

Newbridge Settlement Capacity Audit

*Iniúchadh ar Acmhainn Lonnaíochta
Droichead Nua*

A supporting document of the Newbridge Settlement Plan

August 2025



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



Table of Contents

1. Introduction.....	1
1.1 National Context	1
1.2 Tiered Approach to Zoning	1
1.3 Purpose of the Audit	2
2. Planning Overview	3
3. Methodology	4
4. Criteria and Assessment Scoring	8
4.1 Results of Scoring.....	10
5. Infrastructural Overview	14
5.1 Movement and Transportation	14
5.1.1 Responsibility for Delivery	14
5.1.2 Infrastructure Baseline and Deficits.....	14
5.1.3 Assessment of Infrastructure Needs	15
5.1.4 Costs and Funding Sources	15
5.2 Water Supply	15
5.2.1 Responsibility for Delivery	15
5.2.2 Infrastructure Baseline and Deficits.....	15
5.2.3 Assessment of Infrastructure Needs	16
5.2.4 Costs and Funding Sources	16
5.3 Wastewater.....	16
5.3.1 Responsibility for Delivery	16
5.3.2 Infrastructure Baseline and Deficits.....	16
5.3.3 Assessment of Infrastructure Needs	17
5.3.4 Costs and Funding Sources	17
5.4 Flood Risk / Drainage / SuDS	18
5.4.1 Responsibility for Delivery	18
5.4.2 Infrastructure Baseline and Deficits.....	18
5.4.3 Assessment of Infrastructure Needs	18
5.4.4 Costs and Funding Sources	18
5.5 Parks and Recreation	19
5.5.1 Responsibility for Delivery	19
5.5.2 Infrastructure Baseline and Deficits.....	19
5.5.3 Assessment of Infrastructure Needs	19
5.5.4 Costs and Funding Sources	20
5.6 Social Infrastructure	20

5.6.1 Responsibility for Delivery	20
5.6.2 Infrastructure Baseline and Deficits.....	20
5.6.3 Assessment of Infrastructure Needs	20
5.6.4 Costs and Funding Sources	22
6. Categorisation of Sites.....	23
7. Findings	25
7.1 Residential Lands	25
7.2 Employment Lands	25
7.3 Land Use Zoning	25
7.4 Funding Sources.....	26
7.5 Implementation	26
Appendix A: Questions Used in the Audit of Sites	28
 List of Figures	
Figure 3.1 Identified Potential Residential Sites	6
Figure 3.2 Identified Potential Employment Sites	7
 List of Tables	
Table 3.1: Sites Assessed for Potential Residential and Employment Uses	5
Table 4.1: Matrix Assessment Criteria	9
Table 4.2: Site Screening Assessment Matrix for Residential Sites	11
Table 4.3: Planning Criteria Assessment Matrix for Residential Sites.....	11
Table 4.4: Infrastructure Assessment Matrix for Residential Sites.....	12
Table 4.5: Site Screening Assessment Matrix for Employment Sites	12
Table 4.6: Planning Criteria Assessment Matrix for Employment Sites	13
Table 4.7: Infrastructure Assessment Matrix for Employment Sites.....	13
Table 6.1: Site Categorisation for Residential and Employment Sites	24
 List of Maps	
Map 1: Residential Sites Categorisation	38
Map 2: Employment Sites Categorisation	39

1. Introduction

1.1 National Context

The National Planning Framework (2025) refers to a Methodology for a Tiered Approach to Land Zoning. It requires a two-tier approach to land zoning whereby residential lands are identified as part of the plan making process as '*Tier 1: Serviced Zoned Land*' or '*Tier 2: Serviceable Zoned land*'.

The subsequently published Development Plans – Guidelines for Planning Authorities (DHLGH, 2022) require a Settlement Capacity Audit (SCA) to be carried out for development plans to distinguish between lands that are Tier 1 and Tier 2. The Guidelines indicate that an infrastructural assessment of lands within or adjacent to settlements should at the most basic level include road access, footpath access, cycle access, foul sewerage drainage, water supply and surface water drainage.

The Guidelines require the SCA to incorporate a table and accompanying maps illustrating identified Tier 1 and Tier 2 lands and potential housing estimates, however they do not include a standard methodology to be employed by all planning authorities. In the absence of such a national methodology, Kildare County Council has developed a bespoke and localised approach to guide the preparation of SCA in order inform land use plans within the county.

1.2 Tiered Approach to Zoning

The Settlement Capacity Audit (SCA) report supports the preparation of the Newbridge Settlement Plan, hereafter referred to as 'the Plan'. The Audit is intended to assist the delivery of infrastructure and the identification of the most appropriate land use zonings for Newbridge required during the lifetime of the Plan.

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

Tier 1:	Serviced Zoned Land; comprising lands that can connect to existing development services for which there is service capacity available and can therefore accommodate new development; and
Tier 2:	Serviceable Zoned Land; comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan.

Where lands are identified as Tier 2 lands, the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the planning authority at the time of publication of the draft and final settlement plan.

¹ Development Plans – Guidelines for Planning Authorities (2022). Department of Housing, Local Government and Heritage. P.51

The infrastructural assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency (or agencies) or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e., within the lifetime of the Plan). Planning authorities may also commit to the delivery of the required and identified infrastructure in its infrastructural investment programme (i.e., Budgeted Capital Programme) to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full delivery cost of the required infrastructure to the identified zoned lands.

1.3 Purpose of the Audit

Having regard to the requirements outlined in Sections 1.1 and 1.2 (above) the purpose of the Audit is to:

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

However, it is important to note from the outset, in terms of a reasonable estimate of costs, that Uisce Éireann, has indicated that it does not have the resources or capacity to carry out such an exercise and therefore no costings have been provided in terms of water services. Furthermore, in the absence of knowing the full extent of the works no cost estimation has been provided in respect of the category that examines Flood Risk / Drainage / SuDS. However, a ranking of costs is provided in respect of aspects of Transport and the Parks and Recreation criteria.

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

2. Planning Overview

There have been a number of significant policy changes at a national level in recent years which have greatly affected the decision-making process surrounding land use zoning designations. These changes seek to integrate a more robust and evidence-based approach to zoning. Of particular relevance are the provisions of the National Planning Framework (NPF 2025) which were discussed in Section 1 of this report. Furthermore, the following National Policy Objectives of the NPF (2025) are also highly relevant:

National Policy Objective 101: Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan.

National Policy Objective 102: When considering zoning lands for development purposes that require investment in service infrastructure, planning authorities will make a reasonable estimate of the full cost of delivery of the specified services and prepare a report, detailing the estimated cost at draft and final plan stages.

National Policy Objective 103: When considering zoning land for development purposes that cannot be serviced within the life of the relevant plan, such lands should not be zoned for development.

The NPF (2025) also emphasises the need for compact, smart and sustainable growth and requires 30% of all new housing to be within existing urban footprints (outside of the five cities), thus reducing the amount of greenfield land required to meet future housing requirements.

Moreover, the NPF specifically discusses the prioritisation of development lands and states that *‘there are many other planning considerations relevant to land zoning beyond the provision of basic enabling infrastructure including overall planned levels of growth, location, suitability for the type of development envisaged, availability of and proximity to amenities, schools, shops or employment, accessibility to transport services. Weighing up all of these factors, together with the availability of infrastructure, will assist planning authorities in determining an order of priority to deliver planned growth and development³ (emphasis added).*

In addition to the NPF, Ministerial Guidelines relating to Sustainable and Compact Settlements, Development Plans, Urban Development and Building Heights, and Water Services, all highlight the importance of optimising the yield from existing investment in services and creating more compact and integrated communities.

The Regional Spatial and Economic Strategy (RSES) prepared for the Eastern and Midland Regional Assembly 2019–2031, states that Newbridge has capacity for continued commensurate growth to become more self-sustaining and to attract high quality knowledge-based employment at strategic accessible locations.

³ National Planning Framework, First Revision. (DHLGH, 2025), p. 155

3. Methodology

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

A large number of potential residential and employment sites in Newbridge were identified as part of the Audit. Sites were identified and brought forward on the basis of them being subject to submissions at the pre-draft public consultation stage, or where it was considered by the local authority that they may be sequentially appropriate vis-à-vis their location within the town or their proximity to other identified sites.

The sites were examined in terms of their suitability for zoning across a range of criteria (Section 4 refers). It is important to note that sites in Newbridge Town Centre, are deemed to be already serviced and therefore considered as Tier 1 lands. Any such sites which have the potential for the identification of residential yield will be identified in the Plan.

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

1. The first stage involved a high-level audit on all sites identified. After the initial site screening a decision was made whether a site will be progressed to Stage 2. It is important to only bring forward sites that would represent the sustainable development of Newbridge therefore, sites which do not score well in terms of compact growth and which represent 'leap frogging' of land and/or have extensive flooding were not progressed to the next stage of assessment.
2. The second stage involved in-depth questionnaires based on both sustainable planning criteria and an infrastructural assessment of each site.
 - Section 4 of this report details the criteria used in the assessment of each site and;
 - Section 5 discusses the infrastructural findings from the questionnaires.
3. The third part of the Audit comprises a planning and infrastructural serviceability matrix which has been devised for the purposes of identifying and allocating lands as Tier 1 or Tier 2 (or otherwise, if necessary). Sites were assessed and scored based on existing infrastructure. Once finalised, the sites were ranked in order of scores; highest score at top. The highest scores represent the most serviced sites.

It is important to note that the quantum of potential residential and employment lands audited were in excess of the land required for the lifetime of the Plan and the results will therefore be used to determine the land use zoning decisions following the housing unit target (for residential lands) and job ratio and quantum of land needed

(for employment lands) in Newbridge. The categorisation of sites is set out in Section 6 of this report.

For the purposes of this SCA, a total of 40 sites (Table 3.1, refers) were assessed within Newbridge. **Figure 3.1** and **Figure 3.2** illustrate which sites were examined for Residential or Employment land use purposes (i.e., economic development), with some sites or portions of individual sites being considered for both.

Table 3.1: Sites Assessed for Potential Residential and Employment Uses

Sites Considered for Residential Development	Hectares	Sites Considered for Economic Development	Hectares
Site 1	6.93	Site A	9.26
Site 2	0.46	Site B	10.22
Site 3	90.74	Site C	89.50
Site 4	4.30	Site D	116.25
Site 5	1.45	Site E	36.83
Site 6	19.66	Site F	24.02
Site 7	5.13	Site G	18.28
Site 8	11.11	Site H	27.10
Site 9	3.32	Site I	42.19
Site 10	27.38	Site J	18.13
Site 11	28.60	Site K	4.58
Site 12	6.22	Site L	19.10
Site 13	9.24		
Site 14	10.19		
Site 15	0.97		
Site 16	14.84		
Site 17	18.64		
Site 18	16.23		
Site 19	5.17		
Site 20	6.83		
Site 21	5.74		
Site 22	3.03		
Site 23	5.07		
Site 24	0.71		
Site 25	5.07		
Site 26	18.07		
Site 27	14.27		
Site 28	6.99		
Total Hectares:	346.36	Total Hectares:	415.46

Figure 3.1 Identified Potential Residential Sites

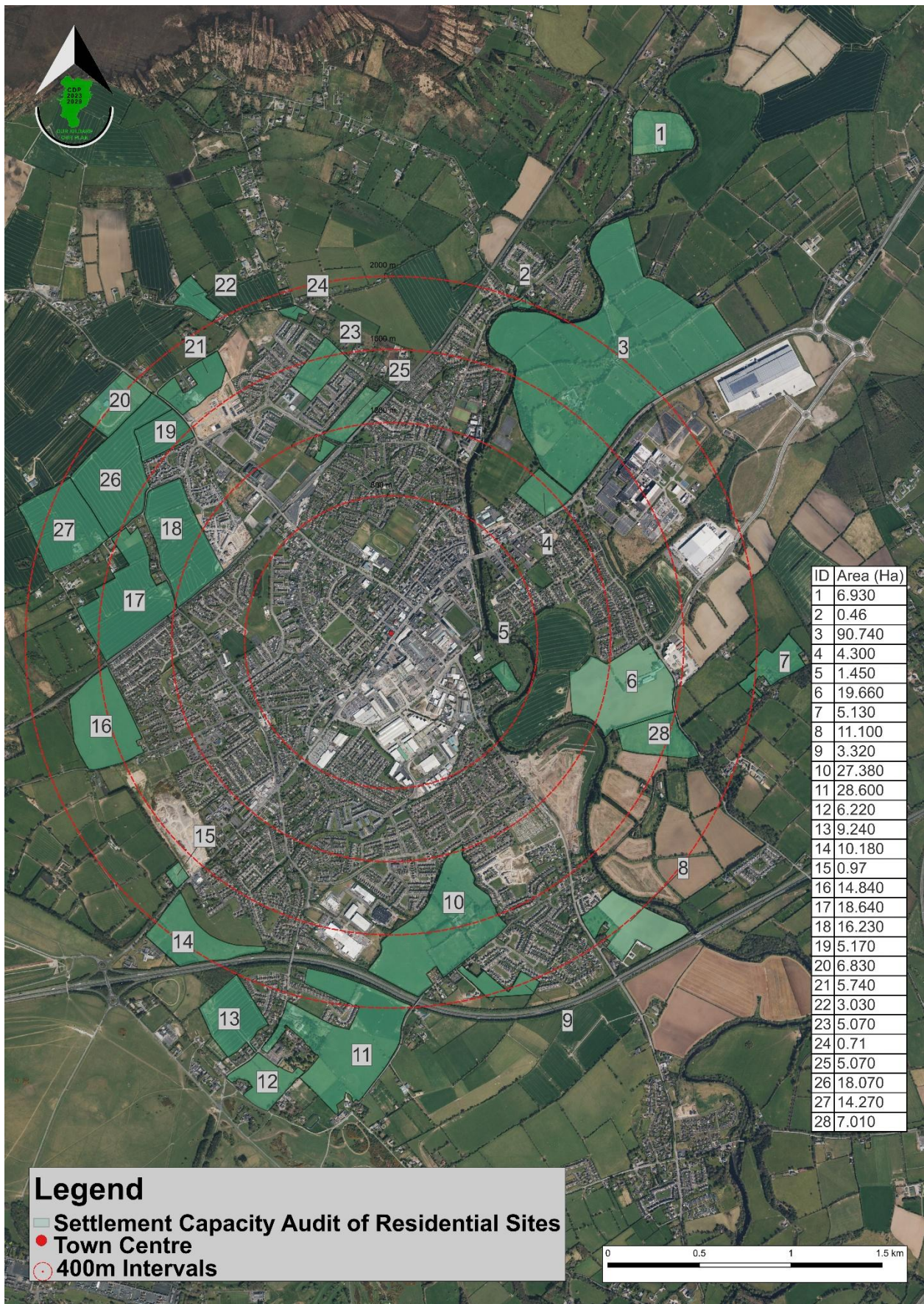
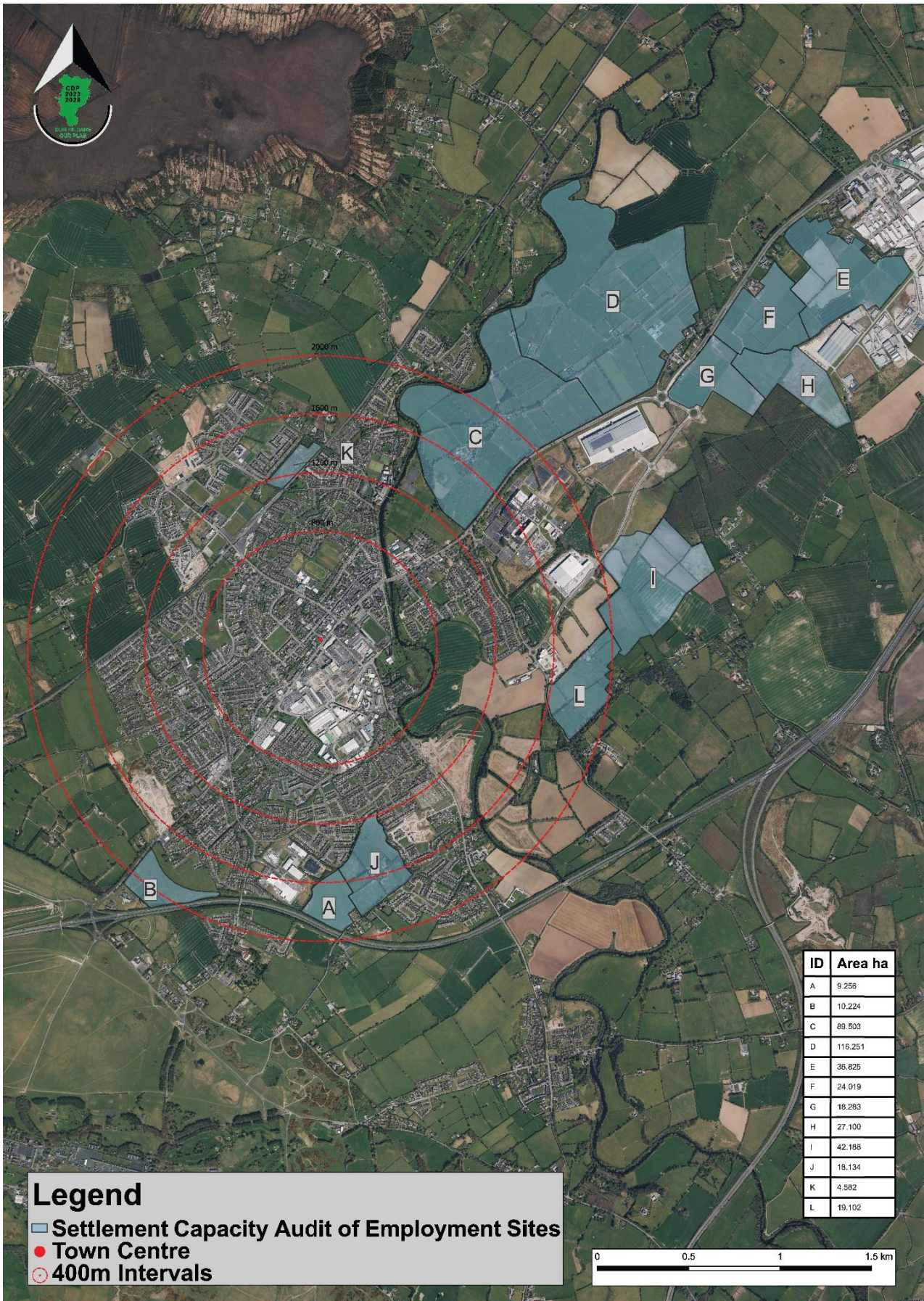


Figure 3.2 Identified Potential Employment Sites



4. Criteria and Assessment Scoring

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

A specific set of sustainable Planning Criteria have been developed having regard to the National Planning Framework (NPF, 2025) objective for compact growth and each site's capacity for development, having regard to flood risk, existing biodiversity and built heritage.

In respect of infrastructure provision, to inform the Settlement Capacity Audit, questionnaires were developed to gather pertinent information on serviceability to gain an understanding of underlying conditions and provide insights into infrastructural issues relevant to the respective areas of responsibility. Uisce Éireann were consulted in addition to relevant internal departments of Kildare County Council. Information was sought on constraints to development and specific delivery infrastructure required to service the lands. It is important to note, that while a particular site may be fully serviceable at a basic site infrastructure level, it may present poorly against the established Planning Criteria. The infrastructural needs identified in the Audit for Newbridge will inform the Implementation and Delivery Schedule in the Settlement Plan for sites that are proposed for residential and employment development.

The Assessment Criteria used to assess a site's overall suitability for zoning within the Newbridge Settlement Plan is set out in **Table 4.1** (see overleaf). The sites were analysed against each specific criterion with a weighted scoring applied. These scores were then combined to provide an overall ranking. **Table 4.2 – Table 4.7** present the weighted scoring matrix for residential and employment sites surveyed in the Settlement Capacity Audit.

It should be noted that potential residential sites are scored out of a maximum of 950 marks. In respect of potential employment lands, they are scored out of a total of 750 marks, as these sites were not assessed against the Social Infrastructure or the Parks and Recreation Criteria.

Table 4.1: Matrix Assessment Criteria

Matrix Assessment Criteria (950 marks)	
Initial Site Screening	Weight
Compact Growth	200
Flood Risk	50
Planning Criteria	
Archaeological and Built Heritage	50
Biodiversity	50
Infrastructure Criteria	Weight ⁴
A) Social Infrastructure The examination of social infrastructure was informed by the Social Infrastructure Audit (SIA) and carried out to support the Plan making process and involved assessing the proximity of lands to existing service infrastructure such as primary and post-primary schools ⁵ , healthcare facilities and town centre/neighbourhood services.	100
B) Parks and Recreation This criterion examined sites concerning their proximity to an existing or proposed public park/recreation facility, whether the development of lands could potentially impact open space provision, the feasibility of delivering parks proximate to the subject lands and ranking of costs for the extent of connectivity works required to access such facilities.	100
C) Movement and Transportation This criterion examines the site's accessibility to the existing road network, and the level of existing infrastructure, (i.e., footpaths, cycle lanes, public lighting). It examines the site against the Newbridge Area-Based Transport Assessment (NABTA), particularly the Sustainable Travel Zone Scoring contained therein. The questions also relate to the constraints envisaged, any existing plans in place or committed funding for upgrade works, estimated costs (where known) of such works and whether such works align to an approved infrastructural investment programme.	100
D) Water Supply This criterion examined the site's proximity to existing public water mains. Network infrastructural issues were examined alongside planned/proposed works, the cost and the level of upgrades required.	100
E) Wastewater The site's proximity and potential accessibility to the existing public wastewater network were examined. Along with network infrastructural issues, and the level and cost of upgrades required.	100
F) Flood Risk / Drainage / SuDS This criterion examined whether there was a dedicated surface water outfall to serve the site, along with whether there were drainage or flooding issues associated with the lands. The examination also looked at envisaged constraints and whether planned/proposed works were aligned to an approved infrastructural investment programme which could remove the constraints or whether the constraints could be removed by a private developer. The Surface Water Management Strategy prepared as a	100

⁵ It is important to note that there are single-sex schools in Newbridge, and marks were awarded given the proximity of a site to any primary or post-primary school irrespective of the gender of a potential child. Similarly, sites proximate to Newbridge College (a fee-paying post-primary school) were awarded marks irrespective of whether this would be a realistic option for residents of any potential housing development on a particular site.

precursor to the Strategic Flood Risk Assessment carried out for the Plan area, also informed the completion of the questionnaires.	
---	--

4.1 Results of Scoring

Using the assessment criteria in Table 4.1, the sites were analysed against each set of criteria and a weighting applied. Each element of the Audit was assigned a weighting score and then added together to provide an overall ranking against a predetermined scoring range.

Tables 4.2, 4.3 and 4.4 present the combined weighted scoring matrix for residential sites. **Tables 4.5, 4.6 and 4.7** present the combined weighted scoring matrix for employment sites.

After the initial high-level site screening all sites which did not score well in terms of compact growth and/or flood risk were reviewed. Five potential residential sites were identified and removed from the next stage of assessment, as follows:

- Residential site 1 and site 2, given the extensive flooding identified on the Present Day CFRAM mapping.⁶
- Residential site 7, site 20 and site 22 as they represented 'leap frogging' of land and do not represent consolidation of the built-up urban form.

⁶ CFRAM: Catchment-based Flood Risk Assessment and Management Programme. Source: www.floodinfo.ie

Scoring Range

Scoring Range	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
---------------	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Residential Sites

Stage 1 – Initial Site Screening – Residential Sites

Table 4.2: Site Screening Assessment Matrix for Residential Sites

Criteria	Weighting	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Part 1: Compact Growth	200.00	0	0	32	168	200	158	0	0	0	67	0	0	0	0	0	62	138	180	129	6	73	0	131	0	190	32	0	111
Part 2: Flood Risk	50.00	0	0	25	50	50	25	50	25	50	25	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	25
Total:	250.00	0	0	57	218	250	183	50	25	50	92	50	50	50	50	50	112	188	230	179	56	123	50	181	50	240	82	50	136

Stage 2A – Planning Criteria Assessment

Table 4.3: Planning Criteria Assessment Matrix for Residential Sites

Criteria	Weighting	3	4	5	6	8	9	10	11	12	13	14	15	16	17	18	19	21	23	24	25	26	27	28
Archaeological and Built Heritage	50.00	40	50	50	50	50	50	50	50	50	50	40	50	50	50	50	50	50	50	50	50	50	40	50
Biodiversity	50.00	25	50	50	50	50	50	50	50	50	50	50	50	50	50	25	50	50	50	50	5	50	50	50
Total:	100.00	65	100	100	100	100	100	100	100	100	100	90	100	100	100	75	100	100	100	100	55	100	90	100

Stage 2B: Physical and Social Infrastructure Assessment**Table 4.4:** Infrastructure Assessment Matrix for Residential Sites

Criteria	Weighting	3	4	5	6	8	9	10	11	12	13	14	15	16	17	18	19	21	23	24	25	26	27	28
Social Infrastructure	100.00	60	95	70	40	40	40	40	55	55	55	55	60	65	65	65	60	50	60	45	90	50	40	40
Parks and Recreation	100.00	40	30	55	35	40	70	35	30	50	50	45	45	20	35	55	40	55	15	35	40	40	40	35
Movement and Transport	100.00	33	60	18	35	30	30	28	50	55	38	53	33	20	30	38	38	15	40	25	58	38	38	25
Water Supply	100.00	60	60	60	60	60	50	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Waste Water	100.00	48	60	60	50	50	46	50	40	50	40	50	60	50	26	50	50	36	60	40	50	50	50	50
Surface Water / Drainage / SuDS	100.00	54	60	55	44	54	60	54	60	60	60	60	60	60	60	60	60	60	60	60	27	60	60	44
Total:	600.00	295	365	318	264	274	296	267	295	330	303	323	318	275	276	328	308	276	295	265	325	298	288	254

Employment Sites**Stage 1 – Initial Site Screening – Employment Sites****Table 4.5:** Site Screening Assessment Matrix for Employment Sites

Criteria	Weighting	A	B	C	D	E	F	G	H	I	J	K	L
Part 1: Compact Growth	200.00	23	0	32	0	200	200	200	200	200	90	158	200
Part 2: Flood Risk	50.00	50	50	25	25	50	50	50	50	50	25	50	50
Total:	250.00	73	50	57	25	250	250	250	250	250	115	208	250

Stage 2A – Planning Criteria Assessment**Table 4.6:** Planning Criteria Assessment Matrix for Employment Sites

Criteria	Weighting	A	B	C	D	E	F	G	H	I	J	K	L
Archaeological and Built Heritage	50.00	50	40	40	50	50	50	50	50	40	50	50	50
Biodiversity	50.00	50	50	25	50	50	25	50	10	50	50	5	25
Total:	100.00	100	90	65	100	100	75	100	60	90	100	55	75

Stage 2B: Physical and Social Infrastructure Assessment**Table 4.7:** Infrastructure Assessment Matrix for Employment Sites

Criteria	Weighting	A	B	C	D	E	F	G	H	I	J	K	L
Movement and Transport	100.00	30	53	33	53	60	15	50	35	18	28	58	20
Water Supply	100.00	60	60	60	60	60	60	60	60	60	60	60	60
Waste Water	100.00	50	50	48	28	34	32	40	18	12	50	50	14
Surface Water/ Drainage/ SuDS	100.00	60	60	54	44	60	60	60	60	60	54	27	60
Total:	400.00	200	223	195	185	214	167	210	173	150	192	195	154

5. Infrastructural Overview

5.1 Movement and Transportation

5.1.1 Responsibility for Delivery

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

5.1.2 Infrastructure Baseline and Deficits

Newbridge has experienced significant population growth in recent years, with the growth being accommodated largely in the periphery of the town in the Walshestown area to the south and Morristown and Rickardstown areas to the north of the town centre. This has resulted in increased internal trip distances from these new residential areas to the town centre and schools; making it longer to walk to key destinations within Newbridge. There are substantial levels of car dependency among Newbridge residents, indicating a lack of quality alternative sustainable travel means. From an active travel perspective, severance is a big issue within Newbridge, with the train line, River Liffey and M7 Motorway making walking and cycling journeys long and indirect due to the lack of crossing points.

As a response to this, a Newbridge Area Based Transport Assessment (NABTA) was prepared. The purpose of the NABTA is to place the integration of land use and transport planning at the centre of the plan-making process. It aims to support improvements to the walking, cycling and public transport networks in addition to improving the road network. It also outlines proposals for future monitoring in respect to modal shift, implementation and the NABTA review process. The measures proposed will help to deliver a better-connected network for all users and the reduction of congestion and improvement in safety will encourage a modal shift towards greener travel.

As part of the NABTA process a detailed land-use modelling assessment took place to identify the preferred land-use scenario which has the best potential to promote sustainable travel in Newbridge. The exercise recorded high scores in instances where uses were located in areas that were proximate to bus stops, the train station, town centre, neighbourhood centres and schools. These zones have a high level of potential to deliver new communities within Newbridge where sustainable travel is feasible for lots of different trip purposes. Conversely, uses scored increasingly poorly, the greater the distance they were from such sustainable movement options. The scoring of sites under the Movement and Transportation Criterion of this Audit reflects on the results of this assessment, and in particular, the preferred land use development scenario that was identified therein.

Overall, it is seen that the majority of sites require measures identified in the NABTA that relate to the upgrading of active travel (pedestrian and cycling) infrastructure. The majority of the sites, located on the periphery of the town require the development of roads infrastructure.

For example, it is considered that Residential sites 6 and 28 would require a new bridge over the River Liffey between Belin Woods and the Greatconnell Road

roundabout, connecting with the Newbridge Southern Ring Road. Furthermore, site 3 (given the scale of the site) and the Employment sites at Littleconnell would benefit from this critical piece of infrastructure.

It's important to note that with Residential site 5, it is not directly accessible to public road the R416 and access would be required by crossing third party lands. Residential sites located to northwest of the town centre, beyond the railway line, would require road infrastructure and upgrades to support land development.

5.1.3 Assessment of Infrastructure Needs

Overall, it is considered that the development of a large number of sites will benefit from the delivery of the new bridge and new link road, linking 'Belin Woods' to Greatconnell Road and the Newbridge Southern Ring Road to help support development works over the life of the Plan and beyond.

There is also a diverse range of works that are required at all sites, which are necessary to create a comprehensive sustainable transport infrastructure network which serves the entire settlement. Such infrastructural works range from cycle/pedestrian infrastructure, bus priority measures, bridge upgrades and junction enhancements.

5.1.4 Costs and Funding Sources

In terms of roads infrastructure delivery, the development of the majority of sites were assessed as having '*high – implying significant costs*', in the range of €1 million plus. This for the most part relates to the fact that the most employment sites assessed in the Audit, and some residential sites, to the east and northeast, require the delivery of an additional bridge over the River Liffey, and further connection to the Newbridge Southern Relief Road at Littleconnell.

It is noted that the business case for the proposed new bridge over the River Liffey and Newbridge Southern Ring Road project has been submitted for funding to the Department of Transport.

5.2 Water Supply

5.2.1 Responsibility for Delivery

Uisce Éireann is the statutory authority responsible for the delivery and maintenance of public water service infrastructure within Newbridge. However, the development of such infrastructure and associated upgrades required to service individual sites will generally be developer-led. A Drainage Area Plan (DAP) is underway by Uisce Éireann, which will build a model of the network within the town.

5.2.2 Infrastructure Baseline and Deficits

The water supply in Newbridge comes from two water sources; the Scrowland Water Treatment Plant located outside Athy and the Ballymore Eustace Water Treatment Plant. Newbridge also forms part of the GDA water supply area and is currently at Amber RAG status indicating that capacity constraints exist. According to Uisce Éireann's Water 10-Year Water Supply Capacity Register (published December 2024) there is potential capacity available in the town to meet targeted population

growth to 2034, but an improvement to the Level of Service (LoS) will be required.⁷ This may take the form of leakage reduction and/or capital investment to maintain or improve levels of service as the demand increases. The proposed Water Supply Project Eastern and Midlands Region will abstract a maximum of 2% of the average flow of the River Shannon at Parteen Basin. This project is in line with the National Water Resources Plan and the Regional Water Resources Plan for the Eastern and Midlands Region and will address capacity issues in the Greater Dublin Area (GDA).

Uisce Éireann have confirmed that water mains are located immediately adjacent to or near the majority of the sites, both Residential and Employment, except Residential site 9 where there are watermains in The View housing estate adjacent and may involve crossing third party lands. Employment site G has a direct connection point to the existing water supply infrastructure.

Uisce Éireann has advised that full development of all the sites under the SCA (Residential and Employment) would require the delivery of the Water Supply Project (Eastern and Midland Region) in the medium to long term. They also advised that connection to the large trunk water mains is generally not allowed.

5.2.3 Assessment of Infrastructure Needs

Uisce Éireann has advised that their assessment of the sites selected was on a site-by-site basis and therefore any cumulative effects have not been considered. Water mains may need to be extended to the site boundary (by the relevant developer) for some of the sites. As noted, a Drainage Area Plan (DAP) is being prepared which is developing a model of the network in the town.

5.2.4 Costs and Funding Sources

Uisce Éireann has advised that it does not have the resources or capacity to carry out a costing exercise for individual sites identified in the Audit and therefore no costing has been provided. Individual site serviceability must be confirmed through the Uisce Éireann Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer-led, and developers will need to engage with Uisce Éireann at an early stage via the Uisce Éireann PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand.

5.3 Wastewater

5.3.1 Responsibility for Delivery

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

5.3.2 Infrastructure Baseline and Deficits

Newbridge forms part of the Lower Liffey Valley (LLV) Agglomeration which includes other neighbouring settlements such as Naas, Clane, Sallins. All the wastewater from these settlements ultimately is treated in the LLV Sewerage System

⁷ Uisce Éireann, Water Capacity Register [online] available from: <https://www.water.ie/connections/developer-services/capacity-registers/water-supply-capacity-register/kildare> (Date of Access: 6 March 2025)

Wastewater Treatment Plan (WWTP) in Osberstown. The main wastewater pumping station for the town is to the north-east at Tankardsgarden Pumping Station (PS), an additional PS serving Newbridge is at Littleconnell.

Uisce Éireann has confirmed that sewers are located immediately adjacent to, or in close proximity to the majority of the sites, with the exception of a few sites where access will be required through third party lands. Wayleaves may need to be considered in such instances.

Regarding Employment sites, Uisce Éireann has stated that without knowing the type of employment or industry that would occupy the lands, it is difficult to fully assess. Upgrades may be required downstream and wastewater capacity would have to be modelled. There is no foul sewer network in the vicinity of Employment site I or site L.

Residential site 11, has a sewer adjacent to the site but is insufficiently sized. It would require approximately 1.4km of upgrade (including upgrade of the M7 Motorway crossing and several sections of private sewers). An alternative connection point would require a new M7 Motorway crossing and extension of sewer through residential site 10/Employment site A, and J. Site 12 and 13, south of the town, would require sewer upgrades downstream but there is no project to support this and would require being developer driver. Uisce Éireann recommended that a new orbital sewer of approximately 3.2km with pumping station and River Liffey crossing to connect near site 6 could avoid these constraints.

5.3.3 Assessment of Infrastructure Needs

Uisce Éireann has advised that their assessment of the sites selected was on a site-by-site basis and therefore any cumulative effects have not been considered. Foul sewers may need to be extended to the site boundary by the developer on some of the sites where a pumping station is in close proximity to the site. In this instance, it is likely that infrastructure will connect into the closest pumping station. In addition, local upgrades may be required for some of the sites as well as upgrades to the pumping stations. For larger developments, west or south-west of Newbridge, the likelihood of impacting downstream sewer capacity will increase significantly.

5.3.4 Costs and Funding Sources

Uisce Éireann has advised that it does not have the resources or capacity to carry out a costing exercise for individual sites identified in the Audit and therefore no costing has been provided. Individual site serviceability must be confirmed through their Pre-Connection Enquiry (PCE) process. New infrastructure will generally be developer-led, and developers will need to engage with Uisce Éireann at an early stage via their PCE process. Options for the local network will then be reviewed and assessed. The assessment may identify infrastructure upgrades required to supply the specific site demand.

5.4 Flood Risk / Drainage / SuDS

5.4.1 Responsibility for Delivery

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

5.4.2 Infrastructure Baseline and Deficits

Fluvial flooding within Newbridge Town occurs primarily from the River Liffey, Roseberry Stream, Great Connell Stream and Newbridge Stream. Flood risk, from CFRAM Mid-Range future scenario (MRFS) and the High-End Future Scenario (HEFS) flood maps, were identified in a number of sites, Residential sites 3, 6, 10 and 25. Similarly for Employment sites C, D and J also identified flood risk. Furthermore, the natural catchment drainage paths have been altered by urbanisation, construction of the railway line and the M7 motorway.

Both pluvial and ground water flood risks in Newbridge were assessed as part of the Newbridge Surface Water Management Strategy. With regard to pluvial flood risk, there have been historic events of surface water flooding in the north of Newbridge Town. The issue of groundwater flooding in Newbridge is considered to be low, with data showing no instances of groundwater flooding occurring within the Newbridge study boundary. There are also no predicted ground water floods in the area. Both fluvial and pluvial flood risk was taken into consideration in the SCA under the category of 'Flood Risk / Drainage / SuDS' in the Infrastructure Assessment Criteria.

As part of the Flood Risk Management Plan for the River Liffey and Dublin Bay River Basin (2018) the Office of Public Works (OPW), in conjunction with Kildare County Council, propose the development of a Flood Relief Scheme for Newbridge. The proposed measures include physical works, such as a series of hard defences (flood embankments and walls, four new or upgraded trash screens tanking two existing properties and works to improve channel conveyance including dredging 90 metres of the Doorfield tributary and upgrading two culverts.⁸ These will provide protection to a 1% AEP for fluvial flood events.⁹

5.4.3 Assessment of Infrastructure Needs

Future development should provide for areas of Nature-Based Solutions (NBS) to surface water management in keeping with the outputs of the Newbridge Surface Water Management Strategy (published alongside the Plan).

5.4.4 Costs and Funding Sources

Drainage works and nature-based solutions within individual sites will be developer-led. There are no planned works associated with an approved infrastructural investment programme.

The proposed work for a Flood Relief Scheme for Newbridge will be delivered over the longer term (i.e., beyond the life of the Plan), however the feasibility and preliminary design stages may commence before then.

⁸ <https://www.floodinfo.ie/scheme-info/> See Future Schemes tab for the Newbridge Flood Relief Scheme.

⁹ AEP (Annual Exceedance Probability). A 1% AEP flood event has a 1%, or 1 in a 100, chance of occurring or being exceeded in any given year.

5.5 Parks and Recreation

5.5.1 Responsibility for Delivery

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

5.5.2 Infrastructure Baseline and Deficits

The Social Infrastructure Audit carried out as part of the preparation of the Settlement Plan found that there are 124.09 hectares of existing public open space within the Newbridge study area, of which 13.70 hectares (11%) are public parks and 39.21 hectares (31.6%) consisting of outdoor sports areas (i.e. playing pitches). The remainder for the most part, consists of amenity green spaces within residential estates. The Social Infrastructure Audit identified 29 sports facilities and clubs currently in existence within the town at the time of surveying.

Additional lands are needed in Newbridge to provide for both active and passive recreational needs of the town. However, it is considered that qualitative improvements within existing public open space facilities are also required to maximise their attractiveness and their potential usage by the community. In this regard, it is noted that the Parks and Open Spaces Department of Kildare County Council intends to develop a masterplan for Dara Park and the amenity green space of Pairc Mhuire. Once developed, this 1.72-hectare amenity green space will be classified as a small park within the public parks' hierarchy.

5.5.3 Assessment of Infrastructure Needs

The findings of the Social Infrastructure Audit (SIA) indicate that open space standards, with the exception of playgrounds, are currently exceeded having regard to the existing population of Newbridge. Whilst all standards decrease with the anticipated population increase, the overarching open space provision still remains within acceptable standards. However, there will be a deficiency with regards to the provision of playgrounds and outdoor sports areas. The SIA identifies that 4.5 hectares of playing space and 29 hectares of outdoor sports areas will be required by the end of the Plan period and beyond.

Taking into consideration the anticipated population growth in Newbridge, the Social Infrastructure Audit (SIA) provided a number of recommendations with regard to the delivery of additional parks and recreational facilities to meet the needs of the future population of the town. These include (but are not limited to) the following:

- A new urban neighbourhood park
- A municipal sporting facility
- Additional playgrounds and playing space

In addition to the above, the potential exists to develop an extension to the Liffey Linear Park. Additional pedestrian/cycle links have also been identified along this corridor to provide for greater connectivity throughout the town. Such a park therefore has the potential to become both a key recreational amenity as well as being an active travel route for the town.

5.5.4 Costs and Funding Sources

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

Overall, delivery of projects are dependent upon planning consent and associated environmental assessments; developer-led funding; or development works associated with a planning consent. Delivery of projects may also be secured through funding opportunities identified in Section 7.4. This may include local authority delivery (i.e., via the Planning Authority's Development Contributions Scheme).

5.6 Social Infrastructure

5.6.1 Responsibility for Delivery

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

5.6.2 Infrastructure Baseline and Deficits

The Social Infrastructure Audit (SIA) for Newbridge identified nine primary schools, four post-primary schools, two special education schools and three further education and training facilities in the town. The SIA found that there were 17 childcare facilities in Newbridge. Infant care is particularly limited, with only four of the 17 childcare providers accepting children aged 0-1 years. Demand for full-time preschool childcare remains high, with many providers operating at full capacity and maintaining waiting lists. The majority of the children on waiting lists are for full time childcare and afterschool care. One new childcare facility in Station Walk is due to open in 2025.

The SIA indicated a total of 50 health facilities in Newbridge, comprising of one health centre, one primary care centre, nine general practitioner locations (GPs), one residential care setting for older people, one respite centre, eleven pharmacies, six opticians and audiologists, three physiotherapists, three podiatry clinics, nine dental practices, three therapy facilities (salt therapy, play therapy, sports therapy), a women's health clinic, and a brain injury clinic.

5.6.3 Assessment of Infrastructure Needs

On the basis of consultations with the Department of Education and Youth the SIA determined that taking into consideration the anticipated growth in Newbridge and having regard to existing school capacity, there will be a need for an additional 862 places at primary school level, or 38 additional classrooms comprising 23 pupils each. This could be delivered with further expansion of existing schools and through the provision of one additional school. At post-primary level it was determined that an additional 530 additional post-primary pupil places were required with the anticipated future population growth in Newbridge. It was considered that these places could be

accommodated through the extension of the existing post-primary schools in the town. However, it is considered necessary that sites be reserved for a new primary and post-primary school within the Plan area to address emerging needs for this Plan period and beyond.

A ‘walkability’ analysis of childcare facilities shows that they are spatially well-distributed throughout the built-up area of Newbridge, with nine facilities spread throughout the area, predominantly located close to or within existing residential developments. Whilst the provision of childcare facilities must be spatially considered in the context of existing levels of service, an additional 631 childcare places are anticipated to be required in Newbridge over the life of the Plan and beyond. There are three extant planning permissions for new childcare facilities as part of permitted new residential schemes which could accommodate approximately 216 additional childcare places. One planning application is currently awaiting decision (Greatconnell SHD), which could provide a further 154 places if approved. All new residential developments will be required to comply with Appendix 2 of the Childcare Guidelines for Planning Authorities (2001) which establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas.

In terms of health care provision, the SIA found that Newbridge is currently underserved by General Practitioners (GPs) with only eight per 10,000 population. To ensure a safe and effective primary healthcare service, the Irish College of General Practitioners (ICGP) and Irish Medical Organisation (IMO) recommend a minimum of 12 GPs per 10,000 population. Furthermore, with the anticipated population growth in Newbridge, the ratio of existing doctors per population will fall to six GPs per 10,000 population.¹⁰ The SIA consequently recommends the development of a new primary care centre in Newbridge. The SIA also recommends the inclusion of an objective in the Plan to require that a feasibility study for a GP practice accompany planning applications for all new neighbourhood centre developments proposed in the town.

Neighbourhood centres, as defined in the Section 28 Retail Planning Guidelines (2012), generally comprise a small group of shops, typically a newsagent, small supermarket/general grocery store, post office and other small shops of a local nature serving a small, localised neighbourhood catchment population. The SIA identified that provision should be made for a neighbourhood centre to provide access to localised shopping facilities for the north-eastern, eastern and south-eastern parts of Newbridge. These areas currently lack accessible shopping facilities within a short walking distance of some residential areas.

With respect to community infrastructure, Newbridge as a service town, serves a broader catchment area, which use its community facilities on a daily basis. It is considered that even if the quantity of services do not increase, there may be a need for a bigger variety of services, regardless of the benchmark guidance. Taking this into account and considering the needs and requirements of the additional projected population, the SIA notes that three additional social/community facilities may be required over the Plan period and beyond.

¹⁰ (20 GPs / 32,373 population) * 10,000 = 6.1 GPs per 10,000 population.

The land use zoning map contained in the Plan will reflect the findings of the SIA, whereby land will be zoned for social infrastructure at appropriate locations throughout Newbridge, which may include the residential or employment lands identified as Tier 1 or Tier 2, as part of this Settlement Capacity Audit.

5.6.4 Costs and Funding Sources

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

6. Categorisation of Sites

All sites audited were identified and analysed against each category outlined in Table 4.1 Matrix Assessment Criteria. The weighting applied to the sites is represented by a sliding-scale traffic light system.

Lands identified as having a strong level of planning and serviceability / infrastructural provision equate to Tier 1 lands. They are also located in areas which represent compact growth and comprise of lands that are able to connect to existing development services for which there is service capacity available and therefore shall be able to accommodate new development.

Where lands were deemed to have a medium level of planning and serviceability/infrastructural provision, these lands can be described as serviceable land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the Plan, or where there are planned infrastructure upgrades. These sites also are considered to achieve a moderate status on sustainable planning criteria and can be classified as Tier 2 lands.

Lands which scored poorly and did not pass a threshold, demonstrated a poor level of serviceability and do not represent sequential growth for Newbridge. Therefore, these sites cannot be categorised as either Tier 1 lands or Tier 2 lands and therefore are not developable within the Plan period. As per the National Planning Framework (NPF, 2025) such lands should not be zoned for development. This Audit did not identify any sites which did not reach the required level.

Table 6.1 (overleaf) categorises the residential and employment sites into Tier 1 and Tier 2 lands and should be read in conjunction with Map 1 and Map 2.

Table 6.1: Site Categorisation for Residential and Employment Sites

Site Category	Residential Site Ref.	Site Scoring ¹¹	Site Category	Employment Site Ref.	Site Scoring ¹²
Tier 1	Site 4	683	Tier 1	Site E	564
Tier 1	Site 5	668	Tier 1	Site G	560
Tier 1	Site 18	633	Tier 2	Site F	492
Tier 1	Site 25	620	Tier 2	Site I	490
Tier 1	Site 19	587	Tier 2	Site H	483
Tier 1	Site 23	576	Tier 2	Site L	479
Tier 1	Site 17	564	Tier 2	Site K	458
Tier 2	Site 6	547	Tier 2	Site J	407
Tier 2	Site 21	499	Tier 2	Site A	373
Tier 2	Site 28	490	Tier 2	Site B	363
Tier 2	Site 16	487	Tier 2	Site C	317
Tier 2	Site 12	480	Tier 2	Site D	310
Tier 2	Site 26	480			
Tier 2	Site 15	468			
Tier 2	Site 14	463			
Tier 2	Site 10	459			
Tier 2	Site 13	453			
Tier 2	Site 9	446			
Tier 2	Site 11	445			
Tier 2	Site 27	428			
Tier 2	Site 3	417			
Tier 2	Site 24	415			
Tier 2	Site 8	399			

¹¹ Residential site scoring – total marks 950

¹² Employment site scoring – total marks 750 (not assessed on Social Infrastructure or Parks/ Recreation)

7. Findings

All 40 sites have been extensively examined and appraised. Whilst it is acknowledged that all the sites could potentially present strategic opportunities for development in the long term, as noted in Section 3 of this report, the quantum of potential residential and employment lands audited were in excess of the land required for the lifetime of the Plan. Therefore, the findings are used to provide an evidence base to assist in determining the land use zoning decisions following the housing unit target (for residential lands) and job ratio and quantum of land needed (for employment lands).

7.1 Residential Lands

As a result of the findings of this Settlement Capacity Audit, seven residential sites are deemed Tier 1, and the remaining sites are deemed Tier 2. There are no sites deemed unsuitable for development, the Tier 2 sites considered under the sustainable planning criteria scoring are all serviceable during the lifetime of the Plan.

It is important to note that, notwithstanding the results of the Settlement Capacity Audit, the zoning of land for residential development must be in keeping with the housing allocation of the Core Strategy of the Kildare County Development Plan 2023–2029 (as varied). This Audit only determines serviceability status of a site, a site may perform well with regards the sustainability and infrastructural assessment however, they may have other overriding issues.

7.2 Employment Lands

As a result of the findings of this Settlement Capacity Audit, two employment sites are deemed Tier 1 and the remaining employment sites are deemed Tier 2. There are no sites deemed unsuitable for development, the Tier 2 sites are all serviceable during the lifetime of the Plan.

The zoning of land for employment purposes must have regard to Appendix A of the Development Plans – Guidelines for Planning Authorities (DHGLGH, 2022) which requires a methodology based on the quantum of lands to meet a notional jobs ratio applied to jobs per square metre of employment floorspace or hectare of land.

7.3 Land Use Zoning

The designation of a site in this report as Tier 1 or Tier 2 for residential and/or employment uses does not in itself ensure that the site will be brought forward for that zoning purpose. It is reiterated that the purpose of the Audit is to establish if identified lands are already ‘serviced’ or are ‘serviceable’ during the life of the Plan. Whilst sites were assessed for potential residential and/or employment uses, it should be noted that any final land use zoning decisions will be made on the basis of evidence in the interests of creating the optimal future development strategy for Newbridge

Accordingly, the Land Use Zoning Map contained in the Plan is informed by a suite of supporting documents in addition to the Settlement Capacity Audit. These include the Social Infrastructure Audit which identifies the need for the provision of additional

social infrastructure throughout to the town. The 10-minute settlement concept is embedded in the Kildare County Development Plan, whereby it is the policy of the Planning Authority that all Local Area Plans incorporate provisions and objectives that will assist in its implementation. Therefore, land will be required to be zoned for *inter alia*, Community and Education or Open Space purposes, in areas that may have been identified as Tier 1 or Tier 2 in this report.

7.4 Funding Sources

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

The key funding sources for the delivery of infrastructure are:

<u>Developer:</u>	The developer of the land/infrastructure provides the funding to deliver the infrastructure or provides the infrastructure directly.
<u>State:</u>	LIHAF funding, Urban/Rural Regeneration Development Funding (or any subsequent funding), Smarter Travel funding, Uisce Éireann, Transport Infrastructure Ireland (TII), National Transport Authority (NTA), OPW, Department of Education, Large Scale Sports Infrastructure Fund, LEADER/SICAP funding, other government departments. ¹³
<u>Local Authority:</u>	Kildare County Council through its Development Contribution Scheme, and Capital Works Programme.

7.5 Implementation

The Newbridge Settlement Plan reflects the same timescale as the County Development Plan for Kildare County (2023-2029), as varied. It is acknowledged that one of the main factors in the successful implementation of the Plan is securing the necessary funding and partnerships to deliver key objectives in the Plan such as those relating to infrastructure. In this regard, an Implementation and Delivery Schedule will form part of the Written Statement of the Plan. This will outline the key infrastructure necessary for the sites selected to be zoned, informed by the Audit.

The development of new residential and employment areas within this Plan are dependent on the Core Strategy housing allocations and a job ratio dependant on the targeted population growth. The Settlement Capacity Audit provides an assessment of the necessary infrastructure required for the development of a range

¹³ The Programme for Government 2025 – Securing Ireland's Future, stated that there would be a Towns and Cities Infrastructure Investment Fund established to replace the Urban Regeneration and Development Fund (URDF).

of sites suitable for both residential and economic development. The Audit informs the decisions which ultimately will be decided through the preparation of the written statement of the Newbridge Settlement Plan, and its final adoption by the Elected Members.

Appendix A: Questions Used in the Audit of Sites

Potential Residential sites:

These were scored out of a maximum of 950 marks by means of a two-stage process, as follows:

- Stage 1: Initial Site Screening (250 marks)
- Stage 2: Detailed Site Assessment (700 marks)

The Stage 1 screening assessment is designed to assess the suitability of sites at a high level with regard to their overall compliance with national and regional compact growth policies and their suitability for development vis-à-vis identified flood risk at the present-day flood extent.

Potential Employment sites:

These were scored out of a maximum of 750 marks by means of a two-stage process, as follows:

- Stage 1: Initial Site Screening (250 marks)
- Stage 2: Detailed Site Assessment (500 marks)
 - Not assessed under Social Infrastructure and Parks/Recreation

Stage 1 – Site Screening (250 marks)

Part 1: Compact Growth - 200 marks		
Ref.	Question	
	Residential Sites	Marks
1.	Which of the following best represents the location of the subject site?	
	▪ The site is within 1,000 metres (12-mins walk) of the train station	200
	▪ The site is within 800 metres from the centre of Newbridge	200
	▪ The site is within 1,200 metres from the centre of Newbridge	175
	▪ The site is within 1,600 metres from the centre of Newbridge	150
	▪ The site is within 2,000 metres from the centre of Newbridge	0
	Employment Sites	Marks
1.	Which of the following best represents the location of the subject site?	
	▪ The site has been designated as being part of the Naas to Newbridge Strategic Economic and Employment Zone (defined as the Littleconnell Employment Area and Ladytown and Environs)	200
	▪ The site is within 1,200 metres from the centre of Newbridge	175
	▪ The site is within 1,600 metres from the centre of Newbridge	150
	▪ The site is within 2,000 metres from the centre of Newbridge	0
Note:	A decision will be made on the initial site screening whether a site will be progressed to Stage 2. It is important to only bring forward sites that would represent the sustainable development of Newbridge; therefore, sites which do not score well in terms of compact growth, and which	

	represent 'leap frogging' of land will not be progressed to the next stage of assessment.	
--	---	--

Part 2: Flood Risk (High Level Assessment) - 50 marks

Ref.	Question	Marks
1.	To what extent is the site affected by flood risk as identified in the CFRAM current/present day scenario flood extent maps?	
	<ul style="list-style-type: none"> No evidence of flooding 	50
	<ul style="list-style-type: none"> Flood Risk on site (Partial) 	25
	<ul style="list-style-type: none"> Flood Risk on site (Extensive) 	0
Note:	If a site scores 0 marks in the question above it will be removed from the SCA process as its inclusion would be contrary to the sustainable development of Newbridge.	

Stage 2 – Planning Criteria (700 marks)

Stage 2A: Biodiversity and Built Heritage

Part 1: Biodiversity and Built Heritage - 100 marks

Ref.	Question	Marks
1(a).	Protecting and enhancing the environment is considered a key step in reducing the impacts of climate change and building resilience. Please select if there are key features on the site that should be preserved free from development. (select all that apply)	
	<ul style="list-style-type: none"> No significant features 	20
	<ul style="list-style-type: none"> Water body (pNHA) 	0
	<ul style="list-style-type: none"> Protected Habitat (SAC + SPA) 	0
	<ul style="list-style-type: none"> Woodlands and significant tree groupings 	0
	<ul style="list-style-type: none"> Designed landscape 	0
	<ul style="list-style-type: none"> Wet grassland 	0
1(b).	What percentage of the site contains the key features that should be preserved?	
	<ul style="list-style-type: none"> Non – applicable 	30
	<ul style="list-style-type: none"> less than 25% 	25
	<ul style="list-style-type: none"> 26% - 50% 	15
	<ul style="list-style-type: none"> 51% - 75% 	10
	<ul style="list-style-type: none"> 76% - 100% 	5
2.	Protecting archaeological heritage is a key objective of the CDP. What proportion of the site may be developed having due consideration of the buffer zones around known RMP sites / SMR sites for inclusion on the next RMP and the curtilage of protected structures?	
	<ul style="list-style-type: none"> 100% can be developed 	50
	<ul style="list-style-type: none"> 76% - 99% can be developed 	40

	▪ 51% - 75% can be developed	25
	▪ 26% - 50% can be developed	15
	▪ less than 25% can be developed	5

Stage 2B: Social and Physical Infrastructure

Social Infrastructure – 100 marks

Ref.	Question	Marks
1.	Distances to nearest existing Primary Schools (via most direct publicly accessible route)?	
	▪ 1200m+	10
	▪ 800 – 1200m	15
	▪ 401 – 800m	20
	▪ 0 – 400m	25
2.	Distances to nearest existing Post-Primary Schools (via most direct publicly accessible route)?	
	▪ 1200m+	10
	▪ 800 – 1200m	15
	▪ 401 – 800m	20
	▪ 0 – 400m	25
3.	Distances to nearest existing Health Care Facilities, (via most direct publicly accessible route)?	
	▪ 1200m+	10
	▪ 800 – 1200m	15
	▪ 401 – 800m	20
	▪ 0 – 400m	25
4.	Distances to nearest Town Centre or Commercial/Neighbourhood Centre, (via most direct publicly accessible route)?	
	▪ 1200m+	10
	▪ 800 – 1200m	15
	▪ 401 – 800m	20
	▪ 0 – 400m	25

Flood Risk / Drainage / SuDS - 100 marks		
Ref.	Question	
Flood Risk		Marks
1(a).	Is there evidence of flood risk on site? If yes, is the flooding identified in the CFRAM mid-range future scenario (MRFS) and/or the High-End Future Scenario (HEFS) flood extent maps?	
	▪ Fluvial Flooding	0
	▪ Pluvial Flooding	0
	▪ Combination of fluvial and pluvial	0
	▪ No evidence of flooding	20
1(b).	What percentage of the site is affected by flooding?	
	▪ No evidence of flooding	5
	▪ less than 25%	4
	▪ 26% - 50%	2
	▪ 51% - 75%	1
	▪ 76% - 100%	0
Surface Water Drainage and SuDS		Marks
2.	Can the site connect to a dedicated surface water outfall?	
	▪ Yes	20
	▪ No	0
3.	Is there a watercourse on the site or along the perimeter of the site?	
	▪ Yes	0
	▪ No	5
4.	Is there an existing flow path on the site?	
	▪ Yes	0
	▪ No	10
5(a).	Are you aware of any constraints (i.e., network capacity, topography, physical barriers, etc.) envisaged with the delivery of surface water drainage and its outfall? Could you rate the significance of these constraints?	
	▪ 'High' implying major constraints/significant barriers	0
	▪ 'Medium' implying moderate barriers/barriers	10
	▪ 'Low' implying minor, or no, constraints	20
5(b).	Could you please provide a list of these constraints?	
	▪ <i>Commentary required</i>	n/a
5(c).	Are there any measures/works which could remove these constraints?	
	▪ <i>Commentary required</i>	n/a
6(a).	Are there any planned/proposed works (local authority works) that will remove the constraints referred to, within the lifetime of the Plan?	
	▪ Planned / Proposed Works	10

	<ul style="list-style-type: none"> No works planned 	0
	<ul style="list-style-type: none"> If low constraints and no planned works 	10
6(b).	If yes, are the works aligned to an approved infrastructural investment programme(s) from a relevant delivery agency(ies) or is there a written commitment by the relevant agency(ies) to provide the identified infrastructure within a specified timescale? or has the Planning Authority committed to the delivery of the identified infrastructure in its own infrastructural investment programme delivery programme?	
	<ul style="list-style-type: none"> Approved infrastructural investment programme(s) 	n/a
	<ul style="list-style-type: none"> Written commitment by the relevant agency(ies) 	n/a
	<ul style="list-style-type: none"> Planning Authority has committed to the delivery 	n/a
7.	If works are planned, can you make a reasonable estimate of the full cost of delivery of the specified services? Low – €0-€500,000 Medium – €500,000-€2,000,000 High - €2,000,000 plus	
	<ul style="list-style-type: none"> 'High' implying significant costs 	n/a
	<ul style="list-style-type: none"> 'Medium' being moderate costs 	n/a
	<ul style="list-style-type: none"> 'Low' implying minor/negligible costs 	n/a
8.	Could the constraints (if applicable) be removed by a private developer?	
	<ul style="list-style-type: none"> Yes 	10
	<ul style="list-style-type: none"> No 	0
	<ul style="list-style-type: none"> Non-applicable 	10

Movement and Transport – 100 marks

Ref.	Question	Marks
Integration of Land Use and Transport Planning Newbridge Area-Based Transport Assessment - NABTA		
1.	Will the development of the site contribute to key active travel measures which form part of the ABTA, to reduce car dependency? (mark the most relevant)	
	<ul style="list-style-type: none"> Yes, Greenway 	10
	<ul style="list-style-type: none"> Yes, Permeability link 	5
	<ul style="list-style-type: none"> Yes, Cycling route 	10
	<ul style="list-style-type: none"> Already well serviced by existing infrastructure 	10
	<ul style="list-style-type: none"> No measures from ABTA 	0
2.	How did the site score under the Growth Assessment which formed part of the land-use transport assessment of the NABTA?	
	<ul style="list-style-type: none"> Score of 11 	25
	<ul style="list-style-type: none"> Score of 10 	23
	<ul style="list-style-type: none"> Score of 9 	21
	<ul style="list-style-type: none"> Score of 8 	19

	▪ Score of 7	17
	▪ Score of 6	15
	▪ Score of 5	13
	▪ Score of 4	11
	▪ Score of 3	9
	▪ Score of 2	7
	▪ Score of 1	5
	▪ Score of 0 / Not within ABTA	0
Existing Infrastructure Provision		Marks
3(a).	Are the subject lands currently accessible by the existing road network?	
	▪ Yes	10
	▪ No	0
3(b).	If the subject lands are currently accessible by an existing road network, which of the following does this adjacent network contain? (select all that apply)	
	▪ Footpaths	10
	▪ Public Lighting	10
	▪ Cycle Lane	10
3(c).	Does the existing road network have the capacity to cater for the potential level of development from the site?	
	▪ Yes	5
	▪ No	0
	▪ Possible Cumulative Impact	2.5
	▪ Non-Applicable	0
4.	Is the development of the site dependent on the delivery of a proposed road measure(s) in the ABTA?	
	▪ Yes	0
	▪ No	5

Physical Infrastructure Delivery		Marks
5.	Are there any planned/proposed works for active travel or roads that are aligned to an approved infrastructural investment programme(s) from a relevant delivery agency(ies) or is there written commitment by the relevant agency(ies) to provide the identified infrastructure within a specified timescale? Or has the Planning Authority committed to the delivery of the identified infrastructure in its own infrastructural investment programme delivery programme?	
	▪ Yes	5
	▪ No	0
6.	Please outline any constraints to the delivery of the site. Could you please rate the significance of the constraints to developing the site? With 'High' implying major constraints/significant barriers, 'Medium' implying moderate barriers and 'Low' implying minor, or no, constraints.	
	▪ 'High' implying major constraints / significant barriers	0
	▪ 'Medium' implying moderate barriers / constraints	2.5
	▪ 'Low' implying minor, or no constraints	5
	Please provide an estimated rank / rate of the costs in terms of significance with 'High' implying significant costs, 'Medium' implying moderate costs and 'Low' implying minor negligible costs? Could you please provide an estimate of the cost?	
	▪ 'High' implying significant cost	0
	▪ 'Medium' implying moderate costs	2.5
	▪ 'Low' implying minor / negligible costs	5

Parks and Recreation - 100 marks		
Ref.	Question	Marks
1.	What is the distance (in metres) to the nearest public park/recreation space from the subject site (following an existing route not as the crow flies, for walking/cycling)?	
	▪ 1200m+	5
	▪ 800 – 1200m	10
	▪ 401 – 800m	15
	▪ 0 – 400m	20
2.	Could the development of/on the subject site potentially have negative impacts on the provision of public parks/recreation spaces in the immediate area? For example, if these lands are currently being used as formal or informal parks/recreation spaces, development could negatively impact provision.	
	▪ Yes	0
	▪ No	20

3.	Are there any plans for new parks or recreation spaces within a reasonable distance (under 1km) of the subject site (as the crow flies is acceptable)?	
	▪ Yes	20
	▪ No	0
4.	If you are aware of any notable issues or constraints envisaged regarding the delivery of public open space in close proximity to the subject site, could you rate the significance of these constraints (with ‘High’ implying major constraints/significant barriers, ‘Medium’ implying moderate barriers and ‘Low’ implying minor, or no, constraints)?	
	Furthermore, could you please provide a list of these constraints?	
	▪ ‘High’ implying major constraints / significant barriers	5
	▪ ‘Medium’ implying moderate barriers / constraints	10
5.	Please provide a rate/rank of the estimate of costs for any potential connectivity works required to make the subject site more accessible to existing (or planned) public parks/recreation spaces (i.e., pedestrian connections through existing developments, etc.).	
	Could you please rank and provide an estimate of the cost.	
	▪ ‘High’ implying significant cost	5
	▪ ‘Medium’ implying moderate costs	10
	▪ ‘Low’ implying minor / negligible costs	20

Water Supply – 100 marks

Ref.	Question	Marks
1.	Is the subject site connected to the public water main network?	
	▪ Yes	20
	▪ No	0
	▪ Non-Applicable	0
2.	Provide an estimated distance (in metres) from the subject site to the closest public water mains connection.	
	▪ 900m+	2
	▪ 800m – 900m	4
	▪ 700m – 800m	6
	▪ 600m – 700m	8
	▪ 500m – 600m	10
	▪ 400m – 500m	12
	▪ 300m – 400m	14
	▪ 200m – 300m	16
	▪ 100m – 200m	18

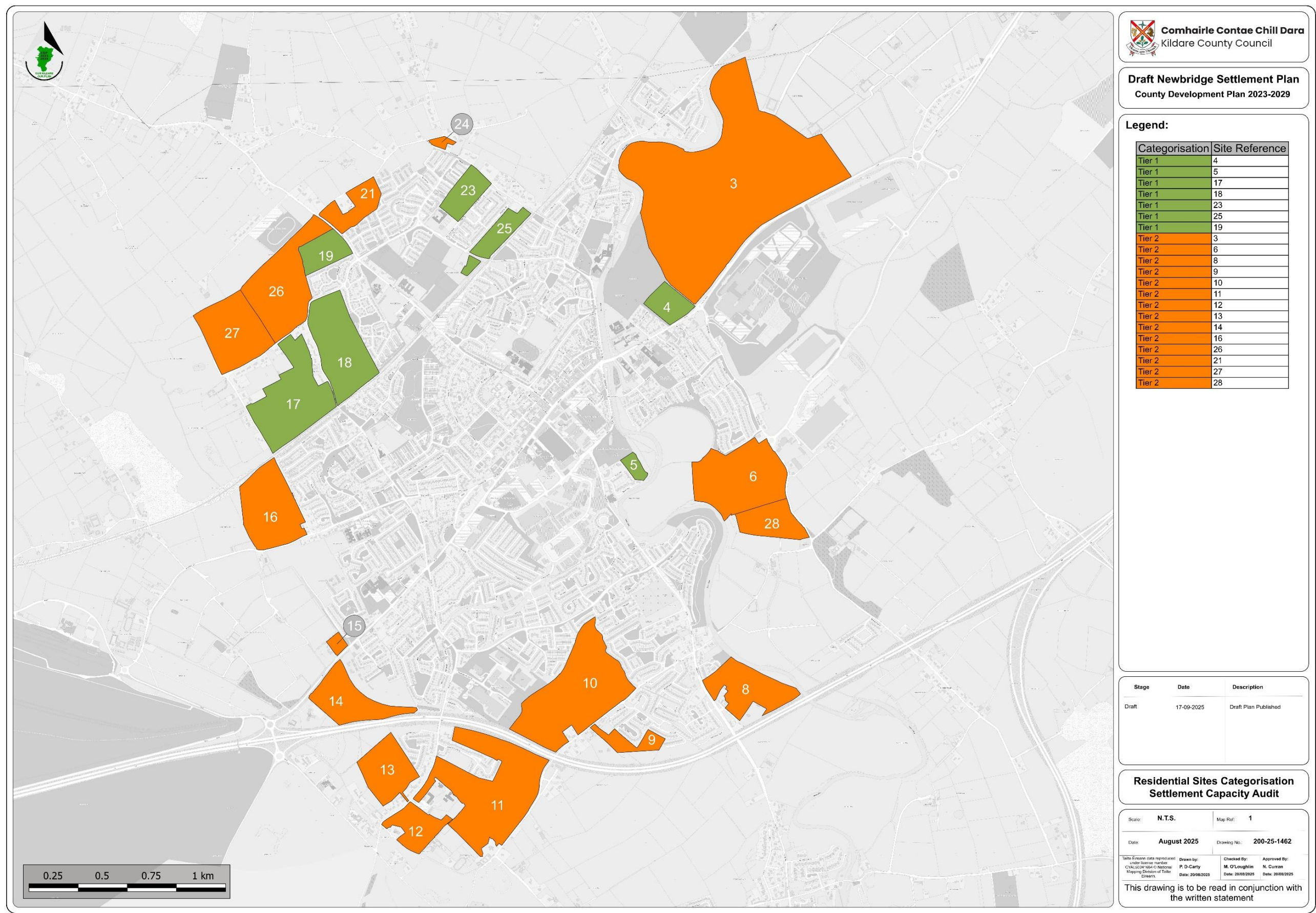
	<ul style="list-style-type: none"> 0m – 100m 	20
3.	<p>If you are aware of any constraints (i.e., network capacity, physical barriers, etc.) envisaged with the delivery of water supply infrastructure to the subject lands could you rate the significance of these constraints.</p> <p>Could you please provide a list of these constraints?</p>	
	<ul style="list-style-type: none"> 'High' implying major constraints/significant barriers 	0
	<ul style="list-style-type: none"> 'Medium' implying moderate constraints/barriers 	10
	<ul style="list-style-type: none"> 'Low' implying minor, or no, constraints 	20
4.	<p>Are there any planned/proposed works that are aligned to an approved infrastructural investment programme(s) or is there written commitment by Uisce Éireann to provide the identified infrastructure within a specified timescale?</p>	
	<ul style="list-style-type: none"> Works aligned to investment programme 	20
	<ul style="list-style-type: none"> Works, written commitment by delivery agency 	20
	<ul style="list-style-type: none"> No works planned / proposed 	0
5.	<p>Could you rate/rank the cost for delivery of the required upgrade /improvement to service this site for future development?</p> <p>Could you please provide an estimate of the cost?</p>	
	<ul style="list-style-type: none"> 'High' implying significant costs 	0
	<ul style="list-style-type: none"> 'Medium' being moderate costs 	10
	<ul style="list-style-type: none"> 'Low' implying minor/negligible costs 	20

Wastewater - 100 marks

Ref.	Question	Marks
1.	<p>Is the subject site connected to the public sewer network?</p>	
	<ul style="list-style-type: none"> Yes 	20
	<ul style="list-style-type: none"> No 	0
	<ul style="list-style-type: none"> Non-Applicable 	0
2.	<p>Provide an estimated distance (in metres) from the subject site to the closest public sewer connection.</p>	
	<ul style="list-style-type: none"> 900m+ 	2
	<ul style="list-style-type: none"> 800m – 900m 	4
	<ul style="list-style-type: none"> 700m – 800m 	6
	<ul style="list-style-type: none"> 600m – 700m 	8
	<ul style="list-style-type: none"> 500m – 600m 	10
	<ul style="list-style-type: none"> 400m – 500m 	12
	<ul style="list-style-type: none"> 300m – 400m 	14
	<ul style="list-style-type: none"> 200m – 300m 	16
	<ul style="list-style-type: none"> 100m – 200m 	18

	<ul style="list-style-type: none"> 0m – 100m 	20
3.	<p>If you are aware of any constraints (i.e., network capacity, physical barriers, etc.) envisaged with the delivery of wastewater infrastructure to the subject lands could you rate the significance of these constraints?</p> <p>Could you please provide a list of these constraints?</p>	
	<ul style="list-style-type: none"> 'High' implying major constraints/significant barriers 	0
	<ul style="list-style-type: none"> 'Medium' implying moderate constraints/barriers 	10
	<ul style="list-style-type: none"> 'Low' implying minor, or no, constraints 	20
4.	<p>Are there any planned/proposed works that are aligned to an approved infrastructural investment programme(s) or is there a written commitment by Uisce Éireann to provide the identified infrastructure within a specified timescale?</p>	
	<ul style="list-style-type: none"> Works aligned to investment programme 	20
	<ul style="list-style-type: none"> Works, written commitment by delivery agency 	20
	<ul style="list-style-type: none"> No works planned / proposed 	0
5.	<p>Could you rate/rank the cost for delivery of the required upgrade /improvement to service this site for future development?</p> <p>Could you please provide an estimate of the cost?</p>	
	<ul style="list-style-type: none"> 'High' implying significant costs 	0
	<ul style="list-style-type: none"> 'Medium' being moderate costs 	10
	<ul style="list-style-type: none"> 'Low' implying minor/negligible costs 	20

Map 1: Residential Sites Categorisation





Draft Newbridge Settlement Plan
County Development Plan 2023-2029

Legend:

Category	Site Reference
Tier 1	E
Tier 1	G
Tier 2	A
Tier 2	B
Tier 2	C
Tier 2	D
Tier 2	F
Tier 2	H
Tier 2	I
Tier 2	J
Tier 2	K

Stage	Date	Description
Draft	17-09-2025	Draft Plan Published

**Employment Sites Categorisation
Settlement Capacity Audit**

Scale: N.T.S.	Map Ref: 2
Date: August 2025	Drawn No: 200-25-1463

Taite Eneann data reproduced under license number CVAL56341584 © National Mapping Division of Taite Eneann	Drawn by: P. D-Carly Date: 26/08/2025	Checked By: M. O'Loughlin Date: 26/08/2025	Approved By: N. Curran Date: 28/08/2025
--	---	--	---

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



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

