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



16th October 2025

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

Re: Proposed Variation No. 2 to the Kildare County Development Plan 2023-2029 (Newbridge Settlement Plan)

A chara,

Thank you for your authority's work in preparing the Proposed Variation No. 2 (proposed Variation) to the Kildare County Development Plan 2023-2029 (County Development Plan).

As Kildare County Council (Planning Authority) is aware, a key function of the Office of the Planning Regulator (Office) is the assessment of statutory plans to ensure consistency with legislative and policy requirements relating to planning. The Office has evaluated and assessed the proposed Variation under the provisions of sections 31AM(1) and 31AM(2) of the Planning and Development Act 2000, as amended (Act) and this submission has been prepared accordingly.

Recommendations issued by the Office relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government, as set out in the Ministerial guidelines under section 28. As such, planning authorities are requested to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions. Planning authorities are advised by the Office to action an observation.

A submission also can include advice on matters that the Office considers would contribute positively to the proper planning and sustainable development of the area. Planning authorities are requested by the Office to give full consideration to the advice contained in a submission.

On adoption of the Variation, the Office will consider whether the plan has been made in a manner consistent with the recommendations of the Office and whether the plan sets out an overall strategy for the proper planning and development of the area concerned.

Overview

The Office commends the extensive preparatory work carried out by the Planning Authority to inform the proposed Variation. This includes a Settlement Capacity Audit (SCA), a nature-based solutions study, Surface Water Management Strategy (SWMS), a Social Infrastructure Audit and a Habitat Mapping Report for Newbridge and Environs as well as the necessary statutory environmental screenings and reports.

In particular, the Office welcomes the detailed and logical approach the Planning Authority has taken with the SCA for housing lands and furthermore notes and welcomes the inclusion of a similar approach to Employment lands in Newbridge. It is also noteworthy that the proposed Variation has a strong focus on regeneration and compact growth principles, addressing vacancy and promoting a Town Centre First approach. The Office welcomes also the Urban Design Frameworks for the Newbridge Central Settlement Consolidation Site, Littleconnell strategic employment area, Greatconnell North Key Development Area and Newbridge North Key Development Area.

The Office also supports the emphasis placed on the provision of social, community and educational infrastructure in the SWMS and consideration of how the scale of requirements and phasing of such facilities shall integrate and be delivered in Newbridge.

Similarly, the Office also commends and supports the focus on active travel measures and objectives in the proposed Variation, of particular note are the School Safe Zones identified outside all schools, Transport Mobility Hubs, Key Destination Hubs, and Local Interchange Hubs, new active mode bridges, cycle path measures and bicycle parks, and a park and stride facility. The proposed Variation has also proposed a number of positive road and parking objectives including MATO 4.4 promoting car free or low car developments in opportunity sites in the Newbridge Central Settlement Consolidation Site and MATO 4.6

providing car sharing schemes integrating appropriate space for new residential developments.

In general, the Office commends the legibility and coherence of the proposed Variation, which is logically set out and links well to various documents, maps and appendices.

The Office notes that this is a transitional variation, and acknowledges the challenges involved in co-ordinating this process with the separate variation to apply the recent section 28 guidelines for the National Planning Framework First Revision (2025) (NPF) Implementation relating to the revised housing growth requirements.

Reflecting these changes to the policy context, the Office has made a recommendation in relation to the quantum of New Residential Phase 1 housing lands in light of the NPF Implementation: Housing Growth Requirements (2025) (Housing Growth Requirements).

The Office also makes a recommendation regarding the provision of the Newbridge Area Based Transport Assessment (NABTA) information, modal share targets, identification of active travel measures on the Implementation Map and other site-specific issues at North Newbridge Key Development Area and Crotanstown.

Finally, the Office has raised a number of matters to be addressed relating to flood risk management, including the need to provide an accurate map depicting the Flood Zones based on current risk within appendix A of the proposed Variation, the wording of the Plan Making Justification Test (Justification Test) for managing flood risk and the need for the identification of a watercourse and flood extents at Littleconnell Strategic Employment Area.

The submission below has been prepared to provide a strategic level input to your authority in finalising the proposed Variation. It is within the above context that the submission sets out three [3] recommendations under the following key themes:

Key theme	Recommendation	Observation
Consistency with core strategy and	Recommendation 1	-
housing requirements		
Integrated transport and land use	Recommendation 2	-
planning		
Flood risk management	Recommendation 3	-

1. Consistency with core strategy and housing requirements

The proposed Variation clearly sets out the context for housing and population growth in Newbridge against the core strategy of the County Development Plan, including details of housing completions, extant permissions and current applications for planning permission. This analysis demonstrates that housing delivery in Newbridge has successfully met the targets set out in the core strategy, providing for compact and sustainable growth in a self-sustaining town on a public transport rail corridor.

The proposed Variation to provide a development framework for Newbridge up until 2028, including the zoning of lands for housing, is being carried out alongside a future variation to implement the Housing Growth Requirements (NPF Variation). The Office notes that the timeframes for the preparation of both variations is likely to align at the material alterations stages, and would therefore encourage the Planning Authority to reconsider the need for phasing at this point in time, and instead rezone the Residential Phase 2 lands as Phase 1 in order to provide flexibility in delivery of sites to meet the housing growth requirements as set out in the Housing Growth Requirements.

The Office also considers that the strategic reserve lands at Morristown and Crotanstown are generally well located to provide for a compact and sustainable growth with provision made for services and facilities such as schools, neighbourhood centre, and amenities in the vicinity. The Planning Authority should therefore reconsider the strategic reserve zoning of these lands in the context of the future NPF Variation and to facilitate the on-going pipeline for housing delivery.

Recommendation 1 - Residential zoned land

Having regard to need to provide sufficient housing lands and growth for Newbridge and the provision of new homes at locations that can support compact growth and sustainable development:

- NPO 3, NPO 9 of the NPF;
- RPO 3.1, RPO 3.2 of the RSES;
- the policies and objectives of the NPF Implementation: Housing Growth Requirements (2025) (Housing Growth Requirements); and

 section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022);

the Office recommends that the Planning Authority:

- (i) amends the zoning objective for the Residential Phase 2 lands to the Northwest of the train station to Residential Phase 1 lands to ensure a sufficient quantity and flexible landbank of housing lands to meet the Housing Growth Requirements; and
- (ii) amends the Strategic Reserve zoning of the lands at Morristown and Crotanstown to Residential Phase 2 lands to facilitate the on-going pipeline for housing delivery, particularly where the housing delivery is coordinated with existing and proposed facilities to serve the needs of future residents.

2. Integrated transport and land use planning

The Office notes the high levels of car dependency for County Kildare generally, 74% in the County Development Plan and in particular 58% of Newbridge residents drive to work according to Census of Population 2022 and the severance challenges for active travel highlighted in the SCA including the railway line, River Liffey and M7 motorway.

The growth of the town in recent years has, however, been successful in supporting compact growth and consolidation with the in existing built-up area. The location of the train station in the town and the opportunities for the medium and long-term growth of the northern area of the town mean that there are clear opportunities to support sustainable mobility and a reduction in the modal share for car journeys. The Office therefore welcomes the target reduction for car dependency travel is to reduce by 7% for work trips by Census of Population 2040 or a reduction of 2.6% per annum within the plan period.

The Office welcomes the preparation of a NABTA in the SCA and the proposed Variation, however, a copy of the document has not been attached to the proposed Variation.

Therefore, in the interest of transparency, the Office would recommend such document to be attached as an appendix to the proposed Variation.

Similarly, the Office notes the proposed Variation does not include a modal split baseline or target figures for other modes of active travel. As such, in order to provide clarity and promote modal shift for the town, the Office recommends that current baseline figures and

increased targets for walking, cycling and public transport are included within the proposed Variation.

While the Office welcomes the variety of active travel measures and proposals included within sections 7.5 and 7.6 of the proposed Variation and the associated maps within appendix A, the Implementation Map at the end of this appendix does not demonstrate how these interventions integrate with new land use zonings in the proposed Variation. Similarly, in the interests of providing transparency and clarity, the Office recommends that key short and medium-term active travel measures, including accessibility to public transport, are included on a separate Implementation Map alongside the new proposed key land use zonings for Newbridge. The Office also notes several transport measures are indicated outside the plan boundary and therefore in the interests of clarity, the Office has requested further information on the clarity of their status.

The Office also notes that the Variation proposes a number of new Education zonings: to the north periphery of the settlement at North Newbridge Key Development Area a post primary school, and to the south a new primary school at Crotanstown. Furthermore, the Variation proposes new sporting facilities and community facilities at North Newbridge Key Development Area and a new neighbourhood centre and sporting facilities to the south at Crotanstown. Further consideration should therefore be given to measure to link the proposed Education, Community and Neighbourhood Centre zonings with existing and future new housing provision to the south of the town. As such, the Office recommends a review of the proposed active travel measures adjoining new education sites at North Newbridge Key Development Area and to the south at Crotanstown to ensure that sufficient and positive patterns of movement are planned and integrated with the wider existing and proposed active travel network.

The Office notes a proposed circular bus route on appendix A Map Transport and Movement Public Transport measures and is aware that the National Transport Authority will be developing a new route to permeate and make further connections throughout the network. As such, the Office recommends that key areas of employment, such as the Littleconnell Strategic Employment Area, are included with any future proposals for bus service to the north of the town.

Recommendation 2 - Integrated Transport and Land Use Planning

Having regard to the integration of land use and sustainable transport and in particular to:

- NPO37, NPO69, NPO93 of the NPF;
- RPO 8.1 of the RSES:
- Policy Objectives and actions TMP2 and TMA2 of the Kildare County
 Development Plan 2023-2029 to prioritise and promote the development of high quality and sustainable walking and cycling routes; and
- the Climate Action and Low Carbon Development Act 2015, as amended, mandatory target to reduce greenhouse gas emission by 51%, the Climate Action Plan 2025 and associated actions including the National Sustainable Mobility Policy (2022) targets to reduce vehicle kilometres travelled per year and the National Investment Framework for Transport in Ireland (2021),

the Office recommends that the Planning Authority:

- (i) attaches the Newbridge Area Based Transport Assessment as an appendix to the proposed Variation No. 2 (proposed Variation) to the Kildare County Development Plan 2023-2029;
- (ii) includes mode share active travel table and targets for Newbridge with an effective monitoring programme;
- (iii) identifies the short to medium term active travel measures highlighted in tables 7.1, 7.2, 7.3, 7.4 and associated maps in a separate Implementation Map in tandem with New Housing, Industrial, Economic Development, Education and Community zonings;
- (iv) clarifies the status of proposed transport and movement measures located outside the proposed Variation plan area identified at table 7.2 and map 7.1 and 7.2;
- (v) reviews and identifies need for future active travel measures to integrate a
 proposed post primary school E (4), Community/Sporting facilities F (2), E (4) and
 Open Space zoning F (3) at North Newbridge Key Development Area to ensure

- improved accessibility to the wider active travel network and existing and future housing provision;
- (vi) reviews and identifies need for future active travel measures to integrate a proposed primary school E (1), accessible community facility E (2) and new neighbourhood centre N (2) at Crotanstown to ensure improved accessibility to the wider active travel network and with existing and future housing provision; and
- (vii) includes key employment areas such as the Littleconnell Strategic Employment Area within any future discussions and proposals for new bus routes for Newbridge.

3. Flood risk management

The Office notes the Strategic Flood Risk Assessment (SFRA) of the County Development Plan has informed the proposed Variation.

In regard to flood risk management, the Office is concerned that the proposed Variation is restricted to one Justification Test to cover the town of Newbridge, and plan justification tests should be an assessment for each zoning and scenario within the plan which may be subject to moderate or high risk of flooding in the proposed Variation. The Office also notes that the Justification Test, part 1. table 3-4 of SFRA for Newbridge, is not consistent with Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines). Each criterion of the Justification Test must be satisfied for a zoning to be considered justified. Should any of the criteria outlined in Box 4.1 of the Flood Guidelines have not been satisfied, the Justification Test has not been passed.

Furthermore, as set out in criteria 3 of the Justification Test, as part of the development plan process, a flood risk assessment to appropriate detail must have been carried out for the relevant zoning to demonstrate that the use or development of the lands will not cause unacceptable adverse impacts elsewhere. The approach used in the Justification Test of the proposed Variation, which is to redirect this as a requirement for an SFRA at the development management stage, is not consistent with this requirement. Therefore, the Office concludes that these requirements should be reviewed and amended accordingly in the proposed Variation.

The Office also notes that a watercourse located within the Littleconnell Strategic Employment Area to the north-east of Newbridge has not been identified on the Flood Risk Map or SFRA within the proposed Variation and as a result, the Flood Zones A and B identifying potential risk have also not been identified or fully considered. The Office would therefore recommend the SFRA and Variation maps are amended and if necessary, a further review of this site carried out to ensure the necessary flood risk extents are identified and considered for the various land use zonings as proposed.

Recommendation 3 - Flood risk management

Having regard to flood risk management, and in particular to:

- NPO 78 of the NPF;
- RPO 7.12 of the RSES to avoid inappropriate land use zonings and development in areas at risk of flooding;
- Policy Objective IN033 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) provides additional Plan Making Justification Test (Justification Test) for various land zonings and scenarios to determine appropriateness and assessment of moderate or high risk of flooding in the proposed Variation area;
- (ii) reviews approach for and wording text for the policy objective for Justification

 Tests, part 1. table 3-4 of SFRA for Newbridge, to replicate the requirements for

 Justification Test as set out in the Flood Guidelines; and
- (iii) amends maps in Strategic Flood Risk Assessment (SFRA) and appendix A to identify the watercourse and floodplain transversing the Littleconnell Strategic Employment area and review relevant technical data to inform SFRA and existing and proposed land use zonings affected by Flood Zone A and B within the Littleconnell Industrial zoning.

Summary

The Office requests that your authority addresses the recommendations outlined above. As you are aware, the report of the Chief Executive of your authority prepared for the elected members under section 13 of the Act must summarise these recommendations and the manner in which they will be addressed.

At the end of the process, your authority is required to notify this Office within **five working days** of the decision of the Planning Authority in relation to the proposed Variation. Where your authority decides not to comply with the recommendations of the Office or otherwise makes the plan in such a manner as to be inconsistent with the recommendations made by this Office, then the Chief Executive shall inform the Office and give reasons for this decision.

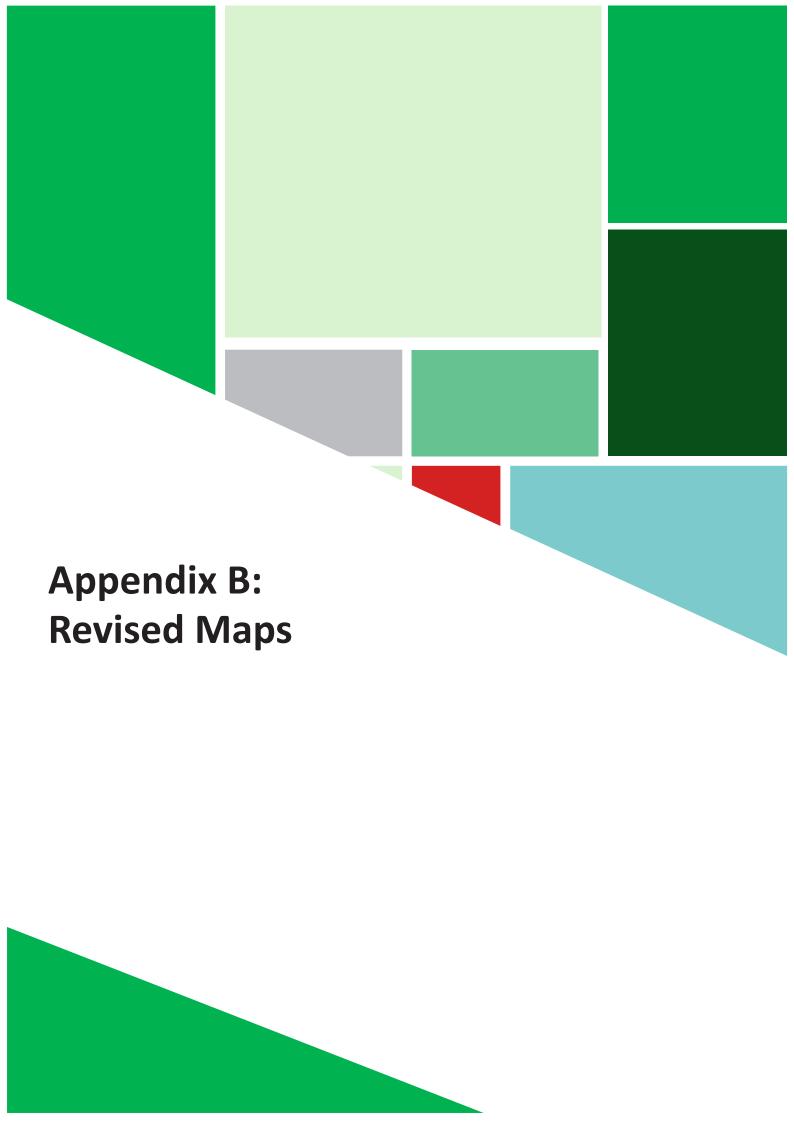
Please feel free to contact the staff of the Office in the context of your authority's responses to the above, which we would be happy to facilitate. Contact can be initiated through plans@opr.ie.

Is mise le meas,

Anne Marie O'Connor

Deputy Regulator and Director of Plans Evaluation

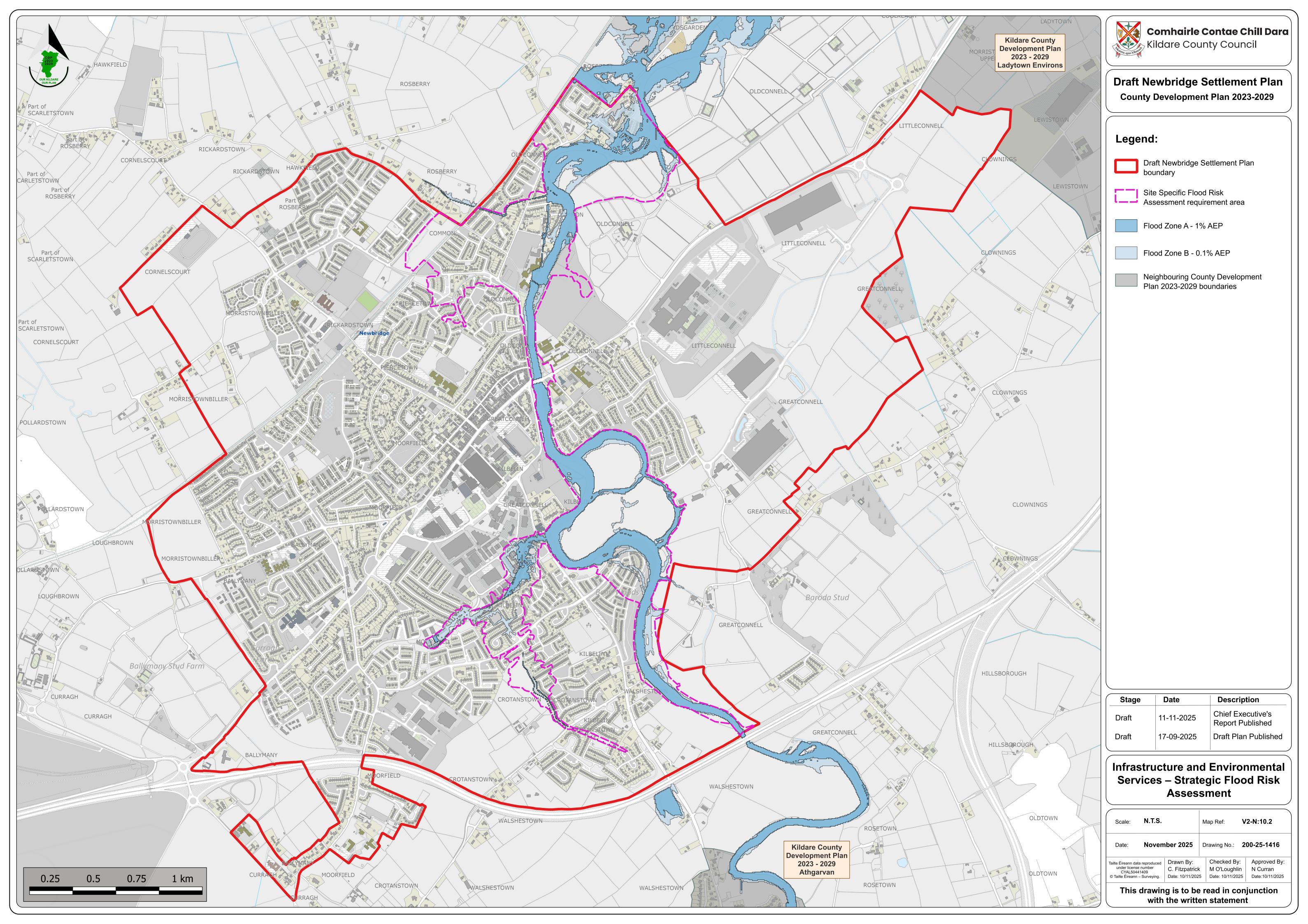
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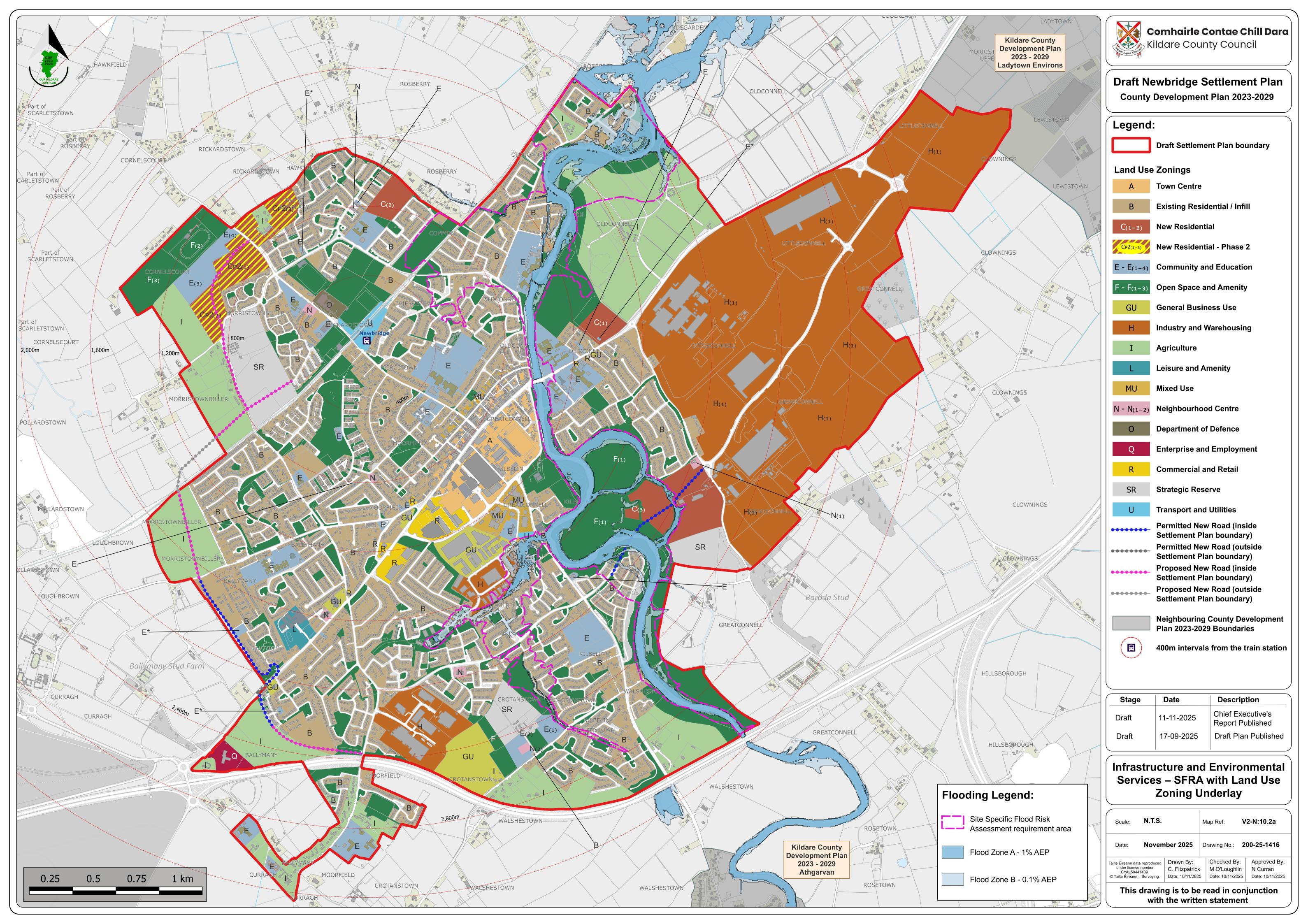


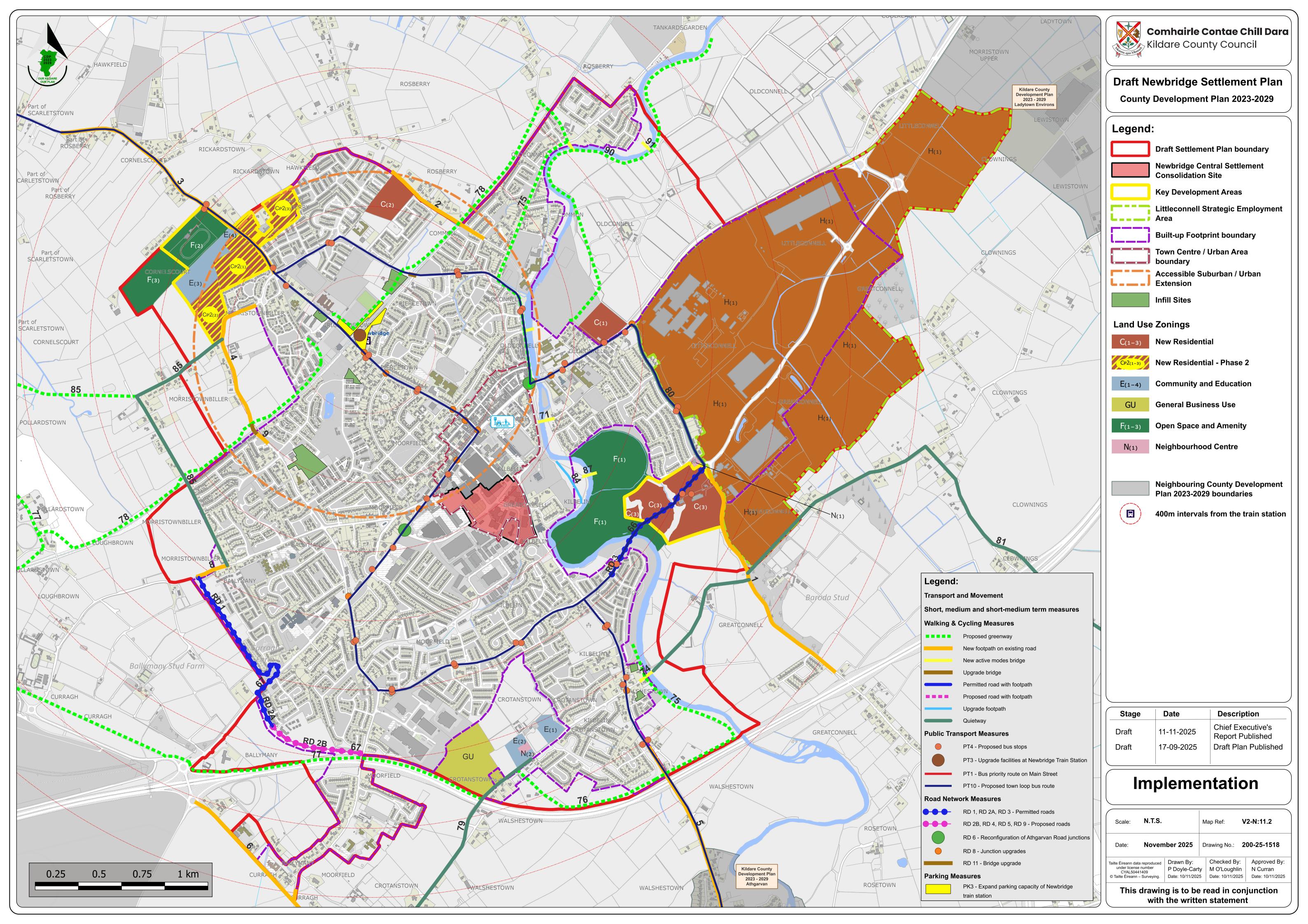
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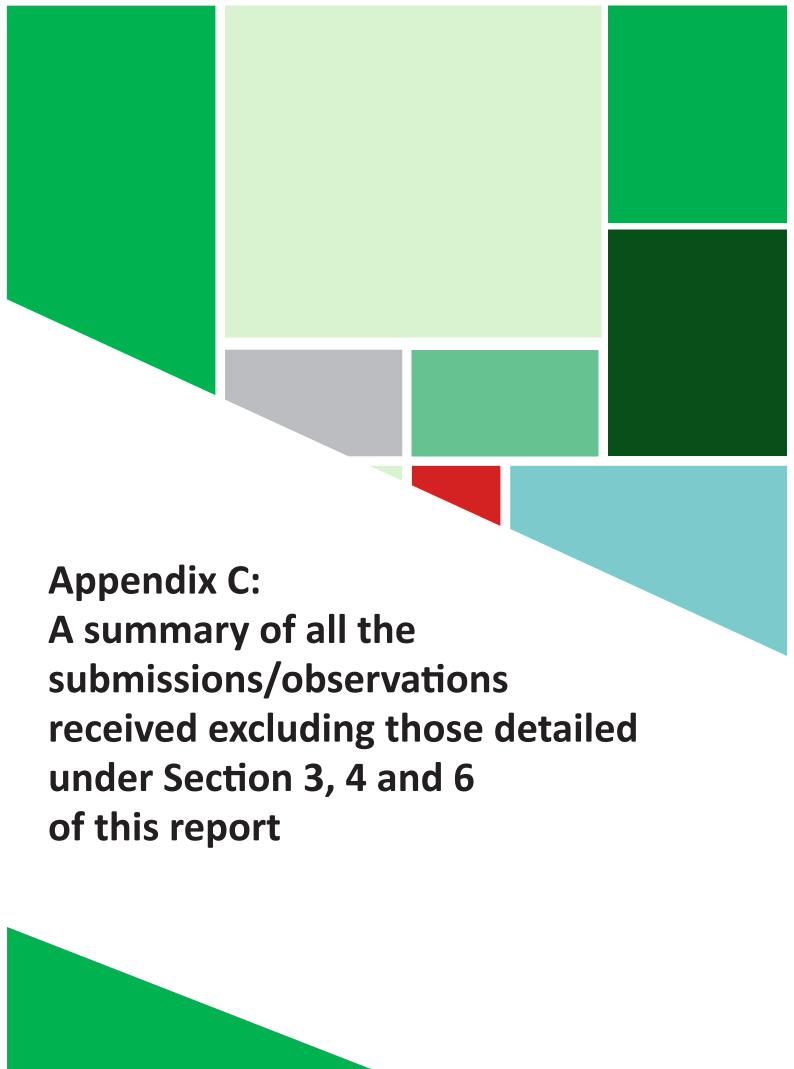


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Kildare County Council, Planning Department, Áras Chill Dara, Devoy Park, Naas, County Kildare, W91 X77F Appendix B: Summary of Submissions/Observations Received

Sub	Name	Summary of Submission
No.		
001	Sudarshan Lama	The submission asserts Newbridge needs a fresh start and new opportunity.
002	Barry McCann	 This submission outlines Newbridge has horrendous traffic issues, and it asserts the following measures should be considered to reduce travel times and risks to emergency response times. Widening of existing bridge by College Farm A new pedestrian foot bridge opposite entrance to College Park to Patrician Brothers school. The submission contends such a footbridge has been refused by the council due to funding. A link road form the end of Rosconnell Avenue to join with existing Roseberry Road.
003	Aleksandra Dutczak	The submission supports the redevelopment proposals in the Plan. It states that with the investment in the new library, Bord na Mona site and Riverbank Centre, the public realm should be up to scratch.
		It also supports the removal of some on-street parking on Main Street particularly with regards to having 2 multistorey carparks in premium town locations. It is contended that this would allow for better public transport and less car orientated. The upgrades to Eyre Street and the laneways, proposed bridge upgrades and the new bus route loop are all welcome.
		The submission states there has been a missed opportunity in linking Newbridge Silverware to the Athgarvan Rad, Dunnes and Bord na Mona, which has been described as an industrial wasteland. The submission seeks:
		 A better pedestrian link between Newbridge Silverware and the town centre with better crossing points.
		Redevelopment of vacant and derelict sites on Athgarvan Road that are more pedestrian friendly. Redevelopment of the council word.
		 Redevelopment of the council yard The redevelopment of the area to provide amenity or housing and a pleasant pedestrian experience, encouraging people to walk down to Newbridge Silverware.
004	E Condon	The submission seeks:

Sub	Name	Summary of Submission
No.		
		 Sustainable Transport and Connectivity Well-lit, safe and continuous walking and cycling routes linking housing estates with schools, workplaces and the town centre. Better integration and frequency between bus and rail while improving pedestrian access to Newbridge Train station. Additional relief roads and motorway slip roads. A second bridge cross over the River Liffey at Belin Woods should be prioritised. Another vehicular bridge over the River Liffey on the Newbridge College side to decrease traffic in the town centre.
		 Green and Public Open Spaces Zone sufficient land for new parks, playgrounds and sports facilities to meet the needs of a growing population. A multi sports hub across the river at Belin Woods. A public swimming pool A trail along the Corbally canal linking Corbally Harbour to Newbridge should be completed. Open spaces should be connected by green biodiverse walking and cycling corridors. Enhanced public access to the River Liffey with walkways, viewing points and environmental protection measures.
		 Housing and Community Infrastructure A second bridge cross over the River Liffey at Belin Woods should be prioritised. All new housing to be within walking/cycling distance of schools, shops and public transport. A balance mix of housing types. Ensure new housing is matched with timely development of social infrastructure. A new primary school A new post primary school

Sub	Name	Summary of Submission
No.		
1101		The redevelopment of the Riverbanks Arts Centre and Newbridge Library creating a cultural hub.
		Climate and Environmental Resilience
		Strong flood resilience measures in all development areas.
		 Encouragement of the use of solar panels, green roofs, and energy-efficient housing designs. The introduction of urban tree planning and biodiversity-friendly landscaping.
		Economic and Town Centre Vitality
		To reinforce the town centre as a retail and commercial hub.
		 The town hall car park to be used as a flexible community space for markets and cultural events.
		To redevelop Market Square into a civic space.
		 To improve the appearance and safety of the side street adjoining the Whitewater and also to add further access into the shopping centre. It outlines a new pedestrian-friendly design would increase footfall from the Whitewater to Newbridge Silverware.
		KCC council yard should be redeveloped for housing and amenity.
		Strong flood-resilience measures
005	Manu J	This submission asserts that the following improvements are needed in the Plan.
		Widening of existing bridge by College Farm
		 Bus stops and bus shelter are needed near White Oaks and near Byrns Junction.
		 The pedestrian crossing in front of Sarsfield GAA is very slow for pedestrians and more priority should be given.
		 A second bridge across the Liffey should be prioritised to remove existing bottlenecks.
		 There are no parks and playgrounds, and the Liffey Linear Park is far away. Prior to further residential development further public parks should be built.
		A council swimming pool should be prioritised.

Sub	Name	Summary of Submission
No.		
006	Alan Mc	 Traffic - The submission asserts these measures would improve congestion: At Ballymany junction, a new lane for a right turn onto the green road could help reduce the flow of traffic leaving the town. On the Green Road at Ballymany junction a new left turn lane onto the R445. The removal of car spaces at the end of Cutlery Road and the creation of a longer right-hand lane turn onto Main Street would speed up traffic in this location. Recreation - The submission seeks prioritising a recreation trail from Newbridge to Naas via the Corbally Canal and the River Liffey. It is also asserted that the provision of Kerdiffstown Park style facility for Newbridge with walking trails, playgrounds and multi-sports facilities is overdue. Identity - The submission calls for monuments/murals to cultural icons of the town such as Christy Moore. It also seeks a memorial to the Kildare teams who won four all-Ireland titles. The submission seeks replacing the 'welcome to Newbridge' signs on the R445 with better signage and a sculpture. The submission wishes the Plan to prioritise: The redevelopment of the Riverbank, the GAA stadium, library, town hall and Bord na Móna headquarters. The redevelopment of some or all of the town hall carpark as a meeting square. Improving the appearance of the side street adjoining the Whitewater. It outlines a new pedestrian-friendly design would increase footfall from the Whitewater to Newbridge Silverware. Town Appearance - The submission seeks the removal of flats at the top of Cutlery Road opposite the Water Tower, the water tower should be painted, Ó Modhráin Hall should not be allowed sit derelict after the recent purchase. The submission wishes for the Plan to stop garish shopfronts.
007	Hariprasad Govindharajan	The submission asserts as Newbridge has a population of 25,000 it requires a swimming pool, the old machinery yard was previously considered as a potential site and the council should prioritise building a public pool.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		The submission contends a proper playing area for children is required, with a zipline.
		The submission seeks an additional secondary school.
		The submission seeks that the Milltown Road entrance to Station Walk estate remains closed for child safety concerns.
		The submission outlines building a new bridge should be a priority to reduce traffic congestion.
800	Shirley Eustace	The submission asserts as Newbridge has grown significantly in recent years and it requires a public swimming pool.
		The submission asserts as Newbridge has grown significantly in recent years and it requires a more public sport facilities and all-weather pitches for football and basketball, as well as outside exercise equipment.
		The submission seeks that the proposed lights at the junction of Standhouse Road and the Curragh Farm are not put into operation to ensure traffic safety and decrease potential congestion.
		The submission asserts Eyre Street should be one way eastbound.
		The submission asserts there should be no private car parks in the town, only KCC parking to generate more revenue.
		Shopfronts – the submission contends that recent shopfronts for vape shop are not line with traditional shopfronts and that there should be no more shops of this type in line with the impending current government legislation.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		The submission outlines bus shelters with benches should are required. It also contends that the planters outside the Riverbank should be relocated to decrease congestion.
		The submission seeks the relocation of cycle lanes on Main Street so that both are accommodated on one side of the road.
009	Environmental Protection Agency (EPA)	See Section 4. of the Chief Executive's Report.
010	IT Test	There is no submission relating to this reference number.
011	Hazel Whiteley	The submission notes consideration has gone into the Plan for zoning Newbridge and its environs in terms of business and recreation zoning and orbital roads. The submission asserts a historic issue with lack of delivery and implementation of plans.
		Shortsighted to expect an orbital road being developed on a piecemeal basis, a few hundred metres at a time.
		It cites the delivery of housing has surpassed the delivery of infrastructure such as sports facilities.
		It supports redeveloping the dog track but states it should not just be used for pitches but also changing rooms and community meeting rooms.
		It also supports the Riverbank theatre revamp project but outlines it needs to get off the ground and provide for enough parking spaces for those with disabilities/mobility issues.
		The submissions states in terms of accessibility particularly for an aging population there is not enough set down/pick up areas, zones for alighting/boarding and wider footpaths are required.
		It contends more traffic Gardaí are required.

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Sub	Name	Summary of Submission
No.		
		It cites derelict building to be converted into usable spaces.
		It seeks a tourist office to promote Newbridge.
		It also seeks park and ride to be implemented on match days.
012	Pairc Mhuire	The submission refers to plans for the large green area in the estate of Pairc Mhuire.
	Residents Association	It states the green areas have been maintained by the residents for the last 40 years, with help from KCC grants.
		It outlines concerns regarding extra foot traffic, noise levels and anti-social behaviour that a playground would attract along with passing people during the night, under influence.
		It asserts the area would be better served as an open biodiversity area and planting of extra trees on the space has already started.
		It states seating on the area would not be suitable, as have been removed in the past due to anti- social behaviour.
		It requests KCC provide technical knowledge on biodiversity to maximise the green area and confirmation of any future plans for the estate/green areas.
		It proposes a pedestrian crossing in the vicinity of Henry Street (Anderson & Leahys funeral home), which would be of great assistance to pedestrians and children trying to cross the road at this junction; stating it is a busy and dangerous road with traffic.
013	Richard and	Traffic light sequencing and traffic management
	Carol Stalford	There are too many traffic lights on the Athgarvan Road, especially at the junctions behind Whitewater and at Newbridge Silverware and the sequencing causes congestion.

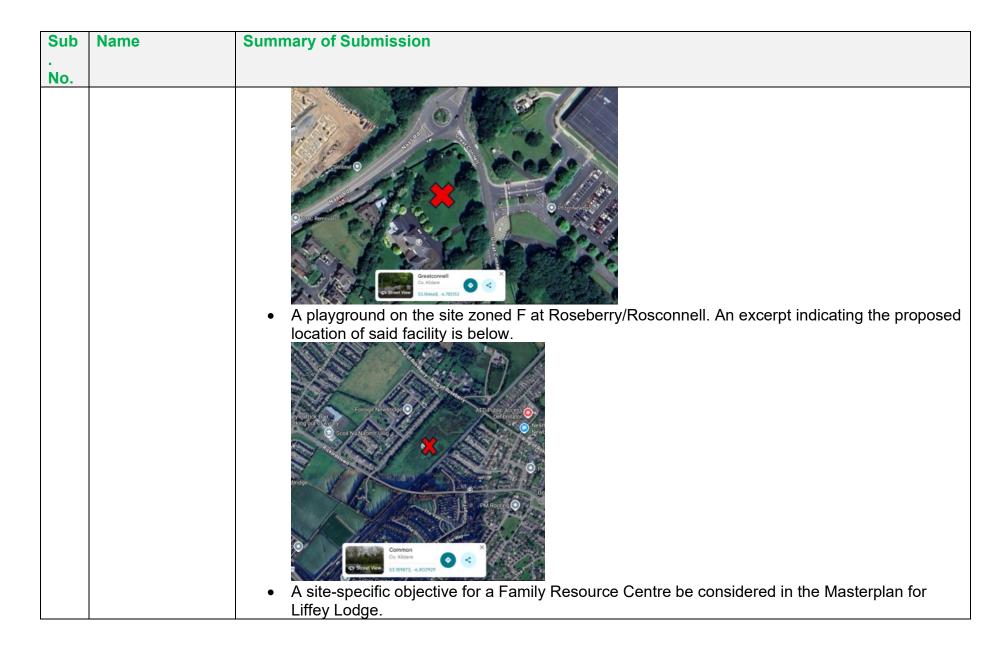
Sub	Name	Summary of Submission
No.		
		 A filter lane or different entry lane is required for McDonalds customers to reduce congestions at the Tesco/McDonalds junction. There are also five sets of traffic lights in this location creating congestion.
		'Temporary 'cycle lanes
		Remove them, rarely used and increase risk of accidents with people opening car doors into the cycle lanes.
		Move cycle lanes to footpath and install a bus lane
		Main Street
		 Looks very run down. The council should provide incentives to encourage businesses to come to the town, especially on Main Street which has a number of empty business premises. 'The Boulevard' which was previously presented should be progressed to encourage a more vibrant and safe shopping environment. The facilities in the town do not reflect the number of houses being built, a council swimming pool is required.
014	John and Beatrice Dardis	See Section 6.0 of the Chief Executive's Report.
015	Danny McHenry	See Section 6.0 of the Chief Executive's Report.
016	Meath County Council	See Section 4. of the Chief Executive's Report.
017	WTNB Partnership	See Section 6.0 of the Chief Executive's Report.

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Sub	Name	Summary of Submission
No.		
018	Eastern and	See Section 4. of the Chief Executive's Report.
	Midland	·
	Regional	
	Assembly	

Sub	Name	Summary of Submission
No.		
019	Frank Boland	The submission asserts:
		The road between Cutlery Rd and Moorefield Road is incorrectly marked as Athgarvan Road and it should be Military Road. Attached to the submission is a photo of a Military Road Sign on wall at Dunnes Stores. Excerpt is below. **Bothat Mileata** MILITARY ROAD** **MILITARY RO
		The stretch of road from the traffic lights at Bradshaws to Athgarvan, via Kilbelin and Walshestown, is incorrectly named as Kilcullen Road, whereas it should be Athgarvan Rd (Newbridge Library to Athgarvan).
		The submission requests:
		 A walkway be installed from Nos. 5 and 6 Liffey View through the green area onto the Athgarvan Road to the Watering Gates. The former Pinkeen Bridge at the Gables on Athgarvan Road be added to the County Development Plan Record of Protected Structures. The Priory at Great Connell and nearby Greatconnell graveyard at Connellmore Cross, and the associated medieval village should within the Plan boundary and appropriately zoned to protected from any insensitive development.

Sub	Name	Summary of Submission
1.		
No.		
020	Joe Lysaght	See Section 6.0 of the Chief Executive's Report.
021	Patrician Primary School Student Council	The submission welcomes the rezoning of lands for more schools. It asserts the town requires:
	Council	 A new swimming pool. Safer routes to walk and cycle to school. A new playground for older children.
022	Councillor Peggy O'Dwyer and Councillor Trace y O'Dwyer	 This submission supports the: Locations identified for a new primary school and post-primary school. Municipal sports amenity on lands zoned F (2) and F (3). Lands zoned F (1) to deliver open space including fishing and water sport facilities. Locating a bus station next to Newbridge Train Station and seeks universal accessibility for all be central to all decisions in conjunction with larnród Éireann. Zoning N (2) and E (2) to deliver a nursing home co-located with independent living. F zoning applied to Council owned site located at Scoil na Naomh Uilig. The submission seeks: An objective to support considering co-locating pre-schools at lands zoned E (1). A site-specific objective for a public swimming pool, leisure centre and an element of residential on a site on the junction of the Naas Road and Great Connell Road. An excerpt of which is below.



Sub	Name	Summary of Submission
No.		
		 A site-specific objective to incorporate a themed pocket park within the Bord na Móna area along the existing route from Curragh Grange through Newbridge Industrial Park and out by Newbridge Silverware. An objective to deliver sections of the proposed Corbally Harbour with landowners' agreement. To locate pocket parks at key junctions along with infill sites and vacant plots for example at the traffic lights on the Athgarvan road at Bradleys. A site-specific objective to develop a master plan for the Newbridge Day Care Centre land in Council Ownership to provide for future growth. The Plan to explore if a change of zoning is required for the recently purchased building for purpose of Kildare County Council youth facilities. The Plan to use one of the unused units in the Cill Dara Industrial Estate be zoned for community and education for the purpose of delivering a Newbridge Community Childcare and Education Centre. Further investigate the water table levels at the site zoned E for cemetery expansion at Kilbelin. In the event of this site being potentially unsuitable for burial grounds that an alternative site may need to be identified. A site-specific objective to deliver supported living accommodation for young adults age 18 and over, that are under the care of Disability Services in or near the town centre. To increase the setback from the River Liffey to 150 metres and designate this green corridor as a nature conservation area. The two proposed Greenway routes as per map ref. V2-N:7.2 Transport Movement Cycling Measures seem at odds with the protection of Pollardstown Fen. The submission requests these be re-routed using a habitat mapping exercise. An objective to encourage all future industrial development and long term vacant industrial units be located within the Littleconnell Strategic Employment Area. A site-specific objective to identify a location for a hotel in the town centre.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		 An objective that O'Modhrain Memorial Hall should remain in Kildare County Council ownership promoting cultural and historical aspects of Newbridge (Military Tourism/Visitor Centre).
		 An objective that a full water capacity audit be carried out within 12 months of adapting this plan as Uisce Éireann confirmed in the Settlement Capacity Audit that they did not carry out a cumulative assessment.
		 An objective to identify and list structures that contribute to the history of Newbridge and that they be included in the record of protected structures (RPS) including the Watering Gates, the Barrack Gate and reading and recreational room within the Bord na Móna site. An objective to protect and preserve the traditional façade of houses. The Plan to inform the Newbridge town design for the regeneration of the Town Hall area as a civic focal point linking Georges Street in the form of a designated plaza and pedestrian priority zone. A site-specific objective to include the Newbridge Town Crest Town Commission/Town Council logo on all town signage. An excerpt of which is below.

Sub	Name	Summary of Submission
No.		
No.		 An objective to formally have historical road names listed on the Ordinance Survey maps such as Military Road, Friary Road (from St. Conleth's Bridge to Newbridge College main entrance) but not limited to these two roads. An objective for all lands in the vicinity of Great Connell Abbey to have a full archaeological survey and protection afforded where necessary. An objective to upgrade and improve all main street signage, lighting and landscaping of town centre. An objective to underground all services and cables and conditioned within future plans. An objective to decide on the overall future of the Watering Tower and include public consultation. A site-specific objective to zone a portion of Opportunity Site 1 in the Newbridge Central Settlement Consolidation Site for an urban Neighbourhood Park for recreation. The western portion of Opportunity Site 1 in the Newbridge Central Settlement Consolidation Site to be zoned for the purpose of a Primary Care Facility. That the Opportunity Site 2 in the Newbridge Central Settlement Consolidation Site be zoned for the sole purpose of a public swimming pool and hydrotherapy pool. The submission outlines this is an ideal location close to KARA, within walking distance of most schools and adjoining the Primary Care site in Opportunity Site 4. The submission also asserts Residential units can still be delivered over a leisure centre. Lands zoned GU on Moorefield Road be identified as an opportunity site. An excerpt of which is below.
		is below.

Sub	Name	Summary of Submission
No.		
		 To relocate the proposed Neighbourhood Centre N (1) on lands zoned C (3) at Greatconnell to the opposite side of the proposed road and roundabout for ease of vehicular access to the Neighbourhood Centre.
		 Provision be made to include space for pedestrians/cyclists on the new bridge between Belin Woods and Great Connell Road.
•	 A site-specific objective to fast-track the road connections between Ballymany Road and the Green Road to ensure the delivery of a section of the Newbridge Southern Orbital Relief Road. A site-specific objective to prioritise the installation of a path from the Fionn Mac Cumhaill Roundabout at the M7 roundabout on the R413 Lumville Cross. 	
		 An objective to install a slip road at the M7/M9 interchange for efficient traffic management and access to Newbridge.
		 An objective to work with Local Link and the NTA to install a town bus service. Consideration be given to the transporting of crops and livestock when new routes are being proposed to consider the size of modern machinery particularly combine harvesters. Clarification on why Map Ref.V2-N:7.2 Transport and Movement Cycling Measures – This map
		 shows a road through Bord na Móna to Cutlery Road but there is no road at this location. An objective to review car parking arrangements along Chapel Lane during peak events such as match day.
		 An objective to install recessed set down areas at public buildings to facilitate reduced mobility access.
		 An objective to merge the present bus stop with the Bord na Móna bus stop.
		 An objective to reinstate the entrance and exit access points to main Street from St Conleth's Park and remove the vehicular exit at the Town Hall on safety grounds. That Walk 2 (Mooney's Road) is designated a quiet road.
		 A pedestrian crossing from Barrettstown Meadows to Connell Weir to enhance safe walking routes to school.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		 An objective to amend route RD1 to connect to RD2A to avoid going through a section of Curragh Farm. See excerpt below. Image: An objective to install the standardised school road signage at all Schools in Newbridge. An objective to engage with KARE regarding a small section of green along Station Road for the purpose of future road and junction upgrades.
023	Beans Land Ltd	See Section 6.0 of the Chief Executive's Report.
024	Denise Harris	See Section 6.0 of the Chief Executive's Report.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub No.	Name	Summary of Submission
025	Office of Public Works	See Section 4. of the Chief Executive's Report.
026	Triona Casey	The submission requires the Council to address anti-social behaviour through supporting the provision of outdoor café space and passive surveillance, in particular on Market Square on Eyre Street. It also seeks a wider pathway from Market Square into College Park. The submission supports the Measures in Table 4.4 related to Eyre Street and Laneways including a one-way system, reducing on-street parking and increasing the width of pathways. The submission seeks that the link from Newbridge Silverware across Athgarvan Road and into Courtyard Shopping Centre be enhanced for pedestrians and cyclists. See red arrow on except below.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		Company General Price Pr
		The submission seeks permeability connections for pedestrians and cyclists from Kilcullen Road and Newbridge Industrial estate particularly on Kildare County Council lands. It asserts These could be developed independent of Opportunity Sites 6 and 7.
		The submission seeks priority to be given to developing Active Mode Bridge No. 72. Priority should be placed higher for Active Mode Bridge No. 72 that No. 87.
		The submission is concerned that measure Walk 2 cannot be delivered as it is a single lane road. It asserts this measure would not link to anywhere as a footpath not proposed on Mooneys bridge and no access is proposed through the Local Authority housing development into Scoil Na Naomh Uilig. It also asserts this measure could aggravate antisocial behaviour.

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Sub	Name	Summary of Submission
No.		
1101		The submission seeks Walk 82 to be delivered in the short term.
		The submission seeks the improvements in provision of bike parking to be delivered in the short term. It also outlines areas it considers a number of destinations for Sheffield type bike stands to be located including on Main Street next to the post office, the bus stop next to Bank of Ireland, the Town Hall, outside the entrance to the Whitewater, at the Courtyard Shopping Centre, at Market Square on Eyre Street, on Georges Street. Secure bike parking at the train station in line with best practice in Utrecht.
		The submission requests the provision of the Newbridge town bus service to be deliverer in the short-term using the existing road network.
		The submission asserts measure RD 1 to link Ballymany Road with Standhouse Road should be routed through the Curragh Farm estate.
027	Patrick Byrne	See Section 6.0 of the Chief Executive's Report.
028	Transport Infrastructure Ireland	See Section 4. of the Chief Executive's Report.
029	An Post	This submission has been prepared by RMLA Planning Consultants on behalf of An Post, who own and operate facilities on Edward Street and Cill Dara Industrial Estate.
		It is requested that correspondence relating to the submission and updates be directed to RMLA.
		An Post may consider the expansion and consolidation of their existing sites; the acquisition of adjoining lands to facilitate expansion and/or relocation to new sites that are considered better suited to meet their operational requirements.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Name	Summary of Submission
	The submission supports the objectives of the Newbridge Settlement Plan to promote sustainable economic growth and revitalise the Cill Dara Industrial Estate. (EDO 1.1 and EDO 1.4)
	It emphasises the importance of maintaining appropriate levels of access to An Post's facility at the Cill Dara Industrial Estate; including 24-hour unrestricted access to facilities and public infrastructure for vehicular and customer use.
	It states it is vital that access for deliveries and collections remains fully protected to ensure uninterrupted postal service provision, and no restrictions are introduced to the service.
	The submission requests that the Local Authority directly engage regarding the operational needs of An Post; throughout the planning and implementation of any development or movement strategies; and the finalisation of the Proposed Variation No.2 of the CDP.
Department of Housing, Local Government and Heritage	See Section 4. of the Chief Executive's Report.
Danny Tangney	The submission acknowledges the work in preparing the background audits (SIA, NABTA) and the systemic deficits in Newbridge.
	The submission contends the Plan has some short-comings with objectives outlined for infrastructure – which are non-committal nor guaranteed to support housing growth.
	It is concerned that the plan over-focuses on residential zoning without sufficient mechanisms to ensure social structures come on stream.
	Department of Housing, Local Government and Heritage

Sub	Name	Summary of Submission
No.		
		The 10-Minute Town
		 The submission asserts that as the plan is currently set out, the goal for essential facilities reachable in 800 metre walk or cycle is unachievable, and the audits demonstrate that this concept is invalid: The SIA shows areas south-east and north of Newbridge not current served by a primary school. A lack of Neighbourhood Centres within a short walking distance in the north-eastern, eastern,
		and south-eastern areas of Newbridge.
		The submission states unless social infrastructure is delivered immediately in these areas, the plan fails its own core principle of compact growth and walkability, ensuring continued car reliance.
		Medical Infrastructure Crisis
		The submission outlines a health deficit in Newbridge. The shortage in GPs, expected to fall further with anticipated population growth, is a severe threat to public health.
		The Plan's objectives to "support" delivery of GP practices and delivery of new primary centre are aspirational, not a guarantee. (HCO 4.3 / 4.2)
		School Delays and Capacity Failure
		The submission is concerned that school expansions are decades behind and existing post-primary schools are operating over capacity.
		 HCO 2.2 objective for a new primary school at Crotanstown and reserving land for post- primary school at Cornelscourt only commits Council to "engage" with Department of Education and Youth and does not bind the delivery of schools to sequential release of lands of residential lands. (CSO 1.5)

Sub	Name	Summary of Submission
No.		
		 Transport Failure North of the Rail Line The submission notes substantial car dependency in peripheral areas like Morristown and Rickardstown. The developments north of the rail line have created congestion which is a direct consequence of the railway line that makes walking and cycling indirect. Previous objections highlighting this have been ignored. NABTA upgrades to bridges and targets to reduce car use rely on long-term measures and investment, while Phase 2 residential proceeds in medium term. Future northern residential development must be conditional on the guaranteed delivery of necessary active travel and road network capacity. MATO 4.2 to support the bridge over the River Liffey states merely to 'support and prioritise the development' rather than facilitate it. The submission further asks that the Plan introduces legally binding conditions that mandate the construction critical social and physical infrastructure before residential lands are occupied. Aspirational words "support" or "encourage" (e.g., HCO 4.3, TCO 4.1, MATO 4.2) – must be converted into quantifiable, time-bound, and funded commitments.
032	National Environmental Health Service	See Section 4. of the Chief Executive's Report.
033	Department of Education and Youth	See Section 4. of the Chief Executive's Report.

Sub	Name	Summary of Submission
No.		
034	Melanie Tierney Jenny Tierney	This submission supports zoning Ryston Avenue, Newbridge Lands as F: Open Space and Amenity in the Draft Settlement Plan, and within the submission it is outlined that there is a formal objection to the proposed rezoning enclosed within Denise Harris submission under reference KCC-C409-24. The submission asserts that the specific rezoning proposal raised in submission KCC-C409-24 raises significant concerns regarding inadequate access and absence of supporting documentation, disputed ownership and unauthorized actions, environmental violations and biodiversity concerns, and unresolved boundary disputes.
		 Inadequate access and absence of supporting documentation The submission outlines that the rezoning of the subject as identified in KCC-C409-24 should be subject to appropriate measures such as sightlines, swept path analyses for vehicles, and compliance with relevant standards, such as DMURS and the Spatial Planning and National Roads Guidelines for Planning Authorities. The submission asserts that without verified upgrades or alternative access solutions, rezoning of the subject as identified in KCC-C409-24 would compromise road safety and public health, contrary to Objective TM O95 of the Kildare County Development Plan 2023-2029, which restricts new accesses that undermine road safety or capacity.
		 Disputed ownership and unauthorized actions The submission contends that the agents acting on behalf of Denise Harris have removed established trees and vegetation not under her ownership, in an apparent effort to widen the road and enhance site accessibility. The submission further contends that boundary inaccuracies and ownership disputes were highlighted in a previous planning appeal for this site (An Coimisiún Pleanála Reference ACP-314340-22), where third-party appellants noted encroachments on adjacent lands, including gateways, piers, and access drives.

Sub	Name	Summary of Submission
No.		
		 The submission contends that until a viable, safe, and legally verified access solution is demonstrated—free from disputes—KCC should not proceed with rezoning, in line with Section 5.13 of the Development Management Guidelines for Planning Authorities (2007), which advises against granting permissions that could lead to civil law complications.
		 Environmental violations and biodiversity concerns Asserted within the submission there is reference to underscore of environmental stewardship and compliance, a legal conviction particularly in safeguarding local biodiversity linked to Denise Harris Commercial Company.
		 The submission welcomes the zoning of the site as 'F: Open Space and Amenity' in the Draft Settlement Plan and contends that rezoning from F back to E2, as under the LAP 2013-2019, without a comprehensive ecological assessment risks further habitat disruption, contravening policies in the Kildare County Development Plan 2023-2029 (e.g., Objectives NEO 1-3) that prioritize biodiversity protection and green infrastructure.
		 4. <u>Unresolved boundary disputes</u> The submission asserts that there is an ongoing boundary dispute involving Denise Harris, as evidenced in prior planning records (ACP-314340-22).
		The submission concludes that the lands are bordered by the zoned 'F' (Open Space/Recreation and Amenity) Linear Park, and the submission notes that this creates a contiguous green corridor that enhances Newbridge's urban fabric and biodiversity.
		The submission further requests KCC to reject submission KCC-C409-24 in full, welcomes the 'F: Open Space and Amenity' in the Draft Settlement Plan, and lastly, the submission requests KCC to incorporate protective objectives in the Written Statement to prevent rezoning or development that would diminish the recreational or social role of these lands.
035	James Kelly	See Section 6.0 of the Chief Executive's Report.

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Sub	Name	Summary of Submission
No.		
036	Deirdre Kelly	See Section 6.0 of the Chief Executive's Report.
037	Land Development Agency	See Section 4. of the Chief Executive's Report.
038	Newbridge Athletic Club	The submission relates to the provision of additional athletic facilities to meet the growing interest of the Newbridge Community in Athletics.
		 Newbridge A.C. is oversubscribed, has a waiting list and does not own the site currently used for athletics – on the grounds of St. Conleth's Community College – which has limited options for expansion. There is a pressing need for development of facilities for training and competition; not just for running. Members travel to other locations to access more facilities. The submission welcomes the proposal for additional open/amenity space and the redevelopment of the Newbridge Greyhound Stadium as a multi-use sport hub including the development of an athletics track. It contends that the ground floor area of the current Greyhound stadium be developed into an indoor training facility to allow year-round training. The submission requests that the proposed multi-use sports hub should be developed to competition standard with 400m track and include areas for athletics field events – namely long jump, triple jump, high jump, pole vault, shot put, javelin, hammer and discus throws. The submission requests that Newbridge A.C be involved in any development plans for athletics at the current Greyhound Stadium – and would be willing to take on management of such a facility should the opportunity arise.

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Sub	Name	Summary of Submission
No.		
039	Mark Wall Teachta Dála	This submission asserts Newbridge schools are at capacity. It welcome that the Plan has identified sites for a new primary school and post-primary school and cites co-location of early years education and afterschool facilities should be a priority alongside the development of these two new schools. It contends that safe walking and cycling routes will be imperative for these new schools and notes issues with access to school bus places.
		It submits as the population of Newbridge increases there is a growing need to increase the number of playgrounds and play facilities for young people. It welcomes plans for a playground in Moorefield Park, adjacent to the skatepark, and at Dara Park and Pairc Mhuire.
		It outlines there is need to look at the provision of shared sporting facilities which is lacking across the town.
		It seeks for facilities on lands zoned F (1), F (2) and F (3) to be public and open to the local community.
		It seeks a public swimming pool and notes local support for such a facility, with none located nearby.
		It highlights an overall lack of specific youth facilities and spaces, such as youth cafés. It considers such facilities should be located near sites identified for community centres/halls or close to the new schools.
		The Plan has a lack of acknowledgement of the ongoing water pressure issues affecting a number of communities such as those in the Ballymany Manor area, the cause of which has yet to be identified by Uisce Éireann. It asserts given the expected growth in population, the number of developments outlined in the plan, it is clear that water supply and pressure to Newbridge needs to be reviewed to

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		ensure that the issue of does not extend to other areas and the issues at Ballymany need to be resolved urgently.
		It outlines Newbridge has an ongoing issue with traffic management, particularly along Main Street. It notes Kildare County Council has submitted a business case for the remaining section of the Newbridge Southern Outer Orbital Route, the second bridge for Newbridge. This business case has been under a review for a number of months within the Department of Transport and needs to remain a priority for both the Department and Kildare County Council. I continue to urge the Council to push for the full completion of the project as a matter of importance to alleviate the traffic issues facing Newbridge.
		It welcomes objectives in the Plan to facilitate increased public transport but considers any development of additional public transport routes for Newbridge should include the development of bus shelters. It also asserts the looped bus route should be an entirely public service.
		It asserts that an accessible public Changing Places Toilet is required at Newbridge Train Station. It also contends facilities at the station need to be improved particularly in terms of shelter, universal access, and parking.
040	Sinead Kelly	See Section 6.0 of the Chief Executive's Report.
041	Aston Limited	See Section 6.0 of the Chief Executive's Report.
042	Ryston Avenue Residents Association	This submission supports zoning Ryston Lands (KE1870F) as F: Open Space and Amenity. It contends this designation is critical to fostering sustainable development, enhancing community well-being, and protecting environmental assets in Newbridge, while preserving this riverside site for future generations for recreation and biodiversity. It asserts that the zoning will allow for inclusive facilities for families, seniors and the youth.

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Sub	Name	Summary of Submission
No.		
		It contends that this zoning is in line with the RSES which positions Newbridge as a key growth centre that balances housing delivery with robust green infrastructure. It asserts it is in line with the NPF and NPO 13 complementing the Liffey Linear Park and forming a contiguous natural corridor that supports active travel (walking and cycling), riverside tourism and mitigates flood risks in line with the SFRA. It contends that its zoning is evidence-led by the SCA.
		It alleges previous attempts to rezone nearby Ryston lands for non-amenity uses, such as private housing, were rejected by An Bord Pleanála for conflicting with community objectives. It considers that zoning these lands for open space the Council prioritize adjacent Tier 1 serviced lands for housing and employment, as outlined in the SCA.
043	Ballymore	See Section 6.0 of the Chief Executive's Report.
044	Newbridge Town Football Club	See Section 6.0 of the Chief Executive's Report.
045	Uisce Éireann	See Section 4. of the Chief Executive's Report.
046	Thoval Properties Limited	See Section 6.0 of the Chief Executive's Report.
047	Patrick Hughes	 The submission objects to the Plan and Variation, particularly zoning Cp2 for the following reasons: It asserts the proposed development of the site zoned Cp2 would impact Newbridge's notable population of buzzards which are a protected species under both national and international legislation. Such development should be refused because of its impact on nesting, hunting and forging grounds of these birds. It lists how buzzards are protected under national and internation legislation. It lists factors that attract buzzards to habitats. It seeks a comprehensive Environmental Impact Assessment (EIA) to be conducted with specific focus on potential disturbance to buzzard habitats and local biodiversity.

tats for bats. a significant ines ady existing d give rise to 0-60 km/h. s will be dimmish the epenness. It y harsh surrounding I be as m), planted vellings or
s dipy

Sub	Name	Summary of Submission
No.		
		 Retention of portions of the meadow as shared open space, preserving some visual relief and character.
048	Mark Shannon	The submission objects to the Plan and Variation, particularly zoning Cp2 for the following reasons:
		 It asserts a development in this location would have negative impact on the local environment, neighbouring community and the quality of life for the existing homeowners in this area. It contends no consideration made by those involved in developing this proposed plan for existing homeowner and this is similar to other completed or the process of being completed developments in Newbridge. It considers that apartment complexes three-storey buildings and duplex apartments would overlook and overshadow private homeowners. It highlights issues with sewerage, water pressure/supply and estates not being taken over by the Kildare County Council. It contends the proposed development of the site zoned Cp2 would cause environmental impact particularly on buzzards which it lists are a protected species under both national and international legislation. It is concerned that the proposed entrance to the site zoned Cp2 would be a traffic hazard and increase congestion. It asks Kildare County Council to emphasis with those it asserts will be negatively impacted by the zoning of Cp2.
049	Robert Curley	This submission relates to road measure RD1. It asserts the author worked on previous iterations of Local Area Plans and it was their understanding that the construction of a link road from Ballymany Road to Standhouse Road was a longstanding objective. It submits that the connection to Ballymany Road has always been intended to be made at a 4-arm signalised junction (labelled RD2a in the current draft plan), and this had been the case in the draft Newbridge Local Transport Plan published

Sub	Name	Summary of Submission
No.		
		last year. It requests that the Council revert to making this connection as a 4-arm signalised junction for the following reasons:
		 The section of the Curragh Farm residential street in question consists of a pair of tight turns with very low horizontal curvature radii. The function of the proposed road measure would likely classify it as either an Arterial or Link Street under DMURS, and DMURS discourages the use of major changes in horizontal alignment for such streets. Additionally, the curves as constructed, which were originally intended for very low-speed residential use, are unlikely to meet the horizontal alignment standards required by DMURS for Arterial or Link streets, even if the lowest design speed of 30kph for such streets was considered for this section of the road. The submission adds that the author is the person who developed the horizontal curvature standards in DMURS and urges caution in this regard. Drivers are required to navigate the horizontal curves while also managing a steep gradient. This often causes vehicles to adopt a wider turning circle, and to cross the centreline of the street. While this functions for a local street with very low traffic volumes, it is not appropriate for an Arterial or link street, as the increased traffic volumes associated with this use would increase the risk of collisions. It also contends this steep gradient would present problems to
		 cyclists and pedestrians. There are footpaths on both sides of the road for only a section of this part of the Curragh Farm residential street, and there are no dedicated cycle facilities. It is unlikely that cycle facilities can be provided on this section, and therefore it is difficult to see how this proposal can support the cycle measures set out elsewhere in the plan. A single 4-arm junction could be constructed to provide dedicated, safe cycle facilities at what is a connection between a proposed primary cycle route (Ballymany Road) and secondary cycle routes (RD1 and RD2a). The creation of the link between Ballymany Road and Standhouse Road is likely to create a stronger pedestrian desire line across Ballymany Road, and between road measures RD1 and RD2a, as identified by walking measure Walk 67 in the draft settlement plan. A signalised 4-arm junction would provide a more direct, and safer, pedestrian link for measure Walk 67.

Sub	Name	Summary of Submission
No.		
		 The proposal would essentially create a long-staggered junction between road measures RD1 and RD2a along Ballymany Road, and as a result there would be a greater number of turning movements when compared to a single, 4-arm signalised junction. There are 2 petrol station accesses and a housing estate access within this section of Ballymany Road, and turning movements are already somewhat difficult due to the geometry of the road. Additional turning movements would increase the risk of collisions at this location.
050	Newbridge Disability Access	This submission lists the key disability and community support services in Newbridge and outlines due to this concentration of facilities this Plan presents an important opportunity to ensure that the
	Group	built environment, transport system, and social infrastructure are designed to support independent living, accessibility, and full community participation. In this regard it asserts the Plan should include:
		 Footpaths, crossings, and transport services around disability and community facilities provide a continuous, safe, and seamless route to local amenities.
		 All recreational amenities, including playgrounds, parks, and community centres, should be located within or near the town centre to ensure convenient, accessible connections. All new and existing playgrounds, parks, and recreation spaces should be designed or upgraded in line with the Principles of Universal Design. A fully accessible dog exercise park.
		The Plan should include a public swimming and hydrotherapy pool, ideally located within or near the town centre, designed to full accessibility standards.
		 A minimum percentage of all new social and affordable housing should be designed to universal design or lifetime homes standards.
		 Age-friendly housing close to transport links, healthcare and community facilities.
		 Well-designed, sheltered, and fully accessible transport terminals and bus shelters, with adequate space for wheelchair users, seating, tactile signage, and real-time information that is easily legible.
		 Safe, segregated cycle lanes that protect both cyclists and pedestrians while accommodating the needs of vulnerable users, including tricycles, adapted cycles, and mobility scooters.

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Sub	Name	Summary of Submission
No.		
		 Sufficient and secure bicycle and tricycle parking facilities, designed to avoid obstructing footpaths or access routes for people using mobility aids or buggies. Compliance with internation, national and local accessibility and inclusion conventions. Accessibility Impact Statements for all new public realm and recreational projects. Engagement with local Disabled Persons Organisations (DPOs), including the Newbridge Disability Access Group, KARE, Irish Wheelchair Association, Vision Ireland, Irish Deaf Society, Alzheimer's Association, Downs Syndrome Organisation throughout design and implementation stages.
051	Breffni Group	See Section 6.0 of the Chief Executive's Report.
052	Dee Macbeth	This submission supports zoning Ryston Lands (KE1870F) as F: Open Space and Amenity. It contends this designation is critical to fostering sustainable development, enhancing community well-being, and protecting environmental assets in Newbridge. The submission contends a Site Specific Objective for these lands which would reflect their high value location as town-centre greenfield, adjacent to already established sports facilities at Ryston Sports & Social and amenity lands at Liffey Linear Park.
053	Whyte Planning Consultants	This submission is prepared by Whyte Planning Consultants concerning lands in the centre of Newbridge town. The submission proposes a new town square, to be dedicated to Christy Moore Square, an age friendly square, at a location which the submission asserts is an area underutilized, as outlined in the excerpt below:

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Sub	Name	Summary of Submission
No.		
		Garda Station Sizioni Houses Why te Paramy Considers list. See Consisting Consisting Considers list. See Consisting
		The submission contends that the proposal will allow for a much-needed dedicated small town square, located on the main street of Newbridge where the lands are currently used as a secondary
		car park site and there is ample car parking in this area.
		The submission asserts that the subject site located adjacent to the Garda Station, will be easily passively supervised and safe and will form an attractive green urban space in the town which will be an improvement to the landscape character of the town.
054	Demesne Architects	See Section 6.0 of the Chief Executive's Report.
055	O'Buachall Family co Sheelagh	See Section 6.0 of the Chief Executive's Report.
056	Minihane Aston Limited	See Section 6.0 of the Chief Executive's Report.

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Sub	Name	Summary of Submission
No.		
057	Dualta Murphy	This submission is prepared by Dualta Murphy and supports the proposal to remove parking from Edward Street. The submission proceeds to state that the removal of the parking from Edward Street will allow for the extension of the cycle lanes from the bridge to Dunnes Stores.
		The submission further asserts that there are sufficient carparks in the town and that the existing road space should not be allocated to parking. Additionally, it is noted from the submission that there is support for the switching of Eyre Street to a one-way system.
		Further suggestions are outlined in the submission, and it is suggested to place an HGV ban except for public transport or emergency services between Dunnes and the bridge over the Liffey with HGVs diverted via Athgarvan Road.
		Finaly, the submission notes a suggestion for morning school traffic to be reduced. Within the submission it is suggested to investigate the possibility of opening lands at Ryston to short term car parking enabling parents and school children to walk through Liffey Linear Park with a similar suggestion at Newbridge College.
058	Arndell Ltd	See Section 6.0 of the Chief Executive's Report.
059	Thoval Properties	See Section 6.0 of the Chief Executive's Report.
060	Councillor Peggy O'Dwyer and Councillor	This submission welcomes the zoning F: Open Space and Amenity between Ryston Avenue and Ryston Sports and Social club.
	Tracey O'Dwyer	It seeks an Objective of this Plan to support the provision of a road between the Green Road and Ballymany Road.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
NO.		It seeks provision of two pedestrian bridges over the river at two locations 1) from the linear park side of Newbridge to access the local schools and 2) from the Newbridge College side of the River Liffey to improve permeability and active travel. It asserts there should be an Objective of this Plan to recommend that a dog park be provided for on
061	Ryston Sports and Social Club	Inds zoned open space and amenity. This submission supports zoning Ryston Lands (KE1870F) as F: Open Space and Amenity. It contends this designation is critical to fostering sustainable development, enhancing community well-being, and protecting environmental assets in Newbridge. The submission contends a Site-Specific Objective for these lands which would reflect their high value location as town-centre greenfield, adjacent to already established sports facilities at Ryston Sports and Social and amenity lands at Liffey Linear Park.
062	Godolphin Ireland limited	See Section 6.0 of the Chief Executive's Report.
063	St. Conleth and Mary's N.S.	This submission supports two proposed pedestrian bridges and the development of a riverside walkway in Newbridge namely the proposed bridge near the Watering Gates and the proposed bridge from the bottom of College Park across the road and the river to the lands of the Patrician Boys Secondary School and the development of a riverside walkway from this bridge to service all schools.
064	Treacy Group	See Section 6.0 of the Chief Executive's Report.
065	Christopher Fox	 Map V2-N:7.1 – Transport and Movement Walking Measures The submission states that it is not clear from the Cycling Measures drawing if the permitted and proposed roads with footpaths include cycle lanes. New Crossing points;

Sub	Name	Summary of Submission
No.		
		 The submission asks if the new crossing points will be raised to footpath level / ground level / or both It asks if non-signalised junctions be a mix of orange beacons and Type B crossing signs It states a crossing point is badly needed at Barretstown Meadows – there is no safe access for residents to get on the path to town, and the residents have fighting for this with KCC for a few years and are told there is no funding.
		School safe zone:
		The submissions states funding for a school safe zone has been granted twice – and asks why it has not been used.
		 The submission states In Liffey Linear Park – 'Upgraded footpath no.84' and 'new active mode bridge no.87' link should be upgraded. It asks how Quietway no.80 (Pfizer to Wessley Manor) can be created here on such a busy road.
		 Permitted road no. 67 appears at Curragh Farm runs directly outside a number of houses. The submission states this is a major hazard and asks if the road can move further west. The main footpath to the train station is very dark on the Sarsfield Drive side. Trees block the light and make it an unsafe area. Maintenance programs should be included on busy footpaths.
		 Proposed walk 2 – this shows a new footpath over bridge from Ring of Roseberry to the back of Roseberry hill. If a footpath is installed, there would be one line of traffic (currently can just accommodate 2 narrow cars passing). This bridge is not noted for upgrade. At minimum traffic lights will be required. It's very dark and the submission asks if there will be new streetlights. The Proposed Greenway from the existing bridge to Raymond's court should be reclassified. It can't be a greenway just a footpath as lands won't accommodate it. The from Newbridge College to Raymonds court is uneven and narrow and needs to be upgraded but not identified as such in the plan.

Sub	Name	Summary of Submission
No.		
		 The proposed New active Mode bridge no 74 – the footpath should also be upgraded. In the Newbridge ABTA figures 2-6 and 2-7 shows a footpath on the existing road in Roseberry at Barretstown Meadows and Old Connell Weir. This should be included in the plan. Pedestrian crossing required at roundabout at junction between Quietway road no.80 and the new road no.66 The new school and housing development should not be built until ring road no.69 and 70 are completed. The small rat-runs leading to main street should be closed to vehicles – they are unsafe. The DMURs sight lines required cannot be achieved until the front of the car is out on the footpath. Map V2-N:7.2 – Transport & Movement cycling Measures
		 The submission asks for a definition of a primary cycling route and that very few locations marked have cycle lanes – and further asks if this is proposed The submission asks for a definition of a primary orbital route. Very few of these have cycle lanes and noted as 'existing' which is incorrect. In the morning there is no room on road to cycle along the Liffey from Newbridge college to the bridge due to traffic. There is no existing path or cycleway east of the train station running south along the track. This is shown as an existing primary orbital route. 2 no. 'active modes bridges' missing from this drawing. The are shown on map 7.1 bridge numbers 91 and 92. The submission asks why these are shown as pedestrian bridges and not active mode bridges. For proposed greenways the submission asks if KCC have engaged with landowners and if there will be CPOs. The submission asks what type of bicycle parking and quantity of spaces proposed and if it is secured and covered. A 'feeder road' shown does not exist – through Roseberry Hill to Ring of Roseberry The Ring of Roseberry Road should not be classified as a feeder road – it is too narrow and the surface is poor.

Sub	Name	Summary of Submission
No.		
		 The submission states Cutlery Road is the only existing secondary road from Military Road to Main Street. Drawing shows one through BNM site, one from 'The Avenue' at Whitewater (which is pedestrianised zone), one adjacent to Lidl and one through Dunnes and Newbridge Retail Park. These don't currently exist and are show as 'active modes link' on figure 2-8 of ABTA.
		Map V2-N:7.3 - Transport & Movement, Public Transport Measures.
		 The submission asks what a 'Park and Stride' is and if free parking up to 9:30am/dedicated parking spaces for it.
		Bus priority route should be in short-medium term plans
		 The BNM lands would have more room for a 'local interchange mobility hub'
		The submission asks if Upgrade of train station facilities rests with Irish Rail or KCC.
		Map V2-N:7.4 – Transport & Movement, Road Network Measures.
		 The submission asserts that The Great Southern entrance should be included in junction upgrades. It is on main footpath to train station and shown as crossing point on map 7.1. It states any junction upgrades should prioritise pedestrians and cyclists.
		Map V2-N:7.5 – Transport & Movement, Parking Measures.
		 The submission suggests new retail/residential/commercial carparks to be within footprint of the building – ideally underground. There is too much land wasted on existing retail carparks The submission suggests promoting solar panels over existing ground level carparks as shown in this excerpt:

Sub	Name	Summary of Submission
No.		
		It states active travel modes should be prioritised over more parking at train station. Map V2-N:8.1 & 8.2 – Built Heritage & Archaeology.
		The submission asks if part of the BNM head office not protected structure.
		Map V2-N:9.1 – Green & Blue Infrastructure.
		The submission notes a typo in the legend twice – it says 'draft settlement plan boundary'
		Main document
		 The submission states the sports hub at greyhound stadium should include a 25m swimming pool (ideally 50m)
		 It also asserts there should be rules for shopfront signage, not guidance – as most developers/show owners ignore.
		The submission welcomes rezoning lands at Ryston but there are no plans for it, particularly the old soccer pitch. Pitches are show out in Cornelscourt but not shown here.

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Sub	Name	Summary of Submission
No.		
066	Michael Connors	See Section 6.0 of the Chief Executive's Report.
067	Andrew Bergin	See Section 6.0 of the Chief Executive's Report.
068	National Transport Authority	See Section 4. of the Chief Executive's Report.
069	Electricity Supply Board	See Section 4. of the Chief Executive's Report.
071	Office of the Planning Regulator	See Section 3. of the Chief Executive's Report.
075	larnród Éireann	See Section 4. of the Chief Executive's Report.
076	Newbridge Community Development	This submission seeks to extend the Newbridge Central Settlement Consolidated Site (SCS), adding sites adjacent to Opportunity Site No. 7 and adding the current Lidl store site as identified in the Newbridge Local Area Plan 2013 – 2019 'Design Brief 2: Edward Street to Military Road - Development of New Street(s)'. The submission assert development proposals could include a supermarket at ground floor and residential accommodation on upper floors. The submission encourages the Land Development Agency and Kildare County Council to purchase Opportunity Site No. 1 as this central brownfield site has remained undeveloped. The submission also contends the landholding between Opportunity Site Nos. 3 and 4 should also be included in the Newbridge SCS. The submission considers the Bord Na Móna site (behind their new HQ building) and Cutlery Road area are glaring omissions from the Plan and a detailed masterplan is required.
		This submission welcomes the Plans the public realm proposals in the town centre. It outlines a civic square in the vicinity of St Conleth's Park is particularly interesting considering the greater use the

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		GAA stadium will get following its redevelopment. It also welcomes the Main Street/ Georges Street public realm proposals including but adds these should be extended to Edward Street. It asserts measures to reduce on street parking, regenerate the public realm and introduce permanent active travel infrastructure should be a key objective for these areas. It contends there should be a specific objective to introduce such measures as soon as possible subject to funding and once the second bridge is opened.
		It asserts Section 7 of the Plan fails to mention the lack of connecting services for people with reduced mobility, and those without access to cars or bicycles. In particular an orbital town bus service for Newbridge. This is a critical element to sustainable mobility infrastructure for Newbridge.
		It considers Section 7 should be explicitly state that Newbridge is now part of the new Dublin Commuter Zone.
		It contends Section 7.3.4 does not mention local transport infrastructure, specifically an orbital town bus as part of the solution for short trips. It considers This form of transport is essential for those with reduced mobility, families with young children and the elderly.
		It seeks that PT 10 in Table 7.2 be delivered in the 'Short Term' as it offers the NTA have progressed with initial feasibility studies for the larger towns in Kildare including Newbridge for a town bus service. It also seeks an additional objective regarding facilitation of the delivery of such a service within 'medium term' pending the next budget allocation for a program of town bus rollouts. It asserts that the town bus route does not service many of the most populous town areas and final routes are determined by the NTA through feasibility studies. Therefore, the submission suggests text is added to PT 10 in Table 7.2 to state Kildare County Council supports an orbital bus route(s) to service the most populous town areas, to connect to further transport infrastructure along with employment, education and amenities within the town. It also assets Objective MATO 3.4 should be reworded to

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

	state Kildare County Council will support and facilitate the delivery of town bus route/s to service the most populous town areas.
	It seeks more frequent town links in measure PT 9 in Table 7.2 given the scale of ambition nationally from the NTA and Minister for Transport and Newbridge's status as a Self-Sustaining Growth Town and employer.
	It seeks the pedestrianisation of the two lanes exiting onto Main St either side of the Eyre Powell Hotel.
	It supports the implementation of a 30kph speed limit in the town centre.
ouncillor Rob ower	Point 1: Increased Residential Land Zoning Strategy The submission states The Plan currently zones residential lands to align with Core Strategy allocation of 1,061 units (2023-2028), with additional Phase 2 lands requiring statutory variation (Section 3.2, Table 3.1).
	The submission recommends amending CSO 1.1 and CSO 1.5 as follows:
	CSO 1.1
	Ensure sufficient land is zoned at appropriate locations to accommodate sustainable housing growth in Newbridge in excess of the housing unit allocation in Table 2.8 of the Kildare County Development Plan 2023-2029 (as varied) to stimulate competitive delivery and provide market choice, and to ensure the balanced and strategic development of Newbridge."
	CSO 1.5

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Sub	Name	Summary of Submission	
No.			
		Facilitate the immediate release of lands designated as 'Phase 2 New Residential' on Map 11.1 – Land Use Zoning Objectives where such lands are Tier 1 (serviced) or can demonstrate infrastructure delivery within 18 months . Given the shortened three-year plan period and revised NPF housing targets, over-zoning provides a strategic opportunity to test market responsiveness while retaining the ability to restrict development through subsequent plan review in 2030 if housing targets are exceeded."	
It is requested the Cp2 (1) lands should be changed to C: New Residential based on The rational to support the change so that 15.65 hectares have been identified as Ph units. Given the site's Tier 1 status it shows developed lands are being artificially con Plan under Section 3.4 acknowledges legacy under-delivery during previous plan per subdued market conditions.			
		Reference is made to the NPF 2025 has increased national housing targets from 25,000 to 50,000 units annually, with anticipated increased allocation to Kildare (Section 3.5.4). The shortened plan period (2025-2029, approximately 3-4 years remaining) creates opportunity for experimental approach with review mechanism at next CDP cycle.	
		Development Plan Guidelines (2022) Section 4.4.1 states: "zoned lands in an existing development plan that are serviced and can be developed for housing within the life of the new development plan under preparation should not be de-zoned".	
		It also wishes to add the following Objective numbered CSO 1.8:	
		Monitor housing delivery rates annually and apply development management measures if delivery significantly exceeds programmed infrastructure capacity. Conversely, prioritize and expedite applications on Tier 1 lands where delivery is below anticipated trajectories to ensure Core Strategy targets are met.	

Sub	Name	Summary of Submission			
No.					
		Point 2: Enhanced Zoning for Market Competition			
		The submission states Phase 2 zoning limits competition.			
		The submission recommends the following:			
	Add the following Objective numbered CSO 1.9: Recognise that zoning of lands in excess of Core Strategy allocation, where such lands are serviceable (Tier 1 or Tier 2), creates healthy market competition between landowners, encounting urgency in delivery, provides choice to the development sector, and enables the market to idea optimal sites for near-term development. The Council will monitor delivery rates and may introduced in the development sequencing measures through the Development Management process if infrastructures in the development of the develo				
		 The submission seeks to add the following additional new paragraph to Section 3.5.4 as it asserts: Table 3.3 shows significant time lags in extant permissions Multiple landowner competition reduces delivery risk A very limited number of units remain in the Core Strategy after subtracting completions. 			
		Amend Section 3.5.4 (Page 20) by adding new paragraph:			
		Competitive Zoning Strategy: Given the compressed timeframe of this Settlement Plan (approximately 3-4 years) and the critical housing shortage in Newbridge, a strategy of zoning lands in excess of strict Core Strategy requirements—where such lands are demonstrably serviceable and have willing landowners—provides multiple benefits: Stimulates competitive pricing and delivery urgency among landowners Provides market with site choice based on commercial viability Reduces landowner monopoly power on specific sites Enables rapid response if specific sites encounter delivery obstacles 			

Sub	Name	Summary of Submission
No.		
		Can be recalibrated in 2030 CDP review if targets are exceeded This approach is consistent with NPF National Policy Objective 68 which requires planning authorities to address infrastructural and land supply constraints that prevent housing delivery.
		Point 3: Isochrone-Based Connectivity Analysis
		The submission states The Plan uses circular buffer analysis (800m/1,000m radii) for walkability assessment (Section 7.4, Social Infrastructure Audit).
		The submission recommends the following:
		Amend Objective MATO 1.1 (Section 7.4, Page 96) by adding:
		"Adopt a 'whole journey approach' to delivering transport infrastructure in Newbridge, to ensure universal accessibility is integrated into all stages of a person's journey from starting point to destination. Connectivity and walkability assessments shall utilize isochrone mapping that reflects actual walking/cycling times accounting for street network, barriers (rail line, River Liffey, M7 Motorway), gradients, and crossing points, rather than simple radius buffers. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops/shelters fully accessible to older people, people with disabilities and people with young children."
		Add new Objective MATO 1.2:
		"Require all future Settlement Capacity Audits, Social Infrastructure Audits, and land use zoning reviews to utilize isochrone analysis for connectivity assessment. Isochrones shall be generated based on:
		Actual street network permeability

Sub	Name	Summary of Submission		
No.				
NO.		Existing and planned active travel measures (Maps 7.1, 7.2) Severance caused by rail line, River Liffey, and M7 Motorway Location of planned bridges (Walk Measures 71, 72, 74, 87, 91, 92) Universal accessibility standards (walking speeds of 0.8 m/s) This methodology will better recognize the positive impact of permeability measures identified in the Newbridge Area Based Transport Assessment and incentivize development in locations where connectivity improvements are planned." Amend Section 7.4 (Page 95, Sustainable Movement and Accessibility) by adding new paragraph: "Isochrone-Based Connectivity Assessment: Traditional circular buffer analysis (e.g., 800m radius for 10-minute walk) fails to account for the significant severance created in Newbridge by the rail line, River Liffey, and M7 Motorway, which severely constrain actual walking routes. For example, while lands east of the River Liffey may fall within a 1,000m radius of the train station, actual walking distance via St. Conleth's Bridge may exceed 1,500m. Conversely, planned active modes bridges (Walk Measures 87, 91, 92) will dramatically improve connectivity for areas currently appearing poorly served in radius analysis. Future iterations of the Settlement Capacity Audit and land use zoning decisions should employ isochrone mapping to: Accurately reflect existing connectivity constraints Recognize improved connectivity from NABTA measures Incentivize development in areas benefiting from planned infrastructure Support evidence-based prioritization of active travel investments" The submission outlines supporting evidence for the above amendments, as below: Figure 3.1 shows Built-Up Footprint bisected by River Liffey with limited crossing points		
		800m radius for 10-minute walk) fails to account for the significant severance created in Newbridge by the rail line, River Liffey, and M7 Motorway, which severely constrain actual walking routes. For example, while lands east of the River Liffey may fall within a 1,000m radius of the train station, actual walking distance via St. Conleth's Bridge may exceed 1,500m. Conversely, planned active modes bridges (Walk Measures 87, 91, 92) will dramatically improve connectivity for areas currently appearing poorly served in radius analysis. Future iterations of the Settlement Capacity Audit and land use zoning decisions		
		Accurately reflect existing connectivity constraints		
		Recognize improved connectivity from NABTA measures		
		 Incentivize development in areas benefiting from planned infrastructure 		
		Support evidence-based prioritization of active travel investments"		
		The submission outlines supporting evidence for the above amendments, as below:		
		Figure 3.1 shows Built-Up Footprint bisected by River Liffey with limited crossing points		

Sub	Name	Summary of Submission
No.		
		 Section 7.2 explicitly identifies: "Severance is a big issue with regard the rail line, River Liffey and M7 Motorway which makes walking and cycling journeys to local destinations within the town long and indirect due to limited crossing points. The NABTA proposes 6 new active modes bridges across the River Liffey (Walk Measures 71, 72, 74, 87, 91, 92) which will transform connectivity but are not reflected in simple radius analysis Settlement Capacity Audit weighted scoring (Section 3.5.1) should reflect these nuances Modern GIS planning tools readily generate isochrones—this is standard practice in contemporary planning
		Point 4: Residential Zoning at Newbridge Town FC Lands The submission states Lands at Newbridge Town FC (located on Station Road, opposite Newbridge Train Station) are not specifically addressed in current zoning.
		The submission recommends the following:
		Rezone approximately 0.8 hectares of lands at Newbridge Town FC (Station Road, opposite train station - see attached map) from [current zoning] to C: New Residential with density designation of 80-100 dph based on high accessibility location.
		Add site-specific objective C(4) to Table 11.5 (Page 157):
		"C(4): Newbridge Town FC (Station Road)
		High-density residential development (minimum 50 dph, up to 80 dph) shall be developed on lands surplus to sporting requirements as identified by Newbridge Town FC. Development shall:

Sub Name Summary of Submission . No.									
		 Prioritize apartment typologies appropriate to the highly accessible location directly opposite Newbridge Train Station Provide active frontage to Station Road Integrate pedestrian/cycle connections to train station via existing/improved crossing facilities (Walk Measure 3) Retain appropriate portion of lands for club facilities/training Demonstrate no prejudice to ongoing sporting activities during and post-construction This site represents an optimal location for high-density residential development given proximity to train station (within 100m), existing bus services, and town centre (800m via Main Street)." Amend Table 3.7 (Estimated Residential Development Capacity) by adding:							
		Zoning Designation	Location	Site in Built-up Footprint	Serviceability Status	Site Area (ha)	Estimated Residential Yield	Net Density	
		C(4): New Residential	Newbridge Town FC, Station Road	Yes	Tier 1	0.4	20-32 units	50-80 dph	

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		DoralMays Catering Newbridge Town FC Newbridge Town Protestall Club Newbridge Town Newbridge Town Football Club Newbridge Town FC Capital Oil Supplies Limited Football Club Place B. Morristown Avenue
		Image above: Lands at Newbridge Town FC outlined with white line.
		Reference in Section 3.5.2 (Residential Density Ranges, Page 19) as exemplar of 'Accessible' suburban/urban extension location:
		"Lands at Newbridge Town FC (C(4)) are within 100 metres of Newbridge Train Station (high capacity urban public transport with 10-15 minute peak frequency) and therefore

Sub	Name	Summary of Submission
No.		
		appropriate for densities up to 80-100 dph in accordance with Table 3.6 and Sustainable Residential Development and Compact Settlements Guidelines (2024)."
		The submission outlines supporting evidence for the above amendments, as below:
		 Table 3.6 identifies lands within 1,000m of commuter rail stations as appropriate for up to 80 dph
		 Section 3.5 emphasizes compact growth within built-up footprint (NPO 9: minimum 30% of new homes within existing footprint)
		 Existing apartment developments adjacent (referenced in submission)
		Station Road already contains mixed typologies
		 Figure 6.2 shows Newbridge has lower percentage of apartments (13.4%) than comparable Maynooth (17.5%)
		 Section 6.3 calls for "greater mix and variety of housing within individual sites" and avoiding "monotype development"
		 Direct access to public transport supports modal shift targets (Section 7.3.4: reduce car mode share from 58% to 51% by 2040)
		Club has identified lands as surplus—represents willing landowner (addresses Submission Point 1-2)
		Point 5: Public Swimming Pool Provision The submission states the Social Infrastructure Audit (Section 6.4) identifies deficits in sports and recreation facilities but does not specifically address aquatic facilities
		The submission seeks to amend Objective TCO 3.6 by adding the following wording at the end.
		5. Public Swimming Pool/Aquatic Centre

Sub	Name	Summary of Submission								
No.										
		It also seeks to add	It also seeks to add a new objective numbered HCO 6.7.							
		Support and facilitate the provision of a public swimming pool/aquatic centre in Newbridge to addrethe identified deficit in indoor aquatic recreational facilities. The facility should be located on lands zoned 'F: Open Space and Amenity', 'E: Community and Education', or as part of the Municipal Sporting Facility at F (2), and should include: 25m pool suitable for competitive swimming and training Learner/family pool Universal accessibility features Integration with other sporting/community facilities where feasible The Council will actively seek funding from relevant agencies including the Large-Scale Sports Infrastructure Fund (LSSIF), Sports Capital Programme, and other government sources. It also seeks to amend Table 6.3 by adding:								
		Existing Infrastructure	Specific Social Infrastructure Requirement	Identified Location	Delivery Mechanism					
		No public swimming pool/aquatic facility	Public swimming pool/aquatic and Amenity (Municipal Sports Partnership / Sporting Facility) or other appropriate E/F zoned lands Within F(2): Open Space Kildare County Council / Sports Partnership / Department of Tourism, Culture, Arts, Gaeltacht, and Media							
		It also seeks to amend Section 6.4.1.5 by adding the following paragraph:								

Sub	Name	Summary of Submission
No.		
		Aquatic Facilities: Newbridge currently has no public swimming pool or aquatic centre. This represents a significant gap in sports and recreation infrastructure given the town's population of 24,366 (Census 2022) and projected growth to over 32,000. Swimming is a critical life skill, provides year-round recreational opportunities for all ages and abilities, supports competitive sport development, and addresses health and wellbeing objectives in the Kildare Local Economic and Community Plan. The pre-draft consultation process (Section 1.3) identified strong community demand for swimming facilities.
		 The submission outlines supporting evidence for the above amendments, as below: Section 6.4.1.5 identifies deficit of 12.91 ha of outdoor sports areas using FIT benchmarks, but does not assess indoor aquatic provision The SIA did not assess indoor aquatic provision, The pre-draft consultation and art competition highlighted the need for multi-purpose recreation spaces, with 96 submissions (Figure 1.2) Swimming pools support workforce attraction/retention, Swimming is key activity for older persons Provision of a swimming pool would align with Objective HCO 6.4: "Actively seek funding from relevant agencies including the Large-Scale Sports Infrastructure Fund (LSSIF)"
		6: Support Ryston Lands Rezoning to Open Space The submission states it is refers to lands in the Ryston area currently or previously zoned for
		Community/Educational use
		The submission supports zoning Ryston lands F: Open Space and Amenity as it asserts: • There is a deficit in public parks by 12.2 hectares

Sub	Name	Summary of Submission
No.		
No.		 Objective HCO 5.2 supports development of urban neighbourhood park on opposite side of River Liffey (F(1) zoned lands)—Ryston lands would complement this The habitat mapping shows riparian habitats along the River Liffey corridor (Figure 9.3) The Plan identifies the River Liffey as the main ecological epicentre of the Plan area The Ryston area is within the green and blue infrastructure network Map 9.1 and its supported by Objective HCO 5.3. Section 9.8 emphasizes need to increase tree canopy coverage by 30% (31.9 ha)—open space zoning at Ryston would contribute to this target Retention as open space supports surface water management through Nature-Based Solutions (Section 9.7, Objective IEO 2.2) In this regard the submission seeks to amend the wording of Objective GBIO 2.4: Support and facilitate the creation of a linear nature park along the eastern banks of the River Liffey between the M7 Motorway and St. Conleth's Bridge on lands zoned F: Open Space and Amenity, including lands at Ryston, over the medium to long term and ensure that any landscaping scheme protects the existing riparian habitat and contributes to the enhancement of the corridor as a significant Green and Blue Infrastructure asset in the town Adding the following section to Section 9.5.1.3: Lands at Ryston, located adjacent to the River Liffey and Ryston Sports and Social Club, provide a critical opportunity to extend the Liffey Linear Park eastward. The rezoning of these lands to F: Open Space and Amenity recognises their ecological value, supports the green and blue infrastructure network, and enables development of the urban neighbourhood park envisaged in Section 6.4.1.4
		and Objective HCO 5.2.

Sub	Name	Summary of Submission				
No.						
		And adding the following int	to Table 6.3:			
			tified park deficit o	ce and Amenity contributes app f 12.2 hectares required to mee	, .	-
				door Recreational Facilities clear which land use category	definition gym	/fitness
		The submission recommend	J	ying footnote to "Indoor Recrea	tional Facilitie	e" row.
		Current entry:	o) by adding claim	ying looklote to indoor recrea	donai i aciide	55 10W.
		LAND USE	A: Town Centre	B: Existing Residential/Infill	[etc.]	
		Indoor Recreational Facilities ¹³¹	Y	N		
		Footnote 131 currently read centres, bowling alleys, and		relates to play centres such as i	ndoor play/ac	lventure
		Amend footnote 131 to rea	ad:			

Sub	Name	Summary of Submission
No.		
		"This land use relates to play centres such as indoor play/adventure centres, bowling alleys, trampoline parks, gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios, and similar indoor sports and recreation facilities."
		Additionally, amend Table 2.3 (Definition of Terms) in Volume 2 of the CDP (cross-referenced in Section 11.3) to include:
		"Indoor Recreational Facilities: Premises used for indoor sports, fitness, and recreational activities including but not limited to: gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios, indoor play centres, bowling alleys, trampoline parks, climbing walls, and similar facilities. Does not include betting offices, amusement arcades, or cinemas (which are separately defined)."
		 The submission outlines supporting evidence for the above amendments, as below: Current footnote 131 provides examples but could be misinterpreted as exhaustive list Gyms are clearly recreational facilities but ambiguity in definition may lead to inconsistent development management decisions Section 6.4.1.5 references "Indoor Recreational Facilities" without defining whether gyms are included Aligns with health and wellbeing objectives throughout Plan (Chapter 6, Objective HCO 6.3) Many gyms operate in locations similar to other indoor recreational facilities (retail parks, town centres, industrial estates) Clarification supports consistent application of zoning matrix across all zones
		Point 8: Permit Indoor Recreational Facilities in H: Industry and Warehousing Zones The submission states Table 11.6 (Page 160) shows Indoor Recreational Facilities as "N" (Not Permitted) in H: Industry and Warehousing zones.

Sub	Name	Summary of Submiss	sion				
No.							
		The submission recommends the following: Amend Table 11.6 (Land Use Zoning Matrix, Page 160) to change Indoor Recreational Facilities from "N" (Not Permitted) to "O" (Open for Consideration) in the following zones:					
		 H: Industry and GU: General Both Proposed matrix ame 	usiness Us	•			
		LAND USE	A: Town Centre	H: Industry and Warehousing	GU: General Business Use	[other zones]	
		Indoor Recreational Facilities	Y	O (currently N)	O (currently N)		
		 General Busines The facility The scale operation, zone 	nal facilities s Use zones y serves a c and operati and noise)	may be considered is where: atchment wider than onal characteristics (are compatible with the provided on-site to av	the immediate neig including parking d the industrial/busing	ghbourhood lemand, hou ess charact	urs of er of the

 The proposal does not prejudice the primary employment function of the zone For children's play centres, the applicant demonstrates that the scale of facility requires large floor plates and industrial rental rates to achieve financial viability Such facilities are destination uses accessed by planned trips rather than passing footfall and therefore do not require town centre locations." Add supporting text to Section 5.4.4 (Cill Dara Industrial Estate, Page 63) as new paragraph: "Evolution of Industrial Estate Uses: The Cill Dara Industrial Estate is in transition, with 21% of units now occupied by service-based businesses including gyms (Section 5.4.4). This evolution reflects changing market demand and the suitability of industrial-scale buildings for certain recreational uses. Indoor recreational facilities such as gyms, children's play centres, trampoline parks, and climbing facilities require:

Sub	Name	Summary of Submission
No.		
		"Promote the economic renewal and revitalisation of Cill Dara Industrial Estate as a dynamic and sustainable employment cluster accommodating a mix of industrial, warehousing, and compatible service and recreational uses into a vibrant mixed-use quarter with a distinct spatial identity."
		 The submission outlines supporting evidence for the above amendments, as below: Section 5.4.4 documents that Cill Dara Industrial Estate already has 21% service-based businesses including gyms Table 11.6 currently shows contradiction: gyms operating under existing use rights but not permitted in principle
		 Children's play industry requires scale and low-cost rental per submission point—supported by evidence: Typical play centre: 1,000-2,000 sqm (far exceeding town centre unit sizes) Industrial rent: €8-12 per sqm vs town centre €25-50+ per sqm High parking ratios (1 space per 20-30 sqm) difficult in town centres "Planned trips" model documented: families travel specifically to play centre/gym, not reliant on passing footfall Section 11.3 acknowledges MU: Mixed Use and GU: General Business Use zones already permit leisure uses (Table 11.6 shows "Y" for MU, so H should logically be "O") Retail Planning Guidelines (2012) support destination retail/services in edge-of-town locations where they don't compete with town centre vitality Many successful gyms/play centres operate in industrial estates in comparable towns (Naas, Maynooth, Celbridge) Refusal to permit recreational uses in H zones may drive such uses to inappropriate locations or require case-by-case material contraventions
		The submission provides this consistency note also:

Sub	Name	Summary of Submission
No.		
		Consistency Note: The zoning matrix currently shows: ■ L: Leisure and Tourism zone - Indoor Recreational Facilities = "N" (Not Permitted) ← This appears anomalous and should also be reviewed ■ GU: General Business Use - Indoor Recreational Facilities = "N" ← Proposed change to "O" Consider also amending L: Leisure and Tourism to "Y" (Permitted in Principle) for Indoor Recreational Facilities as this would be logically consistent with the zone objective.
		Point 9: Rationale for Non-Zoning of Godolphin Lands, Old Connell The submission relates also to Lands at Oldconnell in proximity to existing C(1) zoned lands (Table 3.7, Page 23).
		The submission seeks an explanation in the Chief Executive's Report on why lands at Godolphin were not zoned for residential development given that they are adjacent to land zoned C (1) appear to be sequential development. It also seeks clarification of their scoring in the Settlement Capacity Audit. Furthermore, it seeks consideration of some mixed-use zoning for areas not in flood risk using a framework similar to the Newbridge Central Settlement Consolidation Site.
		It also seeks the following:
		If lands were assessed and excluded, request:
		Publication of relevant extract from Settlement Capacity Audit showing:
		 Site score/ranking Specific infrastructural constraints identified Environmental/heritage constraints Reasoning for exclusion

Summary of Submission
If lands were not assessed, submit:
Request for inclusion of Godolphin lands (Oldconnell) in residential land zoning assessment with consideration for:
 Zoning as C: New Residential if lands are Tier 1 (serviced) or Tier 2 (serviceable) Zoning as Cp2: New Residential - Phase 2 if longer-term infrastructure investment required Zoning as SR: Strategic Reserve if not appropriate for development during current plan period but potential for future expansion
Reference Submission Points 1-2 regarding strategy of zoning serviceable lands in excess of Core Strategy to stimulate competition and delivery.
Specific Questions for Chief Executive's Report:
 Were Godolphin lands at Oldconnell assessed in the Settlement Capacity Audit? If assessed, what score/tier did they receive and what specific constraints were identified? What is the serviceability status regarding: Water supply capacity Wastewater capacity Road access (proximity to R445) Flood risk (proximity to River Liffey) Environmental/ecological constraints Landowner willingness to develop If lands were not assessed, why were they excluded from SCA scope? Are the lands within the Built-Up Footprint as defined on Map 11.2?

Sub	Name	Summary of Submission
No		
No.		Newbridge town centre
		Newbridge Train Station
		Nearest primary school
		Nearest neighbourhood centre
		7. Would development of Godolphin lands be consistent with:
		Compact growth objectives (NPO 9: 30% within built-up footprint)
		Sequential development principles
		o 10-minute settlement concept
		The submission provides an alternative Recommendation (if appropriate):
		If lands are constrained for full residential zoning, consider:
		Partial zoning of lands furthest from River Liffey/flood risk areas
		Mixed-Use zoning to support employment objectives while contributing to housing
		 Inclusion in Oldconnell Settlement Consolidation Site with urban design framework similar to Newbridge Central SCS (Section 4.4)
		The submission outlines supporting evidence for the above amendments, as below: • Development Plan Guidelines (2022) Section 3.2.2 requires transparent, evidence-based approach to land use zoning through Settlement Capacity Audit
		 Section 3.5.1 states SCA is "vital tool for promoting consolidated and sequential development" Figure 3.1 shows Oldconnell area within or proximate to Built-Up Footprint
		 Map 11.1 shows C(1) zoning at Oldconnell but extent of zoning unclear without knowing Godolphin land boundaries
		 Public has right to understand rationale for zoning decisions, particularly where adjacent lands are zoned differently

Sub	Name	Summary of Submission
No.		
		If lands were excluded due to landowner objection/non-engagement with SCA process, this should be stated—willing landowner is criterion for Submission Points 1-2
078	Councillor Chris Power	Purpose and Context The submission asserts it seeks to strengthen the Plan so that it allows for: Public benefit first Accessibility and inclusion Environmental and heritage protection Good work and youth opportunities Evidence based accountable planning Vision The submission seeks that the Settlement Plan explicitly adopt the vision "Newbridge – A Connected, Green and Inclusive Town" and contends it provides a clear strategic framework linking housing, mobility, and sustainability. The vision rests on six pillars: 1. Fair Growth and Affordable Homes Housing on serviced lands, with at least 40 per cent social and affordable homes, built through public and community led models. 2. Inclusive Communities & Public Space Universal design parks, playgrounds, and community hubs where everyone belongs, equal access to culture, sport, and recreation. 3. Sustainable Mobility & Accessibility

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		Walking, cycling, and public transport come first integrated with bus priority, safe crossings, and a fully accessible train station interchange.
		4. Environmental and Cultural Stewardship Protecting the River Liffey, Pollardstown Fen, Great Connell Priory, Pinkeen Bridge, and the town's historic street pattern our living heritage.
		5. Decent Work and Youth Empowerment Expanding the Newbridge Youth Training and Development Centre; securing quality, living wage employment in sustainable industries at Littleconnell and beyond.
		6. Infrastructure First Accountability No major housing or employment zoning should proceed without verified potable water and wastewater capacity. Delivery tracking and public reporting must be built into the plan.
		Collaborative and Evidence Led Planning It contends the future of Newbridge depends on genuine collaboration between residents, community groups, Kildare County Council, the National Transport Authority, Uisce Éireann, and Iarnród Éireann. The submission supports the preparation of a Local Transport Plan (LTP) for Newbridge, as required under the Regional Spatial and Economic Strategy, ensuring transparent, data driven planning for sustainable mobility. All transport maps should be treated as indicative until the LTP is finalised in partnership with the NTA.
		Respect for Place and History The submission seeks asserted mapping inaccuracies are corrected including properly naming Military Road and Athgarvan Road and ensure historic features such as the Pinkeen Bridge, Great Connell Priory, and Connellmore Graveyard are protected and interpreted.

Sub	Name	Summary of Submission
No.		
		The submission also outlines guiding principles in the areas of equity, public participation, sustainability, quality design and safety and accountability.
		The submission seeks that the Council commit to verifying water supply and wastewater capacity prior to the zoning or permission of any major development, with results published biennially. The submission seeks the Plan adopt Accessibility and Universal Design as cross cutting principles for all infrastructure, open space, and buildings.
		Housing, Communities and Social Infrastructure The submission states the core housing principle should be public benefit first: public and affordable homes on public land, community and co-operative models, and long term affordability.
		 The submission asserts the Plan should: Prioritise development of serviced land for housing within walking and cycling distance of existing schools, shops, and transport.
		 Require 40 per cent social and affordable housing in all large scale residential developments. Deliver public housing through a Public Homes Delivery Framework, with local authority, approved housing body, and cooperative partnerships.
		 Support community land trusts and cooperative housing models to keep homes permanently affordable.
		 That all new developments demonstrate verified water and wastewater capacity prior to planning approval.
		 Ensure all housing meets Nearly Zero Energy Building (NZEB) standards and integrates renewable energy systems.
		 Require Daylight, Sunlight and Overshadowing Assessments for all multi storey developments to protect residential amenity.
		 Apply buffer planting and height transition between new and existing neighbourhoods. Follow Universal Design principles for all housing and public buildings. Universal Design and Crime Prevention Through Environmental Design (CPTED) principles must be embedded in all

Sub	Name	Summary of Submission
No.		
		 masterplans. That a pedestrian link from Liffey View to Athgarvan Road / Watering Gates be delivered in line with prior Part 8 commitments.
		Social and Community Infrastructure The submission seeks:
		Community infrastructure to be delivered in parallel with housing.
		 New Primary and Secondary Schools to be centrally located and accessible by walking, cycling, and public transport.
		 Healthcare and Childcare Facilities to be located within mixed use neighbourhoods and designed for Universal Accessibility.
		 Expansion of the Newbridge Youth Training and Development Centre, redevelopment of the Riverbank Arts Centre and integration with the new library as a cultural anchor for the town centre.
		 A site-specific objective for master planning lands in Council ownership to future proof social care needs including day care centres.
		The submission seeks:
		 At least one accessible playground, dog park, and pump track in each district of Newbridge. Delivery of a cricket pitch within the Municipal Sports Amenity Zone (lands zoned F2/F3).
		 Universal accessibility standards for all parks, including wheelchair friendly surfacing and inclusive play equipment.
		Incorporate seating, lighting, and accessible paths along key greenway routes.
		 The Council should publish biennial updates on water and wastewater capacity and apply an infrastructure first policy:
		No housing occupation shall occur until all essential services (water, wastewater, drainage, and transport) are confirrmed operational.

Sub	Name	Summary of Submission
No.		
		The submission seeks the following site-specific recreation objectives:
		 Support the zoning of lands between Ryston Avenue, Ryston Sports and Social Club, and the Athgarvan Road as F (Open Space and Amenity). Deliver a Sports and Recreation Hub with pitches and facilities accessible to all.
		 With lands zoned F (1) Deliver open space including fishing and water sports facilities co located with biodiversity protection measures.
		 Develop a Municipal Sports Amenity on lands zoned F (2) and F (3) incorporating a masterplan and Part 8 process prior to delivery. Include facilities for multi-sport use and a minimum 25 metre swimming pool (preferably 50 metre).
		 Identify a site for a universally accessible playground within lands zoned F in Roseberry/Rosconnell.
		 Prepare a comprehensive masterplan including a themed pocket park within the Bord na Móna Site.
		 Explore the creation of a pocket park and pedestrian connection within the Curragh Grange – Industrial Park – Silverware Route.
		 Develop corner pocket park and public realm improvement to define perimeter blocks and improve street character on the Athgarvan Road / Bradley's junction.
		Economy, Education and Youth Opportunity
		The submission states the guiding principles to economic development:
		 Decent work and fair pay Green and Circular economy tourism
		Public accessibility and transport integration
		Skills and youth development
		The submission seeks:
		Littleconnell Strategic Employment Area:
		reinforced as the principal employment growth zone for Newbridge

Sub	Name	Summary of Submission
No.		
		 Prioritise development that supports sustainable industries Require active travel and public transport links to the site, consistent with NTA guidance and the Greater Dublin Area Transport Strategy. Incorporate green infrastructure and biodiversity corridors within the area design.
		Town Centre and Local Employment
		 Reuse of vacant and derelict town centre buildings for local enterprise, culture, and housing. Reimagine the Town Hall Car Park and Market Square as flexible civic spaces supporting local markets, arts, and cultural events.
		 That redevelopment of the Machinery Yard includes a pool, gym, primary care, and childcare/community uses on the lower floors, with high density residential above.
		Social and Care Economy
		 Support the delivery of the Crotanstown nursing home and independent living campus (lands zoned N2 and E2). Promote care sector jobs
		 Encourage co location of care, health, and recreation facilities to create intergenerational community hubs.
		Education and Training
		 The Council prepare a Community Employment and Training Charter to apply to all major developments and public realm projects.
		The Newbridge Youth Training and Development Centre be expanded.
		 Require that new school sites are integrated with the active travel network and located near public transport (PLAN10 and PLAN11 compliance).
		 Plan for future post primary and further education facilities within the town to meet population growth

Sub	Name	Summary of Submission
No.		
NO.		 Town Centre Renewal and Economic Activation Prioritise public realm improvements to Market Square Improve pedestrian connectivity between Main Street, Whitewater, and Newbridge Silverware, particularly by upgrading routes through the Council Yard and adjacent car parks, ensuring safe, accessible design and wayfinding. Promote solar canopies over large surface carparks A Community Enterprise Zone be identified within or near the town centre. The care sector employment (including nursing, health, and childcare) be recognised as key to local economic sustainability and supported through planning and zoning policy. All employment areas are connected to the town bus service, walking, and cycling networks. Integration of education and training providers into the Local Transport Plan to ensure safe access to schools and training facilities. Green and Blue Infrastructure, Recreation and Biodiversity The submission seeks key objectives as below:
		 The Liffey Linear Park be extended with a 150-metre development exclusion zone on both banks of the River Liffey. The additional pedestrian bridges be prioritised at Belin Woods and Newbridge College to improve permeability and active travel. The River Liffey to be designated a Nature Conservation Area. Any proposed greenway near Pollardstown Fen be subject to habitat mapping and Appropriate Assessment. Promote riparian tree planting, bank stabilisation, and invasive species control. Require all development adjacent to the river to include flood resilient design and surface water management consistent with the Newbridge Surface Water Management Strategy and Strategic Flood Risk Assessment.
		Flood and Climate Resilience

Sub	Name	Summary of Submission
No.		
		 The submission seeks: The Tree Canopy Expansion Programme and SuDS requirements be applied to all new development. Green roofs, rain gardens, and tree pits should be standard requirements in new developments. Retrofit existing urban areas to improve drainage and climate resilience.
		Pollardstown Fen and Habitat Protection The submission states Pollardstown Fen is of international ecological significance as a Special Area of Conservation (SAC). The proposed greenway routes identified near the Fen (as per Map V2 N:7.2 – Transport Movement Cycling Measures) must not proceed until a habitat mapping exercise is completed to confirm compatibility. The submission states objectives below: • Exclude or re route any greenway alignment that would negatively affect the Fen's hydrology or ecological integrity. • Require full Appropriate Assessment (AA) and Strategic Environmental Assessment (SEA) screening prior to implementation of any recreational route in proximity to the SAC.
		 Establish a buffer zone and ecological monitoring programme for the Fen. Urban Parks, Playgrounds and Recreation The submission states additional key objective as below: The Corbally Canal trail completion be included as an objective to connect Corbally Harbour to Newbridge. Heritage and Cultural Landscape The submission states key heritage objectives as below:

Sub	Name	Summary of Submission
No.		
		 The Pinkeen Bridge remains be added to the Record of Protected Structures and interpreted as part of the Newbridge Heritage Trail. The Priory of Great Connell, Connellmore Graveyard, and medieval village be included in a designated heritage protection zone. Confirmation of the protected status of the Bord na Móna head office. Require heritage impact assessments for all developments affecting protected structures or archaeological sites. Support the creation of interpretive trails linking heritage sites, public art, and biodiversity features.
		 Green Corridors and Connectivity The submission states key linkages as below: Extend and upgrade the footpath connecting Upgraded Footpath No. 84 and New Active Mode Bridge No. 87 in the Linear Park. Complete missing footpath links at Barretstown Meadows Upgrade the path from New Active Mode Bridge No. 74 to Crotanstown to accessible standard. Incorporate tree planting and biodiversity friendly landscaping into all public realm projects.
		 Movement, Accessibility and Safety The submission seeks: The Preparation and publication of a Local Transport Plan (LTP) for Newbridge in partnership with the NTA. Until the LTP is completed, all mapped routes in the Settlement Plan must be treated as indicative.
		 Walking and Active Travel The submission states key priorities such as: Upgrade the main path to Newbridge Train Station (Sarsfields Drive) with tree maintenance and lighting improvements.

Sub	Name	Summary of Submission
No.		
		 Ensure all crossings are raised and signalised where appropriate, incorporating tactile paving and audible signals.
		Quietways and Greenways
		 Ensure Quietway No. 80 (Pfizer to Wesley Manor) meets DMURS standards for safety on higher traffic routes.
		 Redefine the proposed Greenway from Newbridge College to Raymond's Court as a local footpath if land constraints prevent a full greenway.
		 Conduct early engagement with landowners before any Compulsory Purchase Orders (CPOs) for greenway delivery
		School Safe Zones
		Confirm and utilise previously granted funding for school safe zones.
		Deliver school crossing infrastructure before new school openings.
		Cycling Network
Ì		The submission seeks key objectives:
		 Inclusion of a complete Table of Cycling Measures distinguishing existing and proposed routes. Define Primary and Secondary Cycling Routes accurately, with clear network hierarchy. Upgrade Cycleway No. 67 (Curragh Farm) alignment to ensure it does not conflict with residential driveways and achieves DMURS standards.
		 Install secure, covered cycle parking at transport interchanges, schools, and large workplaces. Ensure continuous cycle connectivity to Littleconnell, Great Connell, Crotanstown, and Newbridge College.
		 Prioritise road space reallocation to deliver safe cycle infrastructure, particularly along Main Street and Ballymany Road.

Sub	Name	Summary of Submission
No.		
		Public Transport and Bus Services
		The submission states The NTA is developing a Newbridge Town Bus Service, but the routes shown
		in the plan are indicative only.
		The submission seeks the Settlement plan must explicitly note this and commit to:
		Bus priority measures on Main Street and Ballymany Road.
		Turnaround and layover facilities for efficient operation.
		 A Local Interchange Mobility Hub at or near Newbridge Train Station (in cooperation with larnród Éireann).
		Partnership with Local Link and the NTA to deliver a Town Bus Service linking residential
		areas, schools, employment zones, and the town centre.
		 Universal accessibility in all bus stops, shelters, and vehicles.
		 The delivery of a Newbridge Town Bus Service with bus priority measures and interchange facilities.
		The designation of Newbridge Train Station as a Key Mobility Hub with universal accessibility.
		Roads and Junction Safety
		The submission seeks:
		 Reversion to a signalised four arm junction at Ballymany Road (RD1/RD2a) as originally intended in previous LAPs and the Newbridge Local Transport Plan.
		Avoid routing major traffic through the existing residential street in Curragh Farm
		Prioritise completion of the Southern Orbital Relief Road linking Ballymany Road and Green Road.
		 Support installation of a slip road at the M7/M9 interchange for efficient access to Newbridge as a key regional retail and employment destination.
		DMURS standard pedestrian and cycle facilities at all new junctions and roads.

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
No.		 Ensure all new road projects include footpaths and cycleways on both sides. Reduce "rat runs" through small side streets onto Main Street where sightlines cannot meet DMURS standards. Definition and mapping of mobility hubs with universal accessibility standards. All new carparks to be underground or within buildings and existing surface carparks should be retrofitted with solar canopies and permeable paving. That capital funding and phasing under the Plan prioritise infrastructure-first delivery, ensuring that housing and employment growth are matched by schools, transport, and public amenities. Implementation and Monitoring The submission states that every policy and zoning decision must be supported by clear timelines, responsible agencies, and measurable outcomes. The settlement Plan should include a commitment to accessible reporting, using plain language and open data formats. That the Council establish a Settlement Plan Monitoring Group comprising elected members, community representatives, and technical officers to oversee delivery and report annually to the full Council. That all monitoring reports, capacity assessments, and phasing schedules be published online in accessible formats and presented annually to elected members and the public.
		The submission asserts the Plan should contain the table below to ensure the Plan is monitored

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission			
No.					
		Action	Responsible Body	Frequency	
		Verify water and wastewater capacity	Uisce Éireann / KCC	Biennial	
		Prepare Local Transport Plan (LTP)	KCC / NTA	Once, reviewed every 5 years	
		Monitor housing, open space, and infrastructure delivery	KCC Planning / Monitoring Group	Annual	
		Establish inter-agency delivery forum	KCC / NTA / Uisce Éireann / IÉ / Local Link	Annual meetings	
		Review phasing and funding alignment	KCC / Department of Housing / URDF	Annual	
		Publish monitoring reports online	ксс	Ongoing	
079	Newbridge Tidy Towns	The submission asserts its wish to Sustainable development Town centre greening Enhanced pedestrian and of Reuse and regeneration of Reuse and regeneration of	cycling infrastructure derelict or underused build	dings	own which promote:

Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
	The submission outlines it especially supports proposals that:	
		 Integrate green infrastructure into the urban fabric of Newbridge Encourage nature-based solutions in flood management and urban design Facilitate community gardening, pollinator-friendly planting, and local food initiatives Prioritise public realm improvements in the town centre to make it more attractive, accessible, and inclusive
		The submission requests that the Plan include the site of Greatconnell Priory and its immediate surroundings within the settlement boundary, and that it be zoned appropriately to ensure its long-term protection and conservation. It asserts that Greatconnell Priory is one of Newbridge's most significant and under-recognised heritage assets, with considerable historical, archaeological, and cultural value. The submission is accompanied by a Statement of Significance related to the Greatconnell Priory. It defines the Priory's aesthetic value, historic value, spiritual value, scientific and education value and social and economic value in referenced detail.
		It asserts following street names are incorrect in the Settlement Plan documentation:
		 Military Road (not Athgarvan Road) - from Dunnes Stores to the T-junction at Bradshaws Athgarvan Road (not Kilcullen Road) - from Library to Athgarvan Friary Road (not Sexes Road) - from St. Conleth's Bridge to Newbridge College
		It seeks the Barracks building at the centre of Bord na Móna to be added to the Record of Protected Structures.

Sub	Name	Summary of Submission
No.		
NO.		It suggests a development setback of a minimum of 100 metres from the River Liffey to align with the wording of the County Development Plan.
		It welcomes the proposed neighbourhood park on lands opposite to the Strand, asserting this park would:
		 Expanding green infrastructure within the town Providing equitable access to high-quality open space for residents of all ages Promoting sustainable transport options, such as walking and cycling
		Enhance biodiversity, well-being, and quality of life for the community
		It welcomes the proposed active mode bridges, especially at The Strand and near Connell Ford, Walshestown, although it suggests that this location should be revised.
080	KAAS - Kildare Audit and Accountancy Services	This submission is prepared by KAAS - Kildare Audit & Accountancy Services and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
		The submission emphasizes the following in relation to the Draft Settlement Plan:
		 The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street.

Sub	Name	Summary of Submission
No.		
		 The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission footcuments the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). The submission states that there are circa 93 parking spaces to serve all of the above. The submission further asserts that many of th

Name	Summary of Submission
	 The submission asserts that many of the customers for their business are elderly and are unable to walk far. This was an element in the design for this premises and includes wheelchair access to meeting rooms from the street. The submission further asserts that the customers need to be able to park close to the building access which are designed to provide security to vulnerable individuals in financial distress. The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial
	Name

Sub	Name	Summary of Submission
No.		
		 The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
081	Stephen Gardner	This submission is prepared by Stephen Gardner and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street.
		 The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street.

Name	Summary of Submission
	 In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the
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		 It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
082	Lilywhite Print	This submission is prepared by Lilywhite Print and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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083	Polish Shop	participate. This submission is prepared by Polish Shop Orlik and welcomes the Council's efforts to improve the
	Orlik	town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the
		opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
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		 The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
084	Tadhg O'Riordon	This submission is prepared by Tadhg O'Riordon and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. • It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The
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085	Ahmet Karaca	 This submission is prepared by Ahmet Karaca and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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086	Tobi Shokeye	This submission is prepared by Tobi Shokeye and welcomes the Council's efforts to improve the town
	-	of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to
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		customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street.
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087	Agenieszka	participate. This submission is prepared by Agenieszka Dziuba and welcomes the Council's efforts to improve the
	Dziuba	town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the
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088	Quinn Motors Newbridge	This submission is prepared by Quinn Motors Newbridge and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. • It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves
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089	A. Palys	 This submission is prepared by A. Palys and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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		 a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
090	CYMS	This submission is prepared by CYMS Newbridge and welcomes the Council's efforts to improve the
	Newbridge	town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the
		opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
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091	Emma Spain	This submission is prepared by Emma Spain and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. • It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road /
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092	Surya Khatri	This submission is prepared by Surya Khatri and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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093	K. M c/o Caro Sun	This submission is prepared by K. M c/o Caro Sun and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
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094	K.S. c/o Jaipore Restaurant	This submission is prepared by K.S. c/o Jaipore Restaurant and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. • It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street.

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095	Poiyanka Singh	 This submission is prepared by Poiyanka Singh and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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096	Dimitry Horovecs	This submission is prepared by Dimitry Horovecs and welcomes the Council's efforts to improve the
	HOIOVECS	town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
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		 The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
097	M & Mary Riozzi	This submission is prepared by M & Mary Riozzi and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:
		 The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street.

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	 In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the
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		 It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
098	The Herb Shop Clinic	 This submission is prepared by The Herb Shop Clinic and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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		 submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach.
		 Lastly, the submission states that if further consultation is required, they would be willing to participate.
099	Aoife Fennell t/a Inner Path Play Therapy	This submission is prepared by Aoife Fennell t/a Inner Path Play Therapy and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.

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		 The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
100	Gerard Loftus	This submission is prepared by Gerard Loftus and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. • It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to
		 going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street.

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		 It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
101	Cooper Furniture	 This submission is prepared by Cooper Furniture and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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102	Eskimo Pizza	This submission is prepared by Eskimo Pizza and welcomes the Council's efforts to improve the town
		of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
		The submission emphasizes the following in relation to the Draft Settlement Plan:

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This submission is prepared by Biodent Dental Lab and welcomes the Council' town of Newbridge in the Draft Settlement Plan. It is noted that the submission opportunity to assess sections of the Draft Settlement Plan, particularly Eyre S The submission acknowledges that Eyre Street be changed to a one-ware Further, the submission asserts that convenience is king in business and customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the propositive twill cost the traders on Eyre Street business and that the one-way customers waiting in heavy traffic all the way down to the river to be able up to Eyre Street. The submission states that they are willing to accept the proposed one-lalleviate the overall congestion in town. It is asserted in the submission that under previous one-way proposals, vehicles at the top of Eyre Street would not be able to turn left onto Chasubmission, it is being proposed that this be amended to allow vehicles going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles of Charlotte Street to barely clear the yellow box. Asserted in the submission drivers from Eyre Street blindsided to what is coming from the Main Stresubmission notes that this will be unsafe to propose vehicles can only great the submission notes that this will be unsafe to propose vehicles can only great the submission notes that this will be unsafe to propose vehicles can only great the submission notes that this will be unsafe to propose vehicles can only great the submission notes that this will be unsafe to propose vehicles can only great the submission notes that this will be unsafe to propose vehicles can only great the very great the propose vehicles can only great the very great the propose vehicles can only great the very great the propose vehicles can only great the very gre	welcomes the treet. an: y system westbound. d any obstacle in a sal of the one-way y system will result in the to make the left turn way system to try to it was suggested that rlotte Street. Within the turn left in addition to on Station Road / on is that this leaves teet side. The

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104	Paul Corrigan	This submission is prepared by Paul Corrigan and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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		 It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
105	Tushar Singh	This submission is prepared by Tushar Singh and welcomes the Council's efforts to improve the town of Newbridge in the Dreft Settlement Plan. It is noted that the submission welcomes the apportunity to
		of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
		The submission emphasizes the following in relation to the Draft Settlement Plan:

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No.		
		 The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while n

Sub	Name	Summary of Submission
No.		
		 (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. It is acknowledged within the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many y

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No.		
		 The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
106	Barbara Ferreira	This submission is prepared by Barbara Ferreira and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound.
		 Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.
		 It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street.

Name	Summary of Submission
	 In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the
	 parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.
	Name

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No.		
		 It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
107	Kieran O'Neill	 This submission is prepared by Kieran O'Neill and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

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No.		
No.		 It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that m
		submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asset that many of the traders / employees have used alternative arrangements to arrive to work ensure there is available parking for customers. The submission notes the spread of busines and the different times of trade / business on the street.

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		 It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. It is acknowledged within the submission that the concept of the 10-minute town is fully supported. It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. Lastly, the submission states that if further consultation is required, they would be willing to participate.
108	Kildare Audit	This submission is prepared by Kildare Audit & Accountancy Services and welcomes the Council's
	and Accountancy	efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission
	Services	welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.
		The submission emphasizes the following in relation to the Draft Settlement Plan:

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		 The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town. It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while n

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Appendix B: Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan)

Sub	Name	Summary of Submission
No.		
		 The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach.
		 Lastly, the submission states that if further consultation is required, they would be willing to participate.
109	Michael Dunne	See Section 6.0 of the Chief Executive's Report.