

**KILDARE COUNTY COUNCIL**



**PLANNING DEPARTMENT**

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

*Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.*

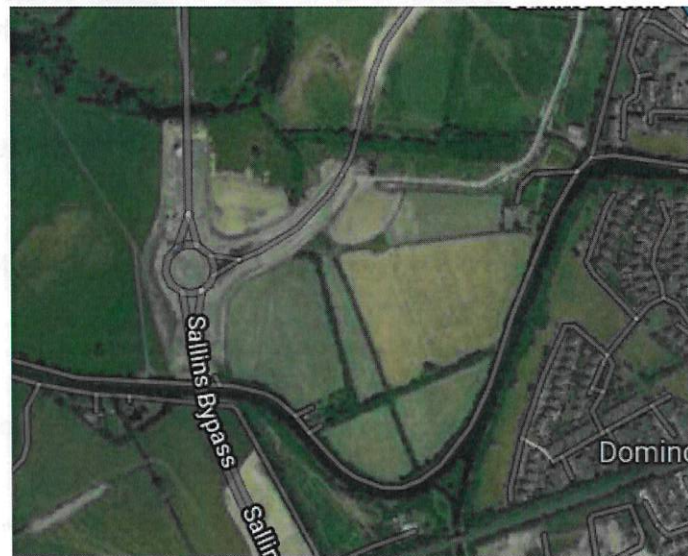
<b>Type of Development</b>	Sallins Amenity Lands Masterplan
<b>Site Location</b>	Osberstown, Sallins, Co Kildare
<b>Development proposed by</b>	Parks Department
<b>Display period</b>	Advertised in the Leinster Leader on the 25 <sup>th</sup> January and Liffey Champion on the 29 <sup>th</sup> January 2022.  Public display period from Friday 28 <sup>th</sup> January 2022 until Monday 28 <sup>th</sup> February 2022.  Submissions could be made by 14 <sup>th</sup> March 2022.
<b>Submissions/observations</b>	182 No. submissions received.  A report on the submissions is included in Appendix B.
<b>Part 8 Reference Number</b>	P82022.01

## 1. Site Location & Context

The site is located at Osberstown, Sallins, Co. Kildare and totals 16.8 ha (41 acres) in area. The site is approximately 450m west of the canal bridge in Sallins and is defined by the Grand Canal to the east and south, the Sallins Bypass to the west, the River Liffey to the north-west and a dry canal/ hedgerow/field boundary along the north. The site is divided into two parcels of land by the Sallins Link Road. 2.2 ha (5 acres) are located to the north and 14.6 ha (37 acres) to the south.



The site is agricultural in nature, with parts showing disturbance from recent construction of significant roads infrastructure and with some parts in recreational use by the GAA. The site consists of generally flatter lands to the southern section, a steep embankment with the new road and more sloping lands from the bypass to the River Liffey in the northern part.



Within the southern portion of the site, overhead powerlines traverse the site; there is a sewer and wayleave, there are the remains of some historic stone farmyard buildings and walls, as well as a more modern agricultural shed. There are 2 No. dwellings

within the tract of lands to the north of the canal (but outside the site boundary). A number of substantial hedgerows and tree groups exist within the site.

## **2. Description of Proposed Development**

A Masterplan for the proposed lands is proposed and is the product of significant consultation with the local community and needs assessment. The Masterplan provides for:

### Southern Portion:

A main entrance from the Sallins Link Road and car parking. There will be 3 No. secondary pedestrian and cycle entrances from the canal towpath, creation of a path network within the site, and along with the path network the Masterplan sets out

- 2 natural grass GAA pitches,
- 2 natural grass soccer pitches,
- 1 All-Weather pitch,
- Playground, Tennis and Basketball Courts,
- Teen Play area,
- Wetland area with associated Boardwalk and Bird Watching Tower,
- Community & Sports Hall building,
- Restoration of the old stone farm buildings

### Northern Portion:

The northern portion of land will consist of another entrance off the Sallins Link Road with

- associated overflow car parking area,
- a path network,
- enhancement of the existing attenuation area,
- enlargement of the existing wetland area,
- platform area with access for canoes to the river Liffey.

Layout is shown below:





### 3. Supporting Documents

The proposal is accompanied by the required plans and particulars and in addition:

- Detailed Project Description
- Project Presentation Sketchbook
- Ecology AA Screening Report & Determination
- Ecology EIA Screening Report & Determination
- Landscape Plans and Sections
- Historic Building Appraisal
- Tree Survey and Tree Protection Plan
- Landscape Analysis, Structures and Cost Report
- Civil surveys and proposed Surface Water, Foul and Watermain details.
- Attenuation and Manhole Details
- Road Layout and Typical Crossing
- Farmyard /Wall and Landscaping Details
- Geotechnical Topographical Survey and Report
- Lighting proposals for access/inner roadways, car parking, pathways
- Roads Transportation Assessment Report
- Road Safety Audit

### 4. Referrals and Consultations

The referrals and consultation process has been summarised by the Parks Department and an appropriate response to submissions and issues raised is contained in Appendix B of this report.

#### Submissions

182. no submissions were received during the display period. The issues raised in the

submissions are outlined and a response to the issues made and are contained within the report in Appendix B of this report. It is considered that the issues raised have been satisfactorily addressed for the majority, some further consideration on certain matters is given in Section 7 below.

### **Prescribed Bodies**

The Part 8 proposal was referred to 15 no. prescribed bodies. Submissions were received from the following:

- HSE
- Inland Fisheries Ireland
- National Roads Design Office

#### *Health Service Executive*

The HSE welcomes the proposal in terms of benefits for physical and mental health. Recommends seating facilities at regular intervals and at water features. Recommends certain measures around construction. Recommends certain measures around pest control and lighting.

#### *Inland Fisheries Ireland*

Inland Fisheries Ireland highlights the sensitivity of local watercourses and the Liffey catchment in general and the ecological resource of the Grand Canal. Recommends best practice in relation to activities that may impact on surface water or riparian habitats, including dewatering of groundwater, stockpiling of topsoils, crossings over watercourses. Notes need for access for anglers, capacity of receiving foul and surface water infrastructure, and refers to recently published guidelines relevant to the proposal

#### *National Roads Design Office*

The National Roads Design Office submitted observations relating to pedestrian crossing location, possible need for traffic calming, disabled parking provision, prevention of illegal parking. The NRDO also notes that the Sallins Bypass Scheme includes lands beside the Liffey which are shown as part of the development and that work is ongoing in this area to complete the project thus the current profile of the area may not reflect the final arrangement.

#### *Irish Water*

Irish Water requires a connection agreement to be signed prior the commencement of the development. All development to be carried out to IW standard, and adhere to the standards and conditions set out in that agreement. Further information is required to address feasibility of connection. Details required of measures to be taken to ensure that there will be no negative impact to IWs Drinking Water Source during construction and operational phases of the development.

Please Refer to Appendix B for full details of submissions received and responses to same.

### **Internal KCC Reports**

<b>Naas Roads Area Engineer</b>	No objection; conditions /requirements specified
<b>Transportation</b>	No objection; conditions /requirements specified
<b>Environment Department</b>	No objection; conditions /requirements specified
<b>Conservation Officer</b>	No objection; conditions /requirements specified
<b>Heritage Officer</b>	No comments or objection received
<b>Fire Service</b>	No comments or objection received
<b>Public Realm</b>	No objection; conditions /requirements specified
<b>Housing</b>	No comments or objection received

### 1. Planning History

On site: None

Surrounding: None of significance

### 2. Built and Natural Heritage

<b>Built Heritage</b>	There are no structures listed in the Record of Protected Structures (RPS) of the Kildare County Development Plan 2017-2023 or as being located within the site.
<b>Archaeological Heritage</b>	No recorded monuments.
<b>Natural Heritage</b>	Grand Canal at south, east and part of northern boundary to site. Site code 002104  River Liffey to north-west.  Refer to Appendix A for Appropriate Assessment Screening.

### 3. Policy Context

The following national, regional and local policy is of particular relevance to the current proposal:

#### **National Planning Framework**

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040.

It identifies "Enhanced Amenities and Heritage" as a national Key Strategic outcome which will require investment in well-designed public realm, which includes public spaces, parks and streets, as well as recreational infrastructure. It also includes amenities in rural areas, such as national and forest parks, activity-based tourism and trails such as greenways, blueways and peatways. This is linked to and must integrate with our built, cultural and natural heritage, which has intrinsic value in defining the character of urban and rural areas and adding to their attractiveness and sense of place.

#### **Regional Spatial and Economic Strategy**

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the

implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

The RSES identifies Recreation and Open Space as an important part of Healthy Placemaking and sets out guiding principles for the creation of healthy and attractive places

Identifies Regional Policy Objective RPO 4.49: Support the development of the Grand Canal for amenity, recreation and sustainable transport purposes including the Naas to Sallins and Naas to Corbally harbour greenways and linking these to the national Grand Canal Greenway

### **Kildare County Development Plan 2017 – 2023**

The Kildare County Development Plan 2017-2023 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. The following policies/objectives are of particular relevance to the proposed development:

**RA 1** Zone lands for sports and recreational amenities within Local Area Plans in accordance with established local demands and needs.

**RA 6** Encourage the clustering of sport and community facilities and to encourage them to be multi-functional and not used exclusively by any one group.

**RA 7** Consider the future needs of sporting facilities i.e. capacity, access and community facilities, in the provision of new or in the expansion of existing sporting facilities.

**RA 8** Promote town and village centre sites for sports and recreational facilities and to facilitate out of town/village sites, where appropriate, (following a sequential test), in servicing large hinterland communities, where the site includes comprehensive off road parking, conforms to all safety guidelines and is in accordance with the proper planning and sustainable development of the area

**GI 1** Facilitate and promote the development of green infrastructure which allows for the development of active and passive recreation and the protection and enhancement of heritage and landscape features.

**GI 2** Make provision for habitat creation/ maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban woodlands.

**GI 3** Provide a hierarchy of high quality and multi-functional public parks and open spaces network of high quality, well located and multifunctional public parks and open spaces throughout the county and to protect and enhance the environmental capacity and ecological function of these spaces.

**GI 5** Connect parks and areas of open space with ecological and recreational corridors to aid the movement of biodiversity and people and to strengthen the overall Green Infrastructure network.

**GI 6** Enhance and diversify the outdoor recreational potential of public open spaces and parks, subject to the protection of the natural environment.

**GI 8** Promote the planting of woodlands, forestry, community gardens, allotments and parkland meadows within the county's open spaces and parks to promote the development of multifunctional amenity areas with enhanced biodiversity value.

**RWV2** Preserve and enhance the scenic amenity of the river valleys and canal corridors and the quality of the vistas available from designated views

**RAO 1** Facilitate the provision of a variety of amenities within the county, including natural amenities, walking routes, cycling routes, and sports facilities.

**RAO 8** Protect and develop substantial connected networks of green spaces in urban areas and urban fringe areas adjacent to the countryside to serve the growing communities in urban centres.

**RAO 9** Identify flagship projects for the River Liffey Valley from Celbridge to Ballymore Eustace

**RAO 10** Investigate the feasibility of creating a pedestrian link between the Liffey Valley, the Wicklow Mountains and the Wicklow Way, in consultation with Wicklow County Council, as recommended in the report *Towards a Liffey Valley Park Strategy*.

**MT 10** Provide better connectivity across the River Liffey, River Barrow, the canals and the railways.

Table 14.2 Landscape Sensitivity Areas: Site is mostly within River Liffey 'Landscape with Special Sensitivity' – areas with low capacity to accommodate uses without significant adverse effects on the appearance or character of the landscape having regard to special sensitivity factors.

### **Open Space and Outdoor Recreation Strategy**

The Kildare Open Space and Outdoor Recreation Strategy forms Appendix 3 of the draft Kildare County Development Plan 2023- 2029, currently on public display. The design and the delivery of the Sallins neighbourhood park are short and medium term actions (respectively) of the Strategy, which also sets out a hierarchy of spaces and desirable types/varieties of recreational open spaces.

### **Sallins Local Area Plan 2016 – 2022**

#### **LAP Development Strategy**

The site is central to the future vision for Sallins and one of the key focusses for the Development Strategy for Sallins set out in the LAP(p. 13):



“The strategic direction for the future development of Sallins will focus on:

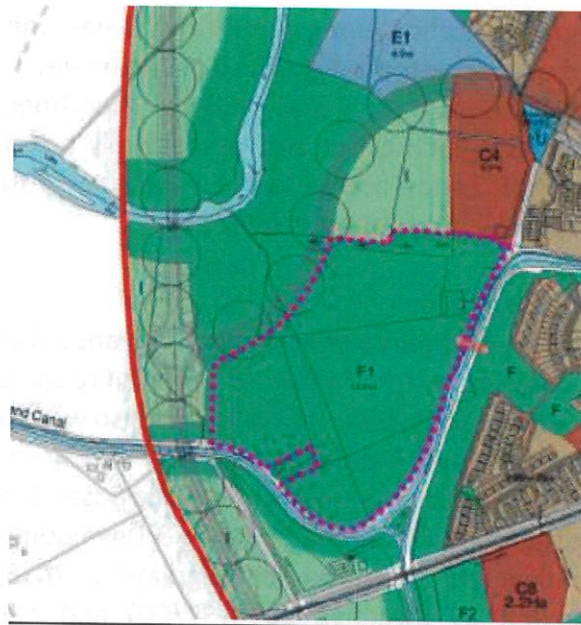
1. Provision of recreation and amenity spaces

.....It is also envisaged that a large area between the canal and the bypass will be reserved for future active and passive recreational activities. While there are no immediate plans to develop this area, it is important to indicate and retain the land as a strategic requirement over the coming decades. This area will reinforce the rural qualities associated with the Grand Canal such as walking and cycling. Furthermore the positioning of the lands between the bypass and canal will protect the setting of the canal, provide a link with the River Liffey to the north and east and reinforce the objective to develop a Liffey Valley Park in the region.

### Zoning

The lands are zoned F Open Space and Amenity: To protect and provide for open space, amenity and recreational provision.

There is a special objective at F1: F1 – These lands are identified for the development of a town park catering for active and passive recreation. Access to the River Liffey and Grand Canal should be designed as part of the overall landscape approach while a connecting pedestrian/cyclist bridge is proposed over the Grand Canal.



Relevant objectives include:

**CRO 2:** To seek the establishment of a public town park within Sallins

**CRO 3:** To improve access to and promote the amenity of the Grand Canal and River Liffey in conjunction with all relevant statutory and non-statutory bodies.

The site is within a key Green Infrastructure Area with hedgerows of moderate value. Policies GI1- GI5 and Objectives GIO1- GIO3 also refer.

## **7. Evaluation of Proposed Development**

### *Need for Proposed Scheme*

There has in the long term been insufficient provision of open space and recreational facilities to meet the requirement of the population of Sallins, which has grown rapidly in recent decades. The need for additional open space and recreational facilities was highlighted and addressed in the Local Area Plan 2016 -2022. The zoning and objective for these lands, set out in the LAP, acknowledges the need for the development and aims to secure its provision, as does the Open Space and Outdoor Recreation Strategy within the draft County Development Plan.

### *Principle of Development*

The principle of the development is consistent with the policies and objectives of the County Development Plan 2017-2023 and the Sallins LAP 2016-2022.

The Masterplan proposes an ambitious amount and range of facilities and amenities, catering for all age groups, with both passive and active uses. This would significantly address the shortfall in the area.

The location of the Amenity Lands along the Grand Canal where the Grand Canal Greenway is proposed, along with the Naas/Sallins Greenway link, offers attractive connectivity, which will support the uses within. The Amenity Lands and the Greenways will complement each other and be mutually beneficial. The nature of some uses/facilities such as canoe access to the river, may also draw visitors from beyond the town, which will help support the facility.

### *Environmental Impact Assessment*

An EIA Screening Report was prepared to assist the relevant authority (Kildare County Council) in forming an opinion as to whether or not the Proposed Scheme should be subject to Environmental Impact Assessment (EIA) and if so whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it. The screening process included an assessment of the details of the Proposed Scheme with reference to the relevant EIA legislation including the Planning & Development Regulations 2001 (as amended by Planning and Development Regulations 2015), the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU) and relevant EU Guidance including Interpretation of definitions of project categories of annex I and II of the EIA Directive, EU, 2015 and Environmental Impact Assessment of Projects Guidance on Screening, EU, 2017. The overall conclusion of the screening exercise was that there should be no specific requirement for a full Environmental Impact Assessment of the Proposed Scheme

As there is no requirement for an Environmental Impact Assessment Report to be carried out for the Part 8 proposal, there is no requirement for an Environmental Impact Assessment to be prepared by the Planning Authority.

### Appropriate Assessment

An Appropriate Assessment Screening Report was prepared to assist the relevant authority (Kildare County Council) in forming an opinion as to whether or not the Proposed Scheme requires a Natura Impact Assessment. The Appropriate Assessment (AA) Screening Report was carried out in accordance with the document 'Assessment of plans and projects significantly affecting Natura 2000 sites: methodological guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC' (Oxford Brookes University, 2001) with the requirements of Article 6 of the EU Habitats Directive (Directive 92/43/EEC). This report and any contributory fieldwork were carried out in accordance with guidelines given by the Department of Environment, Heritage and Local Government (2009, amended 2010). The process is given in Articles 6(3) and 6(4) of the Habitats Directive and is commonly referred to as 'Appropriate Assessments' (which in fact refers to Stage 2 in the sequence under the Habitats Directive Article 6 assessment). Article 6 of the Habitats Directive sets out provisions which govern the conservation and management of Natura 2000 sites. Article 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect Natura 2000 sites (Annex 1.1). Article 6(3) establishes the requirement for Appropriate Assessment. The AA Screening Report concluded that no impacts are likely as a result of the Proposed Scheme on the conservation objectives or overall integrity of any Natura 2000 Site and accordingly Appropriate Assessment is not required.

The Appropriate Assessment Screening of the Planning Authority is attached in Appendix A of this report.

### Water Services & Flood Risk

A report by Donnachadh O'Brien Consulting Engineers outlines the preliminary engineering design associated with the proposed Part 8 in terms of Surface Water Drainage, Flooding, Foul Water Drainage, Water Supply. It is stated that the design and management of surface water for the proposed development will comply with the policies and guidelines of Kildare County Council and outlined in the Greater Dublin Strategic Drainage Study (GDSDS) and Sustainable Drainage Systems (SuDS) Strategy. SuDS Measures/Infiltration measures have been utilised where favourable infiltration rates have been identified. An underground attenuation tank will be provided for Catchment 1 area. It states that Irish Water have confirmed feasibility in relation to water and wastewater Connections however IW requests further information on this matter.

In terms of Flood Risk, it is concluded that the proposed development has been located in a Flood Zone 'C' (where the probability of flooding from rivers and the sea is low) based on the site specific survey information. Amenity open spaces, outdoor sports and recreation and essential facilities such as changing rooms are considered water compatible development. The proposed community building is (leisure / non-residential) 'Less Vulnerable' use and is approximately 3m above the predicted CFRAMS 1 in 1,000 year flood level. It is concluded that the proposed extension is located above the predicted flood zone up to a 0.1% AEP event and does not present any significant additional flooding risk to adjoining properties and does not significantly impact on the current overland flow path or flood storage volume.

### Access, Movement and Layout

The southern portion of the lands is served by one access road, with main entrance on the Sallins Bypass. This provides vehicular access into the site, to parking, community building/sports hall area, turning head at allotment area and secondary entrance for emergency purposes only at the towpath to northeast. The position of the main entrance road was determined by sight lines and levels from the by-pass. The above mentioned canal entrance is likely to be the main pedestrian/cyclist route allowing easy access from Sallins town along the canal towpath. 3 more entrances allow access to different sections of the path along the towpath. At the furthest end of the park a route links up to the by-pass footpath and another into meet the parks loop path. At a midway point along the canal a path leads into the new wetlands area and then a wider entrance forms a small plaza to the front of the existing historic farm courtyard, in turn this path links through to the new community building and changing rooms.

The northern portion of lands is also served by vehicular access off the Sallins Bypass, to the overflow parking area. Pedestrian crossing is proposed.

The pitches occupying a large central portion of the site. It is intended that storage etc. for sports equipment will be considered at Detailed Design stage, and that changing rooms would also be provided for, in the Community Building/Sports Hall.

Play within the park is split into 3 recognisable sites. A fenced playground will cater for toddlers and younger children, currently shown at the town side of the lands, accessed from the towpath. A skatepark and basketball court will cater for older kids and teenagers is proposed at the northern area. allowing a mix of skating, scooters, free running, climbing and cross over play. A woodland trail within the existing dry canal trees will also allow light touch, sensory play and provide a natural explorative space with timber sculptures and play nodes. Outdoor gym is proposed to the northern boundary.

Allotments are located the eastern area. See proposed layout for other areas of woodland, wetland, meadows and passive space and other activities supported.

Section 6 of The Preliminary Engineering report outlines the traffic and transport assessment carried out by NRB Consulting Engineers for the proposed development. The traffic and transport assessment provided information about the traffic surveys of the adjacent road network during 2021 with a 'summertime/Covid factor' applied to reflect non-pandemic times and information about the trip generation generated as a result of the development. It was concluded that the proposed development will have a negligible impact on the local traffic conditions and surrounding road network has the capacity to accommodate the vehicular traffic generated by the proposed development.

A Stage 1 / 2 Road Safety Audit (RSA) on the proposed development layout was also undertaken and the design team have amended the site layout to take account of the recommendations from the Road Safety.

The proposed road layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).

The MD Engineer and Roads/Transportation Section have raised no objection to the proposals, subject to conditions.

#### Ecological Heritage

It is considered that there is on balance ecological gain from the proposal. The majority of existing hedgerows are to be retained with small gaps removed to accommodate entrances. One central hedgerow is to be removed to accommodate pitches. To compensate for the loss of the central hedgerow there will be a planted stream with water from the existing canal overflow flanked by marginal riverside plants and nodes of native trees to link the existing canal and perimeter hedge to the River Liffey via an engineered underpass through the new road embankment, forming a strong green corridor linking the two existing wet ecosystems.

A large area of flat grassland close to the canal will be excavated forming two ponds developed as a wetlands park with raised paths and a viewing platform. Similarly an existing area of wetland on the Liffey side of the park will be encouraged. The dry canal basin forms another ecologically sensitive area within the site housing woodlands. All trees within the woodlands are to be assessed and pruned where beneficial and sensitively managed. There will be extensive tree planting and pockets of forests in the northern part of the site, with the addition of wetlands and planting to the existing attenuation basin here. Uses, access, path routes, materials, planting species have taken a sensitive approach in terms of siting and impact, visually and ecologically.

#### Cultural Heritage

With regard to the historical remains of the farm buildings on these lands, the Conservation Officer has noted the need for the development to integrate the history of the site and support its historic identity. Entrances, pedestrian routes, approaches, planting courtyards and the design of the Sports Hall/Community Building require sensitive integration in this regard, to maintain the character of the historic farmyard buildings.

#### Visual Amenity

The development will not entail structures that would be significantly visually obtrusive. Having regard to the location of the site, and the nature of surrounding land-uses, including new road infrastructure, and also the natural screening of the site from the Grand Canal, it is not considered that there will be a wider impact on visual amenity.

It is proposed to retain existing agricultural buildings in the development. An architectural design study by Kane Architects has been submitted and demonstrates design considerations and approach for these buildings, which are intended to respect and respond to the existing landscape environment. These buildings are only indicative in terms of floor area and massing and will be subject to full design/consultation process.



The Masterplan proposes a sensitive approach to integrate the development into the receiving environment, minimising hedgerow removal and habitat loss, retaining natural features as much as possible and augmenting them, proposing additional landscaping and planting and ecological areas. High levels of landscaping and planting are proposed which will integrate the development into the area further. High quality steel and timber furniture is proposed to be used, including bespoke bridges, which will enhance the visual amenity of the development itself.

#### Impacts on Surrounding Properties

Traffic impact is considered earlier in this report.

It is not considered that the proposed development would impact on the nature or amenities of the surrounding land and their uses which for the most part consist of roads infrastructure and the Grand Canal.

It is noted that there are two dwellings adjacent the lands, to the south-west. These are currently access from the narrow towpath serving the Leinster aqueduct. These dwelling may potentially experience additional traffic accessing the Amenity Lands however these would be pedestrian/cyclist, and have opportunities to enter the Amenity Lands before the dwellings, coming in either direction. Passing cyclist traffic is more likely to be associated with future Grand Canal Greenway development, and not arising from the development of the Amenity Lands. No additional vehicular access is proposed off or via the towpath.

The uses within the Amenity Lands immediately beside the houses is sensitive to their existence. There is a shelter belt of buffer planting around the dwellings and the nearest use is then the soccer pitch, wetland ponds and planted walking areas. The more active uses are to the north-east of the Masterplan area. Boundary improvements may be required.

#### Public Submissions

Overall, these are summarised and addressed in Appendix B. Many issues raised will be fully addressed/incorporated at Detailed Design stage.

This section highlights common themes or issues of note upon which some submissions were made:

- It is noted that there was one submission opposing the development of the lands stating that the area should be left to nature. It is considered that the development of the lands is appropriate, having regard to the need for the facilities and the policy context outlined above. Sensitive design and considerations of biodiversity, ecology and natural setting from clear parts of the proposed Masterplan and will retain this natural setting and its features to a large extent.
- There were several submissions seeking the inclusion of additional facilities and uses within the Masterplan, e.g. cemetery provision, storage facilities, men/womens shed, performance space. In this regard it is noted that

- The recreational areas and facilities that can be provided are limited to the capacity of the lands and the zoning objectives for the site;
  - The Masterplan proposals respond to public consultation and needs analysis;
  - Detailed Design stage will address some of the additional aspects sought, where minor in nature and consistent with the Masterplan proposals.
  - The design and purpose of the proposed Sports Hall and Community Centre is to be determined by a separate Part 8 consultation and design process at which stage where other uses sought to be accommodated can be considered. This will also address its visual impact and relationship with farm buildings to be retained.
- A number of submissions sought the inclusion of a dog park in the Masterplan. The Parks section are in favour of the provision of a dog park in principle and suggest that one measuring c. 85m x 50m might be accommodated within the Amenity Lands at Detailed Design stage. It is noted that
    - A dog park use has additional/greater potential impacts, particularly in terms of ecology, noise, access and compatible adjacent uses, than those currently proposed. This impacts, including Screening for AA would be required to be assessed, with reference to a specific location, and cannot be assessed under the current Part 8 Masterplan
    - A dog park was not included in the initial proposal and to include it at this stage is prejudicial to third parties who have not had an opportunity to comment on such a proposal.
    - It is not evident how a dog-park of such size (approx. half the size of the soccer pitch shown) could be accommodated without significant changes to the layouts currently shown which would be a material departure from the Masterplan/Part 8.
    - A separate Part 8 proposal is therefore required for the proposed dog-park.
- The re-location of the proposed playground was sought in some submissions.
    - It is now proposed to re-locate the playground at Detailed Design stage. This could provide better synergy with adjacent uses, proposed/retained structures and allow for better enclosure/supervision. However a location is not specified.
    - It is considered that this is acceptable provided the playground remains in the north-eastern portion of the site and does not result in substantial changes to the Masterplan layout. The revised location should be subject to consultation with, and written agreement by, the Planning Department to determine whether it is within the parameters of this Part 8 process.
- A number of submissions and internal reports made comments on the relationship/connectivity of the Amenity Lands with Grand Canal Greenway, e.g. The need to allow for a bridge connecting the Naas to Sallins cycleway to the Grand Canal greenway and the ability of the Amenity Lands to act as hub/trailhead for the greenway, etc.
    - It is considered that the proposed uses and facilities naturally lends the Amenity Lands to acting as a destination point along the Grand Canal Greenway. It is

considered that additional measures to support this, e.g. signage, car and bike parking, toilets may be secured at Detailed Design Stage.

- The intention for a bridge connecting the Naas/Sallins Greenway to the Grand Canal Greenway does not form part of these Part 8 proposals. It is considered that the incorporation of any requirements of the bridge spanning the canal at the Soldiers Island area may be incorporated at the Detailed Design stage.

It is considered that, other than the items specified below, the responses to the main issues raised in the public submissions have been adequately addressed in Appendix B of this report. It is accepted that some details will need to be agreed at the Detailed Design stage of the project.

## **8. Conclusions**

Having regard to:

- The provisions of the Kildare County Development Plan 2017 – 2023,
- The Sallins Local Area Plan 2016 – 2022,
- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix B Submissions Report and the responses to the items/issues raised,
- Appendix C List of people who made public submissions,
- The location of the proposed development,
- The nature and extent of the proposed development and
- The recommendations set out below,

It is considered that the proposed Masterplan:

- Would be in accordance with the provisions of the Kildare County Development Plan 2017–2023 and the Sallins Local Area Plan 2016 - 2022 and would therefore be in accordance with the proper planning and sustainable development of the area.

## **9. Recommendation**

It is recommended to the Mayor and Members of the Naas Municipal District that the proposed Part 8 be proceeded with, subject to the modifications set out below.

The proposed Part 8 shall be in accordance with the plans and particulars placed on public display on Friday 28th January 2022 until Monday 28th February 2022 except where amended by the following:

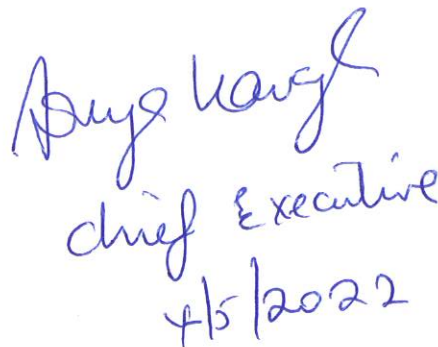
1. The All-Weather Pitch to be redesignated from a full size All Weather Soccer pitch to a Multi-Use All Weather pitch.
2. One No. full size GAA pitch to be redesignated as a full size Multi-Use Pitch to accommodate other sports and organisations in using the park.
3. A mechanism to maximise the use of the pitches in the park to be examined as part of the Detail Design stage, in order to accommodate local clubs and organisations in Sallins primarily and surrounding areas.

4. The proposed location for the playground shall be revised in consultation with the Planning Department, to provide a more visible/supervised location, compatible with adjacent uses, in the vicinity of the proposed Community & Sports Hall Building. Exact location to be agreed in writing with the Planning Authority at Detailed Design stage.
5. The detailed design considerations outlined in the responses to the submissions from the public in relation to Circulation, Parking, Lighting, Furniture Signs, Interpretation, Accessibility, Allotments & Community Garden, Biodiversity, Recycling, Active Recreation, Playground, Facilities for Teenagers, Playing Pitches and Old Farm Buildings shall be included as part of the Detailed Design Stage.
6. The relationship of the Amenity Lands with the Grand Canal Greenway and Naas/Sallins Greenway, and the compatibility of the Masterplan with greenway infrastructure, in particular any proposed bridge crossing near Soldiers Island, shall be fully considered and incorporated at Detailed Design Stage.
7. The detail design considerations as outlined by the HSE, Inland Fisheries Ireland, The National Roads Design Office and Irish Water shall be included as part of the Detailed Design stage.
8. The requirements as outlined in response to submissions from Naas Municipal District Engineer, Roads/Transportation Section, Environment Section, Strategic Projects & Public Realm Section, Water Services Section and the Architectural Conservation Officer shall be complied with as part of the Detailed Design stage.
9. The proposed Community & Sports Hall Building, and any proposed Dog Park shall be subject to separate Part 8 process(es).



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**Bébhinn O'Shea**  
**Senior Executive Planner**  
**3/5/2022**



chief Executive  
4/5/2022

**APPENDIX A  
APPROPRIATE ASSESSMENT SCREENING REPORT**

**APPENDIX B  
SUBMISSIONS REPORT (PARKS DEPARTMENT)**

**APPENDIX C  
LIST OF PERSONS WHO MADE SUBMISSIONS/OBSERVATIONS**