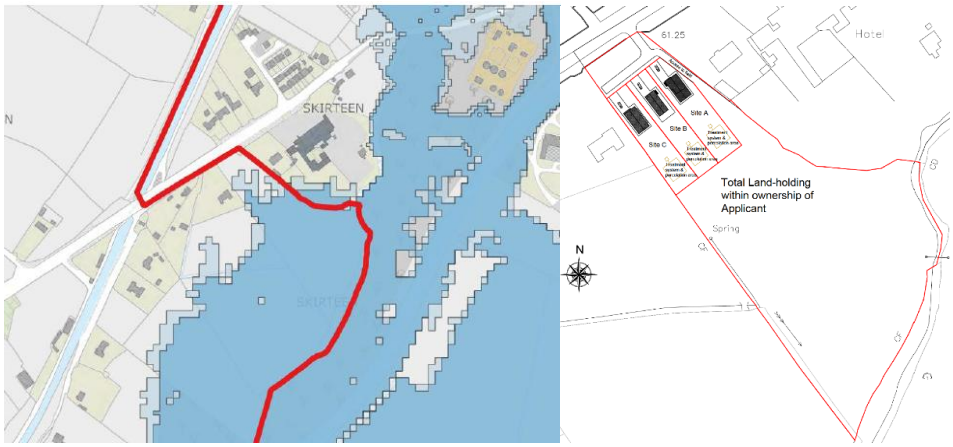
Submission No. 11 – John and Sarah Holohan

Issues Raised

The submission seeks the zoning of land as new residential at Skirteen, Monasterevin. The landholding is approximately 2.36 hectares in extent, illustrated below.



Residential zoning is requested for the portion of site that is not subject to flood risk to enable a low-density residential development. Flood risk extents from the settlement plan and an indicative development layout are illustrated below.



The submission outlines the rationale for the proposed zoning as follows:

- The lands are greenfield in nature and are located adjacent to the settlement boundary, being within the built-up area boundary for Monasterevin but outside the draft settlement plan boundary.
- The lands have direct access from a public road with services therein.
- The lands have favourable topography and ground conditions.
- The lands are 700m from the town centre, 1,500m from a secondary school and 1,000m from a national school.

The submission contains a number of maps including a proposed layout map showing 3 no. dwellings on individual sites serviced by individual wastewater treatment systems, flood risk maps and land registry folio documentation.

Chief Executive's Response

The contents of the submission are acknowledged. The subject site occupies an edge-of-settlement location, approximately 1.1 km southwest of Monasterevin town centre and 1.8 km southwest of Monasterevin Train Station and lies within the

defined Census 2022 Built-Up Area. The Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024) give effect to the NPF's compact-growth approach by prioritising renewal, consolidation, and development within the existing built-up footprint of settlements over continued peripheral expansion. Having regard to the site's location and the availability of more centrally located and accessible lands, it is considered that the proposed development of a portion of the lands for low-density residential use would not support the sequential and compact growth of Monasterevin. It would instead extend low-density development at the settlement edge, contrary to national policy on sustainable settlement growth and to the applicable residential density ranges set out in the Sustainable Residential Development and Compact Settlements Guidelines.

The subject site was included as a potential residential site in the Settlement Capacity Audit (SCA) which was prepared to support the Draft Monasterevin Settlement Plan and was published alongside it. The subject site is identified as Site No. 14 in the SCA. The function of the SCA is to provide an analysis on whether land is serviced or serviceable during the lifetime of the Plan to inform the appropriate zoning of residential lands across the plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Planning Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. The Audit ensures that an informed decision is made as to whether to zone land or sites for residential development. Each potential residential site was assessed against a list of pre-determined criteria which included compact growth, social and recreational infrastructure, flood risk as well as physical and planned infrastructure. In that regard, these lands (Site No. 14) were determined to be a Tier 2 site, scoring low in terms of compact growth and flood risk as well as movement and transport infrastructure being highlighted as infrastructural deficits. Accordingly, while the site was found to be 'serviceable', there are other more suitable sites in Monasterevin which were found to be more appropriate for residential development over the life of the Plan.

Furthermore, the provisions of the Draft Monasterevin Settlement Plan relating to new housing represents an increase of 109% on the Core Strategy allocation as outlined in the CDP as varied. This would facilitate a population growth of an additional 2,989 – 3,208 persons from Census 2022. Therefore, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements Guidelines (2025), as sufficient lands in excess of the requirement have been identified for development.

Chief Executive's Recommendation
No change recommended.

Submission No. 12 – Margaret Ryan

Issues Raised
The submission raises several issues as follows:

- Signage should be provided on all approach roads to reflect the amenities and natural resources of Monasterevin - such as Moore Abbey Woods, Grand

Canal, River Barrow and Bridges. There needs to be a particular focus for signage at Junction 14, Kildare Road (R445 Regional Road) to replace existing signage.

- Immediate upgrades are required to Council Hall, Main Street to make it a usable community facility for the growing population.
- Questions if Monasterevin will receive funding under the URDF scheme to repurpose the significant number of vacant / derelict buildings in the town.
- States that the Plan should identify a timeframe for traffic management measures to accommodate increased traffic volumes on the Athy Road (R415), particularly at the Cahills Cross and the Lodge / Dublin Road junctions.
- Safety improvements are required at Junction 14 / Kildare Road (R445). Not enough signage to indicate a stop junction.

Chief Executive's Response

The contents of the submission are noted. Roads signage on arterial routes outside the town is an operational matter for Kildare County Council and is outside the remit of the Draft Settlement Plan, while signage on the M7 is within the remit of the Transport Infrastructure Ireland. It should be noted that the delivery of bespoke signage, mapping and interpretation of Monasterevin's tourist attractions, amenities and heritage assets within the plan area is supported by Objective EDO 5.9 of the Draft Settlement Plan.

The request to upgrade the town hall is acknowledged. However, this is considered to be an operational matter outside the scope of this land use plan.

Regarding funding, attention is drawn to Objective TRO 4.4 of the Plan which supports the implementation of the Monasterevin Town Renewal Masterplan by pursuing and securing funding and investment opportunities from relevant sources. To date, Kildare County Council has received funding allocation for the Monasterevin Market Square Regeneration project under the Rural Regeneration and Development Fund (RRDF). It is open to the Council to apply for further rounds of RRDF funding for future regeneration projects in Monasterevin, in addition to other funding sources, including the Towns and Cities Regeneration Investment Fund, which has recently replaced the Urban Regeneration and Development Fund (URDF).

The Plan is accompanied by the Monasterevin Local Transport Plan (LTP), which was prepared to inform and support the Draft Monasterevin Settlement Plan and is published alongside it. The LTP sets out a series of proposed measures along the Athy Road (R417) including enhanced pedestrian crossings at key junction with Dublin Road (R445), continuous segregated two-way cycle track, upgraded footpaths on both sides of the carriageway and improved links to existing residential areas and St Paul's Secondary School. It is anticipated that these measures will be delivered through the Monasterevin Active Travel Scheme which will be subject to a Part 8 / local authority own development planning application and delivered in the short term (0-3 year timeframe). A traffic calming gateway (narrower lanes and raised tables) is also proposed along the Athy Road (R417), this is envisaged to be delivered over the medium term (4-7 year timeframe).

Chief Executive's Recommendation

No change recommended.

Submission No. 14 – Cllr Kevin Duffy and Cllr Pat Balfe

Issues Raised

- The submission welcomes the Draft Plan and recommends the following amendments to ensure Monasterevin has the opportunity to deliver the appropriate social, health, recreation, community and employment infrastructure which has been identified by the Council's own evidence base.
- The submission requests the inclusion of the following site-specific objectives and subsequent land use zoning changes:

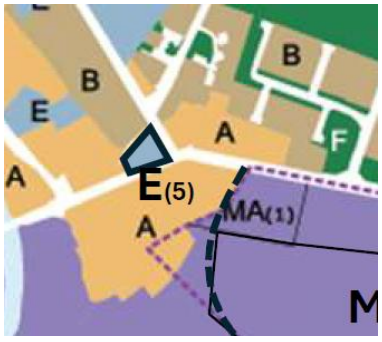
Part 1: Town Centre, Community and Health Facilities

E(4) Nursing Home and Independent Older Persons Living



- Requests the inclusion of a site-specific objective E(4): "*These lands shall be developed as a dedicated health and community campus providing a nursing home, assisted living accommodation, age-friendly housing, independent living units, day-care facilities, healthcare services and ancillary community facilities for older persons. Development shall incorporate universal design principles and provide high-quality pedestrian connections to the town centre and surrounding community facilities."*
- Refers to the Social Infrastructure Audit (SIA) which identifies a requirement for additional nursing home and residential care accommodation and asserts the existing provision is limited to one facility which is operating at capacity.
- States the future growth of the town must include provision for an ageing population which provides opportunities for residents to remain within their community.

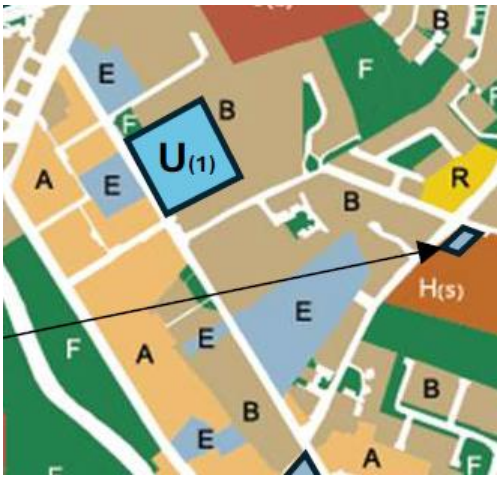
E(5) New Town Library



- Requests the inclusion of a site-specific objective E(5): "*These lands are reserved for the development of a new purpose-built town library, digital learning centre, cultural facility and community hub serving Monasterevin and the wider West Kildare area."*

- Refers to the SIA which confirms the existing library has outgrown its premises and recommends the delivery of a new library facility.
- States the proposed site at Dublin Road/Drogheda Street occupies a highly accessible town centre location which has the opportunity to create a strong civic anchor that supports community education.

U(1) Town Centre Woodland Trailhead

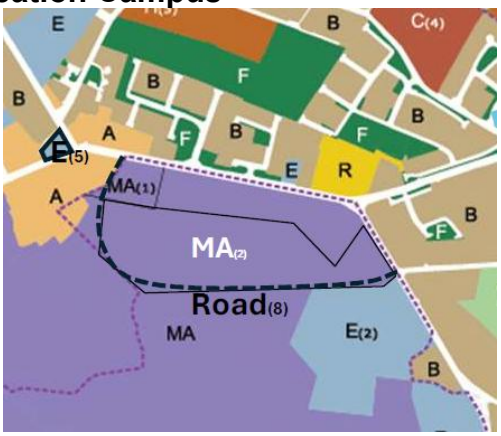


- Requests the inclusion of a site-specific objective U(1): *"Develop a town centre woodland trailhead and gateway amenity providing access to the wider green and blue infrastructure network, including woodland walks, biodiversity interpretation, active travel links, seating, public art and visitor Facilities."*
- States that the Plan identifies deficits in the provision of public parks and accessibility to public open space.
- States that the proposed site (Togher Lands) represents a unique opportunity to create a green gateway between the town centre, the railway station and future recreational assets.

<u>Part 2: Moore Abbey Demesne</u>

- The submission recommends the inclusion of the following site-specific objectives to provide clearer policy that supports early delivery:

MA(2) Sports and Recreation Campus



- Requests the inclusion of a site-specific objective MA(2): *"Lands within Moore Abbey shall be reserved for a phased sports and recreation campus including sports pitches, training facilities, playgrounds, walking trails and community recreation facilities. Pending delivery of permanent facilities, suitable lands shall be made available and maintained as grass sports pitches for community use".*
- States the proposed site has the potential to support existing deficits identified by local clubs, including requirements for additional sporting facilities identified in the SIA.
- States the immediate access to grass pitches affecting local clubs should be addressed through temporary pitches.

MA(3) Reopening Swimming Pool and Gym

- Requests the inclusion of a site-specific objective MA(3): *"Support and facilitate the reopening and public use of the existing swimming pool, gymnasium and associated indoor recreation facilities at Moore Abbey as soon as practicable."*
- Asserts the town lacks a public swimming pool considering the recent population growth.

MA(4) Tennis Courts

- Requests the inclusion of a site-specific objective MA(4): *"Reserve lands adjacent to the existing swimming pool complex for the development of public tennis courts and associated facilities in partnership with Monasterevin Tennis Club and relevant sporting bodies."*
- States the proposed objective will support active recreation and broaden sporting participation opportunities.

C(2) New Residential Lands

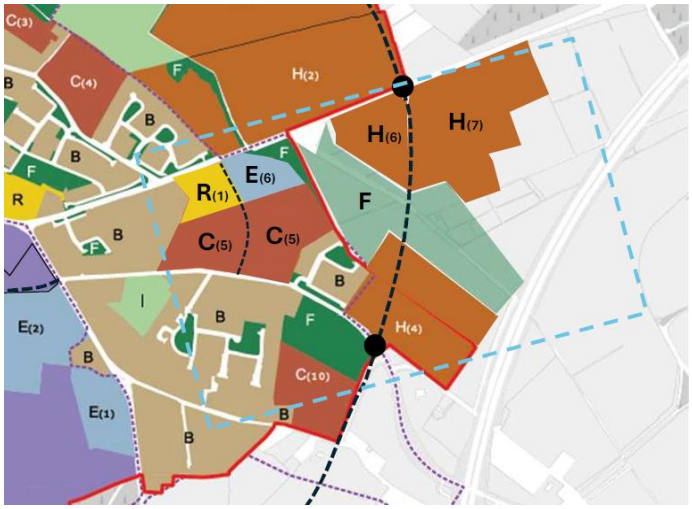
- The submission requests the amendment of objective C(2) to include the following text: *"Development of lands currently occupied by Monasterevin AFC shall not proceed until replacement grass pitches are available within Moore Abbey Demesne."*
- Refers to the SIA which identifies shortages in sports infrastructure and acknowledges existing pressures raised by Monasterevin AFC.

R(8) Moore Abbey Strategic Link Road

- The submission requests the inclusion of the following objective R(8): *"Deliver a strategic internal access route linking the proposed Fire Station access at Sawmill Gate with St Paul's Secondary School and Athy Road, improving connectivity and supporting the opening up of the sports and recreational lands, swimming pool and tennis courts within Moore Abbey."*

Part 3: Ros Glas Key Development Area (KDA)

- The submission requests the inclusion of a new KDA and Urban Design Framework which establishes a mix of uses that includes a neighbourhood centre, healthcare facilities, employment lands, green infrastructure, strategic road network and gateway architecture.



R(1) Neighbourhood Centre

- The submission requests the inclusion of a site-specific objective R(1): *"Develop a neighbourhood centre providing local retail, pharmacy, childcare, community services, café, remote working facilities and convenience shopping."*
- Refers to the SIA which states northern and eastern areas of the town require access to greater local services.

E(6) Primary Care Centre and Family Resource Centre

- The submission requests the inclusion of a site-specific objective E(6): *"Develop a Primary Care Centre, Family Resource Centre and associated healthcare services accommodating GP practices, allied health services, community care and family supports."*
- Refers to the SIA which identifies a shortfall of five GPs and increasing healthcare demands.

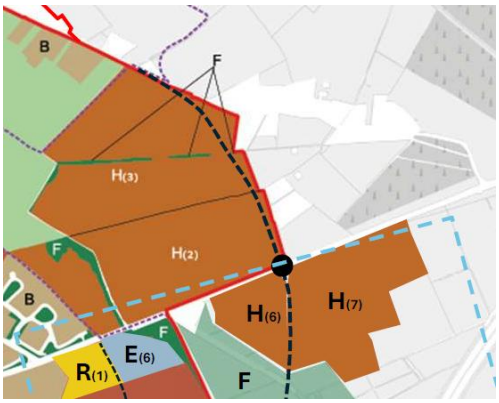
Cassidy's Stream Open Space Corridor

- The submission requests the zoning of the proposed site to F: Open Space and Amenity, supported by the inclusion of the following site-specific objective: *"Provide a continuous biodiversity and flood management corridor along Cassidy's Stream incorporating wetlands, habitat creation, flood attenuation measures and active travel routes."*
- States the proposed objective will support green infrastructure, flood resilience and biodiversity objectives.

H(7) Local Employment Expansion

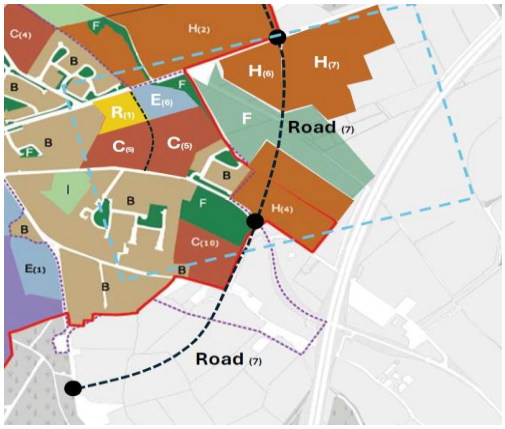
- The submission requests the inclusion of a site-specific objective H(7): *"Support the expansion of indigenous businesses including agricultural machinery, engineering, logistics, storage and associated enterprise activities."*
- States the proposed objectives will support economic investment and local employment growth.

R(4) Barraderra Link Road Relocation to the east of the H(2) and H(3) lands



- The submission requests the relocation of ROAD Measure 4 to the eastern boundary of the existing H(2) and H(3) lands, which has the potential to improve the development potential of the lands and improve traffic management in the area.

R(7) Ros Glas Strategic Distributor Road



- The submission requests the inclusion of road objective R(7): *"Provide the Ros Glas Strategic Distributor Road linking Dublin Road, Nurney Road and Athy Road, including roundabouts, gateway features, active travel infrastructure and public transport facilities."*
- States the proposed road objective will improve the development potential of employment lands and improve traffic management in the area.

<u>Part 4: Former St Paul's Secondary School Site</u>

- The submission requests the inclusion and amendment of the following site-specific objectives in respect of the former St Paul's Secondary School site:

Lidl Store

- Requests the inclusion of the following site-specific objective: *"Support redevelopment of the former St Paul's School site for a supermarket and mixed-use development integrated with Main Street and town centre regeneration objectives."*
- States the delivery of a modern supermarket has the potential to anchor the renewal of the town by increasing footfall to the area.

Important Views: View 3

- Requests the amendment of 'View 3' and its existing provision to ensure that redevelopment proposals that seek to activate the main street with shop frontage are not precluded or refused using this existing provision.
- Asserts the existing boundary wall is not of any substantial heritage significance and should not prevent regeneration proposals.

Part 5: The Hulk KDA

- The submission requests the inclusion of the following text: *"The active travel bridge linking the Hulk KDA to Main Street shall be delivered during Phase 1 of residential development and prior to occupation of the residential units and located to land on lands owned by the Local Authority."*
- States that without the early delivery of this infrastructure, sustainable access objectives will fail.
- The submission further states that the proposed bridge should be located on lands within the council's ownership.

Part 6: St Evin's Park West KDA

- The submission requests the amendment of the following text included in the KDA framework: *"Vehicular access from St Evin's Park estate shall not be permitted. Access shall be provided exclusively from the proposed southern access route associated with the Togher Road extension."*
- Asserts the existing estate road cannot sustainably accommodate additional traffic.

Part 7: Protection and Enhancement of the Passlands Slipway and River Access

- The submission requests the inclusion of the following objective: *"Support and facilitate the protection, refurbishment and long-term retention of the existing slipway at Passlands Bridge on the River Barrow to ensure continued public access to the river for emergency services, water safety operations, recreational boating, angling, kayaking, rowing and other water-based activities. Any enhancement works shall be designed to protect the environmental sensitivities of the River Barrow SAC while improving accessibility and safety."*
- States the existing slipway at Passlands Bridge represents an important access point which has the potential to expand water-based recreation and support the Blueway tourism initiatives in the town.
- The submission asserts that its retention and protection will be vital for emergency and rescue boat access, water safety operations, recreational boating, paddle sports and angling.

Part 8: Youth Recreation and Teen Social Spaces

- The submission requests the inclusion of the following objective: *"Develop and support a network of youth recreation and social spaces throughout Monasterevin, including dedicated outdoor teen spaces, hang-out areas, skate, wheeled sports and informal recreation facilities, designed in consultation with local young people and integrated into existing and future community, recreational and open space developments."*

- States that the proposed objective is strongly supported by SIA findings which identifies a younger demographic profile with additional requirements for amenities and spaces that are appropriate for teenagers and their development.
- The submission states that Objective SIO 3.7 can be strengthened by creating broader policy commitment to youth recreation facilities and unstructured social spaces rather than a single facility.

Part 9: Active Travel Connection from Oldgrange to Ballykelly

- The submission requests the inclusion of the following objective: *"Deliver a continuous active travel corridor comprising footpath and cycle facilities linking Oldgrange, Oldgrange Wood and Ferns Bridge with Ballykelly, Ballykelly GFC, Church of Oak Distillery and the wider rural recreational network. The route shall prioritise safe walking and cycling access for residents, school children, sports clubs, workers and visitors."*
- States there is no clear objective to connect the growing Oldgrange communities to Ballykelly and the Church of Oak visitor destination.
- States the proposed connection would improve access to Ballykelly GFC, enhance tourism, reduce short car journeys and strengthen rural-urban connectivity.
- Asserts the proposed objective will align directly with MATO 8.8 which supports improved pedestrian and cyclist connections between the town and Ballykelly GFC.

Part 10: Local Transport Plan – Active Travel, Footpaths and Roads

The submission recommends the following amendments and additions to measures identified in the Local Transport Plan:

Cycling

- C5 – remove proposed protected cycleways from the Main Street; it's a heritage street, recently resurfaced and no local desire for changes on this street that would impact the heritage, businesses and residents.
- C11 – extend C11 to Ballyalley Cross and across Old Grange Wood to C17, so there is a direct link connecting the housing at Ferns bridge and Old Grange Wood estate to the schools.
- C16 – relocate the pedestrian bridge as per the Hulk KDA feedback.

Walking and Permeability

- Remove Walk 1 – new footpaths already on Drogheda Street.
- Remove Walk 2 – new footpaths already on Main Street.
- Remove Walk 3 – new footpaths already on Togher Road
- Remove Walk 5 – new Footpaths already on Cowpasture Road
- Remove Walk 16 - Nurney Road has new footpaths

Road and Street Measures

- Add GW5 – new gateway entrance on the Portarlington Road.
- Delete J8 and J6 – no junction upgrades required at these locations.
- Add junction upgrades at the top of the Barraderra / R414 Rathangan Rd.
- Add junction upgrades at Ballalley Cross / R414 Rathangan Rd.
- R2 - remove proposed one-way system from Main Street – this has been investigated previously with the proposed Drogheda Street plans and

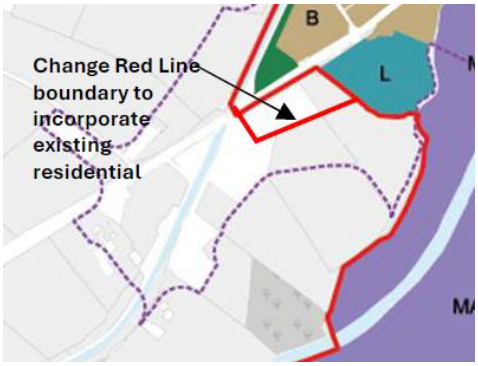
discounted. If one-way was allowed, there would be no access to Ballagh and other townlands over the Passbridge without going out the Portlaoise Rd. which isn't a feasible proposal.

- Include traffic calming speed ramps on Cowpasture Road and Togher Road.
- Add uncontrolled crossings on the Rathangan Road at St Evins Park and Old Mill Race estates.
- Add uncontrolled crossing at Hopkins Havens estate.
- Add uncontrolled crossing at the Hazel Hotel.
- Add traffic management speed ramps on the canal road from the High Bridge to West End.

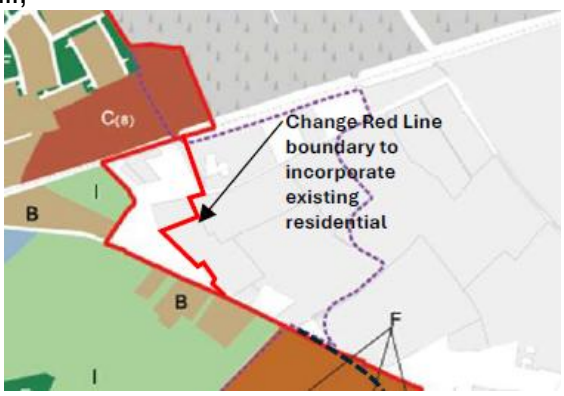
Part 11: Land Use Zoning Requests

The submission requests the following land use zoning changes:

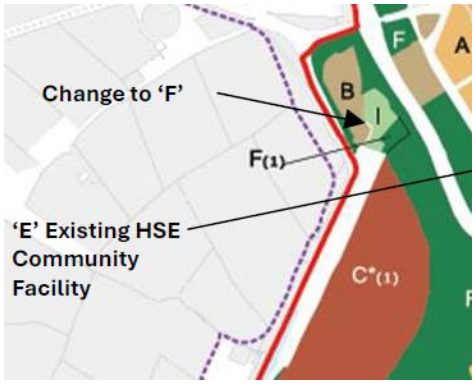
- Requests the amendment of the existing settlement boundary and subsequent zoning of the following site (excerpt below) to B: Existing Residential/ Infill;



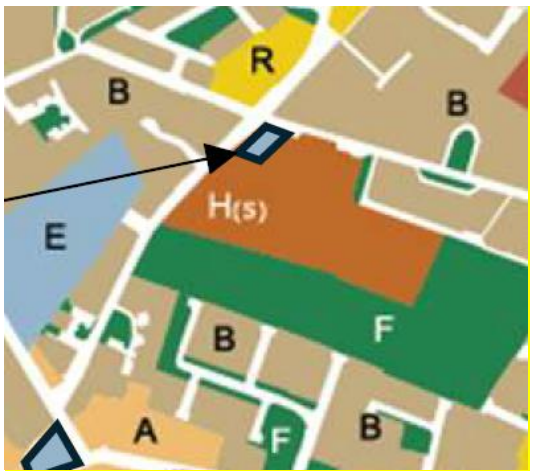
- Requests the amendment of the existing settlement boundary and subsequent zoning of the following site (excerpt below) to B: Existing Residential / Infill;



- Requests the rezoning of the following site (excerpt below) from I: Agriculture to F: Open Space and Amenity;



- Requests the rezoning of the following site (excerpt below) from H(5): Industry and Warehousing to E: Community and Education



Chief Executive's Response

The contents of the submission are noted. The response of the Chief Executive is set out under the title headings below.

Town Centre, Community and Health Facilities

The request to rezone the lands at Passlands to E(4): Community and Education, with a site-specific objective providing for a nursing home and ancillary independent-living accommodation, is accepted, subject to certain considerations. In this regard, it should be noted that a small portion of the lands adjacent to the western boundary of the site is located in Flood Zone B (Fluvial 0.1% AEP). Under the Planning System and Flood Risk Management Guidelines (2009) vulnerable uses such as nursing homes and care facilities are not permitted in flood risk zones. Accordingly, it is recommended that this portion of the site be zoned as F: Open Space and Amenity. It is further recommended that the lands along the east of the landholding, adjacent to Royal Canal be zoned as F: Open Space and Amenity to protect the visual amenity and biodiversity potential of this vital heritage asset.

Overall, it is considered that the zoning of the majority of the site to an E: Community and Education zoning responds to a clearly identified social-infrastructure need within the plan area: there are currently no nursing home or elderly-care facilities, while Monasterevin's ageing population is expected to generate increasing demand for appropriate care and accommodation, as identified in the Monasterevin Social Infrastructure Audit. The purpose of the rezoning is therefore to facilitate the timely

provision of facilities that will enable older persons to remain within their community and access suitable care and accommodation in a sustainable and accessible location. The lands, located approximately 350 metres at their closest point from lands zoned A: Town Centre, are considered well placed to support this objective and are consistent with the provisions of the Kildare CDP (as varied), including, *inter alia*, Objectives SC O36, HO O21 and HO O23, which support nursing homes and facilities for older persons at central, convenient and accessible locations.

The request for a site-specific land use zoning objective for a new library on Dublin Road / Drogheda Street is not accepted. Whilst the site referred to in the submission appears to be centrally located within the town centre, it should be noted that Kildare Library Services have yet to identify any specific location for a new library in the town. It is further noted that while a new library in Monasterevin may be required over the longer term, the provision of such a facility is not included in the current Kildare Library Service Development Plan. Accordingly, having regard to the above, the designation of a specific site for a future library is considered premature, as it could constrain the future delivery of the facility should the identified site prove unsuitable or unavailable due to matters arising such as property acquisition, redevelopment costs, building suitability or adaptability. It is however, considered appropriate to include an additional new objective to support the development of a new community library at a central and publicly accessible location in the town.

The request to rezone the lands to the front of Togher House to facilitate the creation of a town-centre woodland trailhead is not accepted. The intent of the Plan is to retain the existing zoning and provide the required protections for these lands while directing Council resources in the first instance towards the planned delivery of a range of open space and amenity facilities at Moore Abbey. The lands in question are privately owned, form part of the curtilage of Togher House, a protected structure, and are currently in residential use. Accordingly, the B: Existing Residential / Infill land-use zoning is considered to reflect both their current use and planning context accurately and appropriately. It is further noted that the Parks Section of Kildare County Council has no plans to acquire these lands.

The Council's priority for the development of open space and amenity facilities, as set out in the Plan, is to focus its limited resources in the first instance on the preparation and implementation of the Moore Abbey Masterplan. This is considered to provide a more appropriate mechanism for supporting enhanced woodland-based recreational opportunities. In this regard, Section 10.1.4 of the Plan identifies potential future uses at Moore Abbey, including '*outdoor forest activities*', which could incorporate woodland trails.
Retaining the existing zoning does not diminish the environmental or heritage importance of the lands to the front of Togher House. Although zoned for existing residential use, the area is identified on Map V2-MN-6.1: Green and Blue Infrastructure as comprising woodland and wet grassland habitats and is located within the revised Monasterevin Architectural Conservation Area (ACA). Consequently, the Plan already affords the lands protection through a combination of green and blue infrastructure objectives and built heritage objectives.

<u>Moore Abbey Demesne</u>
The requests for specific land use zoning objectives to be inserted on the land use zoning map (Map V2-MN-10.1) relating to a sports and recreation camps, a

swimming pool and gym and tennis courts within the MA: Moore Abbey Masterplan land use zoning is not accepted. It is considered that applying such a precise series of zonings within Moore Abbey Demesne would predetermine the outputs of the masterplanning process and potentially inhibit the bringing forward of more optimal design solutions for the development of the lands. It is noted that reference to the development / reopening of sports and amenity facilities is acceptable in principle and the development of such uses is supported in Section 10.1.4: Future Potential Uses and Objective MAO 10.1 of the Plan. Nothwithstanding the above, it is considered appropriate to include two additional social infrastructure objectives which specifically support the delivery of a sports and recreation campus within the Moore Abbey lands and provides support for the reopening of the swimming pool.

The request that an objective be included to provide for suitable lands within Moore Abbey be made available for and maintained as grass sports pitches for community use is accepted. It is considered appropriate to amend the MA: Moore Abbey Masterplan Land Use Zoning objective (Table 10.2) in this regard.

It is further noted that, as part of the review of the Moore Abbey Masterplan zoning, an error was identified in the nature and extent of the southern boundary of Moore Abbey Demesne and, consequently, the boundary of the Settlement Plan itself. It is therefore proposed to make some minor alterations to revise the MA: Moore Abbey Masterplan zoning along with Settlement Plan boundary. It is noted that this amendment will also result in consequential changes to potential future vehicular access arrangements within the eastern portion of the Moore Abbey lands. It is therefore recommended to amend the E(1): Community and Education land use zoning objective to provide for potential road access through the southern undeveloped portion of Monasterevin Cemetery. It is also considered necessary to update the relevant text of Section 10.1.5: Access and Movement to mirror the updated E(1) land use zoning objective.

The request to attach an objective to the C(2) lands to provide that the development of the lands would not be allowed to proceed until replacement grass pitches are available within Moore Abbey Demesne is considered unnecessary. It is noted that the land occupied by Monasterevin AFC to the southwest of St Evin's Park are zoned F: Open Space and Amenity in the Draft Settlement Plan.

With regard to the request for the inclusion of an objective to deliver a strategic internal access route linking the proposed fire station access at Sawmill Gate with St Paul's Secondary School and Athy Road, it is reiterated that such a specific provision would have the effect of undermining and predetermining the masterplan process. However, it is considered appropriate that an additional bullet point be included in relation to the consideration of such a route should be include in Section 10.15 Access and Movement.

With regard to the request for the inclusion of an objective to deliver a strategic internal access route linking the proposed fire station access at Sawmill Gate with St Paul's Secondary School and Athy Road, it is reiterated that such a specific provision would have the effect of undermining and predetermining the masterplan process. However, it is considered appropriate that an additional bullet point in relation to the consideration of such a route be included in Section 10.15 Access and Movement.

Lands at Ros Glas

The request to provide a new Key Development Area (Ros Glas) with associated urban design framework is not accepted in its entirety. Accepted elements of the proposal, incorporating minor modifications, include:

(a) The zoning of F: Public Open Space and Amenity lands along the Cassidy's Stream with an associated objective for the '*provision of a continuous biodiversity and flood management corridor along Cassidy's Stream incorporating appropriate wetlands, habitats, flood attenuation measures and active travel routes*'. It is considered that this zoning and associated objectives would support national and local planning policy in relation to biodiversity net gain and green / blue infrastructure, climate change adaption / mitigation and resilience, permeability / active travel and flood risk. It is however, noted that not all of the land requested to be zoned for this purpose is recommended to be zoned.

(b) The zoning of additional H: Industry and Warehousing lands along the R445 / Dublin Road, identified in the submission as H(6) and H(7) and the provision of a site-specific objective to *'support the expansion of indigenous businesses including agricultural machinery, engineering, logistics, storage and associated enterprise activities'*. It is considered that this zoning and associated objective would support national and local policy in relation to appropriate employment growth to support self-sustaining towns and would partially compensate for the recommended change of zoning of the H(2) and H(3) lands to Strategic Reserve in response to the OPR submission (refer to Chief Executive's Recommendation below and to Section 3 of this report for further details). The Chief Executive also recommends minor modifications to the proposed zoning extent to remove areas of current scenario flood risk and a modification to the site objective – to require the provision of site-specific flood risk assessment for development on these lands to address identified climate change flood risk scenarios.

Elements of the proposal that are not accepted include the following:

(a) The rearrangement of C: New Residential zoned lands in the Cowpasture South Key Development Area (KDA) from a north-south alignment to an east-west alignment, resulting in the removal of H(1) zoned lands. In this regard, the location and alignment of the current new residential and industry / warehousing zoning enables the developer-led delivery of the entirety of ROAD 5 in the Draft Settlement Plan in conjunction with residential development on the C lands and/or commercial development on the H lands, whichever occurs first. The alignment of the land use zonings alongside the road objective also ensures an appropriate separation of land uses, enables the delivery efficient access junctions to both zonings, and provides an optimised urban design response to the residential footprint of the settlement along the Dublin Road. In addition, considering the rezoning of the H(2) and H(3) lands as Strategic Reserve in response to the submissions of the OPR (Section 3 of this report) and OPW (Section 4 of this report), the Planning Authority would be remiss in facilitating the loss of further H zoned lands, as such zonings form part of efforts to improve the jobs ratio of the town in support of its status as a self-sustaining settlement.

(b) The zoning of lands in the Cowpasture South KDA (zoned C(5) in Draft Settlement Plan) as R: Retail and Commercial for a Neighbourhood Centre,

including a site-specific objective - R(1): *'To develop a neighbourhood centre providing local retail, pharmacy, childcare, community services, café, remote working facilities and convenience shopping'*.

Section 2.6 (Neighbourhood Centres) of the SIA provides a notational 800m radius from the Mill Stream Shopping Centre (Neighbourhood Centre) and notes that this does not reflect accessibility distances or routes to the town centre, the shopping centre or other local stores in the town. In this regard, the proposed new neighbourhood centre is situated approximately 450m from the Fitzpatrick's Texaco / Spar / Insomnia local store, circa 900m from the existing Mill Stream Shopping Centre / Neighbourhood Centre and circa 1km from the town centre (Market Square). These distances represent a 5 – 15 minute walk and lesser cycling times along main roads that will be subject to active travel improvements under the Monasterevin Active Travel Scheme (Dublin Road and Cowpasture Road).

Considering the above in conjunction with the substantial vacancy and dereliction in the town centre (as shown in Section 4.2 Monasterevin Town Centre Ground Floor Land Use Survey), the provision of a neighbourhood centre at this location would detrimentally undermine the viability of existing local businesses and ongoing efforts to revitalise commercial activity, footfall and viability in the town centre. The creation of an out-of-town retailing element would be contrary to the town centre first principals, in addition to the work of the Monasterevin Town Renewal Plan and the Active Travel Scheme.

(c) The zoning of lands in the Cowpasture South KDA (zoned H(1) in Draft Plan) as E: Community and Education for a primary care centre and associated facilities, including a site specific objective – E(6): 'To develop a Primary Care Centre, Family Resource Centre and associated healthcare services accommodating GP practices, allied health services, community care and family supports'.

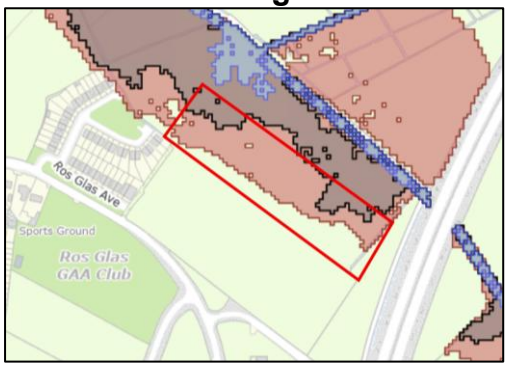
Section 2.3.1 of the SIA notes that the current health centre in Monasterevin is sufficient to serve a population of 10,000 people based on the Department of Health guidance and notes that the recently refurbished centre on Drogheda Street will provide services 5 days a week. Based on current projections and growth trends, or the unlikely development of all proposed residential zoned lands in the town, it is not anticipated that the population growth would exceed current facility capacity. In addition, the identification of an out-of-town centre location for additional GP facilities and associated healthcare / family support services would undermine the delivery of such facilities in the town centre or proximate to other support facilities, noting the availability of development opportunities through existing vacancies E land use zonings. It is considered that the additional GP needs (5 no. GPs) of the town identified in the SIA can be more than adequately accommodated through the expansion of existing services and/or the provision of a single additional surgery premises with adequate staffing. The SIA directly outlines that the shortage of GPs is unlikely to be related to land/premises availability, but rather the documented nationwide shortage of GP doctors.

(d) An extension of the H(4) zoned lands northwards. Noting the OPR and OPW submissions (please refer to Sections 3 and 4 of this report respectively) in relation to flood risk on employment lands, the proposed H(4) extension is situated on lands that are subject to flood risk, including in the current scenario (Flood Zone B) and in the mid-range scenario, illustrated below.

Flood Risk Current Scenario



Flood Risk Mid-Range Scenario



The request to relocate route measure ROAD 4 to the eastern boundary of the existing H(2) and H(3) lands is not accepted. As set out above, and in response to the submission from the Office of the Planning Regulator (refer to Section 3 of this report), it is recommended that the H(2) and H(3) lands be rezoned to SR: Strategic Reserve. This approach is intended to ensure that the lands are not developed during the remaining lifetime of the Plan, whilst the Council resolves issues relating to future climate related flood risk on the lands. As ROAD 4 is intended to be developer-led, the proposed rezoning also means that the route measure will not be delivered during this Plan period. Nevertheless, retaining ROAD 4 remains important to clearly signal the intended long-term development framework for the site and to safeguard the potential route for consideration as part of any future development of these lands.

The request to include a new Ros Glas Strategic Distributor Road is not accepted. The proposed route would pass through unzoned lands outside the Settlement Plan boundary and therefore cannot be considered. Moreover, there is no evidence-based rationale for the route: it was not identified in the Local Transport Plan (LTP) and would be contrary to established national transport policy. In this regard, Section 7.1 of the National Framework for Investment in Transport (2021), which clearly prioritises investment in sustainable travel modes over new road infrastructure. Accordingly, any future road infrastructure must demonstrate a clear sustainable travel rationale. The LTP Roads Strategy reflects this policy requirement by seeking to ensure that, in addition to providing critical access to new development areas, new roads incorporate high-quality sustainable travel options that improve connectivity and permeability across the wider town and support delivery of the 10-minute settlement concept. In the absence of such a rationale and given the route's location outside the Settlement Plan boundary and its omission from the LTP, there is no basis for including the proposed Ros Glas Strategic Distributor Road. Lastly, it is considered that the provision of additional road capacity such as the measure proposed has the potential to create '*induced demand*', whereby increased road infrastructure capacity results in greater or unanticipated car use in the town than would otherwise be envisaged or planned for. This would also undermine the modal shift targets towards sustainable movement provided in Section 8.3.1 of the Plan.

Former St Paul's Secondary School Site and Important View 3

The request for a specific objective to support the development of a supermarket on the former St Paul's School site for a supermarket is not accepted. It is considered that the inclusion of such a provision is unnecessary as the zoning of the site was changed from E: Community and Education in the 2016-2022 Local Area Plan to A: Town Centre in Draft Settlement of the Plan for the express purpose of providing support for the regeneration of this strategic and prominent site for town centre appropriate uses. In this regard, it is noted that the development of a '*Shop – Convenience*' (i.e. supermarket) is permitted in principle on A: Town Centre lands under Table 10.4 Land Use Zoning Matrix. The redevelopment of the site is also supported by Objective TRO 4.1 which *inter alia* seeks to promote the town centre as the primary location for commercial activity, including opportunities at Canal Harbour by supporting the reuse of derelict sites and brownfield lands. The site's redevelopment is also supported by Objective TRO 4.1, which *inter alia* seeks to reinforce the town centre as the primary location for commercial activity, including opportunities at Canal Harbour, by supporting the reuse of derelict sites and brownfield lands.

The request to amend View 3 to ensure that redevelopment proposals seeking to activate the main street with shop frontage are not precluded or refused under the existing provision is not accepted. Such an amendment could have a potential to undermine the integrity of the Monasterevin Architectural Conservation Area (ACA).) and its supporting objectives. As emphasised in Section 7.1.2 of the Plan, the purpose of the ACA and its (along with its associated Important Views) is to protect and enhance the area's special character; this does not in any way preclude appropriate forms of development. Monasterevin's built environment reflects centuries of development, from its monastic origins and Georgian planned town centre to the later industrial expansion associated with the opening of the Grand Canal, and this layered historic character merits protection when considering new development interventions.

The Hulk Key Development Area

The request to include additional text for the Hulk KDA that requires the active travel bridge linking the Hulk KDA to Main Street to be delivered during Phase 1 of residential development is not accepted. Requiring the developer-led delivery of such a substantial piece of infrastructure across the River Barrow would place a disproportionate burden on the owner of the lands and could undermine the viability and delivery of the wider KDA, particularly having regard to the significant responsibilities associated with restoring the Hulk buildings and attendant lands. Under the Local Transport Plan (LPT), the active travel bridge, identified as measures WALK 41 and CYLCE 16, is intended to be delivered over the long term (7–10 years). The Plan notes that the proposed crossing is shown at an indicative location. The purpose of this measure is to support the overall principle of developing the crossing, with the final location of the bridge to be determined following further analysis and detailed design exercises.

St Evin's Park West KDA

The request made to omit vehicular access to St Evin's Park West KDA from the St Evin's Park estate is accepted. It is noted that this request has been addressed in response to Submission No. 20. For further details on the issue, please refer to the Chief Executive's Response and Recommendation to Submission No. 20 below.

Protection and Enhancement of the Passlands Slipway and River Access
The request made with regard to the protection and enhancement of the Passlands slipway and river access is not accepted. The location of the slipway in the townland of Coolnafearagh lies outside of the Plan area and therefore this request cannot be taken into consideration. It is noted that this in no way diminishes the safeguarding of the slipway, riparian corridor or associated amenity and ecological functions. In this regard, Objective IN O6 of the CDP (as varied) provides an appropriate and sufficient policy basis for its protection by requiring, where suitable, an undisturbed edge or buffer zone of up to 48 metres to maintain the natural function of existing ecosystems associated with watercourses and their riparian zones, as well as to enable sustainable public access.

Youth Recreation and Teen Social Spaces
The request to include an objective relating to the support for a network of youth recreation and social species in the town is accepted. It is considered appropriate to expand the provisions of the existing Objective SIO 3.7 in order to provide increased emphasis on the support for a range of such facilities in Monasterevin.

Active Travel Connection from Oldgrange to Ballykelly
The request in the submission to include an additional objective to deliver a continuous active travel corridor linking Oldgrange, Oldgrange Wood and Ferns Bridge with Ballykelly, Ballykelly GFC, Church of Oak Distillery and the wider rural recreational network is not accepted. The Plan includes a range of active travel measures (including WALK 10, WALK 12, WALK 32 and CYCLE 17) linking the aforementioned areas which are already explicitly supported by Objective MATO 8.1. Furthermore, it should be noted that Ballykelly, Ballykelly GFC and the Church of Oak Distillery lie outside the plan area boundary and therefore cannot be considered as part of the Settlement Plan. Measures WALK 10, WALK 12 and CYCLE 17 have been included by virtue of the fact that they start inside the Settlement Plan boundary.

Local Transport Plan – Active Travel, Footpaths and Roads
The request to remove measure CYCLE 5 from the Local Transport Plan (LPT) is not accepted. It is considered that this cycle infrastructure measure on Moore Street / Main Street forms a key element of the proposed Monasterevin active travel network connecting schools, residential areas, the town centre and public transport facilities. It is necessary to support modal shift objectives and improve safety and accessibility for cyclists of all ages and abilities. It is noted that this measure will be brought forward as part of the which will be subject to a Part 8 / local authority own development planning application which will include its own public consultation exercise.

The request to extend measure CYCLE 11 to Ballalley Cross and across Old Grange Wood to CYCLE 17 is noted. Overall, it is considered that active travel connections in the area are supported primarily by the Barrow Blueway, which provides direct walking and cycling access to Ballykelly, the Church of Oak Distillery and beyond. Measure WALK 10 proposes footpath provision to Ballykelly GFC. Given the characteristics of the existing road network, there is limited scope for the delivery of further active travel infrastructure in this area. However, as outlined in the Chief Executive's Response to Submission No. 30, it is accepted that further provision

could be incorporated into the Plan which would provide for measure WALK 32 to be extended eastwards so that the entire route through Ferns Bridge and Ferns Avenue is upgraded and connects with measure WALK 12 on the R414 Regional Road. Please refer to the Chief Executive's Response and Recommendation to Submission No. 30 for further details.

The request to relocate the active travel bridge linking the Hulk KDA with the town centre (measure CYCLE 16) is not accepted. As noted above, this bridge has been given an indicative location. The proposed bridge is identified as a long-term measure and is dependent on feasibility assessment, environmental considerations and future development of adjoining lands. The proposed indicative location is considered to maximise connectivity between the western side of Monasterevin and the town centre, including Main Street, Market Square, schools, public transport services (including Monasterevin Train Station) and local businesses.

The request to remove measure WALK 1 from the LTP is not accepted. It is considered that while footpath improvements have occurred in parts of Drogheda Street, this LTP measure forms part of a comprehensive corridor upgrade delivering continuous, universally accessible pedestrian infrastructure integrated with the proposed Monasterevin Active Travel Scheme and changes to vehicular movements.

The request to remove measure WALK 2 from the LTP is not accepted. It is noted that while footpath improvements have occurred in parts of Main Street, this LTP measure forms part of a comprehensive corridor upgrade delivering continuous, universally accessible pedestrian infrastructure integrated with the proposed Monasterevin Active Travel Scheme and changes to vehicular movements.

The request to remove measure WALK 3 from the LTP is not accepted. It is considered that this measure addresses network continuity and future connectivity requirements. While some infrastructure will be delivered under the proposed Monasterevin Active Travel Scheme, additional sections are required to provide a continuous enhanced pedestrian route.

The request to remove measure WALK 5 from the LTP is not accepted. It is noted that existing footpath provision is intermittent along sections of Cowpasture Road. This measure seeks to complete missing links and provide continuous pedestrian facilities supporting active travel objectives.

The request to remove measure WALK 16 from the LTP is not accepted. It is considered that this measure extends beyond existing infrastructure provision and seeks to improve overall route continuity and accessibility to community facilities, development lands and active travel destinations. This measure therefore remains appropriate within the long-term transport framework.

The request to remove measure ROAD 2 from the LTP is not accepted. It is considered that this measure supports the long-term objective of establishing a continuous and efficient traffic management arrangement through the town centre, complementing the proposed one-way system on Drogheda Street. The precise form, alignment and delivery of the measure will be subject to detailed feasibility assessment.

The request to delete the J6 and J8 junction upgrades as part of measure ROAD 7 is not accepted. It is noted that the LTP identifies both locations as having strategic importance for road safety, pedestrian movement and town-centre accessibility. J6 supports the future Market Square public realm project, while J8 will improve conditions for pedestrians and cyclists at the constrained railway underbridge.

The request to add the following junction upgrades are noted and accepted:

- At the top of the Barraderra / R414 Rathangan Rd (as part of measure ROAD 7)
- At Ballalley Cross / R414 Rathangan Road (as part of measure ROAD 7)

With regard to the above it is considered that, the proposed amendments are consistent with the objectives of the LTP and will improve network connectivity, road safety and/or active travel accessibility. With regard to the above it is considered that, the proposed amendments are considered consistent with the objectives of the LTP and will improve network connectivity, road safety and/or active travel accessibility. It is recommended that the LTP and the Settlement Plan be amended accordingly.

The request to add a new gateway entrance (GW5) on the Portarlington Road as part of measure ROAD 8 is accepted. It is considered that this proposed amendment consistent with the objectives of the LTP and will improve network connectivity, road safety and/or active travel accessibility. It is recommended that the LTP and the Settlement Plan be amended accordingly.

The request to include traffic calming speed ramps on Cowpasture Road and Togher Road is acknowledged. It should be noted that such traffic calming features are already embedded within the proposed Monasterevin Active Travel Scheme through revised road layouts, narrowed carriageway widths, upgraded crossings and enhanced pedestrian and cycling infrastructure. Additional speed ramps are therefore not considered necessary at this stage.

The request in the submission to add uncontrolled crossings on the Rathangan Road at St Evins Park and Old Mill Race estates, at Hopkins Havens estate and at the Hazel Hotel is accepted. Kildare County Council are supportive of providing appropriate pedestrian crossing infrastructure in these locations. The form of crossings will be determined at the detailed design stage. It is recommended that the LTP and the Settlement Plan be amended accordingly.

With regard to the request to add traffic management speed ramps on the canal road from the High Bridge to West End, it is noted that the LTP provides for a broader package of measures at Canal Harbour including public realm improvements, pedestrian enhancements and signalisation of the underbridge. Additional speed ramps are therefore not considered necessary pending implementation of these measures

<u>Other Land Use Zoning Requests</u>
The request to extend the existing settlement boundary and zone of the following lands as B: Existing Residential/ Infill lands is not accepted:

- The lands located directly adjacent to the southwest boundary of the L: Leisure and Tourism lands on the R445 Regional Road. It is noted that a portion of the site was also the subject of a zoning request in Submission No. 09 (refer to Submission No. 909 for further details).
- Th lands located to the southwest of the railway line at Barraderra.

In response to the above requests, it should be noted that the Draft Monasterevin Settlement Plan area boundary area was subject to careful consideration designed to ensure that it aligned with the built-up footprint of the town, as defined by the National Planning Framework (NPF) (2025), insofar as is practicable. It was also informed by the preparation of a Settlement Capacity Audit, to ensure that the settlement boundary aligns with the provision of proposed new residential and employment zoned lands. It is further noted that both sites occupy edge-of-settlement locations, semi-rural in character, at a remove from the services of the town centre. The Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024) support the NPF's compact-growth approach by prioritising renewal, consolidation and development within existing built-up areas over peripheral expansion. The NPF built-up footprint Given both sites' edge-of Monasterevin is more confined than the Census 2022 Built-Up Area. Given the site's peripheral-settlement location and the availability of more central and accessible lands, it is considered that zoning these lands B: Existing Residential and Infill would increase pressure for low-density residential development in these areas and would not support the sequential and compact growth of the town. It would instead extend low-density development at the settlement edge, contrary to national policy and the residential density ranges in the Compact Settlements Guidelines.

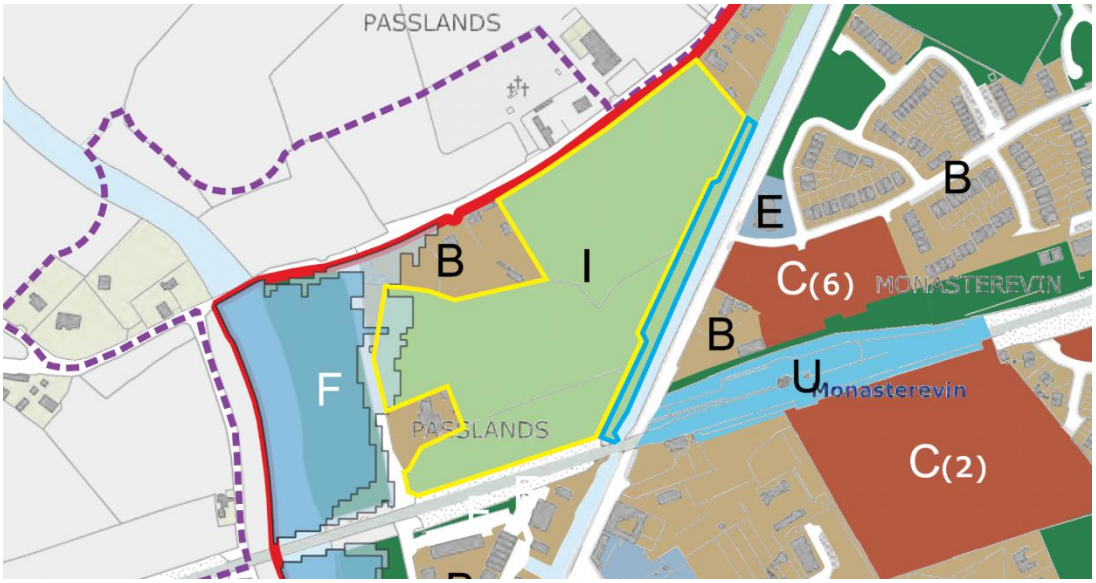
The request to zone a parcel of land located to the north of the F(1): Open Space Amenity lands at Moore's Lock is not accepted. The lands are greenfield in nature and appear to support an agricultural use. The zoning in the Draft Settlement Plan therefore is considered to accurately reflect its current use.

The request to amend the zoning of a portion of H(5) zoned land located on the corner of Cowpasture and the R414 Rathangan Road as E: Community and Education is accepted. It is considered that such a designation would be reflective of its current use.

Chief Executive's Recommendation

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

- Amend zoning from I: Agriculture to E(4): Community and Education on lands outlined in yellow on map below that are not subject to flood risk.
- Amend zoning from I: Agriculture to F: Open Space and Amenity on lands outlined in yellow on map below that are subject to flood risk.
- Amend zoning from I: Agriculture to F: Open Space and Amenity on lands outlined in blue on map below.



Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

E	**Community and Education**	**To provide for community, recreation and educational facilities.** **<u>Site Specific Objectives</u>** *E(4) This site shall be developed as a dedicated health and community campus to provide for a range of facilities including a nursing home, assisted living accommodation, age-friendly housing, independent living units, day-care facilities, healthcare services and ancillary community facilities for older persons. Any application for the development of the lands shall be accompanied by a comprehensive urban design framework illustrating how the development of the campus which should demonstrate to the satisfaction of the Planning Authority how the development integrates with the surrounding lands and the wider town context. The framework shall address, inter alia, layout and phasing (if required), building heights and design, landscaping and open space (including the interface with the Royal Canal), access and circulation, pedestrian and cycle connectivity, and relationships with adjoining lands and existing community facilities.*

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, insert additional objective, as follows:

SIO 3.X *Actively support the development of a new Monasterevin Community Library in a central and universally accessible location within the town to*

enable an enhanced level of service to be offered to the expanding population of Monasterevin.

Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

Ref.	Use	Land-Use Zoning Objective
MA	Moore Abbey Masterplan	**To support the preparation and implementation of a masterplan for Moore Abbey.** To ensure that Moore Abbey House and the other existing buildings within the demesne are maintained and do not fall into neglect, dilapidation, or dereliction*, ~~. A~~~~a~~*ppropriate meanwhile uses and other community / recreational uses will be permitted pending the finalisation of the Moore Abbey Masterplan. Such uses shall not adversely impact on the vitality or viability of the town centre and should be compatible with the future potential uses for Moore Abbey, outlined in Section 10.1.4. *Pending delivery of permanent facilities, suitable lands within Moore Abbey can be made available and maintained as grass sports pitches for community use.* Existing uses associated with the ongoing activities of the Muiríosa Foundation within Moore Abbey will also be permitted. A Site-Specific Flood Risk Assessment (SSFRA) shall be prepared to inform the masterplan with water compatible uses only proposed for lands identified as at risk of flooding (Map V2-MN-9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). **Site Specific Objective** MA~~*~~*(1)*This site within Moore Abbey Demesne is identified as an indicative location for a new fire station.

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, insert additional objective, as follows:

SIO 3.Y *Actively support and facilitate the creation of a comprehensive sports and recreation campus style development as an integral component of the Moore Abbey Masterplan, providing for a range of indoor and outdoor sporting, recreational and community facilities, including sports pitches, training facilities, playgrounds, walking trails, community recreation facilities and public tennis courts, together with associated facilities, to be developed in partnership with Monasterevin Tennis Club and relevant sporting bodies.*

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, insert additional objective, as follows:

SIO 3.Z *Actively support and facilitate the reopening of the existing swimming pool, gymnasium and associated indoor recreation facilities at Moore Abbey for public use as soon as practicable.*

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

- Zone lands outlined in green on map below to MA: Moore Abbey Masterplan and amend Settlement Plan boundary accordingly.
- Remove the MA: Moore Abbey Masterplan land use zoning objective from lands outlined in yellow on map below and amend Settlement Plan boundary accordingly.



Note: This amendment, if adopted, will result in consequential amendments to all settlement plan maps to reflect changes made to the plan boundary.

Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

Ref.	Use	Land-Use Zoning Objective
E	Community and Education	**To provide for community, recreation and educational facilities.** **<u>Site Specific Objectives</u>** E(1) This site is identified to facilitate the continued operation of Monasterevin Cemetery along with its planned expansion. *A vehicular and pedestrian/cyclist / cycle access route may be provided through the south of the E(1) lands to enable access to the neighbouring MA: Moore Abbey Masterplan zoned lands. The nature and extent of this route will be determined in the Moore Abbey Masterplan.*

Chapter 10: Implementation, Section 10.1.5 Access and Movement, insert additional text to the first bullet point, as follows:

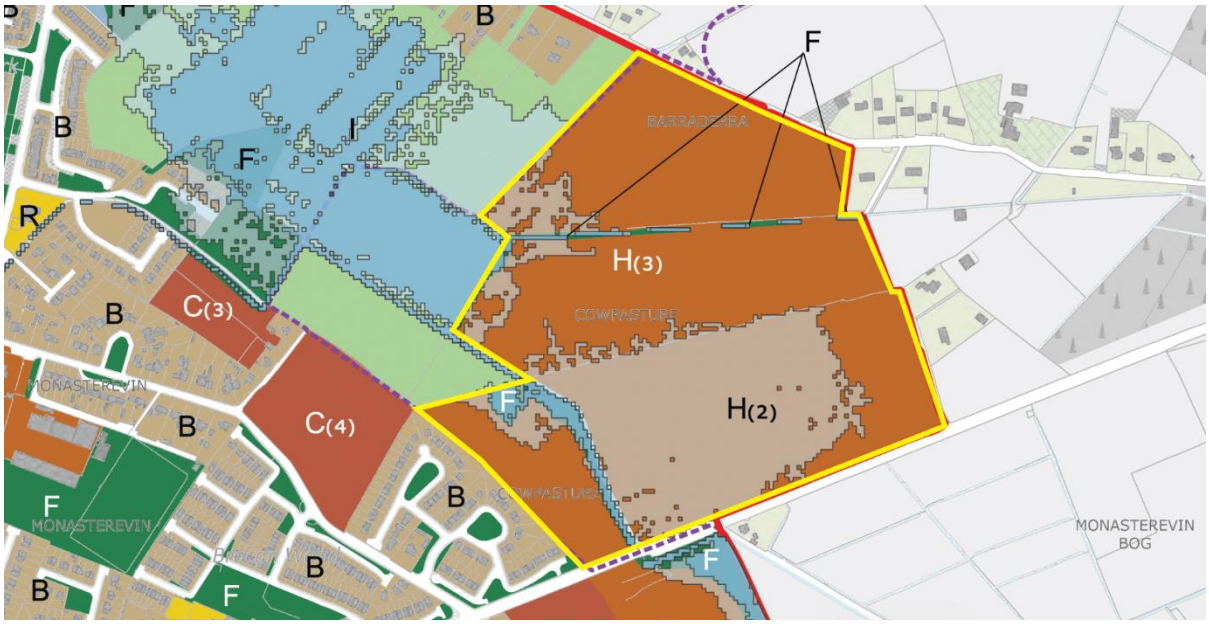
- Appropriately and sensitively address vehicular access arrangements, particularly in relation to the eastern portion of the demesne, adjoining the R417 Athy Road. *In this regard, a vehicular and pedestrian / cycle access route may be provided through the south of the E(1) zoned lands to enable access to the Moore Abbey Masterplan lands.*

Chapter 10: Implementation, Section 10.1.5 Access and Movement, insert additional bullet point after the first bullet point, as follows:

- *Investigate the feasibly and appropriateness of creating a strategic internal access route linking the proposed fire station site access at Sawmill Gate at MA(1) zoned lands to the wider Moore Abbey Demesne, including a potential connection with Athy Road.*

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

Zone H(2) and H(3): Industry and Warehousing lands, together with associated F: Open Space and Amenity zoned lands outlined in yellow on the map below as SR: Strategic Reserve.



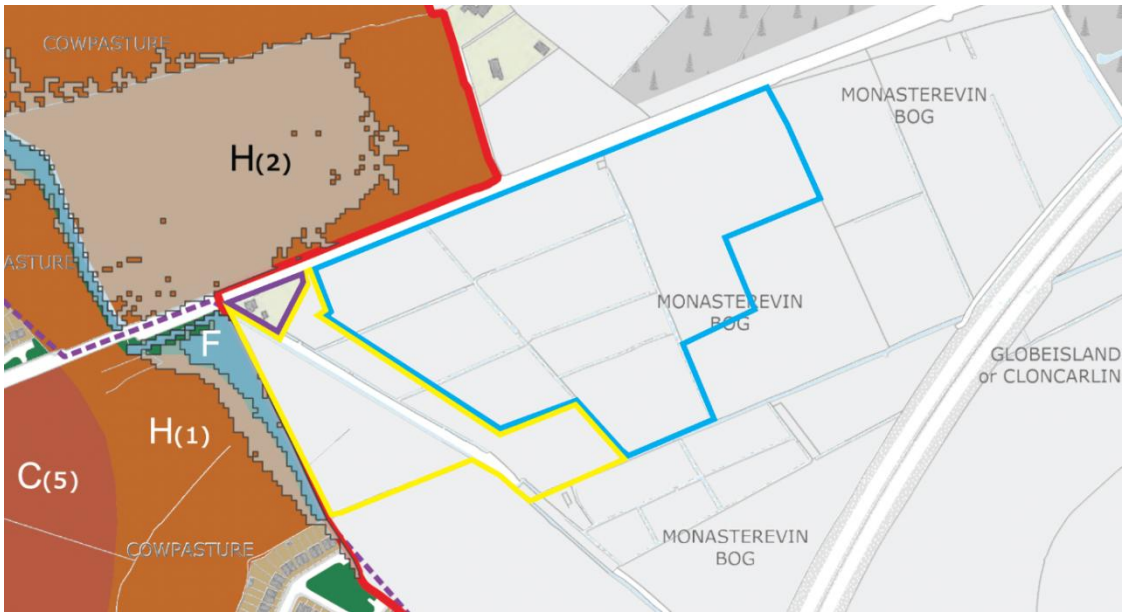
Note: The above amendments, if adopted, will result in consequential changes to all Settlement Plan maps to reflect changes to the settlement boundary, together with changes to Chapter 5 and Chapter 10 of the Draft Settlement Plan - including in relation to the renumbering of H: Industry and Warehousing lands.

Chapter 10: Implementation, Table 10.2: Land Use Zoning Objectives, amend table by introducing a new SR: Strategic Reserve land use zoning, as follows:

Ref.	Use	Land-Use Zoning Objective
SR	**Strategic Reserve**	**To protect the integrity of the lands to provide for a future strategic employment location for Monasterevin and ensure that any development that may prejudice the future orderly expansion of the town will be resisted.**

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

- Zone lands outlined in yellow on the map below as F(2): Open Space and Amenity.
- Zone lands outlined in blue on the map below as H(X): Industry and Warehousing.
- Zone lands outlined in purple on the map below as B: Existing Residential / Infill.



Note: The above amendments, if adopted, will result in consequential changes to all Settlement Plan maps to reflect changes to the settlement boundary, together with changes to Chapter 5 and Chapter 10 of the Draft Settlement Plan - including in relation to the renumbering of H: Industry and Warehousing lands.

Chapter 10: Implementation, Table 10.2: Land Use Zoning Objectives, amend table as follows:

Ref.	Use	Land-Use Zoning Objective
F	**Open Space and Amenity**	**To protect and provide for open space, amenity and recreation provision.** **<u>Site Specific Objective</u>** *F(2) Provide a biodiversity and flood management corridor along Cassidy's Stream incorporating wetlands, habitat creation, flood attenuation measures and active travel routes.*

Chapter 5: Economic Development, Section 5.2 Economic Development Strategy, fourth paragraph, item No. 4, amend text as follows:

4. Promoting the development of lower density employment lands at Cowpasture and Kill townlands*, together with lands to the south of the Dublin Road*.

Chapter 5: Economic Development, Section 5.2.2: Ensuring an Adequate Supply of Zoned Land for a Range of Employment Types, third paragraph, amend text as follows:

The remaining 70% of future jobs are allocated to lands zoned 'H: Industry and Warehousing' located at *the* Cowpasture and Kill townlands*, and to the south of the Dublin Road*. In addition, lands to the north of Dublin Road at Cowpasture have been identified as a strategic location for long term future employment and have been zoned SR: Strategic Reserve.

Chapter 5: Economic Development, Section 5.2.2.1: Enterprise and Employment Land Zoning Methodology, first and second paragraphs, amend text as follows:

30% of future jobs (218 jobs) are targeted towards retail, services, hospitality, education and health sectors across various land use zoning objectives. The majority (70%) of new employment is targeted for industrial, logistical and office-based jobs (see Table 5.1 above). To this end, the Plan provides approximately ~~36.42~~ *19* hectares of land zoned 'H: Industry and Warehousing' at *the* Cowpasture and Kill *townlands, and to the south of the Dublin Road,* to facilitate employment development that responds to the projected population growth in Monasterevin.

Whilst the substantial quantum of land is acknowledged, it is considered both appropriate and necessary given the town's development context. This position is supported by the historically limited uptake and near absence of development on employment-zoned lands to date, together with the realities of existing land ownership patterns, which could significantly influence the deliverability of employment opportunities within the settlement. *Accordingly, the scale of land is considered justified to facilitate future investment, to provide a meaningful supply of employment lands, and to support the short to long-term sustainable development of the town.* Additionally, *significant employments lands to the north of Dublin Road at Cowpasture* ~~a large portion of the employment lands (H(3) and H(4))~~ were previously zoned for employment uses and have also been identified in the Kildare County Council's Strategic Employment Locations Study (2026) as a preferred location for such activities. *These lands have been zoned SR: Strategic Reserve to safeguard the strategic potential of these lands from piecemeal or premature development for the remainder of the Development Plan period.* ~~Accordingly, the scale of land is considered justified to facilitate future investment, to provide a meaningful supply of employment lands, and to support the long-term sustainable development of the town.~~

Chapter 5: Economic Development, Section 5.2.5: Development of Employment Lands, 1st and 2nd Sentences, amend text as follows:

The Plan supports the development and promotion of lower density employment lands at *the* Cowpasture and Kill townlands*, together with the lands to the south of Dublin Road.* The lands comprise approximately ~~36~~ *19* hectares.

Chapter 5: Economic Development, Section 5.3 Economic Development Objectives, Objective EDO 5.2, amend text as follows:

EDO 5.2 Promote new employment development on lands zoned as 'H~~(1) – H(4)~~: Industry and Warehousing' at Cowpasture*, south of Dublin Road* and Kill, supported by the movement and active travel links detailed on Map V2-MN-8.1, Map V2-MN-8.2 and Map V2-MN-8.3.

Chapter 10: Implementation, Section 10.3.8: Employment Areas – Urban Design Priorities and Principles, first, second and fifth paragraphs amend text as follows:

The key employment lands (zoned H~~(1) - H(5)~~: Industry and Warehousing) present a critical opportunity to enhance Monasterevin's role as a self-sustaining town by delivering locally-based employment.

The H(5) lands cover the existing Tirlán facility and garden centre, together with adjoining industrial estate. It is an objective of the Plan to support conforming employment uses on developed lands, while ensuring that sufficient lands are available for the growth of employment opportunities in the town. In this regard, the H~~(1) to H(4)~~ lands *in the townlands of Kill and Cowpasture and to the south of the Dublin Road* are employment landbanks positioned along key arrival corridors to Monasterevin. Accordingly, development on these lands requires a responsive design approach to ensure high-quality integration into the existing urban fabric.

In addition to the design principles above, the following Table 10.1 outlines the Implementation and Infrastructure Delivery Schedule for the key infrastructure required for employment development on the H~~(1) to H(4)~~ lands *in the townlands of Kill and Cowpasture, and to the south of the Dublin Road*.

Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin, amend table as follows:

H(1) Employment Lands – *Cowpasture Townland*		

H(4) Employment Lands – *Kill Townland*		

H(x) Employment Lands – South of Dublin Road		
Required Infrastructure	***Delivery Schedule***	***Funding Source***
Movement and Active Travel		
Access is to be provided from the Dublin Road (R445). *Pedestrian and cycling infrastructure is to be provided along the Dublin Road frontage*	*Short to medium term - In tandem with new development.*	*Developer*

of the H zoned lands, in tandem with any new development thereon. Such infrastructure is to integrate with the Dublin Road element of the Monasterevin Active Travel Scheme.		
Water Supply		
Local watermain upgrade / extension may be required subject to assessment.	*Short to medium term - In tandem with new development.*	*Developer*
Wastewater		
Local foul line upgrade / extension may be required subject to assessment. *Downstream impact would need to be assessed, including the capacity of Pumping Station.*	*Short to medium term - In tandem with new development.*	*Developer*
Flood Risk and Surface Water Drainage		
Flood risk on adjoining lands to south and west. Any employment development should accord with the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). *Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.*	*Short to medium term - In tandem with new development.*	*Developer*

Chapter 10: Implementation, Table 10.2: Land Use Zoning Objectives, amend table as follows:

H	**Industry and Warehousing**	**To provide for manufacturing, warehousing and industrial development.** **<u>Site Specific Objectives</u>** ~~H(1) – H(4)~~ *H(1) – Cowpasture, H(4) – Kill and H(X) – South of Dublin Road* Site-specific design, layout and landscaping will be an important consideration on these lands which are located on approach roads to the town from the east and south-east (refer to Section 10.3.8). *H(X) – South of Dublin Road* *Support the expansion of indigenous businesses including agricultural machinery, engineering, logistics, storage and associated enterprise activities.* *Development proposals for the H(X) lands shall be subject to a site-specific flood risk assessment*

		*appropriate to the type and scale of development being proposed. Noting high end future scenario mapping, such assessment(s) will be required to include consideration of climate change, associated flood extents and set out further requirements for the mitigation** of the impact of climate change.* ***Including, but not limited to, the siting of development, freeboard and assessment of impact on flood risk elsewhere.*

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, amend Objective SIO 3.7, as follows:

SIO 3.7 Facilitate the development of a *range of youth recreation and social spaces throughout Monasterevin, including dedicated* teen outdoor space*s hang-out areas, skate, wheeled sports and informal recreation* ~~or~~ facilit~~y~~*ies designed in consultation with local young people and integrated into existing and future community, recreational and open space developments* ~~on appropriately zoned lands in the town~~, subject to funding.

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Measures – Road and Street Measures, insert additional text in measure ROAD 7, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Road and Street Measures		
ROAD 7	• *JX - Junction of Barraderra / R414 Rathangan Road* • *JY – Junction of Ballalley Cross / R414 Rathangan Road*	Short to medium term

Note: This amendment, if adopted, will result in consequential changes to Map V2-MN-8.3. This change will also result in the contents of the Monasterevin Local Transport Plan being amended to reflect same.

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Measures – Road and Street Measures, insert additional text in measure ROAD 8, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Road and Street Measures		
ROAD 8	• *GW5 (Portarlington Road) – approach from the north / northwest*	Medium term

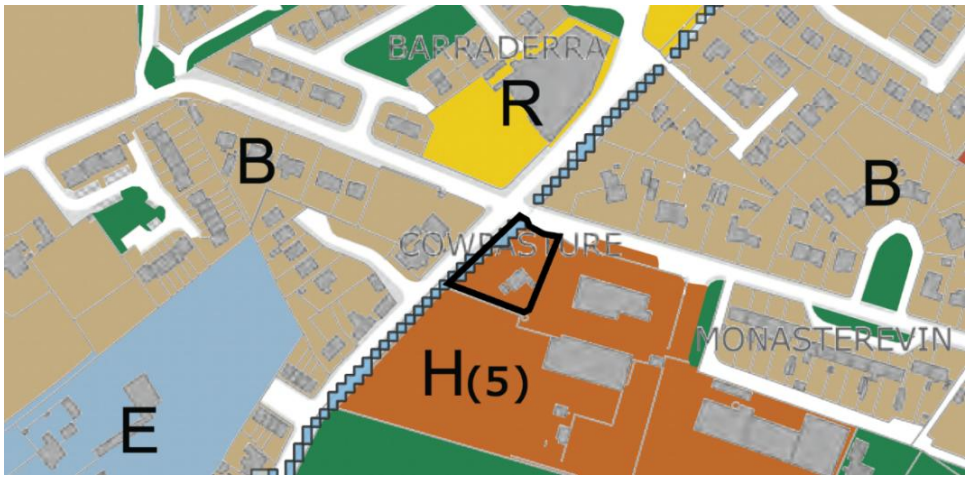
Note: This amendment, if adopted, will result in consequential changes to Map V2-MN-8.3. This change will also result in the contents of the Monasterevin Local Transport Plan being amended to reflect same.

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Measures – Walking and Permeability, insert additional text, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Walking and Permeability		
WALK 42	*Uncontrolled pedestrian crossing on the R414 Rathangan Road at St Evin's Park estate*	*Medium term*
WALK 43	*Uncontrolled pedestrian crossing on the R414 Rathangan Road at Old Mill Race estate*	*Medium term*
WALK 44	*Uncontrolled pedestrian crossing at Hopkins Haven estate, Cowpasture*	*Medium term*
WALK 45	*Uncontrolled pedestrian crossing on the R445 Regional Road at the Hazel Hotel*	*Medium term*

Note: This amendment, if adopted, will result in consequential changes to Map V2-MN-8.1. This change will also result in the contents of the Monasterevin Local Transport Plan being amended to reflect same.

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend zoning from H(5): Industry and Warehousing to E: Community and Education on lands outlined in black on map below.



Note: This amendment, if adopted, will result in consequential changes to other parts of the Settlement Plan, Chapter 5: Economic Development.

Submission No. 16 – Alice Cullen

Issues Raised

This submission has been prepared by landowner Alice Cullen seeking the rezoning of the subject site (see map excerpt below) at West End, Monasterevin from F: Open

Space and Amenity to B: Existing Residential / Infill or closest equivalent on developable portion.



The submission raises the following points for consideration in relation to the re-zoning request:

- Notes the site has been primarily used as garden space and is serviceable given its frontage along West End Road and proximity to existing water and wastewater infrastructure.
- The submission requests that the appropriate portion of the site is re-assessed to support residential development, noting the site's flood risk and ecological constraints. Requests the council to demonstrate the potential of the unaffected portion of land being identified to support such development.
- Refers to compact growth policy and states the subject site can provide a small-scale infill opportunity that supports the consolidation of the town centre and should be assessed on its merits.
- States the site is small and notes that any future development proposal will be subject to the normal planning consent process and any relevant supporting assessments.
- The submission refers to the Monasterevin Local Area Plan 2009 (LAP) which identified 0.07 hectares west of the subject site at West End Road which was zoned B: Existing Residential. Submission notes the precedence of this zoning decision in the immediate location.
- Requests the Council to examine the 2009 LAP amendment and any relevant planning history or subsequent council resolutions relating to this zoning, and establish if the site comprises, adjoins or materially informs the planning treatment of the subject site.
- It states this material is relevant to understanding how the Council previously distinguished between open space / amenity and existing residential / infill objectives at West End.
- The submission requests that if the historical amendment relates to the subject site and if Council conclude that the proposed zoning remains unchanged, the Chief Executive's report should explain the planning reasons for such refusal.
- Requests the Council to consider a split zoning approach to any portion of the land not impacted by flood risk, including a requirement for a site-specific flood risk assessment with any future development proposal.

- If the Council deem the site to provide an essential flood management function, the submission requests the Chief Executive's report to identify site specific evidence for this decision.
- The submission refers the sites historic role as private garden space, and requests that the council explain the purpose for identifying the lands as open space and amenity, and for what purpose?
- States the Council can appropriately identify a riparian setback / ecological corridor, flood management area or environmental asset within the site without zoning the entire site for such protection.
- Requests that the subject site is assessed against the Strategic Flood Risk Assessment, Settlement Capacity Audit and green infrastructure objectives and any other relevant material.

Chief Executive's Response

It is noted that the subject lands are situated on the eastern bank of the River Barrow, between the river and Main Street / West End and approximately 25m to the north of Hopkins Garden. The subject lands, together with the majority of lands to the west of Main Street / West End are unique in their historical context. These lands functioned as gardens associated with the late 18th / early 19th Century townhouses on the eastern side of the Main Street / West End. Accordingly, the subject lands do not contain any structures and are heavily vegetated with native and ornamental stock, reflecting most of the other lands between the bank of the River Barrow and Main Street / West End. The heavily vegetated nature of the land is reflected in the Green and Blue Infrastructure Map (Ref. V2-MN-6.1) of the Draft Settlement Plan.

Taking into consideration the significant number of unique historical features and assets in Monasterevin, including the gardens along the River Barrow, Kildare County Council commissioned Howley Hayes Cooney Architecture to appraise the town in relation to its built heritage and historical development. The resulting Architectural Conservation Area (ACA) Statement of Character accompanies the Draft Settlement Plan and has informed the policies, objectives and land use provisions contained therein. The ACA Statement of Character outlines that the gardens along the River Barrow, serving the townhouses on the opposite side Main Street / West End, are particularly '*rare and fine*' and have been a distinctive picturesque feature of Monasterevin since before 1806. These gardens and the associated townhouses form an integral characteristic element of the historic town centre and have generally survived, with certain exceptions, into the present day. As such, the subject lands are all situated in the Monasterevin ACA and are subject to the protections afforded by the policies and objectives of the County Development Plan and the Draft Settlement Plan.

Having due regard to the Architectural Heritage Protection – Guidelines for Planning Authorities (DoAHG, 2011), it is considered that residential development on the subject lands would be likely to have an adverse negative impact on the special character of the Monasterevin ACA and on the setting of the adjoining and associated townhouses (protected structures). Accordingly, the rezoning of the subject lands to enable residential development would be contrary to the principles of proper planning and sustainable development in relation to the distinctive heritage of Monasterevin and would set an undesirable precedent in relation to development along the River Barrow.

In addition, the subject lands form part of the ecologically sensitive riparian buffer for the River Barrow and parts of the lands are subject to flood risk (including current day Flood Zones A and B). Objectives IN O6, BI O41 and Section 12.10.1 of the County Development Plan (as varied) require appropriate riparian buffer zones to be provided along the river systems of the County to protect the natural function of existing ecosystems, determined by the scale and importance of the river. In this regard, the Barrow is identified as one of the most important rivers in the County and require significant buffer zones (circa 48m) as per Table 12.2 of the County Development Plan and the guidance provided in the '*Planning for Watercourses in the Urban Environment' document by Inland Fisheries Ireland'* (IFI). Accordingly, it is considered that the rezoning of the subject lands to enable residential development would be contrary to national, regional and local planning policy and objectives to protect important natural heritage features and the ecological integrity of existing significant rivers.

Regarding the reference to the 2009 Monasterevin Local Area Plan, it is noted that national, regional and local planning policy, together with the range of considerations regarding land use zoning, have materially changed since its publication. The Draft Settlement Plan and associated land use zonings have been prepared to accord with current best practice standards and applicable policy considerations, with previous zonings and standards being informative only. Furthermore, there is no presumption in law that any zoned land shall remain so zoned in any subsequent land use plan under the Planning and Development Acts of 2000 (as amended) and 2024 (as amended). Notwithstanding the above, it is noted that the subject lands have been zoned for open space and amenity since the 2001 Monasterevin Local Area Plan.

Chief Executive's Recommendation
No change recommended.

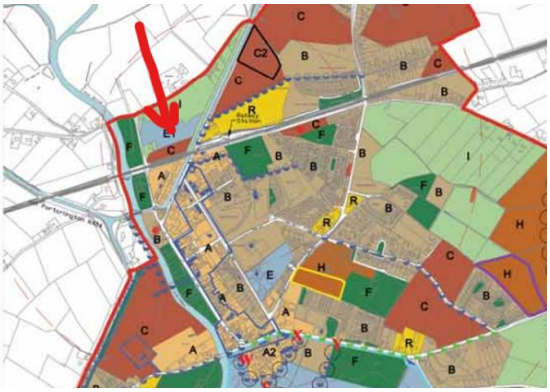
Submission No. 18 – Aidan Mahon

Issues Raised
This submission includes 2 separate rezoning requests. The first is seeking the rezoning of the subject site (see map below) at Passlands, Monasterevin from I: Agriculture to E: Community and Education.

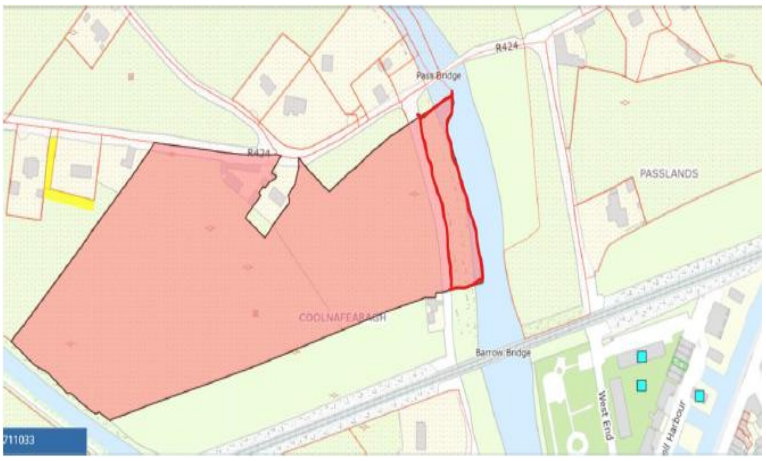


- The submission requests the identification of a site-specific objective E(4) for the introduction of a dedicated health and residential zone specifically tailored for our ageing population.

- It states the identification of lands and developing a master-planned campus for an integrated care and community hub will address a critical gap in existing infrastructure which could include the provision of a modern nursing facility, assisted living spaces, step down independent housing and specialised day services for senior residents.
- It states the importance of ensuring universal design frameworks and high-quality pedestrian links to allows residents remain connected to the town centre and neighbouring communities.
- States the proposed zoning responds directly to the deficits outlined in the Social Infrastructure Audit and notes that the single nursing home facility which is approximately 5km outside the town is at maximum capacity.
- Further states the proposed land use zoning objective provides a practical step to ensure older residents have the option of staying in their communities to access the necessary medical and residential care.
- The submission refers to the Monasterevin Local Area Plan 2008, where the subject site (map below) was previously zoned E1, with a site-specific objective to support the development of a retirement village and associated services.



The submission also seeks the inclusion of a site-specific objective which would zone the subject site (as delineated in red on the map below) at Passlands, Monasterevin F: Open Space and Amenity, or a similar compatible classification.



- The submission requests the Council to actively explore taking ownership of the existing slipway and immediate parcel of land adjacent the River Barrow to safeguard its long-term public utility.

- It states the historic slipway has the potential to provide a dedicated functional access point onto to the River Barrow for emergency services to safely execute search, rescue and recovery operations.
- It asserts the subject lands have the potential to formally preserve the riverbank for local amenity use such as fishing, boating, canoeing, swimming and passive recreation.
- The submission refers to the adjacent Pass Bridge which is one of the oldest bridges in the country. It states that the proposed open space and amenity zoning can provide a buffer zone to protect this heritage asset from unsympathetic development.

Chief Executive's Response

The contents of the submission are noted. The request to rezone the lands at Passlands as E(4): Community and Education with a site-specific objective to provide for a nursing home and ancillary accommodation for independent living is accepted. It is acknowledged that there are currently no nursing home or elderly care facilities located in the plan area and that given that Monasterevin is an aging town the provision of such facilities, as acknowledged in the Monasterevin Social Infrastructure Audit, are required to cater for a forecast increase in future demand. Furthermore, the location of the lands approximately 350 metres at its closest point from lands zoned A: Town Centre is considered appropriate for such a zoning and is in keeping with the provisions of the Kildare CDP (as varied) including (inter alia) Objectives SC O36, HO O21 and HO O23 which supports the development of nursing homes and facilities for older persons at central, convenient and accessible locations. It is noted that this land use zoning request is similar to a request outlined in Submission No. 14, please refer to Submission No. 14 for further details.

The request to zone the slipway and adjacent plot of land to the west of the River Barrow in the townland of Coolnafearagh as 'F: Open Space and Amenity' or a similar land-use zoning is not accepted. The subject lands are greenfield and rural in character, lie outside the established built-up footprint and do not form an appropriate or necessary extension of the settlement for the purposes of the Plan. Their exclusion from the settlement plan area is therefore consistent with the Plan's intended spatial scope and does not diminish the safeguarding of the slipway, riparian corridor or associated amenity and ecological functions. In this regard, Objective IN O6 of the CDP (as varied) provides an appropriate and sufficient policy basis for its protection by requiring, where appropriate, an undisturbed edge or buffer zone of up to 48 metres to maintain the natural function of existing ecosystems associated with watercourses and their riparian zones, as well as to enable sustainable public access.

The request for the Council to take the ownership of the existing slipway and adjacent land is considered to be an operational matter, outside of this plan making process.

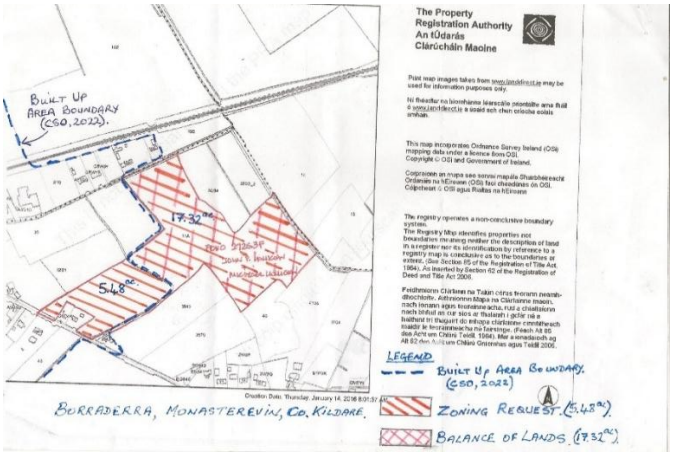
Chief Executive's Recommendation

Please refer to the Chief Executive's Response and Recommendation to Submission No. 14.

Submission No. 19 – JP and Michael Holligan

Issues Raised

This submission is seeking the zoning of 2.2 ha (5.48 acres) of land (see one of two maps of the subject lands included with the submission below) at Barraderra, Monasterevin to housing, serviced sites, sheltered housing, nursing home and associated amenities. The submission also highlights a second landholding (the balance of lands) which measures 7 ha (17.32 acres) and adjoins the subject site to the rear.



The submission raises the following points for consideration in relation to the zoning request:

- States the subject site is now located within the built-up area and is proximate to high-quality public transport and the potential to connect to developed lands on the opposite side of the railway.
- States the zoning request is consistent with the core strategy objectives of local, regional and national policy and refers to the increased housing targets and the recent allocation to County Kildare under the government guidelines.
- States the subject site is serviceable with electricity and water connections along the adjacent public road, with wastewater connections available to the northwest of the site.
- States the subject site is within 1.5 km and easy walking distance of the town centre, train station, schools and local amenities.
- Refers to the proposed distributor road linking the R445 to the Barraderra local road (L3009) which is located directly opposite the subject lands. The submission also notes that the overall landholding is also served by a local side road (cul-de sac) which adjoins the existing town boundary.
- The submission states the zoning of the subject site for housing can facilitate the sustainable growth of the town and assist with the delivery of additional pedestrian/cycling links to the town centre and local amenities.
- The submission concludes that the subject site has the potential to contribute positively to the sustainable growth and development of the town, as set out in the Draft Plan.

Chief Executive's Response

The contents of the submission are noted. The subject site occupies an edge-of-settlement location at Barraderra, approximately 1.9 km to the northeast of Monasterevin town centre and 1.7 km northwest of Monasterevin Train Station. The

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) give effect to the NPF's compact-growth approach by prioritising renewal, consolidation, and development within the existing built-up footprint of settlements over continued peripheral expansion. While it is acknowledged that the portion of the lands proposed for zoning (2.2 ha) fall within the CSO-defined Built-Up Area, this statistical designation does not, in itself, establish that they form part of the town's 'Built-Up Footprint' for planning purposes. Having regard to their greenfield character and their location within a wider area of predominantly undeveloped agricultural lands, the subject lands are not considered to comprise urban land uses or artificial surfaces and therefore do not form part of the existing 'Built-Up Footprint' as defined in the National Planning Framework (2025). Accordingly, having regard to the site's peripheral location and the availability of more centrally located and accessible lands, it is considered that residential development on the site would not support the sequential and compact growth of Monasterevin. It would instead unnecessarily extend development in a sub-optimal location at the settlement edge, contrary to national policy on sustainable settlement growth.

It should be noted that the subject site was included as a potential residential site in the Settlement Capacity Audit (SCA) which was prepared to support the Draft Monasterevin Settlement Plan and was published alongside it. The subject site is identified as Site No. 6 in the SCA. The function of the SCA is to provide an analysis on whether land is serviced or serviceable during the lifetime of the Plan to inform the appropriate zoning of residential lands across the plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Planning Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. The Audit ensures that an informed decision is made as to whether to zone land or sites for residential development. Each potential residential site was assessed against a list of predetermined criteria which included compact growth, social and recreational infrastructure, flood risk as well as physical and planned infrastructure. In that regard, this site (Site No. 6) was determined a Tier 2 site, scoring low in terms of compact growth, social and recreational infrastructure, as well as wastewater and movement and transport being highlighted as infrastructural deficits. Accordingly, while the site was found to be 'serviceable', there are other more suitable sites in Monasterevin which were found to be more appropriate for residential development over the life of the Plan.

Furthermore, the provisions of the Draft Monasterevin Settlement Plan relating to new housing represents an increase of 109% on the Core Strategy allocation as outlined in the CDP, as varied. This would facilitate a population growth of an additional 2,989 – 3,208 persons from Census 2022. Therefore, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements Guidelines (2025), as sufficient lands in excess of the requirement have been identified for development.

Chief Executive's Recommendation
No change recommended.

Submission No. 20 – Deputy Mark Wall and Cllr Pat Balfe

Issues Raised

Road Measure 3

- This submission is made by Deputy Mark Wall and Cllr Pat Balfe on behalf of the residents of St Evin's Park, Monasterevin who wish to object to proposed 'Road Measure 3'.
- The submission includes a signed petition (see Appendix B of this report) from the residents of St Evin's Park, outlines details of their objection and concerns in respect of the proposed road measure
- The signed petition includes an aerial image of the estate (see image below) and notes the difficulty of entering and leaving the estate due to narrow roads and the volume of cars currently in use by each home.
- The submission and signed petition notes that residents are happy to engage with the council in resolving this issue.



Chief Executive's Response

The contents of the submission are acknowledged. The Draft Monasterevin Settlement Plan is accompanied by the Monasterevin Local Transport Plan (LTP), which was prepared to inform and support the Plan and is published alongside it. The LTP sets out a series of proposed pedestrian and cyclist permeability measures as well as road and street measures, including proposed measure ROAD 3. This measure is required to facilitate vehicular access from the existing Togher Road northwards to St Evin's Park West Key Development Area (KDA).

It is noted that Figure 10.3 of the Draft Settlement Plan which outlines the design brief for St Evin's Park West (KDA), includes two red arrows which illustrate 'potential vehicular access' points from St Evin's Park to the east. This is also supported by text in Table 10.1 which states that *'alternative potential vehicular access via St Evin's Park to the east may be considered by the Planning Authority where access from the Togher Road is not achievable'*. The potential vehicular access routes from St Evin's Park were included in the Plan as an alternative route only, to be considered in the event that the southern option was found to be problematic.

It is not considered feasible to take out proposed measure ROAD 3 as it is necessary to provide vehicular access to St Evin's Park West KDA. However, it is agreed that the KDA Urban Design Brief (Section 10.2.2) and related Urban Design Framework (Figure 10.3) can be amended to remove reference to potential vehicular

access from St Evin's Park to the east. It is also agreed to delete similar reference to vehicular access from St Evin's Park in Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin and amend Section 7.8.3 Measure ROAD 3 – Togher Road Extension of the Monasterevin Local Transport Plan accordingly.

Chief Executive's Recommendation

Chapter 10: Implementation, Table 10.2.2 St Evin's Park West KDA Urban Design Brief, delete the following text:

Connectivity and Movement

Vehicular access to the site should be provided via the proposed new road (Measure ROAD 3) on Table 8.2 and Map V2-MN-8.3 to the south ~~and/or via Saint Evin's Park to the east~~.

Chapter 10: Implementation, Figure 10.3 St Evin's Park West KDA Urban Design Framework, remove the two red arrows from the roads in St Evin's Park which adjoin the KDA to the east.

Chapter 10: Implementation, Table 10.1 Implementation and Infrastructure Delivery Schedule – Monasterevin, St Evin's Park West Key Development Area – C(2), Movement and Active Travel, delete the following text:

~~Alternative potential vehicular access via St Evin's Park to the east may be considered by the Planning Authority where access from the Togher Road extension is not achievable.~~

Monasterevin Local Transport Plan, Section 7.8.3 Measure ROAD 3 – Togher Road Extension, first paragraph, amend text as follows:

7.8.3 Measure ROAD 3 – Togher Road Extension

The existing route between Togher Road and St Evin's Park residential estate currently comprises an informal gravel access track. As part of the proposed measure, this existing gravel route will be upgraded to a fully constructed road standard to form the southern section of the new link. North of this point, the scheme extends onto a greenfield alignment where no road currently exists. The completed works will establish a new vehicular and pedestrian connection between Togher Road and ~~the~~ St Evin's Park *West Key Development* ~~residential~~ ~~a~~*A*rea, significantly improving local permeability and access.

Submission No. 22 – St Mary's Lane Residents Association

Issues Raised

This submission has been prepared by Brid Reardon on behalf of St Mary's Lane Residents' Association who are seeking the rezoning of the subject site (map excerpt below) at St Mary's Lane, Monasterevin from B: Existing Residential / Infill to F: Open Space and Amenity.



The submission raises the following points in relation to the re-zoning request:

- The submission notes that residents have maintained the open spaces along Drogheda Street / St Mary's Lane including the green area at the end of St Mary's Lane (subject site) since the early 1990s and have received funding from the council to help with the upkeep of these areas.
- The submission requests that the Land Use Zoning map and Green and Blue Infrastructure map is updated to reflect the proposed zoning change.
- The submission refers to two previous planning permissions (Plan Ref: 94777 and 96197) and conditions attached with the development of 12 semi-detached bungalows and 10 apartments at 'Beech View', noting the recommendations to reserve the subject site for public open space and free from development.
- The submission requests the council to take in charge (TIC) the subject site and consult with the residents on the status of this process.

Chief Executive's Response

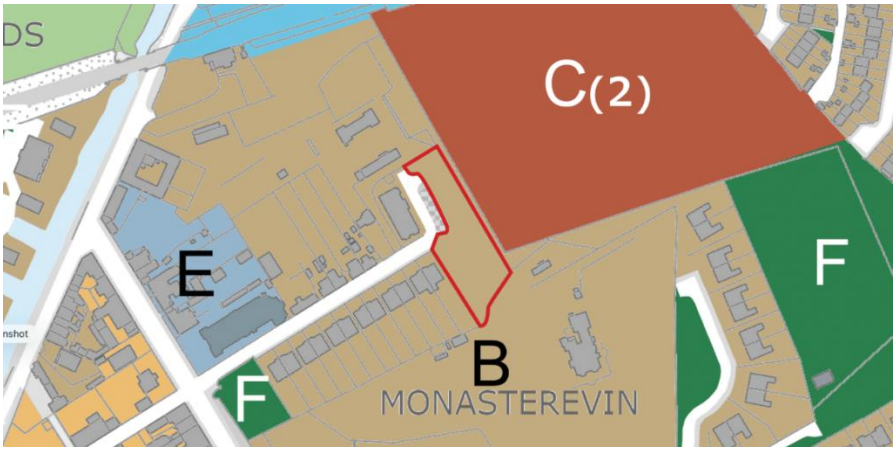
The contents of the submission are acknowledged and the request to zone the subject land as F: Open Space and Amenity is accepted. With regard to the request to update the Green and Blue Infrastructure Map, it is considered that Map Ref: V2-MN-6.1 'Green and Blue Infrastructure' of the Draft Monasterevin Settlement Plan adequately reflects the tree canopy and green infrastructure at St Mary's Lane.

The additional request for the subject lands to be taken in charge by the Council is considered to be outside the remit of the draft land use plan. Information regarding the Council's taking in charge policy and details on how to request an estate to be taken in charge is available on Kildare County Council's website.[4]

Chief Executive's Recommendation

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend zoning of lands outlined in red on map below from B: Existing Residential / Infill to F: Open Space and Amenity.

[4] https://kildarecoco.ie/AllServices/BuildingandDevelopmentControl/DevelopmentControl/



Submission No. 24 – Catherine Munro

Issues Raised

The submission raises the following points for consideration:

- The submission requests that traffic lights at Dublin Road (Fitzpatrick's Garage) and New Lodge Cross (opposite Brocan Wood) are upgraded to include additional sequences that can facilitate safe movement and access from the Athy Road (R417) on to the Dublin Road.
- The submission refers to the corner of Drogheda Street and Dublin Street at the Nags Head Pub (submission includes an image of the junction) and states this junction is incredibly busy with road traffic and pedestrian footfall which now requires a proper footpath.
- The submission recommends the changing of a number of speed limit signs along the R445 approaching the town and leaving town travelling south towards County Laois.
- The submission requests the installation of LED speed limit signs along the Dublin Road/Brocan Wood junction which have the potential to encourage safe driving and reduce speed limits.
- The submission recommends the installation of permanent bus stops to service the 888-bus route throughout the town.
- The submission recommends the twinning of Monasterevin town with the original Venice.
- States the Moore Abbey main entrance gate is an impressive feature of the town and recommends that the gates are repainted and stonework maintained to enhance its architectural significance.
- The submission requests the prevention of planting invasive species such as Cherry Laurel Bushes. It further states that these bushes cause more damage than good by creating damp conditions due to lack of light.

Chief Executive's Response

The contents of the submission are acknowledged. The Draft Monasterevin Settlement Plan is accompanied by the Monasterevin Local Transport Plan (LTP), which was prepared to inform and support the Draft Settlement Plan. The LTP sets out a series of proposed speed reduction and traffic calming measures including proposed measure ROAD 7 which proposes junction improvement works with pedestrian priority at the junctions of Dublin Road (R445) and Athy Road (R417) and a signalised junction at Dublin Road (R445) and Cowpasture Road (at the corner of

Brocan Wood). It is envisaged that subject to resources and funding, these measures will be delivered in the short term (0-3 year timeframe). In addition, measure ROAD 8 proposes a traffic calming gateway (narrower lanes and raised tables) along the Dublin Road (R445) on approach to Cowpasture. This measure is envisaged to be delivered, subject to resources and funding, over the medium term (4-7 year timeframe). Proposed measures ROAD 7 and ROAD 8 are supported by Objective MATO 8.4 of the Draft Settlement Plan. The comments relating to LED speed limit signs along the Dublin Road / Brocan Wood junction are noted. It is considered that the proposed measures outlined above will adequately address speed reduction and traffic calming at this location.

With regard to footpath provision at the corner of Drogheda Street and Dublin Street, the Draft Plan includes a series of measures including proposed walking and permeability measure WALK 6 which provides for new footpaths on existing roads. The section from Hopkins Haven (R445) to the junction with Drogheda Street is expected to be delivered as part of the proposed Monasterevin Active Travel Scheme which will be part of a separate Part 8 / local authority own development planning application process. It is anticipated that the active travel scheme will be delivered in the short term (0-3 year timeframe), subject to resources and planning permission being secured. Road junction improvements with pedestrian priority are also proposed as part of measure ROAD 7 which is anticipated to be delivered in the short term (0-3 year timeframe). These measures are also supported by Objective MATO 8.4 of the Plan.

The comments relating to road signs on approach to the town are noted. However, road signage, including speed limit signs, on arterial routes is an operational matter for Kildare County Council and is outside the remit of this land use plan.

Regarding the provision of bus stops within the town, the Draft Plan includes a range of public transport measures, including measure PT 7 which seeks to deliver improved bus stop infrastructure, including shelters, seating, accessible boarding areas, clear signage, timetable and Real Time Passenger Information (RTPI). This measure is supported by Objectives MATO 8.2 and MATO 8.6 of the Plan.

On the proposed twinning of Monasterevin with the city of Venice, this request is considered to be outside the remit of the draft land use plan. Information regarding the Council's town twinning policy is available on the Kildare County Council website.[5]

Regarding the main entrance gate to Moore Abbey Demesne, it is agreed that this is an important heritage feature and closely associated with the town's unique historic and architectural character. The proposed Moore Abbey Masterplan will include proposals relating to its function, refurbishment and potential future role. Objectives MAO 10.1 and MAO 10.2 of the Draft Settlement Plan supports the preparation and implementation of a comprehensive masterplan for the Moore Abbey lands.

The issue raised concerning the prevention of planting invasive species is noted. Section 15.2.4 of Chapter 15 of the County Development Plan (as varied) states that the planting of species listed as of concern by Invasive Species Ireland, including cherry laurel, shall neither be permitted in rural nor urban areas.

[5] https://kildarecoco.ie/AllServices/Community/Twinning/

Chief Executive's Recommendation
No change recommended.

Submission No. 25 – Oldgrange Residents Association

Issues Raised
This submission has been prepared by Old Grange Residents who live on a minor road located between Ballalley Crossroads and Ballykelly Crossroads, adjoining the proposed C7: New Residential zoning and Key Development Area (KDA) at Old Grange Cross Roads. The submission raises the following issues regarding the proposed zoning and KDA:

The Ballalley – Ballykelly Minor Road

- The circa 400m long minor road adjacent to the proposed development site has a quiet residential character of established residences.
- Whilst capable of carrying traffic in both directions, the ability to manoeuvre is restricted when larger vehicles use the minor road. In addition, one section of the minor road is prone to flooding, causing difficulties for users.
- The minor road is used by many pedestrians as part of a walking route around the town, which should be taken into account when considering any changes to road layout and vehicular traffic.
- Neither side of the minor road has land available for a footpath or cycle lane.
- The submission notes the proposed entrance to the new development and states that the minor road would not be able to accommodate a significant increase in traffic associated with a substantial residential development.
- The submission raises questions regarding new development and road safety, visibility entering and leaving the minor road, interactions with vulnerable road users, traffic congestion, construction traffic, emergency vehicle access, noise and disturbance to existing residences, impact on the character of the minor road and vehicular conflicts at nearby road junctions.
- The submission requests clarity on what form of access is proposed along the minor road, what traffic and road safety assessment support a change of use and how is development to be justified based on the status of the minor road and its usage by vulnerable road users as part of a walking route.

Main Road Vehicular Access

- The submission questions what assessment has been undertaken of road safety and traffic volumes at the proposed access point to the development lands.
- The submission requests clarification on what traffic calming measures are required, what impact increased traffic have on existing residents on the main road, if hedgerow removal / alteration is required and how vulnerable road users would safely interact with vehicles from the development.
- It is asserted that the above queries should be resolved as a priority through appropriate assessments rather than being addressed after the development type and layout has been established.

Pedestrian and Cycle Connections to the Canal and Distillery

- The submission states that there is a reference to connecting any proposed development to surrounding residential estates and potentially providing

pedestrian and cycle connectivity to local tourist attractions – i.e. the canal and Church of Oak distillery.

- The submission notes that the Blueway development provides access to these features. Therefore, the submission queries if additional access to the distillery is required and proposed, what infrastructure would be required for same and how the road to the distillery would need to be modified.
- The submission asserts that the road to the distillery is narrow with hedgerows on either side, and two cars cannot comfortably pass at certain points. Infrastructure works for paths, cycle lanes and road upgrades may require significant changes to the road network.
- The submission requests clarification on what assessments have been undertaken along the routes to the canal and distillery. if hedgerow removal id required, what the environmental impacts would be and if mitigation would be proposed.

Road Infrastructure Upgrades and Land Ownership / Cost

- The submission queries if any land outside the existing residential properties along the minor road, main road or the route to the canal / distillery would be required to facilitate road widening, footpaths, cycle paths, junction improvements, visibility splays or other transport infrastructure.
- The submission seeks clarity in relation to the implications for any residents who did not want to sell their privately owned land, if needed for such infrastructure, and the legal mechanisms for obtaining such lands.
- The submission requests clarification on who would bear the costs of acquiring lands and constructing the infrastructure for improved access to the canal / distillery.
- The submission queries how a lack of land for such infrastructure, particularly in relation to the canal and distillery, would delay development and if such infrastructure would be in place before the occupation of the proposed development.

Established Hedgerows

- States the established hedgerows in the area are an important feature of the landscape and are along all approaches to the development site, canal and distillery.
- The submission states that any proposal that requires the upgrading of road infrastructure should clearly identify what established hedgerows are affected / removed, what alternatives were considered, why their removal is necessary and what will be its replacement / mitigation. Proposals should also clearly identify how the overall landscape character would be protected.

Construction Impacts

- Considering the road constraints outlined in the submission and the safety implications for vulnerable road users, a construction traffic management plan should be considered as part of the overall assessment. Such a plan should address construction vehicle routing, vehicle sizes, working hours, pedestrian safety, traffic management, road damage, interactions with residents, emergency access and health and safety.

Site Proposal

- The submission requests that future development of the site is respectful to the established residential area, ensuring the design and layout considers elements such as privacy, overlooking, noise, lighting, traffic, visual impact, boundary treatments, building heights, separation distances, landscaping and the relationship between existing and new homes.
- It asserts that the responsibility and requirement of any development to not affect the quality of life of existing residents is that off the elected members and council officials, and not a developer-led solution.

Public Engagement

- The submission requests the council to engage with local residents through a public consultation/presentation exercise to understand the overall concept and layout of the proposed development, and how this proposal will impact the immediate location and surrounding infrastructure.
- It states this engagement will provide an opportunity for local representatives and council officials to understand the concerns and constraints identified in this submission.
- The submission queries why existing zoned land in the town and surrounding areas is not prioritised first. Also refers to the need for an environmental study and infrastructure plan.

The submission refers to site clearance works that have commenced on a site in the town without notice following a recent rezoning decision which has negatively impacted the quality of life to the surrounding residents

Chief Executive's Response

The content of the submission is noted. From the outset it is noted that the designation of each Key Development Area (KDA), together with the identification of road upgrade / active travel improvement measures throughout the town, have been informed by high-level settlement and site-specific issues. These issues have been identified through the comprehensive range of strategic level evidence-based assessments that accompany the Draft Settlement Plan including the Monasterevin Local Transport Plan, Strategic Flood Resk Assessment, Social Infrastructure Audit, Habitat Survey and Green Infrastructure Mapping and the Settlement Capacity Audit. It is noted that the Settlement Capacity Audit assesses the high-level servicing and suitability of each KDA in relation to adherence to compact growth / sequential town growth policy, social / community and open space / recreational infrastructure, flood risk, site specific constraints, accessibility to the movement and transport network, water supply accessibility / capacity and wastewater infrastructure accessibility / capacity.

In addition, each KDA in the Draft Settlement Plan has been provided with a design brief and indicative urban design framework illustrations, together with an enabling infrastructure delivery schedule (Table 10.1). The design brief and framework illustrations set out broad design parameters for future development proposals based on high level site appraisals. The design brief and framework for the Old Grange Crossroads KDA provides that:

- The built form of new development should integrate with surrounding established residential neighbourhoods, incorporate a variety of residential

typologies and create a pleasant urban environment with high-quality landscaping and amenity areas.
- New development should appropriately respond to existing green infrastructure features by integrating, protecting where feasible and enhancing the existing boundary hedgerows. In this regard, the landscaping scheme should also enhance local biodiversity and increase native tree planting and pollinator-friendly vegetation.
- Vehicular, pedestrian and cycle entrances into the KDA should be minimalist in design.

Having regard to the above, the urban design framework illustration for the KDA shows:
- A vehicular, pedestrian and cycle entrance to the KDA along the R414 (north-eastern corner of the KDA). No vehicular entrance is proposed along the minor local road to the south of the KDA.
- Pedestrian / cycle only entrances to the KDA at the Oldgrange Crossroads (western corner of the KDA), at the Ballalley Crossroads (south-eastern corner of the KDA) and in the north-western corner onto the local road.
- Internal circulation roads and dwellings that are set back from the KDA hedgerow boundaries, together with a centrally located large open space area.
- Potential future pedestrian / cycle only connections from the KDA to any future development proposals in the fields to the north of the KDA.

In relation to active travel and road upgrades to existing roads in the vicinity of the Old Grange Crossroads KDA, Table 8.2 and associated maps (Map Ref: V2-MN-8.2 and V2-MN-8.3) provide for the following:
- WALK 12 – Elements of new footpaths (where necessary) and upgrade works to existing footpaths along the R414 from the rail line overbridge to the Old Grange Crossroads KDA. Delivery of this upgrade is envisaged to be implement in the long term (6-10 years).
- WALK 10 - New footpath infrastructure along the road from High Bridge to the Ballykelly GAA grounds. Table 8.2 notes that this infrastructure would only include a single footpath on one side of the road due to width restrictions and delivery is envisaged to implemented in the long term (6 – 10 years).
- CYCLE 17 – The creation of a shared surface (vehicular and cycle transport modes) and a low-speed environment from High Bridge to the Ballykelly GAA grounds. It is noted that such low-speed environment and shared surface arrangements are also proposed to be provided along Togher Road, with example carriageway cross-sections provided in the Local Transport Plan.

Additionally, it should be noted that Section 8.3.3 of the Plan states that such measures are indicative only, with the exact route and type of infrastructure to be determined by future study and detailed design. The progression of the measures will be subject to a separate statutory process, either under Section 38 of the Road Traffic Act 1994 or through a Part 8 / local authority own development planning scheme. This process will include detailed design and appraisal, engagement with relevant statutory stakeholders, and public consultation.

Notwithstanding the above, it should be noted that Ballykelly GAA grounds and the Church of Oak Distillery lie outside the plan area boundary and therefore cannot be considered as part of the Settlement Plan. Measures WALK 10, WALK 12 and CYCLE 17 have been included by virtue of the fact that they commence inside the Settlement Plan boundary.

The Implementation and Infrastructure Delivery Schedule (in Table 10.1) for Old Grange Crossroads KDA generally reflects the design brief, design framework illustration and the active travel / road upgrade works identified in the Draft Settlement Plan. In this regard, the infrastructure to be provided by the developer in conjunction with residential development on the KDA includes *inter alia*:

- An appropriate vehicular access junction and other pedestrian / cycle only accesses.
- The provision of footpath infrastructure along the western boundary of the KDA, in line with measure WALK 12 along the R414, noting that junction upgrades may also need to be provided at the Ballalley Crossroads to appropriately integrate with existing pedestrian infrastructure along the R414.
- The provision of footpath infrastructure along the southern boundary of the KDA.
- The provision of shared surface infrastructure along the western boundary of the KDA, in line with measure CYCLE 17.

The Implementation and Infrastructure Delivery Schedule of the Plan (Table 10.1) notes that for Oldgrange Cross Road KDA C(7), the design of such developer-led infrastructure shall have cognisance of the need to protect existing boundary hedgerows to the greatest extent possible.

Having regard to the above, it is clarified that the development of the KDA is envisaged to include the following developer led road works:

- Upgrade works at both crossroad junctions, with pedestrian connections provided into the KDA at these locations.
- A vehicular, pedestrian and cycle main access off the R414 Regional Road.
- Footpath infrastructure along the R414 road for the frontage extent of the KDA.
- Any roadworks along the KDA frontage which would assist in achieving a low-speed environment and shared surface along the road towards the Ballykelly GAA grounds.
- Upgrade works along the minor road between the Ballalley and Ballykelly crossroad junctions, which may include a footpath.

The design of any future development and the final requirement for road infrastructure upgrade works will be determined at planning application stage. In this regard, Section 10.2 of the Plan notes that the design briefs and framework illustrations in the Draft Settlement Plan are informative tools and are not the singular consideration for future development applications. As such, any planning application would need to demonstrate:

- Compliance with appropriate national and local road design and vulnerable road user safety standards;
- Adherence to relevant policies, objectives and development management standards of the County Development Plan;

- The achievement of good urban placemaking and optimal planning outcomes which appropriately integrate with the surrounding area; and
- That thorough consideration has been given to site specific considerations together with national and regional policy and guidance.

The County Development Plan (as varied) contains a range of policies, objectives and development management standards applicable to all planning applications. The applicants of any development scheme for Old Grange Crossroads KDA must therefore demonstrate, to the satisfaction of the Planning Authority, compliance with all relevant provisions, including (inter alia):

- The protection of existing residential amenities, the minimisation of traffic impacts in urban areas and the prioritisation of the safety of vulnerable road users.
- The provision of road and junction designs which accord with national guidance, prioritise walking / cycling, improve safety through traffic calming measures and minimise hedgerow removal to the greatest extent.
- The provision of all relevant assessments and audits regarding traffic impact, junction design and road safety (Section 15.7.4 of the County Development Plan (as varied) refers),
- Adherence to national guidance and the development management standards in Chapter 15 of the County Development Plan (as varied) regarding interactions with adjoining properties, privacy, overlooking, noise, lighting, traffic, visual impact, boundary treatments, building heights, separation distances, landscaping design and construction management.

Having regard to the above, it is considered that concerns regarding impacts on residential amenity, road / junction design, traffic impact, road safety and construction traffic management will be appropriately addressed in any future development application.

The request to facilitate a public engagement exercise for specific developments, such as the Old Grange Crossroads Key Development Area (KDA), is not accepted. It is noted that the example cited relates to a consultation exercise undertaken by a private company in respect of its proposed development, rather than an initiative led by the Planning Authority. The role of the Planning Authority will be to assess any planning application submitted in respect of the lands, once zoned, having regard to the policies and objectives of the County Development Plan 2023–2029 (as varied) and the Monasterevin Settlement Plan, once adopted. It should be noted that local residents and other interested parties will have the opportunity to make submissions on foot of any future planning application for the lands through the statutory public consultation process.

Similarly, the detailed design of road, pedestrian and cycle infrastructure improvements identified in the Draft Settlement Plan will be subject to the applicable statutory consent processes, including public consultation where required. Such proposals will also be required to demonstrate compliance with relevant provisions of the County Development Plan (as varied) and applicable national standards.

With regard to the reference to excavation and clearance works on another site in the town, it is not considered appropriate to comment on this matter as the location and circumstances referred to have not been sufficiently identified in the submission.

Chief Executive's Recommendation
No change recommended.

Submission No. 26 – Mary Albert

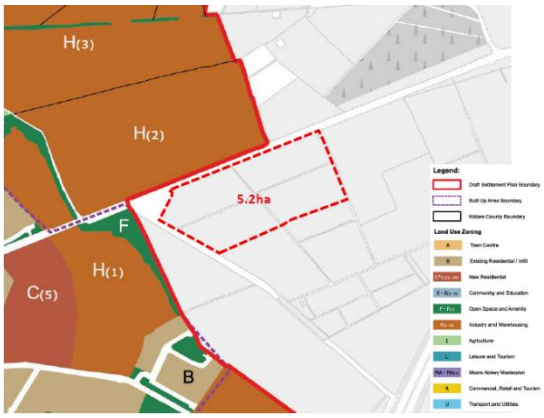
Issues Raised
The submission contains the following text: '*Housing facilteter*'

Chief Executive's Response
The submission is acknowledged. Given the lack of detail and absence of any specific request relating to the Draft Settlement Plan no further comment can be made.

Chief Executive's Recommendation
No change recommended.

Submission No. 27 – Fitzpatrick's of Monasterevin

Issues Raised
This submission has been prepared by BMA Planning on behalf of landowner Fitzpatrick's of Monasterevin seeking the zoning of 5.2 ha of land (map excerpt below) at Cowpasture, Monasterevin to H: Industry and Warehousing.



The submission raises the following points for consideration in relation to the zoning request:

- States the subject site has the potential to support the relocation and future growth of the existing business located on Dublin Road (800 metres to the west of subject site), ensuring the employment remains in the town.
- States the subject site is currently in agricultural use and accessed from the R445 (Kildare Road) which includes a site boundary that extends approximately 500 metres.
- States the lands have direct access to Junction 14 on the M7 Motorway which is approximately 1 km away.

- States the subject lands were previously identified in the Monasterevin Local Area Plan 2008 as 'H: Industrial and Warehousing', which presents a real opportunity to support the development of an enterprise location.
- States the subject lands can facilitate the relocation and expansion of the existing agricultural machinery and motor sales business to a more suitable location and improve road safety and traffic concerns.
- Asserts there are no past flood events on the lands and refers to the supporting flood risk map which identifies the lands outside the 'present day' and 'climate change mid-range future scenario'.
- States the lands are identified in Flood Zone B under the 'Climate Change High-End Future Scenario' which states that industry and warehousing type development are considered less vulnerable and generally acceptable.

Chief Executive's Response

The contents of the submission are acknowledged. This submission relates to lands which are also the subject of a similar land use zoning request in Submission No. 14, although the overall quantum of land requested to be zoned for H: Industrial and Warehousing differs. For further details on issue, please refer to the Chief Executive's Response and Recommendation to Submission No. 14 above.

Chief Executive's Recommendation

Please refer to the Chief Executive's Response and Recommendation to Submission No. 14.

Submission No. 28 – Gordon Bond

Issues Raised

St Evin's Park West KDA Design

The submission states that it does not object to the principle of development on the C2: New Residential lands / St Evins Park West Key Development Area (KDA) as it is a logical infill development benefitting from its proximity to the train station. However, the submission outlines that there are certain issues to be addressed, outlined below.

- The submission states that the proposed KDA site layout will negatively impact existing housing at the northern end of the Togher Wood estate, as the proposed framework does not provide a sufficient buffer between existing housing and future housing on the KDA.
- The submission notes that the KDA proposal does not indicate the housing typologies or tenures envisaged. There are concerns that any buildings above bungalow height will diminish privacy levels to the gardens and bedroom windows of houses at the northern end of Togher Woods.
- Noting that the grounds of the nearby Togher House feature mature trees that impact natural light in the Togher Woods estate, there are concerns that future housing of more than 1.5 storeys in height will further negatively impact on the natural light to these houses. Such development on the KDA lands will result in a formal objection being submitted.
- States the proposed amenity space identified along the northern boundary of the site would be better placed along the southern boundary where it can provide privacy and link into the existing green space and active travel links.

- Refers to the submission from St Mary's Lane Residents' Association and requests that a similar open space buffer is applied as a planning condition to future development.

Traffic Issues – Togher Road

- The submission outlines that Togher Road suffers from defects in terms of road safety and traffic management, noting the following:
    - There is a lack of speed ramps / traffic management measures between the Drogheda Street junction, and the Supervalu traffic lights, noting a significant number of property entrances / exits along this stretch of road.
    - Cars travelling down the middle of the road at speed in both directions are regularly observed.
    - Haphazard parking in marked spaces at the bend on the 'Whizz Kids' side of the road results in drivers travelling over the white line on approach to the bend. In addition, parking on the small area of crosshatch road marking also creates a blind bend.
    - Due to the above, vehicles that are stopped / slowed to make the turn into the Togher Wood entrance risk being rear ended by other vehicles travelling at speed or those lacking appropriate visibility.
    - Vehicles exiting Togher Wood have a severely restricted view towards Drogheda Street from the estate entrance.
    - Due to parking on Togher Road, vehicles exiting Togher Wood sometimes have a restricted view towards Supervalu. The restricted view, combined with a tight turning radius, leads to drivers taking wide turns and the conditions for a potential collision.
    - The above uses are exacerbated when the AFC soccer grounds are in use due to the location of the entrance to the grounds and excessive speeds by motorists entering / exiting the grounds.
    - Pick-up / drop-off for the Whizz Kids childcare facility leads to periodic congestion, mounting / parking on footpaths and enhanced activity by vulnerable road users at a dangerous bend. There is also heightened activity by vulnerable road users during mornings and afternoons due to school runs.
- The submission states that the above should be read in light of the suggestion in the Plan to upgrade the existing AFC entryway to a new vehicular access road. It is also stated that Togher Road should be enhanced with appropriate infrastructure measures put in place with a particular focus on supporting active travel links to schools.

Road Measure 3 (Togher Road Extension)

- The submission notes the concerns expressed by residents of St Evin's Park. However, considering the above points, the provision of a single vehicular access point at the existing AFC entryway would greatly increase the traffic burden of Togher Road at a point which requires serious road safety interventions.
- The submission states it is unclear how an estate entrance at this location would be in keeping with proper planning - noting its presence on a bend, proximity to the Togher Wood entrance, proximity to a childcare facility that does not benefit from dedicated parking and the existing safety issues

previously mentioned. It is stated that having the entire vehicular burden of a new development onto Togher Road would not be viable without significant intervention, which would be difficult considering the location of existing residences.
- The submission considers that there is a logical potential for a second vehicular access via St Evin's Park to reduce the level of traffic entering / leaving via Togher Road.
- The submission notes that the existing AFC road is a single lane gravel track. The creation of a new road will take up grass verges and ditches and will require careful assessment in terms of flooding and drainage.
- The submission notes that the lane contains mature trees which would be a loss to the visual amenity and natural heritage of the area and requests that policy is in place to ensure they are protected and carefully retained.

Monasterevin AFC Pitch
- Given the distance to any future sporting facilities at Moore Abbey, the submission objects to any future rezoning of the AFC pitch to uses other than open space / amenity or community use and seeks its ongoing retention.

Built Heritage
- The submission notes that a public meeting and presentation was held by Lidl in relation to the future development of the old St Paul's Secondary School. The presentation illustrated that Lidl intends to remove a substantial portion of the old stone wall surrounding the St Paul's site.
- Notwithstanding the lack of any formal heritage designation for the wall, it has a visual amenity value, including as part of a vista that extends from the lock down West End to Moore Abbey / the town square. This vista encompasses the ACA for Monasterevin.
- The submission asserts that the wholesale removal of the wall for a modern Lidl building that would be out of keeping with other nearby shopfronts / facades, would seriously impact the vista (designated as View 3 in the Plan) which is intended to be protected by the ACA designation.
- While Lidl would benefit the town in terms of retail variety, the submission recommends that strong consideration should be given to enforcing the retention of the wall, or a more substantive part of it, as part of any future planning application.
- The submission recommends the protection of the West End gardens associated with the buildings which are currently part of the town's ACA. Requests that the Plan makes a specific provision for the protection of these garden plots and the view towards the street from the river, by making specific reference to their heritage value and need to preserve free from development.

Other Items
- The submission notes broad support for the following observations; KCC-C531-3, KCC-C531-4, KCC-C531-14, KCC-C531-22, KCC-C531-18.

Chief Executive's Response
The contents of the submission are acknowledged. In relation to the St Evin's Park West KDA design, it should be noted from the outset that the urban design framework illustrations for KDAs in the Draft Settlement Plan are broadly indicative.

The framework illustrations and design brief for each KDA have been provided to assist all stakeholders in assessing future applications, based on high level site appraisals and by setting out broad design parameters for future development proposals. In this regard, Section 10.2 of the Plan outlines that while there are certain generalised requirements for KDAs in terms of principal access points, permeability, frontage requirements and the provision of public spaces; flexibility is afforded to future applicants and the Planning Authority in determining appropriate site layouts, unit mixes and designs in the KDAs.

In addition, there are a range of policies, objectives and development standards within the County Development Plan (as varied) regarding the protection of existing residential amenity (Objective HO O6 refers), including in relation to privacy, overlooking, separation distances (Section 15.2.2 refers) and overshadowing / daylight (Section 15.2.3 refers).

Accordingly, while the design briefs and framework illustrations in the Draft Settlement Plan are informative tools, they are not the singular consideration for future development applications. All future development proposals must demonstrate (*inter alia)* the following through the development management process:

a. Alignment with the land use zoning objective,
b. Compliance with relevant policies, objectives and development management standards of the County Development Plan (as varied) including in relation to the protection of existing residential amenities, and
c. The achievement of good urban placemaking and optimal planning outcomes.

As such, it is considered that the existing residential amenity concerns raised can be appropriately addressed through the development management process at planning application stage. It is recommended that the authors of the submission engage with the statutory public consultation stage of any development proposals on the subject lands.

The range of road safety and traffic management concerns raised in relation to Togher Road and the proposed provision of a dedicated access road to service the KDA are noted.

Regarding road safety and traffic management along Togher Road, it should be noted that the Monasterevin Active Travel Scheme (a proposed planning scheme) is advancing through the design stage and will be subject to a statutory planning process, including public consultation. The multi-million-euro scheme focuses on improving road safety (particularly for vulnerable users, cyclists and pedestrians) and connectivity / permeability throughout the town, by providing a range of measures including, inter alia, carriageway realignments and traffic calming measures, junction upgrades, new road crossings, permeability connections, footpath, cycle path and shared surface provision, enhanced signage and revised road markings.

The active travel scheme includes the first phase of upgrades to the Togher Road, envisaged to be delivered in the short term (1-3 years). The Local Transport Plan (LTP), accompanying the Draft Settlement Plan, notes that the first phase of upgrades to the Togher Road (from Drogheda Street junction to the Monasterevin AFC junction) currently include junction improvements and road carriageway re-alignments to provide 2m footpaths, together with road carriageway surface

treatments and other vehicular slowing measures to provide a combined on-road shared surface (for vehicles and cyclists). The second phase of upgrades to the Togher Road (as outlined on Map Refs. V2-MN-8.1 and V2-MN-8.2) are expected to be progressed in the medium term (3-5 years) and are to include new footpaths and a shared surface (cycling and vehicles) along the remaining extent of the road to the Supervalu / R414 Junction. The range of road, pedestrian and cycle improvements for the Togher Road upgrade are reflected in Table 8.2 of the Draft Settlement Plan. It is anticipated that the final design of the Togher Road upgrade and the upgrades to surrounding roads, informed by Quality Audits, Road Safety Audits and traffic assessments, will significantly improve the safety of the Togher Road once implemented.

Regarding the upgrade of the AFC entrance / exit to a roadway serving the KDA, it is noted that an indicative cross-section of this road is provided in the LTP, illustrating the provision of footpaths on either side of the combined surface (cycle and vehicular) carriageway. However, both the LTP and the Draft Settlement Plan state that the alignment / detail of this road, including drainage arrangements, is to be finalised through the detailed design process in consultation with all relevant stakeholders. Such road design proposals will be informed by a Quality Audit, Road Safety Audit, traffic assessments in relation to the development of the KDA, and environmental assessments (where relevant) to ensure that the road and junction operates in a safe and appropriate manner, having due regard to the surrounding area, on-site conditions / features and existing traffic movements.

Regarding the future status of the Monasterevin AFC pitch, it is noted that the proposed zoning in the Draft Settlement Plan provides for open space, amenity and recreation uses (F: Open Space and Amenity). Subject to the adoption of the Draft Plan in its current form, any future rezoning proposals would be subject to a separate statutory process and public consultation period and would be informed by assessments in relation to community, recreational and public open space provision.

Regarding any future proposals for the removal of existing walls by Lidl, for lands at the old St Paul's Secondary School, it is noted that such proposals will be subject to assessments by relevant conservation professionals and the Planning Authority for adherence to the protective policies, objectives and development management standards of the County Development Plan (as varied) including the Monasterevin Settlement Plan (subject to adoption) in relation to Architectural Conservation Areas and protected views. Accordingly, attention is drawn to the following objectives and development standards:

- Objective BHO 7.8 of the Draft Settlement Plan seeks to ensure that historic rubble stone boundary walls are preserved as far as practicable, and to ensure the contribution they make to green infrastructure is also protected.
- Objective BHO 7.4 of the Draft Settlement Plan seeks to protect and enhance important views connected to the ACA by requiring a Visual Impact Assessment for developments which have the potential to impact on the character, value or sensitivity of the ACA. Where it is considered that a development may impact on a protected view, proposals must have regard to the significance of any such impact and incorporate appropriate mitigation measures.

- Objectives AH O65 and AH O66 of the County Development Plan seek to ensure that developments in ACAs are appropriate and not detrimental to the character of the ACA, accord with the ACA Statement of Character and are supported by an Architectural Heritage Impact Assessment Report and a Design Report to address detailed design considerations. In addition, Policy LR P3 seeks to protect, sustain and enhance the established character of all important views and prospects.

Regarding development management standards, Section 15.2.5 of the County Development Plan (as varied) states that existing stone walls should be retained as part of new developments where possible and practicable, while Section 15.17.2 further details the requirements for planning applications for developments in or adjacent to an ACA.

Therefore, it is considered that there are sufficient protections to the visual importance of historic boundary walls in the ACA and to important views through the policies, objectives and development management standards of the Draft Settlement Plan and the current County Development Plan (as varied).

Similarly, it is noted that the historic garden plots on the western side of the West End / Main Street are within the ACA and are zoned as F: Open Space and Amenity. The importance of these gardens are reflected in the ACA Statement of Character which accompanies the Draft Settlement Plan. Accordingly, it is considered that there is sufficient recognition and protection of these important historic gardens through the zoning, policy, objectives and development management framework of both the Draft Settlement Plan and County Development Plan (as varied).

Chief Executive's Recommendation
No change recommended.

Submission No. 29 – Andrew Prendergast

Issues Raised
This submission has no objection in principle with the proposed development of the C7: New Residential lands and Key Development Area at Old Grange Cross Roads, however it raises the following points for consideration:

Green Infrastructure and Open Space

- States the KDA brief outlines the protection, integration and enhancement of the existing hedgerow boundaries, however the Plan should set out clearer, measurable requirements so they are implemented in future proposals.
- States the brief should include a requirement for the appropriate retention of all viable hedgerows and mature trees at all boundaries, where avoidance and unnecessary removal is considered in the design and delivery of the site layout and supporting infrastructure.
- States that replacement planting should use locally appropriate native hedge species.
- Recommends that an ecological survey and an arboricultural survey is submitted in advance of any layout approval.

- Requests that long term management arrangements are in place to ensure hedgerows are maintained as functioning habitats.
- Requests the requirement for a hedgerow buffer of native species along the southern boundary of the site that provides separation between new development and neighbouring homes.
- Recommends the integration of native trees throughout the development to improve overall landscape.
- Requires the brief to include a landscape-led open space strategy which includes native meadow or open species grassland areas for biodiversity, pollinator friendly planting, SuDS features, appropriate tree planting and an ecological landscape-management plan.
- States this approach will support the council's green and blue infrastructure objectives while making the development more attractive.

Character, variety and quality of the housing

- The submission requests that the brief includes a requirement for a mix of housing typologies, ensuring a high-quality design fits appropriately with the character of the surrounding environment.

Supporting Infrastructure

- States the proposed pedestrian/cycle infrastructure along the southern, western and eastern boundaries should be mandatory and delivered prior to occupation or in phasing arrangements to ensure residents safety.
- Recommends that proposed infrastructure along the southern boundary should materially improve the walking environment, ensuring well designed safe connections to local services and the wider active travel network.
- States the proposed site entrance and associated road upgrades should be designed as a traffic calming gateway rather than a standard access point.
- Requests the Council to require a detailed traffic impact assessment and road safety audit at design stage to ensure appropriate safety measures and upgrades are implemented.

Chief Executive's Response

The concerns raised in relation to the provision and design of open space, the protection and enhancement of green infrastructure, development design and the delivery of supporting infrastructure within the C(7) new residential lands are acknowledged.

It should be noted that the Draft Settlement Plan contains a comprehensive range of objectives and provisions that address these issues, including a bespoke urban design brief and accompanying framework (Oldgrange Cross Roads Key Development Area) for the lands in question. Furthermore, the hedgerows bounding the site are included in Map V2-MN-6.1 Green and Blue Infrastructure and afforded protection by Objective GBIO 6.1 which also provides for site-specific ecology surveys to be carried to assess the impact of any development on habitats and species. Chapter 15: Development Management Standards of the Kildare County Development Plan (CDP)((as varied) also sets out the requirements for new developments in relation to public open space and soft landscaping.

With regard to housing typology and variety, it is noted that Section 10.2.5 of the Plan states '*the new development should incorporate a variety of residential typologies while also creating a pleasant urban environment with high-quality landscape and amenity areas. Corner treatments should incorporate dual aspect frontages and buildings should provide passive surveillance to active travel links, public spaces and amenity areas; including any playgrounds.'*

The requirement for a Traffic and Transport Assessment (TTA) is subject to the thresholds set out in Table 15.6 of the CDP. Sub-threshold development may also require an assessment in locations experiencing particularly heavy congestion. The design of the road and street network serving the development, including connections to the public road, will be required to comply with the Design Manual for Roads and Streets (DMURS, updated 2019). All cycle infrastructure will be required to comply with the National Transport Authority's Cycle Design Manual (2026).

Compliance with all the aforementioned provisions will be addressed through the development management process on foot of a planning application for development of the lands. Accordingly, the applicant will be required to demonstrate, to the satisfaction of the Planning Authority, that any proposed development complies with all relevant objectives and policies. Members of the public and key stakeholders will have an opportunity to make submissions on any development proposal for the C(7) lands as part of the statutory planning application process.

Chief Executive's Recommendation
No change recommended.

Submission No. 30 – Ballykelly GFC

Issues Raised
This submission raises the following points for consideration:

- Refers to measures WALK 10 and CYCLE 17 and states there is no clear objective to connect the rapidly growing Old Grange communities directly with Ballykelly and the Church of Oak distillery, which has the potential to connect existing/future communities, support active travel, enhance tourism and improve access to Ballykelly GFC.
- States this proposed connection aligns with Objective MATO 8.8 which supports improved connections between the town and Ballykelly GAA.
- Requests the Council to protect the objective to deliver this connection in the future which ensures all relevant stakeholders and the council can examine the safest and most practical route.
- States the club are planning significant long-term investment in its facilities and underage structures, where a continuous walking and cycling route would make the club more accessible to the wider town and reduce car dependency.
- The submission notes engagement with representatives from Church of Oak who would welcome a more coherent route rather than isolated sections of footpath.
- The submission requests the inclusion of a policy objective worded as follows: '*Deliver a continuous active travel corridor comprising footpath and cycle facilities linking Oldgrange, Oldgrange Wood and Ferns Bridge with Ballykelly, Ballykelly GFC, Church of Oak Distillery and the wider rural recreational*

network. The route shall prioritise safe walking and cycling access for residents, school children, sports clubs, workers and visitors.'

- Requests that WALK 10, CYCLE 17 and Objective MATO 8.8 are explicitly extended and planned to connect towards Church of Oak Distillery and the wider recreational network.
- Requests that this strategic connection is identified on the relevant supporting maps within the Plan.
- The submission requests the inclusion of an objective to identify or support a feasibility study to determine the safest and most practical alignment.
- The submission requests the council to engage constructively with all relevant stakeholders and seek appropriate funding to facilitate the delivery of this proposed active travel corridor.

Chief Executive's Response

The contents of the submission are noted. The Council welcomes proposals relating to planned investment in the club's facilities and acknowledges the vital role it and other sports organisations play in promoting the health and social wellbeing of the residents of Monasterevin and its wider rural hinterland.

On the issue of a lack of connection between measures WALK 10 and CYCLE 17, it should be noted that additional permeability links for walking and cyclists are proposed in the vicinity of these measures. To the north, new residential lands (Old Grange Cross Roads Key Development Area) are proposed between Oldgrange Crossroads and Ballalley Cross Roads, the urban design framework (Figure 10.6) of which includes indicative active travel links which would facilitate walking and cycling permeability links from Ballalley Cross Roads through the site onto Oldgrange Cross Roads and the road to Ballykelly / Church of Oak Distillery connecting with measures WALK 10 and CYCLE 17. However, it is accepted that further provision could be incorporated into the Plan which would provide for measure WALK 32 to be extended eastwards so that the entire route through Ferns Bridge and Ferns Avenue is upgraded and connects with measure WALK 12 on the R414 Regional Road.

The request in the submission to include an additional objective to deliver a continuous active travel corridor linking Oldgrange, Oldgrange Wood and Ferns Bridge with Ballykelly, Ballykelly GFC, Church of Oak Distillery and the wider rural recreational network is not accepted. The Plan includes a range of active travel measures (including WALK 10, WALK 12, WALK 32 and CYCLE 17) linking the aforementioned areas which are already explicitly supported by Objective MATO 8.1. Furthermore, it should be noted that Ballykelly, Ballykelly GFC and the Church of Oak Distillery lie outside the plan area boundary and therefore cannot be considered as part of the Settlement Plan. Measures WALK 10, WALK 12 and CYCLE 17 have been included by virtue of the fact that they start inside the Settlement Plan boundary.

With regard to the delivery and feasibility of the measures WALK 10, WALK 12 and CYCLE 17 all have an indicative delivery timeframe of 6-10 years (i.e. long term) though they may be delivered earlier should the necessary funding and resources become available. Objective MATO 8.1 provides for the indicative measures to form the basis of individual projects which will then be subject to a detailed design process, including environmental and/or ecological assessment.

Chief Executive's Recommendation

Chapter 8: Movement and Active Travel, Table.2: Summary of Local Transport Plan (LTP) Measures – Walking and Permeability, amend measure WALK 32, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Walking and Permeability		
WALK 32	Ferns Bridge - permeability link for pedestrians and cyclists[49] *including extension eastwards along Ferns Avenue to junction with the R414 Regional Road subject to feasibility.*	~~Short~~ *Medium* term

Note:

- This proposed amendment will result in a consequential amendment to Map V2-MN-8.1 Movement and Active Travel – Walking and Permeability Measures.
- This proposed amendment will also result in the relevant text and maps of the Monasterevin Local Transport Plan being updated to reflect same.

Submission No. 31 – Armstong Fenton Limited c/o Masonbrook Holdings Ltd.

Issues Raised

This submission has been prepared by Armstrong Fenton Associates on behalf of Masonbrook Holdings Ltd. in respect of the proposed zoning of circa 4 ha of land (see map excerpt below) at Old Grange, Monasterevin to C(7): New Residential.



- The submission welcomes the proposed zoning of the subject site for residential use and states that they represent the most logical lands for residential zoning and can deliver much needed housing growth that is efficient and of high quality.
- The submission has no objective to the proposed KDA framework including the preferred access from the R414 Regional Road.
- Refers to the various pedestrian/cycle measures proposed throughout the town and states that developers can only carry out permitted works on lands in their control and cognisance should be paid in some of the wording relating to various objectives in the Plan.

- The submission requests the elected members to approve the proposed zoning as the lands are the most rational and logical extension to the future development of the town.

Chief Executive's Response
The contents of the submission are acknowledged. It should be noted that the pedestrian and cycle infrastructure requirements for all new residential and employment development sites is clearly outlined in Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin. With regard to the subject site, listed in the Table 10.1 as '*Old Grange Cross Roads Key Development Area C(7)*', all required movement and active travel infrastructure is explicitly linked to the development of the C(7): New Residential lands under the control of the landowner.

Chief Executive's Recommendation
No change recommended.

Submission No. 33 – Joseph Fitzpatrick

Issues Raised
This submission has been prepared by landowner Joseph Fitzpatrick seeking the zoning of the subject site (see map below) at Cowpasture, Monasterevin to H: Industry and Warehousing.



The submission raises the following points for consideration in relation to the zoning request:

- Refers to the Plans proposal to target 70% of future jobs growth to lands identified at Cowpasture and Kill to east of the town. Asserts that employment development a Cowpasture is therefore an explicit part of the Council's economic strategy for the town.
- The submission states that the zoning of the subject lands is appropriate for the proposed use of low-density employment and the promotion of local employment.
- States the lands are strategically positioned along the R445 between the town and the M7 Motorway which presents an opportunity to accommodate employment uses that require highly accessible locations that can facilitate larger footprints.
- States the subject lands including the zoned lands adjacent have the potential to create a logical employment area rather than an isolated industrial development.

- The submission notes the intention to relocate the existing agricultural/machinery business to the subject site as the existing premises becomes increasingly constraint due to surrounding development and the need for modern facilities to meet business needs.
- States the relocation of the business to the subject lands will provide a long-term location for its operation, ensuring the business remains in the town.
- The submission states the scale of the intended development and proposed land use zoning (H: Industry and Warehousing) provides a planning framework to support the continued operation of this business type in an appropriate location with a greater ability to accommodate such uses.
- States the subject lands were previously zoned for industrial and warehousing/employment purposes which represents a continuation of an established planning approach for the lands.
- Concludes by outlining how the rezoning of the land would contribute directly to a number of economic objectives contained in the Plan.

Chief Executive's Response

The contents of the submission are acknowledged. This submission relates to lands which are also the subject of a similar land use zoning request in Submission No. 14 and Submission No. 27. For further details on this issue, please refer to the Chief Executive's Response and Chief Executive's Recommendation to Submission No. 14 above.

Chief Executive's Recommendation

Please refer to the Chief Executive's Response and Chief Executive's Recommendation to Submission No. 14.

Submission No. 35 – James Comiskey c/o AYG Landscape Consultants

Issues Raised

This submission has been prepared by James Comiskey c/o AYG Landscape Consultants. The submission welcomes the recognition of the River Barrow, Grand Canal, Moore Abbey, mature vegetation and active-travel connections as defining assets in the Draft Settlement Plan, noting that the Plan provides a strong basis for future growth. However, the submission raises the following points for consideration:

Town Wide Green Infrastructure, Open Space and Delivery Plan

- The submission recommends the adoption of town wide green infrastructure, recreation and active travel network of well-designed spaces which identifies stated functions, intended users, suitable facilities, clear management arrangements and catchment areas in support of the 10-minute settlement concept - particularly in the eastern, western and central neighbourhoods of the town.
- It is submitted that the quantum of required additional place space and open space in the SIA will not deliver the 10-minute settlement concept and that other factors such as location, design, accessibility, facilities and intended users should be considered.

- The submission states that the current co-location of the Riverside Park and the playground in the northern part of the town does not provide a 10-minute catchment for such facilities for the rest of the town (particularly the south and west). While the submission welcomes the provision of future facilities within proposed KDA's, it is submitted that a townwide overview is required to ensure all existing neighbourhoods are considered, where walking access is measured and mapped along safe connecting routes.
- The Settlement Plan should transfer the findings of the SIA into an identified and distributed network of inclusive and intergenerational facilities that accommodate whole of life needs (toddlers, children, teenagers, adults and older people). Meaningful user involvement should be included in the design and review.
- States the Plan should support the delivery of co-designed play, social and exercise opportunities for different ages and abilities, including outdoor fitness and low impact equipment.
- In this regard, the submission recommends the preparation of a town wide Green Infrastructure, Open Space and Play Delivery Plan as part of the implementation of the Settlement Plan. Such a plan / framework would enable the creation of a programme of connected projects and assist in the co-ordination of new development, active travel work, drainage, recreation facilities and long-term management.

The submission recommends that the townwide Green Infrastructure, Open Space and Play Delivery Plan be informed by the mapping of ecological corridors, canopy gaps, public open space, community spaces and pedestrian/cycling links, as part of the Plans implementation strategy.

Pocket Parks

- The submission recommends that an audit of underused open space and public amenity land be undertaken to create a connected necklace of pocket parks and biodiverse spaces, rather than treating residual lands as acceptable open space areas. Such parklets have the potential to link existing/future neighbourhoods with key services and amenities. It states that each space should have an appropriate function that supports inclusivity and universal access.

Social Infrastructure Assessment and Open Space / Recreational Strategy

- The submission states that the quantum of open space in the SIA, including in relation to play space and a public park, should not be a measure of success. The SIA quanta of open space should be treated as a minimum / starting point and should be supported by townwide standards for design quality, facilities, accessibility, distribution and user age ranges.
- The submission notes that the Plan closes the modelled shortfall in play space based on the quantitative standards of the Fields in Trust document and the anticipated population growth. This does not account for potential increased growth beyond the anticipated and is a limited tool that does not consider other factors. In this regard, this figure should be recalculated if population forecasts are exceeded and it should be explicitly stated that numerical compliance with SIA minimum standards does not demonstrate adequate provision.

- States that the SIA should only count publicly accessible open space where public access is guaranteed.
- The submission notes that European and international guidance tests proximity, safety, access, equity, quality and usefulness rather than providing quantitative standards – the WHO recommends 0.5 - 1ha of public green space within 300m of each home.
- The submission recommends the preparation of a townwide Open Space, Play and Recreation Strategy with children, young people, teenagers, adults, older people, disabled users, carers and local communities. Such as strategy should be supported by:
    - Mapping existing play / recreational facilities and safe walking catchments using the 10-minute settlement concept.
    - Considering the function, intended users, design quality, facilities, universal access, connections, delivery and management of each existing and proposed space.
    - The balanced spatial distribution of such facilities and the incorporation of a range of uses / infrastructure for all age ranges and active / passive needs (incl. teenage social space, outdoor exercise, walking circuits, seating, shade, biodiversity
    - and quiet rest areas)
- The submission includes a table of life stage categories and suitable facility provision. It recommends that this approach and an integrated network of amenity spaces is applied to future recreation schemes and public realm projects, which has the potential to support a range of age groups and a mix of recreational opportunities that is inclusive.

Allotments / Growing Spaces

- The submission requests that the Council explore the potential for allotment and community growing spaces, including the identification of a suitable site for such uses in a feasible location near the town centre and higher density homes, subject to demonstrated interest, land availability and a viable stewardship model.

Enhanced Guidance for KDAs and Developments

- States that the Council should provide professionally prepared landscape, green infrastructure and biodiversity evidence for the Key Development Areas (KDAs) and other sensitive proposals - including in the form of a Landscape and Green Infrastructure Statement – to inform future development proposals. This should address matters such as landscape, urban and suburban character, site context, views, trees and hedgerows, ecological connectivity, open space and play, nature-based drainage, active travel, mitigation for loss of biodiversity, and establishment and management of proposed landscape interventions.
- Designs should include the co-ordination of trees, rain gardens, utilities, visibility splays and lighting at concept stage so that green infrastructure can be integrated successfully and retained through detailed design and delivery.

Green Infrastructure

- Refers to Objective GBIO 6.1 regarding the protection of mapped assets and recommends the introduction of a mapped delivery plan that converts this

network into projects and targets by identifying key corridors, pollinator friendly stepping stones (200m intervals), canopy gaps, habitat baselines, play catchments, growing spaces and active travel links. States this approach could help connect landscape, ecology, SuDS, movement and play space early in the design stage, where opportunities for mitigation and integration remain.

- The submission welcomes Objective GBIO 6.4 regarding hedgerow planting and restoration but notes that survival and monitoring are not defined. The submission recommends that appropriate native, suitable non-invasive and climate resilient species are introduced which are suitable to the site's context.
- States the 30% canopy cover target must ensure species selected suit local conditions and their receiving environment, including the retention of mature hedgerows where possible.

Movement and Active Travel

- States that proposed active travel routes identified should be connected and aligned to play, recreation, schools, parks and community facilities in the town which promotes the 10-minute settlement concept.
- The submission recommends the inclusion of a safe routes to parks, play and community facilities map in the Local Transport Plan, including the mapping of a safe walking catchment of Riverside Park and its adjoining facilities.
- Recommends the use of this mapping analysis to prioritise complementary facilities and safe links to the town, whilst considering the relevant land requirements and technical design guidance in the delivery of such infrastructure.
- The submission recommends the provision of secure, sheltered cycle parking at schools, train station, amenity spaces and community facilities.

Chief Executive's Response

The contents of the submission are noted. The submission seeks further detailed delivery plans, strategies and guidance in relation to open space provision, play facility provision, green infrastructure, provision of allotments, habitat / tree canopy enhancement / restoration; together with further detailed analysis of each Key Development Area regarding ecological / environmental sensitivities to inform development proposals.

Whilst the Planning Authority recognises that further detailed assessments and strategies in relation to the above may be of some merit, it is important to note the following:

- The Draft Settlement Plan is a strategic level document that provides the overarching strategy to guide and manage land uses and the proper planning and sustainable development of the town. The Draft Settlement Plan is informed by a range of best practice evidence based supporting documents including a Social Infrastructure Assessment, Local Transport Plan, Settlement Capacity Audit, Strategic Flood Risk Assessment, Surface Water Management Strategy and ACA Statement of Character. Other plans and strategies which informed the Draft Settlement Plan include *inter alia* the County Development Plan and associated strategies (incl. Open Space and Outdoor Recreation Strategy), the Monasterevin Town Renewal Masterplan,

the Kildare Biodiversity Action Plan, the Kildare Allotment and Community Garden Strategy 2023 – 2030, the Kildare Play Strategy 2018 – 2028, the Kildare Permeability Guidelines, the Kildare Sustainable Drainage Guidelines, the Conservation Management Plan for the Cassidy's Distillery Complex and relevant national / regional plans, policies and guidance.

- The Draft Settlement Plan addresses and directs anticipated housing / population and employment growth having regard to a range of considerations including town centre regeneration, green and blue infrastructure / natural heritage / landscape, flood risk, built heritage and archaeology, movement and active travel, retailing, physical enabling infrastructure (incl. water supply, foul water and drainage) and social infrastructure needs (incl. education, healthcare, open space areas with play / sporting / recreation uses and other community facilities / services such as garda stations, post offices, libraries, community / cultural spaces, faith facilities, burial requirements etc.).
- The Settlement Plan is to be integrated into the County Development Plan and should be read in conjunction with the same, together with all relevant national and regional standards. All relevant local, regional and national policy documents and standards are considered in assessing future development proposals. In this regard, Chapters 13 and 15 of the County Development Plan incorporate a range of objectives and development management standards in relation to compliance with national / regional policy and guidance, the provision of publicly accessible open spaces and play facilities as part of new developments, the protection / integration and improvement of natural heritage features (incl. trees and hedgerows), the incorporation of active travel / permeability measures to surrounding land uses, the incorporation of nature based drainage solutions and addressing identified deficits in social / community / open space / recreational and play infrastructure.

Having regard to the above, the Draft Settlement Plan notes the concentration of existing public play and open space facilities in the north of the town and actively facilitates the provision of new open space infrastructure across new Key Development Areas that are distributed throughout the entirety of the town. Certain KDAs, such as the Hulk KDA, are positioned to deliver a range of open space features in the town, in conjunction with the focus of Local Authority efforts in the provision of more substantive open space / recreation facilities in the Moore Abbey Masterplan Area. Accordingly, it is submitted that the existing permeability, connectivity and road / active travel network of Monasterevin, together with the exiting distribution of public open space facilities and other social / community infrastructure assets have been carefully considered in the formulation of the plan.

The distribution of open space / recreation / play facilities in new development areas and Moore Abbey are centrally focused on supporting the 10 minute settlement concept, leverages existing social / community assets and planned active travel measures to provide safe connecting routes, and balances the limited financial, technical and staffing resources of the Local Authority.

In addition to the above, it should be noted that the Council's resources are limited. Accordingly, the Local Authority's priority is to focus available resources and efforts on delivering the Town Renewal Masterplan (2023) and on preparing and

implementing a masterplan for the Moore Abbey lands, as the principal means of enhancing open space and recreational facilities in the town.

Lastly, it is accepted that the Draft Settlement Plan would benefit from an identified location for allotments and a community garden / growing space. In this regard, it is considered appropriate that the development of such facilities would be further considered as part of the Moore Abbey Masterplan.

Chief Executive's Recommendation
Chapter 10: Implementation, Section 10.1.4 Future Potential Uses, insert an additional bullet point after the seventh bullet point, as follows:

- *An area for allotments and a community garden / growing space.*

Submission No. 36 – Monasterevin Community Alert

Issues Raised
This submission has been prepared by James Comiskey on behalf of Monasterevin Community Alert who raises the following points for consideration:

A Growing Town and Community Safety

- Refers to the recent growth in the town and states that future development should be accompanied by investment in the infrastructure that allows a community to function safely and successfully, such as active travel routes to schools, pedestrian/cycling connections, community facilities and well-designed neighbourhood spaces.
- States that community safety should be considered an integral part of how the town develops over the lifetime of this Plan.
- The submission refers to a range of local and national policy and design guidance in respect of community safety and its implementation.

Community Safety and Planning of Monasterevin

- The submission requests that community safety is explicitly recognised as a consideration in the planning and implementation of development of Monasterevin.
- States that future residential, transport and public realm projects should consider the following items to ensure the delivery of attractive streets and spaces:
    - Passive surveillance and overlooking
    - Appropriate public lighting
    - Safe pedestrian and cycle connections
    - Avoidance of isolated pedestrian routes
    - Accessibility for children, older persons and people with disabilities
    - Management of derelict and vacant properties
    - Long term maintenance and vegetation management
    - Consultation with the relevant community stakeholders including An Garda Síochána

Learning from Previous Plans

- The submission refers to the Monasterevin Local Area Plan 2016-2022 and states a number of objectives identified previously have still not been addressed and remain issues today:
    - Safe walking and cycling facilities associated with educational development
    - A cycle network connecting residential areas, commercial areas, commuting facilities and transport services
    - Cycle provision along Dublin Street, Cowpasture, Drogheda Street, Drogheda Row corridor
    - Safe pedestrian crossings and footpath upgrades
    - Public lighting
    - Permeability links connecting residential, retail, educational, employment, amenity and leisure facilities
    - Funding for safe, high-quality active travel routes
- Refers to the Monasterevin Town Renewal Masterplan 2023 and states that these same issues also feature heavily as priorities for the town in this plan.
- The submission states that clear objectives concerning safety, neighbourhood design, town centre regeneration and public realm improvements will be important to guide public investment and establish standards for future development.

Drogheda Street – A Test of Implementation

- The submission refers to previous planning policy objectives for the transformation of Drogheda Street into a safer space for active travel connections.
- The submission supports the Town Renewal Masterplan's objective to establish Drogheda Street as a critical transport spine for walking and cycling, including the promotion of safer spaces for active travel, public lighting, improved signage and street upgrades.
- Recommends that the Plan includes clear and effective policy to strengthen and support the delivery of the following objectives by reinforcing Drogheda Street as a critical transport spine:
    - Creation of a safe and continuous route to schools
    - Address pedestrian safety, crossing points and public lighting as part of future improvements along the corridor
    - Ensure future development adjoining or affecting the corridor contributes positively to its safety, connectivity and quality
    - Protect the opportunity to deliver the active travel and public realm improvements as development comes forward
    - Provide a clear planning framework capable of supporting future delivery of these improvements
- States that other transport and community safety objectives should be clear and efficient to guide public investment and support the assessment of future development proposals.

Vacancy, Dereliction and Community Safety

- The submission notes the cause of vacancy and dereliction can be complex; however, it states the Plan should move beyond identifying vacancy and dereliction as problems and use appropriate statutory powers.

- States long term vacancy and derelict properties can reduce passive surveillance and contribute poorly to the perception of the town.
- The submission requests the council to:
    - Maintain an up-to-date record of vacant and derelict properties
    - Identify properties which remained vacant or derelict for long periods
    - Actively engage with property owners to encourage repair, reuse or redevelopment
    - Use appropriate statutory powers where prolonged dereliction is not addressed
    - Encourage reuse of vacant upper floors and existing buildings
    - Identify opportunities to return activity to vacant properties
    - Address dangerous or inadequately secured derelict properties
    - Report on progress during the lifetime of the Plan
- States that residential expansion should be accompanied by regeneration and occupation of the existing town centre.

Road Safety and Active Travel

- States that active travel routes should prioritise connections between residential areas, schools, town centre, train station and community/sports facilities.
- States that future active travel schemes should consider complete journeys rather than individual pieces of infrastructure, particularly in respect of access to schools.

Safe Access to Schools

- The submission states the existing school access at St Paul's Secondary School and the surrounding environment requires particular attention with the prioritising of walking and cycling measures servicing the area.
- It recommends that appropriate walking and cycling infrastructure is prioritised over car-based journeys as part of a wider school access strategy for the new Monasterevin National School. Specifically safe walking routes, crossings and appropriate traffic management measures in the vicinity of the school entrance.
- The submission requests the inclusion of an objective for a comprehensive School Access and Road Safety Assessment covering the town's principal approach roads, which should examine the following:
    - Pupil trips and destinations
    - Pedestrian desire lines
    - Crossing points and missing footpath connections
    - Cycling routes
    - Traffic speeds
    - Junction design, visibility and traffic calming
    - Obstructive parking
    - Drop-off points and school bus movements
    - Public lighting and accessibility
    - School zone treatments
    - Park and stride opportunities and safe drop-off points
- Recommends the implementation of the Safe Routes to School framework for all school sites in the town, particularly the potential of park and stride locations and improved connections between residential areas and schools.

- States that future measures should follow detailed assessment and consultation with schools, parents, pupils, residents, An Garda Síochána and the National Transport Authorithy.

Building Communities through Residential Development

- Recommends that the Plan requires residential development proposals to demonstrate the social function and useability of the public open space, rather than simply delivering space to comply with a numerical requirement.
- Requests that development proposals demonstrate the purpose of the public open space, and does it provide opportunities for informal recreation, social interaction and community activity that supports a range of age groups.
- States that public open space should contribute positively to the character of the place, ensuring space is of high quality, highly accessible and capable of being appropriately maintained.
- States that quality open space should be assessed on how it contributes to the lives of residents and the neighbourhood as a whole.
- States that new housing developments should create places where communities can develop, rather than becoming a collection of houses surrounding by roads with areas of green space.

Community Safety Audits

- The submission requests that consideration is given to Community Safety Audits for significant public realm, active travel and regeneration projects. These audits should consider both actual and perceived safety, visibility, passive surveillance, road safety, landscaping, maintenance and anti-social behaviour.
- States local communities can provide valuable knowledge and input which should form part of the process.

Looking Forward

- States the level of planned growth will place additional demands on existing physical and social infrastructure, where future development must demonstrate how it will contribute positively to the character of the town with the delivery of high-quality, well-designed schemes that integrate with the wider town.
- States that future development should demonstrate how it contributes to the following:
    - Safe pedestrian and cycling connections
    - Safe access to schools and community facilities
    - High-quality residential layouts
    - Usable and well-designed public open space
    - Passive surveillance and community safety
    - Connectivity with surrounding neighbourhoods
    - Town-centre vitality and regeneration
- States that future objectives must provide an important reference point and standard for considering how developments contribute to the safety, connectivity, character and quality of the town.
- States the experience of previous plans demonstrates the importance of having clear objectives that can guide both public investment and the assessment of future development.

Chief Executive's Response

The issues raised in the submission are acknowledged. With regard to the broad range of comments relating to the topic of community safety in Monasterevin, it should be noted the Council recognises that a safe and secure environment is fundamental to creating a liveable, inclusive and resilient community in which people can thrive. In this regard, Kildare Local Community Safety Partnership is currently preparing the county's first Local Community Safety Plan. The Plan will identify key community safety priorities and set out targeted actions to support safer, more inclusive and resilient communities across the county. It will be informed by evidence, consultation and collaboration with communities, statutory agencies and other stakeholders. The preparation of the Plan includes a countywide survey, consultation events as well as the launch of the Kildare Safe and Connected Community Grant Scheme. A countywide survey is open from 1st October – 30th October 2026 and provides residents, community groups, businesses and other stakeholders with an opportunity to share their views on community safety, identify local priorities and help shape the actions to be included in the Local Community Safety Plan.[6] Feedback gathered through the survey and consultation process will play a key role in identifying priorities and informing the final Plan.

The submission's comments on Drogheda Street and support for the Town Renewal Masterplan regeneration proposals for the street are acknowledged. The Council recognises Drogheda Street as a key movement corridor in Monasterevin along with the need to improve conditions for pedestrians and cyclists, particularly those travelling to local schools. Section 8.3.2 of the Draft Settlement Plan addresses the Monasterevin Active Travel Scheme, which includes improved pedestrian and cycling infrastructure, traffic-calming measures and junction upgrades. The Council considers these measures an appropriate framework for improving safety, accessibility and connectivity along the street and connecting approach roads. The scheme will be progressed through a separate Part 8 / local authority own-development planning process, including public consultation, where stakeholders can comment on the proposed design. Given the Draft Settlement Plan already contains specific supporting objectives (MATO 8.1 – MATO 8.4) to provide for the implementation of a range of active travel measures on Drogheda Street in addition to supports the delivery of measures in the Town Renewal Masterplan for the street (Objective TRO 4.5), it is not considered that further additional objectives are necessary in this instance.

With regard to the submission's request that the Plan move beyond identifying vacancy and dereliction as issues and make greater use of appropriate statutory powers, it is important to clarify the Plan's purpose and function is as a statutory planning policy document. Its role (inter alia) is to establish a clear strategic and statutory framework that supports and directs the Council's ongoing work to address vacancy and dereliction. In this regard, the Plan contains a suite of specific objectives (TRO 4.1–TRO 4.5), complemented by the relevant policies and objectives of the County Development Plan (as varied), which together provide a

[6] Further details on the survey, consultation and the Kildare Safe and Connected Community Grant Scheme are available on the Kildare LCSP webpage and the Kildare County Council website: https://kildarecoco.ie/AllServices/Community/LocalCommunitySafetyPartnership/

robust policy basis for the Council's operational work in tackling vacancy and dereliction, particularly within the town centre.

The Planning Authority has also established a dedicated Town Regeneration team to tackle derelict and vacant properties. This team has completed a comprehensive survey of vacant and derelict properties in Monasterevin, which is regularly reviewed and updated. It has also begun the statutory process under the Derelict Sites Act 1990 for several properties in the town, with a view to adding appropriate properties to the Derelict Sites Register. The Team has engaged directly with a number of property owners in the town with a view to encouraging the refurbishment and active re-use of vacant and derelict properties, providing information and guidance to these property owners. Where such engagement does not result in a property being brought back into active use, Kildare County Council, where appropriate, will consider compulsory acquisition using its statutory powers under the Derelict Sites Act 1990 or the Housing Act 1966.

Regarding the request for travel routes to prioritise connections between residential areas and key destinations in the town, it should be noted that the Local Transport Plan (LTP) as transposed into the Plan provides for a comprehensive network of active travel improvements linking all key designations within the town. These measures are supported by Objective MATO 8.2 which seeks to ensure that a '*whole journey approach*' is adopted in the delivery of transport and active travel infrastructure in Monasterevin, 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 crossings, greenways and bus stops/shelters fully accessible to older people, people with disabilities and people with young children.

On the issue of safe access to schools, it is considered that the LTP places particular importance on delivering a range of school focused measures aimed at improving walking and cycling access to schools and improving road safety around schools in Monasterevin. These proposed improvements include emphasis on footpath continuity, pedestrian crossings, cycling facilities, traffic speeds, junction design and the interaction between vehicles and vulnerable road users.

It should be noted that while not stated directly, the LTP has incorporated the principles of the Safe Routes to School (SRTS) programme. The LTP identifies Safe Routes to School packages as a short- term measure (footpath upgrades, crossings and school access improvements) and Section 6 of the document notes the need to prioritise SRTS measures and high-quality walking and cycling connections to local schools. Furthermore, the funding framework in the LTP identifies the Safe Routes to School Programme as a potential funding source for school-focused walking and cycling interventions. Having regard to the above, it is acknowledged that the LTP would benefit from additional specific text referring to how it aligns with the National Transport Authority's Safe Routes to School (SRTS) programme.

With regard to the request that future measures should follow detailed assessment and consultation with schools, parents, pupils, residents and other key stakeholders, it is noted in Section 8.3.3 of the Plan that such measures are indicative only, with the exact route and type of infrastructure will need to be determined by future study and detailed design. The progression of the measures will be subject to a separate

statutory process, either under Section 38 of the Road Traffic Act 1994 or through a Part 8 / local authority own development planning scheme. This process will include detailed design and appraisal, engagement with relevant statutory stakeholders, and public consultation.

On the issue of residential development proposals and the provision of associated public open space, it should be emphasised that all lands zoned C: New Residential are accompanied in the Plan by bespoke urban design frameworks that establish the Council's preferred approach to the design and layout of development on these lands. These frameworks, adhere to best practice in urban design and include specific requirements for the location, design, landscaping and integration of public open space, with the clear purpose of ensuring that such spaces function as an integral component of development and make a meaningful contribution to overall place quality within Monasterevin. This approach is reinforced by the comprehensive policy and development management requirements set out in Chapter 15: Development Management Standards of the Kildare County Development Plan 2023-2029 (as varied), which provide the standards against which residential proposals, including the quality and provision of public open space, will be assessed.

The request for the inclusion of community safety audits for projects is not accepted. The Monasterevin Settlement Plan is a bespoke settlement-level spatial plan and is not considered the appropriate mechanism for introducing a new, generally applicable requirement for community safety audits. The consideration of such a requirement would be more appropriately considered through a wider policy review, including a future review of the County Development Plan, where its scope, application and implications could be assessed consistently across the county. Notwithstanding this, public safety is a central consideration in public realm, active travel and regeneration projects progressed by the Council. These projects are generally advanced through separate planning processes that include formal consultation with the public and key stakeholders. This provides residents an important opportunity to contribute local knowledge, identify safety concerns and priorities, and help shape the development of their community. The Council will therefore continue to support appropriate opportunities for community participation and consultation as plans and proposals progress.

The Council acknowledges that continued growth will place additional demands on Monasterevin's transport network, schools, community facilities and public spaces. The Draft Settlement Plan has been informed by supporting assessments and strategies, published alongside the Plan. These documents have been transposed into the Plan ensuring that the future development strategy for Monasterevin is guided by a comprehensive data-driven evidence base.

Chief Executive's Recommendation

Monasterevin Local Transport Plan, Section 7.4: Walking and Connectivity Strategy, amend the first paragraph, as follows:

Monasterevin benefits from its proximity to the Barrow Blueway and Grand Canal towpaths, which provide high-quality recreational walking routes. *The measures contained within this LTP are intended to support the objectives of the National Transport Authority's Safe Routes to School Programme, with particular emphasis on improving walking, cycling and road safety infrastructure serving Monasterevin's*

schools. These assets could benefit from better integration with the town's street network and key destinations. Planned improvements under the LTP, including enhanced train station access and Safe Routes to School packages, will significantly improve local connectivity and encourage walking as a more viable mode for short trips.

Submission No. 38 – Robin Connolly

Issues Raised

This submission outlines the following points to be considered in respect of Monasterevin Town Centre and the Cassidy's Distillery Complex:

- The submission states there is an opportunity to create a vibrant town centre that recognises the past, whilst looking to the future by developing an interesting town centre that is appreciated by residents and visitors.
- Refers to previous submissions made (KCC-C248-36 and KCC-C35-8) along with the Cassidy's Distillery Complex Conservation Management Plan (2024).

Chief Executive's Response

The submission is noted, including its references to earlier submissions on the draft Town Renewal Masterplan (KCC-C35-8) and the Pre-Draft Consultation Stage of the Monasterevin Local Area Plan (KCC-C248-36). Kildare County Council acknowledges the potential of the former Cassidy's Distillery complex to contribute to a heritage-led regeneration and revitalisation of the town as a whole. In this regard, Objective BHO 7.5 of the Draft Plan seeks to support the sensitive and adaptive reuse of the buildings within the former distillery complex, in accordance with the outputs of the Conservation Management Plan (2024), as commissioned by Kildare County Council with the agreement of the landowner.

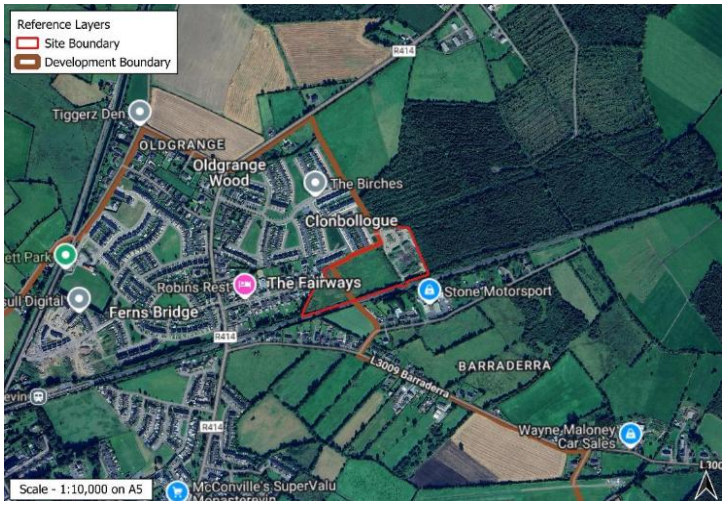
Chief Executive's Recommendation

No change recommended.

Submission No. 39 – Brook Advantage Limited

Issues Raised

The submission has been prepared by McCutcheon Hally Charted Planning Consultants on behalf of Brook Advantage Limited. The submission relates to circa 4.5 ha of lands to the east of Old Grange Road, adjoining the Oldgrange Wood estate to the north and Old Grange Avenue to the west. The lands are proposed to be zoned C(8): New Residential and are identified as the Oldgrange East Key Development Area in the Draft Monasterevin Settlement Plan.



The submission welcomes the residential zoning of the subject site and provides the following:

- An overview of the site context and the strategic location of Monasterevin along the M7 motorway and a commuter rail line. Accordingly, the subject site is ideally positioned to accommodate residential development.
- An overview of national and regional planning policy, together with national guidelines - including the NPF First Revision (2025), the Eastern and Midlands Region RSES, the NPF Implementation: Housing Growth Requirements Guidelines (2025) and the Development Plan Guidelines (2022).
- An overview of the Core Strategy amendments and the strategy for accommodating additional housing growth in Kildare provided by Variation No. 3 of the County Development Plan.

The submission considers that the lands should be designated as a Tier 1 site in the Settlement Capacity Audit and the Settlement Plan as the Tier 2 status does not adequately reflect its location, accessibility, infrastructure context or development capacity. In this regard, the submission requests that clarification and / or further consideration be given to certain aspects of the Social Infrastructure Assessment (SIA) and Settlement Capacity Audit (SCA) that accompanied the Draft Settlement Plan.

The range of matters and issues raised regarding the SCA and SCA are summarised below:

- A minor unresolved cross-reference to the title of Table 2.1 in the SCA.
- Clarification sought regarding the Compact Growth score weighting in the SCA in Table 2.2 (200 marks) and Appendix A (150 marks). The compact growth score for site 2 is erroneously stated as 235.
- Clarification required in relation to the maximum total score for the Movement and Transport criteria in the SCA arising from the potential total marks for question 1(b) and 2(b) - a potential for 135 rather than 100 marks.
- The SIA projected population of 6,827 persons should be aligned with the SCA projected population growth range of between 6,886 - 6,958 persons.
- There are differences between the social, community and recreational infrastructure overview provided in Table 5.1 of the SCA, and the figures provided in the Draft Settlement Plan and the SIA.

- Access to public transport infrastructure did not form part of the site assessment in the SCA and there is an opportunity to align the methodology with national planning guidance (including the Development Plan Guidelines) regarding integrated land-use planning and compact growth. The train station provides access to locations such as Dublin, Limerick and Galway, together with intervening locations. The commuter service runs hourly, and regional services provide access to a number of destinations. In addition, regularly operating bus services are available within 2km of the site (726, 806, 888, UM14 and IW02 services) and provide connectivity across Kildare, Carlow and Laois. The site would have scored high (30 marks) for public transport accessibility, as the site is 1km (15 min walk / 5 min cycle) of the train station and is a 7 min walk (circa 400m) from a bus stop served by the 806 and 888 bus service.
- The location and capacity of childcare facilities have not been used in the social / recreational and community infrastructure criteria in the SCA. This is considered to be out of step with national guidance for SCAs when considering sites for new residential development. In this regard, the site would have scored an additional 25 marks, based on its proximity (c.400m) to the closest childcare facility (Bright Eye Childcare).
- The SCA does not clearly outline how the centre of Monasterevin has been defined for the calculation of publicly accessible route distances, noting that the town centre is a large area and not a single point. Calculating the distance from the subject site to the closest edge of the town centre would give an additional 15 marks, with the site in the 800-1,200m range rather than the 2,001 – 2,400m range.
- In the assessment of sites, the SCA should take into account the distance of sites to planned social, community and recreational infrastructure in addition to existing infrastructure. In this regard, only the distance to existing education facilities where considered, rather than also taking the required additional primary and secondary schools into account. The site is located approximately 400m from the E(3) zoned land, which is envisaged for a primary school. Accordingly, the site would have scored 25 marks instead of 5 marks if the envisaged primary school at the E(3) zoning was considered.
- The SIA classifies pharmacies as neighbourhood centre facilities rather than healthcare facilities. It is stated that pharmacies form part of the primary healthcare network, noting the Pharmaceutical Society of Ireland and HSE categorisation and the role in the provision of primary care services. The submission also notes that other SIAs prepared by the Council classify pharmacies as healthcare facilities. If pharmacies were included within healthcare facilities, the site may score 10 marks instead of 5 in the SCA – the site is within 900m of O'Rourke's Allcare Pharmacy at Rathangan Road.
- The SIA classifies post offices as neighbourhood centre facilities rather than social and community facilities, which differs from previous SIAs by the Council. If post offices were classified as community facilities, the site may score 10 marks instead of 5 in the SCA – the site is within 900m of the Monasterevin Post Office at Rathangan Road.

Based on the above, the submission considers that the site assessment criteria in the SCA and associated elements of the SIA should be re-evaluated – asserting that relevant facilities and services, including public transport and childcare, were not fully

reflected in the site assessment framework. Appendix 1 of the submission provides a summary of the assumed scores for the subject site and the re-assessed scores. The re-assessed scores in Appendix 1, which are considered to be in line with prevailing guidance, would mean the site is Tier 1 – being between 600 and 680 marks.

The submission also notes that the subject site is served by existing infrastructure, and that development on the site would not require third party consent / agreement and / or wayleaves to connect to existing water supply, wastewater and surface water drainage infrastructure. In this regard, the submission is accompanied by an Engineering Report by BCA Consulting Engineers (Appendix 2) and a land ownership map (Appendix 3). Accordingly, it is submitted that the SCA score for the subject site should be increased by 10 marks for each infrastructure element.

The submission further requests a review of the estimated development yield for the residential sites as outlined in Table 2.4 of the Draft Settlement Plan, noting the indicative yield of 118 units at 35 units per hectare on the 4.5-hectare subject site. An indicative development proposal for the subject site, contained in Appendix 4 of the submission, illustrates that the lands are capable of accommodating 141 units and a childcare facility. The stated development yield is 39 units less than the maximum total development yield for the site, which may be attributed to the use of a smaller net development area or lower density. It is considered that the Settlement Plan does not explain the net development area for each site, density assumptions or other assumptions to derive the indicative yield for the subject site and other sites and warrants clarification.

Chief Executive's Response

From the outset it should be noted that these lands are zoned for residential development, are designated as a Key Development Area (KDA) and are not subject to any phasing restrictions in the Draft Settlement Plan. In addition, the submission clarifies that there is existing infrastructural capacity to facilitate development on the subject lands and that no third-party consents are required to access such infrastructure. Having regard to the above, the submission does not outline how the Tier 2 status of the lands, as determined in the SCA would have any material bearing on the development of the zoned lands, subject to the applicant(s) demonstrating appropriate infrastructural servicing and compliance with relevant policies, objectives and development management standards.

Notwithstanding the above, the minor issues raised, or clarifications sought, regarding the SCA methodology are addressed below:

Amend the Settlement Capacity Audit accompanying the Settlement Plan correcting the following minor errata:

- Formatting error for the title of Table 2.1 SCA Methodology for Monasterevin to be rectified.
- 150 marks for Compact Growth in Appendix A: Questions Used in the Audit of Sites to be corrected to 200 marks.
- The Compact Growth score for Site 2 in Table 4.1 Assessment Results for Residential Sites to be corrected to 135 marks.
- Correction of minor errors in Table 5.1 Overview of Social, Community and Recreation Facilities regarding social infrastructure requirements for

consistency with the Social Infrastructure Assessment and Table 3.1 of the Draft Settlement Plan.

- Regarding comparisons between different SCAs / SIAs undertaken by Kildare County Council (KCC), it is noted that there is no standard national methodology for the preparation of SCAs or SIAs. As such, Kildare County Council has adopted a bespoke and localised approach in preparing such audits for each settlement. Whilst the methodology for each SIA and SCA prepared by KCC are broadly aligned, the methodological details are tailored to the distinct range of considerations and issues in each settlement. This approach ensures that robust and evidence-led assessments are undertaken in a manner that is reflective of the varied range of settlement typologies and unique development circumstances and considerations across the county.
- Further to the localised approach to the SCA methodology outlined above, the town centre distance from each site is calculated from the existing Monasterevin Community Centre, being the locally appropriate centre point, having regard to the varied distribution of existing facilities and services throughout the town centre zoned lands.
- The grouping of pharmacies and post offices into the 'town centre / neighbourhood centre' category in the SIA and SCA is reflective of the spatial distribution of such facilities in the settlement. The only post office in Monasterevin is situated in the existing neighbourhood centre, and the pharmacies are located in either the town centre or the neighbourhood centre. As such, the SCA methodology seeks to minimise the potential for the double counting of existing facilities and services where possible.
- Regarding existing childcare facilities and the auditing of sites, the SIA outlines that the capacity of existing childcare services in Monasterevin is currently limited. Of the 4 no. existing services, 3 no. operate waiting lists, 2 no. have no remaining capacity, and 1 no. service cannot meet its potential capacity due to staffing shortages. However, SIAs represent an audit of services and capacity at a particular point in time. The availability of childcare services is likely to fluctuate over time based on a range of factors including inter alia demographic changes, facility openings and closings, staffing requirements and socio-economic considerations. In this regard, Table 10.1 of the Draft Settlement Plan requires each KDA to address the childcare needs arising from development proposals in accordance with the Childcare Facilities Guidelines for Planning Authorities (June 2001). In addition, the County Development Plan requires residential development proposals to be accompanied by a Social Infrastructure Audit that addresses existing childcare capacity and childcare capacity at the time of the development application. Accordingly, the Planning Authority refutes the assertion that the SCA methodology is out of step with national guidance regarding childcare facilities. Section 2 of the Childcare Facilities Guidelines for Planning Authorities (2001) provides for the incorporation of policies, objectives and appropriate zoning provisions into land-use plans to enable the delivery of such facilities, while Section 3 relates to development management standards and locational criteria for new childcare facilities. The Development Plans Guidelines for Planning Authorities (2022) reiterates these central elements of the Childcare Guidelines regarding policies, objectives and appropriate zoning provisions in land use plans.

- The assertion that SCA sites should be assessed in relation to potential future social and community infrastructure on E zoned lands in the Draft Settlement Plan is not accepted. Such an approach does not represent best methodological practice or consistency with national or regional guidance. The efficient utilisation of existing facilities and services in the first instance is a central aspect of planning for compact growth, balanced with the provision of appropriate policies, objectives, land use zonings and development management requirements to meet the anticipated needs of future populations. In addition, in many instances the delivery of certain social and community infrastructure is outside of the control of the Planning Authority and oftentimes relies on public bodies (including educational facilities) or private development. As such, SCAs and SIAs focus on existing infrastructural capacities, additional infrastructure and facilities that are permitted and/or under construction and planned infrastructure and facilities that benefit from written commitments by delivery agencies or are aligned with published investment programmes by such agencies.
- The total score for the Movement and Transport criteria is 100 marks. The maximum score for question 1(b) is 30 marks (assuming a site is served by footpaths, public lighting and cycle lanes) and the maximum score for question 2 (b) is 10 marks. Regarding question 2 (b), the assessed sites are either well-served by existing infrastructure (10 marks) or needs to contribute to active travel measures in the Draft Settlement Plan. Based on the location of the greenway in the Draft Settlement Plan, none of the sites considered would physically contribute to all three active travel measures in question 2 (b) yielding a maximum of 10 marks.
- Regarding the differences between the projected future populations in the SIA and Table 2.3 of the Draft Settlement Plan, it is noted that the SIA has applied a more detailed population and housing growth assessment methodology in its assessment of future potential social and community infrastructural needs. Table 2.3 of the Draft Settlement Plan provides an estimated population growth range during the lifetime of the County Development Plan (Q1 2023 to Q4 2028) based on the Core Strategy housing allocation for the settlement, and assuming an average household size of between 2.74 (national household size 2022) and 2.97 (County Kildare average household size 2022). In comparison, the SIA incorporates a projected settlement population in Q3 2026 and a projected growth to the end of the County Development Plan period, accounting for completed and permitted developments in the settlement and applying an assumed household size of 2.75 persons as per the County Development Plan. It should be noted the range of social and community infrastructure measures provided in the Draft Settlement Plan, including appropriate zonings, are capable of catering to the envisaged population growth scenarios. Notwithstanding the above it is considered appropriate to update the Monasterevin Social Infrastructure Audit on foot of the final adoption of the Settlement Plan (Variation No. 7) to ensure that it is reflective of any revised population targets included in the Plan.
- The Planning Authority strongly refutes the assertion that public transport was not considered in the zoning of lands in the Draft Settlement Plan or through the SCA. In this regard, the preparation of the Draft Settlement Plan and the SCA has had due regard to:

- The location of public transport options in relation to new residential zonings. In this regard, all new residential zoned lands are within 1km (15 min walk) of a public transport service and the Settlement Plan actively seeks to improve access to such services through active travel improvements and permeability measures. In this regard, the provision of a bespoke question in relation to public transport accessibility is unlikely to yield any significant changes to the tiering of assessed lands.
- The nature and frequency of public transport options serving the settlement as detailed in the Local Transport Plan, together with the range of destinations served and commuting distances. It is noted that the town lacks local public transport but is served by regional bus services and by train services. Regional bus services through Monasterevin have an hourly frequency at maximum. The most frequent train service is the morning (07:00 – 8:00) services to Dublin (approximately once every 20 minutes). Train services to Dublin during the rest of the day, or to other destinations, operate with a significantly less frequent schedule. In this regard, higher capacity transport nodes and accessible locations (in relation to public transport) generally have peak hour service frequencies of 10-15 minutes, as defined in the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024).
- The preferred development strategy of the County Development Plan (as varied) seeks to ensure that towns such as Monasterevin become more self-sustaining and that future development complies with the 10-minute settlement principle encompassing access to local services and amenities and public transport options through a focus on active travel and permeability.

Based on the above, it is considered that the methodology of the SCA has been thoroughly considered and tailored to reflect the unique circumstances of the settlement and accords with all relevant national policy and guidance. However, minor corrections to the SCA will be incorporated as non-material alterations.

Regarding the estimated residential capacity for the KDAs in Table 2.4 of the Draft Settlement Plan, it is noted that the net densities and resulting development capacities have been directly informed by the urban design briefs and frameworks for each KDA in Section 10.2. The urban design briefs and frameworks identify important design considerations for each site, based on an appraisal of each area and the contextual environment. These design considerations include, inter alia, the incorporation of appropriate landscaped buffers for site specific considerations (including protected structures, potential archaeological features and potential noise mitigation), the provision of civic amenity spaces and the provision of major roads / streets. Such elements have been considered in the estimated residential capacity through assumed net site areas in accordance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). It is recommended that this is reflected by additional / revised footnotes for Table 2.4 for clarity.

Chief Executive's Recommendation

Chapter 2: Compliance with the Kildare County Core Strategy, Table 2.4: Estimated Residential Development Capacity, make a non-material alteration to Footnote 9, as follows:

[9] The quantum of units and estimated net densities in Table 2.4 are indicative only, with appropriate development densities *and unit yields* to be determined on a case-by-case basis through the development management process, having due regard to the objectives and standards of this Plan, the CDP *(as varied)* and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). *It is noted that the estimated residential yields have been informed by the urban design briefs and urban design frameworks in Section 10.1, with approximate net site areas assumed (where considered appropriate) in accordance with the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024).*

Amend the Monasterevin Settlement Capacity Audit accompanying the Settlement Plan correcting the following minor errata:

- Formatting error for the title of Table 2.1 SCA Methodology for Monasterevin to be rectified.
- 150 marks for Compact Growth in Appendix A: Questions Used in the Audit of Sites to be corrected to 200 marks.
- The Compact Growth score for Site 2 in Table 4.1 Assessment Results for Residential Sites to be corrected to 135 marks.
- Correction of minor errors in Table 5.1 Overview of Social, Community and Recreation Facilities regarding social infrastructure requirements for consistency with the Social Infrastructure Assessment and Table 3.1 of the Draft Settlement Plan.

Revise the Monasterevin Social Infrastructure Audit accompanying the Settlement Plan as part of the final adoption of Proposed Variation No. 7 to update the estimated population figures used for the end of the Plan period to full align with the population range used in Table 2.3: Housing and Population Growth to 2029 of the Plan.

Submission No. 40 – Patricia Ryan

Issues Raised

The submission is broadly supportive of the Plan but raises the following points for consideration:

Dereliction

States derelict buildings in the town need to be addressed as it affects the appearance of the town and its ability to attract new business.

Moore Street

- States wheelchair and disability parking in the area is limited and needs to be addressed and that on street parking for businesses needs to be reviewed to ensure physical premises have sufficient parking allocation.

Market Square – Prendergast Monument

- Submits that the existing Prendergast Monument (Historic Celtic Cross) should remain in place as it is a vital part of the streetscape and town's historical identity.

Rathangan Road

- Refers to road safety and speeding issues along the Rathangan Road and raises concerns with the identification of cycle lanes and the subsequent removal of footpaths, which has the potential to place pedestrians at further risk of speeding cars.

St Paul's Secondary School – Athy Road

- Refers to road safety issues at St Paul's Secondary School and states the traffic lights sequence needs to be addressed to give road users right away and not the school.
- States the school requires a safe space for school bus stops to be put in place to resolve obstructive parking of buses along the main road which also impacts the Kildare Road.

Other Schools

- The submission states transport infrastructure must now take priority to ensure safety at schools at peak times is addressed in a manner that keeps students and pedestrians safe.

Community Safety and Engagement

- States the planning of community safety and the support of our most vulnerable residents must be done in a more positive way, having regard to the following:
    - Appropriate public lighting
    - Accessibility for those who have a disability
    - Regular maintenance of hedging and vegetation in the town.
    - Consultations with community groups should work in tandem with An Garda Síochána to address anti-social behaviour.

The submission requests that community engagement is continually put in place where interaction with those who live, work and volunteer in the town will be vital to the town's future success.

Chief Executive's Response

The contents of the submission are acknowledged.

Regarding dereliction and vacancy in the town, the Planning Authority has established a dedicated Town Regeneration Team to address these issues across settlements in the county. This team has completed a comprehensive survey of vacant and derelict properties in Monasterevin, which is regularly reviewed and updated. It has also begun the statutory process under the Derelict Sites Act 1990 for several properties in the town, with a view to adding appropriate properties to the Derelict Sites Register. The Team has also engaged directly with a number of property owners with a view to encouraging the refurbishment and active re-use of vacant and derelict properties, providing information and guidance to property

owners. Where such engagement does not result in a property being brought back into active use, Kildare County Council, where appropriate, will consider compulsory acquisition using its statutory powers under the Derelict Sites Act 1990 or the Housing Act 1966.

On the issue of on-street parking on Moore Street, it should be noted that the Plan contains measure ROAD 2 for this route. This seeks to simplify vehicle movements and enable the reallocation of street space to support wider footpaths, two-way cycle lane, improved pedestrian crossing provision and an enhanced public realm, while maintaining access and short-stay car parking to support town centre activity and vitality. This proposed Road and Street Measure forms part of the wider Monasterevin Active Travel Scheme which will be subject to a Part 8 / local authority own development planning application which will include its own public consultation process.

Regarding wheelchair and disability parking, the Plan contains a specific measures PARK 2 and PARK 3 which seek to provide suitable, accessible parking in the town for a range of user needs, and to review and upgrade existing accessible spaces where required, including appropriate hatching and dropped kerbs. The envisaged timeframe for the delivery of these measures is 1-3 years (i.e. short term), subject to the necessary resources and funding being made available.

Regarding the comments relating to the Prendergast Monument, it should be noted that the regeneration project for Market Square will be advanced as part of a separate Part 8 / local authority own development planning application. This process will include a public consultation in which all interested stakeholders can give their views and input on any detail design proposed.

On the issues raised relating to Rathangan Road, it is noted that the Plan contains a number of measures for this route which are designed to increase protection for vulnerable road users and promote active travel (walking and cycling). These include the following measures:

- WALK 11 – Circle K to underbridge (R414) – new footpath on existing road
- WALK 12 – Underbridge (R414) to Oldgrange (R414) – footpath upgrades on existing road.
- CYCLE 11 – Circle K to underbridge (R414) – cycle infrastructure type to be confirmed subject to detailed design.

The Plan contains no proposals or measures to remove footpaths on Rathangan Road. Regarding the issue of speeding, it is noted that measure ROAD 8 proposes traffic calming gateway (narrower lanes and raised tables) for Rathangan Road (R414), this is envisaged to be delivered over the medium term (4-7 year timeframe).

Road safety issues at St Paul's Secondary School and other schools in Monasterevin are noted. The Plan contains a range of measures for the routes leading to St Paul's, including CYCLE 7, WALK 7 and WALK 26 to increase protection for vulnerable road users and promote active travel (walking and cycling). Furthermore, a traffic calming gateway (narrower lanes and raised tables) is also proposed along the Athy Road (R417), this is envisaged to be delivered over the medium term (4-7 year timeframe). It is also envisaged that these measures will also integrate improved bus stops as part of the improvements provided. The

improvements of bus stops and associated infrastructure in the town is also supported by measure PT 7 of the Plan. Issues relating to traffic signalling are considered to be an operational matter and therefore cannot be considered as part of the Settlement Plan.

The purpose of the Monasterevin Active Travel Scheme, as outlined in Section 8.3.2 of the Plan, is *inter alia* to provide improved safety for children along the main routes to the schools located along Drogheda Street. The measures included as part of this scheme comprise, improved cycling and pedestrian infrastructure, traffic calming measures and junction upgrades.

On the issues raised in relation to community safety, it should be noted that while the primary purpose of the Draft Settlement Plan is to provide a clear planning framework to guide and manage the future spatial development of Monasterevin, the Council recognises that a safe and secure environment is fundamental to creating a liveable, inclusive and resilient community in which people can thrive. In this regard, Kildare Local Community Safety Partnership is currently preparing the county's first Local Community Safety Plan. The Plan will identify key community safety priorities and set out targeted actions to support safer, more inclusive and resilient communities across the county. It will be informed by evidence, consultation and collaboration with communities, statutory agencies and other stakeholders. The preparation of the Plan includes a countywide survey, consultation events as well as the launch of the Kildare Safe and Connected Community Grant Scheme. A countywide survey is open from 1st October – 30th October 2026 and provides residents, community groups, businesses and other stakeholders with an opportunity to share their views on community safety, identify local priorities and help shape the actions to be included in the Local Community Safety Plan.[7] Feedback gathered through the survey and consultation process will play a key role in identifying priorities and informing the final Plan.

In relation to the planning of settlements such as Monasterevin and in particular the integration of new development, Chapter 15: Development Management Standards of the Kildare County Development Plan (as varied) integrates crime prevention through environmental design measures in new developments. These requirements are intended to ensure that safety is embedded in the design of new neighbourhoods and public spaces through the application of best-practice urban design principles, including ensuring the overlooking and passive surveillance of public spaces, creating clear delineations between public and private open space, promoting active ground-floor uses where appropriate and providing appropriate street lighting.

With regard to the request for continued engagement, the Council values and actively seeks input from all community stakeholders when planning for that community. This commitment is reflected in the Council's wider approach to meaningful engagement, whereby local communities and representative groups are encouraged to participate in planning and decision-making processes. In this regard, it is noted that community engagement is a core statutory principle of the Kildare

[7] Further details on the survey, consultation and the Kildare Safe and Connected Community Grant Scheme are available on the Kildare LCSP webpage and the Kildare County Council website: https://kildarecoco.ie/AllServices/Community/LocalCommunitySafetyPartnership/

Local Community Safety Partnership. The Partnership seeks to ensure that the voices and experiences of local communities inform priority setting, planning and decision-making, with particular regard to inclusion and representation of diverse communities. The Kildare Local Community Safety Partnership website provides further information on the work of the Kildare LCSP, including details of meetings, published agendas and minutes, public notices and opportunities for community engagement.[8]

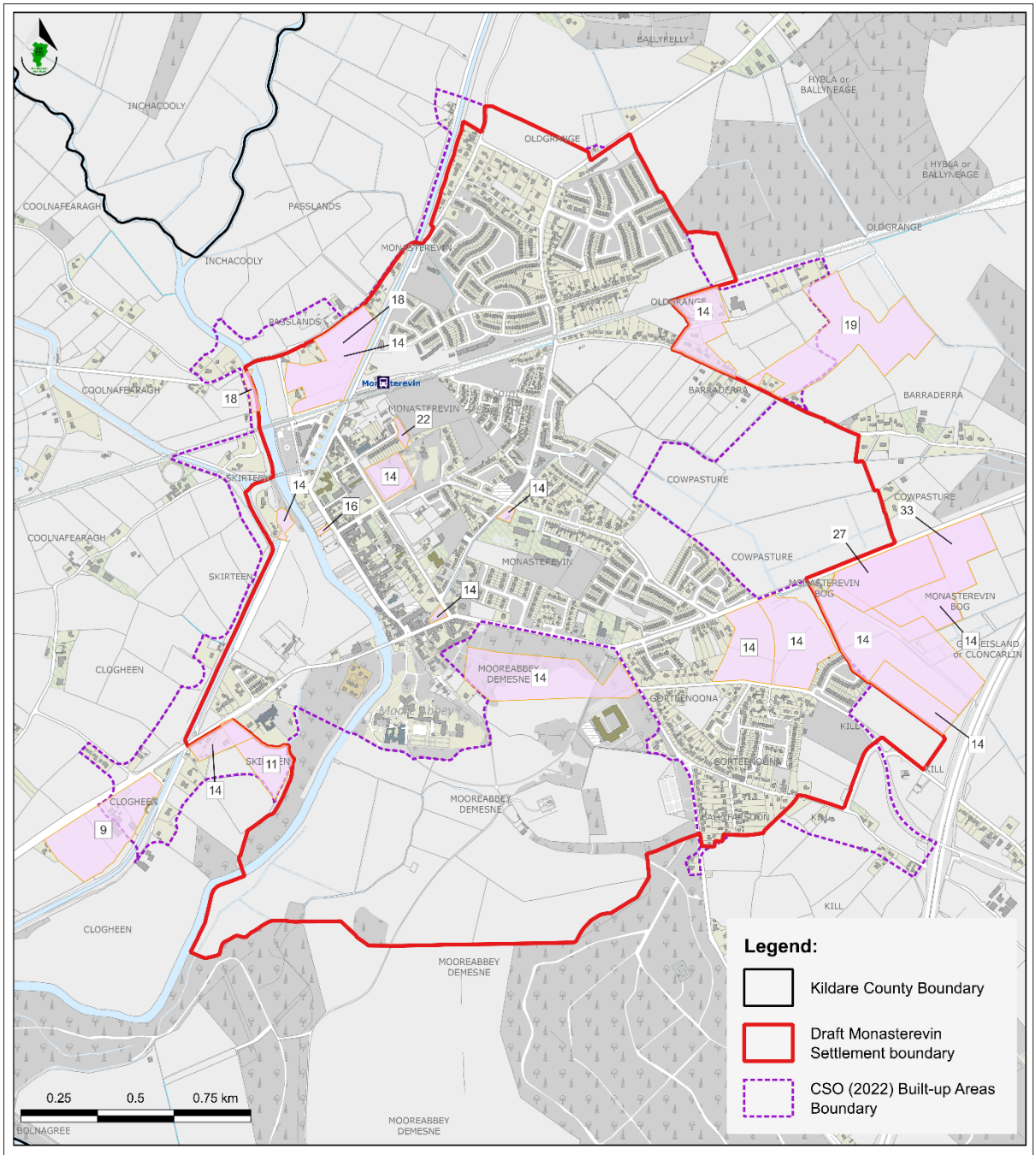
Chief Executive's Recommendation

No change recommended.

[8] Community Safety Plan - Kildare County Council

6. Submissions Seeking Rezoning of Lands

Figure 6.1: Rezoning Requests Map



Submission Number

9 Miley Cash
11 John and Sarah Holohan
14 Cllr Kevin Duffy and Cllr Pat Balfe
16 Alice Cullen
18 Aidan Mahon
19 JP Holligan and Michael Holligan
22 St Marys Lane Residents Association
22 St Marys Lane Residents Association
27 Fitzpatricks of Monasterevin
33 Joseph Fitzpatrick

7. Non-Material Changes and Typographical Errors

Following a review of the Monasterevin Settlement Plan there are a number of typographical changes and non-material modifications that were identified and have been listed below for the purposes of transparency and record and are not considered to be Proposed Material Alterations for the purposes of SEA/AA and/or any further public consultation. The following are list of non-material modifications.

Chapter 1

Chapter 1, Section 1.1, amend as follows:
Objective ~~(~~CS O9~~)~~ of the Kildare County Development Plan (CDP) 2023-2029 (as varied) seeks to '*ensure that up-to-date settlement plans (specifics to be determined through the County Development Plan review/variation) are in place for those County Kildare settlements in the Settlement Hierarchy in accordance with the obligations of the planning legislation and in accordance with relevant Ministerial Guidelines, regional planning objectives, and the County Development Plan*.'

Chapter 2

Chapter 2, Section 2.1, amend as follows:
The housing growth requirement for Monasterevin for the *County* Development Plan *(CDP)* period (Q1 2023 – Q4 2028) is set out in Table 2.1 below and reflects the combined housing requirement for the settlement in Tables 2.8 and 2.8A of Vol 1 of the CDP. The housing growth requirement of 488 units for the CDP period equates to an estimated population increase of between 1,337 and 1,449 persons[5].

Chapter 2, Section 2.1.1 Housing Completions and Extant Permissions, amend as follows (new footnote):

Furthermore, there are several extant permissions for multi-unit residential developments in Monasterevin, as detailed in Table 2.2 below. It is estimated there is a remaining balance of approximately 202 units to be delivered over the remaining period of the CDP.*New footnote*

New footnote Calculated based on Housing Growth Requirement 2023-2028 (488 units) minus Housing Completions Q1 2023 to end Q2 2026 (123 units) minus total extant Permissions (163 units) = 202 units.

Chapter 2, Section 2.1, amend as follows:

The *National Planning Framework (*NPF*)* First Revision (2025) highlights that many centrally located areas within urban settlements hold significant potential for redevelopment and re-use. A core priority of national planning policy is to ensure that these sites are effectively utilised, promoting consolidation and achieving appropriate density. In this context, National Planning Objective (NPO 9) of the NPF requires that at least 30% of all new homes targeted for settlements (excluding the five major cities and their suburbs) must be delivered within their existing built-up footprints and ensure compact and sequential patterns of growth.

Chapter 2, Section 2.3, Table 2.3, amend as follows (including footnotes):

Housing and Population Growth to 2029 and beyond	
Housing Units	**Units**
Housing Growth Requirement 2023-2029	488
Remaining Housing Delivery Q3 2026 – Q4 2028 (inclusive)	365
Population	**Persons**
Census 2022 Population of Monasterevin	5,307
Add estimated Population Growth Q2-Q4 2022	~~202~~ 204[7]
Estimated Population at commencement of County Development Plan	~~5,509~~ 5,511[8]
Additional Core Strategy Population Growth	1,377 – 1,449
Estimated population of Monasterevin at expiration of the CDP 2023-2029 and beyond	~~6,886~~ 6,888 – ~~6,958~~ 6,960

[7] CSO data records that 71 units were constructed within the built-up area (BUA) of Monasterevin between Q2 and Q4 2022. Accordingly, 71 x ~~2.85~~ 2.87 (average unit occupancy for Monasterevin in Census 2022) = ~~202~~ 204 persons.
[8] This figure, which shows the population of Monasterevin at the start of the CDP, was calculated on the basis of the 2022 Census population (5,307) and adding the increased population residing in new homes completed in the town between Q2 2022 and Q4 2022 (i.e., the period between the undertaking of the Census in April 2022 and Q1 2023 the commencement of the Kildare CDP 2023-2029) i.e., ~~202~~ 204 persons + 5,307 (Census 2022 population) = ~~5,509~~ 5,511 persons.

Chapter 2, Table 2.4: Estimated Residential Development Capacity, make a non-material alteration to Footnote 9, as follows:

[9] The quantum of units and estimated net densities in Table 2.4 are indicative only, with appropriate development densities *and unit yields* to be determined on a case-by-case basis through the development management process, having due regard to the objectives and standards of this Plan, the CDP and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). *It is noted that the estimated residential yields have been informed by the urban design briefs and urban design frameworks in Section 10.1, with approximate net site areas assumed (where considered appropriate) in accordance with the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024).*

Chapter 2, Table 2.4, amend as follows (including footnotes):

Location / Site Name	Zoning Designation	Opportunity Site / Key Development Area (KDA)	Built Up Footprint Status	Tier	Gross Site Area (hectares)	Estimated Residential Yield (Units)~~10~~	Estimated Net Density – dwellings per hectare (dph)[9]	Estimated Density Range (dph)
Former Cassidy's Distillery Complex	A: Town Centre	Opportunity Site	Within	Tier 1	1.5	25[10]	circa 43	30-50
Dublin Road	A: Town Centre	Opportunity Site	Within	Tier 1	0.37	21[11]	57	40-100
Canal Harbour	A: Town Centre	Opportunity Site	Within	Tier 1	0.08	6	100	40-100
The Malt House	B: Existing Residential / Infill	Opportunity Site	Within	Tier 1	1.1	39[12]	35	30-50
Other Infill Sites	A: Town Centre and B: Existing Residential / Infill	N/A	Within	Tier 1	N/A	37[13]	N/A	30-100
The Hulk	C*(1): New Residential	KDA	Within	Tier 1	5.6	172	45	30-50
St Evin's Park West	C(2): New Residential	KDA	Within	Tier 1	3.0	101	45	30-50
Cowpasture West	C(3): New Residential	KDA	Within	Tier 1	1.1	136	35	30-50
Cowpasture East	C(4): New Residential		Within	Tier 1	2.8			
Cowpasture South	C(5): New Residential	KDA	Within	Tier 1	3.7	100	33	30-50
Ferns Bridge	C(6): New Residential	Residential Land	Within	Tier 1	1.0	40[14]	40	30-50
Oldgrange Cross Roads	C(7): New Residential	KDA	Within	Tier 2	3.9	125	32	30-50
Oldgrange East	C(8): New Residential	KDA	Partially Within	Tier 2	4.5	118	35	30-50
St Evin's Park East	C(9): New Residential	Residential Land	Within	Tier 1	0.64	13[15]	N/A	N/A
Kill Cottages	C(10): New Residential	KDA	Within	Tier 2	2.9	87	30	30-50
Overall Total:					**32.19 ha**	**1,020 units**		

[11] Residential development proposed under Kildare Planning Reference 26/60726 *which was refused permission*.

Chapter 2, Section 2.6 Core Strategy Objectives, amend as follows:

CSO 2.4 Promote the delivery of mixed use (including residential) or residential development on the infill and regeneration opportunity sites identified in Table 2.4, subject to future development proposals demonstrating due regard and adherence to the objectives and provisions of this Settlement Plan *and the Kildare County Development Plan 2023-2029 (as varied)*.

Chapter 4

Chapter 4, Section 4.4, amend as follows:

Comprehensively addressing the challenges facing the town centre, as outlined in Sections 4.2 and 4.3 above, will require sustained and coordinated action. In this regard, ~~a~~ heritage-led and place-based regeneration is considered critical to underpinning a future development approach for the historic core, sustaining its long-term viability, and maximising its built and natural heritage assets. To this end, Kildare County Council has prepared the Monasterevin Town Renewal Masterplan (2023)[18]. This plan proposes (inter alia) a number of public realm regeneration projects for the town centre, which are summarised below.

Chapter 4, Section 4.4, Subsection 4.4.1, amend as follows:

The Town Renewal Masterplan (TRMP) proposes that the Canal Harbour be re-established as a thriving place of civic activity, café dining and waterfront vitality. A heritage trail is also proposed to announce visitors' arrival to Monasterevin town centre along the Barrow Blueway. ~~Traffic-calming measures are proposed to transform the street into a pedestrian and cyclist friendly place with accessible points along the waterfront, increased landscaping and planting as buffers, architectural upgrades to heritage shop frontages, local play points beside the historic wharf and a safe pedestrian connection underneath the rail bridge.~~

Chapter 5

Chapter 5, Section 5.1, amend as follows:

Census 2022 recorded 2,646 persons aged 15 years and over as being in employment and living in Monasterevin. 19.7% (475) of the resident workers ~~where~~ were employed in the town and 62.9% (1,517) travelled to work outside the town, of which 33.7% travel to locations elsewhere in County Kildare and 29.2% commuted outside of the county. The large outward commuter activity is not surprising given the settlement's excellent rail and road links along with its location in the vicinity of major employment centres such as the Naas-Newbridge Strategic Economic and Employment Zone, Portlaoise and Dublin. According to Census 2022, there are 1,443 jobs within the Built-Up Area of Monasterevin. It is recorded that 475 persons work and live in the settlement, equating to 33% of local jobs, while conversely, 968 persons commute into the town to work, equating to 67% of the local jobs. This illustrates the role of the settlement as an important local centre for employment serving a wider rural catchment area[20]. It is noted that a substantial number of workers commuting out of the town travelled to work by car (85%).

Chapter 5, Section 5.2, amend as follows:

The Economic Development Hierarchy of the CDP identifies sectoral opportunities for Monasterevin focusing on biotechnology, digital enterprise, tourism, distilling and brewing industries and food and beverage products. Objective RE O88 of the CDP seeks to promote Monasterevin as a centre for distilling and brewing that builds on the history of Cassidy's Distillery and Brewing ~~Co.~~ Company located in the town centre and the recent development of the Church of Oak Distillery at Ballykelly, situated approximately 2km to the north of the town.

The Government's Town Centre First Policy (2022) also seeks to support regeneration opportunities to enhance the viability and attractiveness of town centres and to retain their critical function in serving as the commercial, civic and cultural focal point of settlements. This approach also recognises the importance of the town centre for enabling place-based local economic development opportunities. Therefore, it is a strategic aim of this Plan ~~is~~ to seek to protect existing employment in the town and to attract new employment opportunities, to ensure Monasterevin can grow as a resilient, attractive and well-serviced settlement with a strong and sustainable local economy.

Chapter 9

Chapter 9, Section 9.2, Table 9.1, amend as follows:

Site Specific Flood Risk Assessment
All development proposals should be supported by an appropriately detailed Site-Specific Flood Risk Assessment (SSFRA). The level of detail within the SSFRA will depend on the risks identified and the land use proposed. Applications should apply the use of the sequential approach in terms of the site layout and design and, in satisfying the justification test (where required), the proposal must demonstrate that appropriate mitigation and management measures are put in place. The development should ensure that no encroachment onto, or loss of, the flood plain

shall occur. Only water compatible development such as Open Space and Amenity will be permitted for the lands which are identified as being at risk of flooding within that site. Areas of flood risk which are already substantially developed and have passed the justification test for development plans will be restricted to 'Minor Development' as per Section 5.28 of the Flood Risk Management Guidelines. For any development in flood risk areas that meet the Development Plan Justification Test, a Development Management Justification Test must then be applied. Development must satisfy all the criteria of the Development Management Justification Test as per Box 5-1 of the Flood Risk Management Guidelines (2009).

Chapter 9, Section 9.5, amend as follows:

IEO 9.3 Ensure Sustainable Drainage System (SuDS) surface water management areas, as indicatively ~~indicated~~ *illustrated* on Map V2-MN-9.1, are integrated into design proposals at appropriate locations within their respective sites for nature-based surface water drainage purposes.

Chapter 10

Chapter 10, Section 10.2, Subsection 10.2.1, amend as follows:

Boundaries and Entrance Treatments

The boundaries of the site should be designed as *an* integral part of the overall scheme, while responding to the surrounding infrastructure and the natural features (Grand Canal and River Barrow). Boundaries and interface areas should provide a clear delineation between public and private / semi-private open spaces, while avoiding presenting a closed-off or walled-in character. Accordingly, soft landscaping shall form a key component of all boundary treatments, helping to create a sensitive transition between the development and its surroundings reinforcing the site's natural heritage assets. The existing historic stone walls of the Hulk should be retained and integrated into the new design, ensuring coherence with the heritage character of the wider site.

Chapter 10, Section 10.2, Subsection 10.2.3, amend as follows:

Connectivity and Movement

Vehicular access to the KDA~~'s~~ should be provided via the local Cowpasture Road to the southwest (refer to Table 10.1 for further details). The development should provide a pedestrian and cycle friendly environment which integrates the KDA with surrounding residential areas. The design scheme should ensure that connections to potential future development on lands to the north-east are incorporated.

Chapter 10, Section 10.2, Subsection 10.2.3, amend as follows:

Boundaries and Entrance Treatments

Entrances to the KDA~~s~~ should be kept minimal, with the sense of arrival created through the design and layout of the built form and soft landscaping, rather than through the design of the entrance itself. Boundaries and interface areas should provide clearly defined public and private / semi-private open space whilst avoid*ing* presenting closed-off or walled-in character. The development should integrate

visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Chapter 10, Section 10.2, Subsection 10.2.4, amend as follows:

Boundaries and Entrance Treatments
All entrances to the KDA should be minimal and clearly defined, with a sense of arrival to the development being created through the layout of the built form and not by the entrance itself. The boundaries and interfaces should provide a clear delineation between public and private / semi-private open space whilst avoid*ing* presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Chapter 10, Section 10.2, Subsection 10.2.5, amend as follows:

Boundaries and Entrance Treatments
All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. Boundaries and interface areas should provide a clear delineation between public and private / semi-private open spaces, while avoid*ing* presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Chapter 10, Section 10.2, Subsection 10.2.6, amend as follows:

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage
The development should integrate, enhance and protect existing hedgerows, woodland areas and mature trees to safeguard the biodiversity and ecological networks within the area.

The landscaping scheme should protect local biodiversity and increase native tree planting and pollinator-friendly vegetation. In this regard, the development should provide an open green space on the southern perimeter of the site. This will incorporate a landscaped buffer area alongside *the* railway line mitigating visual and acoustic impacts. This area will also serve to enhance the existing green infrastructure corridor which links wooded areas to the east with the Grand Canal to the west. Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Monasterevin Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance document (2024), as per Objective IEO 9.3 and Objective IEO 9.4 of the Plan.

Chapter 10, Section 10.2, Subsection 10.2.6, amend as follows:

Boundaries and Entrance Treatments
All entrances to the KDA should be minimal, with the sense of arrival to the residential development being created by the design and layout of the built form and not the entrance itself. All boundaries and interface areas should provide a clear definition of public and private / semi-private open space, while avoid*ing* presenting a closed-off or walled-in character. The development should integrate visually

attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Chapter 10, Section 10.2, Subsection 10.2.7, amend as follows:

Boundaries and Entrance Treatments

Entrances to the KDA should be minimal, with a sense of arrival to the residential development created by the design and the layout of the built form and not the entrance itself. Boundaries and interface areas should clearly delineate public and private / semi-private open space while avoid*ing* presenting a closed-off or walled-in character. The development should integrate visually attractive boundary treatments that promote passive surveillance and create an attractive public realm.

Chapter 10, Section 10.3.8, amend numbering on title of section as follows:

10.~~3~~2.8 Employment Areas – Urban Design Priorities and Principles

Chapter 10, Section 10.3, amend as follows (including footnote):

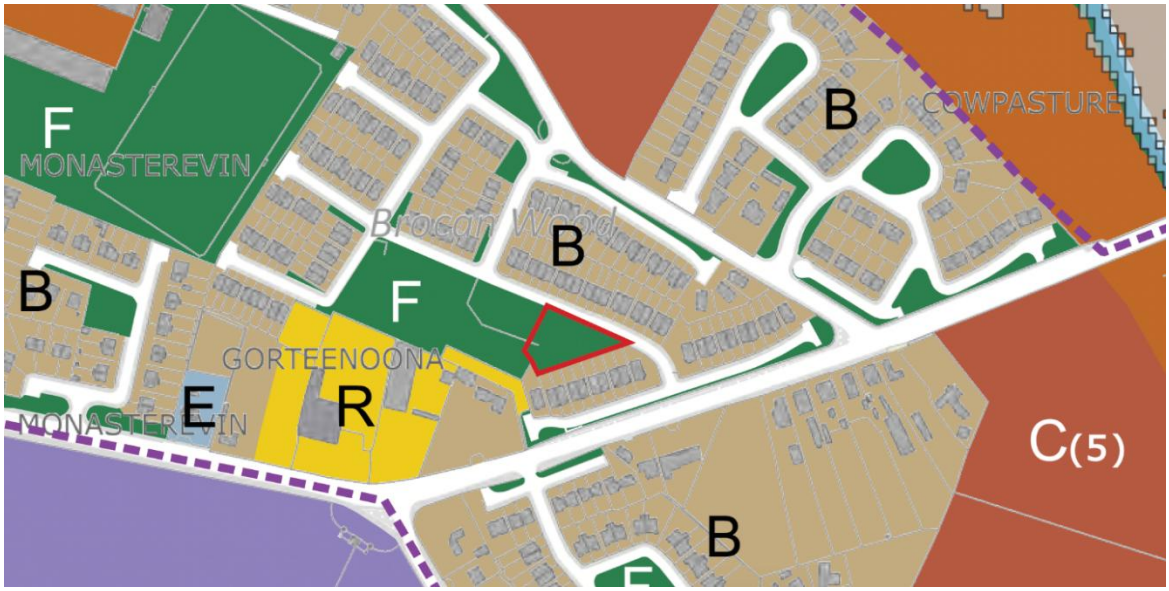
~~80 Please note that Odlum's Site ('A: Town Centre') and Sallins Wharf / Sallins Pier [C(4)] were not included in the Implementation and Infrastructure Delivery as there are extant planning permissions on the lands.~~

Chapter 10, Section 10.4, amend as follows:

Land use zonings objectives identified in Table 10, have been formulated having regard to the existing pattern of development, the protection of the environment and the need to promote the proper planning and sustainable development of ~~Sallins~~ *Monasterevin* in accordance with national, regional and local policy objectives. This Table should also be read in conjunction with Table 10.4.

8. Chief Executive's Recommended Material Alterations

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend zoning from F: Open Space and Amenity to B: Existing Residential / Infill on lands outlined in red on map below to reflect the permission granted for infill residential development at Brocan Wood under KCC Planning Ref. 25/61027.



9. Composite List of Chief Executive's Recommended Alterations to Proposed Variation No. 7

Chapter 1: Introduction and Context

No Chief Executive's recommended changes.

Chapter 2: Compliance with the Kildare County Core Strategy

No Chief Executive's recommended changes.

Chapter 3: Social Infrastructure

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, amend Objective SIO 3.7, as follows:

SIO 3.7 Facilitate the development of a *range of youth recreation and social spaces throughout Monasterevin, including dedicated* teen outdoor space*s hang-out areas, skate, wheeled sports and informal recreation* ~~or~~ facilit~~y~~*ies designed in consultation with local young people and integrated into existing and future community, recreational and open space developments* ~~on appropriately zoned lands in the town~~, subject to funding.

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, insert additional objective, as follows:

SIO 3.X *Actively support the development of a new Monasterevin Community Library in a central and universally accessible location within the town to enable an enhanced level of service to be offered to the expanding population of Monasterevin.*

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, insert additional objective, as follows:

SIO 3.Y *Actively support and facilitate the creation of a comprehensive sports and recreation campus style development as an integral component of the Moore Abbey Masterplan, providing for a range of indoor and outdoor sporting, recreational and community facilities, including sports pitches, training facilities, playgrounds, walking trails, community recreation facilities and public tennis courts, together with associated facilities, to be developed in partnership with Monasterevin Tennis Club and relevant sporting bodies.*

Chapter 3 Social Infrastructure, Section 3.2 Social Infrastructure Objectives, insert additional objective, as follows:

SIO 3.Z *Actively support and facilitate the reopening of the existing swimming pool, gymnasium and associated indoor recreation facilities at Moore Abbey for public use as soon as practicable.*

Chapter 4: Town Centre Regeneration and Delivering Place Quality

No Chief Executive's recommended changes.

Chapter 5: Economic Development

Chapter 5: Economic Development, Section 5.2 Economic Development Strategy, fourth paragraph, item No. 4, amend text as follows:

5. Promoting the development of lower density employment lands at Cowpasture and Kill townlands*, together with lands to the south of the Dublin Road*.

Chapter 5: Economic Development, Section 5.2.2: Ensuring an Adequate Supply of Zoned Land for a Range of Employment Types, third paragraph, amend text as follows:

The remaining 70% of future jobs are allocated to lands zoned 'H: Industry and Warehousing' located at *the* Cowpasture and Kill townlands*, and to the south of the Dublin Road*. In addition, lands to the north of Dublin Road at Cowpasture have been identified as a strategic location for long term future employment and have been zoned SR: Strategic Reserve.

Chapter 5: Economic Development, Section 5.2.2.1: Enterprise and Employment Land Zoning Methodology, first and second paragraphs, amend text as follows:

30% of future jobs (218 jobs) are targeted towards retail, services, hospitality, education and health sectors across various land use zoning objectives. The majority (70%) of new employment is targeted for industrial, logistical and office-based jobs (see Table 5.1 above). To this end, the Plan provides approximately ~~36.42~~ *19* hectares of land zoned 'H: Industry and Warehousing' at *the* Cowpasture and Kill *townlands, and to the south of the Dublin Road,* to facilitate employment development that responds to the projected population growth in Monasterevin.

Whilst the substantial quantum of land is acknowledged, it is considered both appropriate and necessary given the town's development context. This position is supported by the historically limited uptake and near absence of development on employment-zoned lands to date, together with the realities of existing land ownership patterns, which could significantly influence the deliverability of employment opportunities within the settlement. *Accordingly, the scale of land is considered justified to facilitate future investment, to provide a meaningful supply of employment lands, and to support the short to long-term sustainable development of the town.* Additionally, *significant employments lands to the north of Dublin Road at Cowpasture* ~~a large portion of the employment lands (H(3) and H(4))~~ were previously zoned for employment uses and have also been identified in the Kildare County Council's Strategic Employment Locations Study (2026) as a preferred location for such activities. *These lands have been zoned SR: Strategic Reserve to safeguard the strategic potential of these lands from piecemeal or premature development for the remainder of the Development Plan period.* ~~Accordingly, the scale of land is considered justified to facilitate future investment, to provide a meaningful supply of employment lands, and to support the long-term sustainable development of the town.~~

Chapter 5: Economic Development, Section 5.2.5: Development of Employment Lands, 1st and 2nd Sentences, amend text as follows:

The Plan supports the development and promotion of lower density employment lands at *the* Cowpasture and Kill townlands*, together with the lands to the south of Dublin Road.* The lands comprise approximately ~~36~~ *19* hectares.

Chapter 5: Economic Development, Section 5.3 Economic Development Objectives, Objective EDO 5.2, amend text as follows:

EDO 5.2 Promote new employment development on lands zoned as 'H~~(1) – H(4)~~: Industry and Warehousing' at Cowpasture*, south of Dublin Road* and Kill, supported by the movement and active travel links detailed on Map V2-MN-8.1, Map V2-MN-8.2 and Map V2-MN-8.3.

Chapter 6: Green and Blue Infrastructure

No Chief Executive's recommended changes.

Chapter 7: Built Heritage and Archaeology

No Chief Executive's recommended changes.

Chapter 8: Movement and Active Travel

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Plan (LTP) Measures, amend Measure WALK 13, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Walking and Permeability		
WALK 13	Underbridge (R414) to Barraderra Road (L3009) – footpath upgrades and new footpath provision on existing road to connect with proposed link road (WALK 17 and ROAD 4) *and the R445 Regional Road*	Long term

Note:

- This proposed amendment will result in a consequential amendment to Map V2-MN-8.1 Movement and Active Travel – Walking and Permeability Measures.

Chapter 8: Movement and Active Travel, Table.2: Summary of Local Transport Plan (LTP) Measures – Walking and Permeability, amend measure WALK 32, as follows:

LTP No.	**Measure**	**Delivery Timeframe[37]**
Walking and Permeability		
WALK 32	Ferns Bridge - permeability link for pedestrians and cyclists[49] *including extension eastwards along Ferns Avenue to junction with the R414 Regional Road subject to feasibility.*	~~Short~~ *Medium* term

Note:

- This proposed amendment will result in a consequential amendment to Map V2-MN-8.1 Movement and Active Travel – Walking and Permeability Measures.
- This proposed amendment will also result in the relevant text and maps of the Monasterevin Local Transport Plan being updated to reflect same.

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Measures – Walking and Permeability, insert additional text, as follows:

LTP No.	**Measure**	**Delivery Timeframe[37]**
Walking and Permeability		
WALK 42	*Uncontrolled pedestrian crossing on the R414 Rathangan Road at St Evin's Park estate*	*Medium term*
WALK 43	*Uncontrolled pedestrian crossing on the R414 Rathangan Road at Old Mill Race estate*	*Medium term*
WALK 44	*Uncontrolled pedestrian crossing at Hopkins Haven estate, Cowpasture*	*Medium term*
WALK 45	*Uncontrolled pedestrian crossing on the R445 Regional Road at the Hazel Hotel*	*Medium term*

Note: This amendment, if adopted, will result in consequential changes to Map V2-MN-8.1. This change will also result in the contents of the Monasterevin Local Transport Plan being amended to reflect same.

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Measures – Road and Street Measures, insert additional text in measure ROAD 7, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Road and Street Measures		
ROAD 7	• *JX - Junction of Barraderra / R414 Rathangan Road* • *JY – Junction of Ballalley Cross / R414 Rathangan Road*	Short to medium term

Note: This amendment, if adopted, will result in consequential changes to Map V2-MN-8.3. This change will also result in the contents of the Monasterevin Local Transport Plan being amended to reflect same.

Chapter 8: Movement and Active Travel, Table 8.2 Summary of Local Transport Measures – Road and Street Measures, insert additional text in measure ROAD 8, as follows:

LTP No.	Measure	Delivery Timeframe[37]
Road and Street Measures		
ROAD 8	• *GW5 (Portarlington Road) – approach from the north / northwest*	Medium term

Note: This amendment, if adopted, will result in consequential changes to Map V2-MN-8.3. This change will also result in the contents of the Monasterevin Local Transport Plan being amended to reflect same.

Chapter 9: Infrastructure and Environmental Services

Chapter 9: Infrastructure and Environmental Services, Table 9.1: Infrastructure and Environmental Services in Monasterevin, amend as follows:

Wastewater
Monasterevin is served by the Monasterevin Wastewater Treatment Plant (WWTP) which has spare capacity available, according to Uisce Éireann's Wastewater Treatment Capacity Register (published April 2026)[78]. Uisce Éireann's submission *to* ~~on~~ the ~~pre-draft public consultation~~ *Draft Settlement Plan* (dated *September 2026* ~~May 2024~~) states that the Monasterevin WWTP has ~~a design capacity for 9,000 population equivalent and notes~~ a headroom of ~~3,625 as of June 2023~~ *approximately 650 units where connections are on a first come, first served basis.* In addition, Uisce Éireann note there are no major constraints in the sewer network in Monasterevin. The town is served by six wastewater pumping stations and an assessment of capacity at these pumping stations would be assessed when any connection application is submitted.

Chapter 9: Infrastructure and Environmental Services, Table 9.1: Infrastructure and Environmental Services in Monasterevin, amend as follows:

Energy and Communications Infrastructure
Electricity Network Infrastructure As indicated on ESB's online 'Availability Capacity Heatmap', the western, older side of the town including Main Street/Moore Street, Drogheda Street and Canal Harbour areas are served by Portarlington substation, while the eastern and more recently developed areas of the town are served by substations located in Kildare Town. ~~The Portarlington substation has remaining capacity, but~~ Kildare *Town*'s substations are noted as constrained with limited capacity available[72], *however, the recently commissioned Bracklone 110kV substation in Portarlington now provides additional network capacity for Monasterevin and the surrounding area.*[New footnote]

New footnote *Source: Submission from the ESB to Proposed Variation No. 7 (Monasterevin Settlement Plan), dated 29th September 2026.*

Chapter 10: Implementation

Chapter 10: Implementation, Section 10.1.4 Future Potential Uses, insert an additional bullet point after the seventh bullet point, as follows:

- *An area for allotments and a community garden / growing space.*

Chapter 10: Implementation, Section 10.1.5 Access and Movement, insert additional text to the first bullet point, as follows:

- Appropriately and sensitively address vehicular access arrangements, particularly in relation to the eastern portion of the demesne, adjoining the R417 Athy Road. *In this regard, a vehicular and pedestrian / cycle access route may be provided through the south of the E(1) zoned lands to enable access to the Moore Abbey Masterplan lands.*

Chapter 10: Implementation, Section 10.1.5 Access and Movement, insert additional bullet point after the first bullet point, as follows:

- *Investigate the feasibly and appropriateness of creating a strategic internal access route linking the proposed fire station site access at Sawmill Gate at MA(1) zoned lands to the wider Moore Abbey Demesne, including a potential connection with Athy Road.*

Chapter 10: Implementation, Section 10.1.8 Moore Abbey Masterplan Objectives, amend text, as follows:

MAO 10.1	Prepare a comprehensive masterplan for Moore Abbey (as outlined on Map V2-MN-10.3: Implementation) to guide the future regeneration, conservation and sustainable use of Moore Abbey House and demesne. The masterplan shall be subject to the considerations and requirements outlined in Section 10.1 of this Plan and will be developed in conjunction with the relevant environmental assessments. The masterplan shall *inter alia*: • Establish a clear vision for the future role of Moore Abbey as an important asset for the town and residents of Monasterevin which will contribute positively to the long-term social, environmental and economic wellbeing of the community. • Provide a framework for the sensitive conservation and adaptive reuse of Moore Abbey House and associated structures. • Protect and enhance the architectural, archaeological and landscape heritage of the estate. • Integrate green and blue infrastructure principles, biodiversity enhancement / nature restoration and climate-resilient design. • Improve public access, connectivity and permeability between Moore Abbey and the wider settlement.

- Identify appropriate future uses that support community benefit, sustainable regeneration and the long-term stewardship of the estate.
- *Incorporate a detailed ecological impact assessment which shall demonstrate how the integrity of the existing habitats, species interests and ecological corridors will be maintained.*
- Incorporate a Site-Specific Flood Risk Assessment (SSFRA) to inform the masterplan *which shall ensure that vulnerable uses are not permitted on* ~~with water compatible uses only proposed for~~ lands identified as at risk of flooding (Map V2-MN.9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009).

The preparation of the Masterplan shall include appropriate consultation with relevant stakeholders and the local community to ensure that the future development of Moore Abbey reflects local needs, aspirations and the unique character of the estate.

Chapter 10: Implementation, Section 10.2.1: The Hulk KDA – Built Form and Urban Structure, amend the fourth paragraph, as follows:

'The Hulk' buildings should ideally accommodate complementary community uses or local enterprise / tourism uses that would contribute to the vitality of the town, while the remaining area of the site should be developed as a residential neighbourhood.

'The Hulk' buildings should ideally accommodate complementary community uses *(including childcare facility)* or local enterprise / tourism uses that would contribute to the vitality of the town. *Alternatively, other uses such as residential use, including assisted living and a residential care home may be considered.* ~~, while t~~*T*he remain*ing* area of the ~~site~~ *KDA* should be developed as a residential neighbourhood. The design scheme should deliver new residential typologies of high-quality architectural design, while responding sensitively to the contextual historic setting. There is also the potential for integrating an appropriately scaled, sensitively designed courtyard style development (i.e. 1 ½ storeys) within the garden walls of the Hulk.

Chapter 10: Implementation, Table 10.2.2 St Evin's Park West KDA Urban Design Brief, delete the following text:

Connectivity and Movement
Vehicular access to the site should be provided via the proposed new road (Measure ROAD 3) on Table 8.2 and Map V2-MN-8.3 to the south ~~and/or via Saint Evin's Park to the east~~.

Chapter 10: Implementation, Figure 10.3 St Evin's Park West KDA Urban Design Framework, remove the two red arrows from the roads in St Evin's Park which adjoin the KDA to the east.

Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin, The Hulk Key Development Area – C*(1), Movement and Active Travel, delete the following text:

Development on the subject lands should provide new footpath infrastructure extending along the site frontage of the R445 *under the control of the applicant* ~~and eastwards to the Finlay's Garage to the east~~.

Development on the subject lands should also provide new cycle infrastructure extending along the site frontage of the R445 *under the control of the* applicant ~~and eastwards to the Finlay's Garage to the east~~, subject to feasibility.

Chapter 10: Implementation, Table 10.1 Implementation and Infrastructure Delivery Schedule – Monasterevin, St Evin's Park West Key Development Area – C(2), Movement and Active Travel, delete the following text:

~~Alternative potential vehicular access via St Evin's Park to the east may be considered by the Planning Authority where access from the Togher Road extension is not achievable.~~

Chapter 10: Implementation, Section 10.3.8: Employment Areas – Urban Design Priorities and Principles, first, second and fifth paragraphs amend text as follows:

The key employment lands (zoned H~~(1) - H(5)~~: Industry and Warehousing) present a critical opportunity to enhance Monasterevin's role as a self-sustaining town by delivering locally-based employment.

The H(5) lands cover the existing Tirlán facility and garden centre, together with adjoining industrial estate. It is an objective of the Plan to support conforming employment uses on developed lands, while ensuring that sufficient lands are available for the growth of employment opportunities in the town. In this regard, the H~~(1) to H(4)~~ lands *in the townlands of Kill and Cowpasture and to the south of the Dublin Road* are employment landbanks positioned along key arrival corridors to Monasterevin. Accordingly, development on these lands requires a responsive design approach to ensure high-quality integration into the existing urban fabric.

In addition to the design principles above, the following Table 10.1 outlines the Implementation and Infrastructure Delivery Schedule for the key infrastructure required for employment development on the H~~(1) to H(4)~~ lands *in the townlands of Kill and Cowpasture, and to the south of the Dublin Road*.

Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin, amend table as follows:

H(1) Employment Lands – *Cowpasture Townland*

H(4) Employment Lands – *Kill Townland*

H(x) Employment Lands – South of Dublin Road

Required Infrastructure	***Delivery Schedule***	***Funding Source***
Movement and Active Travel		
Access is to be provided from the Dublin Road (R445). *Pedestrian and cycling infrastructure is to be provided along the Dublin Road frontage of the H zoned lands, in tandem with any new development thereon. Such infrastructure is to integrate with the Dublin Road element of the Monasterevin Active Travel Scheme.*	*Short to medium term - In tandem with new development.*	*Developer*
Water Supply		
Local watermain upgrade / extension may be required subject to assessment.	*Short to medium term - In tandem with new development.*	*Developer*
Wastewater		
Local foul line upgrade / extension may be required subject to assessment. *Downstream impact would need to be assessed, including the capacity of Pumping Station.*	*Short to medium term - In tandem with new development.*	*Developer*
Flood Risk and Surface Water Drainage		
Flood risk on adjoining lands to south and west. Any employment development should accord with the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). *Agreement with adjoining landowner/roads for outfall or retain surface water on site, subject to suitability e.g. infiltration tests.*	*Short to medium term - In tandem with new development.*	*Developer*

Chapter 10: Implementation, Table 10.1: Implementation and Infrastructure Delivery Schedule – Monasterevin, amend text of subtitle 'Surface Water Drainage' in all instances, as follows:

'*Flood Risk and* Surface Water Drainage'.

Chapter 10: Implementation, Table 10.4: Land Use Zoning Objectives, amend the following text:

Ref.	Use	Land-Use Zoning Objective
C	New Residential	**To provide for new residential development.** • C*(1) – C(10): Refer to Table 2.4 Estimated Residential Development Capacity. • Refer to Section 10.2 for Key Development Areas (KDAs). **Site Specific Objective** C*(1) This site is identified for the purposes of securing the regeneration and sensitive redevelopment of 'The Hulk' and its surrounding lands as a high-quality, integrated residential neighbourhood, while conserving and enhancing the site's significant architectural, historical, archaeological and natural heritage. Development shall support the conservation and adaptive reuse of the former Charter School and its associated structures and walled garden for appropriate community *(including childcare facility)*, cultural, tourism, employment or other complementary uses (residential use *including assisted living and residential care home* may be considered), alongside a sensitively designed residential development that respects the site's historic character and setting.

Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

Ref.	Use	Land-Use Zoning Objective
E	Community and Education	**To provide for community, recreation and educational facilities.** **Site Specific Objectives** E(1) This site is identified to facilitate the continued operation of Monasterevin Cemetery along with its planned expansion. *A vehicular and pedestrian/cyclist / cycle access route may be provided through the south of the E(1) lands to enable access to the neighbouring MA: Moore Abbey Masterplan zoned lands. The nature and extent of this route will be determined in the Moore Abbey Masterplan.*

Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

E	**Community and Education**	**To provide for community, recreation and educational facilities.** **Site Specific Objectives** *E(4) This site shall be developed as a dedicated health and community campus to provide for a range of facilities including a nursing home, assisted living accommodation, age-friendly housing, independent living units, day-care facilities, healthcare services and ancillary community facilities for older persons. Any application for the development of the lands shall be accompanied by a comprehensive urban design framework illustrating how the development of the campus which should demonstrate to the satisfaction of the Planning Authority how the development integrates with the surrounding lands and the wider town context. The framework shall address, inter alia, layout and phasing (if required), building heights and design, landscaping and open space (including the interface with the Royal Canal), access and circulation, pedestrian and cycle connectivity, and relationships with adjoining lands and existing community facilities.*

Chapter 10: Implementation, Table 10.2: Land Use Zoning Objectives, amend table as follows:

Ref.	Use	Land-Use Zoning Objective
F	**Open Space and Amenity**	**To protect and provide for open space, amenity and recreation provision.** **Site Specific Objective** *F(2) Provide a biodiversity and flood management corridor along Cassidy's Stream incorporating wetlands, habitat creation, flood attenuation measures and active travel routes.*

Chapter 10: Implementation, Table 10.2: Land Use Zoning Objectives, amend table as follows:

H	**Industry and Warehousing**	**To provide for manufacturing, warehousing and industrial development.** **<u>Site Specific Objectives</u>** ~~H(1) – H(4)~~ *H(1) – Cowpasture, H(4) – Kill and H(X) – South of Dublin Road* Site-specific design, layout and landscaping will be an important consideration on these lands which are located on approach roads to the town from the east and south-east (refer to Section 10.3.8). *H(X) – South of Dublin Road* *Support the expansion of indigenous businesses including agricultural machinery, engineering, logistics, storage and associated enterprise activities.* *Development proposals for the H(X) lands shall be subject to a site-specific flood risk assessment appropriate to the type and scale of development being proposed. Noting high end future scenario mapping, such assessment(s) will be required to include consideration of climate change, associated flood extents and set out further requirements for the mitigation** of the impact of climate change.* ***Including, but not limited to, the siting of development, freeboard and assessment of impact on flood risk elsewhere.*

Chapter 10: Implementation, Section 10.4 Land Use Zoning Objectives, Table 10.2: Land Use Zoning Objectives, amend text, as follows:

Ref.	Use	Land-Use Zoning Objective
MA	**Moore Abbey Masterplan**	**To support the preparation and implementation of a masterplan for Moore Abbey.** To ensure that Moore Abbey House and the other existing buildings within the demesne are maintained and do not fall into neglect, dilapidation, or dereliction, ~~.A~~*a*ppropriate meanwhile uses and other community / recreational uses will be permitted pending the finalisation of the Moore Abbey Masterplan. Such uses shall not adversely impact on the vitality or viability of the town centre and should be compatible with the future potential uses for Moore Abbey, outlined in Section 10.1.4. *Pending delivery of permanent facilities, suitable lands within Moore Abbey can be made available and maintained as grass sports pitches for*

		community use. Existing uses associated with the ongoing activities of the Muiríosa Foundation within Moore Abbey will also be permitted. A Site-Specific Flood Risk Assessment (SSFRA) shall be prepared to inform the masterplan *which shall ensure that vulnerable uses are not permitted on* ~~with water compatible uses only proposed for~~ lands identified as at risk of flooding (Map V2-MN-9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009). **Site Specific Objective** MA~~*~~*(1)*This site within Moore Abbey Demesne is identified as an indicative location for a new fire station.

Chapter 10: Implementation, Table 10.2: Land Use Zoning Objectives, amend table by introducing a new SR: Strategic Reserve land use zoning, as follows:

Ref.	Use	Land-Use Zoning Objective
SR	**Strategic Reserve**	**To protect the integrity of the lands to provide for a future strategic employment location for Monasterevin and ensure that any development that may prejudice the future orderly expansion of the town will be resisted.**

Chapter 10: Implementation, Table 10.4: Land Use Zoning Matrix, amend as follows:

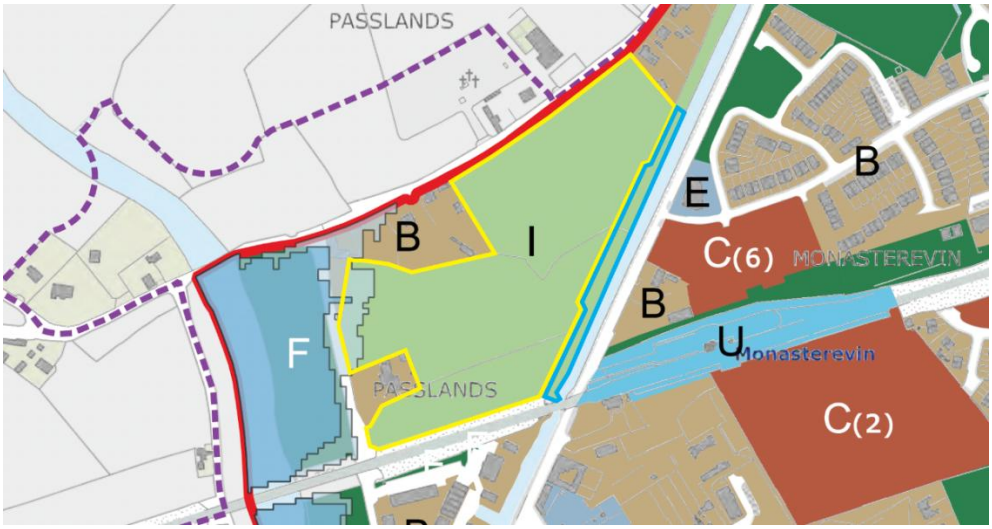
LAND USE	**MA: Moore Abbey Masterplan**
Childcare Facility	Y*New footnote*
Fire Station	Y*New footnote*
Group / Older Persons and Special Needs Housing[88]	Y*New footnote*
Guest House / Hotel / Hostel	Y*New footnote*
Residential unit(s)	Y*New footnote*

New footnote *Not permitted if located on lands identified as at risk of flooding (Map V2-MN-9.2), in accordance with the provisions of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (DECLG and OPW, 2009).*

Appendix A: Maps

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

- Amend zoning from I: Agriculture to E(4): Community and Education on lands outlined in yellow on map below that are not subject to flood risk.
- Amend zoning from I: Agriculture to F: Open Space and Amenity on lands outlined in yellow on map below that are subject to flood risk.
- Amend zoning from I: Agriculture to F: Open Space and Amenity on lands outlined in blue on map below.



Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

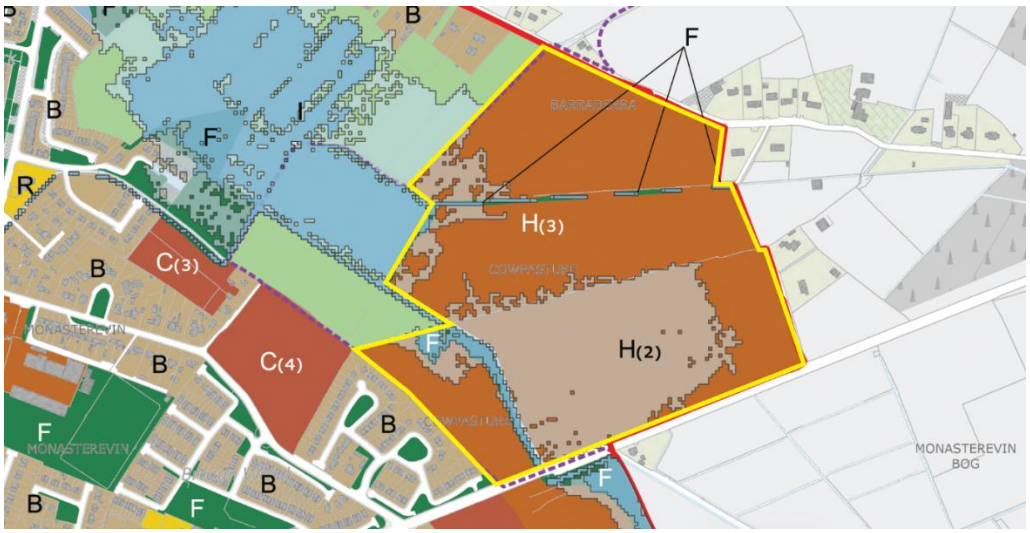
- Zone lands outlined in green on map below to MA: Moore Abbey Masterplan and amend Settlement Plan boundary accordingly.
- Remove the MA: Moore Abbey Masterplan land use zoning objective from lands outlined in yellow on map below and amend Settlement Plan boundary accordingly.



Note: This amendment, if adopted, will result in consequential amendments to all settlement plan maps to reflect changes made to the plan boundary.

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

Zone H(2) and H(3): Industry and Warehousing lands, together with associated F: Open Space and Amenity zoned lands outlined in yellow on the map below as SR: Strategic Reserve.



Note: The above amendments, if adopted, will result in consequential changes to all Settlement Plan maps to reflect changes to the settlement boundary, together with changes to Chapter 5 and Chapter 10 of the Draft Settlement Plan - including in relation to the renumbering of H: Industry and Warehousing lands.

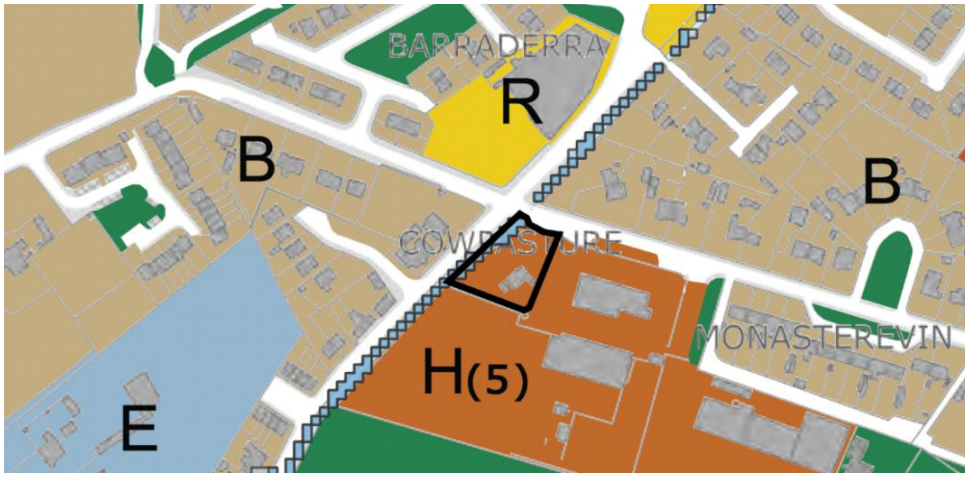
Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend as follows:

- Zone lands outlined in yellow on the map below as F(2): Open Space and Amenity.
- Zone lands outlined in blue on the map below as H(X): Industry and Warehousing.
- Zone lands outlined in purple on the map below as B: Existing Residential / Infill.



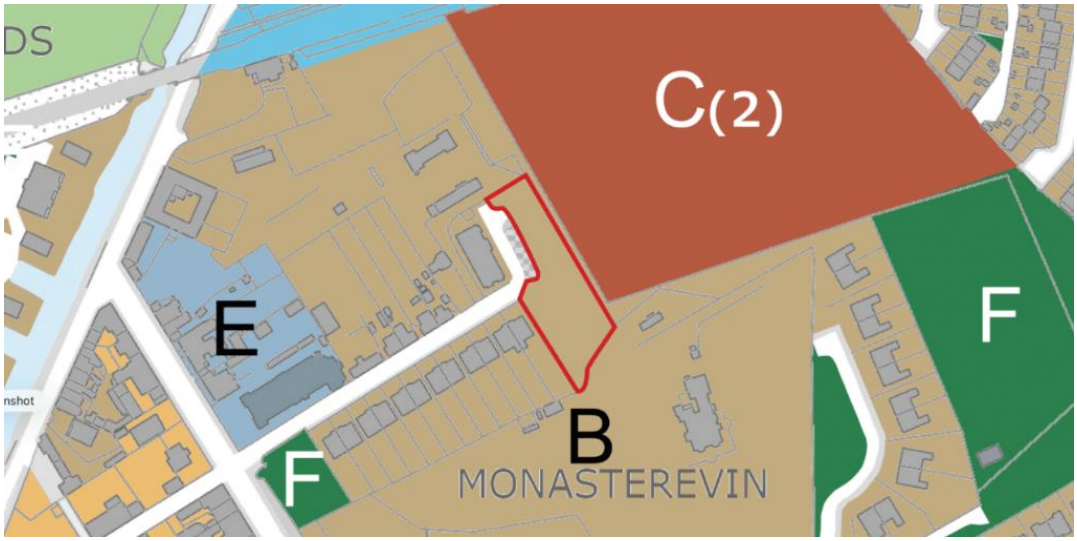
Note: The above amendments, if adopted, will result in consequential changes to all Settlement Plan maps to reflect changes to the settlement boundary, together with changes to Chapter 5 and Chapter 10 of the Draft Settlement Plan - including in relation to the renumbering of H: Industry and Warehousing lands.

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend zoning from H(5): Industry and Warehousing to E: Community and Education on lands outlined in black on map below.

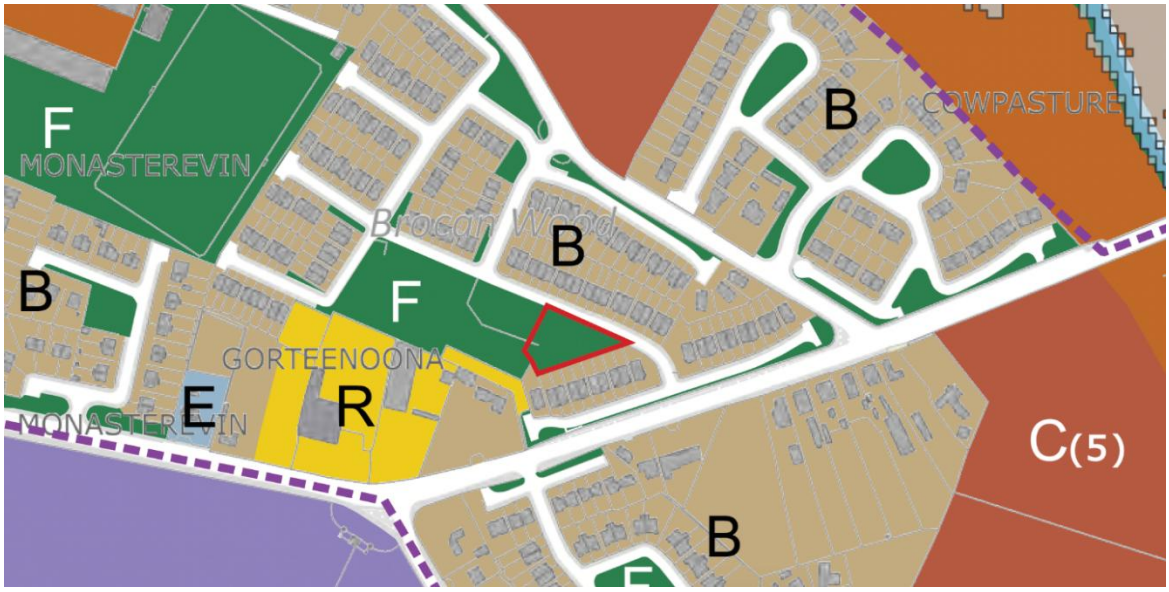


Note: This amendment, if adopted, will result in consequential changes to other parts of the Settlement Plan, Chapter 5: Economic Development.

Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend zoning of lands outlined in red on map below from B: Existing Residential / Infill to F: Open Space and Amenity.



Appendix A: Maps, Map V2-MN-10.2 Land Use Zoning, amend zoning from F: Open Space and Amenity to B: Existing Residential / Infill on lands outlined in red on map below to reflect the permission granted for infill residential development at Brocan Wood under KCC Planning Ref. 25/61027.



10. Changes to Supporting Documents

10.1 List of Changes to Monasterevin Strategic Flood Risk Assessment

Strategic Flood Risk Assessment for Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 – 2029 (as varied), Section 6.2.2 Development Management, insert an additional paragraph at the end of the section, as follows:

Site-specific FRAs supporting future development in the Plan Area should be cognisant of the climate change flood mapping included in this SFRA as well as any other relevant climate change guidance which may become available during the lifetime of the Plan.

Strategic Flood Risk Assessment for Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023 – 2029 (as varied), Section 6.2.2 Development Management, insert an additional paragraph at the end of the section, as follows:

The construction, replacement or alteration of bridges and culverts over any watercourse within the Plan Area will be subject to consent from the OPW under Section 50 of the Arterial Drainage Act 1945. Consideration should also be given to flood risk to development on any lands identified as being affected by Drainage District channels and benefitting lands.

10.2 List of Changes to Monasterevin Local Transport Plan

Monasterevin Local Transport Plan, Section 7.4 Walking and Connectivity Strategy, amend the first paragraph, as follows:

Monasterevin benefits from its proximity to the Barrow Blueway and Grand Canal towpaths, which provide high-quality recreational walking routes. *The measures contained within this LTP are intended to support the objectives of the National Transport Authority's Safe Routes to School Programme, with particular emphasis on improving walking, cycling and road safety infrastructure serving Monasterevin's schools.* These assets could benefit from better integration with the town's street network and key destinations. Planned improvements under the LTP, including enhanced train station access and Safe Routes to School packages, will significantly improve local connectivity and encourage walking as a more viable mode for short trips.

Monasterevin Local Transport Plan, Section 7.4 Walking and Connectivity Strategy, Table 7: Walking and Permeability Measures, amend measures WALK 13 and WALK 32, as follows:

Measure	Location	Description	Timeframe (Short/Medium/ Long Term)

WALK 13	Underbridge on R414 to Barraderra Road L3009 to connect with proposed link road	Footpath upgrades and new footpath provision on the existing road to improve continuity and connect with proposed measures *(*WALK 17 and ROAD 4*) and the R445 Regional Road*.	Long
WALK 32	Ferns Bridge *and Ferns Avenue*	Permeability link (pedestrians and cyclists) *including extension eastwards along Ferns Avenue to junction with the R414 Regional Road subject to feasibility*.	~~Short~~ *Medium*

Note: This proposed amendment will also result in consequential changes to Appendix 1: Local Transport Maps, Map 1: Monasterevin Local Transport Plan – Walking / Permeability Measures.

Monasterevin Local Transport Plan, Section 7.4 Walking and Connectivity Strategy, Table 7: Walking and Permeability Measures, insert the following new WALK measures as follows:

Measure	Location	Description	Timeframe (Short/Medium/ Long Term)
WALK 42	*R414 Rathangan Road at St Evin's Park estate*	*Uncontrolled pedestrian crossing*	*Medium*
WALK 43	*R414 Rathangan Road at Old Mill Race estate*	*Uncontrolled pedestrian crossing*	*Medium*
WALK 44	*Hopkins Haven estate, Cowpasture*	*Uncontrolled pedestrian crossing*	*Medium*
WALK 45	*R445 Regional Road at the Hazel Hotel*	*Uncontrolled pedestrian crossing*	*Medium*

Note: This proposed amendment will also result in consequential changes to Appendix 1: Local Transport Maps, Map 1: Monasterevin Local Transport Plan – Walking / Permeability Measures.

Monasterevin Local Transport Plan, Section 7.8 Road and Street Network Strategy, Table 11: Road and Street Measures, amend measures ROAD 7 and ROAD 8, as follows:

Measure	Location/Description	Timeframe (Short/Medium/

		Long Term)
ROAD 7	Junction improvements with pedestrian priority at town centre nodes (DMURS aligned): J1 - Dublin Road R445 / Drogheda Street. J2 - Dublin Road R445 / R417. J3 - Dublin Road R445 / Cowpasture Road – signalised junction. J4 - Drogheda Street / Drogheda Row. J5 - Drogheda Street / Togher Road. J6 - Dublin Street / Moore Street (Main Street) –public realm enhancement scheme. J7 - Junction of R417, The Bungalows/Kill Cottages and Monasterevin Cemetery. J8 - Signalisation of the Canal Harbour railway underbridge to regulate traffic flow and improve safety for pedestrians and cyclists. *JX - Junction of Barraderra / R414 Rathangan Road* *JY – Junction of Ballalley Cross / R414 Rathangan Road*	J1 - Short, J2 - Short, J3 - Short, J4 - Short, J5 – Short, J6 – Medium, J7 – Long, J8 – Medium~~.~~, *JX – Medium,* *JX – Medium.*
ROAD 8	Traffic-calming gateways, complementary engineering measures (narrower lanes and raised tables): GW1 – Dublin Road – approach from the east. GW2 – Athy Road/ R417 – approach from the south. GW3 -Dublin Road – approach from the west. GW4 – Rathangan Road – approach from the north. *GW5 – Portarlington Road – approach from the north / northwest*	Medium

Note: This proposed amendment will also result in consequential changes to Appendix 1: Local Transport Maps, Map 3: Monasterevin Local Transport Plan – Road and Street Measures.

Monasterevin Local Transport Plan, Section 7.8.3 Measure ROAD 3 – Togher Road Extension, first paragraph, amend text as follows:

7.8.3 Measure ROAD 3 – Togher Road Extension
The existing route between Togher Road and St Evin's Park residential estate currently comprises an informal gravel access track. As part of the proposed measure, this existing gravel route will be upgraded to a fully constructed road standard to form the southern section of the new link. North of this point, the scheme extends onto a greenfield alignment where no road currently exists. The completed works will establish a new vehicular and pedestrian connection between Togher Road and ~~the~~ St Evin's Park *West Key Development* ~~residential~~ ~~a~~*A*rea, significantly improving local permeability and access.

10.3 List of Changes to Monasterevin Settlement Capacity Audit

Amend the Settlement Capacity Audit accompanying the Settlement Plan correcting the following minor errata:

- Formatting error for the title of Table 2.1 SCA Methodology for Monasterevin to be rectified.

- 150 marks for Compact Growth in Appendix A: Questions Used in the Audit of Sites to be corrected to 200 marks.
- The Compact Growth score for Site 2 in Table 4.1 Assessment Results for Residential Sites to be corrected to 135 marks.
- Correction of minor errors in Table 5.1 Overview of Social, Community and Recreation Facilities regarding social infrastructure requirements for consistency with the Social Infrastructure Assessment and Table 3.1 of the Draft Settlement Plan.

10.4 List of Changes to Monasterevin Social Infrastructure Audit

Revise the Monasterevin Social Infrastructure Audit accompanying the Settlement Plan as part of the final adoption of Proposed Variation No. 7 to update the estimated population figures used for the end of the Plan period to full align with the population range used in Table 2.3: Housing and Population Growth to 2029 of the Plan.

Appendix A: Copy of the Submission Received from the Office of the Planning Regulator (OPR)

Comhairle Contae Chill Dara
Kildare County Council


Meanma agus Misneach

Oifig an Rialaitheora Pleanála
Office of the Planning Regulator

29th September 2026

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

Re: Proposed Variation No. 7 (Monasterevin Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied)

A chara,

Thank you for your authority's work in preparing the Proposed Variation No. 7 (proposed Variation) of 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 undertaken this 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. Overview

The Monasterevin Settlement Plan has been prepared by way of a statutory variation to the Development Plan under section 58 of the Act and in accordance with Policy Objective CS 09 of the Development Plan.

The Office commends the extensive work carried out by the Planning Authority including the preparation of a Social Infrastructure Audit, Local Transport Plan (LTP) and Monasterevin Architectural Conservation Area (ACA) Statement of Character which have been prepared alongside the necessary statutory environmental screenings and reports. The preparation of the ACA Statement of Character, for instance, has allowed for the special character of the town to be assessed leading to a recommendation that the boundary of the ACA should be extended to include a number of key structures, former industrial complexes, landscape and infrastructure features which are central to the character of the historic core and its future economic potential.

The Office also notes and welcomes the measure to support the delivery of the Monasterevin Active Travel Scheme, which is a central component of the LTP and represents a key step towards encouraging a shift away from private care use towards walking and cycling.

The Planning Authority has also demonstrated a strong commitment to delivering the strategic objectives of the plan by directing the majority of new housing development to the existing built-up footprint of the town. This approach supports a more efficient and sustainable pattern of growth while making best use of existing infrastructure and services.

The plan also provides a robust framework for the regeneration and productive reuse of vacant, underutilised and backland sites, strengthening the urban structure of Monasterevin and enhancing its role as an attractive location for investment, enterprise, retail, hospitality and tourism. Such measures will be important in supporting the long-term vitality and resilience of the town.

The Office has, however, identified one issue which should be addressed to ensure material consistency with the objectives of the National Planning Framework First Revision (2025) and the Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly, and in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines).

Subject	Recommendation	Observation
Flood risk management	Recommendation 1	-

2. Flood risk management

The Office welcomes the preparation of a comprehensive Strategic Flood Risk Assessment (SFRA) and acknowledges that the Planning Authority has sought to implement and embed the Flood Guidelines into the proposed Variation. The Office also commends the preparation of the Surface Water Management Plan for Monasterevin, which sets out a framework for the delivery of Sustainable urban Drainage System to manage surface water within the plan area.

Notwithstanding the above, the Office notes that the Industry and Warehousing zonings H(2) and H(3) at Cowpasture is mainly within Flood Zone B. Furthermore, future scenario mapping indicates a considerable increase in the extent of the 1% AEP flood events as a result of climate change. The SFRA acknowledges that these lands are not located within or adjacent to the core of the settlement. As stated within section 3.10.1 and table 3.7 of the SFRA, highly vulnerable development would be considered inappropriate in Flood Zone B, whereas less vulnerable development might be considered appropriate. Although an industry and warehousing zoning would generally be considered a less vulnerable development, the Land Use Zoning Matrix (table 10.4 of the variation) indicates that uses open for consideration within this zoning include community facilities, a childcare facility and a fire station. These types of uses are classified as highly vulnerable development and would not be appropriate in Flood Zone B unless the sequential approach has been applied, and all of the criteria for a Plan Making Justification Test (Justification Test) have been passed in accordance with the Flood Guidelines.

In relation to the lands at Cowpasture, it has not been satisfactorily demonstrated that the development of the lands for highly vulnerable development cannot be avoided or substituted in accordance with the Flood Guidelines' sequential approach, and the assessment under Criteria 2, and in particular Criteria 2(v), of the Justification Test carried out in the SFRA does not specifically address itself to the high vulnerable uses facilitated under the zoning objective. While the SFRA states that any development within the areas of flood risk zones should include measures to mitigate flood risk and recommends that the future development of these areas should be subject to a Site-Specific Flood Risk Assessment (SSFRA), the requirement for a future SSFRA does not address whether highly vulnerable development is appropriate at the plan-making stage.

Similar issues arise in relation to the Moore Abbey Masterplan. Approximately one fifth of the area is located within Flood Zone A (Map Ref: V2-MN-9.2). Table 3.7 and section 3.10.1 of the SFRA state that most types of development would be considered inappropriate in Flood Zone A. Given the Flood Guidelines' sequential approach, lands located in Flood Zone A should not be identified for development, and only water-compatible development should be facilitated in these areas.

However, the accompanying Land Use Zoning Matrix indicates that a childcare facility, fire station, group/older persons and special needs housing, guest house/hotel/hostel, residential unit(s) would all be permitted in principle here despite being highly vulnerable developments, with a school, medical centre and utility structures all open for consideration within this zoning. The Office notes that the proposed Variation seeks to address flood risk on the masterplan lands through Objective MAO 10.1, which requires the preparation of a SSFRA and provides that only water compatible uses be proposed on lands identified as at risk of flooding.

However, the Flood Guidelines make it clear that lands at risk of flooding should not be zoned for inappropriate development unless the sequential approach has been applied and the Justification Test has been passed. These requirements must therefore be addressed at the plan-making stage and cannot be deferred to a future SSFRA at the development management stage.

Accordingly, in relation to the Moore Abbey Masterplan the Office recommends that Objective MAO 10.1 be amended to explicitly restrict the lands identified as being at

risk of flooding (Flood Zone A) in the Strategic Flood Risk Assessment Map Ref. V2-MN-9.2 to water-compatible development only.

Similarly, in relation to the Cowpasture lands, the Office recommends the inclusion of measures to ensure that highly vulnerable development is not facilitated within Flood Zone B areas unless it can be demonstrated that the sequential approach has been applied and that a Justification Test has been satisfied for the development concerned.

Recommendation 1 - Flood Risk Management

Having regard to and having considered:

- NPO 78 of the NPF (in relation to flood risk management);
- RPO 7.12 of the RSES (to avoid inappropriate land use zonings and development in areas at risk of flooding);
- Policy Objective IN O31 of the Kildare County Development Plan 2023-2029 (to manage flood risk in the county in accordance with the sequential approach and requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines) when preparing plans); and
- the Flood Guidelines,

the Office recommends that the Planning Authority:

(i) ensure that the Industry and Warehousing zonings H(2) and H(3) zoning objectives at Cowpasture do not facilitate highly vulnerable development within the Flood Zone B areas unless the sequential approach has been applied and a Plan Making Justification Test has been satisfied for those uses in accordance with the Flood Guidelines; and

(ii) amend Objective MAO 10.1 to explicitly restrict the Moore Abbey Masterplan lands identified as being at risk of flooding in Strategic Flood Risk Assessment Map Ref. V2-MN-9.2 to water-compatible development only in accordance with the Flood Guidelines. Alternatively, those parts of

the lands in Flood Zone A or B should not be zoned for highly vulnerable development or lands in Flood Zone B for less vulnerable development.

The Planning Authority should liaise with the Office of Public Works to address this recommendation.

3. Summary

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

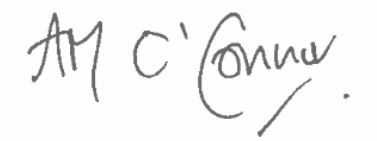
As part of this process, the Chief Executive's report to the elected members, prepared under section 58(11) of the Act should summarise the Office's recommendation and outline how it is proposed to address it.

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 adoption;
- inform the Office, **as soon as practicable**, where it decides not to comply with a recommendation, including the reasons 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.

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

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Appendix B: Petition from the Residents of St Evin's Park Received Under Submission No. 20

Comhairle Contae Chill Dara
Kildare County Council


Meanma agus Misneach

Name	House Number	Signature
Hannah Joe Rourke	[redacted]	[redacted]
Ciara Ivers	[redacted]	
[redacted]		
[redacted]	[redacted]	
Pat Gaustaire	[redacted]	
Pascal Murphy	[redacted]	
Rita Molloy	[redacted]	
Kathleen murphy	[redacted]	
Marie Lonergan	[redacted]	
[redacted]		

Name	House Number	Signature
CHRISTY Gallagher	[redacted]	[redacted]
Mary Gattan	[redacted]	
Emma Grattan	[redacted]	
Niamh Grattan	[redacted]	
Lily Fitzpatrick	[redacted]	
Gay White	[redacted]	
Ann Dunne	[redacted]	
Fiona Foley	[redacted]	
Mary Critchley	[redacted]	
Bev Hosey	[redacted]	

Name	House Number	Signature
DAMIEN HOEY	[redacted]	[redacted]
Noel Dr.		
Malcolm Deldon		
DAVIDA Weldon		
Sulia Byrne		
Jack Smith		
KAOL DUNNE		
CAROL SIMEY		
Thurlow Hanlon		
John Foster		

Name	House Number	Signature
Mary Kaye.	[redacted]	[redacted]
Gabriel Kaye		
Margaret Dunne		
PATRICK DUNNE		
Josephine McMyler		
Veronica Colgan		
Niall Colgan		
A. Smith		
[illegible]		
Gemma Smith		

Name	House Number	Signature
Eimear Maher	[redacted]	
Glenn Mills		
Paddy Maher		
Helen Maher		
Steph Maher		
Lynn Franey		
JO Reid		
Sharon Murph		
[illegible]		
Aisling Boke		

Name	House Number	Signature
John Geoghegan	[redacted]	
Megan Binions		
Loreta Binions		
KEVIN MURPHY		
DEIRDRE MURPHY		
Georgina Arnott		
MARTIN CONNOLLY		
TASH CONNOLLY		
Michael [illegible]		
Dan [illegible]		

Name	House Number	Signature
John KEVIN	[redacted]	[redacted]
Therese Kevin		
Mcureen McCormick		
Edele McLaughlin		
Michael McLaughlin		
Rebecca Maher		
Seamus Maher		
Chris Maher		
Damian Maher		
David Nicholl		

Name	House Number	Signature
Phil Dunne	[redacted]	[redacted]
Monica Dunne		
Seamus Kelly		
Jane Rowan		
Peter & Dive Rowan		
Anna Lynch		
BREDA DUNNE		
Dave Coady		
Mick Sumill		

Name	House Number	Signature
Bridie HARRISON	[redacted]	[redacted]
Regina Brennan		
Tony Brennan		
Kian Brennan		
Peter Moore		
Dick Weldon		
Eugene Connolly		
JOAN CONNOLLY		
MAY WALSH		
JOHN Nolan		

Name	House Number	Signature
ANN Halligan	[redacted]	[redacted]
FRANK Mooney		
JOHN WHELAN		
Josephine Whelan		
Ann GAMMELL		
A G Nolan		
JEREMIAH MURPHY		
PHIL LEIGH		
CHRISTOPHER Mc Evoy		
Eilish FRANEY		

Name	House Number	Signature
Aaron Caseley	[redacted]	[redacted]
Victor Keaveney		
Paula O'Reilly		
Shannen Humphreys		
JADE MADDEN		

Name	[redacted]	Signature
Liam Havern		[redacted]
Colter Redmond.		
Declan Heavey		
TORI MATHER		
Peter McDonald		
SANDRA GUILFOYLE		
JOE GRATTAN		
Tom Curran		
Catherine Dempsey		
ANNE FEARON		

Name		Signature
NIALL MEL	[redacted]	[redacted]
Cormac Harrison		
[illegible]		
[illegible]		
MARTIN DUFFY		
[illegible]		
[illegible]		
[illegible]		
[illegible]		
[illegible]		

Name	House Number	Signature
JAMES HALL	[redacted]	[redacted]
Cathy Hall		
Lucy HALL		
PETER FITZPATRICK		
Denise Martin		
Ger Martin		
Jamie Martin		
JOSEPH WALSH		
[illegible]		
[illegible]		

Name	House Number	Signature
Declan Brennan	[redacted]	[redacted]
Lisa Howard		
Sarah Gough		
Rosie		
Paddy Brady		
Pauline McGlynn		
Natasha Maher Neil		
Noreen Hanley		
Sinead Malone		
Paul Murphy		
Ann. McGrath		

Name	House Number	Signature
Brigid Coughlan	[redacted]	[redacted]
Bridget Cunningham		
Jennifer Day		
Anthony Fanning		
C. MOORE		
Mairead Haase		
Chris Kelly		
Denis Vickery		
Brendan Brennan		
Rose Burns		