Table of Contents

GLOSSARY OF ACRONYMS iii
1. Introduction 1
1.1. Legislative Requirements 1
1.2. Public Consultation 1
1.2.1 Consultation 'Drop-In' Event 2
1.3. Contents of the Chief Executive's Report 3
1.4. Next Steps 3
2. List of Persons/Bodies who made Submissions 5
3. Submission from the Office of the Planning Regulator (071) 7
4. Submissions in respect of the Prescribed Authorities and Public Bodies 25
Submission 009 - Environmental Protection Agency (EPA) 25
Submission 016 - Meath County Council 28
Submission 018 - Eastern and Midland Regional Assembly 28
Submission 025 - Office of Public Works (OPW) 29
Submission 028 – Transport Infrastructure Ireland (TII) 32
Submission 030 – Department of Housing, Local Government and Heritage 36
Submission 032 – National Environmental Health Service 40
Submission 033 – Department of Education and Youth 43
Submission 037 – Land Development Agency 44
Submission 045 - Uisce Éireann 46
Submission 068 - National Transport Authority 48
Submission 069 – Electricity Supply Board (ESB) 54
Submission 075 – Iarnród Éireann (Irish Rail) 55
5.0 Issues Raised by Themes in Submissions or Observations from all other Persons or Bodies 57
5.1 Chapter 1 Introduction and Context 57
5.2 Chapter 2 Vision for Newbridge 57
5.3 Chapter 3 Compliance with the Kildare County Core Strategy 59
5.4 Chapter 4 Consolidation and Renewal of Central Newbridge 63
5.5 Chapter 5 Economic Development 72
5.6 Chapter 6 Homes and Communities 75
5.7 Chapter 7 Movement and Transportation 100
5.8 Chapter 8 Built Heritage and Archaeology 133
5.9 Chapter 9 Green and Blue Infrastructure 136
5.10 Chapter 10 Infrastructure and Environmental Services 140
5.11 Chapter 11 Implementation 143

5.12 Miscellaneous Issues 152
6.0 Submissions and Observations from landowners 157
Submission No. 014 – John and Beatrice Dardis 158
Submission No. 015 – Danny McHenry 161
Submission No. 017 – WTNB Partnership 163
Submission No. 020 - Joe Lysaght 167
Submission No. 023 – Beans Land Ltd. 168
Submission No. 024 - Denise Harris 171
Submission No. 027 - Patrick Byrne 175
Submission No. 035 – James Kelly 178
Submission No. 036 – Deirdre Kelly 179
Submission No. 040 – Sinead Kelly 180
Submission No. 041 – Aston Ltd. 181
Submission No. 043 – Ballymore 185
Submission No. 044 – Newbridge Town Football Club 189
Submission No. 046 – Thoval Properties Limited 191
Submission No. 051 – Breffni Group 193
Submission No. 054 – Demesne Architects 195
Submission No. 055 – O'Buachall Family co Sheelagh Minihane 197
Submission No. 056 - Aston Limited 200
Submission No. 058 - Arndell Ltd. 209
Submission No. 059 - Thoval Properties 211
Submission No. 062 - Godolphin Ireland limited 213
Submission No. 064 - Treacy Group 215
Submission No. 066 - Michael Connors 226
Submission No. 072 - Tom and Sean Treacy 226
Submission No. 067 - Andrew Bergin 229
Submission No. 109 - Michael Dunne 233
7.0 Chief Executive's Recommended Material Alterations 235
Item 1 235
Item 2 236
Item 3 237
Item 4 237
Item 5 237
8.0 Composite List of Chief Executive's Recommended Material Alterations to Proposed Variation No. 2 239

Appendices

Appendix A	Copy of the submission received from the Office of the Planning Regulator (OPR)
Appendix B	Revised Maps
Appendix C	A summary of all the submissions/observations received excluding those detailed under Section 3, 4 and 6 of this report

GLOSSARY OF ACRONYMS

AA	Appropriate Assessment
BUA	Built Up Area
BUF	Built Up Footprint
EMRA	Eastern and Midlands Regional Assembly
EPA	Environmental Protection Agency
KCC	Kildare County Council
CDP	Kildare County Development Plan 2023 – 2029 (as varied)
LAP	Local Area Plan
NABTA	Newbridge Area Based Transport Assessment
NPF	National Planning Framework
NTA	National Transport Authority
OPR	Office of the Planning Regulator
OPW	Office of Public Works
RSES	Regional Spatial & Economic Strategy
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SIA	Social Infrastructure Audit
SWMS	Surface Water Management Strategy
TIA	Traffic Impact Assessment
TII	Transport Infrastructure Ireland

1. Introduction

This report relates to the issues raised in submissions and observations received from members of the public, prescribed authorities and key stakeholders following the publication of the Proposed Variation No. 2 (Newbridge Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied) pursuant under Section 13(2) of the Planning and Development Act 2000 (as amended).

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

1.1. Legislative Requirements

In accordance with Section 13(4) of the Planning and Development Act 2000 (as amended), the Chief Executive is required to prepare a report on the submissions or observations received during the public consultation period in respect of the Draft Plan. This report should:

- List the persons who made submissions or observations,
- Summarise the recommendations, submissions and observations made by the Office of the Planning Regulator (OPR),
- Summarise the issues raised in all submissions or observations made by any other persons,
- Contain the Chief Executive's response to the issues raised, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

1.2. Public Consultation

Proposed Variation No. 2 (Newbridge Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied) *(*hereafter referred to as 'the proposed Variation') was placed on public display from Wednesday, 17th September 2025 to Thursday, 16th October 2025.

A public notice was published in the Irish Independent on Wednesday 17th September 2025 and both the Leinster Leader and Nationalist on Tuesday 23rd September 2025 notifying members of the public that the proposed Variation was on public display from the 17th of September 2025 to 16th of October 2025.

The following documents were placed on display:

- Proposed Variation No. 2 Amendments to Volume 1 and Volume 2 Kildare County Development Plan 2023 - 2029 (as varied)
- Screening for Appropriate Assessment (AA) Report pursuant to the EU Habitats Directive (92/43/EEC) and Determination
- Strategic Environmental Assessment Screening Report pursuant to the Planning and Development Strategic Environmental Assessment (SEA) Regulations 2004 – 2011 and Determination
- An addendum to the Strategic Flood Risk Assessment (SFRA) Report of the Kildare County Development Plan 2023-2029 (as varied), pursuant to Section 28 of the Planning and Development Act 2000 (as amended).

- A Settlement Capacity Audit (SCA), pursuant to the Development Plans - Guidelines for Planning Authorities (2022).
- A Surface Water Management Strategy (SWMS).
- A Social Infrastructure Audit (SIA).
- A Habitat Mapping Report for Newbridge and Environs.

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

- Planning Office, Áras Chill Dara, Naas, County Kildare
- Newbridge Branch Community Library
- The County Council's dedicated online public consultation portal at: https://consult.kildarecoco.ie/en/browse.

A total of 108 submissions / observations were received during the public consultation period, which can be viewed at: https://consult.kildarecoco.ie/en/consultation/proposed-variation-no-2-newbridge-settlement-plan-kildare-county-development-plan-2023-2029-varied

1.2.1 Consultation 'Drop-In' Event

A public consultation event was held in the Cedral Lounge of the Cedral St. Conleth's Park on Tuesday the 23rd September between 4 and 7pm. [1] This drop-in event was hosted by the Kildare County Council Planning Team and gave the public the opportunity to speak with members of staff involved with the project, voice any concerns they may have and inspect all associated materials associated with the proposed variation and draft settlement plan. A total of 83 persons attended this event.

Figure 1.1 Photos of Consultation 'Drop-In' Event

[1] Cedral St. Conleth's Park, Main Street, Newbridge W12 X067.

1.3. Contents of the Chief Executive's Report

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

Section 1: Introduction to the Chief Executive Report.

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

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

Section 4: Submissions from the Prescribed Authorities and public bodies.

Section 5: Issues raised by themes in submissions or observations, presented by Chapter as they appear in the Settlement Plan.

Section 6: Submissions and observations from landowners.

Section 7: Chief Executive's Proposed Recommended Material Alterations.

Section 8: Composite List of Proposed Chief Executive's Recommended Material Alterations to the Draft Newbridge Settlement Plan.

Appendix A: Submission from the Office of the Planning Regulator

Appendix B: Revised Maps

Appendix C: Summaries of the submissions or observations received.

Chief Executive's Recommendations – How to Read
In response to submissions received, the Chief Executive may recommend changes to the Draft Newbridge Settlement Plan. The recommended deletions are shown in ~~strikethrough red~~ and recommended new text is shown in *italics green.*

1.4. Next Steps

Within six weeks of receiving the Chief Executive's Report, the Elected Members of the Kildare County Council must consider Proposed Variation No. 2 (Newbridge Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied) and the Chief Executive's Report (this report).

Following consideration of both, the Elected Members may, as they consider appropriate, by resolution, make the variation which would, if made, be a material alteration, with or without further modification or may refuse to make it.

If the Elected Members decide to materially alter the Plan, a further period of public consultation will be necessary, and the Planning Authority must screen the Proposed Material Alterations to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the Proposed Material Alterations. This screening, and if deemed necessary, the SEA or AA processes, must be carried out before proceeding to the public consultation period.

The public display period for any Proposed Material Alteration is a minimum period of 4 weeks. Submissions and observations will be invited with respect to any Proposed Material Alterations and following the statutory public consultation period a Chief Executive's Report will also be prepared for consideration.

Section 13(7) of the Planning and Development Act 2000 (as amended) states that the Members of the Council are restricted to:

- Considering the proper planning and sustainable development of the area,
- The statutory obligations of any local authority in the area; and
- Any relevant policies or objectives for the time being of the Government or any Minister of the Government (such as Section 28 Guidelines).

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

2. List of Persons/Bodies who made Submissions

During the public consultation period a total of 108 valid submissions or observations were received. The list of persons, prescribed bodies, groups, and stakeholders who made valid submissions are listed in Table 2.1.[2]

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

Table 2.1: Persons/Organisations Who Made Submissions or Observations

Ref. No.[3]	Name/ Organisation
001	Sudarshan Lama
002	Barry McCann
003	Aleksandra Dutczak
004	E Condon
005	Man J
006	Alan Mc
007	Hariprasad Govindharajan
008	Shirley Eustace
009	Environmental Protection Agency
010	IT test
011	Hazel Whiteley
012	Pairc Mhuire Residents Association
013	Richard and Carol Stalford
014	John and Beatrice Dardis
015	Danny McHenry
016	Meath County Council
017	WTNB Partnership
018	EMRA
019	Frank Boland
020	Joe Lysaght
021	Patrician Primary School Student Council
022	Councillor Peggy O'Dwyer and Councillor Tracey O'Dwyer
023	Beans Land Ltd
024	Denise Harris
025	OPW
026	Triona Casey
027	Patrick Byrne
028	Transport Infrastructure Ireland
029	An Post
030	Department of Housing, Local Government and Heritage
031	Danny Tangney
032	National Environmental Health Service
033	Department of Education and Youth
034	Melanie Tierney Jenny Tierney
035	James Kelly
036	Deirdre Kelly
037	Land Development Agency
038	Newbridge Athletics Club
039	Mark Wall TD
040	Sinead Kelly
041	Aston Ltd.
042	Ryston Avenue Residents Association
043	Ballymore
044	Newbridge Town Football Club
045	Uisce Éireann
046	Thoval Properties Limited
047	Patrick Hughes
048	Mark Shannon
049	Robert Curley

[2] Submission 009 (IT Test), was an internal testing of the Council's public consultation system and therefore is not considered in this report.

[33] Each reference number associated with a submission or observation starts with KCC-C409 and the unique reference number is the last digits which are reflected in Table 2.1.

Ref. No.[3]	Name/ Organisation
050	Newbridge Disability Access Group
051	Breffni Group
052	Dee Macbeth
053	Whyte Planning Consultants
054	Demesne Architects
055	O'Buachall Family co Sheelagh Minihane
056	Aston Limited
057	Dualta Murphy
058	Arndell Ltd
059	Thoval Properties
060	Councillor Peggy O'Dwyer and Councillor Tracey O'Dwyer
061	Ryston Sports and Social Club
062	Godolphin Ireland limited
063	St. Conleth and Mary's N.S.
064	Treacy Group
065	Christopher Fox
066	Michael Connors
067	Andrew Bergin
068	National Transport Authority
069	ESB
070	Celbridge Community Council
071	OPR
072	Tom and Sean Treacy
073	E Condon
074	Stuart Gavin
075	Iarnród Éireann Irish Rail
076	Newbridge Community Development

Ref. No.[3]	Name/ Organisation
077	Councillor Rob Power
078	Councillor Chris Pender
079	Newbridge Tidy Towns
080	KAAS - Kildare Audit & Accountancy Services
081	Stephen Gardner
082	Lilywhite Print
083	Polish Shop Orlik
084	Tadhg O'Riordon
085	Ahmet Karaca
086	Tobi Shokeye
087	Agenieszka Dziuba
088	Quinn Motors Newbridge
089	A. Palys
090	CYMS Newbridge
091	Emma Spain
092	Surya Khatri
093	K. M c/o Caro Sun
094	K.S. co Jaipore Restaurant
095	Poiyanka Singh
096	Dimitry Horovecs
097	M & Mary Riozzi
098	The Herb Shop Clinic
099	Aoife Fennell Inner Path Play Therapy
100	Gerard Loftus
101	Cooper Furniture
102	Eskimo Pizza
103	Biodent Dental Lab
104	Paul Corrigan
105	Tushar Singh
106	Barbara Ferreira
107	Kieran O'Neill
108	Kildare Audit & Accountancy Services
109	Michael Dunne

3. Submission from the Office of the Planning Regulator (071)

Issues Raised

The submission thanks the Council for the work in preparing the Proposed Variation. The submission states that a Recommendation from the OPR as being a clear breach of relevant legislative provisions and an Observation forms a request for further information or clarification on a particular matter.

The submission includes three Recommendations and no Observations.

The OPR commends the extensive preparatory work carried out, particularly the Settlement Capacity Audit (SCA), Surface Water Management Strategy (SWMS), a Social Infrastructure Audit and a Habitat Mapping Report along with the statutory environmental screenings and reports.

The submission states that the SCA is welcomed in particular for housing and employment lands. It further notes the strong focus on regeneration and compact growth principles, addressing vacancy and promoting a Town Centre First approach. The OPR also welcome the urban design frameworks that were prepared for the Plan. The submission supports the emphasis placed on the provision of social, community and educational infrastructure and consideration of how the scale of requirements and phasing of such facilities shall integrate and be delivered in Newbridge.

With respect to Movement and Transportation the OPR supports and commend the focus on active travel measures, and the positive road and parking objectives.

The submission notes that this is a transitional variation, and acknowledges the challenges involved in co-ordinating this process with the separate variation to apply the recent Section 28 Guidelines relating to the revised housing growth requirements.

Consistency with Core Strategy and Housing Requirements

The submission states that the Plan sets out clearly the context for housing and population growth against the core strategy, including details of housing completions, extants and current applications for permissions. It is stated that the analysis demonstrates that housing delivery in Newbridge has successfully met the targets set out in the core strategy, providing for compact and sustainable growth in a self-sustaining town on a public transport rail corridor.

The submission refers to Proposed Variation No. 3 which relates to a variation to implement the Housing Growth Requirements Guidelines and notes that the timeframes for the preparation of both variations is likely to align at the material alterations stages. Therefore, they encourage the Planning Authority to reconsider the need for phasing at this point in time and instead rezone the Residential Phase 2 lands as Phase 1, in order to provide flexibility in delivery of sites to meet the housing growth requirements as set out in the Housing Growth Requirements.

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

Recommendation 1 – Residential Zoned Land
Having regard to the need to provide sufficient housing lands and growth for Newbridge and the provision of new homes at locations that can support compact growth and sustainable development:

- NPO 3, NPO 9 of the NPF;
- RPO 3.1, RPO 3.2 of the RSES;
- the policies and objectives of the NPF Implementation: Housing Growth Requirements (2025) (Housing Growth Requirements); and
- Section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022);

the Office recommends that the Planning Authority:

i. amends the zoning objective for the Residential Phase 2 lands to the Northwest of the train station to Residential Phase 1 lands to ensure a sufficient quantity and flexible landbank of housing lands to meet the Housing Growth Requirements; and
ii. amends the Strategic Reserve zoning of the lands at Morristown and Crotanstown to Residential Phase2 lands to facilitate the on-going pipeline for housing delivery, particularly where the housing delivery is coordinated with existing and proposed facilities to serve the needs of future residents.

Integrated Transport and Land Use Planning
The OPR notes high level of car dependency in Newbridge (58%) and severance challenges for active travel such as the rail line, River Liffey and M7 Motorway. The submission refers to the location of the train station in the north and the opportunities for medium and long-term growth in the northern part of the town which has opportunities to support sustainable mobility and reduction in modal share for car journeys. The OPR welcomes the target reduction 7% for work trips by car to Census 2040 or a reduction of 2.6% per annum within the plan period.

The submission notes that the NABTA was not attached to the Proposed Variation and states in the interests of transparency the document should be an appendix.

The submission states that no modal split baseline or target figures for other modes of active travel have been provided. In this regard it is recommended that current baseline figures and increased targets for walking, cycling and public transport are included.

The active travel measures in the Plan are welcomed however, the Implementation map does not demonstrate how these interventions integrate with new land use zonings. In this regard it is recommend that that key short and medium-term active travel measures, including accessibility to public transport, are included on a separate Implementation Map alongside the new proposed key land use zonings for

Newbridge. The submission also notes several transport measures are indicated outside the plan boundary and therefore in the interests of clarity, the Office has requested further information on the clarity of their status.

The submission notes that new education land use zoning are located at North Newbridge and Crotanstown. In addition, new sporting and community facilities are also located at these locations. In this regard the submission considers that further consideration of measures to link these land uses/facilities with existing and future new housing provision to the south of the town. It is stated that this will ensure that sufficient and positive patterns of movement are planned and integrated with the wider existing and proposed active travel network.

The submission notes that circular bus route in the Plan and is aware the NTA will be developing a new route to permeate and make further connections throughout the network. The submission states that key areas of employment, such as the Littleconnell Strategic Employment Area, are included with any future proposals for bus service to the north of the town.

Recommendation 2 - Integrated Transport and Land Use Planning
Having regard to the integration of land use and sustainable transport and in particular to:

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

the Office recommends that the Planning Authority:

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

ensure improved accessibility to the wider active travel network and existing and future housing provision;

vi. reviews and identifies need for future active travel measures to integrate a proposed primary school E(1), accessible community facility E(2) and new neighbourhood centre N(2) at Crotanstown to ensure improved accessibility to the wider active travel network and with existing and future housing provision; and

vii. includes key employment areas such as the Littleconnell Strategic Employment Area within any future discussions and proposals for new bus routes for Newbridge.

Flood Risk Management

The OPR's submission has raised a number of matters to be addressed relating to flood risk management, including the need to provide an accurate map depicting the Flood Zones based on current risk, the wording of the Plan Making Justification Test (Justification Test) for managing flood risk and the need for the identification of a watercourse and flood extents at Littleconnell Strategic Employment Area.

The OPR are concerned that one Justification Test is used to cover the town of Newbridge, and the plan justification tests should be an assessment for each zoning and scenario within the plan which may be subject to moderate or high risk of flooding. The OPR also state that the Justification Test, part 1. table 3-4 of SFRA, is not consistent with the Flood Risk Management Guidelines. The OPR state that each criterion outlined in Box 4.1 of the Justification Test of the Guidelines must be satisfied for a zoning to be considered justified, if they have not been satisfied the Justification Test has not been passed.

The OPR also outlines as set out in criteria 3 of the Justification Test, a flood risk assessment to appropriate detail must have been carried out for the relevant zoning to demonstrate that the use or development of the lands will not cause unacceptable adverse impacts elsewhere. The OPR states that the approach used in the Newbridge Settlement Plan is to redirect this as a requirement for an SFRA at the development management stage and therefore is not consistent with this requirement.

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

Recommendation 3 – Flood Risk Management

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

- NPO 78 of the NPF;
- RPO 7.12 of the RSES to avoid inappropriate land use zonings and development in areas at risk of flooding;
- Policy Objective IN033 of the Kildare County Development Plan 2023-2029 to manage flood risk in the county in accordance with the sequential approach

and requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines) when preparing plans; and
• the Flood Guidelines,

the OPR recommends that the Planning Authority:

i. provides additional Plan Making Justification Test (Justification Test) for various land zonings and scenarios to determine appropriateness and assessment of moderate or high risk of flooding in the proposed Variation area;
ii. reviews approach for and wording text for the policy objective for Justification Tests, part 1. table 3-4 of SFRA for Newbridge, to replicate the requirements for Justification Test as set out in the Flood Guidelines; and
iii. amends maps in Strategic Flood Risk Assessment (SFRA) and appendix A to identify the watercourse and floodplain transversing the Littleconnell Strategic Employment area and review relevant technical data to inform SFRA and existing and proposed land use zonings affected by Flood Zone A and B within the Littleconnell Industrial zoning.

Chief Executive's Response

Recommendation 1 – Residential Zoned Land

The comments made with respect to the need to provide sufficient housing lands and growth for Newbridge and the provision of new homes at locations that can support compact growth and sustainable development are noted. The Draft Newbridge Settlement Plan provides for 756 units above the current Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023-2029. These units are distributed across lands zoned 'C: New Residential' and 'B: Existing Residential/Infill' (part of the full build-out of commenced housing developments). This housing growth represents a 71% increase over the current Core Strategy allocation.

In addition, the Draft Settlement Plan proposed a further 608 units in anticipation of the housing growth allocation for Newbridge with respect to the NPF Implementation: Housing Growth Requirements Guidelines (2025) (discussed further below). This housing growth represents an additional 57% increase over the current Core Strategy allocation.

Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. At Census 2022, the population of Newbridge was 24,366 persons. The Newbridge Social Infrastructure Audit estimates that at the start of 2023 the town had a population of approximately 25,705 persons. Based on the Draft Newbridge Settlement Plan, the land zoned - including the land allocated for revised housing growth - could accommodate an additional 8,007 residents. This would bring the total population to an estimated 32,373 by the end of 2028.[4]

[4] Table 1, Figures Used by The Social Infrastructure Audit, Newbridge Settlement Plan - Social Infrastructure Audit.

Therefore, it is considered that the growth allocated for Newbridge, is sufficient for the next three years, the remaining period of the County Development Plan, which will also allow for catch-up in social infrastructure provision in advance of a revised growth strategy under the life of the next CDP across a 10-year period from 2029 to 2039.

Newbridge Settlement Plan Residential Development Capacity

Current Core Strategy Allocation 2023-2029	1,061 units	
Units Remaining	358 units	
	Units for Delivery in the Settlement Plan	**% Increase over Core Strategy Allocation**
C: New Residential and B: Existing Residential / Infill	1, 114 units	71%
NPF Implementation: Housing Growth Requirements – New Residential Phase 2	608 units	57%
Total	**1,722 units**	**128%**

In accordance with Section 10(1A) of the Planning and Development Act 2000 (as amended) development plans must include a Core Strategy that aligns '*as far as practicable, with national and regional development objectives set out in the National Planning Framework and the regional spatial and economic strategy and with specific planning policy requirements specified in guidelines under subsection (1) of Section 28*." In July 2025, Section 28 Guidelines were issued, the NPF Implementation: Housing Growth Requirements Guidelines, which refers to inter alia, reviewing existing core strategies to respond to the objectives of the Guidelines. In response to these Guidelines Kildare County Council published Proposed Variation No. 3 on the 29th October 2025.

The Core Strategy of the Kildare County Development Plan provides the overarching and comprehensive framework for housing requirements across the entire administrative area of Kildare County Council. It is a key reserved function of the Elected Members within the development plan making process. It is considered prudent to maintain the integrity of this separate statutory process for revising the County Core Strategy (Proposed Variation No. 3), as it ensures that housing growth allocations are determined for the county rather than in isolation at settlement level.

In relation to the comment regarding the alignment of timeframes for the preparation of both variations, it is important to clarify that any proposed material alterations for Proposed Variation No. 2 are scheduled for public display on 6 January 2026, while Proposed Variation No. 3 is expected to be considered by the Elected Members towards the end of January 2026. Therefore, whilst both processes will overlap the timelines for both variations will not directly align.

Accordingly, it is considered that Proposed Variation No. 2 (Newbridge Settlement Plan) should not prejudice the outcome of a separate statutory process by pre-empting growth allocations at county level. As such, the New Residential Phase 2 land use zoning on lands at Newbridge North shall be retained until the County Core Strategy is revised to support their orderly phased release, in accordance with Objective CSO 1.5 of the Draft Newbridge Settlement Plan.

The comments made in relation to amending the Strategic Reserve zoning of the lands at Morristown and Crotanstown are noted. The lands zoned Strategic Reserve at Crotanstown extend to 5.67 hectares and have an estimated residential yield of 252 units. These lands have the potential to deliver significant additional social infrastructure for the town including a neighbourhood centre, housing for the elderly, primary school and community centre in tandem with residential development. Accordingly, it is considered appropriate to amend the land use zoning objective from Strategic Reserve to New Residential Phase 2. This change would facilitate the phased release of these lands, subject to adoption of a revised County Core Strategy in line with Objective CSO 1.5.

The lands zoned Strategic Reserve at Morristown extend to 16.23 hectares. On foot of a number of submissions relating to the lands zoned 'Cp3: New Residential Phase 2' it is recommended that this site be reduced in size by circa 0.82 hectares, as the lands formed part of ancillary domestic space associated with the three individual dwellings located on the lands. Thereby, this reduction should be accommodated on the Morristown lands by amending circa 0.9 hectares of the Strategic Reserve lands to New Residential Phase 2.[5] The remainder of the site should retain the Strategic Reserve zoning however the land use zoning should be amended to Strategic Reserve (Residential and Community). The 'SR: Strategic Reserve' land use zoning as detailed under Table 11.5 of the Plan does not infer a prior commitment regarding the nature of any future zoning. This recommended alteration to 'SR: Strategic Reserve (Residential and Community)' earmarks the lands for housing and social infrastructure provision under future land use plans, post 2029.

<u>Recommendation 2 - Integrated Transport and Land Use Planning</u>
The comments made in relation to integrated transport and land use planning are noted. The Newbridge Area Based Transport Assessment (ABTA) forms part of a separate standalone process and in turn informs the preparation of the land use plan giving the proposed measures a statutory footing. Whilst not published with the Draft Settlement Plan, the ABTA is now available on the Kildare County Council website.[6] A footnote will be inserted into the Newbridge Settlement Plan in this regard.

The comments made with respect to the lack of baseline figures and targets for walking, cycling and public transport are noted. It is recommended that Section 7.3.4 be updated to address the concerns raised.

A revised Map 11.2 Implementation has been prepared to illustrate active travel measures in tandem with strategic land use zonings. The proposed recommendation to amend the land use zoning at Cortanstown has resulted in the preparation of the

[5] Submission 035, 036 and 040relate to the lands zoned New Residential Phase 2 Cp3.
[6] https://kildarecoco.ie/AllServices/Transport/TransportationStrategies/

Crotanstown KDA Urban Design Framework which has provided for additional active travel measures to the south, thereby connecting these lands into the existing urban fabric. Furthermore, these links will provide improved access to the indicative bus route, however it is considered that Crotanstown should be added to MATO 3.4. All active travel measures outside the boundary of the Plan are provided for information purposes as many of the measures start within the Plan boundary and are therefore there for context. A note is proposed to be added in this regard. The part of the walking measures Walk 85 and Walk 77 which relate to Pollardstown Fen will be removed.

The looped bus route is indicative only. The National Transport Authority (NTA) have advised their Town Bus Services Planning Team is currently designing a town bus service for Newbridge and advises the route indicated on Map 7.3 is unlikely to be the route that will be developed by the NTA (based on specific design principles). As no alternative route has been provided, the route illustrated on Map 7.3 shall remain. However, reference to the Littleconnell Strategic Employment Area shall be included under objective MATO 3.4 as an area to be serviced by the looped bus route.

Recommendation 3 – Flood Risk Management

The comments made in relation to flood risk management are noted. The SFRA has been updated to include individual Justification Tests. Table 3-4 of the SFRA has also been amended to replicate the requirements for Justification Test as set out in the Flood Guidelines.

The watercourse and drainage district at the Littleconnell Strategic Employment Area are noted. Section 7.1.2 of the SFRA (and associated maps) will be revised in this regard. Map 10.2 Strategic Flood Risk Assessment will also be revised with respect to the area where a Site-Specific Flood Risk Assessment is required.

Chief Executive's Recommendation with respect to Recommendation 1

Recommended Material Alteration

Chapter 3 Compliance with the Kildare County Core Strategy, Section 3.6, Table 3.7 Estimated Residential Development Capacity, amend Section B Revised Housing Targets Core Strategy Allocation, follows:

Section B						
Revised Housing ~~Targets~~ *Growth* Core Strategy Allocation[7]						
Units allocated to Phase 2 New Residential to prepare for Revised Housing Growth	Cp2 (1)	No	Tier 1	5.91	207	50 dph
	Cp2 (2)	No	Tier 2	~~5.35~~ 6.19	~~225~~*260*	60 dph
	Cp2 (3)	No	Tier 2	4.~~39~~ *3.77*	~~176~~*151*	50 dph
	Cp2 (4)	*No*	*Tier 2*	*8.41*	*252*	*40*
Sub Total:				~~**15.65**~~ ***24.28***	~~**608**~~ ***870*** **units**	

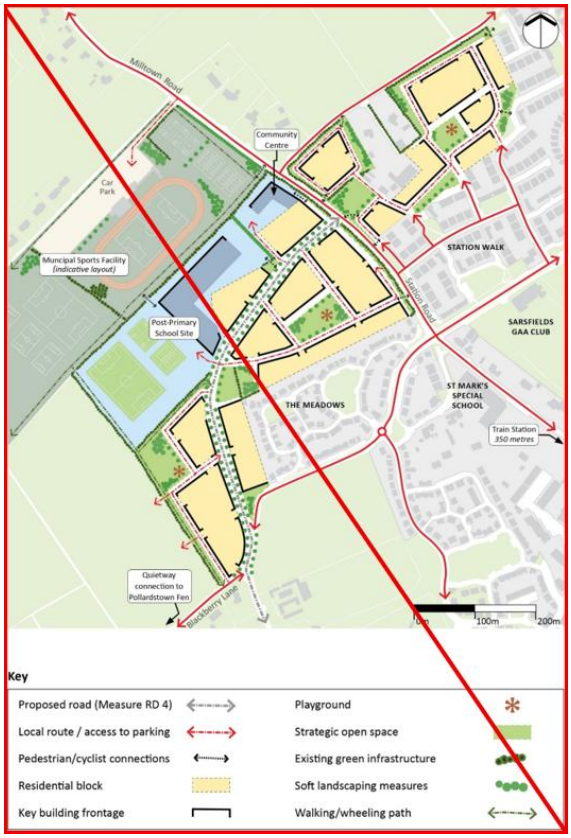
[7] Development of the Phase 2 New Residential lands shall only be carried out in accordance with Objective CSO 1.5.

TOTAL:				~~**59.04**~~ ***62.87*** **ha**	~~**1,796**~~ ***1,984*** **units**	

<u>Recommended Material Alteration</u>

V2-N: Map 11.1 Land Use Zoning, amend zoning on lands comprising 6.73 hectares from 'SR: Strategic Reserve' to 'C: New Residential Phase 2' (see area highlighted in yellow on the map), as follows:

Chapter 11, Section 11.1.2 remove Figure 11.2 Newbridge North KDA Urban Design Framework (red box) and replace with a revised Urban Design Framework (green box) as follows:



Key

Proposed road (Measure RD 4)		Playground	
Local route / access to parking		Strategic open space	
Pedestrian/cyclist connections		Existing green infrastructure	
Residential block		Soft landscaping measures	
Key building frontage		Walking/wheeling path	

Recommended Material Alteration

Chapter 11, insert new Section 11.1.3 (this amendment will result in consequential amendments across the Plan inter alia, Table 11.3) as follows:

11.1.3 Crotanstown Key Development Area

Table 11.3: Crotanstown KDA Design Brief

Site area:	*9.19 ha: General Business (GU)* *8.41 ha: New Residential – Phase 2 (Cp2)* *2.87 ha: Community and Education (E)* *6.26 ha: Open Space and Amenity (F) (including buffer zone)* *0.45 ha: Neighbourhood Centre (N)*
Indicative net density – dwelling per hectare (dph):	*40 dph: New Residential – Phase 2 (Cp4)*
Estimated residential yield:	*252 units*

Vision

To provide for a sustainable urban extension that consolidates the existing urban structure and fosters economic development through the expansion of the IDA Newbridge Business Park, alongside the creation of a compact, well-connected residential neighbourhood. The neighbourhood will be supported by a range of high-quality social infrastructure, including a primary school, housing for older people, a community centre, a neighbourhood centre, a local park, and a childcare facility.

Built Form and Urban Structure

The built form for the residential, community and education uses should seek to integrate with the surrounding established residential neighbourhoods (The Park and the Crescent to the north, Kilbelin Abbey to the east and Kellsborough House). The urban form should provide permeability with block sizes being, as far as practicable, between 80-120 metres in dimension (as per DMURS). Building frontages should overlook to public spaces, open space, permeable links and local routes to provide passive surveillance.

The built form shall respect the existing green and blue infrastructure through the provision of a local park with key permeable links and amenity features like a GAA pitch, Multi-Use Games Area (MUGA) pitches, playground and leisure areas.

The primary school shall be linked to the local park to allow for community facilities to be complimentary to each other for the benefit of the community. The new neighbourhood centre should be integrated into the main local road with active travel access to Walshestown Road to create a new centre that serves the community.

New developments should provide a variety of high-quality design typologies to cater for a diverse range of residents while also creating a pleasant urban environment with high quality landscape and amenity areas.
The general business blocks should integrate and create an extension of the existing IDA Newbridge Business Park.

Connectivity and Movement

Vehicular access to the KDA should be via Walshestown Road (L7043 Local Road). Active travel to the primary school shall be incentivised with the provision of improved connectivity and the redesign of Walshestown Road as per DMURS (updated 2019) as far as the M7 Motorway bridge.

Access to the primary school (staff access), community centre, neighbourhood centre and housing for the elderly shall be off the Walshestown Road via existing access.

The KDA shall provide a pedestrian and cycle friendly environment with connections to the amenities within the site. The KDA should also provide for key active travel connections with the residential areas to the north (the Crescent and the Parks).

Vehicular access to the general business area shall be via Green Road (through Newbridge Business Park). A permeability link should be provided between the extended business park and Walshestown Road to the south to provide for active travel access.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Natural features on the site such as existing hedgerows, treelines and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the KDA. These features will also provide a sense of place, provide visual appeal and improve the overall wellbeing of the community.

The new landscape design of the KDA should enhance the long-term potential of biodiversity within open spaces and complement the existing natural features.

The local park should be designed with high quality finishes, sports pitches, leisure/resting spaces and playgrounds. The design should integrate waterbodies and existing natural features, prioritising nature-based solutions for water and flood management within the KDA. Proposals should be aligned with the Newbridge Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan. The local park should maximise connections within the larger green and blue infrastructure network.

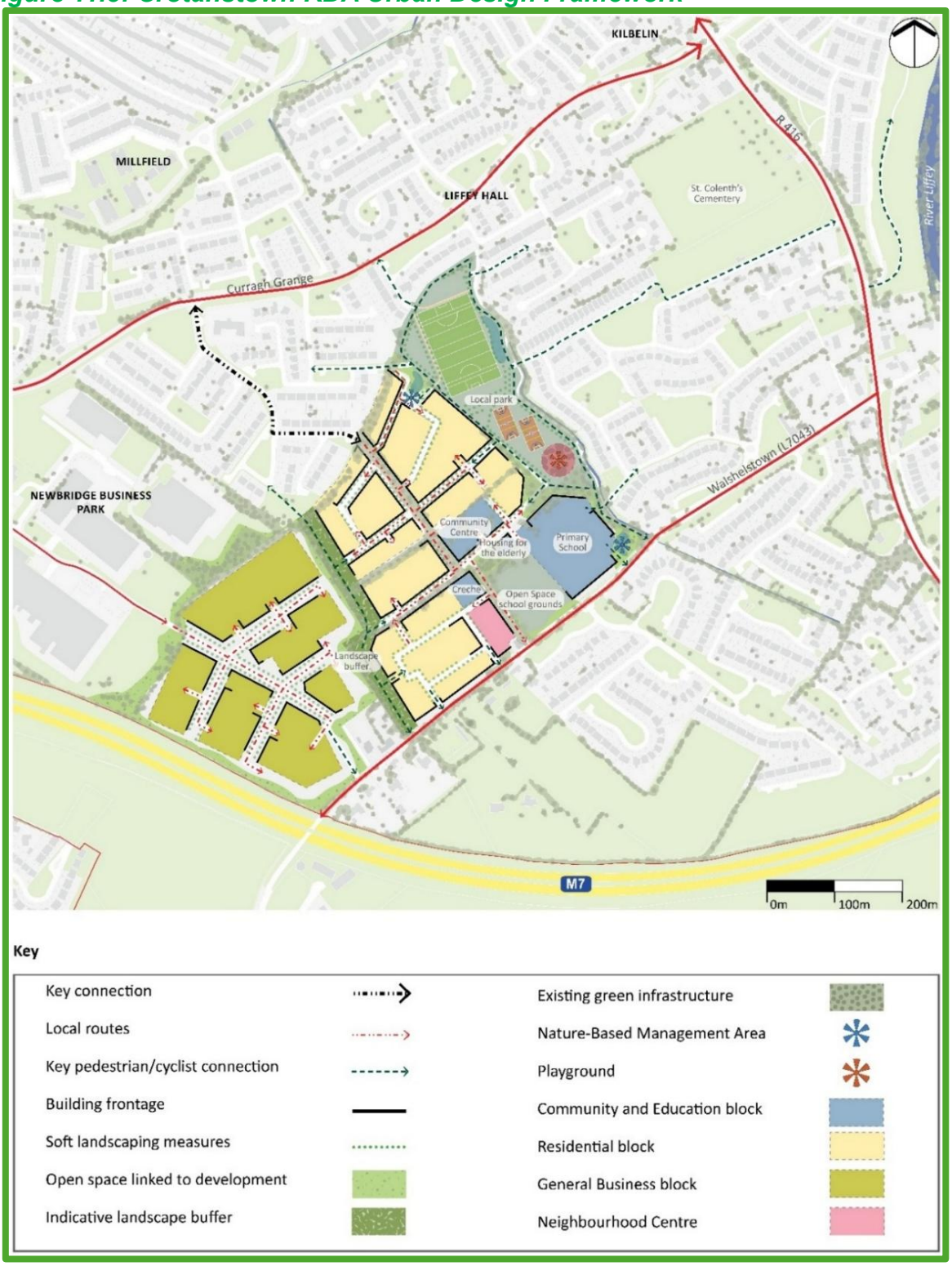
The landscape buffer adjacent to the residential area shall serve as a transitional zone, providing visual and acoustic separation from the general business blocks. It should also function as an amenity space incorporating Sustainable Drainage Systems (SuDS) to manage surface water effectively. The buffer should enhance local biodiversity through increased native tree planting and pollinator-friendly vegetation, in accordance with Objective GBIO 2.3.

Boundaries and Entrance Treatments

All entrance treatments to the KDA should be clear with a sense of arrival from the layout of the built form.
The primary school should respect the existing landscape setting of Kellsborough House grounds and provide a high-quality boundary treatment with minimum

intervention. All boundaries and interface areas should avoid a closed-off or walled-in character. Overall, boundary and entrance treatments should be aligned with Section 15.4.5 of Volume 1.

Figure 11.3: Crotanstown KDA Urban Design Framework



Recommended Material Alteration
Chapter 11 Implementation, Section 11.3, amend Table 11.5 Land Use Zoning Objectives as follows:

SR	**Strategic Reserve**	**To protect the integrity of the lands to provide for the future strategic expansion of the town over future plan periods and ensure any development that would prejudice the future orderly expansion of the town will be resisted.** The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.
SR	***Strategic Reserve (Residential and Community)***	***To protect the integrity of the lands to provide for future residential development and community facilities for the strategic expansion of the town, over future plan periods and ensure any development that would prejudice the future orderly expansion of the town will be resisted.***

Chief Executive's Recommendation with respect to Recommendation 2
Recommended Material Alteration
Insert Footnote under Chapter 7. Movement and Transportation, Section 7.3 Newbridge Area Based Transport Assessment (ABTA) at the end of the first sentence as follows:

Additional Footnote:

The NABTA can be viewed at the online at the following location: https://kildarecoco.ie/AllServices/Transport/TransportationStrategies/

Chapter 7, Section 7.3.4 Modal Split Target, insert additional (fifth) paragraph as follows:

According to Census 2022 10.13% of residents travel by public transport for school or work, whereas 18.38% of people walk and 2.29% cycle to work or school. The National Cycle Policy Framework 2020 (update pending) aspire to 10% of all journeys by cycling and this Plan supports this aspiration. It is considered that the active travel measures proposed will develop a network of safe, comfortable active travel routes to work and school to achieve a modal shift and will be monitored over the Census periods.

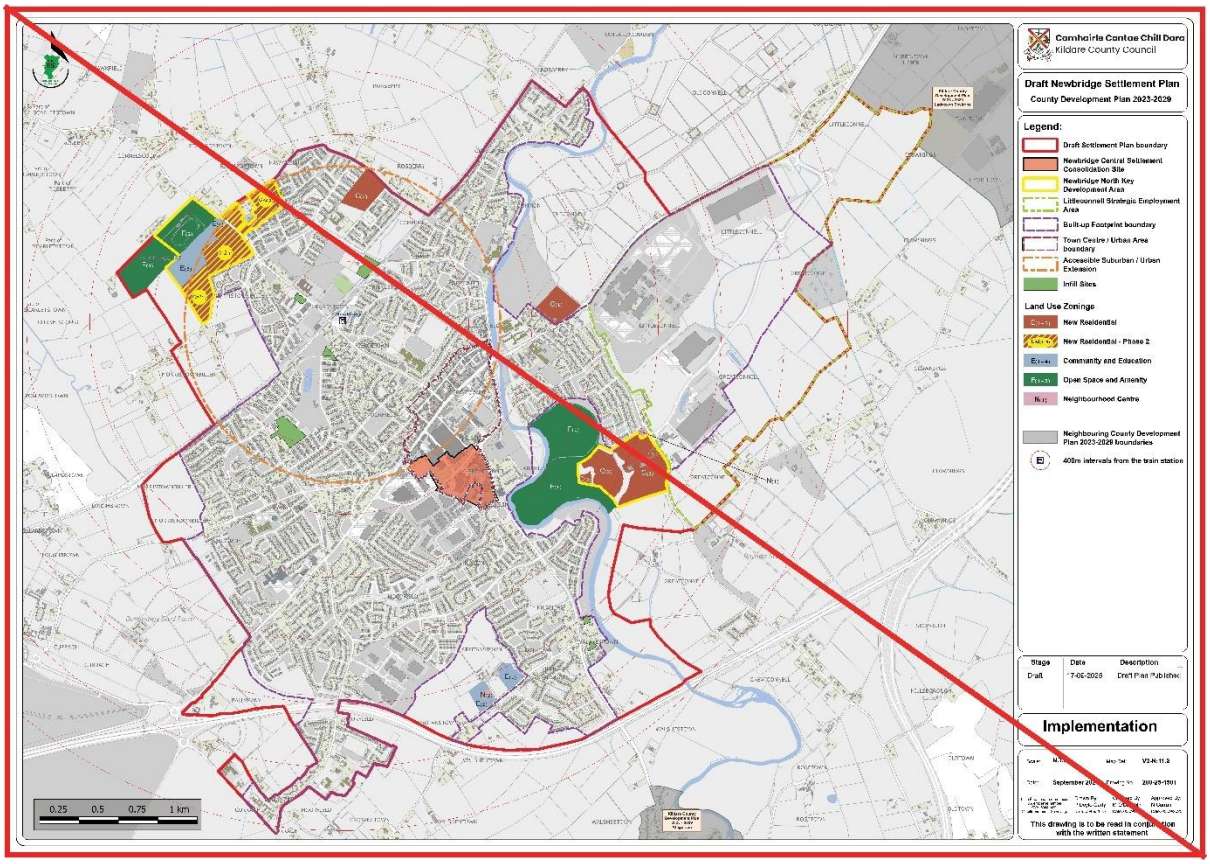
Chapter 7, Section 7.5 Active Travel: Walking, Permeability and Cycling, provide additional text at the end of the second paragraph as follows:

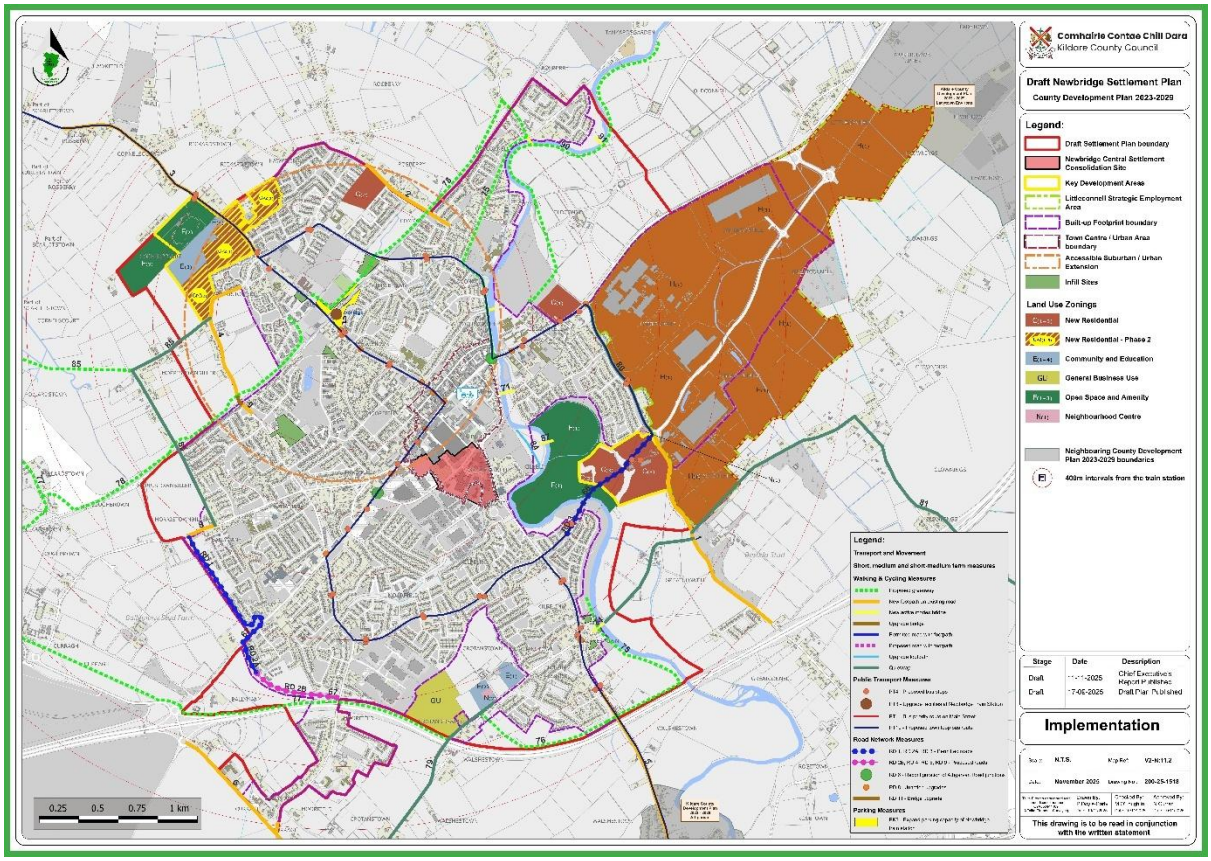
This Plan supports the implementation of a wide variety of active travel measures detailed in the Newbridge Area Based Transport Assessment, several of which are shown on Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures. *Several active travel measures are illustrated both within and beyond the Plan boundary. Measures shown outside the boundary are included for context and informational purposes only.*

Chapter 7, Public Transport Objectives, amend Objective MATO 3.4 as follows:

MATO 3.4 Support and facilitate the National Transport Authority (NTA) in the delivery of the looped bus route *and bus priority measures shown indicatively* on Map 7.3 Transport and Movement – Public Transport, to serve both the existing town and the expanding areas of Newbridge including in Rickardstown, Cornelscourt ~~and~~ Greatconnell, *Crotanstown and Littleconnell Strategic Employment Area. Bus turnaround and layover facilities will be supported at appropriate locations.*

V2-N:Map 11.2 Implementation, replace the existing map with the following:

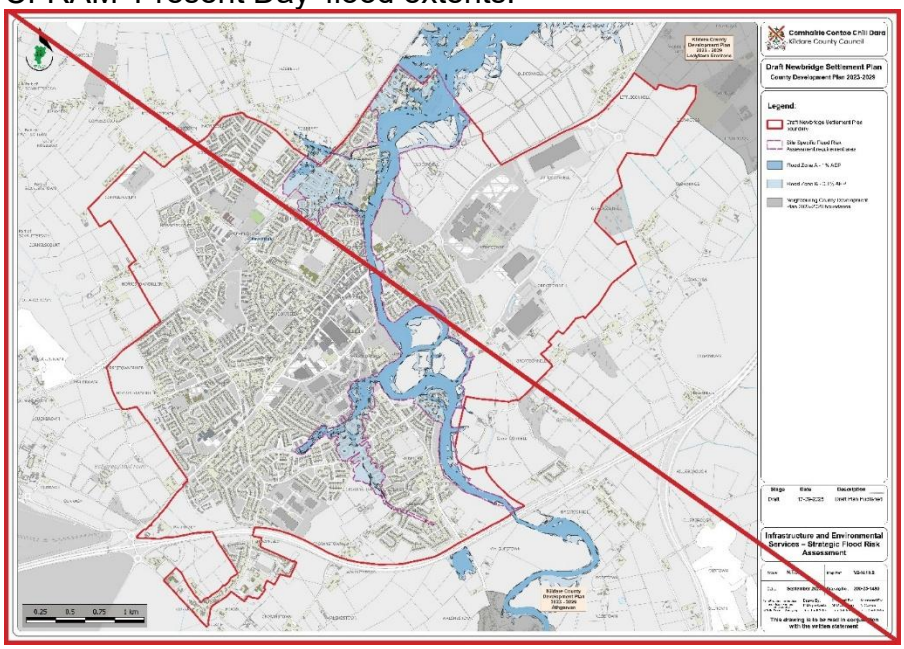


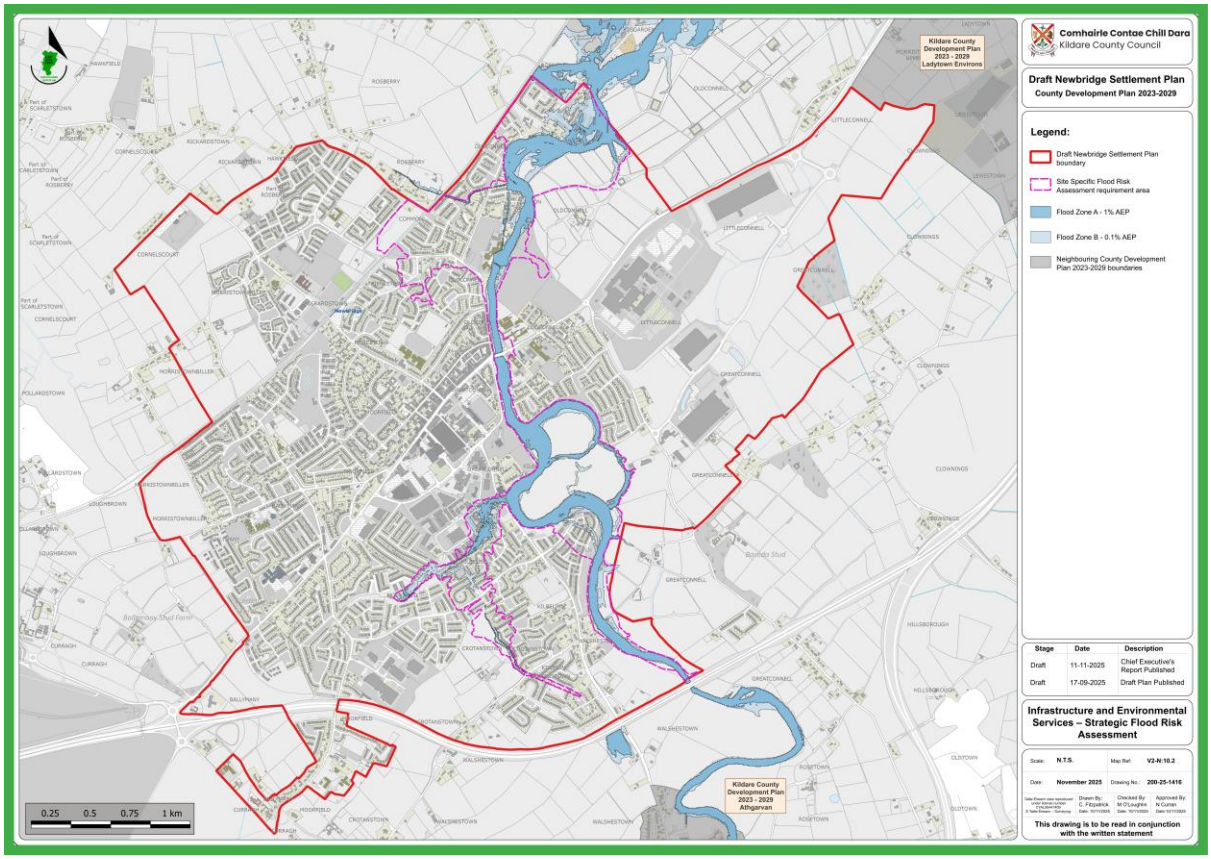


Chief Executive's Recommendation with respect to Recommendation 3

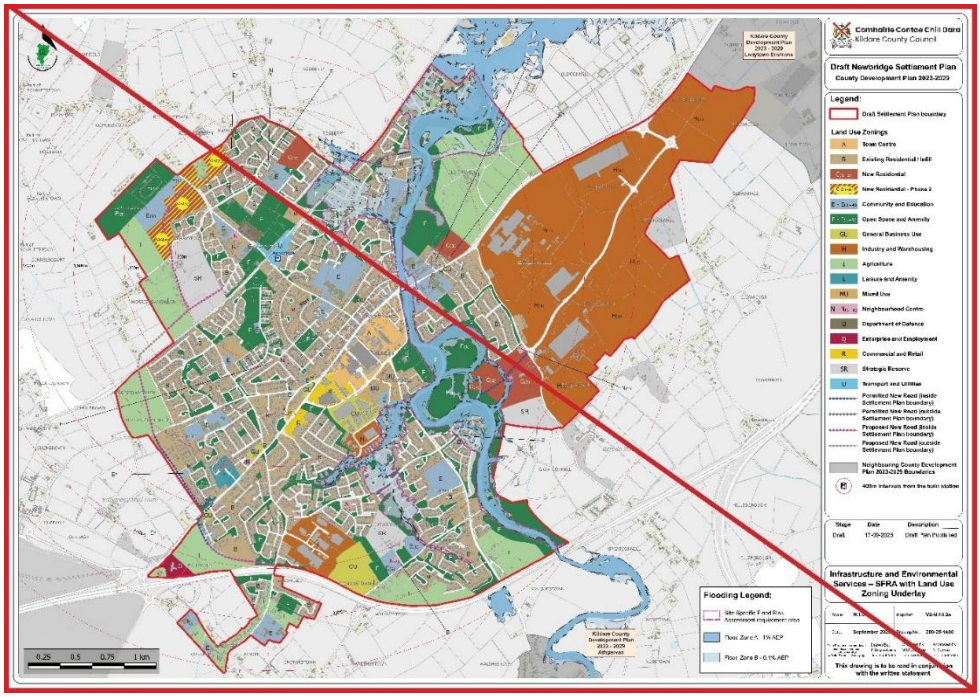
The proposed amendments to the Strategic Flood Risk Assessment are provided for under Section 8 report. There are 12 recommended amendments to be made to the SFRA. Map 10.2 and 10.2a are also proposed to be amended as shown below. These maps are also provided under Appendix B.

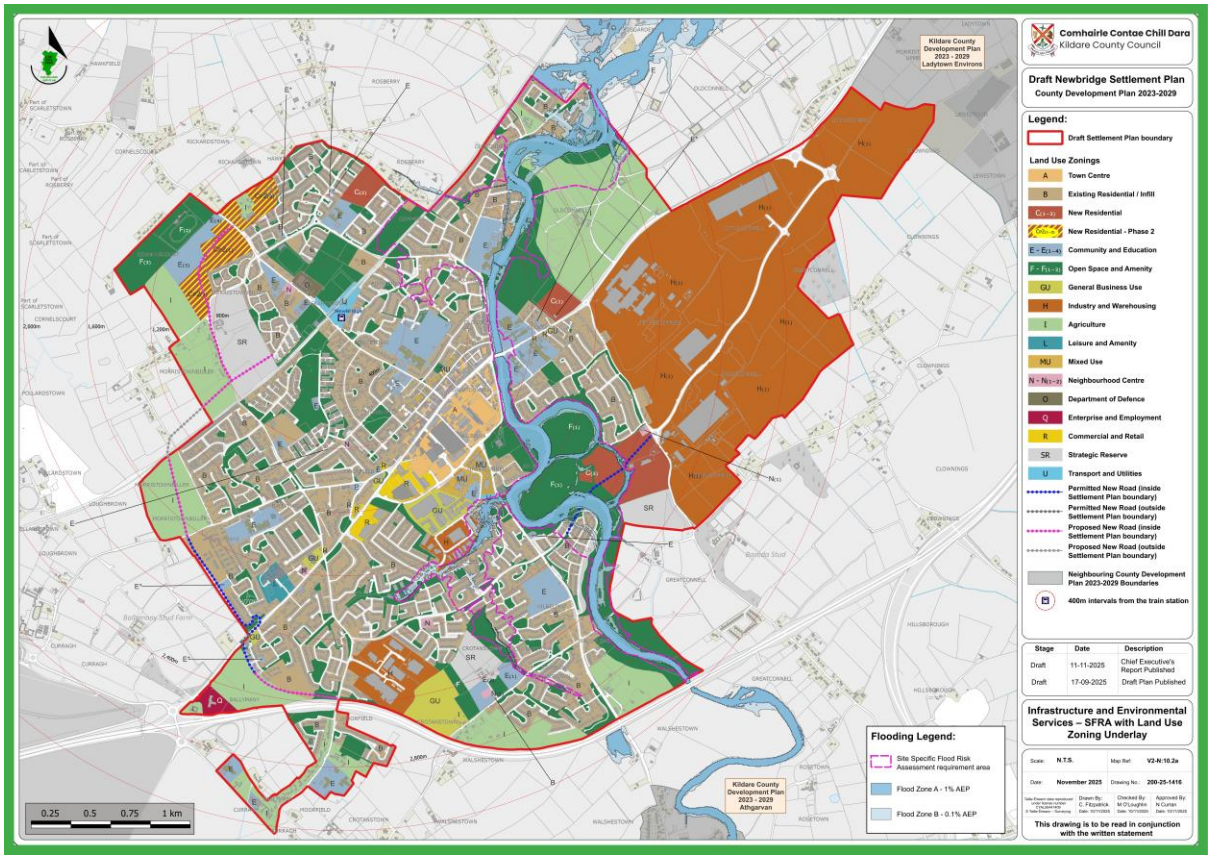
V2-N: Map 10.2 Strategic Flood Risk Assessment, replace with revised map illustrating CFRAM 'Present Day' flood extents.





V2-N: Map 10.2a SFRA with Land Use Zoning Underlay, replace with revised map illustrating CFRAM 'Present Day' flood extents.




Comhairle Contae Chill Dara
Kildare County Council
Draft Newbridge Settlement Plan
County Development Plan 2023-2029
Legend:
Draft Settlement Plan boundary
Land Use Zonings
A Town Centre
B Existing Residential / Infill
New Residential
New Residential - Phase 2
Community and Education
Open Space and Amenity
GU General Business Use
H Industry and Warehousing
I Agriculture
L Leisure and Amenity
MU Mixed Use
Neighbourhood Centre
O Department of Defence
Q Enterprise and Employment
R Commercial and Retail
SR Strategic Reserve
U Transport and Utilities
Permitted New Road (inside Settlement Plan boundary)
Permitted New Road (outside Settlement Plan boundary)
Proposed New Road (inside Settlement Plan boundary)
Proposed New Road (outside Settlement Plan boundary)
Neighbouring County Development Plan 2023-2029 Boundaries
400m intervals from the train station
Stage Date Description
Draft 11-11-2025 Chief Executive's Report Published
Draft 17-09-2025 Draft Plan Published
Infrastructure and Environmental Services – SFRA with Land Use Zoning Underlay
Scale: N.T.S.
Map Ref: V2-N-10.2a
Date: November 2025
Drawing No.: 200-25-1416
This drawing is to be read in conjunction with the written statement
Flooding Legend:
Site Specific Flood Risk Assessment requirement area
Flood Zone A - 1% AEP
Flood Zone B - 0.1% AEP
Kildare County Development Plan 2023 - 2029 Ladytown Environs
Kildare County Development Plan 2023 - 2029 Athgarvan
0.25 0.5 0.75 1 km

4. Submissions in respect of the Prescribed Authorities and Public Bodies

During the public consultation period 13 submissions / observations were received from the Prescribed Authorities and public bodies (in addition to the OPR) as follows:

009 - Environmental Protection Agency	033 - Department of Education and Youth
016 – Meath County Council	037 - Land Development Agency
018 – Eastern and Midlands Regional Assembly	045 - Uisce Éireann
025 – Office of Public Works	068 - National Transport Authority
028 – Transport Infrastructure Ireland	069 - Electricity Supply Board
030 – Department of Housing, Local Government and Heritage	075 - Iarnród Éireann
032 - National Environmental Health Service	

The response and recommendations of the Chief Executive in relation to the issues raised are set out under each submission. The existing text remains in black, the Chief Executive's recommended deletions to the Proposed Variation No. 2 (Newbridge Settlement Plan) are shown in ~~strikethrough red~~ and recommended new text is shown in *italics green.*

Submission 009 - Environmental Protection Agency (EPA)

Issues Raised

The submission from the EPA outlines its role as one of the statutory environmental authorities under the SEA Regulations, focusing on the transparent integration of the findings of the Environmental Assessment into plans and programmes. The submission makes reference to the 'self-service approach' via the guidance document 'SEA of Local Authority Land Use Plans – EPA Recommendations and Resources', which should take into account and incorporate the relevant recommendations as relevant and appropriate to the plan or programme.

SEA Determination

The submission states that if a proposed SEA determination hasn't been made regarding the plan it should be, to determine if the plan would likely have significant effects on the environment.

The submission refers to the SEA Regulations, *Schedule 2A (S.I. No. 436 of 2004, as amended) or Schedule 1 (S.I. No. 435 of 2004, as amended)*, as appropriate, which sets out the 'Criteria for determining whether a Plan is likely to have significant effects on the environment' and recommends the use to determine whether the plan or programme would likely to have significant effects on the environment. The submission notes that in making our SEA Screening Determination, reference should be taken of guidance on SEA-related monitoring which is available on the EPA website at: https://www.epa.ie/our-service/monitoring-assessment/assessment/strategic-environmental-assessment/sea-resources-and-guidance-/

EPA SEA Screening Guidance
The submission states that the EPA's guidance document 'Good Practice Guidance for Strategic Environmental Assessment (SEA) Screening (EPA, 2021)' provides specific stand-alone guidance to assist plan or programme makers and SEA practitioners. The guidance focuses primarily on plans/programmes in the non-land use sector in Ireland and includes an elaboration of the steps needed for screening, the legislative landscape underpinning SEA screening, and step-by-step process and templates to assist in preparing the required documentation.

Strategic Environmental Assessment: Guidelines for Planning Authorities (DHLGH 2022)
The submission states the above Guidelines provide advice on carrying out SEA in the land use planning sector, with particular reference to plans listed in S.I. No. 436 of 2004, as amended, which relates inter alia, Variations of Development Plans.

Sustainable Development
It recommends that the proposed plan and programme is consistent with the need for proper planning and sustainable development, ensuring appropriate critical service infrastructure is in place, or required to be delivered in order to service any development proposals in the lifetime of the plan. It notes that any plan should align with national commitment on climate change mitigation and adaptation, including the incorporation of any relevant recommendations in sectoral, regional and local climate adaptation plans. It states that all plans and programmes must align with the relevant higher-level plans and programmes and be consistent with the relevant objectives and policy commitments of the NPF and RSES and also the OPW's Planning System and Flood Risk Management Guidelines.

Irelands State of the Environment Report 2024
The submission highlights the EPA's latest iteration of its 4-yearly state of the Environment Report. It recommends the report should be considered and integrated as appropriate in implementing the proposed plans. The report is available to review at:
https://www.epa.ie/our-services/monitoring-- assessment/assessment/state-of-environment-report-/

Available Guidance & Resources
The submission highlights a number SEA resources and guidance available on the EPA website to support and assist local authorities in the SEA screening and assessment process.

Future Amendments to the plan or programme
It notes that any changes to the plan prior to adoption, or where amendments are proposed thereafter, these should be screened for potential likely significant effects in accordance with the criteria set out in Schedule 2A (S.I. No. 436 of 2004, as amended) or Schedule 1 (S.I. No. 435 of 2004, as amended) of the SEA Regulations, as appropriate.

Appropriate Assessment
It states that any plan should comply with the requirements of the habitats directive, and where an Appropriate Assessment is required, the key findings and recommendations should be incorporated into the SEA and plan.

EPA AA Geo Tool
It notes this tool has been developed in partnership with the National Parks and Wildlife Service, allowing users to gather information for European sites in a specific location.
https://gis.epa.ie/EPAMaps/AAGeoTool

Environmental Authorities
States that under the SEA Regulations, prior to making your SEA determination, the Council should consult with:
- Environmental Protection Agency;
- Minister for Housing, Local Government and Heritage,
- Minister for Climate, Energy and the Environment, and
- Minster for Agriculture, Food and the Marine.

For land use plans covered under S.I. No. 436 of 2004, as amended, the Council should also consult with:
- Any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan

SEA Determination
The submission states that when a determination on the requirements for an SEA is required or not, and if appropriate, make a copy of the reasons available for public inspection in office and online. A copy of the determination should also be issued to the relevant environmental authorities consulted.

Chief Executive' Response
The issues raised in the EPA submission are noted. An SEA Determination and SEA Screening Report were placed on public display as part of Proposed Variation No.2. An Appropriate Assessment (AA) and associated AA Determination were also published. Any future material alteration will be screened for likely significant effects on the environment. On adoption, a SEA Statement will be prepared.

Chief Executive's Recommendation
No change recommended.

Submission 016 - Meath County Council

Issues Raised

Meath County Council have no comment to make in relation to Proposed Variation No. 2.

Chief Executive' Response

The submission is noted.

Chief Executive's Recommendation

No change recommended.

Submission 018 - Eastern and Midland Regional Assembly

Issues Raised

The submission outlines the role of the Eastern and Midland Regional Assembly in oversight of variations to county development plans. It also highlights how the Plan complies with the National Planning Frameworks National Strategic Outcomes and the Regional, Spatial and Economic Strategy Regional Strategic Outcomes. It goes through each chapter mainly welcoming the approaches taken by Kildare County Council but has the following recommendations and observations.

The submission recommends Chapter 9 is further strengthened by referencing the RSES 'Guiding Principles in the preparation of Green Infrastructure Strategies'. Particularly Section 7.7 of the RSES, which mentions the need to identify and protect existing Green Infrastructure assets; the importance of connectivity; consideration of the ecological impacts of greenways; integrating an ecosystem services approach; carbon sequestration and integration with the natural and built environment.

The submission makes the following observations in relation to data resources for the Council to refer to:

- The 15-Minute City Implementation Pathway report published by the Regional Assembly, which identifies public policy support, ongoing actions, good practice examples and funding opportunities for '15-Minute City' and '10 Minute Town' concepts.
- The Sustainable Mobility Academy, which contains case studies and project outcomes.
- The Ecosystem Services and Green Infrastructure Mapping Methodology Regional Development Monitor which provides a series of mapping and visualisation tools which are intended to be of assistance to local authorities in gaining a greater insight into social, economic and environmental trends to aid better monitoring.

Chief Executive' Response

Comments made to refer to the 'Guiding Principles in the preparation of Green Infrastructure Strategies in Section 7.7 of the RSES are noted. A Habitats Mapping Report (published alongside the plan) involved the preparation of a habitats map which clearly outlines the spatial characteristics of habitats within the plan area. The primary aims of this report were to survey, map and assess habitats within Newbridge, to identify Green Infrastructure. A habitat map is considered a critical piece of baseline information required for Green and Blue Infrastructure (GBI) mapping. The GBI mapping exercise identified several key Green and Blue

Infrastructure areas in Newbridge which are illustrated in Map V2-N:9.1 Green and Blue Infrastructure and are explained in further detail in Section 9.5 of the Plan. With respect to the Guiding Principle to 'consider the ecological impact of greenways' in response to Submission 030 – Department of Housing, Local Government and Heritage, additional text is recommended with respect to Objective HCO 5.3 that any detailed design must have regard to riparian habitats outlined in Section 9.5.1.3 and mapped on Map V2-N_9.1.

The Chief Executive acknowledges the comments and data sources identified from the Eastern and Midland Regional Assembly. The Ecosystem Services and Green Infrastructure Mapping Methodology was used to define green and blue infrastructure in Newbridge in Section 3.1 of the Newbridge and Environs Habitat Mapping Report which accompanies and informs this Plan.

Chief Executive's Recommendation
No change recommended.

Submission 025 - Office of Public Works (OPW)

Issues Raised
The submission from the OPW states the amendments to the original SFRA document were not clearly identified making it difficult to assess. The submission also states that the Plan used the high-end future scenario mapping instead of the present-day flood zone mapping and the maps should be reviewed and updated as appropriate.

Unmapped Watercourse
The submission highlights there is an unmapped watercourse to the east which is zoned Industry and Warehousing. The OPW does not have flood risk extents for the watercourse. The watercourse is a Drainage District channel, and two recurring flood events occur in its vicinity. The Submission states that KCC should review if a Stage 3 flood risk assessment is required to inform the land use zonings and the SFRA. It is also stated that an evaluation of Site-Specific Flood Risk Assessments (SSFRA) may also assist with establishing flood zones.

Drainage District
Applications for development on land identified as benefiting land may be prone to flooding, and as such site-specific flood risk assessments may be required in the area. The submission notes that the Plan requires a flood risk assessment in areas within the high-end future scenarios and as the watercourse drainage district in unmapped there is no flood extants and that the Council should review.

Map Review Programme
The submission notes that under the National CFRAM Programme the area to the south of Newbridge is under review. The submission requests that KCC note that the mapping in this area may change as part of the review process.

The submission also notes that in certain areas physical changes may have occurred since the flood maps under the CFRAM programme were prepared, that would affect the watercourse and floodplains and hence the flood zones. It is stated that in some areas there may have been limited information recorded on past flood events against which to calibrate the models and more recent flood events or other evidence that becomes available may indicate that the detailed local assessments may have been undertaken, such as site-specific floor risk assessment that could be more detailed, contemporary and/or robust than the CFRAM flood maps. The OPW advise that they will review and update the flood maps on an on-going basis.

New Residential C (3) Zoning
The submission state that the New Residential site C (3) while not in a flood zone are surrounded by Flood Zone A and Flood Zone B. They also refer to the new road proposed and that the Council will need to ensure that through zoning the lands that there are safe ingress and egress and the road project will not increase impacts to the lands and surrounding areas. The OPW also highlight that the C (3) lands the GSI's Synthetic Aperture Radar (SAR) Seasonal Flood Mapping for 2015-2016 and 2019-2020 show flood extents.

Justification Tests
The OPW state that one justification test has been provided to cover Newbridge, whereas a plan-making justification test should be an assessment for each zoning or lands which is at moderate or high risk of flooding.

The submission also asserts that the Justification Test is not consistent with the Plan Making Justification Test as set out in the Guidelines. The submission states that the SFRA under Table 3-4 states '*the Regional Spatial Economic Strategy for the Eastern Midlands Region 2019 - 2031 sets out the planned direction for growth within the Greater Dublin Area up to 2031 by giving regional effect to national planning policy under Project Ireland 2040; the National Planning Framework and its Implementation Roadmap'.* However, the OPW point out that Guidelines state under Box 4.1 '*the urban settlements targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under Plannign Guidelines or Planning Directives provisions of the Planning and Development Act 2000 (as amended)'*.

The submission also highlights that each criterion of the Plan Making Justification Test under 4.1 of the Guidelines must satisfied to pass. The submission states this requires that only land use zoning within or adjoining the core and the submission defines the core.

Further to the Justification Tests the submission refers to criteria 3, that a flood risk assessment to an appropriate detail must be carried out for the zoning, which must demonstrate that '*flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts*

elsewhere'. The OPW states that the approach used in the Justification Test, which is a requirement for an SSFRA at development management stage is not consistent with this requirement.

Consideration of Climate Change Impacts
The OPW welcome the inclusion of the CFRAM high end future scenario mapping in Appendix B of the SFRA and that Newbridge is sensitive to increases in flood extent due to climate change. The OPW also note that future scenario mapping has been used to achieve resilience and that lands identified as subject to flood risk on Map 10.2 will not accommodate vulnerable or less vulnerable uses.

Proposed Flood Relief Scheme, Nature-based Solutions and SuDS
Objective IEO 3.4 is welcomed which supports the proposed flood relief scheme. The OPW welcome the Surface Water Management Strategy and the map supplied clearly demonstrate the areas for nature-based solutions.

Proposed Bridge
With respect to the proposed bridge the OPW notes that there are restrictions on the construction, replacement or alteration of bridges and culverts over any watercourse and that appropriate consent from the Commissioners is required under Section 50 of the Arterial Drainage Act 1945.

Chief Executive's Response
Map 10.2 Strategic Flood Risk Assessment and Map 10.2a SFRA with Land Use Zoning Underlay will be updated with the 'Present Day' flood extents.

The watercourse and drainage district at the Littleconnell Strategic Employment Area are noted. Section 7.1.2 of the SFRA is proposed to be revised in this regard. Map 10.2 Strategic Flood Risk Assessment will also be revised with respect to the area where a Site-Specific Flood Risk Assessment is required.

The comments made in relation to the map review programme are noted. It is considered that a note will be added to Map 10.2 Strategic Flood Risk Assessment that the latest flood information should be reviewed. Similarly, additional text under Section 10.4 of the Plan and in the SFRA will be provided.

The comments made with respect to the New Residential C (3) zoning are noted. Planning permission has already been granted under Planning File Reference 22/1504 for the proposed road (and bridge) which traverses and ingrates the site.

In response to the comments in relation to the Justification Tests, new tests have been prepared for each individual site. The SFRA has also been updated to reflect this.

The comments made with respect of the use of the High-End Future Scenario are acknowledged.

The comments made with respect to Section 50 of the Arterial Drainage Act 1945 are noted.

Chief Executive's Recommendation

The proposed amendments to the SFRA are provided under Section 8 Composite List of Chief Executive's Recommendations, of this report and revised Map V2-N 10.2 and Map V2-N 10.2a are provided under Appendix B.

Chapter 10, Section 10.4 Flood Risk Management, insert additional paragraph at the end of the Section as follows:

'It is noted that the identification and mapping of flood risk as shown in CFRAM Fluvial Flood Zone Mapping is subject to change, dependent on review by the OPW of the CFRAM Mapping and associated data. The SFRA has been developed using the best available information at the time of publication. However, all planning applications made during the lifetime of the plan should take due consideration of the latest available flood information, which may include flood mapping published following publication of this SFRA.'

Map 10.2 Strategic Flood Risk Assessment and Map 10.2a SFRA with Land Use Zoning Underlay insert note as follows:

The identification and mapping of flood risk as shown in CFRAM Fluvial Flood Zone Mapping is subject to change, dependent on review by the OPW of the CFRAM Mapping and associated data. The SFRA has been developed using the best available information at the time of publication. However, all planning applications made during the lifetime of the plan should take due consideration of the latest available flood information, which may include flood mapping published following publication of the Plan and SFRA.

Submission 028 – Transport Infrastructure Ireland (TII)

Issues Raised

The submission refers to TII's role to safeguard the strategic function of the national roads and notes that the boundary of the Plan is in the majority demarcated by the M7 Motorway and Junction 12, which is part of the TEN-T network. The submission outlines that TII's observations seek to address the safety, capacity and strategic function of the national road network in accordance with TII's statutory functions, and the provisions of official policy set out in Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012). It also outlines the EMRA Regional Spatial and Economic Strategy (RSES) that identifies Newbridge as one of the towns for which a Local Transport Plan (LTP) will be prepared.

Attached to this submission is the feedback TII provided to the draft Area Based Transport Assessment (ABTA) and Pre-Draft review stage of statutory land use plan for Newbridge.

The submission raises a query regarding the status of the ABTA, whether a Local Transport Plan (LTP) has been considered and the relationship of the ABTA with this Variation No. 2 (Newbridge Settlement Plan). It reiterates a number of issues raised with the ABTA which it was understood had been addressed. It references Measure RD 10 which is unmapped and it is the only reference for the necessity to observe official national roads policy.

'Q: Enterprise and Employment' Land Use Zoning
TII has concerns that the proposed 'Q: Enterprise and Employment' zoning objective in Ballymany could generate significant additional traffic potentially compromising the capacity and efficiency of the M7 Motorway and the associated Junction 12. It notes the purpose of the Q zoning is to accommodate Horse Racing Ireland headquarters and to allow for clustering of other office-based industries, while the Newbridge Local Area Plan 2013 - 2019 (as amended and extended to 2021) zoned the site 'V: Equestrian' to facilitate high quality equine / equestrian facilities. The submission outlines that no evidence base has been provided to support this alteration. It recommends an evidence base is required, in accordance with Section 2.7 of the DoECLG Guidelines, to demonstrate that proposed land use zoning objective 'Q: Enterprise and Employment' and associated proposed qualifying statement conform to official planning and transportation policy.

Section 7.1 Policy Background
TII is not satisfied that the maintenance of the safe and efficient operation of the national road network in accordance with the existing statutory Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) or having regard to County, regional, or national plans is captured in the Plan. It asserts road measure RD 10 is the only time that official national roads policy is recorded, which is inadequate. It is stated that this does not capture the potential for multiple of the proposed measures to interact with the national road network, its junctions and associated underground and overground infrastructure and assets including structures and drainage directly and or indirectly. It recommends a statement and clear policy is included that implementation of objectives and measures of the Draft Settlement Plan will have regard to the Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) and TII Publications requirements.

Section 7.4 Sustainable Movement and Accessibility
The submission outlines that none of the measures in Chapter 7 of the Plan refer to the need for compliance with TII Publications (Technical and Standards). It recommends a new objective (MATO 1.2) be included in subsection 7.4 of the Plan to capture the requirement for the planning, design and implementation of proposed measure to observe compliance with appropriate design and technical standards as set out in DMURS and / or TII Publications as appropriate.

The submission also references the implementation of all national road schemes / improvements / maintenance being are subject to budgetary constraints, prioritisation and adequacy of the funding resource available to the Authority. It states that there are currently no national roads schemes proposed in the vicinity of the Settlement Plan area at this time.

Measures Proposed outside the Plan Boundary
The submission notes that certain transportation interventions appear outside the ABTA Study Area and that they occur entirely or partly outside the plan boundary. The submission questions measures including Walk 6, Walk 79, Walk 77, Walk 76, Walk 5 and Walk 81 which are partially or wholly outside of the boundary of the Plan and which interact with the national road network.

The submission recommends that the Plan clearly records the requirement of compliance with TII Publications (as recommended previously) having regard to the majority of the measures identified interacting with the M7 relying on existing M7 over or under bridges. The submission states that these are TII structures and are subject to design Technical Acceptance in accordance with TII Publication DN-STR-03001 - Technical Acceptance of Road Structures on Motorways and Other National Roads.

TII also request clarification on the status of the "*measures*" proposed occurring outside of the Draft Settlement Plan boundary.

Chief Executive' Response

The Newbridge Area Based Transport Assessment (ABTA) was prepared as a separate standalone process that in turn informed the preparation of the Newbridge Settlement Plan, providing the proposed measures with a statutory footing. In accordance with the NTA's Areas Based Transport Assessment and Local Transport Plans Advice Note (2024) an ABTA is a process undertaken to identify transport objectives, transport networks and associated transport measures for a settlement. The Local Transport Plan (LTP) is a report summarising the outcome of the ABTA, which sets down the measures to be reflected in land use plans. The measures contained in Chapter 7 – Movement and Transportation of the Newbridge Settlement Plan represent the Local Transport Plan for Newbridge. The final Newbridge Area Based Transport Assessment (NABTA) is now available to view on the Kildare County Council website.

The concerns raised regarding the proposed 'Q: Enterprise and Employment' zoning objective in Ballymany are acknowledged. It is considered acceptable that clarification can be brought to the land use zoning objective to limit further development at this location which is intrinsic to the equine industry.

The comments in relation to the limited reference to compliance with the Spatial Planning and National Road Guidelines for Planning Authorities (DoECLG, 2012) and TII Publications requirements are noted. To ensure conciseness and brevity, this settlement plan does not reproduce references to national and regional policies and guidelines which are already included and addressed in Volume 1 of the County Development Plan, and which this settlement plan has been prepared to align with. Notwithstanding this, Policy TMP5 of Volume 1 of the County Plan states that is the policy of the Council to work with TII in accordance with the National Road Guidelines and to ensure that the carrying capacity, efficiency and safety of the network and associated junctions is protected, maintained and improved and to prevent development that could hinder the future upgrading of national road network routes and interchanges. Furthermore, Section 15.7 Transport of Volume 1 contains references the Section 28 Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) and TII Publications requirements with respect to transport. The Newbridge Settlement Plan which forms part of the Volume 2 of the County Plan has endeavoured to not duplicate policies, objectives and development management standards which are already contained in Volume 1 of the Plan. However, it is considered acceptable to provide additional text with regards the pedestrian and cycling measures with respect to Objective MATO 2.1. to address TII's concerns.

All measures outside the boundary of the Plan are provided for information purposes as many of the measures start within the Plan boundary and are therefore there for context. However, it is considered that a note shall be added in this regard.

Chief Executive's Recommendation

Chapter 7, Section 7.5 Active Travel: Walking, Permeability and Cycling, provide additional text at the end of the second paragraph as follows:

> This Plan supports the implementation of a wide variety of active travel measures detailed in the Newbridge Area Based Transport Assessment, several of which are shown on Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures. *Several active travel measures are illustrated both within and beyond the Plan boundary. Measures shown outside the boundary are included for context and informational purposes only.*

Chapter 7, Section 7.5, Active Travel Objectives, update Objective MATO 2.1 as follows:

> **MATO 2.1** Support and facilitate the implementation of the measures in the Newbridge Area Based Transport Assessment including those detailed in Table 7.1, Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures to improve movement through the settlement and promote modal shift from the private car to more sustainable modes in conjunction with the National Transport Authority, and other relevant stakeholders. The indicative measures will form the basis for individual projects. Each project will be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based solutions to surface water management and *have regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)* (or any successor of same) *and TII Publications requirements*, where relevant.

Chapter 11, Section 11.3, amend Table 11.5: Land Use Zoning Objectives as follows:

Q	**Enterprise and Employment**	**To provide for and facilitate an appropriate mix of employment uses including office-based industry, enterprise and incubator units, business, science and technology and institutional uses.** The purpose of this zoning is to accommodate Horse Racing Ireland headquarters and to allow for clustering of other office-based industries, which are intrinsic to the equine industry.

Submission 030 – Department of Housing, Local Government and Heritage

Issues Raised

The submission outlines that the Department notes a Screening for Appropriate Assessment (AA) Report and Strategic Environmental Assessment (SEA) Screening Report have been prepared by Arup in September 2025. The Department has the following comments to note:

River Liffey Linear Park

- Concerns are raised with respect to Objective HCO 5.3 which proposes to "extend and develop a linear park along both sides of the River Liffey from Tankardsgarden to the M7 Motorway and to continue the development of the riverside park system for the purposes of passive recreation and water sports". The submission also states a number of bridges are also proposed to cross the River Liffey linking up the existing linear park to the proposed linear park on the eastern side of the River.
- The submission notes that the proposed linear park is not mapped. A greenway is illustrated that continues the existing Liffey Linear Park to the M7 on the western side of the Liffey; whilst on the eastern side of the Liffey, a greenway is only proposed that extends from Oldconnell to the north of Newbridge leading off the map in a northerly direction. It is stated that a 'cycleway' means public roads under the Roads Act 1993 and at such will bring threats to biodiversity.
- It considers a linear park on both sides of the river risks undermining the ecological value of this sensitive riparian zone. It will push species and habitats to the edge, likely increasing human related disturbance (by both walkers, cyclists and dogs), light and noise pollution, the spread of invasives, habitat loss, and potentially degrade the sensitive riparian habitats that are vital for biodiversity, flood prevention, and pollution filtration.
- Submission outlines that the development of this greenway/cycleway will dissect the habitats that species rely on for commuting, foraging, breeding etc., leading to populations being isolated and fragmented. Riparian habitats depend on dynamic natural processes—like periodic flooding, seasonal shading, and fallen wood; which can be disrupted by heavy landscaping or the need to maintain 'tidy' conditions on both sides.
- Measure 87 on Map 7.1 traverses an area of Wet Willow-Alder-Ash Woodland and species rich Dry Calcareous and Neutral Grassland. It is stated that the importance of these habitats is described in the Settlement Plan, but the proposed plan for this area directly contradicts this. These habitats should be retained and protected, given the benefits they provide for local biodiversity in an urban environment.
- The number of new bridges proposed to cross the River Liffey is disproportionate to the size of the town and the likely usage of these bridges, relative to the potential impacts that the construction and operation of the bridges will have on local biodiversity within and adjacent to the river.

Pollardstown Fen

- Table 7.1 and Map 7.1 (walk 85) propose a new Greenway on Pollardstown Fen a Special Area of Conservation (SAC). The proposed greenway or 'quietway' (used interchangeably in various figures within the Transport Assessment) from Blackberry Lane extends across Pollardstown Fen SAC, linking up with another greenway on the western side of the SAC, directly through QI habitats; Alkaline Fen and Cladium Fen. Impacts on the SAC are not mentioned within the Newbridge Area Based Transport Assessment, nor is the importance of Pollardstown Fen SAC recognised. Given that Pollardstown Fen is already subject to restoration efforts aimed at maintaining its unique hydrological regime and species assemblage, a greenway would likely counteract those, introducing ongoing pressures that undermine the conservation objectives of the SAC.
- The Department is concerned over Objective IEO 2.3 which supports nature-based management area. It is stated there are a number of Nature Based Management Areas near the Cloncumber Stream and the Alkaline fen habitat within the SAC. Whilst nature-based solutions in relation to surface and groundwater management are welcomed, there is the potential that contaminated water/run-off will be discharged from the urban environment to the NBMAs that will leach into the local hydrological regime, and therefore the SAC. There must be strict protections and long-term monitoring in place to ensure these areas do not undermine the ecological functionality of Pollardstown Fen.
- Road measure RD 9 is in very close proximity to Pollardstown Fen, coming within less than 250 metres of the SAC boundary. The Department has concerns that impacts from this major infrastructure on the adjacent SAC has not been fully assessed within the AA Screening report.

The submission notes that it cannot be concluded that there is no risk of significant effects on any European sites. It is stated that high-level objectives proposed in the Plan and in the Kildare County Development Plan are not deemed appropriate to deal with the impacts of the proposed infrastructure adjacent to Pollardstown Fen SAC proposed within the Draft Newbridge Settlement Plan.

Chief Executive' Response

The comments made in relation to the extension of the linear park and the proposed greenway are noted. Objective HCO 5.3 which relates to the linear park on both sides of the River Liffey is as per Objective OS 4 in the Newbridge Local Area Plan 2013 – 2019 (as amended and extended). Furthermore, it is an action of Appendix 3 of the Kildare County Development Plan 2023 - 2029 (as varied) to ensure plans along the route of the River Liffey acknowledge and reflect the aspirations and policy to create the Liffey Valley Regional Park. Should the project be progressed, it would be subject to a separate statutory procedure which includes for detailed design, rigorous environmental assessment, consultation with the relevant statutory stakeholders and public consultation. However, it is considered appropriate to include additional text in relation to Objective HCO 5.3 to have regard to the Green and Blue Infrastructure mapping.

The pedestrian bridges proposed over the River Liffey are indicative only and are included as options to promote active travel and reduce car dependency. The

walking measures detailed in the draft Newbridge Settlement Plan are of a high level which warranted inclusion in a land use plan. Should any of these measures be brought forward they will be subject to detailed design and associated appropriate environmental assessments. Furthermore, any proposed pedestrian bridges would have to have regard to the key green and blue infrastructure as detailed on Map Ref: V2-N_9.1 when considering their location and detailed design.

The concern raised in relation to Walk 85 is noted and accepted. It is proposed to remove reference to Pollardstown Fen under 'Walk 85' and 'Walk 77'. Furthermore, the walking and cycling measure maps will be updated accordingly.

The comments made in relation to Objective IEO 2.3 and RD 9 regarding the potential impact on Pollardstown Fen are noted. The Surface Water Management Strategy includes two Nature Based Management Areas at low points outside of the western boundary of the plan area. As these are located outside of the plan area, it is considered appropriate to remove these from Map 10.1 and to revise Objective IEO 2.3 to include reference to Appropriate Assessment.

With regard to the comments with respect to RD 9, it is an objective of Vol1 of the CDP under TM O88 to improve connectivity between the local road network and the national/regional road network and such developments shall be subject to AA screening and where applicable, Stage 2 AA to ensure and protect the favourable status of European sites and their hydrological connections. In this regard is considered appropriate to amend MATO 4.1 to also reference Appropriate Assessment.

Chief Executive's Recommendation

Chapter 6, Section 6.4.1.4, Open Space, Parks and Amenity Space Objectives, amend Objective HCO 5.3 as follows

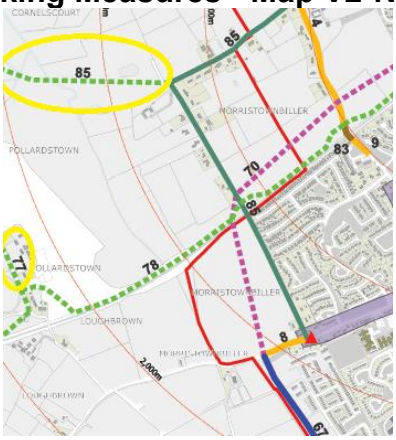
HCO 5.3 Extend and develop a linear park along both sides of the River Liffey from Tankardsgarden to the M7 Motorway and to continue the development of the riverside park system for the purposes of passive recreation and water sports in accordance with the objectives outlined in Liffey Valley Strategy' Towards a Liffey Valley Park (2006), or any superseding plan. *Any detailed design must have regard to riparian habitats outlined in Section 9.5.1.3 and mapped on Map V2-N_9.1.*

Chapter 7, Section 7.5, amend Table 7.1 Walking Measures and Delivery Timeframe as follows:

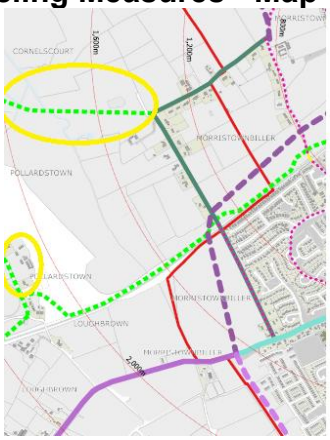
Ref. No.	Measure	Delivery Timeframe
Walk 77	Proposed M7 Greenway ~~/ Pollardstown Fen Greenway~~	Medium Term
Walk 85	Proposed new Quietway on Blackberry Lane ~~and proposed new Greenway on Pollardstown Fen.~~	Short Term

Amend Map V2-N:7.1 and Map V2-N:7.2 to remove Walk 77 and Walk 85 as highlighted yellow as follows:

Walking Measures - Map V2-N:7.1



Cycling Measures - Map V2-N:7.2



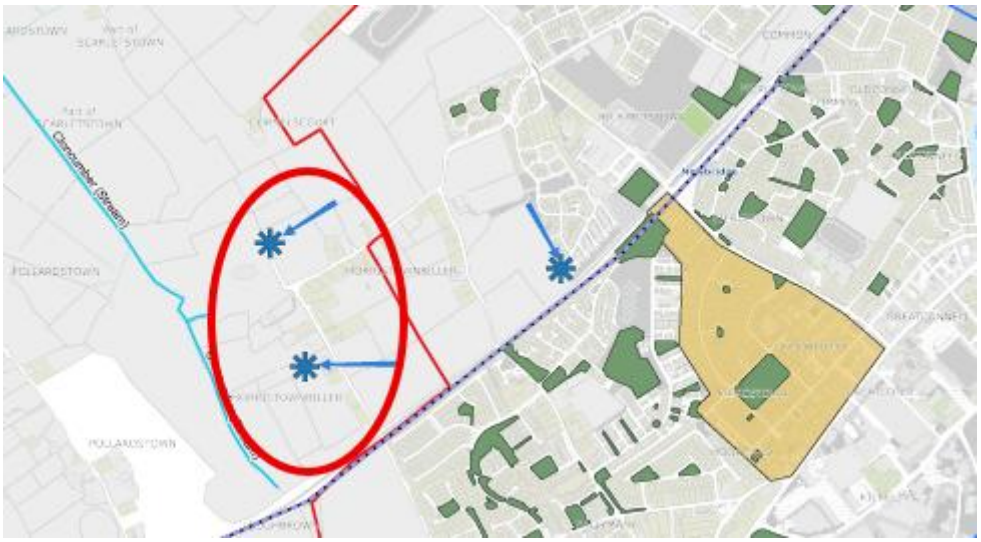
Chapter 7, Road and Parking Objectives amend Objective MATO 4.1 as follows:

MATO 4.1 Facilitate the implementation of the road and parking measures outlined in Table 7.3 and Map 7.4 Transport and Movement – Road Network Measures and in Table 7.4 and on Map 7.5 Transport and Movement – Parking Measures, in accordance with the DMURS standards for urban roads and streets and *subject to Appropriate Assessment (AA) screening and where applicable Stage 2 Appropriate Assessment.. W*~~w~~here necessary preserve the identified road routes for the future delivery of the proposed roads. All measures shall incorporate nature-based solutions to surface water management.

Chapter 10, Section 10.3.2, Surface Water and Ground Water Objectives amend Objective IEO 2.3 as follows:

IEO 2.3 Ensure areas indicated as Nature-Based Management Areas (NBMAs) on Map 10.1: Infrastructure and Environmental Services – Surface Water Management Strategy are reserved free from development and integrated into design proposals for nature-based surface water drainage purposes, *subject to Appropriate Assessment (AA) screening and where applicable Stage 2 Appropriate Assessment.*

Chapter 10, Map V2-N:10.2 Infrastructure and Environmental Services – Surface Water Management Strategy, remove the two no. Nature Based Management Areas highlighted below.



Submission 032 – National Environmental Health Service

Issues Raised

The submission states that the Variation should fit the Healthy Ireland Framework.

Vision for Newbridge

The submission states that the Vision could include Healthy Newbridge where the promotion of public health and protection is at the centre of the Plan, where people can enjoy physical and mental health wellbeing. The Plan must do no harm as there is potential for unintended consequences of not putting health at the centre.

Homes and Communities

The consideration of Age Friendly Homes in the Plan should aim to ensure this vulnerable group are protected from health risks (such as heatstroke). Consideration should be given to thermal comfort, protection from skin cancer, protection and promotion of public health in terms of homes and communities, and delivering supportive physical, mental and social well-being.

Movement and Transportation

The submission seeks the word 'secure' is added to the proposed cycle parking locations to help achieve modal shift. Consideration should be given to a bike library and other greater understanding of the factors that currently prohibit active travel and enabling factors to support active travel to be investigated, in addition to both public and residential charging infrastructure.

Green and Blue Infrastructure (GBI)

The Plan does not fully display the role of Green and Blue Infrastructure in the protection and promotion of public health. The GBI plays a role in heat stress events. The submission seeks that every decision related to GBI be assessed for the potential harmful and positive effects on public health.

Infrastructure and Environmental Services
In relation to water supply no reference was found to other ways in which water needs could be met such as rainwater harvesting. The plan should consider severe weather risks such as windstorms and dry spells/droughts are other climate risks.

Reference to waste collection could instead be referred to as the waste hierarchy and include an objective to avoid the generation of waste in the first place.

It notes no objective to reduce harmful emissions from home heating or transport. In the context of noise, only issues related to traffic noise were referred to and not wider potential sources of health harming noise.

The submission recommends that Chapter 10 is overhauled to demonstrate greater depth of awareness on issues of public health importance and a more detailed set of objectives are set to reduce/mitigate green-house gas emissions, to adapt to climate change and ensure public health is protected to the fullest extent possible

Implementation
It seeks a plan to monitor and evaluate the delivery of the Plan and suggests a Health Impact Assessment (HIA) to measure the effect of the plan on the protection and promotion of public health. In this context the submission recommends a framework for measuring performance including measuring performance in terms of protecting and promoting public health and deliver upon the vision of the Healthy Ireland Framework.

Disaster Risk Reduction
It asserts that there is no clear part of the plan that deals with Disaster Risk Reduction across the entire emergency cycle. It contends that the Plan should therefore include a section on Disaster Risk Management/Disaster Risk Reduction perhaps utilising the Sendai Framework for Disaster Risk Reduction 2015 – 2030.

Chief Executive' Response
At the outset, it is essential to clarify that settlement plans within the County Development Plan must be prepared within the statutory framework set out by the Planning and Development Act 2000 (as amended). These land use plans are not vehicles for addressing broader legal, governance, or public policy matters, regardless of the good intentions behind such initiatives. Their scope must remain focused on land use, avoiding encroachment into other domains of law or guidance.

Vision for Newbridge
It is considered that the proposed Vision, aims to create a built environment where everyone can enjoy physical and mental health wellbeing through living in vibrant neighbourhoods, enhancing sustainable movement, improving community safety and through the provision of a wide range of social infrastructure.

Homes and Communities
The Plan acknowledges the importance of creating homes and communities particularly for vulnerable groups such as older persons. While specific health conditions such as heatstroke fall entirely outside the scope of land use planning, the Draft Newbridge Settlement Plan supports the creation of climate-resilient and

inclusive communities that contribute to public health and well-being. Furthermore, Action BI A29 of the CDP aims to increase urban tree canopy coverage by 30% which can mitigate against overheating and improve thermal comfort. Furthermore, the creation of walkable, connected neighbourhoods with access to a range of social infrastructure will support physical, mental, and social well-being. As identified in the Social Infrastructure Audit the town has deficits in GP care and will require an additional primary care centre for future population growth. It is considered that the provision of same will be central to the protection and promotion of public health from a land use perspective.

Transport and Movement
As regard supporting secure cycle parking, Objective MATO 2.4 states 'provide appropriate, secure and sheltered bicycle parking facilities at locations identified on Map 7.2 Transport and Movement – Cycling Measures.'

As regards electric car charging, Objective MATO 4.5 states 'support the provision of charging infrastructure for electric vehicles (EVs) at Newbridge Town Hall public car park and on other public and private lands, in accordance with County Development Plan standards.'

Green and Blue Infrastructure (GBI)
While, the Draft Newbridge Settlement Plan is a land use plan and not a public health strategy, it acknowledges the wider benefits of GBI, including its contribution to climate resilience, biodiversity, and community well-being. The suggestion to assess every GBI-related decision for public health impacts is entirely outside the scope of a land use plan. However, the Plan promotes the integration of GBI that aligns with national and regional policy objectives, including those that support healthy, inclusive, and sustainable communities.

Infrastructure and Environmental Services
With regards to water conservation, Objective IN O3 in Volume 1 promotes water conservation and best practice water conservation in all developments, including rainwater harvesting and grey water recycling.

Greater consideration of severe weather risks falls under the remit of national and regional climate adaptation frameworks, however the Plan aligns with their objectives by encouraging development patterns and infrastructure that are robust and adaptable to changing climate conditions. Furthermore, disaster risk reduction is considered through the Surface Water Management Strategy and a Strategic Flood Risk Assessment.

Section 10.6.1 states 'this Plan will also support the actions in the Waste Action Plan for a Circular Economy (September 2020). This Action Plan shifts focus away from waste disposal and instead examines how we can best preserve resources by creating a circular economy. It aims to increase recycling targets to 60% by 2030 and 65% by 2035. In addition, the Landfill Directive has been amended to require that by 2035 no more than 10% of waste goes to landfill.'

As regards pollution from home heating, Objective IN O62 in the County Development Plan supports the ban on the use, marketing, sale, and distribution of

bituminous coal in Naas, Newbridge, Celbridge, Leixlip and Maynooth. Furthermore, Section 7.3.4 of the Plan sets out an ambitious modal split which aims to decrease vehicle journeys and increase journeys by more sustainable modes. This is aimed at decreasing transport related pollution in Newbridge.

The recommendation for a more detailed set of objectives to reduce/mitigate greenhouse gas emissions, adapt to climate change, and protect public health is noted. It is considered that the Plan provides a comprehensive approach to climate action within the scope of land use planning.

Implementation
Appendix 12 of the CDP includes an Implementation and Monitoring Framework of which Quality of Life is one of the monitoring indicators. However, the Plan does not include mechanisms for ongoing monitoring or evaluation of public health outcomes, nor does it incorporate a Health Impact Assessment.

Disaster Risk Reduction, including the full emergency cycle (mitigation, preparedness, response and recovery), is outside the remit of a land use plan. However, the Plan supports the frameworks through promoting compact growth, protecting and enhancing GBI and avoiding development in areas at risk of flooding.

Chief Executive's Recommendation
No change recommended.

Submission 033 – Department of Education and Youth

Issues Raised
The submission outlines that the population scenario for Kildare is the high NPF target of 266,500 by 2031. The Department made its submissions to the CDP regarding Newbridge based on the potential population growth between 2023 and 2031.

The submission notes the Plan has a housing target 1,796 units. Taking the Census 2022 county average occupancy of 2.97 persons, the Department estimates an additional 5,334 people, which would see substantial additional requirement for school provision in Newbridge.

The Department's preference is that existing facilities would be expanded to address the requirement for additional school places.

The Department states that the growth identified would see the demand for primary and post primary places increase substantially and place significant pressure on existing schools. The reserved sites in Crotanstown and Cornelscourt are welcomed, as are the additional land which was zoned for the future expansion of educational facilities at Scoil na Naomh Uilig. Submission outlines that the requirement for these new schools may not materialise until a sizeable portion of the planned new residential development has been completed.

The submission outlines that schools are generally considered enabling infrastructure for housing and should be at the heart of communities allowing for maximum benefit to the community inside and outside of school hours. The

submission also states that other community facilities and amenities should be positioned close to school facilities to allow for all community facilities be complimentary to each other for the benefit of the whole community.

The submission states that developing and funding enabling infrastructure (roads, electricity, water, transport links, road safety measures) are not within the remit of the Department, that they should be provided in advance of the need of schools.

The submission welcomes the Plan's range of safe routes to school improvements in line with the National Transport Authority's Safe Routes to School Programmes. The submission welcomes the education and training objectives in the Plan.

The Department anticipates additional Special Education Needs provision at both primary and post-primary level. The Department and the National Council for Special Education are working with school and patrons to increase provision for children with special needs both in special classes in mainstream schools and special schools. The Department will consult with the Council if and when additional special needs education accommodation or sites for future special schools are required within specific locations. The Department would welcome explicit support for school accommodation for children and young people with special education needs within the Plan.

The submission outlines in terms of assessing current and future capacity they must be mindful of potentially unforeseen circumstances such as the Ukrainian crisis, which can put undue pressure on school places. The Department states they will engage with the Council where the findings of an assessment require a review of existing or future school site provision within a specific location.

The Department welcomes the continued engagement with the Council regarding school expansion and the formation of new schools.

Chief Executive' Response

The comments raised in the submission are noted. The request for explicit support for school accommodation for children and young people with special education needs is already addressed under Objective HCO 2.1 of the Plan, which will support and facilitate new schools and improvements /expansion for existing facilities inter alia, special needs education. Furthermore, Section 6.4.1.1 provides details regarding the existing dedicated special education needs schools and mainstream schools with special classes in Newbridge.

Chief Executive's Recommendation

No change recommended.

Submission 037 – Land Development Agency

Issues Raised

The submission outlines the Land Development Agency's role as a commercial, state-sponsored body that was set up by the Government and whose purpose is to maximise the supply of affordable homes on State and other lands. This submission focuses on the former Machinery Yard depot at Athgarvan Road, which has been identified by the LDA in the 'Report on Relevant Public Land 2025'.

The submission outlines the following regarding the site:

- The LDA is committed to the concept of compact growth and brownfield development.
- It notes Objective HO 042 of the Kildare County Development Plan 2023-2029 that recognises the role the LDA will play in the provision of affordable housing.
- The Report on Relevant Public Land 2025 classifies the subject site as being "moderately constrained", meaning that a plan-led approach would be required for that land being potentially opened up in future to appropriate affordable residential development. This report gives the site an indicative yield of 90 – 120 homes and is in the ownership of the local authority.
- The submission notes the inclusion of the lands as Site 2 as part of the Central Settlement Consolidation Site and the urban framework prepared for the area.
- The submission notes that the Primary Care Centre 'does not necessarily need to be located within Site 2'.
- The LDA considered that flexibility in relation to the indicative block layouts in the Urban Design Framework would be prudent to allow for a more tailored approach to regeneration development following appropriate and detailed site assessments.
- The LDA acknowledges Sections 3.5.3 and Section 3.5.4 of the Draft Newbridge Settlement Plan with respect to the Revised Housing Growth Guidelines. Objective CSO 1.5 is supported. To that end, the LDA supports the identification of the Cp2 (1), Cp2 (2) and Cp2 (3) lands at the north-west of the town centre.

Chief Executive' Response

The comments in the LDA submission are noted. Section 4.4.3 of the Plan which provides the Urban Design Framework for the Newbridge Central Settlement Consolidation Site states that the SCS is the optimal site for a new Primary Care Centre (PCC) due to its central and accessible location. As stated in the Draft Plan the PCC does not necessarily need to be located within Site 2. However, it is considered that the site should contain some element of community use in keeping with the site's town centre land use zoning. In this regard it is considered that additional text should be added to Section 4.4.3.

The comments made with respect to the flexibility in relation to the indicative block layouts are noted and agreed.

Chief Executive's Recommendation

Chapter 4, Section 4.4.3 Newbridge Central SCS Urban Design Framework, insert additional text paragraph one as follows:

> The Urban Design Framework (Figure 4.10) provides for regeneration to be centred around the seven previously discussed opportunity areas, which if redeveloped is envisaged to help create synergies which will kickstart the renewal of adjacent sites within the SCS. *The purpose of the Urban Design Framework is to establish the overarching parameters to guide the future development of the area. Principal access points, key building frontages,*

connections, and public spaces shall generally be regarded as fixed elements; however, a degree of flexibility may be considered where justified. Variations to building frontages, urban block layouts, and access arrangements may be permitted where a clear and robust urban design rationale is demonstrated, and where passive surveillance of public spaces and opportunities for permeability are not compromised. The Planning Authority will also give due consideration to alternative proposals for opportunity sites where it can be demonstrated that such proposals would deliver more optimal planning outcomes and a higher standard of place quality.

Chapter 4, Section 4.4.3 Newbridge Central SCS Urban Design Framework, insert additional text under paragraph two, as follows:

The regeneration of Site 2 (former Machinery Yard) is considered critical to the overall success of the of the SCS. The proposal provides for residential development to be located within the southern portion of the site with a public pocket park and a Primary Care Centre to be located to the north. The Plan has determined that an optimal site for a new Primary Care Centre in Newbridge is within the SCS due to its central and accessible location. However, it does not necessarily need to be located within Site 2. *Should the provision of the Primary Care Centre be located at an alternative location within the SCS, Site 2 shall provide for an alternative community use in keeping with the town centre land use zoning*. The redevelopment of Site 3, Site 4 and Site 5 all propose commercial / mixed use development which may also contain residential uses. Site 4 also incorporates a proposed new pocket park to be developed around the old water tower. Site 6 and Site 7 located within the east of the SCS are considered to be optimal locations for residential development. They also incorporate a pedestrian/cycle link which will provide more direct access to the town centre from residential neighbourhoods along Kilcullen Road to the east and southeast.

Submission 045 - Uisce Éireann

Issues Raised

The submission notes that Kildare County Council engaged with Uisce Éireann in relation to the Settlement Capacity Audit. The submission provides high-level updates as follows:

Water Supply and Network

- Newbridge forms part of the GDA Water supply area and is currently in Amber RAG status – however, there is potential capacity available.
- In the medium to long term the Water Supply Project is needed to supply the GDA.
- The status of the Capacity Registers may change over the lifetime of the Plan.
- The submission states that there is a good watermain network serving Newbridge and no specific constraints are envisaged in connecting the proposed New Residential or Strategic Reserve sites. Local network extensions will be provided by developers.

Wastewater Treatment Capacity and Sewer Network

- Osberstown WWTW has capacity but is shared with other settlements (including Naas, Clane, Sallins, Kilcullen and Athgarvan), the capacity register may change over time.
- There are maintenance issues in the Dara Park area. This is a local issue, but any development in close proximity would need to avoid this area of the sewer network.

Integrated Urban Wastewater Management

- Newbridge is part of the Upper Liffey Valley Sewage Scheme which will require an Integrated Urban Wastewater Management Plan by the end of 2033. Collaboration with KCC will be required on integrated drainage planning.

Public Realm

- Where planned public realm development may impact on Uisce Éireann assets early engagement is requested.

Newbridge Central Settlement Consolidation Site

The submission notes the sites are serviced but notes there are water services crossing some of the sites. For example, Site 1 has a sewer and Site 6 is close to a wastewater pumping station. It is stated that this infrastructure will need to be protected/wayleave maintained or diverted.

Chief Executive' Response

Comments regarding the capacity registers and the importance of the Water Supply Project for the region are noted. The comments made in relation to the maintenance; issues identified in the Dara Park are noted. In this regard an objective is considered advisable.

Uisce Éireann's request for early engagement on planned development which may impact their assets is noted and an objective is proposed.

Chief Executive's Recommendation

Chapter 10, Section 10.2.2, Water and Wastewater Objectives, insert additional objective as follows:

IEO 1.4 *Support Uisce Éireann in addressing maintenance issues relating to public sewer network in the Dara Park area.*

Chapter 10, Section 10.2.2, Water and Wastewater Objectives, insert additional objective as follows:

IEO 1.5 *Consult with Uisce Éireann and ESB prior to the implementation of any significant public realm works or development within the Newbridge Central Settlement Consolidation Site to avoid and/or mitigate impacts on existing or planned water and wastewater infrastructure.*

Submission 068 - National Transport Authority

Issues Raised

Newbridge Local Transport Plan

The submission recommends:

- The referenced Newbridge Area Based Transport Assessment (NABTA) is published as a supporting document to the proposed Newbridge Settlement Plan. Reference is made to the RSES which requires that a local transport plan is prepared for Newbridge which is supported by TM A2 of the CDP.

Public Transport Infrastructure

The submission notes PT 10 and Map 7.3 which includes a proposed town loop bus route. States that the NTA Town Bus Services Planning Team is currently designing a town bus service for Newbridge and advises the route indicated on Map 7.3 is unlikely a route that will be developed by the NTA (based on specific design principles).

The submission recommends:

- All maps and references to a proposed bus route are stated as indicative.
- Employment lands such as at Great Connell should be served.
- Inclusion of objectives to support the implementation of a town bus service, for example bus turnaround and layover facilities will be supported at appropriate locations.
- Inclusion of objectives to support bus priority measures, in particular at junctions, in order to support a town bus service.

Active Travel Infrastructure

The NTA states that Cycling Measures maps appear to include existing and proposed roads which makes it unclear what cycling measures are existing and proposed. It further states that the maps indicate an existing primary orbital cycle route, which may be interpreted as supported by infrastructure, where this is not the case.

The submission recommends:

- Update Map V2-N:7.2 Transport and Movement Cycling Measures to clearly illustrate the existing and proposed cycling infrastructure.
- Include a specific Table of Cycling Measures.

Road Infrastructure

The submission notes Map 7.4 which includes a number of proposed road network measures. The submission refers to the Greater Dublin Area (GDA) Transport Strategy 2022-2042 which contains a number of measures of relevance to the delivery of the Plan including Measure ROAD1 and Measure ROAD9 which relates to providing sustainable improvements such as public transport provision and the reallocation of road space alongside additional roads measures. It states that it does not appear that the delivery of additional road capacity in Newbridge is directly tied to the measures required by ROAD1 and ROAD 9. An example is made of Measure PT1 to provide a bus priority route on Main Street which is indicated only as a long-term objective. It further sates that it is unclear if any additional cycling infrastructure

in the town centre would be tied to roads delivery as no table of cycling measures is included in the plan.

The submission recommends:

- The Plan demonstrates how the proposed additional road capacity is in accordance with the measures set out in the GDA Transport Strategy.
- Where additional roads are required, the Plan should tie this to road space reallocation within the town centre.

Transport Mobility Hubs:

The submission notes the proposed development of various mobility hubs in Newbridge but notes that the Plan does not state what the functions of each are (i.e. Key Destination Hubs; Local Interchange Mobility Hub; and Neighbourhood Mobility Hubs). For example, it contends that the function of the Liffey View/Main Street Local Interchange Hub (Objective PT5) is unclear and notes that it is also indicated as a Park-and-Stride. Questions if this would function as a car park / with bus services / e-mobility uses. States that as the town bus service is still in development, it is not known if this area would appropriately include bus services.

The submission recommends:

- Stating exact functions of various tiers of mobility hubs in collaboration with appropriate stakeholders where appropriate.

Newbridge North KDA Education Zoning

The NTA are concerned over the location of the education zoning in the Newbridge North KDA, due to the location on the edge of the built-up area. Reference is made to the GDA Transport Strategy (measures PLAN10 and PLAN11) which relates to good practice in school site selection vis-à-vis incorporating sustainable movement choices. It states that where a proposed school is remote or at the edge of a built-up area, there is the potential that dependency on car trips will be ingrained into the planning and design of the school, and this will negatively impact mode share targets for the settlement.

The submission recommends:

- The Plan should demonstrate how the proposed post-primary school at the northern edge of the built-up area is in accordance with Measures PLAN10 and PLAN11 of the GDA Transport Strategy.
- The Plan should include measures to illustrate how the site would be served by sustainable modes in the interest of reducing car dependency and promoting sustainable travel.

Chief Executive' Response

Newbridge Local Transport Plan

The Newbridge Area Based Transport Assessment (NABTA) is an important supporting document of the plan which played a critical role in placing integration of land use and transport planning at the centre of the plan-making process for the Draft Newbridge Settlement Plan. The NABTA was published on Kildare County Council's website when the Draft Plan was published and is available to view at: https://kildarecoco.ie/AllServices/Transport/TransportationStrategies/

Public Transport Infrastructure

The comments made in relation to the route of proposed bus service in the town are noted. It is considered appropriate to amend the legend of Map 7.3 to state that the illustrated looped bus measure is indicative only. Furthermore, the reference in Measure PT 10 to 'a potential route' for this bus service should be altered to refer to 'an indicative route'. It is also considered appropriate to amend the text in PT 10 to acknowledge that the NTA Town Bus Services Planning team is currently designing a town bus service for Newbridge. It is further proposed that the reference in Section 7.6.2 to the local bus service be amended to highlight that the proposed route on Map 7.3 Transport and Movement – Public Transport is indicative.

Given that work is being undertaken on the planning and design of the bus service it is considered appropriate that the text of PT 10 be amended to acknowledge this and that the timescale of both PT 10 and PT 1 (which relates to bus priority measures on Main Street) be changed from 'long term' to 'short-medium term'.

The town bus loop follows a route across the permitted second bridge (RD 3) over the River Liffey. This route would include passing through the southwest of the Littleconnell Strategic Employment Area and is indicative in nature, as will be noted in the proposed to be amended Measure PT 10 and Map 7.3. However, for the purposes of clarity it is agreed that Objective MATO 3.4 be amended to include reference to the Littleconnell Strategic Employment Area.

It is noted that the Plan already includes strong support for the bus service and associated bus priority measures through Objectives MATO 3.2 and MATO 3.4. However, it is agreed that Objective MATO 3.4 be further amended in order to include support for the development of ancillary infrastructure (including bus layover and turnaround facilities) at appropriate locations.

Active Travel Infrastructure

The comments made in the submission regarding cycling measures are acknowledged. It should be noted that the current cycle network in the town is extremely limited in nature with short and incomplete sections, and consequently is difficult to illustrate on a map. Therefore, the purpose of Map 7.2 is to show a fully integrated proposed network once completed. The Map will be amended to distinguish more clearly the difference between cycling measures that are permitted and the ones that are proposed. Permitted cycle measures include the new bridge at Old Connell and the permitted route between Green Road and Standhouse Road. Given the extent of the cycling measures proposed to be implemented across the town, it was considered that mapping these measures would be more informative than presenting them in a table. Therefore, a table was not deemed necessary.

Road Infrastructure

The comments made in relation to measures in the Greater Dublin Area Transport Strategy 2022-2042 are acknowledged. It should be noted that the primary purpose of the NABTA was to focus on promoting sustainable travel that supports compact growth and encourages a modal shift away from the car to more sustainable transport modes and improving access to key destinations within Newbridge by non-car alternatives. In doing so the NABTA takes a holistic approach which ensures that proposed road measures also have a key role in fully integrating proposed walking,

cycling and public transport measures. For example, the completion of the Newbridge Southern Ring Road (Measure RD3) will also enable the realisation of Measure Walk 66 and Measure PT 10 which illustrates the road as forming part of an indicative route of the proposed town bus service. It is further noted all other roads measures have also fully integrated active travel measures, as outlined on Map 7.1 and Map 7.2. It is however acknowledged, that additional clarity be provided in the Plan to link the development of the Newbridge Southern Ring Road and associated bridge over the River Liffey to the realisation of bus priority measures on Main Street. Furthermore, it is proposed that the Plan include explicit reference to the need to comply with Measures ROAD1 and ROAD9 of the Greater Dublin Area Transport Strategy 2022-2042 in Objective MATO 4.1.

Transport Mobility Hubs

Section 7.6.3 Transport Mobility Hubs of the Draft Newbridge Plan indicates the NABTA proposal for delivery of hubs in Newbridge. The definition of each hub is not available at this stage although on a broad level, as stated in Section 7.6.3 of the Plan, it is envisaged that the hubs would function as a recognisable and easily accessible place that integrates multiple transport mode for the benefit of various users. Examples of the facilities which may be available at hubs are shared mobility services such as bike, cargo bike, car, e-scooter, EV charging infrastructure, taxi area, travel information services, car and bike parking, along with a high-quality public realm. It should be noted that the Park and Stride location for the schools on Naas Road (Measure PK 4) has been identified to be the St. Conleth's Park car park located to the rear of the Town Hall. Measure PT 5 identifies the overflow carpark location (i.e. the parking space located directly adjacent to the St. Conleth's Park car park) as a local interchange hub. As referenced in the submission by the NTA, it is noted that that the organisation's Town Bus Services Planning Team is currently designing a town bus service for Newbridge and that accordingly, the bus route indicated on Map 7.3 is accepted as being indicative only.

Newbridge North KDA Education Zoning

The comments made in relation to proposed school site within Newbridge North KDA are noted. It is considered that that the Plan fully complies with Measure PLAN10 and PLAN11 of the GDA Transport Strategy 2022-2042 regarding appropriate school site section and the ability of the site to be accessed by walking, cycling and public transport services over the life of the plan and beyond. The Newbridge North area, due to its identification as an '*accessible suburban location*'[8] (see Map 11.2: Implementation of the Plan) has been identified for significant future residential growth. Accordingly, in addition to significant amount of housing completions in this area in recent years, the draft Settlement Plan has zoned areas for phase 2 residential adjoining the E (3): Education and Community zoned lands which would accommodate an estimated 608 further homes. It is therefore considered prudent that the Plan made provision to reserve lands for a 1,000 pupil post primary school at

[8] Such 'accessible' locations are identified by the Sustainable Residential Development and Compact Settlement Guidelines (2024) as: Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange (i.e., Commuter Rail with 10-15 minute peak hour frequency) or lands within 500 metres (i.e., up to 5-6 minute walk) of existing or planned high frequency (i.e., 10 minute peak hour frequency) urban bus services.

this location to both safeguard sufficient capacity during and beyond the lifetime of the Plan, and also to ensure that the fast expanding local catchment area would be served by a post-primary school that is sited in a proximate and accessible location. This is considered entirely in keeping with the 10-minute settlement concept, the policy cornerstone guiding our overall approach to preparing Settlement Plans in the county. Furthermore, the Urban Design Framework for the Newbridge North KDA also sought to ensure that the school was co-located with other important community facilities such as a proposed Municipal Sports Facility (at the site of the current Greyhound Stadium), to reduce the overall need for pupils to travel to such locations during and after the school day. This overall approach has been welcomed by the Department of Education and Youth in their submission to the Draft Plan (dated 16 October 2025), where they stated that '*schools should be positioned in the heart of new and expanding sustainable communities, allowing for the maximum benefit to the community inside and outside school hours*'.

The Newbridge North KDA E(3): Education and Community zoning is within 1km from Newbridge train station and the train station is identified as a Key Destination Hub to encourage the use of public transport for a range of trip purposes and for internal and external trips. Furthermore, a comprehensive range of transport infrastructure proposals have been incorporated into the Plan which seek to improve existing routeways and accessibility for active travel (walking and cycling) and public transport measures in the Newbridge North area. Notable measures to support sustainable travel to the zoned post-primary school include:

- Primary-radial, Primary Orbital, Secondary route upgrades for cycling.
- Walking Measures 3 – new footpath and secondary/inter urban cycle route towards Hawkfield/Milltown
- Walking Measures 4 – new footpath on existing feeder road and improvement on the street for cycling.
- Walking Measure 69 - proposed road connection with footpaths and cycle lanes from the Meadows to Milltown Road
- Walking Measure 70 - proposed road connection with footpaths/cycling from Standhouse Road to Morristown Road.
- Walking Measure 78 – proposed Train Line Greenway for cycling/walking
- Walk Measure 82 and Walk Measure 83 - proposed Bridge upgrades at Rickardstown Bridge and Morristown Bridge to better provide for active modes.
- Walking Measure 85 – proposed new Quietway on Blackberry Lane for improved cycle/walking.
- Public Transport Measure 10 - indicative town loop bus route.
- Public Transport Measure 4 - proposed bus stops

Additionally, the Newbridge North KDA Design Brief which is set out in Table 11.2 of the Plan states that '*the KDA should provide for a pedestrian and cycle friendly environment which incorporates walking connections with adjacent areas*'. The design brief and design framework also integrates or aligns with many of the proposed transport measures outlined above. Lastly, Objective MATO 2.6 supports the implementation of the Safe Routes to School programme improving and developing sustainable travel and a school safe zone along the route to the north of

the train station. This is identified on Map 7.1: Transport and Movement – Walking Measures.

Chief Executive's Recommendation

Appendix B, Map V2-N:7.3 Transport and Movement – Public Transport Measures, amend text in the legend as follows:

~~Proposed~~ *Indicative* town loop bus route

Chapter 7, Table 7.2: Public Transport Services and Indicative Delivery Timeframe, amend as follows:

Ref. No.	Measure	Delivery Timeframe
PT 1	Provide for a bus priority route on Main Street.	~~Long~~ *Short-Medium* Term
PT 10	Work with *the NTA Town Bus Service Planning Team and other* key stakeholders to *to design and deliver* ~~explore the feasibility of implementing~~ a Newbridge town bus service. Also ensure that this bus service provides universal access and considers the needs of people with intellectual disabilities. A*n* ~~potential~~ *indicative* route is proposed for this town bus service, connecting the major trip attractors.	~~Long~~ *Short-Medium* Term

Chapter 7, Section 7.6.2 Bus, amend text of final sentence, as follows:

Accordingly, the Plan contains Objective MATO 3.4 which seeks to actively engage with the NTA to implement the identified improvements to the local bus service network in Newbridge *of which an indictive proposal for a town bus loop route is* ~~as~~ illustrated on Map 7.3 Transport and Movement – Public Transport.

Chapter 7, Objective MATO 3.4, amend as follows:

MATO 3.4 Support and facilitate the National Transport Authority (NTA) in the delivery of ~~the looped bus route on~~ *a town bus service along with ancillary infrastructure (including bus layover and turnaround facilities) at appropriate locations* ~~Map 7.3 Transport and Movement – Public Transport~~, to serve both the existing town and the expanding areas of Newbridge including in Rickardstown, Cornelscourt*,* ~~and~~ Greatconnell *and Littleconnell Strategic Employment Area*.

Chapter 7, Section 7.7. Road Infrastructure, include a new paragraph, as follows:

7.7 Road Infrastructure

The National Framework for Investment in Transport (2021) clearly states that further investment on sustainable travel modes should be prioritised over new roads infrastructure. Accordingly, the development of future roads infrastructure will need to demonstrate a clear sustainable travel rationale. The NABTA Road Strategy acknowledges this policy requirement and seeks to ensure that in addition to providing critical access to new development areas, new roads will integrate high quality sustainable travel options that promote and improve connectivity and permeability within the wider town, thereby assisting in the delivery of the 10-minute

settlement concept. In this regard, the Road Strategy is designed to fully integrate with the Active Travel and Public Transport Strategies of the NABTA. Furthermore, Public transport measure PT 1 which proposes Main Street to incorporate a bus priority route is linked to the delivery of measure PT 10, which relates the provision of a bus service in the town over the short-medium term. These measures are also linked to the development of the Newbridge Southern Ring Road which is also proposed to be delivered over the short to medium term. This is in line with measure ROAD9 of the NTA GDA Transport Strategy 2022-2042 which provides for the delivery of orbital routes to be 'accompanied by, and facilitating, enhanced public transport, cycling and pedestrian facilities in the relevant centre'.

Chapter 7, Objective MATO 4.1, amend as follows:

MATO 4.1 *(a)* Facilitate the implementation of the road and parking measures outlined in Table 7.~~3~~*4* and Map 7.4 Transport and Movement – Road Network Measures and in Table 7.~~4~~*5* and on Map 7.5 Transport and Movement – Parking Measures, in accordance with the DMURS standards for urban roads and streets and where necessary preserve the identified road routes for the future delivery of the proposed roads. All measures shall incorporate nature-based solutions to surface water management.
(b) All proposed road measures shall comply (where relevant) with the provisions of Measure ROAD1 – Principles of Road Development and Measure ROAD9 – Regional and Local Roads Policy of the Greater Dublin Area Transport Strategy 2022-2042.

Submission 069 – Electricity Supply Board (ESB)

Issues Raised

The submission acknowledges and supports the strategic vision outlined in the Plan. It notes that ESB networks are firmly comminated to expanding the electricity network capacity to meet increasing growth.

The submission states that ESB are continuously assessing and reviewing electricity network capacity in Kildare to ensure it aligns with current and future development needs, through ongoing studies and monitoring they can identify what is required.

ESB owns and operates 3 No. 38kV substations and 1 No. 110kV substation within the Plan area. It asserts at present, capacity in Newbridge to accommodate new development is limited.

ESB has begun reinforcing and upgrading the current electricity transmission and distribution infrastructure in Newbridge, including upgrading the Athgarvan 38kV substation to alleviate local capacity limitations in the southern area of Newbridge, and upgrading the Newbridge 110kV substation to provide additional capacity for the wider Newbridge area.

In addition to these measures, ESB is close to completing the Barboda 110kV substation, located close to the Pfizer campus. Once energised in 2027, Barboda 110kV station will facilitate partial offloading of the existing electricity transmission and distribution network, which is already approaching capacity. This strategic

development including the partial offloading of the existing network is designed to facilitate the anticipated increase in energy demand arising from significant residential and economic/industrial growth in Newbridge.

ESB's long-term plans to further increase capacity in Newbridge involves building substations in the area to facilitate the increasing demand for development in Newbridge. In this regard, ESB Networks has submitted plans to the Commission for Regulation of Utilities (CRU) to develop a new 110kV station east of Newbridge town.

ESB welcomes opportunities to strengthen the future delivery of electricity infrastructure through closer collaboration with Local Authorities and suggests early engagement during the design phase of significant public projects such as new roads, upgrades to public spaces, and the development of greenways—which creates valuable opportunities to install ducting and underground cabling in the most cost-effective manner while minimising disruption to local services.

Chief Executive's Response

The comments made in relation to the limited electricity capacity and the measures being undertaken to address the issues are noted. Objective EC O4 of the County Development Plan supports infrastructural renewal and development of electricity networks in the county and Objective RE O14 states that the Council will work with ESB Networks to support the provision of a resilient electricity supply. It is agreed that early engagement with the ESB and that a new objective should be included in this regard (as with Uisce Eireann).

Chief Executive's Recommendation

Chapter 10, Section 10.2.2, Water and Wastewater Objectives, insert additional objective as follows:

IEO 1.5 *Consult with Uisce Éireann and ESB prior to the implementation of any significant public realm works or development within the Newbridge Central Settlement Consolidation Site to avoid and/or mitigate impacts on existing or planned water and wastewater infrastructure.*

Submission 075 – Iarnród Éireann (Irish Rail)

Issues Raised

Active Travel Objectives

The submission acknowledges Objective MATO 2.3 and outlines that part of the proposed greenway is located adjacent to the existing Dublin-Cork rail line, which is targeted for significant capacity improvements over the coming years, as recommended in the All-Island Strategic Rail Review (AISRR). This includes the provision of a four-track railway in the same location as the proposed greenway.

The submission states that they are at early stage of design and delivery of some projects under the AISRR. No detailed assessment of land requirement beyond their current land boundaries has been undertaken at this stage.

It submits that KCC and the other stakeholders must engage with Iarnród Éireann throughout the design development of the proposed greenway to ensure it does not interfere with the operations or future development of the railway network.

Public Transport Objectives
The submission outlines Iarnród Éireann supports objectives MATO 3.3, MATO 3.5 and MATO 3.6. In relation to objective MATO 3.1 it states that it is committed to the policy of transport orientated development, however it is also critical that any development does not hinder the operations or future expansion of the rail network.

Chief Executive' Response
Iarnród Éireann's comments relating to the provision of a four-track railway in the same location as the proposed greenway is noted. The walk and cycle measures provided for in the Plan, are indicative only. Objective MATO 2.3 relates to engaging with Iarnród Éireann to implement the greenway north of the rail line. However, it is considered that additional text in relation to the four-tracking of the rail line is warranted. Furthermore, additional text will be added to Walk 78 in Table 7.1 to ensure compliance with Objective MATO 2.3.

Chief Executive's Recommendation
Chapter 7, Table 7.1 Walking Measures and Delivery Timeframe, amend as follows:

Ref. No.	Measure	Delivery Timeframe
Walk 78	Proposed Train Line Greenway *(in line with Objective MATO 2.3)*	Medium Term

Chapter 7, Active Travel Objectives amend Objective MATO 2.3 as follows:

MATO 2.3 Engage with Iarnród Éireann and all relevant landowners to implement greenways north of the rail line and along the western bank of the River Liffey, as detailed in Maps 7.1 and 7.2, subject to detailed engineering design *(ensuring the route of the greenway does not hinder the potential future provision of a four-track rail line)*, Environmental Impact Assessment (SEA) and Appropriate Assessment (AA).

Chapter 7, Public Transport Objectives, insert additional objective as follows:

MATO 3.9 *Support and facilitate Iarnród Éireann in expanding the rail line in line with the All-Island Strategic Rail Review which includes the provision of a four-track rail line in Newbridge as part of the wider rail network.*

5.0 Issues Raised by Themes in Submissions or Observations from all other Persons or Bodies

This Section of the Report discusses the issues raised by themes that were raised in submissions or observations. The themed issues are presented by chapter as they appear in the Newbridge Settlement Plan.

5.1 Chapter 1 Introduction and Context

Issues Raised: Opportunities for Newbridge

Submission No. and Name	Summary of Issues Raised
001 Sudarshan Lama	The submission asserts Newbridge needs a fresh start and new opportunities

Chief Executive's Response
Table 1.1 provides a SCOT analysis of Newbridge which looks at the strengths, challenges, opportunities and threats across the Newbridge plan area. The Plan aims to create a wider range of opportunities through building on employment growth area, social infrastructure provision, the creation of homes and communities to meet the population growth and through the regeneration of the town centre.

Chief Executive's Recommendation
No change recommended.

5.2 Chapter 2 Vision for Newbridge

Issues Raised: Vision for Newbridge

Submission No. and Name.	Summary of Issues Raised
078 Cllr. Chris Pender	The submission contends that the vision for Newbridge should be a connected, green and inclusive town which rests on the following pillars: **1. Fair Growth and Affordable Homes** Housing on serviced lands, with at least 40 per cent social and affordable homes, built through public and community led models. **2. Inclusive Communities & Public Space** Universal design parks, playgrounds, and community hubs where everyone belongs, equal access to culture, sport, and recreation. **3. Sustainable Mobility & Accessibility** Walking, cycling, and public transport come first integrated with bus priority, safe crossings, and a fully accessible train station interchange. **4. Environmental and Cultural Stewardship**

	Protecting the River Liffey, Pollardstown Fen, Great Connell Priory, Pinkeen Bridge, and the town's historic street pattern our living heritage. **5. Decent Work and Youth Empowerment** Expanding the Newbridge Youth Training and Development Centre; securing quality, living wage employment in sustainable industries at Littleconnell and beyond. **6. Infrastructure First Accountability** No major housing or employment zoning should proceed without verified potable water and wastewater capacity. Delivery tracking and public reporting must be built into the plan. The submission also outlines guiding principles in the areas of equity, public participation, sustainability, quality design and safety and accountability.
079 Newbridge Tidy Towns	The submission supports all the measures in the town which promote: • Sustainable development • Town centre greening • Enhanced pedestrian and cycling infrastructure • Reuse and regeneration of derelict or underused buildings • Reuse and regeneration of derelict or underused buildings. The submission especially supports proposals that: • Integrate green infrastructure into the urban fabric of Newbridge • Encourage nature-based solutions in flood management and urban design • Facilitate community gardening, pollinator-friendly planting, and local food initiatives • Prioritise public realm improvements in the town centre to make it more attractive, accessible, and inclusive

Chief Executive's Response

The contents of the submissions are noted and acknowledged. The Vision for the Plan is:

> *To reinforce the town's strong sense of place by building upon its profile as a thriving centre for economic and retail activity; to address such issues as congestion, community safety and deficiencies in social infrastructure; to plan for more walkable/cyclable neighbourhoods which are vibrant, affordable and inclusive to all age groups; to better harness the area's unique natural, cultural and built heritage assets -all in an effort to create an environment where residents and visitors can flourish and foster resilience in the face of the urgent climate challenge.*

This is an overarching Vision which is considered to have due regard to the points above including the provision of sustainable neighbourhoods which are affordable and supported by walking and cycling infrastructure.

The Vision seeks to better harness the area's unique natural, cultural and built heritage assets. Chapter 4 – Consolidation and Renewal of Central Newbridge, Chapter 8 – Built Heritage and Archaeology and Chapter 9 – Green and Blue Infrastructure all focus on how to better harness these assets including reuse of derelict or underused buildings, integration of green infrastructure, pollinator-friendly planting, and prioritising town centre public realm improvements.

The Vision seeks to address such issues as deficiencies in social infrastructure, including public open space and community gardening. Details of how this Plan addresses such are found in Chapter 6 – Homes and Communities. This Chapter also details how the Plan provides facilities for young people such as playgrounds and community centres.

Chapter 11 – Implementation includes implementation and infrastructure delivery schedules for all areas zoned for residential or employment purposes and seeks an infrastructure first approach.

The comments made in relation to the guiding principles of equity, public participation, sustainability, quality design, safety, and accountability are addressed in the Plan. The Development Principles of 'Creating Vibrant Neighbourhoods', aims to create vibrant communities, underpinned by the 10-minute settlement principle, which promotes inclusive development by ensuring that residents can access most daily needs—such as shops, schools, and services—within a 10-minute walk or cycle. This approach supports equitable access across the urban space, reduces the need to travel, and contributes to the creation of healthier, safer, and more connected communities.

Chief Executive's Recommendation
No change recommended.

5.3 Chapter 3 Compliance with the Kildare County Core Strategy

Issues Raised: Increase Residential Land Zoning

Submission No. and Name.	Summary of Issues Raised
077 Cllr. Rob Power	**Increased Residential Land Zoning Strategy** The submission recommends amending CSO 1.1 and CSO 1.5 as follows: CSO 1.1 Ensure sufficient land is zoned at appropriate locations to accommodate sustainable housing growth in Newbridge **in excess of** the housing unit allocation in Table 2.8 of the Kildare County Development Plan 2023-2029 (as varied) **to stimulate competitive delivery and provide market choice**, and to ensure the balanced and strategic development of Newbridge." CSO 1.5 Facilitate the **immediate release** of lands designated as 'Phase 2 New Residential' on Map 11.1 –

	Land Use Zoning Objectives **where such lands are Tier 1 (serviced) or can demonstrate infrastructure delivery within 18 months**. Given the shortened three-year plan period and revised NPF housing targets, over-zoning provides a strategic opportunity to test market responsiveness while retaining the ability to restrict development through subsequent plan review in 2030 if housing targets are exceeded." It is requested the Cp2 (1) lands should be changed to C: New Residential based on its Tier 1 status. The rational to support the change so that 15.65 hectares have been identified as Phase 2 for 608 units. Given the site's Tier 1 status it shows developed lands are being artificially constrained. The Plan under Section 3.4 acknowledges legacy under-delivery during previous plan periods due to subdued market conditions. Reference is made to the NPF 2025 has increased national housing targets from 25,000 to 50,000 units annually, with anticipated increased allocation to Kildare (Section 3.5.4). The shortened plan period (2025-2029, approximately 3-4 years remaining) creates opportunity for experimental approach with review mechanism at next CDP cycle. Development Plan Guidelines (2022) Section 4.4.1 states: "zoned lands in an existing development plan that are serviced and can be developed for housing within the life of the new development plan under preparation should not be de-zoned". It also wishes to add the following Objective numbered CSO 1.8: *Monitor housing delivery rates annually and apply development management measures if delivery significantly exceeds programmed infrastructure capacity. Conversely, prioritize and expedite applications on Tier 1 lands where delivery is below anticipated trajectories to ensure Core Strategy targets are met.* **Enhanced Zoning for Market Competition** Phase 2 zoning limits competition. Add the following Objective numbered CSO 1.9 *Recognise that zoning of lands in excess of Core Strategy allocation, where such lands are serviceable (Tier 1 or Tier 2), creates healthy market competition between landowners, encourages urgency in delivery, provides choice to the development sector, and enables the market to identify optimal sites for near-term development. The Council will monitor delivery rates and may introduce development sequencing measures through the Development Management process if infrastructure capacity constraints emerge.*

	The submission seeks to add the following additional new paragraph to Section 3.5.4 as it outlines that: • Table 3.3 shows significant time lags in extant permissions • Multiple landowner competition reduces delivery risk • A very limited number of units remain in the Core Strategy after subtracting completions. ***Competitive Zoning Strategy****: Given the compressed timeframe of this Settlement Plan (approximately 3-4 years) and the critical housing shortage in Newbridge, a strategy of zoning lands in excess of strict Core Strategy requirements—where such lands are demonstrably serviceable and have willing landowners—provides multiple benefits:* • *Stimulates competitive pricing and delivery urgency among landowners* • *Provides market with site choice based on commercial viability* • *Reduces landowner monopoly power on specific sites* • *Enables rapid response if specific sites encounter delivery obstacles* • *Can be recalibrated in 2030 CDP review if targets are exceeded.* *This approach is consistent with NPF National Policy Objective 68 which requires planning authorities to address infrastructural and land supply constraints that prevent housing delivery.*

Chief Executive's Response

The Core Strategy of the Kildare County Development Plan (Volume 1) provides the overarching and comprehensive framework for housing requirements across the entire administrative area of Kildare County Council in accordance with the relevant legislation and Ministerial Guidance. As per the NPF Implementation: Housing Growth Requirements Guidelines (2025), the core strategy for the county is required to be revised. Proposed Variation No. 3 will address the NPF revised housing growth requirements and was published in October and therefore should be finalised in Q1 2026. It is considered prudent to maintain the integrity of this separate statutory process for revising the County Core Strategy (Proposed Variation No. 3), as it ensures that housing growth allocations are determined for the county in the first instance rather than in isolation at settlement level.

In this regard the release of lands that have been identified as New Residential Phase 2 without due process is considered inappropriate. In the interim the Newbridge Settlement Plan has identified clearly the lands to be released, and it is noted from submissions received that measures are being put in place to actively pursue applications once the statutory processes have concluded.

Furthermore, the lands referred to were zoned 'I: Agriculture' in the Newbridge Local Area Plan and therefore have not been 'de-zoned'. Indeed, Section 3.6 of the Plan

states that rather than pursuing a strategy of any de-zoning to address the overprovision to the Core Strategy housing allocation, specific local context considerations were made in relation to retaining the existing land zoned for residential uses.

The amendments requested to CSO 1.1 and reference to excess of the Core Strategy in CSO 1.9 are not considered acceptable as the Plan which forms part of an overall strategy development for county must adhere insofar as is practical with the overarching framework.

In relation to the proposed Objective 1.8 and Objective 1.9, Kildare County Council constantly monitors housing delivery rates and the CSO Housing Completions is an important and verified data resource in that regard. In relation to proposals to expedite applications, all planning applications are assessed in line with the statutory timeframes provided for under the Planning and Development Act 2000 (as amended) and shall also be carried out in line with the Planning and Development Act 2024 once commenced. Therefore, the proposed objective is not considered necessary.

Chief Executive's Recommendation
No change recommended.

5.4 Chapter 4 Consolidation and Renewal of Central Newbridge

Issues Raised: Proposed Urban Renewal Projects

Submission No. and Name.	Summary of Issues Raised
003 Aleksandra Dutczak	The submission supports the redevelopment proposals in the Plan including the new library, Bord na Mona site and Riverbank Centre. It also supports the removal of some on-street parking on Main Street, upgrades to Eyre Street and the laneways. It also welcomes the Plan's proposed bridge upgrades and the new bus route loop.
004 E Condon	The submission seeks: • The redevelopment of the Riverbanks Arts Centre and Newbridge Library creating a cultural hub. • To reinforce Newbridge town centre as a retail and commercial hub. • The town hall car park to be used as a flexible community space for markets and cultural events. • To redevelop Market Square into a civic space. • To improve the appearance and safety of the side street adjoining the Whitewater and to add further access into the shopping centre. It outlines a new pedestrian-friendly design would increase footfall from the Whitewater to Newbridge Silverware. • KCC council yard should be redeveloped for housing and amenity.
006 Alan Mc	The submission wishes the Plan to prioritise • The redevelopment of the Riverbank as part other upgrades in the area the GAA stadium, library, town hall and Bord na Móna headquarters. • The redevelopment of some/all of the town hall carpark as a meeting square. • Improving the appearance of the side street adjoining the Whitewater. It outlines a new pedestrian-friendly design would increase footfall from the Whitewater to Newbridge Silverware.
011 Hazel Whiteley	The submission supports the Riverbank theatre revamp project but outlines it needs to get off the ground.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission notes that the Plan should inform the Newbridge Town design for the regeneration of the Town Hall area as a civic focal point linking Georges Street in the form of a designated plaza and pedestrian priority zone.
026 Triona Casey	The submission requires the Council to address anti-social behaviour through supporting the provision of outdoor café space and passive surveillance, in particular on Market Square on Eyre Street. It also seeks a wider pathway from Market Square into College Park.

	The submission supports the Measures in Table 4.4 related to Eyre Street and Laneways including a one-way system, reducing on-street parking and increasing the width of pathways. The submission seeks permeability connections for pedestrians and cyclists from Kilcullen Road and Newbridge Industrial Estate particularly on Kildare County Council lands. Submission outlines that these could be developed independent of Opportunity Sites 6 and 7.
065 Christopher Fox	The submission suggests new retail/residential/commercial carparks to be within footprint of the building – ideally underground. There is too much land wasted on existing retail carparks. The submission states that the small rat-runs leading to main street should be closed to vehicles – they are unsafe. The DMURS sight lines required cannot be achieved until the front of the car is out on the footpath.
076 Newbridge Community Development	This submission welcomes the public realm proposals in the town centre. It outlines a civic square in the vicinity of St Conleth's Park is particularly interesting considering the greater use the GAA stadium will get following its redevelopment. It also welcomes the Main Street/ Georges Street public realm proposals including but adds these should be extended to Edward Street. Outlines measures to reduce on street parking, regenerate the public realm and introduce permanent active travel infrastructure should be a key objective for these areas. It contends there should be a specific objective to introduce such measures as soon as possible subject to funding and once the second bridge is opened.
078 Cllr. Chris Pender	The submission seeks to reimagine the Town Hall Car Park and Market Square as flexible civic spaces supporting local markets, arts, and cultural events. It also seeks for priority to be given to public realm improvements to Market Square.

Chief Executive's Response

It is welcomed that many submissions support the proposed urban renewal projects in Section 4.3.1 of this Plan and their supporting objectives. It is also noted that some submissions propose the same urban renewal projects that are defined also in Section 4.3.1 of this Plan including:

- New Public Squares (Old Market Square, St. Conleth's Square)
- Athgarvan Road and Environs (Access to Newbridge Silverware)
- Eyre Street and Laneways
- Main Street and George's Street
- Various Civic Facilities (Newbridge Library redevelopment, further development of St. Conleth's Park, Riverbanks Arths Centre redevelopment and the establishment of a Green Energy Hub on Bord na Móna grounds).

A number of submissions proposed that the Plan examine the former KCC Machinery Yard and derelict areas on Athgarvan/Military Road for development. It should be noted that the Plan considers this in detail in Section 4.4, identifying Newbridge Central Settlement Consolidation Site with seven opportunities sites and devising an urban design framework in Section 4.4.3.

The comments made regarding undergrounding of car parks are noted; however this is not always feasible or practical and therefore each application will be assessed on its own merits. The Plan provides for a number of movement and transport measures which aim to improve through-traffic and overall traffic safety within the town centre.

The Plan supports measures to reduce on-street parking, regenerate the public realm, and introduce permanent active travel infrastructure as key objectives for the town centre. Furthermore, Objective TCO 3.3 seeks to actively engage to secure resources for the enhancement, renewal and regeneration of Newbridge Town Centre.

In relation to the provision of outdoor café and passive surveillance, Kildare County Council supports the use of public footpaths and/or public space for local business.

Other comments which seek wider pathways from Market Square into College Park . Increasing the existing footpaths through the open space area from College Park Road is an operational matter.

In relation to permeability connections for pedestrians and cyclists from Kilcullen Road and Newbridge Industrial Estate, the Newbridge ABTA which is supported by Objective MATO 2.1 provides for active travel measures that will improve access to the Newbridge Industrial Estate.

The comment in relation to improving the appearance and safety of the side street adjoining the Whitewater Shopping Centre is noted. The redevelopment of the lands designated as the Newbridge Central Settlement Consolidation Site through the development of a mix of uses will provide for greater footfall and passive surveillance in the general area.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Relating to the Newbridge Central Settlement Consolidation Site

Submission No. and Name.	Summary of Issues Raised
003 Aleksandra Dutczak	The submission seeks • A better pedestrian link between Newbridge Silverware and the town centre with better crossing points. • Redevelopment of vacant and derelict sites on Athgarvan Road that are more pedestrian friendly. • Redevelopment of the council yard with housing to create a more pleasant pedestrian experience.
004 E Condon	KCC council yard should be redeveloped for housing and amenity.
006 Alan Mc	The submission seeks the removal of flats at the top of Cutlery Road opposite the Water Tower. The water tower should be painted.
013 Richard and Carol Stalford	The submission outlines that the lane between the Whitewater Shopping Centre and the Courtyard Shopping Centre (known as the Avenue) should be progressed to encourage a more vibrant and safe shopping environment.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • A site-specific objective to zone a portion of Opportunity Site 1 in the Newbridge Central Settlement Consolidation Site for an urban Neighbourhood Park for recreation. • The western portion of Opportunity Site 1 in the Newbridge Central Settlement Consolidation Site to be zoned for the purpose of a Primary Care Facility. • That the Opportunity Site 2 in the Newbridge Central Settlement Consolidation Site be zoned for the sole purpose of a public swimming pool and hydrotherapy pool. The submission outlines this is an ideal location close to KARA, within walking distance of most schools and adjoining the Primary Care site in Opportunity Site 4. The submission also outlines that Residential units can still be delivered over a leisure centre. • An objective to decide on the overall future of the Watering Tower and include public consultation. • Lands zoned GU on Moorefield Road be identified as an opportunity site. An excerpt of which is below.

026 Triona Casey	The submission seeks that the link from Newbridge Silverware across Athgarvan Road and into Courtyard Shopping Centre be enhanced for pedestrians and cyclists. See red arrow on except below.
067 Andrew Bergin	This submission highlights that the Central Consolidation Site area is described as being 12.26 hectares. However, when the 7 opportunity sites are added they amount to 4.8ha – and residential development here would not contribute significantly to the growth targets for Newbridge.
076 Newbridge Community Development	This submission seeks to extend the Newbridge Central Settlement Consolidated Site (SCS), adding sites adjacent to Opportunity Site No. 7 and adding the current Lidl store site as identified in the Newbridge Local Area Plan 2013 – 2019 'Design Brief 2: Edward Street to Military Road - Development of New Street(s)'. The submission outlines that development proposals could include a supermarket at ground floor and residential accommodation on upper floors. The submission encourages the Land Development Agency and Kildare County Council to purchase Opportunity Site No. 1 as this central brownfield site has remained undeveloped. The submission also contends the landholding between Opportunity Site Nos. 3 and 4 should also be included in the Newbridge SCS. The submission considers the Bord Na Móna site (behind their new HQ building) and Cutlery Road area are glaring omissions from the Plan and a detailed masterplan is required.
078 Cllr. Chris Pender	That redevelopment of the Machinery Yard includes a pool, gym, primary care, and childcare/community uses on the lower floors, with high density residential above.

Chief Executive's Response

The comments from several submissions supporting a range of ideas for the regeneration of the lands along Athgarvan/Military Road are noted. The Plan acknowledges the strategic importance and potential of the area to contribute to the future sustainable development of Newbridge and has consequently identified it a Settlement Consolidation Site (Newbridge Central SCS). This designation seeks to kickstart a comprehensive rejuvenation of the SCS, with the areas of focus initially being the regeneration of a seven '*opportunity sites*'. These are outlined in Section 4.4.1 of the Plan and contain a number of derelict/vacant sites including, as referred to in the submissions above, the former Kildare County Council Machinery Yard (Opportunity Site 2).

With respect to the range of sites that have been requested in submissions to be identified as 'opportunity sites', it should be noted that not being included as part of any of the seven sites does not in any way preclude it from being redeveloped over the life of the Plan. It is important to point out that the opportunity sites identified have been selected on the basis of their capacity and likeliness to be redeveloped in the short to medium term. It is therefore considered that identifying any further opportunity sites would dilute the overall focus on prioritising regeneration within key areas of the SCS and render them somewhat irrelevant.

The request to encourage Kildare County Council and the Land Development Agency to purchase Opportunity Site 1 is acknowledged. It should be noted that such a provision is considered to be an operational matter and not within the remit of this land use plan. In response to the submission which requested that the landholding between Opportunity Sites 3 and 4 should also be included in the Newbridge SCS, it should be noted that these lands are already included within the boundary of the SCS, as outlined in Figure 4.3 of the Plan.

The contention that the Bord Na Móna site (behind their new HQ building) and Cutlery Road area are glaring omissions from the Plan and that a detailed masterplan is required is not accepted. The preparation on an additional masterplan for this location is not considered appropriate during the lifetime of this Plan as these sites are largely occupied, particularly when compared to the seven opportunity sites within the SCS. It is considered critical that the Plan focuses regeneration efforts on the Athgarvan/Military Road area given its extensive nature and its potential to act as a critical growth enabler for the town over the short to medium term.

Regarding the comments seeking improvements in the public realm on Athgarvan/Military Road, along with the creation of a more pedestrian friendly environment, it is noted that a central component of the Newbridge Central SCS Urban Design Framework is the desire to create a more vibrant, integrated and accessible urban neighbourhood in this area. This fully aligns with the provisions the Draft Town Renewal Masterplan for Newbridge (Section 4.3.1 of the Plan) which outlines as a specific project, improvements to pedestrian and cycling crossing points in the Athgarvan Road and Environs area. This is further supported by Objective TCO 3.4 of the Plan. With regard to Submission 026, it should be noted that a portion of the route illustrated on the map for improvement (i.e. between the Whitewater and TK Maxx multi-storey car parks) is not a public route. The remaining portion of the route southwards to Newbridge Silverware has been identified for

improvement as part of the redevelopment of Opportunity Site 2 and Opportunity Site 3, and as part of the planned improvements to Athgarvan Road under the Draft Town Renewal Masterplan.

The request for interventions on the lane between the Whitewater Shopping Centre and the Courtyard Shopping Centre (known as 'The Avenue') to be progressed to encourage a more vibrant and safe shopping environment is acknowledged. It should be noted that this lane is under the purview of the Whitewater Shopping Centre and not Kildare County Council. It is however noted that the regeneration of Opportunity Sites 2 and 3, as provided for in the Plan will result better quality urban environment and increased passive surveillance between the Avenue and Newbridge Silverware to the south. T

The contention in one submission that the seven opportunity sites only amount to 4.8 hectares and that residential development here would not contribute significantly to the growth targets for Newbridge is not accepted. Whilst the overall quantum of development when compared to the total planned for the town is relatively small, it is considered that such development will have an enormous impact on the entire town centre and Athgarvan/Military Road area, creating a vibrant and sustainable urban neighbourhood that consolidates the urban core and contributes to the long term sustainable development of the town. Furthermore, as noted in responses to other submissions on the respective opportunity sites, the Plan does not seek to limit the development potential of lands within the SCS outside of the seven opportunity sites. It merely seeks to highlight the sites as having the greatest potential to be re-developed over the short to medium term. It is further considered that even if only a number of the opportunity sites were to be developed during the life of the Plan it would have the positive effect of kickstarting the wider regeneration of the SCS over the longer term.

The requests outlined in a number of submissions for the former Machinery Yard to be redeveloped for uses including, inter alia, a public swimming pool, hydrotherapy pool, gym, primary care centre, high density residential uses and childcare/community uses, is acknowledged. It should be noted the development of a swimming pool and associated facilities on the site, including provision for residential units above any such development, is deemed to be acceptable in principle. Notwithstanding this consideration, the Urban Design Framework contains provision for Opportunity Site 2 to be redeveloped for a range of uses including for new homes, a pocket park and a new primary care centre. At a density of 100 dwellings per hectare, it is envisaged that this site would, over the longer term, provide a total of 77 new homes.The Planning Authority considers that the uses proposed in the Framework represent an optimal mix on the site, having regard to its ownership, its centrality and its potential to kickstart creation of a vibrant urban community in the area.

The request for site specific objectives to zone a portion of Opportunity Site 1 for an urban neighbourhood park and for its western portion to be zoned for the purpose of a primary care facility is not accepted. It should be noted that unlike Opportunity Site 2 (the former Machinery Yard), Opportunity Site 1 is not owned by the Council or in public ownership. Such specific zonings would therefore not be practical or feasible at land use plan level and could impair the overall redevelopment of the site itself

and also hinder the development of a primary care centre in another suitable location within the SCS. In this regard, it is noted that the Framework is open to the potential of the primary care centre being delivered on another appropriate site within the SCS. With regard to the request for an urban neighbourhood park, it should be noted Opportunity Site 1 has been identified in the framework as being an optimal location for commercial and residential development, in keeping with the principles of compact growth. There is also an extant (live) planning permission in place for a 14-unit residential scheme. The proposals for Opportunity Site 2 which is under Council ownership incorporates provision for a pocket park. It is further noted that in the event that the redevelopment of Opportunity Site 1 does not proceed (as per was granted by planning permission) then the Urban Design Framework (Figure 4.10 of the Plan) provides for an alternative layout which allows for the potential to create a new landscaped town square where car parking can be cleared to create a sizeable venue for specific civic events.

The request for an objective to determine the overall future of the Water Tower to include public consultation and for the painting of the tower is noted. The Water Tower is located in Opportunity Site 4 of the Newbridge Central Settlement Consolidation Site. The Urban Design Framework provides that a new pocket park is to be developed around the old water tower. This is supported by Objective TCO 4.1 of the Plan. In the event the site should be the subject of a Part 8 procedure, in accordance with the Planning and Development Act 2000 (as amended) — or the Planning and Development Act 2024 (when commenced), then public consultation will be carried out. However, given the status of the Water Tower on the NIAH as a building of regional interest, careful conservation consideration will be required regarding future proposals.

Chief Executive's Recommendation
No change recommended.

Issues raised relating to reuse of derelict buildings / sites

Submission No. and Name.	Summary of Issues Raised
006 Alan Mc	Ó Modhráin Hall should not be allowed sit derelict after the recent purchase.
011 Hazel Whiteley	Derelict building should be converted into usable spaces.
013 Richard and Carol Stalford	The council should provide incentives to encourage businesses to come to the town, especially on Main Street which has several empty business premises.
078 Cllr Chris Pender	Reuse of vacant and derelict town centre buildings for local enterprise, culture, and housing.

Chief Executive's Response
Objective TCO 1.1 promotes renewal of derelict sites and brownfield land and Objective TCO 1.2 encourages and facilitates the full use of existing buildings and sites, in particular the use of upper floors and backlands, having particular regard to high quality urban design and materials used, as well as integration and linkages.

The Council's Commercial Incentive Grant Scheme incentivises the use of vacant properties by providing grants to eligible entrepreneurs which occupy vacant properties. Furthermore, the Kildare Development Contribution Scheme 2023 provides a 33% reduction of development contributions to land zoned as 'town centre' in order to support toe centre development.

Ó Modhráin Hall was purchased prior to the publication of the Newbridge Settlement Plan. The site is located on land zoned for town centre which will 'Permit in Principle' a wide range of land uses and the re-development of vacant site supported by the Plan through Objective TCO 1.1 and TCO 1.2 supports the renewal of the site.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Lighting, Signage and Public Utilities

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • An objective to upgrade and improve all main street signage, lighting and landscaping of town centre. • An objective to underground all services and cables and conditioned within future plans. • A site-specific objective to include the Newbridge Town Crest Town Commission/Town Council logo on all town signage. An excerpt of which is below.

Chief Executive's Response
Section 15.7.9 of Volume 1 of the CDP states that all services including electricity, public lighting, telephone, broadband and television cables shall be provided underground in appropriate ducting in all new developments. Furthermore, Objective EC O74 in the County Development Plan ensures that future upgrades / new overhead cable installations in town centres are located underground to protect the visual amenity of town centres.

The design details of signage is outside the remit of a land use plan.

Chief Executive's Recommendation
No change recommended.

5.5 Chapter 5 Economic Development

Issues Raised: Location of future industrial development

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	An objective should be included to encourage all future industrial development and long term vacant industrial units in the Industrial Business Park should be decanted to the Littleconnell Strategic Employment Area.
029 An Post	An Post may consider the expansion and consolidation of their existing sites; the acquisition of adjoining lands to facilitate expansion and/or relocation to new sites that are considered better suited to meet their operational requirements.
078 Cllr. Chris Pender	The submission notes that: • The Littleconnell Strategic Employment Area be reinforced as the principal employment growth zone for Newbridge, subject to public transport and active travel accessibility. • The Council prepare a Community Employment and Training Charter to apply to all major developments and public realm projects. • A Community Enterprise Zone be identified within or near the town centre. • The care sector employment (including nursing, health, and childcare) be recognised as key to local economic sustainability and supported through planning and zoning policy.
077 Cllr Rob Power	It is requested additional text under Section 5.4.4 as follows: **Evolution of Industrial Estate Uses:** The Cill Dara Industrial Estate is in transition, with 21% of units now occupied by service-based businesses including gyms (Section 5.4.4). This evolution reflects changing market demand and the suitability of industrial-scale buildings for certain recreational uses. Indoor recreational facilities such as gyms, children's play centres, trampoline parks, and climbing facilities require: ● Large floor plates (500-2,000+ sqm) not readily available in town centres ● Industrial-level rental rates to achieve financial viability ● High parking provision more easily accommodated in industrial settings ● Tolerance for noise and activity patterns incompatible with residential areas

	● Destination-based access patterns (planned trips) not requiring town centre footfall The zoning matrix has been amended to permit consideration of such uses in H: Industry and Warehousing and GU: General Business Use zones, recognizing their compatibility with employment zones while protecting the primacy of town centre retail and service functions." Furthermore, the submission requests a change as follows to Objective EDO 1.4: Promote the economic renewal and revitalisation of Cill Dara Industrial Estate as a dynamic and sustainable employment cluster **accommodating a mix of industrial, warehousing, and compatible service and recreational uses** into a vibrant mixed-use quarter with a distinct spatial identity."

Chief Executive's Response

The Littleconnell Strategic Employment Area forms part of the Strategic Economic and Employment Zone which was identified under Section 2.13.1 of the County Development Plan. This corridor is of strategic importance for employment for both County Kildare and nationally, for high-tech manufacturing and logistics. Therefore, it is considered that the strategic area should not be the primary location for all future industrial development or the principal employment growth zone. It is considered that applying this stipulation would undermine the strategic importance of these lands which have the ability to accommodate development with larger floor plates and small plot ratios. The existing Industrial Business Parks provide for alternative floor spaces and choice in terms of location. Furthermore, they are close to the town centre and as such have the potential to create synergies with the town centre.

The Cill Dara Industrial estate, IDA Newbridge Business Park (Green Road) and the land zoned GU: General Business Use, can accommodate a variety of floorspace scenarios, ensuring Newbridge has the ability to increase its employment base and ensuring the town is sufficiently agile to accommodate economic opportunities.

The contents of the submission from An Post are noted.

It is considered that the Plan adequately factors in care-based employment as an important sector in Newbridge. It should be noted that a sizeable 5% growth in this sector is factored into the Section 5.3.3 Targeted Sectoral Growth or nearly 200 jobs over the plan period. While the Plan does not specifically designate a Community Enterprise Zone within Newbridge, it supports the potential for community-led economic activity on appropriately zoned lands. This flexibility enables local initiatives, social enterprises, and community organisations to contribute to economic development and placemaking, particularly in areas identified for regeneration or mixed-use development.

The preparation of a Community Employment and Training Charter is outside the remit of land use plan.

The issues raised with regards the additional text under Section 5.4.4 and amendment to EDO 1.4 is not accepted. The zoning matrix provides for the mix of land uses that are appropriate within the Cill Dara Industrial Estate and therefore the additional text in relation to Objective EDO 1.4 is not required. Furthermore, the changing needs for business in the industrial estate has been acknowledged in the Plan through the change in zoning to GU: General Business Use.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Tourism

Submission No. and Name.	Summary of Issues Raised
011 Hazel Whiteley	Submission seeks a tourist office to promote Newbridge.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • A site-specific objective to identify a location for a hotel in the town centre. • An objective that O'Modhrain Memorial Hall should remain in Kildare County Council ownership promoting cultural and historical aspects of Newbridge (Military Tourism/Visitor Centre).

Chief Executive's Response
Hotel uses are Permitted in Principle within lands zoned 'A: Town Centre'. It is considered acceptable to add an objective to support the provision of a new tourist office in Newbridge.

Ó Modhráin Hall is located on land zoned for town centre where a wide range of land uses including a visitor or tourism centre are 'Permitted in Principle'. The re-development of vacant and underused sites is supported by the Plan through Objective TCO 1.1 and Objective TCO 1.2. Identifying a specific land use is considered premature without the benefit of feasibility studies or stakeholder engagement. Furthermore, matters relating to the ownership of the building fall outside the statutory remit of a land use plan and are more appropriately addressed through operational or asset management processes.

Chief Executive's Recommendation
Chapter 5, Section 5.5.3, Tourism Objectives, insert additional objective as follows:

EDO 2.5 *Support, where appropriate, Into Kildare and Fáilte Ireland in the development of a tourist information centre within the town centre.*

5.6 Chapter 6 Homes and Communities

Issues Raised: Accessible Location for Facilities

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks all new housing to be within walking/cycling distance of schools, shops and public transport.
050 Newbridge Disability Access Group	The submission seeks that all recreational amenities, including playgrounds, parks, and community centres, should be located within or near the town centre to ensure convenient, accessible connections.
078 Cllr. Chris Pender	The submission seeks to: • Prioritise development of serviced land for housing within walking and cycling distance of existing schools, shops, and transport. • New primary and secondary schools to be centrally located and accessible by walking, cycling, and public transport.

Chief Executive's Response

The submissions received relating to further community and social facilities being in an accessible location are noted. A central aim of the Plan is to create sustainable communities which is underpinned by the 10-minute settlement concept. Essentially, this concept aims to reduce the overall need to travel, while also enabling sustainable transport options to become realistic and convenient alternatives to the car for short trips, therefore reducing carbon emissions. The Social Infrastructure Audit which accompanies this Plan analysed which areas are identified as having a deficit of existing social infrastructure and informed the location of specific additional social infrastructure in Table 6.3 of the Plan.

With respect to prioritising the development of land proximate to existing facilities, the National Planning Framework (NPF, 2025) states that all urban settlements contain many potential development areas, centrally located, that are suitable and capable of re-use. A priority of national planning policy is to ensure that these sites are utilised ensuring consolidation and effective density is achieved throughout our urban areas, rather than the historical patterns of urban sprawling development. In this regard, the Settlement Capacity Audit (SCA), as a supporting document to the Plan, provides a comprehensive audit of sites with the potential for development. One of the scoring criteria was how the subject site demonstrated compact growth and /or location with the 1000 metre catchment of Newbridge Train Station.

Furthermore, Section 6.3 - Residential Mix and Design of the Plan has regard to the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DHLGH, 2024), the Urban Development and Building Heights – Guidelines for Planning Authorities (DHPLG, 2018) and the Planning Design Standards for Apartments – Guidelines for Planning Authorities (DHLGH, July 2025) which contain a range of provisions which seek to deliver compact growth within the

existing urban fabric of settlement settlements in order to maximise the efficient use of land and access to existing infrastructure.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Housing

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks a balance mix of housing types
050 Newbridge Disability Access Group	The submission seeks: • A minimum percentage of all new social and affordable housing should be designed to universal design or lifetime homes standards. • Age-friendly housing close to transport links, healthcare and community facilities.
078 Cllr. Chris Pender	The submission seeks: • 40 per cent social and affordable homes, built through public and community led models. • Delivery of public housing through a Public Homes Delivery Framework, with local authority, approved housing body, and cooperative partnerships. • Support for community land trusts and cooperative housing models to keep homes permanently affordable. • To ensure all housing meets Nearly Zero Energy Building (NZEB) standards and integrates renewable energy systems. • Requirement for Daylight, Sunlight and Overshadowing Assessments for all multi storey developments to protect residential amenity. • To apply buffer planting and height transition between new and existing neighbourhoods. • To follow Universal Design principles for all housing and public buildings.

Chief Executive's Response
Policy HO P7 in Volume 1 encourages the delivery of sustainable residential communities by ensuring a wide variety of housing typologies and tenures is provided throughout the county. The Newbridge Plan aligns with SPPR 1 of the Guidelines on Urban Development and Building Heights (2018) which requires Planning Authorities to identify areas for higher building heights in locations with good public transport accessibility, particularly town/ city cores, which will also ensure a range of housing typologies. Furthermore, in accordance with Objective HO O15 (Volume 1) a 'Statement of Housing Mix' will be required to accompany applications for 10 or more units in order to ensure an appropriate mix of house types and sizes within individual residential development schemes and that they are adaptable, designed to meet the needs of an aging population and cater for people

with disabilities. Section 6.3.1 Group/Special Needs Housing, of the Plan places emphasis on universal design in order to provide for those with specific housing needs across units being constructed. Objective HO O15 in Volume 1 requires all new residential developments (in excess of 5 residential units) to provide for a minimum of 20% universally designed units.

The Council are required to comply with the statutory provisions under the Affordable Housing Act which were incorporated under Part V of the Planning and Development Act 2000 (as amended) in relation to the provision of social and affordable housing. It should be noted that the delivery of social and affordable housing is outside the remit of a land use plan.

All new development must conform to the EU Nearly Zero Energy Buildings (NZEB's) technical standards as contained in the Building Regulations Technical Guidance 2021. It is outside the remit of a land use plan to address the operation of other statutory codes and regulatory regimes that relate to the development sector.

The detailed design of new residential schemes including their impact on neighbouring properties within respect to overshadowing and buffer planting will be the consideration of any planning application, in line with the Development Management Standards set out under Chapter 15 of Volume 1.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Social infrastructure and housing delivery

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seek that new housing is matched with timely development of social infrastructure.
031 Danny Tangney	The submission is concerned that the plan over-focuses on residential zoning without sufficient mechanisms to ensure social structures come on stream. The submission further asks that the Plan introduces legally binding conditions that mandate the construction critical social and physical infrastructure before residential lands are occupied.
078 Cllr. Chris Pender	The submission seeks community infrastructure to be delivered in parallel with housing.

Chief Executive's Response
A Social Infrastructure Audit (SIA) formed part of the plan making process and has been published alongside the Plan. The SIA was carried out to examine the availability and capacity of existing social infrastructure facilities in Newbridge, to determine the future requirements and make recommendations based on existing and anticipated settlement growth. The Plan has identified the social infrastructure deficits and Table 6.3 gives a summary of social infrastructure requirements. The Plan then provides specific objectives and land use zoning objectives to reserve lands for this required social infrastructure.

It is important to note that while a Settlement Plan sets out the appropriate locations for various land uses and infrastructure (physical and social), it is not accompanied with a specific budget to deliver projects and services as, in many cases, these services are outside of the remit of the local authority and responsibility for same sits with the HSE, Department of Education and Youth or private developers.

Notwithstanding, Objective HCO 1.1 of the Draft Plan aims to promote new residential development that occurs in tandem with the delivery of supporting physical and social infrastructure identified in the Social Infrastructure Audit. Similarly, the preparation of the Urban Design Frameworks have provided for the integration of residential development with supporting infrastructure, thereby safeguarding the land for social and community facilities.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Provision of a public swimming pool

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks a new public swimming pool
005 Manu J	The submission seeks a council swimming pool and should be prioritised.
007 Hariprasad Govindharajan	The submission outlines that Newbridge has a population of 25,000 it requires a swimming pool, the old machinery yard was previously considered as a potential site and the council should prioritise building a public pool.
013 Richard and Carol Stalford	The submission suggests the facilities in the town do not reflect the number of houses being built, a council swimming pool is required.
021 Patrician Primary School Student Council	The submission seeks a new swimming pool.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks a site-specific objective for a public swimming pool, leisure centre and an element of residential on a site on the junction of the Naas Road and Great Connell Road. An excerpt of which is below.

0039 Mark Wall TD	The submission seeks a public swimming pool and notes local support for such a facility, with none located nearby.
050 Newbridge Disability Access Group	The submission seeks a public swimming and hydrotherapy pool, ideally located within or near the town centre, designed to full accessibility standards.
065 Christopher Fox	The submission states the sports hub at greyhound stadium should include a 25m swimming pool (ideally 50m)
076 Newbridge Community Development	The submission seeks the delivery of a municipal swimming pool for Newbridge.
077 Cllr. Rob Power	The submission seeks the provision of a public swimming pool citing that • The SIA did not assess indoor aquatic provision, • The pre-draft consultation and art competition highlighted the need for multi-purpose recreation spaces, • Swimming pools support workforce attraction/retention, • Swimming is key activity for older persons • Provision of a swimming pool would align with Objective HCO 6.4 In this regard the submission seeks to amend Objective TCO 3.6 by adding the following wording at the end. *5. Public Swimming Pool/Aquatic Centre* It also seeks to add a new objective numbered HCO 6.7. *Support and facilitate the provision of a public swimming pool/aquatic centre in Newbridge to address the identified deficit in indoor aquatic recreational facilities. The facility should be located on lands zoned 'F: Open Space and Amenity', 'E: Community and Education', or as part of the Municipal Sporting Facility at F (2), and should include:* ● *25m pool suitable for competitive swimming and training* ● *Learner/family pool* ● *Universal accessibility features*

<table>
<tr>
<td></td>
<td>
● Integration with other sporting/community facilities where feasible
The Council will actively seek funding from relevant agencies including the Large-Scale Sports Infrastructure Fund (LSSIF), Sports Capital Programme, and other government sources.

It also seeks to amend Table 6.3 by adding:

<table>
<tr><th>Existing Infrastructure</th><th>Specific Social Infrastructure Requirement</th><th>Identified Location</th><th>Delivery Mechanism</th></tr>
<tr><td>No public swimming pool/aquatic facility</td><td>Public swimming pool/aquatic centre</td><td>Within F(2): Open Space and Amenity (Municipal Sporting Facility) or other appropriate E/F zoned lands</td><td>Kildare County Council / Kildare Sports Partnership / Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media</td></tr>
</table>

It also seeks to amend Section 6.4.1.5 by adding the following paragraph:

Aquatic Facilities: Newbridge currently has no public swimming pool or aquatic centre. This represents a significant gap in sports and recreation infrastructure given the town's population of 24,366 (Census 2022) and projected growth to over 32,000. Swimming is a critical life skill, provides year-round recreational opportunities for all ages and abilities, supports competitive sport development, and addresses health and wellbeing objectives in the Kildare Local Economic and Community Plan. The pre-draft consultation process (Section 1.3) identified strong community demand for swimming facilities.
</td>
</tr>
<tr>
<td>078 Cllr. Chris Pender</td>
<td>
The submission seeks:

To develop a Municipal Sports Amenity on lands zoned F (2) and F (3) incorporating a masterplan and Part 8 process prior to delivery. Include facilities for multi-sport use and a minimum 25 metre swimming pool (preferably 50 metre).
That redevelopment of the Machinery Yard includes a pool.

</td>
</tr>
</table>

Chief Executive's Response

The submissions requesting the provision of a swimming pool in Newbridge are noted. While the County Development Plan (CDP) includes an objective to progress plans for a regional swimming pool in North Kildare, there is currently no specific objective for the provision for a swimming pool in Newbridge within this Plan.

The identified deficit in swimming facilities in Newbridge is acknowledged. However, it is important to manage expectations regarding the delivery of such infrastructure. A Settlement Plan is a land use framework that guides the development of land in a structured and sustainable manner. It does not, however, come with an associated funding mechanism or dedicated budget for the delivery of specific infrastructure projects.

SC O28 of Volume 1 of the KCDP (as varied) sets out that it is an objective of the council to "support the provision of multi-purpose sports (to include minority sports, and arts / drama activities) halls, outdoor playing pitches, all weather playing pitches, tennis courts, basketball courts, swimming pools, and associated facilities in appropriate locations and to particularly encourage flexibility in the design of sports facilities in order to accommodate a range of sporting activities".

The identified locations for the swimming pool at the machinery yard and the junction of Naas Road and Great Connell are noted. The machinery yard is zoned A: Town Centre, where community facilities and/or sports buildings are permitted in principle. Furthermore, the lands at the junction of Great Connell and the Naas Road are zoned 'B: Existing Residential /Infill, where community facilities and/or sports buildings are 'Open to Consideration'. Furthermore, a swimming pool would be Open to consideration of the certain lands zoned F; Open Space and Amenity including the municipal sports facility.

HCO 6.4 of the draft Plan currently includes an objective leverage funding under the LSSIF, and states as follows, it is an objective of the council to "actively seek funding from relevant agencies and government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) to secure financial support to develop sports facilities on lands zoned 'F (1), F (2) and F (3): Open Space and Amenity'".

Chief Executive's Recommendation

Chapter 6, Homes and Communities, Section 6.4.1.5, Sport and Recreation Objectives, amend Objective HCO 6.1 and Objective HCO 6.4 to include reference to a swimming pool as follows:

HCO 6.1 Facilitate sports clubs, community groups and educational institutions in the acquisition and/or use of accessible lands for sports and recreation purposes *(including a swimming pool)* and support the delivery of multi-use sports facilities on land zoned as 'F (1): Open Space and Amenity', 'F (2): Open Space and Amenity' and 'F (3): Open Space and Amenity' within the Plan area.

HCO 6.4 Actively seek funding from relevant agencies and government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) to secure financial support to develop sports facilities *(including a swimming pool)* on lands zoned 'F (1), F (2) and F (3): Open Space and Amenity *and other appropriately zoned lands.*

Issues Raised: Additional primary and post-primary school places

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks a new primary school and a new post primary school.
007 Hariprasad Govindharajan	The submission seeks an additional secondary school.
021 Patrician Primary School Student Council	The submission welcomes the rezoning of lands for more schools.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	This submission supports the: • Locations identified for a new primary school and post-primary school. • F zoning applied to Council owned site located at Scoil na Naomh Uilig. The submission seeks: • An objective to support considering co-locating pre-schools at lands zoned E (1).
031 Danny Tangney	The submission states that the SIA shows areas south-east and north of Newbridge not currently served by a primary school. • school expansions are decades behind and existing post-primary schools are operating over capacity. • HCO 2.2 objective for a new primary school at Crotanstown and reserving land for post-primary school at Cornelscourt only commits Council to "engage" with Department of Education and Youth.
039 Mark Wall TD	This submission asserts Newbridge schools are at capacity. It welcome that the Plan has identified sites for a new primary school and post-primary school and cites co-location of early years education and afterschool facilities should be a priority alongside the development of these two new schools.
078 Cllr. Chris Pender	The submission seeks to plan for future post primary and further education facilities within the town to meet population growth.

Chief Executive's Response

A Social Infrastructure Audit (SIA) formed part of the plan making process and has been published alongside the Plan. The SIA was carried out to, inter alia, examine the availability and capacity of existing primary and post-primary schools in Newbridge, to determine the future requirements and make recommendations based on existing and anticipated settlement growth.

The SIA for Newbridge identified that primary schools are currently close to capacity. It was determined that an additional 1,097 student places will be required over the plan period and beyond to cater for the projected population growth. This requirement can be reduced to 862 pupil places when considering the available capacity in the existing primary schools (235 places). Objective HCO 2.2 of this Plan supports locating a new 24-32 classroom primary school at Crotanstown in southern Newbridge.

All of the existing post-primary schools in the town are currently operating at capacity, with three post primary schools operating over-capacity. The SIA determined that approximately 1,065 additional pupil places will be required over the Plan period and beyond to cater for the projected population growth. The Department of Education and Youth indicated that additional pupil places can be accommodated by extending three of the existing public post-primary schools in Newbridge to cater for 1,000 students per school.

While these extensions are envisaged to cater for the forecasted population rise over the Plan period, it is noted several unforeseen events have increased school populations in Newbridge. It is therefore considered appropriate to reserve lands for a 1,000-pupil post primary school at Cornelscourt to ensure sufficient capacity both during and beyond the lifetime of the Plan. These lands in northern Newbridge are zoned 'E (3): Community and Education' and their location has regard to the 10-minute settlement concept.

Objective HCO 2.1 also supports the future expansion of existing primary and post-primary schools in Newbridge and has zoned additional land for the future expansion of Scoil na Naomh Uilig.

It is important to note that a Settlement Plan sets out the appropriate locations for various land uses and infrastructure (physical and social), it is not accompanied with a specific budget to deliver projects and services. Responsibility for the delivery of schools lies with the Department of Education and Youth.

One submission seeks an objective to support considering co-locating pre-schools at lands zoned E (1), the location for a new primary school in Crotanstown. It is noted that Objective SC O78 in Chapter 10 in Vol 1 of the Kildare CDP requires childcare provision to be delivered in Phase 1 of any new residential or commercial development within the county. It is also noted Objective SC O80 also in Chapter 10 in Vol 1 encourages integration and co-location of childcare facilities, including after-school care facilities with educational institutions to improve accessibility and convenience.

Chief Executive's Recommendation

No change recommended.

Issues Raised in relation to the provision of public parks

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks enhanced public access to the River Liffey with walkways, viewing points and environmental protection measures.
005 Manu J	The submission outlines that there are no parks and playgrounds, and the Liffey Linear Park is far away. Prior to further residential development further public parks should be built.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • A site-specific objective to incorporate a themed pocket park within the Bord na Móna area along the existing route from Curragh Grange through Newbridge Industrial Park and out by Newbridge Silverware. • An objective to deliver sections of the proposed Corbally Harbour with landowners' agreement. • To locate pocket parks at key junctions along with infill sites and vacant plots for example at the traffic lights on the Athgarvan road at Bradleys.
050 Newbridge Disability Access Group	The submission seeks a fully accessible dog exercise park.
060 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	It asserts there should be an Objective of this Plan to recommend that a dog park be provided for on lands zoned open space and amenity.
076 Newbridge Community Development	The submission welcomes the F (2) zoning for a Municipal Sporting Facility, the F (1) zoning for a Neighbourhood Park and objectives to develop and deliver river-based sporting activity in the town centre. It also supports all objectives from HCO 6.1 to HCO 6.5. It seeks a clear and ambitious plan should be elaborated to ensure that the Neighbourhood Park within the F (1) zoning is delivered as soon as possible, including playing fields and associated support structures. It outlines a Strategic Development Contributions could be utilised to help further this objective and offset some of the extensive loss of green and high nature value lands resulting from the development of industrial sites on the outskirts of the town at Greatconnell.
078 Cllr. Chris Pender	The submission seeks: • At least one accessible playground, dog park, and pump track in each district of Newbridge • A comprehensive masterplan including a themed pocket park within the Bord na Móna Site.

	• Explore the creation of a pocket park and pedestrian connection within the Curragh Grange – Industrial Park – Silverware Route. • Develop corner pocket park and public realm improvement to define perimeter blocks • and improve street character on the Athgarvan Road / Bradley's junction.

Chief Executive's Response

No national standards exist for the provision of public parks. Therefore, in the absence of same, consideration has been given to the 2015 Fields in Trust (FIT, UK) recommended benchmark guidelines for 'outdoor space', outlined in Creating Great Spaces for All (2024). These Guidelines recommend a standard of 0.8 ha of parks and gardens to be provided per 1,000 persons. If no further parks were to be provided, the ratio in Newbridge would be 0.42 hectares per 1,000 persons. In order to meet the standard and considering future population growth, Newbridge would require a total of 25.9 hectares of public parks, consequently an increase in 12.2 hectares.

Section 6.4.1.4 of the Plan notes Volume 1 of the CDP, which includes an objective (LR 094) to identify potential sites for regional-type parks in the Naas–Newbridge–Allenwood areas. Additionally, the Newbridge Local Area Plan 2013 – 2019 (as amended and extended) outlines an objective (OS 4) to extend and develop a linear park along both sides of the River Liffey, from Tankardsgarden to the M7 Motorway. This Plan will therefore support the development of an urban neighbourhood park on the eastern side of the river from the Liffey Linear Park (circa 21.49 hectares). Map 7.1 supports the delivery of an active mode bridge to allow pedestrians to easily navigate from the Liffey Linear Park into this potential urban neighbourhood park. Improved access from vacant land immediately to the south into the existing Liffey Linear Park is also supported by this Plan (See Map 11.2: Implementation).

A Settlement Plan is a land use framework that guides the development of land in a structured and sustainable manner. It does not, however, come with an associated funding mechanism or dedicated budget for the delivery of specific infrastructure projects such as neighbourhood parks. However, Objective HCO 6.5 refers to the application of a Special Development Contribution for inter alia; the neighbourhood park.

The delivery of the Corbally Harbour Quiteway and all walking measures mapped under Map V2 -N: 7.1 and listed under Table 7.1 Walking Measures, are supported under Objective MATO 2.1.

Objective HCO 5.6 of the Plan recommends investigating the feasibility of providing a dog park within lands designated as F: Open Space and Amenity. However, it considered acceptable to include reference to accessible.

Queries regarding placing a pocket park within the Bord na Móna area as part of a wider masterplan and adding additional green space within the vicinity of Athgarvan/Military Road area noted. Green space forms part of the Newbridge Central Settlement Consolidation for instance a pocket park is proposed at the water tower.

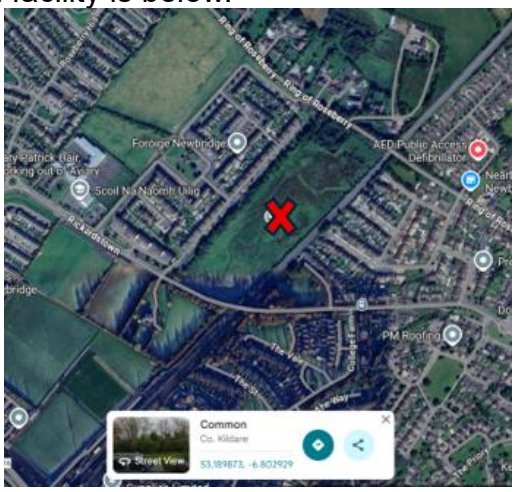
In response to the request for a masterplan for the Bord na Móna lands, the site is currently occupied and at such did form part of the lands identified within the Newbridge Central Settlement Consolidation area. The Council is also mindful not to pre-empt or prejudice any future plans Bord na Móna may have for their lands. Given these considerations, it is the Council's view that the preparation of a masterplan would be more appropriately addressed as part of any future planning application for the site, where the specific development intentions can be fully assessed in context.

Chief Executive's Recommendation

Chapter 6, Section 6.4.4.1, Open Space, Parks and Amenity Space Objectives, amend Objective HCO 5.6 as follows:

HCO 5.6 Investigate the feasibility of providing a*n accessible* dog park within lands designated as F: Open Space and Amenity.

Issues Raised: Provision of playgrounds

Submission No. and Name.	Summary of Issues Raised
006 Alan Mc	The submission seeks the provision of Kerdiffstown Park style facility for Newbridge with walking trails, playgrounds and multi-sports facilities.
007 Hariprasad Govindharajan	The submission contends a proper playing area for children is required, with a zipline.
021 Patrician Primary School Student Council	The submission outlines that the town requires a new playground for older children.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks a playground on the site zoned F at Roseberry/Rosconnell. An excerpt indicating the proposed location of said facility is below. 
050 Newbridge Disability Access Group	The submission requests all new and existing playgrounds, parks, and recreation spaces should be designed or upgraded in line with the Principles of Universal Design.

039 Mark Wall TD	It submits as the population of Newbridge increases there is a growing need to increase the number of playgrounds and play facilities for young people. It welcomes plans for a playground in Moorefield Park, adjacent to the skatepark, and at Dara Park and Pairc Mhuire.
078 Cllr. Chris Pender	The submission seeks: • At least one accessible playground and dog park in each district of Newbridge • Identify a site for a universally accessible playground within lands zoned F in Roseberry/Rosconnell.

Chief Executive's Response

The Parks and Open Spaces Section of Kildare County Council have plans to develop a masterplan for Dara Park and the amenity green space at Pairc Mhuire. It is intended to make provision for playgrounds for Dara Park and Pairc Mhuire within these masterplans. Additionally, a playground in Moorefield Park, adjacent to the skatepark is also proposed. These and any other additional playgrounds are supported by Objective HCO 6.3 of the Plan. Furthermore, it is envisaged that playgrounds, play facilities, outdoor gym equipment are proposed to be located within newly zoned Open Space and Amenity areas F (1), F (2) and F (3). It should also be noted that Objective HCO 6.5 requires a special development contribution where exceptional costs in respect of recreational and community facilities are not covered by the Kildare County Council Development Contribution Schemes 2023-2029, or any successor of same to deliver the urban neighbourhood park, municipal sports facility and community centres.

The reference to the provision of all-inclusive playgrounds are noted. Objective HCO 6.3 aims to facilitate the development of a network of universally designed playgrounds on amenity spaces throughhout the town. Similarly, Objective HCO 5.5 aims to improve existing open space areas in housing developments that have been taken in charge by KCC and to provide additional play facilities, pocket parks and outdoor seating where feasible and appropriate. Reference to a playground for older children is also noted and Objective HCO 5.2 refers to play facilities catering for a variety of ages.

It is noted submissions seek a universally accessible playground, on the site zoned F at Roseberry/Rosconnell, however this location was noted as the only area of wet grassland in the Plan area in Map Ref: V2-N:9.1 – Green and Blue Infrastructure. It is an important biodiversity area and GI stepping stone habitat as outlined in Section 9.5.3 in Chapter 9 this area includes discrete blocks of wet grassland and supports pockets of scrub, mixed broadleaved woodland and scattered trees.

Chief Executive's Recommendation

No change recommended.

Issues Raised: Provision of sports facilities

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks a multi sports hub in the new Greatconnell KDA.
011 Hazel Whiteley	It cites the delivery of housing has surpassed the delivery of infrastructure such as sports facilities
038 Newbridge Athletic Club	Newbridge A.C. is oversubscribed, has a waiting list and does not own the site currently used for athletics – on the grounds of St. Conleth's Community College – which has limited options for expansion. This submission seeks: • the provision of additional athletic facilities to meet the growing interest of the Newbridge Community in Athletics. • development of facilities for training and competition; not just for running.
039 Mark Wall TD	It outlines there is a need to look at the provision of shared sporting facilities which is lacking across the town. It seeks facilities on lands zoned F (1), F (2) and F (3) to be public and open to the local community.
074 Stuart Gavin	This submission proposes that Kildare County Council incorporates the construction of a bicycle pump track into the Newbridge Settlement Plan. The submission outlines a pump track is a circuit of rollers, banked turns, and features designed so that riders generate momentum ("pump") through body movement rather than pedalling. Tracks are constructed of materials such as asphalt (or compacted soil with proper surfacing), allowing usability in many weather conditions. They cater to all ages and abilities—from young children building confidence, to more advanced users refining skills. The submission outlines a range of benefits to the local community in the areas of health and wellbeing, youth engagement and skills development, safe recreation space, social cohesion and community use, tourism / attraction, active travel linkages, environmental benefits and economic / cost benefits. It also outlines the consideration parameters for site selection, design options, safety and supervision, maintenance, environmental impact and funding.
078 Cllr. Chris Pender	The submission seeks at least one accessible pump track in each district of Newbridge.

Chief Executive's Response

As outlined in Section 6.4.1.5 of the Plan, the Social Infrastructure Audit (SIA) determined there were approximately 32 sports and recreational facilities in Newbridge. Eleven of these were educational institutions which included sports facilities. Many of these facilities are shared with sports clubs outside of school hours. The Plan notes there are no national standards for sports and recreational facilities at settlement level. For comparison, the UK's Fields in Trust (FIT)

Standards, recommend providing 1.6 hectares of outdoor sports areas per 1,000 population. In Newbridge it was calculated that there is 1.61 hectares per 1,000 population which marginally exceeds this FIT benchmark guidance. This Plan provides for sites totalling approximately 23 hectares for the delivery of sports facilities in Newbridge to address future requirements.

This Plan supports the redevelopment of Newbridge Greyhound Stadium as a municipal sporting facility as part of the wider Newbridge North Key Development Area. This multi-purpose sports hub extends to circa 6.42 hectares and zoned 'F (2): Open Space and Amenity'. The need for a multi-use purpose sports hub was highlighted by members of the public, local councillors and various sports clubs during the pre-draft consultation stage. An indicative urban design framework for this area is illustrated in Figure 11.2. It is intended to accommodate a circular running track and pitches and facilities for a variety of sports, however it is important to note, should the development of the Greyhound Stadium be progressed at any stage in the future, it would be subject to a separate statutory procedure which includes for detailed design, consultation with the relevant statutory stakeholders, public engagement and consultation.

Additionally, the proposed implementation of an urban neighbourhood park would provide for significant sports and recreational opportunities given its size (circa 21.49 ha) and relative flat terrain. Furthermore, a Multi-Use Games Area (MUGA) is proposed as part of the Greatconnell Key Development Area which was permitted as part of the planning application for the Newbridge Southern Ring Road. An indicative urban design framework for this area is illustrated in Figure 11.1.

Lands are also zoned 'F (3): Open Space and Amenity' at Cornelscourt which extends to circa 7 hectares, which can provide for several full-size GAA, rugby and soccer pitches (see Section 11.2 for the urban framework of this area).

While the inclusion of a pump track has not been specifically identified within the proposed Open Space and Amenity areas, its provision is not precluded. It is envisaged that these areas will accommodate a range of play and recreational facilities designed to cater for diverse activities and age groups. The potential for a pump track may therefore be considered in the context of detailed design and community needs.

However, it is important to note that a Settlement Plan is a land use framework that guides the development of land in a structured and sustainable manner. It does not, however, come with an associated funding mechanism or dedicated budget for the delivery of specific infrastructure projects.

Chief Executive's Recommendation
No change recommended.

Issues Raised in relation to the provision of art installations

Submission No. and Name.	Summary of Issues Raised
006 Alan Mc	The submission calls for monuments/murals to cultural icons of the town such as Christy Moore. It also seeks a memorial Kildare's four all-Ireland titles. The submission seeks replacing the 'welcome to Newbridge' signs on the R445 with better signage and sculpture.
053 Whyte Planning Consultants	This submission calls for a new town square, to be dedicated to Christy Moore Square, an age friendly square.
073 E Condon	This submission notes other submission mentioning Christy Moore and also supports a monument or a wall mural to highlight the importance of the man to the town where he was born and went to school.

Chief Executive's Response

Art installations, murals and statues are an important part of the cultural heritage of Newbridge Town Centre, particularly on Georges Street and within the Liffey Linear Park. The Council supports artwork throughout the town, however the erection and commission of specific pieces is outside of the remit of a land use plan.

Furthermore, Section 5.4.2.3.1 of the Plan seeks to support the provision of focal pieces of public art to be placed in visually prominent and strategically located areas within the Littleconnell Employment Area.

Chief Executive's Recommendation

No change recommended.

Issues Raised: Redevelopment of the Greyhound Stadium

Submission No. and Name.	Summary of Issues Raised
011 Hazel Whiteley	This submission supports redeveloping the dog track but states it should not just be used for pitches but also changing rooms and community meeting rooms.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	This submission supports the municipal sports amenity on lands zoned F (2) and F (3).
038 Newbridge Athletic Club	The submission supports the proposal for additional open/amenity space and the redevelopment of the Newbridge Greyhound Stadium and seeks: • multi-use sport hub including the development of an athletics track. • the ground floor area of the current Greyhound stadium be developed into an indoor training facility to allow year-round training.

	It should be developed to competition standard with 400m track and include areas for athletics field events – namely long jump, triple jump, high jump, pole vault, shot put, javelin, hammer and discus throws.
078 Cllr. Chris Pender	The submission seeks the delivery of a cricket pitch within the Municipal Sports Amenity Zone (lands zoned F2/F3).

Chief Executive's Response

An indicative Urban Design Framework has been included in the Plan for the re-development of the greyhound stadium. It is intended to accommodate a circular running track and pitches and facilities for a variety of sports, however it is important to note, should the development of the Greyhound Stadium be progressed at any stage in the future, it would be subject to a separate statutory procedure which includes for detailed design, consultation with the relevant statutory stakeholders, public engagement and consultation.

Chief Executive's Recommendation

No change recommended.

Issues Raised in relation to the Pairc Mhuire masterplan

Submission No. and Name.	Summary of Issues Raised
012 Pairc Mhuire Residents Association	The submission refers to plans for the large green area in the estate of Pairc Mhuire, which has been maintained by residents associated for past 40 years. It outlines concerns regarding a playground: • extra foot traffic, noise levels and anti-social behaviour along with passing people during the night, under influence. • seating on the area would not be suitable, as have been removed in the past due to anti-social behaviour. • It asserts the area would be better served as an open biodiversity area and planting of extra trees on the space has already started.
039 Mark Wall TD	It submits as the population of Newbridge increases there is a growing need to increase the number of playgrounds and play facilities for young people. It welcomes plans for a playground in Moorefield Park, adjacent to the skatepark, and at Dara Park and Pairc Mhuire.

Chief Executive's Response

The concerns raised in respect of the playground in Pairc Mhuire are noted. Section 6.4.1.5 of the Plan states that a masterplan for Dara Park and the amenity green space of Pairc Mhuire is proposed. The aim is to make provision for playgrounds for Dara Park and Pairc Mhuire within these masterplans. Through the preparation of the masterplan a decision will be made with respect to the location of the playgrounds. It is important to note, any masterplan to be progressed at any stage in

the future, would be subject to a separate statutory procedure which includes for detailed design and public consultation.

Furthermore, Objective GBIO 2.3 of this Plan also supports increasing native tree planting and pollinator friendly planting of local provenance, in accordance with the recommendations of the All-Ireland Pollinator Plan in open spaces such as Pairc Mhuire, in order to enhance local biodiversity, visual amenity and surface water management.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Increasing community infrastructure

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • A site-specific objective for a Family Resource Centre be considered in the Masterplan for Liffey Lodge. • A site-specific objective to develop a master plan for the Newbridge Day Care Centre land in Council Ownership to provide for future growth. • Further investigate the water table levels at the site zoned E for cemetery expansion at Kilbelin. In the event of this site being potentially unsuitable for burial grounds that an alternative site may need to be identified.
078 Cllr. Chris Pender	The submission seeks a site-specific objective for master planning lands in Council ownership to future proof social care needs including day care centres.

Chief Executive's Response
The Liffey Lodge in Newbridge is under the ownership of Kildare County Council. The property is included in the Kildare County Council Action Plan 2022-2026 to be redeveloped into Age-Friendly Housing, a move that is expected to offer valuable right-sizing opportunities for older residents in the Newbridge area. The consideration of further uses in Liffey Lodge is outside of the remit of this land-use plan. Furthermore, Objective HCO 4.5 allows for the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly at Crotanstown. It also noted the operation of existing community infrastructure is outside of the remit of this land-use plan.

The issue raised regarding an investigation of sites to be zoned for cemetery expansion in the event water table levels at the site zoned E for cemetery expansion at Kilbelin are unsuitable are noted. It is acknowledged that while the zoning indicates the intended use, the feasibility of that use (in this case, for burial purposes) may depend on environmental and technical factors. Therefore, it is recommended to amend HCO 8.1 to reflect that the potential constraints to the site. It is important to note that the Newbridge Settlement Plan is for a period of 3 years, the existing cemetery has provisions for 710 plots and there is a proposal to

construct three columbarium walls. In this regard the proposed existing cemetery has sufficient capacity until further studies as to the feasibility of the extension has been carried out and can be addressed at the development plan review which commences in August 2026.

Chief Executive's Recommendation
Chapter 6, Section 6.4.1.8, Faith Facility Objectives, amend HCO 8.1 as follows:

HCO 8.1 Support and facilitate the extension of St. Conleth's Cemetery on lands zoned 'E: Community and Education immediately south of the existing cemetery, subject to detailed design and environmental assessment, *including investigation of the site's water table levels to determine suitability for burial purposes.*

Issues Raised: Provision of assisted living accommodation

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission supports: • Zoning N (2) and E (2) to deliver a nursing home co-located with independent living. The submission seeks: • A site-specific objective to deliver supported living accommodation for young adults age 18 and over, that are under the care of Disability Services in or near the town centre.
078 Cllr. Chris Pender	The submission supports the delivery of the Crotanstown nursing home and independent living campus (lands zoned N2 and E2).

Chief Executive's Response
The comment in relation to supported living accommodation for young adult in the town centre is noted. Special needs housing is 'Permitted in Principle' within lands zoned 'A: Town Centre' and across MU: Mixed- Use and C: New Residential land use zonings. However, it is recommended that HCO 4.5 be amended to provide support for such developments across the Plan area.

Chief Executive's Recommendation
Chapter 6, Section 6.4.1.3, Healthcare Objectives, amend HCO 4.5 as follows:

HCO 4.5 Support the provision of *supported living accommodation for young adults,* residential care facilities and services for older people, subject to appropriate siting and universal design considerations, including the redevelopment of the Liffey Lodge into age-friendly housing and the development of lands zoned 'E (2): Community and Education' for the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly.

Issues Raised: Proposed urban neighbourhood park

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks sufficient land for new parks, playgrounds and sports facilities to meet the needs of a growing population. Enhanced public access to the River Liffey with walkways, viewing points and environmental protection measures.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission supports lands zoned F (1) to deliver open space including fishing and water sport facilities.
078 Cllr. Chris Pender	The submission seeks with lands zoned F (1) fishing and water sports facilities co located with biodiversity protection measures.
079 Newbridge Tidy Towns	It welcomes the proposed neighbourhood park on lands opposite to the Strand, asserting this park would: • Expanding green infrastructure within the town • Providing equitable access to high-quality open space for residents of all ages • Promoting sustainable transport options, such as walking and cycling • Enhance biodiversity, well-being, and quality of life for the community

Chief Executive's Response

The comments in submissions with regards to enhanced public access to the River Liffey is noted. The Plan under Map V2-N:7.1 proposes a number of active travel bridges over the River Liffey, particularly to the lands identified for a neighbourhood park. As per Objective HCO 5.3 the Plan supports the development of the riverside park system for the purposes of passive recreation and water sports in accordance with the objectives outlined in Liffey Valley Strategy' Towards a Liffey Valley Park (2006), or any superseding plan. This objective supports water sports, and it is considered the objective can be amended to include fishing.

With respect to the concerns raised over expanding green infrastructure and enhancing biodiversity, the Plan is supported by a Habitat Mapping which identified the green and blue infrastructure (Map V2-N: 9.1 refers). The mapping helps pinpoint areas of ecological value, guiding where enhancements can be made and where development should be sensitive to existing habitats, ensuring GBI is a core component of the land use development.

Chief Executive's Recommendation

Chapter 5, Section 6.4.1.4, Healthcare Objectives, amend HCO 4.5 as follows:

HCO 5.3 Extend and develop a linear park along both sides of the River Liffey from Tankardsgarden to the M7 Motorway and to continue the development of the riverside park system for the purposes of passive recreation ~~and~~ water sports *and angling (where appropriate)* in accordance with the objectives outlined in Liffey Valley Strategy' Towards a Liffey Valley Park (2006), or any superseding plan.

Issues Raised: Neighbourhood centres

Submission No. and Name.	Summary of Issues Raised
031 Danny Tangney	The submission highlights the lack of a Neighbourhood Centres within a short walking distance in the north-eastern, eastern, and south-eastern areas of Newbridge.

Chief Executive's Response

The Social Infrastructure Audit (SIA) identifies four existing neighbourhood centres in Newbridge which meet the definition outlined in the Section 28 Retail Planning Guidelines (2012). There is also one extant (live) permission for a neighbourhood centre on Station Road. Considering the catchment areas of these neighbourhood centres and the individual convenience stores in Newbridge, having regard to the 10-minute settlements concept, it is considered that spatially, additional neighbourhood centres are required in the north, south and the east of Newbridge. Accordingly, land has been zoned 'N: Neighbourhood Centre' as part of the Greatconnell Key Development Area and on lands at Crotanstown.

Chief Executive's Recommendation

No change recommended.

Issues Raised: Provision of health facilities

Submission No. and Name.	Summary of Issues Raised
031 Danny Tangney	The submission outlines a health service deficit in Newbridge. The shortage in GPs, expected to fall further with anticipated population growth, is a severe threat to public health. The Plan's objectives to "support" delivery of GP practices and delivery of new primary centre are aspirational, not a guarantee. (HCO 4.3 / 4.2)
078 Cllr. Chris Pender	The submission seeks Healthcare Facilities to be located within mixed use neighbourhoods and designed for Universal Accessibility.

Chief Executive's Response

The Social Infrastructure Audit (SIA) identifies and records the deficit in healthcare services in Newbridge. However, it is important to manage expectations regarding the delivery and operation of such services. A Settlement Plan is a land use plan which guides the development of land in a structured and sustainable manner. It does not, however, come with an associated funding mechanism or dedicated budget for the delivery of specific infrastructure projects. In that regard the Plan supports the HSE in the delivery of healthcare facilities, as these services are outside of the remit of the local authority. Responsibility for same is with the HSE and/or private developers. However, the inclusion of clear objectives within a plan is often a critical first step in securing future funding and support.

It is important to note that Objective SC O89 of the Kildare County Development Plan supports the provision of primary care centres and GP practices within existing settlements particularly where they are close to public transport links and safe walking and cycling infrastructure. KCC require developments to be accessible and to incorporate universal design. Furthermore, under Objective MATO 1.1 it is an objective that a 'whole journey approach' to delivering transport infrastructure in Newbridge, to ensure universal accessibility is integrated into all stages of a person's journey from starting point to destination.

Objective HCO 4.3 supports the provision of GP practices in Newbridge within the town centre, in designated neighbourhood centres and on land zoned for community purposes. Objective HCO 4.4 requires planning applications for new Neighbourhood Centre developments within Newbridge to be accompanied by a feasibility study for a GP practice to be located within the respective development.

Chief Executive's Recommendation

No change recommended.

Issues Raised: F: Open Space and Amenity zoning south of Ryston

Submission No. and Name.	Summary of Issues Raised
042 Ryston Avenue Residents Association	This submission supports zoning Ryston Lands (KE1870F) as F: Open Space and Amenity. It contends this designation is critical to fostering sustainable development, enhancing community well-being, and protecting environmental assets in Newbridge, while preserving this riverside site for future generations for recreation and biodiversity. The submission outlines that the zoning will allow for inclusive facilities for families, seniors and the youth. It contends that this zoning is in line with the RSES which positions Newbridge as a key growth centre that balances housing delivery with robust green infrastructure. It asserts it is in line with the NPF and NPO 13 complementing the Liffey Linear Park and forming a contiguous natural corridor that supports active travel (walking and cycling), riverside tourism and mitigates flood risks in line with the SFRA. It contends that its zoning is evidence-led by the SCA.

	It alleges previous attempts to rezone nearby Ryston lands for non-amenity uses, such as private housing, were rejected by An Bord Pleanála for conflicting with community objectives. It considers that zoning these lands for open space the Council prioritize adjacent Tier 1 serviced lands for housing and employment, as outlined in the SCA.
052 Dee Macbeth	This submission supports zoning Ryston Lands (KE1870F) as F: Open Space and Amenity. It contends this designation is critical to fostering sustainable development, enhancing community well-being, and protecting environmental assets in Newbridge. The submission contends a Site-Specific Objective for these lands which would reflect their high value location as town-centre greenfield, adjacent to already established sports facilities at Ryston Sports & Social and amenity lands at Liffey Linear Park.
060 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	This submission welcomes the zoning F: Open Space and Amenity between Ryston Avenue and Ryston Sports and Social club.
061 Ryston Sports and Social Club	This submission supports zoning Ryston Lands (KE1870F) as F: Open Space and Amenity. It contends this designation is critical to fostering sustainable development, enhancing community well-being, and protecting environmental assets in Newbridge. The submission contends a Site-Specific Objective for these lands which would reflect their high value location as town-centre greenfield, adjacent to already established sports facilities at Ryston Sports and Social and amenity lands at Liffey Linear Park.
065 Christopher Fox	The submission welcomes rezoning lands at Ryston but there are no plans for it, particularly the old soccer pitch. Pitches are shown out in Cornelscourt but not shown here.
076 Newbridge Community Development	The submission supports zoning lands at Ryston F: Open Space and Amenity, however it believes more specific and deliverable proposals for the development of amenity facilities are required, including: • Active and passive recreational uses • Integration with the Ryston Sports Club create a coordinated and accessible recreational hub serving the wider community. • Community consultation and stakeholder engagement.
077 Cllr. Rob Power	The submission supports zoning Ryston lands F: Open Space and Amenity and outlines that • There is a deficit in public parks,

	• The location of these lands would complement the proposed urban neighbourhood park, • The habitat mapping shows riparian habitats along the River Liffey corridor • The Plan identifies the River Liffey as the main ecological epicentre of the Plan area • The Ryston area is within the green and blue infrastructure network, and it's supported by Objective HCO 5.3. In this regard the submission seeks to amend the wording of Objective GBIO 2.4 *Support and facilitate the creation of a linear nature park along the eastern banks of the River Liffey between the M7 Motorway and St. Conleth's Bridge on lands zoned F: Open Space and Amenity, including lands at Ryston, over the medium to long term and ensure that any landscaping scheme protects the existing riparian habitat and contributes to the enhancement of the corridor as a significant Green and Blue Infrastructure asset in the town* Adding the following section to Section 9.5.1.3: *Lands at Ryston, located adjacent to the River Liffey and Ryston Sports and Social Club, provide a critical opportunity to extend the Liffey Linear Park eastward. The rezoning of these lands to F: Open Space and Amenity recognises their ecological value, supports the green and blue infrastructure network, and enables development of the urban neighbourhood park envisaged in Section 6.4.1.4 and Objective HCO 5.2.* And adding the following into Table 6.3: *The rezoning of Ryston lands to F: Open Space and Amenity contributes approximately [X] hectares toward addressing the identified park deficit of 12.2 hectares required to meet FIT benchmark standards (Section 6.4.1.4).*
078 Cllr. Chris Pender	The submission seeks an objective to support the zoning of lands between Ryston Avenue, Ryston Sports and Social Club, and the Athgarvan Road as F (Open Space and Amenity).

Chief Executive's Response

The submissions received in support of zoning the Ryston lands as 'F: Open Space and Amenity' are noted. The zoning objective applied to these lands is to *protect and provide for open space, amenity, and recreational provision*.

The Plan does not include site-specific objectives for every undeveloped parcel of land but rather focuses on strategic sites identified for key infrastructure delivery. The undeveloped lands adjacent to the Liffey Linear Park and the Ryston Sports and Social Club offer significant potential for a variety of recreational uses. Applying a site-specific objective at this stage could inadvertently constrain the flexibility needed to realise the full potential of the site for open space and amenity purposes.

Accordingly, it is considered premature to apply a site-specific objective at this time.

Chief Executive's Recommendation
No change recommended.

Issues Raised: Lack of youth facilities

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks the Plan to explore if a change of zoning is required for the recently purchased building for purpose of Kildare County Council youth facilities.
039 Mark Wall TD	Submission highlights an overall lack of specific youth facilities and spaces, such as youth cafés. It considers such facilities should be located near sites identified for community centres/halls or close to the new schools.

Chief Executive's Response
Include a new objective to support the development of a dedicated new Youth Centre.

Chief Executive's Recommendation
Chapter 7, Section 6.4.1.6, Social and Community Objectives, insert new objective as follows:

HCO 7.3 *Support the development of a dedicated new Youth Centre on Athgarvan Road that provides a safe, inclusive and accessible environment for young people to learn, connect and grow.*

Issues Raised: Expansion of existing facilities

Submission No. and Name.	Summary of Issues Raised
0078 Cllr. Chris Pender	The submission seeks the expansion of the Newbridge Youth Training and Development Centre, redevelopment of the Riverbank Arts Centre and integration with the new library as a cultural anchor for the town centre.

Chief Executive's Response
Objective TCO 3.6 supports the development and renovation/upgrading of the quality of civic facilities in the town centre over the lifetime of the Plan and beyond, including Newbridge Library and the Riverbank Arts Centre. Objective HCO 7.2 also supports the approved refurbishment and extension of the existing Newbridge Library, to create the new Kildare County Library as a cultural centre and community facility. Furthermore, the expansion of education facilities is supported under Objective HCO 2.1 of the Plan. Similarly, Objective EDO 1.1 supports economic and employment growth within the plan area.

Chief Executive's Recommendation
No change recommended.

5.7 Chapter 7 Movement and Transportation

Submissions received relating to the NABTA and Local Transport Plan

Submission No. and Name.	Summary of Issues Raised
031 Danny Tangney	The submission states: • There is substantial car dependency in peripheral areas like Morristown and Rickardstown. • NABTA upgrades to bridges and targets to reduce car use rely on long-term measures and investment, while Phase 2 residential proceeds in medium term. • Future northern residential development must be conditional on the guaranteed delivery of necessary active travel and road network capacity.
065 Christopher Fox	The submission states • Active travel modes should be prioritised over more parking at train station. It also states the new school and housing development should not be built until the ring road no.69 and no. 70 are completed. • The submission asks if the new crossing points will be raised to footpath level / ground level / or both • It asks if non-signalised junctions be a mix of orange beacons and Type B crossing signs
076 Newbridge Community Development	The submission notes PT 7 and PT 8 in Table 7.2 have already been achieved.
078 Cllr Chris Pender	The submission supports the preparation of a Local Transport Plan (LTP) for Newbridge, as required under RSES. The submission seeks: • All transport maps to be treated as indicative until the LTP is finalised in partnership with the NTA. • Integration of education and training providers into the Local Transport Plan to ensure safe access to schools and training facilities. • DMURS standard pedestrian and cycle facilities at all new junctions and roads.

Chief Executive's Response

The comments relating to car-dependency levels in peripheral areas of Newbridge are noted. The Plan seeks to tackle this situation through the implementation of a comprehensive range of active travel and public transport measures that will be delivered over the life of the Plan and beyond. Regarding the phasing of measures the Plan notes that each measure has been assigned an estimated delivery timescale. These timescales do not reflect the relative importance of the measures, but instead the level of complexity involved in their implementation and the anticipated delivery timeline. These timescales are indicative only and will be subject

to funding and resource availability. On foot of the NTA submission to the Plan, as outlined in Section 4 of this report, the timescale for the town bus service is proposed to be amended from 'long term' to 'short-medium term'.

Regarding the delivery of infrastructure in the North Newbridge area including Measures Walk 69 and Walk 70, as outlined in Table 11.3 of the Plan, the identified transport infrastructure such as roads, cycleways and footpaths will be required to be delivered in tandem with new housing development in the area.

The request to prioritise active travel modes over more parking at Newbridge Train Station is acknowledged. The Plan provides support for sustainable transport options at the train station, including increased bicycle parking and specific support for public transport improvements through the creation of a Key Destination Hub at this location.

The submission relating to the nature and design specifications of new crossing points and non-signalised junctions is noted, however this is not a matter for a land use plan.

The comments regarding completion of measures PT 7 and PT 8 are acknowledged. These measures were not delivered at the time of writing the NABTA and were subsequently incorporated into the Plan.

The Newbridge Area Based Transport Assessment (NABTA) was prepared as a separate standalone process that in turn informed the preparation of the Draft Newbridge Settlement Plan, giving the proposed measures a statutory footing. An ABTA is a process undertaken in order to identify transport objectives, transport networks and associated transport measures for a settlement. The Local Transport Plan (LTP) is a report summarising the outcome of the NABTA, which sets down the measures to be reflected in land use plans. The measures contained in Chapter 7 – Movement and Transportation of the Plan represent the Local Transport Plan for Newbridge.

The NABTA focused on the role schools play in generating trips within the town. Accordingly, it has incorporated a range of measures including the designation of School Safe Zones, park and stride facilities, a town bus service and a comprehensive active travel (pedestrian and cycling) network to ensure safe, convenient and accessible access to school and training facilities are in the plan.

Objective MATO 4.1 of the Plan aims to facilitate the implementation of the road and parking measures, in accordance with the Design Manual for Urban Roads and Streets (DMURS) standards for urban roads and streets and where necessary preserve the identified road routes for the future delivery of the proposed roads. Both the DMURS and the National Cycle Manual (NCM) have been referred to in the planning principles section of the NABTA (Section 5.4.3) for future reference by designers when implementing the measures outlined in the assessment. Overall, it should be noted that DMURS is a national standard which must be adhered to when developing roads and streets in urban areas.

Chief Executive's Recommendation

No change recommended.

Submissions supporting measures in the Plan and NABTA

Submission No. and Name.	Summary of Issues Raised
026 Triona Casey	The submission seeks that measure Walk 82 to be delivered in the short term.
057 Dualta Murphy	This submission supports the proposal to remove parking from Edward Street, which will allow for the extension of the cycle lanes from the bridge to Dunnes Stores. The submission further asserts that there are sufficient car parks in the town and that the existing road space should not be allocated to parking, and it is suggested to place a HGV ban except for public transport or emergency services between Dunnes and the bridge over the Liffey with HGVs diverted via Athgarvan Road.
0065 Christopher Fox	The submission seeks the Bus priority route to be delivered in the short-medium term. The submission states that small rat-runs leading to Main Street should be closed to vehicles as they are unsafe. The DMURS sight lines required cannot be achieved until the front of the car is out on the footpath.
076 Newbridge Community Development	The submission supports the implementation of a 30kph speed limit in the town centre.
078 Cllr. Chris Pender	The submission seeks to reduce "rat runs" through small side streets onto Main Street where sightlines cannot meet DMURS standards.

Chief Executive's Response

Regarding the delivery of Movement and Transport Measures, as outlined in Section 7.3.3 of the Plan, the timescales provided are indicative only and will be subject to funding and resource availability. Notwithstanding the above, in response to the submission of the National Transport Authority (NTA), as outlined in Section 4 of this report, it is recommended that Measure PT 1 (bus priority route) be amended from 'long term' to 'short-medium' term.

The support for the removal of parking from Edward Street and for the implementation of a 30kph speed limit in the town centre is noted.

The overall parking strategy in the town seeks to provide for the efficient use of existing carparks in Newbridge Town Centre. The Plan seeks to take a balanced approach to effectively managing car parking to keep the town centre accessible to car users, whilst also taking far-reaching measures to encourage and promote sustainable travel modes to reduce overall reliance on the private car.

The request for a HGV ban between Dunnes and the River Liffey Bridge was not recommended bythe NABTA and consequently is not proposed to be implemented by this Plan.

The request to close 'rat runs' leading on to Main Street is acknowledged. Measure RD 16 proposes to close a number of lanes linking Eyre Street to Main Street to traffic that are currently used as such 'rat runs'. Using filtered walking, the lanes

would still allow for local access while maintaining the connection for people walking and cycling.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to accessibility

Submission No. and Name.	Summary of Issues Raised
011 Hazel Whiteley	Submission refers to the revamp of the Riverbank Theatre revamp and states that the project provide for enough parking spaces for those with disabilities/mobility issues. The submissions states in terms of accessibility particularly for an aging population there is not enough set down/pick-up areas for alighting/boarding and wider footpaths are required.
050 Newbridge Disability Access Group	The Plan should include: • Footpaths, crossings, and transport services around disability and community facilities provide a continuous, safe, and seamless route to local amenities. • Well-designed, sheltered, and fully accessible transport terminals and bus shelters, with adequate space for wheelchair users, seating, tactile signage, and real-time information that is easily legible. • Safe, segregated cycle lanes that protect both cyclists and pedestrians while accommodating the needs of vulnerable users, including tricycles, adapted cycles, and mobility scooters. • Sufficient and secure bicycle and tricycle parking facilities, designed to avoid obstructing footpaths or access routes for people using mobility aids or buggies. • Compliance with internation, national and local accessibility and inclusion conventions. • Accessibility Impact Statements for all new public realm and recreational projects. • Engagement with local Disabled Persons Organisations (DPOs), including the Newbridge Disability Access Group, KARE, Irish Wheelchair Association, Vision Ireland, Irish Deaf Society, Alzheimer's Association, Downs Syndrome Organisation throughout design and implementation stages.
077 Cllr Rob Power	The submission seeks an amendment to Objective MATO 1.1 as follows: Adopt a 'whole journey approach' to delivering transport infrastructure in Newbridge, to ensure universal accessibility is integrated into all stages of a person's journey from starting point to destination. *Connectivity and walkability assessments shall utilize isochrone mapping that reflects actual walking/cycling times accounting for street network, barriers (rail line, River Liffey,*

	M7 Motorway), gradients, and crossing points, rather than simple radius buffers. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops/shelters fully accessible to older people, people with disabilities and people with young children. The submission also seeks to add a new objective numbered MATO 1.2 outlined below: Require all future Settlement Capacity Audits, Social Infrastructure Audits, and land use zoning reviews to utilise isochrone analysis for connectivity assessment. Isochrones shall be generated based on: • Actual street network permeability • Existing and planned active travel measures (Maps 7.1, 7.2) • Severance caused by rail line, River Liffey, and M7 Motorway • Location of planned bridges (Walk Measures 71, 72, 74, 87, 91, 92) • Universal accessibility standards (walking speeds of 0.8 m/s). This methodology will better recognise the positive impact of permeability measures identified in the Newbridge Area Based Transport Assessment and incentivise development in locations where connectivity improvements are planned. The submission also seeks to amend Section 7.4 by adding the following paragraph: Isochrone-Based Connectivity Assessment: Traditional circular buffer analysis (e.g., 800m radius for 10-minute walk) fails to account for the significant severance created in Newbridge by the rail line, River Liffey, and M7 Motorway, which severely constrain actual walking routes. For example, while lands east of the River Liffey may fall within a 1,000m radius of the train station, actual walking distance via St. Conleth's Bridge may exceed 1,500m. Conversely, planned active modes bridges (Walk Measures 87, 91, 92) will dramatically improve connectivity for areas currently appearing poorly served in radius analysis. Future iterations of the Settlement Capacity Audit and land use zoning decisions should employ isochrone mapping to: • Accurately reflect existing connectivity constraints • Recognise improved connectivity from NABTA measures • Incentivise development in areas benefiting from planned infrastructure • Support evidence-based prioritisation of active travel investments

078 Cllr. Chris Pender	The submission seeks the Plan adopt Accessibility and Universal Design as cross-cutting principles for all infrastructure, open space, and buildings.

Chief Executive's Response

The comments regarding accessibility in Newbridge are noted. Chapter 7 of the Plan, *Movement and Transportation,* refers to the Department of Transport's National Sustainable Mobility Policy (2022). Section 7.4 - *Sustainable Movement and Accessibility* and MATO 1.1 states it is an objective of KCC to adopt a 'whole journey approach' to ensure that universal accessibility is fully integrated into the planning, design and delivery of transport infrastructure. Furthermore, Section 7.3 of the Plan states that the achievement of universal accessibility, where a town is fully accessible for all members of the community is an essential prerequisite for achieving sustainable mobility in Newbridge. It is therefore considered that the Plan fully acknowledges that a universally accessible transport infrastructure plays a vital role in realising truly integrated communities, whilst also promoting healthy lifestyles and wellbeing. Accordingly, requests to for the Plan to ensure universal accessibility within the public realm and around certain specific areas including transport services around disability and community facilities are not considered to be necessary as Objective MATO 1.1 encompasses support for the 'whole journey approach' to be applied across the entire plan area.

The request to comply with international, national and local accessibility and inclusion conventions is acknowledged. It should be noted that the design of all transport infrastructure must comply with national building regulations which require universally accessibility in this regard. The request for Accessibility Impact Statements for all new public realm and recreational projects is also acknowledged. It should be noted that such projects form part of a separate statutory process, which includes provisions for detailed design and appraisal, engagement with relevant statutory stakeholders, and public consultation.

The request in the submission to utilise isochrone mapping that reflects actual walking/cycling times is also acknowledged. While it is noted that that the Social Infrastructure Audit (SIA) does access the catchment area of various services via an 800 metre buffer (as the crow flies), this was carried out purely for the purposes of illustrating the spatial distribution of services across Newbridge, in order to better identify areas of the town which lack specific service with in a 10-minute notional walk. However, it should be noted that in carrying out the Settlement Capacity Audit (SCA) both existing access routes (taking account of existing barriers) and future access routes (taking account of proposed cycling and walking measures) are taken into consideration when assessing individual sites. Furthermore, the SCA itself is informed by the NABTA which has undertaken an in-depth assessment of all existing barriers to permeability within Newbridge. In this regard, it should be noted that the comprehensive list of walking and cycling measures proposed in Section 7.5 of the Plan represents the Council's response to tackling these barriers to active travel within the town. Accordingly, the amendments requested in this regard are not deemed necessary in this instance, as such considerations have been already factored into the critical supporting documents that have been referred to.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to Walk 6 (New Footpath along R413)

Submission No. and Name.	Issue
022 Cllr Peggy O'Dwyer and Cllr Tracey O'Dwyer	The submission seeks a site-specific objective to prioritise the installation of a path from the Fionn Mac Cumhaill Roundabout at the M7 roundabout on the R413 Lumville Cross.

Chief Executive's Response

The submission which seeks a site-specific objective to prioritise the installation of a path from the Fionn Mac Cumhaill Roundabout at the M7 roundabout on the R413 Lumville Cross is acknowledged. It should be noted that Walk Measure 6 in Table 7.1 and Map 7.1 proposes a new footpath along the R413 Regional Road providing a new connection to St. Anne's Special School. This is further supported by Objective MATO 2.1 of the Plan. Accordingly, a further site-specific for individual projects is considered unnecessary.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to Active Mode bridges Walk 71, 72, 74, 87

Submission No. and Name.	Issue
002 Barry McCann	This submission seeks a new pedestrian footbridge opposite entrance to College Park to Patrician Brothers school. The submission contends such a footbridge has been refused by the council due to funding.
026 Triona Casey	The submission seeks priority to be given to developing Active Mode Bridge No. 72 and states that a higher priority should be placed higher for Active Mode Bridge No. 72 than No. 87.
060 Councillor Peggy O'Dwyer and Councillor Tracey O'Dwyer	The submission seeks provision of two pedestrian bridges over the river at two locations 1) from the linear park side of Newbridge to access the local schools and 2) from the Newbridge College side of the River Liffey to improve permeability and active travel.
063 St. Conleth and Mary's N.S.	This submission supports two proposed pedestrian bridges and the development of a riverside walkway in Newbridge namely the proposed bridge near the Watering Gates and the proposed bridge from the bottom of College Park across the road and the river to the lands of the Patrician Boys Secondary School and the development of a riverside walkway from this bridge to service all schools.

078 Cllr. Chris Pender	The submission seeks that the additional pedestrian bridges be prioritised at Belin Woods and Newbridge College to improve permeability and active travel.
076 Newbridge Community Development	The submission seeks: • Walk 74 be moved downriver to allow for direct connection with the extended Liffey Linear Park (Belin Woods), to avoid existing riverside residences and take advantage of the off-road route. • PERM 87 is essential to the further development of Liffey Linear Park and should encourage active mode access to Greatconnell KDA community facilities.
079 Newbridge Tidy Towns	The submission welcomes the proposed active mode bridges, especially at The Strand and near Connell Ford, Walshestown, although it suggests that this location should be revised.

Chief Executive's Response

The comments received in relation to the proposals for active mode bridges over the River Liffey are noted. This Plan supports the addition of new Active Mode Bridges to improve the speed in which pedestrians and cyclists can travel and provide a more pleasant environment for walking and cycling which is not dominated by vehicular traffic.

Regarding the delivery and priority of measures, as outlined in Section 7.3.3 of the Plan, the timescales provided for Movement and Transport Measures are indicative only and will be subject to funding and resource availability.

In addition, Section 7.3.2 of the Newbridge Draft Settlement Plan states that the NABTA was a separate process which was subject to two individual rounds of a consultation process. Both consultations processes have led to the formulation, refinement and finalisation of all the measures outlined in the strategy which forms the published NABTA. In addition, it is important to note that the Draft Newbridge Settlement Plan is a land-use plan. The design, delivery and implementation of measures identified in Chapter 7 – Movement and Transportation are outside of the remit of the Plan and responsibility for same are a matter for many agencies, inter alia; key stakeholders, private developers and specialist providers.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to the Corbally Canal walking/cycling route (Walk 81)

Submission No. and Name.	Issue
004 E Condon	This submission requests that a trail along the Corbally Canal linking Corbally Harbour to Newbridge should be completed.
078 Cllr. Chris Pender	The submission seeks that the Corbally Canal trail completion be included as an objective to connect Corbally Harbour to Newbridge.

Chief Executive's Response

The comments made in relation to the Corbally Canal route (Walk Measure 81) in the submissions are noted. This measure, which is identified in Table 7.1, proposes a Corbally Harbour Quietway to provide for a safe walking and cycling link between the town, Corbally Harbour and the Grand Canal Greenway through the Corbally spur greenway. It is noted that Objective MATO 2.1 of the Plan seeks to support and facilitate the implementation of the measures in the Newbridge Area Based Transport Assessment including those detailed in Table 7.1 - Walking Measures. It is therefore considered that a separate specific objective for Walk Measure 81 is unnecessary in this instance.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to Greenways and Quietways

Submission No. and Name.	Issue
065 Christopher Fox	The submission asks how Quietway No.80 (Pfizer to Wessley Manor) can be created here on such a busy road. It also asks, for proposed greenways the submission asks if KCC have engaged with landowners and if there will be CPOs. The submission seeks a pedestrian crossing at the roundabout at the junction between Quietway road no.80 and the new road no.66. This submission seeks that the proposed Greenway from the existing bridge to Raymond's court should be reclassified. It can't be a greenway just a footpath as lands won't accommodate it. The road from Newbridge College to Raymonds court is uneven and narrow and needs to be upgraded but not identified as such in the plan.
076 Newbridge Community Development	The submission seeks: • Walk 85 be to or around Pollardstown Fen, not on. • Footpaths be delivered where they don't exist on the Quietways.
078 Cllr. Chris Pender	The submission seeks: • to incorporate seating, lighting, and accessible paths along key greenway routes. • to redefine the proposed Greenway from Newbridge College to Raymond's Court as a local footpath if land constraints prevent a full greenway. • Ensure Quietway No. 80 (Pfizer to Wesley Manor) meets DMURS standards for safety on higher traffic routes. • Conduct early engagement with landowners before any Compulsory Purchase Orders (CPOs) for greenway delivery

Chief Executive's Response

The submissions relating to Greenways and Quietways are noted. Walking measure 80 proposes a Quietway at Great Connell. The purpose of this designation is to ensure that once the new Liffey bridge is constructed this route will be for local access only, helping to eliminate the majority of the traffic currently using it and consequently making it safer and more attractive for active travel (walking and cycling).

With regard to questions relating to the nature, design and feasibility of greenways and quietways, the exact design, delivery and implementation of these measures is outside of the remit of this land use plan. They, however, will be subject to a separate statutory process, which includes provisions for detailed design and appraisal, engagement with relevant statutory stakeholders, in addition to public consultation. Such consultation will be central to the process where any CPO proceedings may be required.

Regarding the issues raised relating to Measure Walk 85 in Table 7.1, it should be noted that as part of the Chief Executive's response to the submission of the Department of Housing, Local Government and Heritage, as outlined in Section 4 of this report, both measures Walk 77 and Walk 85 and corresponding cycling measures which may impact Pollardstown Fen are recommended to be removed from the Plan.

It should be noted that quietways can incorporate infrastructure such as enhanced pedestrian facilities such as footpaths, pedestrian crossings and signage. Greenways can also accommodate a range of ancillary pedestrian and cycling infrastructure. However, the exact nature of such infrastructure will only determine during the detailed design and implementation stage.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to safe walking/cycling routes

Submission No. and Name.	Issue
004 E Condon	This submission seeks • Well-lit, safe and continuous walking and cycling routes linking housing estates with schools, workplaces and the town centre. • Open spaces should be connected by green biodiverse walking and cycling corridors.
008 Shirley Eustace	The submission seeks the relocation of cycle lanes on Main Street so that both are accommodated on one side of the road.
013 Richard and Carol Stalford	The submission asserts that the 'temporary' cycle lanes on the Main Street should be removed as they are rarely used and a traffic hazard. The proposal to move the cycle lanes to the footpath and install a bus lane would be a very poor solution as the potential for additional congestion and risk to road users and pedestrians will be significantly increased.

021 Patrician Primary School Student Council	The submission seeks safer routes to walk and cycle to school.
022 Cllr Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • An objective to install the standardised school road signage at all schools in Newbridge. • Walk 2 (Mooney's Road) to be designated a quiet road
026 Triona Casey	The submission is concerned that measure Walk 2 cannot be delivered as it is a single lane road. It asserts this measure would not link to anywhere as a footpath not proposed on Mooney's bridge and no access is proposed through the Local Authority housing development into Scoil Na Naomh Uilig. It also asserts this measure could aggravate antisocial behaviour.
031 Danny Tangney	The submission states that developments north of the rail line have created congestion which is a direct consequence of the railway line that makes walking and cycling indirect.
039 Mark Wall TD	The submission contends that safe walking and cycling routes will be imperative for these new schools and notes issues with access to school bus places.
065 Christopher Fox	The submissions states: • Funding for a school safe zone has been granted twice – and asks why it has not been used. • In Liffey Linear Park – 'Upgraded footpath No.84' and 'new active mode bridge No.87' link should be upgraded. • The main footpath to the train station is very dark on the Sarsfield Drive side. Trees block the light and make it an unsafe area. Maintenance programs should be included on busy footpaths. • Proposed walk 2 shows a new footpath over bridge from Ring of Roseberry to the back of Roseberry hill. If a footpath is installed, there would be one line of traffic (currently can just accommodate 2 narrow cars passing). This bridge is not noted for upgrade. At minimum traffic lights will be required. It's very dark and the submission asks if there will be new streetlights. • The proposed New active Mode bridge No. 74 – the footpath should also be upgraded.
078 Cllr. Chris Pender	The submission seeks: • All employment areas are connected to walking and cycling networks. • Confirm and utilise previously granted funding for school safe zones. • Deliver school crossing infrastructure before new school openings. • Ensure continuous cycle connectivity to Littleconnell, Great Connell, Crotanstown, and Newbridge College.

Chief Executive's Response

The submissions received on safe walking and cycling routes to various destinations are acknowledged. The walking and cycling strategies of the NABTA seek to create convenient, efficient and safe routes between residents' homes and key trip attractors, including the town centre, places of employment and schools. Map 7.1: Transport and Movement – Walking Measures and Map 7.2: Transport and Movement – Cycling Measures provide for the development of a comprehensive active travel network serving the entirety of Newbridge.

Regarding the request for open spaces in the town to be connected by green biodiverse walking and cycling corridors, the Plan provides for an array of cycleway, greenway and quietway connections which links key open spaces within the town and also connects the town to key opens spaces outside the town.

The requests for the cycle lanes on the Main Street to be removed are acknowledged. These cycle lanes are designed to be temporary in nature. Map 7.2 Transport and Movement – Cycling Measures designates Main Street as a part of a 'primary radial cycle route'. Accordingly, it is intended that permanent cycle lanes will be installed. This, however, will be subject to a separate statutory process, which includes provisions for detailed design and appraisal, engagement with relevant statutory stakeholders, in addition to public consultation. Overall, the Plan proposes a number of measures for the Newbridge Town Centre which collectively seek to improve the safe function and configuration of Main Street.

The request to install standardised school road signage at all schools is noted. However, general signage management is an operational matter outside the remit of the land use plan.

The submissions in relation to Measure Walk 2 are noted. The purpose of this measure is to provide support in principle for a footpath at this location. Detailed design is subject to a separate process. Quietways, like greenways, are for pedestrians and cyclists but are routed along more rural roads. The route covered by Measure Walk 2 is not considered to be suitable for such a designation.

It is acknowledged that developments to the north of the railway line have contributed to increased traffic and at times, an increase in the level of congestion on key arterial routes in the area. The comprehensive list of measures set out in Chapter 7 of the Plan seek to improve both active travel and public transport infrastructure within North Newbridge, thereby helping to tackle overreliance on the private car, whilst also catering for the area's continued sustainable expansion.

The spending of safe zones funding is an operational matter outside the scope of this land use plan, as are issues relating to maintenance of footpaths, public lighting and trees. The upgrade of associated footpaths related to the delivery of new active modes bridges will be considered as part of the design and delivery of such bridges.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to clarification of maps relating to walk / cycle measures

Submission No. and Name.	Issue
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks clarification on why Map Ref.V2-N:7.2 Transport and Movement Cycling Measures shows a road through Bord na Móna to Cutlery Road but there is no road at this location.
065 Christopher Fox	The submission states the following: • It is not clear from the Cycling Measures drawing if the permitted and proposed roads with footpaths include cycle lanes. • 2 no. 'active modes bridges' missing from this drawing 7.2. The are shown on Map 7.1 bridge numbers 91 and 92. The submission asks why these are shown as pedestrian bridges and not active mode bridges. • The Figures 2-6 and 2-7 of the NABTA shows a footpath on the existing road in Roseberry at Barretstown Meadows and Old Connell Weir. This should be included in the plan. • The submission asks for a definition of a primary cycling route and that very few locations marked have cycle lanes – and further asks if this is proposed? • There is no existing path or cycleway east of the train station running south along the track. This is shown as an existing primary orbital route. • A 'feeder road' shown does not exist – through Roseberry Hill to Ring of Roseberry • The submission states Cutlery Road is the only existing secondary road from Military Road to Main Street. Drawing shows one through BNM site, one from 'The Avenue' at Whitewater (which is pedestrianised zone), one adjacent to Lidl and one through Dunnes and Newbridge Retail Park. These don't currently exist and are show as 'active modes link' on Figure 2-8 of ABTA.
076 Newbridge Community Development	The submissions states Primary radial and orbital cycling routes on Map 7.2 are stated as existing, should be proposed.
078 Councillor Chris Pender	The submission seeks: • Inclusion of a complete Table of Cycling Measures distinguishing existing and proposed routes. • Definition and mapping of mobility hubs with universal accessibility standards.

Chief Executive's Response

The submissions requesting various clarifications and corrections of maps in the Movement and Transport Chapter are acknowledged.

It should be noted that the purpose of Map 7.2 is to show a fully integrated proposed network once completed, this includes in some instances desired routes which are not currently in existence. As per the response to the submission of the National Transport Authority in Section 4 of this report, the Chief Executive proposes Map 7.2 be amended to more clearly show that all routes are proposed/permitted.

Regarding the reference to the active modes bridges proposed as Measures Walk 91 and Walk 92, it is noted that these bridges will also accommodate cyclist traffic. For the purposes of clarification, it is accepted that an additional note be included under Table 7.1 to state that some of the measures are also designed to accommodate cyclist traffic.

It is noted that neither the NABTA nor the Plan provide a precise definition of what a primary cycling route is. However, it should be noted that primary cycling routes have been identified in the National Cycle Network (NCN) and have been developed following the identification of a number of primary, secondary and other routes across the country.

Submissions referring to potential errors in the NABTA are acknowledged. However, the NABTA was prepared as a separate process to the Plan which has now been concluded.

The submission which refers to a footpath which is shown in the NABTA but not in Map 7.1 of the Plan is acknowledged. It should be noted that the purpose of Map 7.1 is not to show all existing pedestrian infrastructure, rather illustrate the entirety proposed pedestrian network in the town.

With regard to the request for a specific table of cycle measures, it is considered that given the extent of the cycling measures proposed to be implemented across the town, it was considered that mapping these measures would be more informative than being presented them in a table.

Regarding Mobility Hubs, it is noted that the Key Destination Hub and Local Mobility Hubs are mapped on Table 7.3. Section 7.6.3 of the Plan notes that Neighbourhood Mobility Hubs may be included as feature of new large-scale residential developments in Newbridge or retrofitted where possible into existing residential neighbourhoods. It is not considered appropriate to Map these hubs given their indicative location stated in the Plan.

The definition of each hub is not available at this stage although on a broad level, as stated in Section 7.6.3 of the Plan, it is envisaged that the hubs would function as a recognisable and easily accessible place that integrates multiple transport mode for the benefit of various users. Examples of the facilities which may be available at hubs are shared mobility services such as bike, cargo bike, car, e-scooter, EV charging infrastructure, taxi area, travel information services, car and bike parking, along with a high quality public realm. It should be noted that all mobility hubs will be designed to integrate universal accessibility in accordance with Objective MATO 1.1

Chief Executive Recommendation

Chapter 7, Section 7.5, insert the following note after Table 7.1: Walking Measures and Delivery Timeframe:

> *Note: Measures Walk 71, 72, 74- 82, 85, 87 and 90-92 in Table 7.1 above are also relevant to the proposed cycling network outlined in Map 7.2, as they comprise of active modes bridges and greenways which cyclists as well as pedestrians can use. Some of these measures where relevant are also included on Map 7.3 in for the proposes of illustrating the entirety of the proposed cycle network in Newbridge.*

Submissions received relating to cycle parking

Submission No. and Name.	Issue
026 Triona Casey	The submission seeks the improvements in provision of bike parking to be delivered in the short term. It also outlines areas it considers a number of destinations for Sheffield type bike stands to be located including on Main Street next to the post office, the bus stop next to Bank of Ireland, the Town Hall, outside the entrance to the Whitewater, at the Courtyard Shopping Centre, at Market Square on Eyre Street, on George's Street. Secure bike parking at the train station in line with best practice in Utrecht.
0065 Christopher Fox	The submission asks what type of bicycle parking and quantity of spaces proposed and if it is secured and covered.
078 Councillor Chris Pender	The submission seeks installation of secure, covered cycle parking at transport interchanges, schools, and large workplaces.

Chief Executive's Response

The submissions relating to cycle parking are noted. Section 2.2.3.9 of the NABTA states that new and improved crossing facilities for active modes will be required at many locations throughout Newbridge. Whilst cycle parking is included as a complementary active mode measure in Section 7.4.5 of the Plan it is noted that this relates to the overarching principle at this stage. Consequently, the exact location and nature of such infrastructure will require further investigation by Kildare County Council and other relevant stakeholders to agree optimal solutions in more detail. It is considered that this can best be undertaken as part of the design process for associated cycling measures also contained in the strategy.

Chief Executive's Recommendation

No change recommended.

Submission relation to facilities at Newbridge Train Station

Submission No. and Name.	Issue
039 Mark Wall TD	The submission asserts that an accessible public Changing Places Toilet is required at Newbridge Train Station. It also contends facilities at the station need to be improved particularly in terms of shelter, universal access, and parking.

Chief Executive's Response

Objective MATO 3.5 aims to support and facilitate Iarnród Éireann in the further development of Newbridge Train Station, including ancillary supporting infrastructure. It is agreed that this objective can be amended accordingly.

Chief Executive's Recommendation

Chapter 7, Public Transport Objectives

MATO 3.5 Support and facilitate Iarnród Éireann in the further development of Newbridge Train Station, including ancillary supporting infrastructure *(including a changing place toilet)* that improves user experience in terms of shelter, universal access and parking, subject to planning and environmental considerations.

Submissions received relating to local bus route

Submission No. and Name.	Issue
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective to work with Local Link and the NTA to install a town bus service. The submission is supportive of the objective locating a bus station next to Newbridge Train Station and seeks universal accessibility for all be central to all decisions in conjunction with Iarnród Éireann.
026 Triona Casey	The submission requests the provision of the Newbridge town bus service to be delivered in the short-term using the existing road network.
039 Mark Wall TD	The submission asserts the looped bus route should be an entirely public service.
076 Newbridge Community Development	The submission asserts Section 7 of the Plan fails to mention the lack of connecting services for people with reduced mobility, and those without access to cars or bicycles. In particular an orbital town bus service for Newbridge. It considers Section 7 should explicitly state that Newbridge is now part of the new Dublin Commuter Zone. It contends Section 7.3.4 does not mention local transport infrastructure, specifically an orbital town bus as part of the solution for short trips. It considers This form of transport is

	essential for those with reduced mobility, families with young children and the elderly. It seeks that PT 10 in Table 7.2 be delivered in the 'Short Term'. It also seeks an additional objective regarding facilitation of the delivery of such a service within 'medium term'. It asserts that the town bus route does not service many of the most populous town areas and final routes are determined by the NTA through feasibility studies. Therefore, the submission suggests text is added to PT 10 in Table 7.2 to state Kildare County Council supports an orbital bus route(s) to service the most populous town areas, to connect to further transport infrastructure along with employment, education and amenities within the town. It also assets Objective MATO 3.4 should be reworded to state Kildare County Council will support and facilitate the delivery of town bus route/s to service the most populous town areas. It seeks more frequent town links in measure PT 9 in Table 7.2 given the scale of ambition nationally from the NTA and Minister for Transport and Newbridge's status as a Self-Sustaining Growth Town and employer.
078 Cllr Chris Pender	The submission seeks: • All employment areas are connected to the town bus service, • The delivery of a Newbridge Town Bus Service with bus priority measures and interchange facilities. • Partnership with Local Link and the NTA to deliver a Town Bus Service linking residential areas, schools, employment zones, and the town centre.

Chief Executive's Response

The submissions in relation to the proposed local bus route are acknowledged. It is further noted that the National Transport Authority (NTA) submission has informed recommendations outlined in Section 4 of this Report in this regard.

Regarding submissions relating to the town bus service and orbital bus routes, the NTA Town Bus Services Planning team is currently designing a town bus service for Newbridge. This will be subject to its own separate public consultation process. As requested by the NTA in their submission to the Draft Plan, all references to the town bus loop, PT Measure 10 and Map 7.3 will be amended to state 'indicative,'. Furthermore, as advised by the NTA, the bus route indicated on Map 7.3 is unlikely to be the route that will be developed by the NTA.

With regard to the request for the Plan to include an objective to work with Local Link and the NTA to install a town bus service, it should be acknowledged that such an objective already exists in the Plan (MATO 3.3 refers). Furthermore, Objective MATO 3.4 supports the delivery of the town bus service.

Movement and Transportation objectives in the Plan in relation to Newbridge Train Station include supporting an upgrade to its facilities to improve user experience

(MATO 3.5) and facilitating its development as a Key Destination Hub for interchange between public transport modes (MATO 3.6).

The request that the bus route should be an entirely public service is noted. However, the management and operation of local bus services is outside the remit of Kildare County Council and is a matter for the NTA.

Regarding issues raised in a number of submissions relating to universally accessibility issues, it is noted Objective MATO 1.1 seeks to provide for a 'whole journey approach' to delivering transport infrastructure in Newbridge to insure that such infrastructure is accessible to older people, people with disabilities and people with young children. Accordingly, new all new infrastructure proposed such as the town bus service (including ancillary infrastructure) and the various mobility hubs will be designed and constructed to be universally accessible. The comprehensive range of measures seek to increase both the attractiveness and the overall accessibility of public transport to all residents in Newbridge, including those who have disabilities.

While it is acknowledged that Newbridge is now within the Dublin Commuter Zone it is not considered that stating this explicitly in Chapter 7 will have any discernible effect on the provisions of the Plan. It should be noted the measure PT 8 seeks to work with key stakeholders in the implementation of the Dublin Commuter Zone and National Fares Strategy to ensure cheaper fares for Newbridge commuters.

The request for the bus service to be delivered over the short term is noted. As per the response to the NTA in Chapter 4 of this report, it is agreed that the time line for the town bus service to be delivered should be changed from 'long term' to 'short-medium' term. The request that an additional objective be included to support the delivery of the bus service over the medium term is not accepted. It is considered that the provisions of Objective MATO 3.4 provide sufficient support in this regard.

The request for additional text to Measure PT10 regarding an orbital bus route is not accepted. As noted above, the NTA Town Bus Services team is currently designing a bus service in keeping with the organisations established principles. The purpose of PT10 is to provide overarching support in principle for such a bus service to be developed in the town.

The request in various submissions to ensure that the town bus service connects to various areas including employment and amenity areas is noted. In this regard, it is noted that in its response to the submission of the NTA in Section 4 of this report, the Chief Executive recommends that Objective MATO 3.4 be amended to include reference to the bus service serving the Littleconnell Strategic Employment Area. It is further noted that in its submission to the Draft Plan, the NTA states that the design of bus routes are based on a number of principles that generally includes that:

- The network should comprise 2 no. radial routes with an end-to-end time of circa 30 minutes with layover facilities and adequate space to turn buses at each terminus point;
- Routes should "criss cross" in the town centre, with a combined "spine" section within the town core to provide interchange possibilities and increased frequencies;
- Routes should be legible and easy to use, avoiding loops and one-way routes where possible; and

- Routes should be as direct as possible, with measures to prioritise the movement of buses (in particular at junctions) to increase efficiency and competitiveness with the private car.

Regarding the issue of bus frequency, it should be noted that this is outside the remit of a land use plan and is a matter for the NTA and associated service providers.

As noted in Submission No 076 the Plan includes measure PT 9 which seeks to work with key stakeholders to improve the frequency of key bus and rail services serving Newbridge.

The delivery of a Newbridge Town Bus Service with bus priority measures and interchange facilities is also provided for in a range of provisions of the plan including, inter alia, Measures PT 1, PT 5 and PT 7.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to the integration of transport modes

Submission No. and Name.	Issue
004 E Condon	This submission seeks better integration and frequency between bus and rail while improving pedestrian access to Newbridge Train station.

Chief Executive's Response

The Plan incorporates a number of objectives in relation to Newbridge Train Station including support for an upgrade to its facilities to improve user experience (Objective MATO 3.5) and facilitating its development as a Key Destination Hub for interchange between public transport modes (Objective MATO 3.6). Furthermore, Map 7.3 Public Transport Measures locates proposed bus stops at both directions on Station Road in close proximity to the train station.

Chief Executive's Recommendation

No change recommended

Submissions received relating to Transport mobility hubs

Submission No. and Name.	Issue
0065 Christopher Fox	The submission states that the BNM lands would have more room for a 'local interchange mobility hub'
0078 Councillor Chris Pender	The submission seeks: • The designation of Newbridge Train Station as a Key Mobility Hub with universal accessibility. • Definition of mobility hubs with universal accessibility standards.

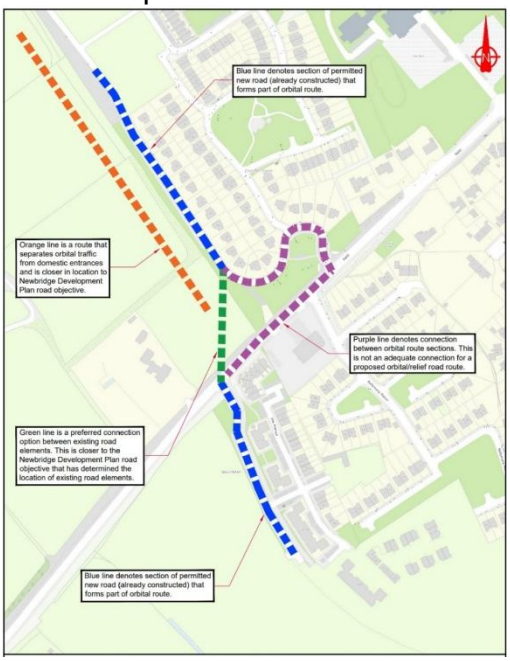
Chief Executive's Response

The ABTA does not designate the BNM lands as a mobility hub. Objective MATO 3.6 supports the development of Newbridge Train Station as one of four Key Designation Hubs in the town. Regarding universal accessibility, it is noted that Objective MATO 1.1 seeks to provide for a 'whole journey approach' to delivering transport infrastructure in Newbridge to insure that such infrastructure is accessible to older people, people with disabilities and people with young children. Accordingly, all of the identified mobility hubs will be designed to integrate full universal accessibility.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to relocating measure RD1 outside of Curragh Farm

Submission No. and Name.	Issue
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective to amend route RD1 to connect to RD2A to avoid going through a section of Curragh Farm. See excerpt below. 
026 Triona Casey	The submission asserts measure RD 1 to link Ballymany Road with Standhouse Road should be routed through the Curragh Farm estate.
065 Christopher Fox	The submission states Permitted road no. 67 appears at Curragh Farm runs directly outside a number of houses. The submission states this is a major hazard and asks if the road can move further west.
049 Robert Curley	This submission relates to road measure RD1. It submits that the connection to Ballymany Road has always been intended to be made at a 4-arm signalised junction (labelled RD2a in the current draft plan), and this had been the case in the draft Newbridge

	Local Transport Plan published last year. It requests that the Council revert to making this connection as a 4-arm signalised junction (see submission for detailed technical reasons).
078 Cllr.Chris Pender	The submission seeks reversion to a signalised four arm junction at Ballymany Road (RD1/RD2a) and avoid routing major traffic through the existing residential street in Curragh Farm.

Chief Executive's Response

The various submissions relating to the road at Curragh Farm are acknowledged. It should be noted that road Measure RD 1 was an identified road measure in Objective SRO 5 of the Newbridge Local Area Plan 2013 – 2019 (as amended and extended). It is further noted that RD 1 as constructed has a slightly different route to the indicative route drawn in Map Ref: 2 – Movement Objectives of the Newbridge Local Area Plan 2013 – 2019 (as amended and extended). This route was only indicative and subject to detailed design at planning application stage. It is noted that, in the most recent Large-Scale Residential Development (LRD) application on this site from earlier in this year (KCC Planning Ref: 25/60025 and ACP Case Ref: LH09.322882) the ACP Inspector outlined that this link road has been implemented in line with both phase one of ACP Case Ref: PL09.249038 and with the Strategic Housing Development ACP Case Ref: ABP-312704-22. At the time of writing this road has been fully completed but is not yet open to through traffic as the northern end of Curragh Farm is still under construction. Consequently, it is not considered feasible to make any alterations to this route at this stage from what is outlined in the Draft Plan.

Chief Executive Recommendation

No change recommended.

Submissions received relating to measure RD 3 (the new bridge)

Submission No. and Name.	Issue
004 E Condon	This submission seeks another vehicular bridge over the River Liffey on the Newbridge. States a second bridge cross over the River Liffey at Belin Woods should be prioritised.
005 Manu J	A second bridge across the Liffey should be prioritised to remove existing bottlenecks.
007 Hariprasad Govindharajan	The submission outlines building a new bridge should be a priority to reduce traffic congestion.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • Provision be made to include space for pedestrians/cyclists on the new bridge between Belin Woods and Great Connell Road. • A site-specific objective to fast-track the road connections between Ballymany Road and the Green Road to ensure the delivery of a section of the Newbridge Southern Orbital Relief Road.

031 Danny Tangney	The submission states that MATO 4.2, to support the bridge over the River Liffey, states merely to 'support and prioritise the development' rather than facilitate it.
039 Mark Wall TD	The submission outlines Newbridge has an ongoing issue with traffic management, particularly along Main Street. It notes Kildare County Council has submitted a business case for the remaining section of the Newbridge Southern Outer Orbital Route, the second bridge for Newbridge. This business case has been under a review for a number of months within the Department of Transport and needs to remain a priority for both the Department and Kildare County Council. I continue to urge the Council to push for the full completion of the project as a matter of importance to alleviate the traffic issues facing Newbridge.
060 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an Objective of this Plan to support the provision of a road between the Green Road and Ballymany Road.
076 Newbridge Community Development	The submission asserts given the proposed timeframe for delivery of second bridge, the Plan is lacking ambition in objectives to reduce car traffic in the town centre. Such objectives in indicates should be implemented immediately after the Bridge comes on stream.
078 Cllr. Chris Pender	The submission seeks to prioritise completion of the Southern Orbital Relief Road linking Ballymany Road and Green Road.

Chief Executive's Response

In response to the submissions requesting the delivery of the second bridge crossing of the Liffey, it is noted that it is an objective under TM O69 of the County Development Plan to support and promote the delivery of a second bridge crossing in Newbridge as a priority of the Development Plan. Objective MATO 4.2 of the Settlement Plan provides further policy support for the delivery of this vital piece of infrastructure within its lifetime. This bridge will link Belin Woods and the Littleconnell Employment Area and is mapped as below:

- Measure RD 3 in Map 7.4 – Transport and Movement Road Network Measures
- Walk Measure 66 in Map 7.1 – Transport and Movement Walking Measures
- A Primary Orbital Cycle Road (permitted) in Map 7.2 – Transport and Movement Cycling Measures.

In 2023 Kildare County Council granted planning permission for the bridge and its associated carriageway (KCC Plan Ref.: 22/1504) which together from the final piece of the Newbridge Southern Ring Road. This will accommodate footpaths, cycleways and carriageways for vehicles as well as associated landscaping and lighting. Both this Plan and the NABTA have stated this infrastructure will be implemented in the short to medium term (i.e. between one and five years). Funding sources for this bridge include the developer of the Greatconnell KDA, KCC, the National Transport Authority and the State. Kildare County Council has submitted a preliminary

business case to the Department of Transport for this bridge and are awaiting final sign-off. It is further noted that the Newbridge Southern Ring Road (including the bridge) must be constructed in full, in tandem with the phased residential development in the Great Connell Key Development Area.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to RD 8 (Junction upgrades)

Submission No. and Name.	Issue
006 Alan Mc	The submission asserts that these measures would improve congestion: • At Ballymany junction, a new lane for a right turn onto Green Road could help reduce the flow of traffic leaving the town. • On the Green Road at Ballymany junction a new left turn lane onto the R445 Regional Road.
013 Richard and Carol Stalford	The submission asserts: • There are too many traffic lights on the Athgarvan Road/Military Road, especially at the junctions behind Whitewater and at Newbridge Silverware and the sequencing causes congestion. • A filter lane or different entry lane is required for McDonalds customers to reduce congestion at the Tesco/McDonalds junction. States that there are also five sets of traffic lights in this location creating congestion.
065 Christopher Fox	The submission asserts that • The Great Southern entrance should be included in junction upgrades. It is on main footpath to train station and shown as crossing point on map 7.1. • Any junction upgrades should prioritise pedestrians and cyclists.

Chief Executive's Response

The submissions received in relation to junction upgrades and road measure RD 8, are noted. All junction upgrades proposed in the Plan seek to ensure junctions are better designed for active modes users (pedestrians and cyclists) and encourage this mode of transport as an alternative to the private car. The issues raised in relation to individual junctions are not recommendations of the Area Based Transport Assessment and therefore do not form part of this plan. It is considered that the final set of measures included in the NABTA constitute an appropriate solution to reduce, over the longer term, the substantial levels of car dependency among Newbridge residents.

It is noted that road measure RD 8 refers to junction upgrades in general within Newbridge whilst also referencing specific junctions. These junctions are referred to in Section 3.4.2.3 of the NABTA which states that at a minimum they should provide signalised pedestrian crossings on all arms of the junction, prioritise green time for pedestrians over general traffic, and provide a green jump for cyclists to make the

junctions safer from a cycling perspective. It also states that the junctions should also where possible be designed to prioritise public transport and where there is no physical separation of public transport and general traffic be designed to provide priority for public transportation. Redesigning these junctions will have a positive impact on social aspects by promoting sustainable travel and improving safety for pedestrians and cyclists. Having regard to the above, it is not considered appropriate that further reference to the upgrades of specific junctions be including in measure RD 8 at this stage.

The submission regarding the number and sequencing of traffic lights along Athgarvan Road / Military Road is noted, however this is an operational matter, outside the remit of a land use plan.

Chief Executive's Recommendation

No change recommended

Submissions received relating to RD 11 (Rickardstown/Morristown bridges)

Submission No. and Name.	Issue
002 Barry McCann	This submission notes that Newbridge has horrendous traffic issues and seeks the widening of the existing bridge by College Farm.
005 Manu J	This submission seeks the widening of the existing bridge by College Farm.

Chief Executive's Response

Submissions relating to Road Measure 11 (upgrade to Rickardstown and Morristown bridges) and traffic congestion in Newbridge are noted. This Plan supports the widening of these existing railway bridges and Section 7.7.1 Road Measures asserts this measure would remove existing vehicular bottlenecks and allow pedestrians and cyclists to travel more easily north to south. These measures are outlined in Table 7.1 (Walk Measures 82 and 83). Table 7.3 states that this road measure has a delivery timeframe of three to five years. It is important to note that the design, delivery and implementation of this measure is outside of the remit of this land use plan. Notwithstanding this, Road Measure 11 states that Kildare County Council will work with CIE to progress this project and engage with them on its design.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to RD 13 (Eyre Street one-way)

Submission No. and Name.	Issue
008 Shirley Eustace	The submission asserts Eyre Street should be one way eastbound.
057 Dualta Murphy	The submission supports the switching of Eyre Street to a one-way system.
081 Stephen Gardner **082 Lilywhite Print** **083 Polish Shop Orlik**	The submissions oppose to the removal of parking and the widening of the footpaths citing commercial impact. Seeks to amend the one-way

084 Tadhg O'Riordon **085 Ahmet Karaca** **086 Tobi Shokeye** **087 Agenieszka Dziuba** **088 Quinn Motors Newbridge** **089 A. Palys** **090 CYMS Newbridge** **091 Emma Spain** **092 Surya Khatri** **093 K. M co Caro Sun** **094 K.S. co Jaipore Restaurant** **095 Poiyanka Singh** **096 Dimitry Horovecs** **097 M & Mary Riozzi** **098 The Herb Shop Clinic** **099 Aoife Fennell Inner Path Play Therapy** **100 Gerard Loftus** **101 Cooper Furniture** **102 Eskimo Pizza** **103 Biodent Dental Lab** **104 Paul Corrigan** **105 Tushar Singh** **106 Barbara Ferreira** **107 Kieran O'Neill** **108 Kildare Audit and Accountancy Services**	to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road.
080 KAAS - Kildare Audit and Accountancy Services	The submission is opposed to the removal of parking and the widening of the footpaths. Submission cites commercial impact, core customers is the elderly for KAAS and parking is priority for this business. Requests that the proposed one way be amended to allow vehicles turn left, in addition to going straight onto Henry Street or right onto Station Road.

Chief Executive's Response

The concerns outlined in the submissions regarding the direction of the one-way system proposed at Eyre Steet and measures relating to the removal of car parking are noted.

The NABTA has formulated a comprehensive series of measures a number of which specifically seek to reduce through traffic in the town centre whilst also increasing the movement of people using public transport using public transport to travel to the commercial core of Newbridge. One specific measure that was considered important to achieving this aim was a turn ban, to stop right turning traffic from Station Road to Main Street, in addition to making Eyre Street one-way in the westbound direction, from Canning Place to Station Road. These measures were formulated to encourage traffic traveling through Newbridge to use alternative routes to the often-congested Station Road. The associated reduction in on-street parking is to facilitate public

realm upgrades and better walking/cycling infrastructure on Eyre Street. This in keeping with stated policy of the Greater Dublin Area Transport Strategy 2022-2042 which the Plan is required to align with. It is noted that the proposed one-way and upgrading of the public realm in this location is also supported by both the Draft Newbridge Town Renewal Masterplan and the Safer Newbridge project. It is further noted that the overall quantum of on-street non-resident parking to be reallocated as pedestrian urban space has not yet been determined at this stage. This will be decided through a separate future Part 8 procedure, in accordance with the Planning and Development Act 2000 (as amended) or the Planning and Development Act 2024 (when commenced), which includes provisions for detailed design and appraisal, in addition to public engagement and consultation with relevant statutory stakeholders.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to the location and quality of bus stops (PT 2)

Submission No. and Name.	Issue
008 Shirley Eustace	The submission seeks bus shelters with benches. It also contends that the planters outside the Riverbank should be relocated to decrease congestion.
022 Cllr Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • An objective to install recessed set down areas at public buildings to facilitate reduced mobility access. • An objective to merge the present bus stop with the Bord na Móna bus stop.
039 Mark Wall TD	Any development of additional public transport routes for Newbridge should include the development of bus shelters.

Chief Executive's Response

Submissions relating to the location and design of bus shelters are noted, and whilst not generally appropriate for a land use plan it is proposed that Objective MATO 3.4 be amended so that the development of ancillary infrastructure such as bus shelters is also supported.

The request to relocate the planters outside the Riverbank Theatre is acknowledged and this is addressed in the Draft Town Renewal Masterplan which provides for an upgrade to the public realm of Main Street.

Regarding the request for recessed set down areas at public buildings to facilitate reduced mobility access, the Plan supports a 'whole journey approach' to ensure that all transport infrastructure in Newbridge is universally accessible. It is further noted that the Draft Town Renewal Masterplan proposes that the public realm (i.e. footpaths, public spaces and streets) be upgraded in many areas of central Newbridge. This is supported by Objective TCO 3.4 of the Plan.

Chief Executive's Recommendation

No change recommended.

Submission relating to Parking measures and the 'Park and Stride' (Measure PK 4)

Submission No. and Name.	Issue
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective to review car parking arrangements along Chapel Lane during peak events such as match day.
057 Dualta Murphy	The submission notes a suggestion for morning school traffic to be reduced. Within the submission it is suggested to investigate the possibility of opening Ryston to short term car parking thereby enabling parents and school children to walk through Liffey Linear Park with a similar suggestion at Newbridge College.
065 Christopher Fox	The submission asks what a 'Park and Stride' is and if free parking up to 9:30am/dedicated parking spaces for it.

Chief Executive's Response

The request for a specific objective to review parking measures along Chapel Lane is not considered necessary, as the Parking Measure PK 11 of Table 7.4 states that a follow-on study is required to review parking arrangements along Chapel Lane during mass, school and sporting events. This study would also identify the best way to utilise the new footbridge (Walk Measure 71) to access Cedral St. Conleth's Park.

All submissions received relating to the Park and Stride facility are noted. A Park and Stride facility (Measure PK 4) of Table 7.4, is proposed for the schools located along Naas Road, utilising the Newbridge Town Hall public car park. Park and Stride is an initiative of An Taisce to reduce congestion at the school gate and introduce physical activity into the daily routine. The scheme would encourage parents to park free of charge in designated car parks and then walk their children to school. The NABTA notes in Section 3.5.1.4, that this measure would help to alleviate the safety concerns (raised in the early consultation process) for those cycling and walking to these schools while also helping to minimise peak hour morning traffic on St. Conleth's Bridge. This measure should reduce potential conflicts on the roads surrounding the school zone thereby improving accessibility, increasing physical activity and removing traffic from the town centre. This measure will require further investigation by KCC and other relevant stakeholders to design optimal solutions in more detail.

The suggestion that Ryston be open for short term car parking is noted however the NABTA consider the development of a Park and Stride Facility at the Newbridge Town Hall which is in a more proximate location to the schools as an optimal approach in reducing school gate traffic.

Chief Executive's Recommendation

No change recommended.

Submissions received relating to access to existing facilities

Submission No. and Name.	Issue
029 An Post	The submission states that maintaining appropriate levels of access to An Post's facility at the Cill Dara Industrial Estate; including 24-hour unrestricted access to facilities and public infrastructure for vehicular and customer use, is important. The submission seeks that access for deliveries and collections remains fully protected to ensure uninterrupted postal service provision, and no restrictions are introduced to the service.

Chief Executive's Response

The concerns outlined in the submission relating to maintaining access to the existing An Post facility at the Cill Dara Industrial Estate are noted. Existing access arrangements will be maintained, and any future modifications to the surrounding road network will be designed to ensure continued, safe, and efficient access for exiting businesses.

Chief Executive's Recommendation

No change recommended

Submissions received relating to the naming of Roads

Submission No. and Name.	Issue
019 Frank Boland	The submission asserts: • The road between Cutlery Road and Moorefield Road is incorrectly marked as Athgarvan Road and it should be Military Road. Attached to the submission is a photo of a Military Road Sign on wall at Dunnes Stores. Excerpt is below. • The stretch of road from the traffic lights at Bradshaw's to Athgarvan, via Kilbelin and Walshestown, is incorrectly named as Kilcullen Road, whereas it should be Athgarvan Rd (Newbridge Library to Athgarvan).
022 Cllr Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an bjective to formally have historical road names listed on the Ordinance Survey maps such as Military Road, Friary Road (from St. Conleth's Bridge to Newbridge College main entrance) but not limited to these two roads.

076 Newbridge Community Development **079 Newbridge Tidy Towns**	The submission asserts the following street names are incorrect in the Settlement Plan documentation: • Military Road (not Athgarvan Road) - from Dunnes Stores to the T-junction at Bradshaw's • Athgarvan Road (not Kilcullen Road) - from Library to Athgarvan • Friary Road (not Sexes Road) - from St. Conleth's Bridge to Newbridge College
078 Cllr. Chris Pender	It seeks asserted mapping inaccuracies are corrected including properly naming Military Road and Athgarvan Road.

Chief Executive's Response

Tailte Éireann's MapGenie service was utilised when preparing the Draft Settlement Plan which provides the most up to date and accurate base layer for all mapping in the State.[9] This was cross-referenced with the commercial and resident Geodirectory and the Eircode national address finder to ensure that the Plan references the correct locations. It is noted that submissions have been received contesting with the accuracy of some place names, citing local knowledge.

No historic mapping resources including first-edition six-inch maps surveyed between 1829 and 1842, 25-inch maps surveyed and published at the start of the 20th century, and updated six-inch maps dating from the mid-20th century have indicated that Military Road is the name of the road in this location. However, it is accepted that the road is known as Military Road locally. Furthermore, it is noted the Newbridge Local Area Plan 2013 – 2019 (as amended and extended to 2021) referenced this road as Athgarvan/Military Road, and the R416 Regional Road is referenced as Athgarvan Road (not Kilcullen Road). It is further accepted that Sexes Road is also locally known as Friary Road.

It is important to note it is not considered appropriate for KCC to amend the base layer map provided by Tailte Éireann as this is the national standard for mapping.

Chief Executive's Recommendation

It is recommended that reference to the names of the following roads are made throughout the Plan and Appendices:

- To replace all reference to 'Athgarvan Road' with 'Athgarvan / Military Road'
- To amend all reference to 'Kilcullen Road' with 'R416'
- To amend all references to 'Sexes Road' with 'Sexes Road / Friary Road'

Note: The above proposed amendments will require consequential amendments to other sections of the Plan including (inter alia) Chapter 4, Chapter 5 and Chapter 7.

[9] https://tailte.ie/services/mapgenie/

Submissions received relating to new measures not within the NABTA or Plan

Submission No. and Name.	Issue
002 Barry McCann	This submission outlines Newbridge has horrendous traffic issues, and it asserts the following measures should be considered to reduce travel times and risks to emergency response times: • A link road from the end of Rosconnell Avenue to join with existing Roseberry Road.
004 E Condon	This submission seeks • Additional relief roads and motorway slip roads. • Another vehicular bridge over the River Liffey on the Newbridge College side to decrease traffic in the town centre.
005 Manu J	The submission states that the pedestrian crossing in front of Sarsfield GAA is very slow for pedestrians and more priority should be given. It also states that bus stops and shelter are needed near White Oaks and near Byrns Junction.
006 Alan Mc	The submission asserts these measures would improve congestion. • The removal of car spaces at the end of cutlery road and the creation of a longer right-hand lane turn onto Main Street would speed up traffic in this location.
007 Hariprasad Govindharajan	The submission seeks that the Milltown Road entrance to Station Walk estate remains closed for child safety concerns.
008 Shirley Eustace	The submission seeks that the proposed lights at the junction of Standhouse Road and the Curragh Farm are not put into operation to ensure traffic safety and decrease potential congestion. The submission asserts there should be no private car parks in the town, only KCC parking to generate more revenue.
011 Hazel Whiteley	The submission seeks the park and ride to be implemented on match days.
012 Pairc Mhuire Residents Association	The submission proposes a pedestrian crossing in the vicinity of Henry Street (Anderson and Leahy's funeral home), which would be of great assistance to pedestrians and children trying to cross the road at this junction, stating it is a busy and dangerous road with traffic.
019 Frank Boland	The submission seeks a walkway be installed from Nos. 5 and 6 Liffey View through the green area onto the Athgarvan Road to the Watering Gates.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks: • An objective to install a slip road at the M7/M9 interchange for efficient traffic management and access to Newbridge. • Consideration be given to the transporting of crops and livestock when new routes are being proposed to consider the size of modern machinery particularly combine harvesters.

	• An objective to reinstate the entrance and exit access points to main Street from St Conleth's Park and remove the vehicular exit at the Town Hall on safety grounds. • An objective to engage with KARE regarding a small section of green along Station Road for the purpose of future road and junction upgrades. • A pedestrian crossing from Barrettstown Meadows to Connell Weir to enhance safe walking routes to school.
065 Christopher Fox	The submission suggests: • The new retail/residential/commercial carparks to be within footprint of the building – ideally underground. There is too much land wasted on existing retail carparks. • Pedestrian crossing required at roundabout at junction between Quietway road no.80 and the new road no.66. • A crossing point is badly needed at Barretstown Meadows – there is no safe access for residents to get on the path to town, and the residents have fighting for this with KCC for a few years and are told there is no funding. The submission also suggests promoting solar panels over existing ground level carparks and includes in image illustrating an example of this.
076 Newbridge Community Development	The submission seeks: • Upgrade to the footpath to Newbridge College and the pedestrianisation of the two lanes exiting onto Main St either side of the Eyre Powell Hotel. • A new pedestrian crossing point at Barretstown Meadows to access the footpath on the other side of the road. • The submission suggests a line could be added to Objective MATO 3.6 for a connection to the Curragh Plains as a destination as a medium to long term goal.
078 Cllr Chris Pender	The submission seeks • all new carparks to be underground or within buildings. • a pedestrian link from Liffey View to Athgarvan Road / Watering Gates be delivered in line with prior Part 8 commitments. • slip road at the M7/M9 interchange

Chief Executive's Response

The wide range of submission requesting measures which do not form part of the NABTA including (inter alia) the construction of new roads, new pedestrian crossings and upgrades to existing pedestrian crossings are acknowledged.

The issue of chronic congestion within Newbridge is acknowledged as impacting negatively on the wellbeing of its residents. This is the result of an over-dependence

on the private car, in particular for short trips to key destinations within the town. The Plan seeks to pivot away from the 'business as usual' model of development and initiate a meaningful shift towards sustainable forms of movement including active travel through the implementation of the 10-minute settlement concept within the town. This seeks to provide for key community facilities and services to be accessible within a 10-minute walk (800 metres) or cycle from peoples' homes or to ensure that they are accessible by public transport services, while also considering a whole journey approach.

Regarding the request for the construction of additional roads not included in NABTA, it should be noted that the delivery of roads in isolation creates induced demand. This arises when the increase in capacity of the road infrastructure leads to greater or unexpected car usage in the town than would otherwise be envisaged or planned for. In this regard it should be noted that the Plan is required to align with national transport policy, as outlined in the National Framework for Investment in Transport (2021) which clearly prioritises further investment on sustainable travel modes over new roads infrastructure. Accordingly, the development of future roads infrastructure will need to demonstrate a clear sustainable travel rationale. The additional roads proposed in the Plan have demonstrated a clear evidence-based rationale which seeks to ensure that in addition to providing critical access to new development areas, these routes will integrate high quality sustainable travel options that improve connectivity and permeability within the wider town, thereby assisting in the delivery of the 10-minute settlement principle.

Regarding the suggested inclusion of a range additional measures that are not included in the NABTA, it should be noted that the NABTA itself was the subject a separate process which was subject to two individual rounds of a consultation process. This process has now concluded. It should be noted that while the measures suggested in the submissions above are not included in the Plan, this in no way precludes them from being implemented. In this regard, it is considered that the pedestrian and cycling measures proposed in the NABTA and transposed into the Plan are considered to be prioritised for implementation, having regard to the limited resources of the Planning Authority. Furthermore, it is considered that Measure RD 8 refers to the potential upgrade of all junctions within the settlement.

The submissions received relating to the commissioning of traffic lights, the implementation of a park and ride facility on match days and the consideration of agricultural machinery on routes are considered to be operational matters and consequently outside the remit of this land use plan. The assertion that there should be no private car parks in the town is noted. However, this too is considered to be outside the remit of this Settlement Plan.

The request that the Curragh Plains be included as a designated Key Destination Hub is not accepted in Objective MATO 3.6 is not accepted as it is not considered to share the characteristics of the other Key Destination hubs that have been identified. It is considered to have potential be a Neighbourhood Mobility Hub which is already provided for in Section 7.6.3 of the Plan.

Regarding the request of an additional objective to be inserted to engage with KARE in relation to a small section of green along Station Road for the purpose of future road and junction upgrades, it is unclear as to were exactly the location is where this refers to.

Regarding the request in one submission which seeks to suggests promoting solar panels over existing ground level carparks, it is considered that this would be better dealt with as part of the next review of the County Development Plan.

The requests for all new carparks to be located underground or within buildings is considered to be a development management matter and not within the remit of this Settlement Plan.

Chief Executive's Recommendation

No change recommended.

5.8 Chapter 8 Built Heritage and Archaeology

Issues raised: Relating to shopfronts

Submission No. and Name.	Summary of Issues Raised
006 Alan Mc	The submission wishes for the Plan to stop garish shopfronts.
008 Shirley Eustace	The submission contends that recent shopfronts for vape shop are not line with traditional shopfronts and that there should be no more shops of this type in line with the impending current government legislation.
065 Christopher Fox	There should be rules for shopfront signage, not guidance – as most developers/show owners ignore.

Chief Executive's Response

The concerns raised in relation to shopfronts are noted. Objective BHO 1.1 encourages the sensitive restoration and enhancement of shopfronts and signage of architectural merit or heritage value, and promotes the replacement of inappropriate shopfronts and signage, within the town centre. Objective TCO 2.4 of the Plan also supports the Kildare County Council Shopfront Improvement, Universal Accessibility and Age Friendly Grant Scheme, which offers grants to assist businesses to enhance their premises.

In relation to the concerns raised by Submission 008 in relation to vape shops and non-compliance with impending government legislation. The statutory elements and remit of the development plan are set out clearly in the Planning and Development Act 2000 (as amended). In preparing the development plan, planning authorities must exercise caution not to inappropriately seek to address the operation of other statutory codes and regulatory regimes that relate to the development sector, but are outside the legislative remit of a development plan. While outside of the plan making function, the planning legislation does provide for controls on alleged unauthorised development. Any instances of non-compliance with legislative requirements should be referred to Planning Control, who will assess and address the issue as appropriate.

Chief Executives' Recommendation

No change recommended.

Issues Raised: Additions to the Record of Protected Structures

Submission No. and Name.	Summary of Issues Raised
019 Frank Boland	The submission requests that the former Pinkeen Bridge at the Gables on Athgarvan Road be added to the County Development Plan Record of Protected Structures.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective to identify and list structures that contribute to the history of Newbridge and that they be included in the record of protected structures (RPS) including the Watering Gates, the Barrack Gate and reading and recreational room within the Bord na Móna site.
065 Christopher Fox	The submission asks if part of the BNM head office is a protected structure?
076 Newbridge Community Development	The submission seeks the following be added to the Record of Protected Structures: • Bord na Móna Reception building (former Military Barracks building) • All remaining Barracks walls throughout the town
078 Cllr. Chris Pender	The submission seeks confirmation of the protected status of the Bord na Móna head office. The Pinkeen Bridge remains be added to the Record of Protected Structures and interpreted as part of the Newbridge Heritage Trail.
0079 Newbridge Tidy Towns	It seeks the Barracks building at the centre of Bord na Móna to be added to the Record of Protected Structures.

Chief Executives' Response

It is the intention of Kildare County Council Planning Department to seek to add the Barracks Arch on Athgarvan/Military Road and the Watering Gates, as outlined in Table 8.1 of the Plan to the Record of Protected Structures in Appendix 6 of the Kildare County Development Plan 2023-2029 (as varied) as resources allow and when the necessary specialist advice is available.

It is important to note as detailed under Section 8.2.1 of the Plan that any additions will be undertaken by a separate statutory process to the Settlement Plan provided for under Sections 54 and 55 of the Planning and Development Act 2000 (as amended).

Chief Executives' Recommendation

No change recommended.

Issues Raised: Priory at Great Connell and surrounds

Submission No. and Name.	Summary of Issues Raised
019 Frank Boland	The submission requests that the Priory at Great Connell and nearby Greatconnell graveyard at Connellmore Cross, and the associated medieval village should within the Plan boundary and appropriately zoned to protect from any insensitive development.
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective for all lands in the vicinity of Great Connell Abbey to have a full archaeological survey and protection afforded where necessary.
076 Newbridge Community Development	The submission seeks to extend the settlement boundary to include the site of Greatconnell Priory and its surrounding lands to ensure the conservation of its archaeological, historical, and landscape value. It outlines this request is also in support of the work of Newbridge Tidy Towns and others, who are leading a Conservation Management Plan for the site, with the support of funding from the Heritage Council.
078 Cllr. Chris Pender	The Priory of Great Connell, Connellmore Graveyard, and medieval village be included in a designated heritage protection zone.
079 Newbridge Tidy Towns	The submission requests that the Plan include the site of Greatconnell Priory and its immediate surroundings within the settlement boundary, and that it be zoned appropriately to ensure its long-term protection and conservation. It asserts that Greatconnell Priory is one of Newbridge's most significant and under-recognised heritage assets, with considerable historical, archaeological, and cultural value. The submission is accompanied by a Statement of Significance related to the Greatconnell Priory. It defines the Priory's aesthetic value, historic value, spiritual value, scientific and education value and social and economic value in referenced detail.

Chief Executives' Response

It is welcomed that a Conservation Management Plan is being prepared for this important archaeological and historical site. However, it is not necessary to include the lands within the settlement boundary to afford protection to same. The County Development Plan contains a host of archaeological heritage objectives AH O2 – AH O10 to BHO 2.6 which protect this site from any insensitive development. Furthermore, Map V2-N:8.1 maps the extent of the zone of notification for the Sites and Monuments Record, which overlaps with the Settlement Plan boundary, thereby the sensitivity of the site is recorded in the Settlement Plan.

Chief Executives' Recommendation

No change recommended.

Issues Raised: Submissions received relating to housing

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective to protect and preserve the traditional façade of houses.

Chief Executives' Response

Section 11.17 of Chapter 11 of the County Development Plan contains a host of objectives and actions to protect, and respect built vernacular heritage across all of County Kildare. Any additional objectives of the nature proposed would result in unnecessary duplication.

Chief Executives' Recommendation

No change recommended.

5.9 Chapter 9 Green and Blue Infrastructure

Issues raised: Tree planting

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks the introduction of urban tree planting and biodiversity-friendly landscaping.
078 Cllr. Chris Pender	The Tree Canopy Expansion Programme and SuDS requirements should be applied to all new development.

Chief Executives' Response

It is an action of the Kildare County Development Plan 2023-2029 (BI A14 refers) to survey the existing tree coverage in urban areas. Figure 9.4 of the Plan illustrates the tree canopy map for Newbridge. It is also an Action (BI A29 refers) to increase this urban canopy coverage by 30%. This would result in an increase in the canopy cover to circa 138.1 hectares or circa 23,122 trees (an increase of 31.9 ha or 5,336 trees). Objective GB10 2.3 of this Plan provides for an increase in native tree planting and pollinator friendly planting of local provenance, in accordance with the recommendations of the All-Ireland Pollinator Plan, throughout Newbridge and in open spaces in new developments in order to enhance local biodiversity, visual amenity and surface water management.

The Council's Sustainable Drainage Systems Guidance Document (2024) aims to ensure that development across County Kildare is designed to reduce flood risk from stormwater surges, whilst also improving the amenity, biodiversity and placemaking. Objective IEO 2.2 and GBIO 1.2 of the Plan supports the incorporation of Nature Based Management Areas (NBMAs) as part of all plans and projects in the Plan area and proposals for new development shall align with the Map 10.1 Infrastructure and environmental Services – Surface Water Management Strategy and the Kildare County Council Sustainable Drainage Systems Guidance Document (2024).

Chief Executives' Recommendation
No change recommended.

Issues raised: River Liffey

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks to increase the setback from the River Liffey to 150 metres and designate this green corridor as a nature conservation area.
076 Newbridge Community Development	The submission seeks a minimum setback of a minimum 100 metres along the River Liffey.
078 Cllr. Chris Pender	The Liffey Linear Park should be extended with a 150-metre development exclusion zone on both banks of the River Liffey. The River Liffey to be designated a Nature Conservation Area.
079 Newbridge Tidy Towns	The submission suggests a development setback of a minimum of 100 metres from the River Liffey to align with the wording of the County Development Plan.

Chief Executives' Response
The comments raised in respect of the setback from the River Liffey are noted. The Kildare CDP 2023-2029 (as varied) requires a setback of up to 100m or more being required along the larger rivers such as the River Liffey (except on town centre/ regeneration sites where there is a history of development or where there is a key public infrastructure required for public benefit). It is further noted that the Plan meets this requirement, as a large section of the River Liffey within the Plan area is bounded by land uses such as 'F: Open Space and Amenity' and 'E: Community and Education'. Furthermore, the river is consistently fringed by a buffer of semi-natural habitats as it passes through the town. The Council in their duties has regard to the Planning for Watercourses in the Urban Environment (IFI) guidance.

In relation to the designation of the River Liffey as a Nature Conservation Area, as raised in Sub no. 078, the legal basis on which a Special Area of Conservation (SAC) is selected and designated is under European Legislation and outside the scope of Kildare County Council and outside the scope of this Plan.

Chief Executives' Recommendation
No change recommended.

Issues Raised: Pollardstown Fen

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission notes the two proposed Greenway routes as per map ref. V2-N:7.2 Transport Movement Cycling Measures seem at odds with the protection of Pollardstown Fen. The submission requests these be re-routed using a habitat mapping exercise.
078 Cllr. Chris Pender	Any proposed greenway near Pollardstown Fen be subject to habitat mapping and Appropriate Assessment.

Chief Executives' Opinion

Habitat mapping was undertaken to inform the draft Settlement Plan. As per the Chief Executive's response to Submission 030 from the Department of Housing, Local Government and Heritage the section of the walking measures Walk 77 and Walk 85 and corresponding cycling measures which may impact Pollardstown Fen are recommended to be removed from this Plan.

Chief Executives' Recommendation

No further change is recommended.

Issue Raised: Impacts on protected species

Submission No. and Name.	Summary of Issues Raised
047 Patrick Hughes	The submission objects to the Plan and Variation, particularly zoning Cp2 for the following reasons: • Outlines that the proposed development of the site zoned Cp2 would impact Newbridge's notable population of buzzards which are a protected species under both national and international legislation. Such development should be refused because of its impact on nesting, hunting and forging grounds of these birds. It lists how buzzards are protected under national and internation legislation. It lists factors that attract buzzards to habitats. It seeks a comprehensive Environmental Impact Assessment (EIA) to be conducted with specific focus on potential disturbance to buzzard habitats and local biodiversity. • It contends that proposed development of the site zoned Cp2 would impact bats as Cornelscourt has a notable population of bats. The submission contains excerpts of biodiversity maps which illustrate that habitats in this location provide suitable habitats for bats.
0048 Mark Shannon	The submission objects to the Plan and Variation, particularly zoning Cp2 for the following reasons:

	• It contends the proposed development of the site zoned Cp2 would cause environmental impact particularly on buzzards which it lists are a protected species under both national and international legislation.

Chief Executives' Response

The concerns in relation to the protection of buzzards and bats are noted. Buzzards and bats are protected in Ireland under the Wildlife Act 1976 and the EU Habitats Directives. Proposals for development which may impact buzzards and bats must address their legal protection under the Wildlife Acts and the EU Habitats Directive. Objective BI O10 of the Kildare County Development Plan 2023-2029 (as varied) seeks to ensure that any new development proposal does not have a significant adverse impact on rare and threatened species, including those protected under the Wildlife Acts 1976 and 2012, the Birds Directive 1979, and the Habitats Directive 1992 and Objective BI 011 seeks to ensure that appropriate species and habitat avoidance and mitigation measures are incorporated into all new development proposals.

At a local level, the purpose of the Newbridge Biodiversity Action Plan 2021-2025 (BAP) is to facilitate the protection and enhancement of local biodiversity within the town. The BAP seeks to raise awareness of local wildlife and how to protect it. Planning authorities are also required to consider the impact of developments on protected species and a developer may need to provide an assessment, or Environmental Impact Assessment Report (EIAR) to identify the presence of species and breeding or roosting sites along with their conservation status through the Development Management process.

Chief Executives' Recommendation

No change recommended.

Submissions received related to Map V2-N:9.1 - Green and Blue Infrastructure.

Submission No. and Name.	Summary of Issues Raised
065 Christopher Fox	The submission notes a typo in the legend twice – it says 'draft settlement plan boundary'

Chief Executives' Response

The submission in respect to the minor typographical error on Map V2-N:9.1 is noted and will be amended prior to the publication on adoption.

5.10 Chapter 10 Infrastructure and Environmental Services

Issue raised relating to Flood-resilience measures

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks strong flood-resilience measures in all development areas.

Chief Executives' Opinion

A comprehensive Strategic Flood Risk Assessment (SFRA) was carried out to inform the Draft Plan, in which areas identified at risk of flooding were highlighted and zoned appropriately in accordance with Section 28 Ministerial Guidelines. In relation to flood resilience measures the SFRA has used the CFRAM High End Future Scenario extents to mitigate against any adverse impacts envisaged in light of the increasing risk and frequency of flooding due to climate change. Objective IEO 3.4 of this Plan supports the flood relief scheme proposed by the Office of Public Works (OPW) aimed to alleviate a 1 in 100-year flood event in Newbridge. The details of the proposed Newbridge Flood Relief Scheme are available at http://www.floodinfo.ie/scheme-info/

Chief Executives' Recommendation

No change recommended.

Issue raised relating to green technologies

Submission No. and Name.	Summary of Issues Raised
004 E Condon	The submission seeks encouragement of the use of solar panels, green roofs, and energy-efficient housing designs.

Chief Executives' Response

Solar Energy is addressed and supported in Section 7.6 of the Kildare County Development Plan 2023-2029 (as varied). These policies and objectives are applicable to the Newbridge Settlement area, and it is not considered necessary to duplicate objectives at Settlement Plan level.

Chief Executives' Recommendation

No change recommended.

Issue raised relating to Water infrastructure

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks an objective that a full water capacity audit be carried out within 12 months of adopting this plan as Uisce Éireann confirmed in the Settlement Capacity Audit that they did not carry out a cumulative assessment.
078 Cllr. Chris Pender	The submission seeks that the Council commit to verifying water supply and wastewater capacity prior to the zoning or

	permission of any major development, with results published biennially

Chief Executives' Response
The delivery of programs and projects related to water infrastructure capacity is an operational matter for Uisce Éireann and is beyond the scope of a land use plan.

In relation to the verification of water and wastewater infrastructure capacity, as raised in submission Sub no. 078, the zoning of residential and employment sites in the Plan area is informed by a Settlement Capacity Audit. The verification of water and wastewater infrastructure capacity to facilitate applications for major development is outside the scope of this Plan and may only be considered at project/planning application stage, which will be subject to detailed analysis, including whether there is sufficient capacity in the network for water at the time of the application.

Chief Executives' Recommendation
No change recommended.

Issue raised: Water Pressure

Submission No. and Name.	Summary of Issues Raised
039 Mark Wall TD	The Plan has a lack of acknowledgement of the ongoing water pressure issues affecting a number of communities such as those in the Ballymany Manor area, the cause of which has yet to be identified by Uisce Éireann. It asserts given the expected growth in population, the number of developments outlined in the plan, it is clear that water supply and pressure to Newbridge needs to be reviewed to ensure that the issue of does not extend to other areas and the issues at Ballymany need to be resolved urgently.

Chief Executives' Response
The delivery of programs and projects related to water infrastructure capacity is an operational matter for Uisce Éireann and is beyond the control of Kildare County Council, and beyond the scope of this land use plan. Notwithstanding this, extensive consultation was undertaken with Uisce Éireann during the preparation of the Draft Plan, particularly in relation to the Settlement Capacity Audit to determine which sites are serviced or serviceable during the lifetime of the Plan. Uisce Éireann, in their submission to the Draft Plan (Sub No. 45), notes there is a good watermain network serving Newbridge and no specific constraints are envisaged in connecting the proposed New Residential or Strategic Reserve sites.

Planning applications will be considered on their own merits at the time of application and will be subject to detailed analysis, including whether there is sufficient capacity in the network for water at the time of the application.

Chief Executives' Recommendation

No change recommended.

5.11 Chapter 11 Implementation

Issues raised related to Implementation

<table>
<tr><th>Submission No. and Name.</th><th>Summary of Issues Raised</th></tr>
<tr><td>011 Hazel Whiteley</td><td>Consideration has gone into the Plan for zoning Newbridge and its environs in terms of business and recreation zoning and orbital roads, but there is a historic issue with lack of delivery with the orbital road being developed on a piecemeal basis.</td></tr>
<tr><td>078 Cllr. Chris Pender</td><td>The future of Newbridge depends on genuine collaboration between residents, community groups, Kildare County Council, the National Transport Authority, Uisce Éireann, and Iarnród Éireann

Capital funding and phasing under the Plan prioritise infrastructure-first delivery, ensuring that housing and employment growth are matched by schools, transport, and public amenities. The submission states that the Settlement Plan should include a commitment to accessible reporting, using plain language and open data formats. It also seeks that the Council establish a Settlement Plan Monitoring Group comprising elected members, community representatives, and technical officers to oversee delivery and report annually to the full Council.

The submission outlines that the Plan should contain the table below to ensure the Plan is monitored:
<table>
<tr><th>Action</th><th>Responsible Body</th><th>Frequency</th></tr>
<tr><td>Verify water and wastewater capacity</td><td>Uisce Éireann / KCC</td><td>Biennial</td></tr>
<tr><td>Prepare Local Transport Plan (LTP)</td><td>KCC / NTA</td><td>Once, reviewed every 5 years</td></tr>
<tr><td>Monitor housing, open space, and infrastructure delivery</td><td>KCC Planning / Monitoring Group</td><td>Annual</td></tr>
<tr><td>Establish inter-agency delivery forum</td><td>KCC / NTA / Uisce Éireann / IÉ / Local Link</td><td>Annual meetings</td></tr>
<tr><td>Review phasing and funding alignment</td><td>KCC / Department of Housing / URDF</td><td>Annual</td></tr>
<tr><td>Publish monitoring reports online</td><td>KCC</td><td>Ongoing</td></tr>
</table>
</td></tr>
</table>

Chief Executives' Response

The comments raised in relation to the provision of infrastructure to support the development of Newbridge are acknowledged. It should be noted that the Plan is

supported by a number of audits and assessments that include, but is not limited to, a Settlement Capacity Audit (SCA), a Social Infrastructure Audit (SIA), and a Newbridge Area Based Transport Assessment (NABTA) to ensure that housing and employment growth are delivered in tandem with physical and social infrastructure.

In relation to the monitoring issue, as raised in Sub no. 078, Tables 11.3 and 11.4 of the Plan represent the Implementation and Infrastructure Delivery Schedule for the key infrastructure necessary and funding sources to achieve the timely delivery of the objectives of this Plan. Appendix B also provides an overview of the site infrastructure requirements across the key areas for development within the Plan area.

Chief Executives' Recommendation
No change recommended.

Issues raised: Neighbourhood Centre in Greatconnell KDA

Submission No. and Name.	Summary of Issues Raised
022 Cllr. Peggy O'Dwyer and Cllr. Tracey O'Dwyer	The submission seeks to relocate the proposed Neighbourhood Centre N (1) on lands zoned C (3) at Greatconnell to the opposite side of the proposed road and roundabout for ease of vehicular access to the Neighbourhood Centre.

Chief Executives' Response
The comments raised concerning the proposed Neighbourhood Centre N(1) on lands zoned C(3) at the Greatconnell KDA are noted. The purpose of a neighbourhood centre is to provide convenient facilities locally to serve catchment areas within approximately 800 metres (10-minute walk) to reduce the need to travel by car to avail of basic services and thereby ensure reduced traffic congestion and improve sustainability. The Social Infrastructure Assessment (SIA) carried out in the preparation of the Plan highlights the lack of accessible shopping facilities within a short walking distance in the Greatconnell area of the town. The proposed location of the Neighbourhood Centre has been identified to serve the existing and proposed residential development on the western side of the existing road and will contribute towards the creation of a compact residential neighbourhood that will add to the integration of the KDA with Wellesley Manor, the established residential estate located directly to the north of the lands. In addition, the proposed location of the Centre will act as an attractive local landmark adjacent to the junction of the Great Connell Road and the proposed Newbridge Southern Ring Road (NSSR).

Chief Executives' Recommendation
No change recommended.

Issues raised related to Newbridge North KDA

Submission No. and Name.	Summary of Issues Raised
047 Patrick Hughes	The submission objects to the Plan and Variation, particularly zoning Cp2 for the following reasons: • It is concerned that the proposed development of the site zoned Cp2 would pose a significant risk to the safety of

	both current and future road users, especially in terms of sightlines particularly at intersections and pedestrian crossings. It outlines that there are already existing issues with HGVs and sightlines. It requests a traffic safety audit. • It contends the area of new road has sight lines of less than 50 meters which would give rise to a traffic hazard the common range is around 55-70 meters for a design speed of 50-60 km/h. • Outlines that Morristown Bridge has not been taken into consideration and traffic lights will be required to avoid clipping of cars and bridge walls. • It contends large-scale development would be out of character in this location and diminish the scenic value of the region, resulting in loss of green space, views and a sense of openness. Outlines that the existing soft rural edge and meadow setting will be lost and replaced by harsh boundary walls of built form. • It is concerned development in this location would o Increase noise and disturbance, o Reduce daylight and overshadow, o Overlook and reduce the privacy It contends the combination of these impacts would lead to a sense of encloser to surrounding existing properties throughout the year. • It contends Newbridge is already facing significant water supply challenges. • It considers if development is to proceed in this location mitigation measure should be as follows: o A substantial landscaped buffer zone along the boundary (minimum 10–15m), planted with native trees and hedgerows. o Limiting development immediately behind existing houses to single-story dwellings or green amenity space. o Careful orientation of new homes to avoid overlooking and overshadowing. o Retention of portions of the meadow as shared open space, preserving some visual relief and character.
048 Mark Shannon	The submission objects to the Plan and Variation, particularly zoning Cp2 for the following reasons: • Outlines that a development in this location would have negative impact on the local environment, neighbouring community and the quality of life for the existing homeowners in this area. • It contends no consideration made by those involved in developing this proposed plan for existing homeowner

	and this is similar to other completed or the process of being completed developments in Newbridge. • It considers that apartment complexes three-storey buildings and duplex apartments would overlook and overshadow private homeowners. • It highlights issues with sewerage, water pressure/supply and estates not being taken over by the Kildare County Council. • It contends the proposed development of the site zoned Cp2 would cause environmental impact particularly on buzzards which it lists are a protected species under both national and international legislation. • It is concerned that the proposed entrance to the site zoned Cp2 would be a traffic hazard and increase congestion. • It asks Kildare County Council to emphasis with those it asserts will be negatively impacted by the zoning of Cp2.

Chief Executives' Response

The comments raised concerning the Newbridge North KDA are noted.
It should be noted that the Plan is supported by a number of audits and assessments that include a Settlement Capacity Audit (SCA), a Social Infrastructure Audit (SIA) and the Newbridge Area Based Transport Assessment (NABTA) which have been prepared to support the delivery of sustainable communities.

In relation to the concerns raised regarding road safety and sightlines, vehicular access to the Cp2(1), Cp2(2) and E3 lands within the KDA shall be provided via the proposed Morristown Road-Milltown Road Orbital link (Measure RD 4) which shall be constructed in full, in tandem with the phased development of these lands. Residential development within Cp2(3) lands shall be accessed through the existing Station Walk residential estate and the aim of the Plan is to provide a pedestrian and cycle friendly environment throughout the KDA.

The concerns regarding loss of green space and views, increase in noise and disturbance, reduction in daylight and overshadowing, negative impacts on quality of life and impacts on wildlife, and the mitigation measures suggested in Sub No. 048 are noted. Planning applications for the development of the KDA lands will be considered on their own merits at the time of application and will be subject to detailed analysis and the public will have an opportunity to make submissions in relation to each development application.

The delivery of projects related to water and wastewater infrastructure capacity is an operational matter for Uisce Éireann and is beyond the control of Kildare County Council, and beyond the scope of this land use plan. Notwithstanding this, extensive consultation took place with Uisce Éireann during the preparation of the Draft Plan, particularly in relation to the Settlement Capacity Audit to determine which sites are serviced or serviceable during the lifetime of the Plan. Uisce Éireann, in their submission to the Draft Plan (Sub No. 0045), advised that there is a 'good watermain network' serving Newbridge and no specific constraints are envisaged in connecting

the proposed New Residential or Strategic Reserve sites. In relation to wastewater capacity, the submission from Uisce Éireann states that the Osberstown Wastewater Treatment Plant has capacity, however notes that it is shared with other settlements including Naas, Clane, Sallins, Kilcullen and Athgarvan and the status of the Capacity Registers may change over the plan making process timeline. In addition, Newbridge is part of the Upper Liffey Valley Sewerage Scheme agglomeration which is above the 100k PE threshold and will require an Integrated Urban Wastewater Management Plan by specific dates.

Planning applications will be considered on their own merits at the time of application and will be subject to detailed local and broader catchment analysis, including whether there is sufficient capacity in the network for water and wastewater at the time of the application.

This Plan supports the upgrade of existing railway bridges. Section 7.7.1 Road Measures, which lists the road network measures and their delivery timeframe, provides for the upgrade of the Morristown Road bridge to better provide for general traffic, walking and cycling. Kildare County Council will work with CIE to progress this project and engage with them in its design. These measures are mapped on Map 7.4 Transport and Movement – Road network Measures, and the NABTA outlines how each of these road measures will be implemented.

Chief Executives' Recommendation
No change recommended.

Issues raised related to the zoning matrix

Submission No. and Name.	Summary of Issues Raised
076 Cllr. Rob Power	The submission considers it is unclear which land use category definition gym/fitness centres are within. In this regard it seeks footnote 131 to be amended to read: *This land use relates to play centres such as indoor play/adventure centres, bowling alleys, trampoline parks, gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios, and similar indoor sports and recreation facilities.* The submission seeks indoor recreational facilities (gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios) to be open to consideration in zones H: Industry and Warehousing and GU: General Business Use. It asserts this should be subject to the following new footnote below: *Indoor recreational facilities may be considered in H: Industry and Warehousing and GU: General Business Use zones where:* • *The facility serves a catchment wider than the immediate neighbourhood* • *The scale and operational characteristics (including parking demand, hours of operation, and noise) are*

	compatible with the industrial/business character of the zone • *Adequate parking is provided on-site to avoid overspill into adjoining areas* • *The proposal does not prejudice the primary employment function of the zone* • *For children's play centres, the applicant demonstrates that the scale of facility requires large floor plates and industrial rental rates to achieve financial viability* *Such facilities are destination uses accessed by planned trips rather than passing footfall and therefore do not require town centre locations.* It also considers Indoor Recreational Facilities not permissible with lands zoned L: Leisure and Tourism erroneous and seeks this to change to permissible in principle.

Chief Executives' Response

In Table 11.6: Land Use Zoning Matrix, the category 'Community facilities and/or Sports buildings' is intended to include gym facilities which are consistent with all other settlements across County Kildare. It is agreed that a footnote should be provided to clarify this. Under this land use category, gyms are open to consideration on lands zoned GU: General Business Use. It is considered that gyms are not an appropriate land in industrial areas, as a gym is a commercial leisure use which is more appropriately located in neighbourhood centre or town centre locations, accessible from residential areas.

It is agreed that the Zoning Matrix should be amended so that community facilities and/or sports buildings are 'Y: Permissible in Principle' within lands zoned 'L: Leisure and Tourism'.

Chief Executives' Recommendation

Chapter 11, Table 11.6 Land Use Zoning Matrix, include new footnote for the 'Community facilities and/or Sports Buildings' Land Use as follows:

> *'Sports buildings' may also include uses such as gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios.*

Chapter 11, Table 11.6: Land Use Zoning Matrix, amend community facilities and/or sports buildings to Y: Permissible in Principle within lands zoned 'L: Leisure and Tourism'.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Community facilities and/or Sports buildings	Y	O	O	Y[10]	O[11]	N	N	~~N~~Y	Y	N	N	N	Y	O	N

Issues raised related to Newbridge Town Football Club

Submission No. and Name.	Summary of Issues Raised
076 Cllr. Rob Power	The submission seeks to rezone approximately 0.8 hectares of lands at Newbridge Town FC from F: Open Space and Amenity to C: New Residential. Submission states that the lands are an exemplar of an accessible suburban/urban extension location being so close to Newbridge Train Station in line with Table 3.6 and Sustainable Residential Development and Compact Settlements Guidelines (2024). The submission contends are surplus to the landowner. An excerpt indicating the site in question is below.

[10] Only permissible in principle on sited zoned E (3): Community and Education' and 'E (5): Community and Education'. Refer to Objective HCO 7.1 under Section 6.4.1.6 which supports community centres/halls to said lands.

[11] Only open to consideration on lands zoned 'F (1), F (2) and F (3): Open Space'. Refer to Objectives HCO 6.1 and HCO 6.2 under Section 6.4.1.5 which supports sporting facilities.

In this regard it seeks to add a site-specific objective C (4) to Table 11.5 as follows:

High-density residential development (minimum 50 dph, up to 80 dph) shall be developed on lands surplus to sporting requirements as identified by Newbridge Town FC. Development shall:

- *Prioritise apartment typologies appropriate to the highly accessible location directly opposite Newbridge Train Station*
- *Provide active frontage to Station Road*
- *Integrate pedestrian/cycle connections to train station via existing/improved crossing facilities (Walk Measure 3)*
- *Retain appropriate portion of lands for club facilities/training*
- *Demonstrate no prejudice to ongoing sporting activities during and post-construction*
- *This site represents an optimal location for high-density residential development given proximity to train station (within 100m), existing bus services, and town centre (800m via Main Street).*

And the additional row below to Table 3.7 as written below:

Zoning Designation	***Location***	***Site in Built-up Footprint***	***Serviceability Status***	***Site Area (ha)***	***Estimated Residential Yield***	***Net Density***

Chief Executive's Response

This land use zoning request was considered under Submission No. 44. The request to zone the subject area for residential use is noted. It is considered that the land use

zoning objective 'F: Open Space and Amenity' reflects existing land use and existing facilities at Newbridge Town FC in terms of facilities and allows for expansion and additional sporting facilities. The Social Infrastructure Audit prepared for the town of Newbridge outlines a deficit in open space and amenity areas to meet the projected demand during the lifetime of the plan. In this regard the Plan required new sites totalling approximately 29 hectares for the delivery of sports facilities in Newbridge. In this context, it is not considered appropriate to rezone lands that have the potential to address this deficit and deliver sporting facilities or spaces for recreation and amenity.

Chief Executive's Recommendation
No change recommended.

Issue Raised:

Submission No. and Name.	Summary of Issues Raised
076 Cllr. Rob Power	The submission seeks an explanation in the Chief Executive's Report on why lands at Godolphin were not zoned for residential development given that they are adjacent to land zoned C (1) appear to be sequential development. It also seeks clarification of their scoring in the Settlement Capacity Audit. Furthermore, it seeks consideration of some mixed-use zoning for areas not in flood risk using a framework similar to the Newbridge Central Settlement Consolidation Site.

Chief Executive's Response
This land use zoning request was considered under Submission No. 62.

The Settlement Capacity Audit (SCA) was published with the Draft Settlement Plan. Section 4 of the SCA refers to criteria and assessment scoring for the purposes of determining whether lands are serviced (Tier 1) or serviceable (Tier 2). Site 3 in the SCA refers to part of the Godolphin lands. The SCA concludes that Site 3 is Tier 2, i.e. serviceable within the life of the plan. Furthermore, it is stated in Section 7 of the SCA that the designation of a site as Tier 1 or Tier 2 does not in itself ensure that the site will be brought forward for that zoning purpose.

In relation to the proposed zoning of these lands, it is considered that the 'F - Open Space and Amenity' and 'I – Agriculture' zoning objectives proposed in the Draft Settlement Plan are the appropriate zoning objectives for the subject lands at this time, having regard to existing established uses, the existing character of the lands, the identified flood risk and the significant green infrastructure within the site. It is also considered that sufficient land has been zoned for residential and employment purposes across the plan area to satisfy the core strategy requirements to the end of the plan period, i.e. to January 2029.

Chief Executive's Recommendation
No change recommended.

5.12 Miscellaneous Issues

Issues raised: Lack of Gardaí

Submission No. and Name.	Summary of Issues Raised
011 Hazel Whiteley	It contends more traffic Gardaí are required.

Chief Executive's Response

The staff resourcing of An Garda Síochana is an operational matter for the force and therefore outside the remit of a land use plan.

Chief Executives' Recommendation

No change recommended.

Issues raised: Action TM A2 of Volume 1

Submission No. and Name.	Summary of Issues Raised
070 Celbridge Community Council	The submission notes that in the public consultation for the Proposed Variation No. 1 (Draft Kilcullen Settlement Plan) of the Kildare County Development Plan 2023-2029, the National Transport Authority (NTA) recommended that the wording of Objective TM A2 (Chapter 5, Sustainability Mobility & Transport in Volume 1) be amended as follows: *Prepare, implement and review (where appropriate) transport and mobility strategies for each settlement commensurate to their scale and complexity to provide an evidence-base for objectives and actions included within settlement plans. Local Transport Plans (LTPs)/ Area Based Transport Assessments (ABTAs) shall be prepared for the Key Towns and Self-Sustaining Growth Town settlements in County Kildare in consultation with TII and the NTA. Smaller settlements will benefit from the preparation of a Transport and Mobility Strategy, based on the ABTA process commensurate to their scale and complexity, to support their settlement plans and objectives / actions. […] LTPs / ABTAs/ Transport and Mobility Strategies, will be prepared in accordance with appropriate national guidelines, such as the ABTA 'How to Guide', Pilot Methodology (September, 2021) and the Area Based Transport Assessment Advice Note (December, 2018) published by NTA / TII.* However, it asserts that the NTA's recommendation was not included in the adopted Variation 1 of the Kildare County Development Plan 2023 – 2029 as it does not feature in the Amendments to Volume 1 file that is linked from the Variation 1 –

	Kilcullen Settlement Plan page on Kildare County Council's website. It contends that given the relatively large size of Celbridge and the complexity of its transport needs, they supported the logic that gave rise to the NTA's recommendation. It suggests a change as follows (added text in red): *Prepare, implement and review (where appropriate) transport and mobility strategies for each settlement commensurate to their scale and complexity to provide an evidence-base for objectives and actions included within settlement plans. Local Transport Plans (LTPs)/ Area Based Transport Assessments (ABTAs) shall be prepared for the Key Towns and Self-Sustaining Growth Town settlements in County Kildare in consultation with TII and the NTA at the earliest scoping stage of transport planning work for the settlement. ~~Smaller~~ Other settlements will benefit from the preparation of a Transport and Mobility Strategy, based on the ABTA process commensurate to their scale and complexity, to support their settlement plans and objectives / actions. […] LTPs / ABTAs/Transport and Mobility Strategies, will be prepared in accordance with appropriate national guidelines, such as the ABTA 'How to Guide', Pilot Methodology (September, 2021) and the Area Based Transport Assessment Advice Note (December, 2018) published by NTA / TII.*

Chief Executive's Response

Objective TM A2 in the CDP as amended by Variation No. 1 states the following:

TM A2 Prepare, implement and review (where appropriate) transport and mobility strategies for each settlement commensurate to their scale and complexity to provide an evidence-base for objectives and actions included within settlement plans. Local Transport Plans (LTPs)/ Area Based Transport Assessments (ABTAs) shall be prepared for the Key Towns and Self-Sustaining Growth Town settlements in County Kildare in consultation with TII and the NTA. Smaller settlements will benefit from the preparation of a Transport and Mobility Strategy to support their settlement plans and objectives / actions. Transport and mobility strategies will be developed to provide a framework for the movement of pedestrians, cyclists, public transport services and private vehicles which are aligned with the hierarchy of users and modal shift targets set out in this Plan. Transport and mobility strategies will include measures for pedestrian, cycle, public transport infrastructure and services, road / street corridor enhancement, demand management and freight management. LTPs / ABTAs will be prepared in accordance with appropriate national guidelines, such as the ABTA 'How to Guide', Pilot Methodology (September, 2021) and the Area Based Transport Assessment Advice Note (December, 2018) published by NTA / TII.

Action TM A2 states LTPs / ABTAs will be prepared in accordance with appropriate national guidelines, such as the ABTA 'How to Guide', Pilot Methodology (September 2021) and the Area Based Transport Assessment Advice Note (December 2018). LTPs / ABTAs are prepared to inform a land use plan.

The ABTA is the primary study to inform the integration of land use planning and transport within a settlement. Furthermore, the ABTA informs the Settlement Capacity Audit which is a supporting study to a settlement plan. For instance, the Newbridge ABTA included two rounds of public consultation prior to the publication of the Draft Newbridge Settlement Plan. Therefore, the additional wording proposed in the submission is not required as it forms part of Kildare County Council's standard operating procedure for settlement plans.

It is not considered appropriate to repeat the phrase 'commensurate to their scale and complexity' as this is already mentioned at the start of this objective in relation to all settlement plans for settlements such as Key Town, Self-Sustaining Growth Towns, Self-Sustaining Towns (including Celbridge) and Towns as defined in Table 2.7 in Chapter 2 of the CDP. Villages and Rural Settlements as defined in Table 2.7 in Chapter 2 of the CDP are not considered to require such rigorous LTPs / ABTAs but instead a Transport and Mobility Strategy.

Chief Executives' Recommendation
No change recommended.

Issues raised related biodiversity on green areas

Submission No. and Name.	Summary of Issues Raised
012 Pairc Mhuire Residents Association	This submission requests that KCC provide technical knowledge on biodiversity to maximise the green area.

Chief Executive's Response
Objective GBIO 2.3 of the Plan seeks to increase native tree planting and pollinator friendly planting of local provenance, in accordance with the recommendations of the All-Ireland Pollinator Plan, throughout Newbridge and in open spaces in new developments in order to enhance local biodiversity, visual amenity and surface water management. Furthermore, the Draft Kildare Biodiversity Action Plan 2026-2031 outlines opportunities for biodiversity enhancement across the county.

Chief Executives' Recommendation
No change recommended.

Issues Raised: Impacts on An Post assets

Submission No. and Name.	Summary of Issues Raised
029 An Post	Engage regarding the operational needs of An Post; throughout the planning and implementation of any development or movement strategies; and the finalisation of the Proposed Variation No.2 of the CDP.

Chief Executives' Response

The contents of the submission are noted. Third-party consultation will form part of any Part 8 development required in relation to projects arising from the Movement and Transport measures. Furthermore, any planning applications within the Chill Dara Industrial Estate will be subject to public consultation. Should the proposed material alterations be accepted by the Elected Members, the Newbridge Settlement Plan and the associated alterations will be placed on public display

Chief Executives' Recommendation

No change recommended.

Issues Raised: Legally binding conditions for social infrastructure

Submission No. and Name.	Summary of Issues Raised
031 Danny Tangney	The submission asks that the Plan introduces legally binding conditions that mandate the construction of critical social and physical infrastructure before residential lands are occupied.

Chief Executives' Response

Objective SC O78 of the CDP requires that childcare provision is to be delivered in Phase 1 of any new residential scheme, where required. Section 11.2 – Implementation and Infrastructure Delivery Schedule - includes the implementation and infrastructure (including social infrastructure) delivery required for key development areas within the plan area and identifies funding sources to achieve the timely delivery of the objectives of this Plan.

It is important to note that a Settlement Plan sets out the appropriate locations for various land uses and infrastructure (physical and social), it is not accompanied with a specific budget to deliver projects and services as, in many cases, these services are outside of the remit of the local authority.

Chief Executive's Recommendation

No change recommended.

Issues raised: Future management of the Greyhound Stadium

Submission No. and Name.	Summary of Issues Raised
038 Newbridge Athletic Club	It requests that Newbridge A.C be involved in any development plans for athletics at the current Greyhound Stadium – and would be willing to take on management of such a facility should the opportunity arise.

Chief Executive's Response

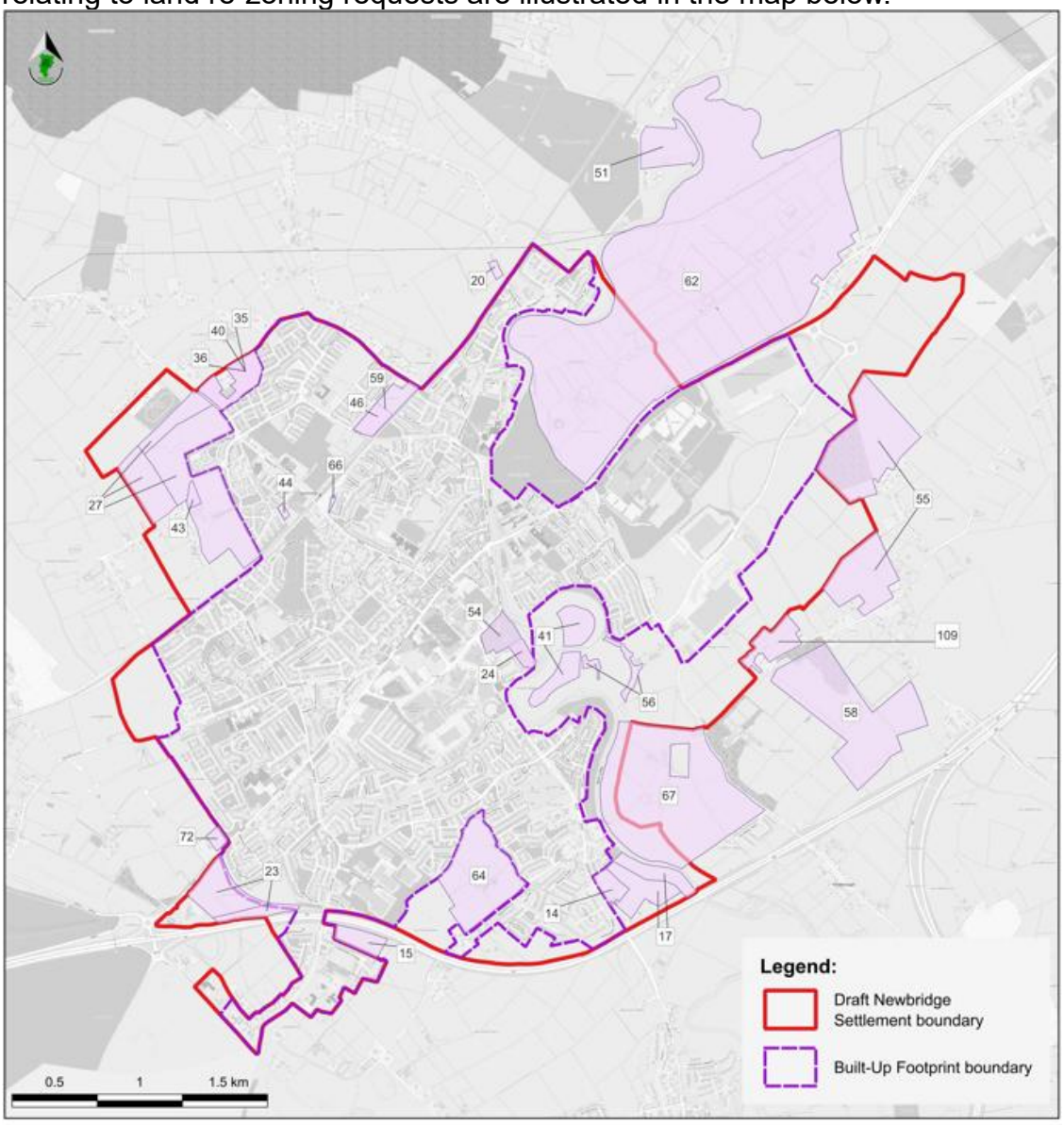
The issue raised is noted. Any provision for the future management of the Newbridge Greyhound Stadium in premature. Furthermore, the management of the facility is outside the remit of a land use plan.

Chief Executive's Recommendation

No change recommended.

6.0 Submissions and Observations from landowners

The submissions received from landowners (or those with a significant interest) relating to land re-zoning requests are illustrated in the map below.



Submission Number

0014 John and Beatrice Dardis
0015 Danny McHenry
0017 WTNB Partnership
0020 Joe Lysaght
0023 Beans Land Ltd
0024 Denise Harris
0027 Patrick Byrne
0035 James Kelly
0036 Deirdre Kelly
0040 Sinead Kelly
0041 Aston limited
0043 Ballymore
0044 Newbridge Town Football Club
0046 Thoval properties Limited
0051 Breffni Group
0054 Demesne Architects
0055 O'Buachall Family co Sheelagh Minihane
0056 Aston Limited
0058 Arndell Ltd
0059 Thoval Properties
0062 Godolphin Ireland Limited
0064 The Treacy Group
0066 Michael Connors
0067 Andrew Bergin
0072 Tom and Sean Treacy

Submission No. 014 – John and Beatrice Dardis

Issues Raised

The submission by David Mulcahy Planning Consultants Ltd., on behalf of John and Beatrice Dardis, relates to lands comprising Belmont House with associated grounds (2.4 hectares) located to the south Newbridge off the R416 as outlined in the excerpt below.

The submission seeks to amend the zoning of the lands from 'I: Agriculture' to 'B: Existing Residential/Infill'. Submission outlines that this site should have this zoning for the following reasons:

- Other similar dwellings on large sites within the town have been zoned 'B: Existing Residential/Infill'. The site is in residential use.
- Developing this underutilised brownfield site for housing would represent sequential development of the built-up area.
- The site is serviceable with foul and watermain services available to the north.
- Other housing estates such a Walshestown Abbey adjoin the site and are located a similar distance from the town centre.
- The surrounding area is characterised by residential land-use.
- The site benefits from two adjacent bus stops.
- There is a derelict cottage on the site and unused stables.
- The site has two access points.
- The trees on the site are nearing the end of their life and many designated unsafe and notes the Plan has not documented any green infrastructure within the site.
- The 2003 Newbridge Local Area Plan zoned the lands for low density development.
- A scheme for 106 detached dwellings was refused by An Bord Pleanála (Planning Ref: 06/2479) due to lack of sewerage facilities in the area. The submission considers infrastructure deficiency has since been addressed.

- The revised NPF has doubled housing figures (c.55,000 dwellings per annum to 2034) and submission contends that housing development in this location would comply with NPO 3a, NPO 4, NPO 11 and NPO 35.
- Housing in this location would comply with the Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024 as it is an infill site, well served by public transport close to the existing built-up footprint that would deliver a sequential and urban extension.
- The Section 28 Guidelines NPF Implementation: Housing Growth Requirements, July 2025 require planning authorities to include up to 50% additional provision of zoned land beyond the baseline targets in acknowledgement that a relatively significant proportion of zoned lands are not activated over the period of a development plan.
- Migration has been historically underestimated, and Irelands population could grow much faster than the most recent projections by the CSO.
- Commencement notices of new homes in August 2025 were the lowest since 2016.
- The scoring of the site in the SCA was unreasonable as site is within a 10-minute cycle of the town centre (just above this to the train station), it has two bus stops directly outside the side, flood risk does not impact the lands in question, it is within walking distance of the large amenity area in Belin Woods. The submission is also critical of the SCA scoring as the site was assessed as part of a larger land bank that had flood extents. Other zoned sites are either under construction or are dependent on infrastructure such as bridges.

Chief Executive's Response

The observations raised in this submission are noted. The request to amend the zoning from 'I: Agriculture' to 'B: Existing Residential/Infill' is also noted, however is not considered acceptable. In response to the points raised in the submission that the subject lands are brownfield in nature, suitable for housing and represent sequential development, it is noted that the subject lands are located outside of the Built-Up Footprint and it is considered that the development of these lands would represent further urban sprawl on the edge of Newbridge. The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) outline that the NPF prioritises compact growth with an emphasis on the renewal of existing settlements, rather than continued sprawl. In addition, in accordance with the NPF (NPO 9) the delivery of compact growth is achieved through the development of new housing within the existing urban footprint of settlements and not on lands on the periphery such as the subject lands.

The Plan provides for 756 units above the Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023-2029. In addition, the Plan proposes a further 608 units in response to the anticipated housing growth allocation for Newbridge with respect to the NPF Implementation: Housing Growth Requirements (2025), which will be determined by Kildare County Council under a separate process Variation No. 3 to the County Development Plan. Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. Furthermore, in response to Submission 071 from the Office of the Planning Regulator additional residential capacity is also proposed under the Phase 2 New Residential zoning in response to Recommendation No. 1. In this

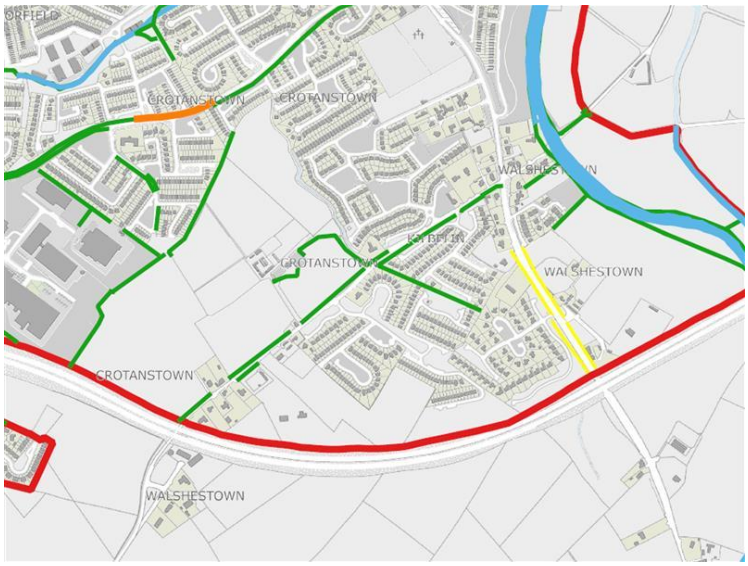
context, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements, as sufficient lands have been identified for development. Therefore, the growth allocated for Newbridge within the Newbridge Settlement Plan, is sufficient for the remaining 3 years of the Kildare County Development Plan, which is to January 2029.

The comments made with respect to the Settlement Capacity Audit are noted. The scoring in the Settlement Capacity Audit with regards to compact growth reflects the subject land's location on the periphery of the Built-up Footprint and not within the 1,000m catchment of the train station. While it is noted that the site was assessed as part of a larger landholding, part of which was subject to flood risk, the overall landholding was identified as Tier 2. However other sites demonstrate stronger alignment with the Strategic Vision of the Plan and have been prioritised and zoned for development.

The comments relating to there being no green infrastructure documented on the site is noted. However, this is considered an oversight as the treelines adjoining R416 were identified in the Newbridge Habitat Mapping Report however were not illustrated on Map Ref: V2-N_9.1 – Green and Blue Infrastructure and should be addressed.

Chief Executive's Recommendation

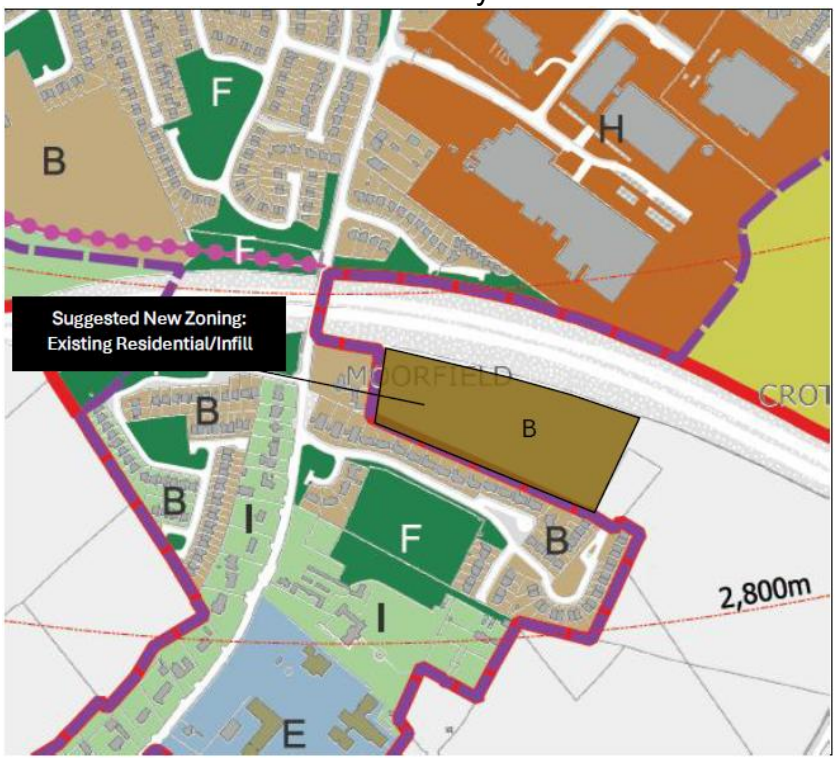
Amend Appendix A: Maps, Map Ref: V2-N_9.1 – Green and Blue Infrastructure, to include the addition of treelines either side of the R416 in Walshestown as highlighted in yellow as follows:



Submission No. 015 – Danny McHenry

Issues Raised

The submission by David Mulcahy Planning Consultants Ltd., on behalf of Danny McHenry, relates to lands comprising circa 2.38 hectares on Green Road adjacent to the south side of the M7 Motorway. As outlined in the excerpt below.



The submission seeks to amend the boundary of the Plan to include the subject site and change the zoning of the lands to 'B: Existing Residential/Infill'. Submission states that this site should have this zoning for the following reasons:

- The site is in line with the 10-minute settlement concept as it is close to existing schools and shops.
- The site is within a ten-minute cycle of the town centre and train station.
- The site is accessed off Green Road.
- Adjoining lands are in residential use and the site is located on the built-up edge of Newbridge.
- The site adjoins an established public footpath to the town centre.
- Compatible with adjoining land uses such as neighbourhood shops, schools and the Curragh Plains.
- The site adjoins an established housing estate on public mains and connection to public services is therefore unlikely to be a concern.
- The revised NPF has doubled housing figures (c.55,000 dwellings per annum to 2034) and submission contends that housing development in this location would comply with NPO 3a, NPO 4, NPO 11 and NPO 35.
- Housing in this location would comply with the Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024 as it is an infill site, well served by public transport close to the existing built-up footprint that would deliver a sequential and urban extension.

- The Section 28 Guidelines - NPF Implementation: Housing Growth Requirements, July 2025 require planning authorities to include up to 50% additional provision of zoned land beyond the baseline targets in acknowledgement that a relatively significant proportion of zoned lands are not activated over the period of a development plan.
- Migration has been historically underestimated, and Irelands population could grow much faster than the most recent projections by the CSO.
- Commencement notices of new homes in August 2025 were the lowest since 2016 across the entire country.
- The submission notes that the site was not included in the Settlement Capacity Audit despite being highlighted as an underutilised, greenfield site in a submission pre-draft.
- Residential zoning in this location would provide much needed homes and encourage the development of an underutilised, infill site close to educational facilities and the town centre.
- The submission asserts that the 91-metre setback from the motorway referred to in the CDP should not apply to this site as there is flexibility in urban areas. However, the submission outlines if this setback were to be sought the open space for a residential development could be located in this area.
- Other lands south of the M7 have been zoned existing residential/infill and therefore a consistent approach should be applied.
- The submission outlines precedents where other similar dwellings on large sites within the town have been zoned 'B: Existing Residential/Infill'.

Chief Executive's Response

The observations raised in this submission are noted. The request to include the subject site within the plan area and zone it 'B: Existing Residential/Infill' is noted, however it is not accepted.

The comments that the subject site is suitable for housing, would represent an infill site and sequential growth are noted. However, it is considered that given the subject site is located outside of the Built-Up Footprint, the development of these lands would represent further urban sprawl on the edge of Newbridge. The comment that other lands south of the M7 Motorway have been zoned existing residential/infill is also noted. However, the subject lands are undeveloped and do not represent infill development and therefore a similar zoning would not be appropriate.

The 10-minute settlement concept relates to having a range of facilities and services accessible within a short walking or cycling timeframe from home or accessible by public transport services within a short walk from home. However, in the first instance the zoning of lands should represent consolidation and compact growth of the built urban form. The National Strategic Outcomes (NSO) in the NPF prioritises the concept of 'Compact Growth' which is to avoid the further sprawl of urban development and focus on the regeneration of existing building stock and/or use of underutilised/brownfield sites within existing urban centres as the best location for future growth.

The lands to which the submission refer were considered in the Settlement Capacity Audit (SCA) as part of a larger landholding, Site 11 refers. The Stage 1 screening

assessment of the SCA assessed the suitability of sites regarding their overall compliance with national compact growth policies. Site 11 lands received no marks for compact growth as they are approximately 1.7km (as the crow flies) from the centre of Newbridge Town.

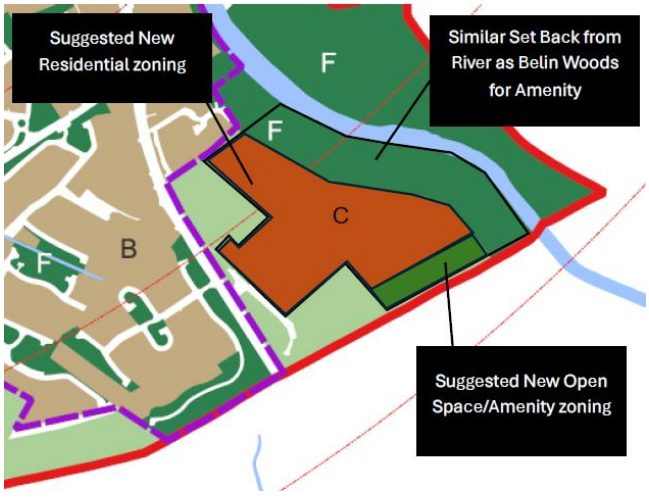
The comments with respect to planning authorities to include up to 50% additional provision beyond the baseline targets is noted. The Draft Newbridge Settlement Plan provides for a 128% increase on the existing Core Strategy allocation. Furthermore, in response to Submission 071 from the Office of the Planning Regulator additional residential capacity is also proposed under the Phase 2 New Residential zoning in response to Recommendation No. 1. In this context, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements, as sufficient lands have been identified for development. Therefore, the growth allocated for Newbridge within the Newbridge Settlement Plan, is sufficient for the remaining 3 years of the Kildare County Development Plan, which is to January 2029.

Chief Executive's Recommendation
No change recommended.

Submission No. 017 – WTNB Partnership

Issues Raised
This submission is prepared by David Mulcahy on behalf of W.T.N.B Partnership concerning lands at Walshestown, Newbridge, opposite Walshestown Abbey housing estate, north of the M7 Motorway.

The submission seeks to amend the zoning to C: New Residential (Phase 1) and F: Open Space and Amenity from 'I - Agriculture'. The lands extend to circa 11.4 hectares with the stated capacity to deliver 151 housing units on 5.2 hectares.



- Lands have Confirmation of Feasibility from Uisce Éireann as serviceable for 260 dwellings without infrastructure upgrades. The site is serviced if zoned for 151 new residential houses. The owner has legal agreement to connect into Walshestown pumping station.

- There are no built or natural heritage constraints.
- Flood risk limited to the river edge – housing will be stepped back similar to Belin Woods.
- Access to the site is from the main Athgarvan Road R416. Bus stops are in vicinity of site.
- The site is a 10-minute walk to town centre and 11-minute cycling distance to Newbridge Train Station.
- The revised NPF (April 2025) has increased the annual housing targets to 50,000 and this submission contends that housing development in this location would comply with NPO 3a, NPO 4, NPO 11 and NPO 35.
- Housing in this location would comply with the Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024 as it is close to the existing built-up footprint that would deliver a sequential and urban extension.
- Section 28 Guidelines (NPF Implementation: Housing Growth Requirements) recommends the need for headroom to deliver houses on the basis that not all zoned lands will yield houses during the lifetime of any plan for various reasons.
- Adjoining lands are in residential use. Residential zoning in this location would provide much needed homes in a current housing crisis, provide a dedicated childcare facility, amenity area along the River Liffey, a new public footpath and traffic calming measures and 20% social housing.
- The new bridge over the River Liffey would significantly improve traffic movement to the south side of the town.
- Migration has been historically underestimated, and Irelands population could grow much faster than the most recent projections by the CSO.
- Commencement notices of new homes in August 2025 were the lowest since 2016.
- The subject site was identified as Site 8 in the Settlement Capacity Audit – and included an adjoining site to the north which is in separate ownership. The marks awarded in the Audit appear unreasonable as follows:
  - Compact growth: 50/200 - Unfair due to being sequential and sustainable in an existing built-up area
  - Flood risk: 25/50 - Unfair as is similar to Belin Woods and would therefore not pose a risk while providing amenity area along the river.
  - Physical and Social Infrastructure Assessment: 274/600 - Unfair as is similar to Belin Woods and would provide playground, childcare facility and multi-use games facility on site.
  - Drainage Infrastructure: 164/300 - Unfair as the site has a confirmation of feasibility for 260 dwellings from Uisce Eireann.
  - Social Infrastructure: the site is within walking distance of a wide range of social infrastructure. No weight appears to be given to the fact that the site has the potential to yield a childcare facility, playground and possibly a multi-use games facility on the site.
  - Parks and Recreation: the site has the capacity to provide a significant amenity space and is in close walking distance of the large amenity area in Belin Woods.

  - Movement and Transport: The low marks attributed to the site appear very odd given there is bus stop outside the site.
- Much of the lands zoned New Residential phase 1 and 2 is infrastructure dependent, whereas the subject site is a serviceable site which can deliver houses quickly.
- C1 (old Connell): This site is under construction and zoned New Residential. This is false as it is not going to yield any more new houses under the Plan. This should be rezoned Existing Residential/Infill. New Residential zoning should be applied to the subject site instead.
- Lands under construction at Páirc Na Manach are zoned Existing Residential/Infill and submission submits that a consistent approach should be adopted throughout the plan.
- Lands and Great Connell and Construction period of a bridge over the River Liffey is likely to take some time. Other serviceable lands in the town should be zoned to deliver housing in case these infrastructure dependent lands take time to yield housing.
- Lands at Cornelscourt are zoned New Residential – Phase 2 but dependant on the delivery of new road infrastructure and bridge over rail line, which would involve long-term housing delivery.
- 970 of the total 1,644 houses identified in the draft Plan are dependent on significant new infrastructure to be delivered first.
- The Overview of Site Infrastructure Requirements (appendix B of plan) does not highlight that one existing railway bridge is required to access CP2(1-3) lands and an entirely new railway bridge.
- The draft Plan seems to only indicate that New Residential Phase 2 lands will get the benefit of this housing target increase.

The three appendices accompanying this submission are:

1. Furey Consulting Engineers – letter dated 02 September 2025 ref 16-E1
2. Confirmation of Feasibility from Uisce Eireann for 260 units - dated 18 January 2024 ref. CDS23008483
3. Submission to Pre-Draft Public Consultation for the Newbridge Local Area Plan 2025-2031

1. <u>Furey Consulting Engineering - letter dated 02 September 2025– ref. 16-E1</u>
   - Outlines that Uisce Éireann has issued a Confirmation of Feasibility (Ref. CDS23008483, dated 18 January 2024), confirming that both water and wastewater connections for the proposed development at Walshestown are feasible without upgrade. The anticipated scale of development is approximately 120 units.
   - The foul drainage route connects to the public network through existing infrastructure, including a pumping station, that has not yet been taken in charge
   - Connect, upgrade and maintaining pumping station, may be required to facilities further development. A full connection to Uisce Eireann require that the arterial infrastructure is procured for transfer to Irish Water and compliance with Irish Water standards is demonstrated.

2. Uisce Éireann - Confirmation of Feasibility – 18 January 2024 ref. CDS23008483
    - Review of pre-connection enquiry in relation to Water and Wastewater for a housing development of 260 unit(s).
    - Water connection is feasible without infrastructure upgrade
    - Wastewater connection is feasible without infrastructure upgrade by Irish Water. The proposed wastewater connection for this development connects via infrastructure that has not been taken in charge (Third Party Infrastructure).
    - As network capacity changes constantly, this review is only valid at the time of its completion.

3. Submission to Pre-Draft Public Consultation for the Newbridge Local Area Plan 2025-2031
    Appended reports attached to the pre-draft public consultation submission;
        - Engineering report prepared by Furey Consulting Engineers (16 November 2023) including letter from Irish Water dated March 2020 demonstrating that the site is serviceable.
        - Architect's Indicative Layout prepared by MOLA Architecture (MRIAI).
        - Analysis of New Residential zoned lands in Newbridge LAP 2013-19, as extended.

Chief Executive's Response

The observations raised in this submission are noted. The request to amend the zoning from 'I: Agriculture' to 'C: Existing Residential/Infill' and 'F: Open Space and Amenity' is noted.

In response to the points raised in the submission that the subject lands are brownfield in nature, suitable for housing and represent sequential development, it is noted that the subject lands are located outside of the Built-Up Footprint and it is considered that the development of these lands would represent further urban sprawl on the edge of Newbridge. This is contrary to the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) which recognises that dispersed settlement patterns create a demand for travel and embed a reliance on carbon intensive private car travel, accelerate environmental degradation through loss of farmland and habitat and creates a higher demand for new infrastructure. In addition, in accordance with the NPF (NPO 9) the delivery of compact growth is achieved through the development of all new housing within the existing urban footprint of settlements and not on lands on the periphery such as the subject lands.

The comments made with respect to the Settlement Capacity Audit are noted. The scoring in the Settlement Capacity Audit reflects the subject land's location on the periphery of the Built-up Footprint and not within the 1,000m catchment of the train station. With regards the comment that the SCA did not take into account that social infrastructure that could be provided on the site, the audit only examines the site in relation to existing provision of a range of social infrastructure. In accordance with the Childcare Guidelines residential schemes greater than 75 units require a

childcare facility, which would apply across all the sites audited. The reference to the current flood extent scoring of 25/50, it is noted that the submission aims to address this by zoning the part of the site Open Space and Amenity which is in keeping with Guidelines however the scoring is accurate in relation to the context of the site and marked accordingly. The SCA concluded that the subject lands could be serviced and were identified as Tier 2. However other sites demonstrate a stronger alignment with the Strategic Vision of the Plan and have been prioritised and zoned for development accordingly.

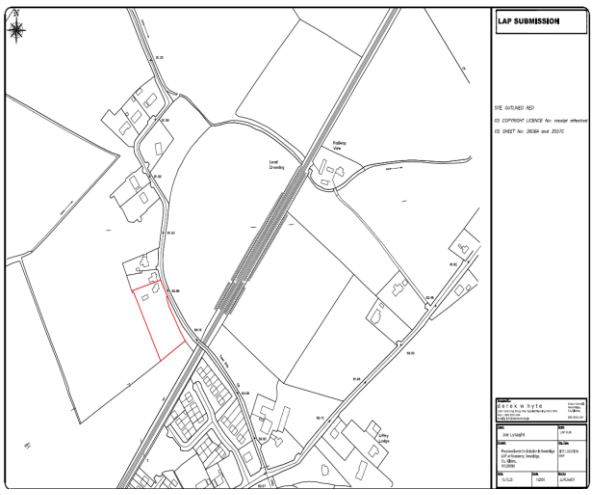
The comments made with respect to the need to provide sufficient housing lands and growth for Newbridge are noted. The Plan provides for 756 units above the Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023-2029. These units are distributed across lands zoned 'C: New Residential' and 'B: Existing Residential/Infill' (part of the full build-out of commenced housing developments). This housing growth represents a 71% increase over the Core Strategy allocation. In addition, the Draft Settlement Plan proposes a further 608 units in response to the anticipated housing growth allocation for Newbridge with respect to the NPF Implementation: Housing Growth Requirements (2025). This housing growth represents an additional 57% increase over the Core Strategy allocation.

Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. Furthermore, Submission No. 71 from the Office of the Planning Regulator recommends further additional capacity at specific identified locations, nit the subject lands. Therefore, the growth allocated for Newbridge within the Newbridge Settlement Plan, is sufficient for the remaining life of the Kildare County Development Plan.

Chief Executive's Recommendation
No change recommended.

Submission No. 020 - Joe Lysaght

Issues Raised
The submission by Derek Whyte, on behalf of Joe Lysaght, relates to lands located to the north of Newbridge off the Ring of Roseberry, immediately north of the rail line as outlined in the excerpt below.



The submission seeks the subject lands to be included within the Plan boundary and a residential zoning or a residential zoning allowing for a special family use. It asserts:

- The landowner inherited this house from his family recently and therefore the 16-year time period cannot be met for the landowner's children, despite the house being their grandparents' home.
- Such zonings would be welcomed in this current housing crisis.

The site is not agricultural or rural lands due to the expansion of Newbridge in the last 20 years.

Chief Executive's Response

The request to include the subject site within the boundary of the Plan and zone the site for residential purposes is noted, however not accepted.

The subject site is located outside of the Built-Up Footprint of Newbridge and it is considered that the zoning of this land for residential purposes would constitute haphazard piecemeal development and contribute towards urban sprawl at the edge of the town. This is contrary to the NPF national strategic outcome of Compact Growth, as provided for in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. These Guidelines emphasise the renewal of existing settlements, rather than continued sprawl. There is a recognition that dispersed settlement patterns create a demand for travel and embed a reliance on carbon intensive private car travel and long commutes that affect quality of life for many citizens.

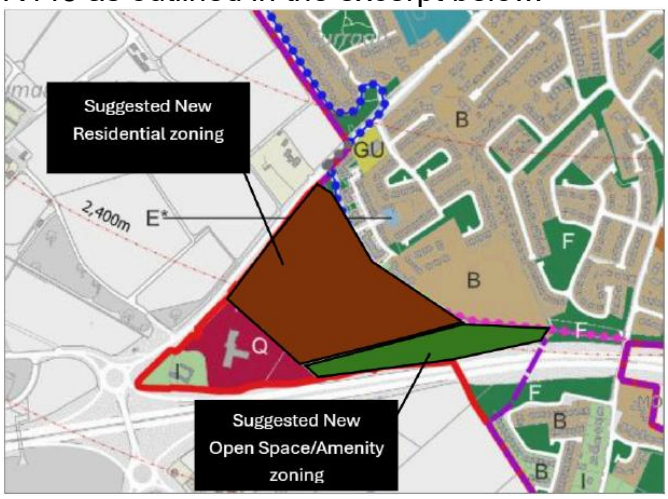
Chief Executive's Recommendation

No change recommended.

Submission No. 023 – Beans Land Ltd.

Issues Raised

The submission by David Mulcahy Planning Consultants Ltd., on behalf of Beans Land Ltd., relates to lands comprising 10.3 hectares located in Ballymany off the R445 as outlined in the excerpt below.



The submission seeks to amend the zoning of the lands from 'I: Agriculture' to 'C: Residential and F: Open Space and Amenity'. It asserts this site should have this zoning for the following reasons:

- The revised NPF has doubled housing figures (c.55,000 dwellings per annum to 2034) and submission contends that housing development in this location would comply with NPO 3a, NPO 4, NPO 11 and NPO 35.
- Housing in this location would comply with the Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024 as it is an infill site, well served by public transport close to the existing built-up footprint that would deliver a sequential and urban extension.
- The Section 28 Guidelines - NPF Implementation: Housing Growth Requirements, July 2025 require planning authorities to include up to 50% additional provision of zoned land beyond the baseline targets in acknowledgement that a relatively significant proportion of zoned lands are not activated over the period of a development plan.
- Migration has been historically underestimated, and Ireland's population could grow much faster than the most recent projections by the CSO.
- Commencement notices of new homes in August 2025 were the lowest since 2016.
- The scoring of the site in the SCA was unreasonable for the following reasons:
    - The compact settlement guidelines specifically allow for sequential and sustainable urban extensions at locates that can be integrated into the existing built-up footprint of the settlement.
    - An Coimisiún Pleanála only recently granted permission for residential development on the adjoining lands (2021) referring to the neighbouring site as an accessible urban location.
    - The subject site is located within a 10-minute cycling distance of the town centre and train station.
    - The site has good access to parks and recreation as the site is close to the Curragh Plains and will use the 91-metre setback from the motorway on the southern side of the site as an amenity and recreation space.
- Other residential zoned sites (Phase 1 and 2) are either under construction or are dependent on infrastructure such as bridges. Lands zoned C: New Residential at Old Connel are under constructure and will not deliver any new houses during the lifetime of the Plan. This residential zoning should be relocated to the subject site. The submission notes that lands under constructure at Páirc Na Manach are zoned B: Existing Residential/Infill, it contends this is inconsistent. Based on the Site Infrastructure Requirements (Appendix B) the submission concludes that 970 of the total 1,644 houses are dependent on significant new infrastructure to be delivered first. The site is serviceable and does not require significant new infrastructure as detailed in the Outline Services Report for Proposed Re-Zoning of Land at Ballymany, Newbridge, County Kildare by Kavanagh Burke.
- The site adjoins an area zoned B: Existing Residential/Infill to the east and an area zoned Q: Enterprise and Employment to the west. The submission asserts this in unusual and not like any other settlement in Kildare.

- The site is adjacent to a Primary Cycle Route, a Greenway route, a new road objective to the eastern boundary and a bicycle parking objective to the north of the site.
- Developing the subject site for residential purposes would deliver the road including footpath and cycle between Páirc Na Manach and the Green Road. The town bus loop can be extended to bring use said road.
- The recorded monument in the middle of the site can be address by a 15-metre buffer.
- The submission contends that a buffer zone should not be provided in the centre of the site as there is an area zoned Q: Enterprise and Employment between the site and the Curragh Plains.

Attached to this submission is the submission to the Pre-Draft Public Consultation for the Newbridge Local Area Plan 2025 – 2031 by David Mulcahy which contains an Archaeological Assessment Report for the Development Site by Icon Archaeology and the Outline Services Report for Proposed Re-Zoning of Land at Ballymany, Newbridge, Co. Kildare by Kavanagh Burke. These were summarised and responded to in the Newbridge Local Area Plan 2025 – 2031 Report on Submissions Received During the Pre-Draft Consultation Stage published 20 March 2024.

Chief Executive's Response

The comments made with respect to the zoning request for 'C: New Residential' and 'F: Open Space and Amenity' having regard to the need to provide sufficient housing lands and growth for Newbridge are noted. The Plan provides for 756 units above the Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023-2029. In addition, the Draft Settlement Plan proposes a further 608 units in response to the housing growth allocation for Newbridge with respect to the NPF Implementation: Housing Growth Requirements (2025). Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. Furthermore, in response to Submission 071 from the Office of the Planning Regulator additional residential capacity is also proposed under the Phase 2 New Residential zoning. In this context, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements, as sufficient lands have been identified for development. Therefore, the growth allocated for Newbridge within the Newbridge Settlement Plan, is sufficient for the remaining life of the Kildare County Development Plan, which is 3 years to January 2029.

The comments made with respect to the Settlement Capacity Audit are noted. The scoring in the Settlement Capacity Audit reflects the subject land's location on the periphery of the Built-up Footprint and not within the 1,000m catchment of the train station. Furthermore, there are limited parks and social infrastructure within walking distance of the site, archaeological heritage associated with the lands and no cycle lanes serving the site and movement and transport infrastructure required with respect to the lands. In this regard the lands have been identified as Tier 2, however other sites demonstrate a stronger alignment with the Strategic Vision of the Plan and have been prioritised and zoned for development accordingly.

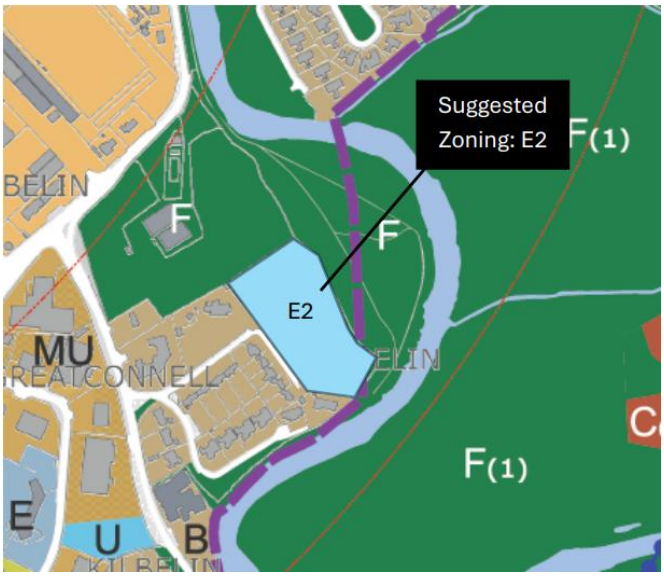
Regarding the comments that the subject site being developed for housing would represent an infill site and sequential growth, the subject lands are located outside

the Built-Up Footprint, the development of these lands would represent further urban sprawl on the edge of Newbridge. This is contrary to the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) which recognises that dispersed settlement patterns create a demand for travel and embed a reliance on carbon intensive private car travel, accelerate environmental degradation through loss of farmland and habitat and creates a higher demand for new infrastructure.

Chief Executive's Recommendation
No change recommended.

Submission No. 024 - Denise Harris

Issues Raised
This submission is prepared by David Mulcahy Planning Consultants Ltd on behalf of Ms. Denise Harris concerning lands at Ryston, on lands adjoining the Liffey Linear Park (west side), comprising circa 1.45 hectares. It is asserted that the lands have the capacity to deliver Age-Friendly Housing or suggests a rezoning to new residential, site shown in the excerpt below:



This site is zoned 'F - Open Space and Amenity' in the Draft Settlement Plan and the submission seeks to amend the zoning to 'E (2) - Community and Education', or to rezone as New Residential. The following are the reasons for the re-zoning request:

- To deliver Age-Friendly Housing (similar to 2013 zoning objective) or rezone to New Residential.
- The site is considered edge of centre adjacent to existing residential land use.
- The submission asserts that the subject site was zoned Education/Community in the Newbridge LAP 2013-19 (as extended) – with specific objective for nursing home. The submission refers to Section 4.4.1 of the Development Plan Guidelines that states zoned lands in an existing development plan and can be developed for housing should not be de-zoned.

- It is noted in the submission that Government policy seeks to encourage the use of underutilised lands close to town centres for residential development and the subject lands were identified as being ranked Tier One in the Settlement Capacity Audit which informed the current draft Newbridge Settlement Plan.
- It is noted from the submission that An Coimisiún Pleanála refused permission in February 2024 for construction of a two-storey detached dwelling and single storey gate lodge. The Board's Order specifically stated that the proposed development would result in an inefficient and unsustainable use of service lands in close proximity to a town centre.
- The submission notes passages of text from the Inspector report with further emphasis noting that *the proposed development* (i.e. construction of a two storey detached dwelling and single storey gate lodge) *would result in the underdevelopment of a strategic site, would fail to support the consolidation of the urban environment, and would result in a form of development which would result in an inefficient use of scarce zoned and serviced lands which would be contrary to the provisions of the NPF and the CDP which seek to secure compact and sustainable growth.*
- The submission notes that there is a recognised need for Age Friendly Housing in Newbridge.
- The submission outlines that land zoned New Residential Phase 1 and Phase 2 is dependent on significant infrastructure such as bridges over the River Liffey or railway line and roads – whereas the subject site is serviceable and can deliver houses (Age Friendly Houses) in the short term.
- It is noted within the submission that the vast majority of F zoned lands in this area reflect the fact that they are located in flood risk area, whereas the subject is not within a flood risk area.
- The submission notes that there are multiple bus services which are within convenient walking distance of the site.
- As outlined in the submission, there is no recorded archaeology or buildings on the NIAH associated with the site or lands in the vicinity.
- The submission further asserts that there are no ecological designations associated with the site or lands in the vicinity.
- The submission gives an overview of the national policies and states that the zoning of the subject site for residential development (including Age Friendly Housing) would accord with the outlined national planning objectives.
- Further to the national policies, the submission notes the Section 28 Guidelines - NPF Implementation: Housing Growth Requirements and states that the new Section 28 guidelines now require planning authorities to include up to 50% additional provision of zoned land beyond the baseline targets.
- In addition to the outlined planning context from a national level, the submission includes reference to the policies and objectives at both a regional and local level, noting the relative policies and objectives associated to inter alia, age friendly Kildare, and that under the LAP 2013-2019 the subject site had a specific objective for a nursing home.

- The following section of the submission gives an outline of objectives concerning residential care settings for older people contained within the Draft Settlement Plan.
- The submission further comments on the Newbridge Settlement Capacity Audit and notes that the subject site (Site 5) ranked as the second highest scoring site in the town for residential development. The submission also raises that when it came to the actual zoning map the site is zoned Open Space/Amenity – with no justification for omitting such a high-ranking site.
- The submission states that access to the site is via an established vehicular access along Ryston Avenue which is owned by the owner of the subject lands.
- Within the submission, it is asserted that there are notably few lands in the town zoned E (2) and that the subject site been rezoned from E2 (which could deliver housing) to F which cannot yield any housing. Housing for the elderly is only provided for at Crotanstown under E (2).
- The submission asserts that a significant portion of lands in the draft plan zoned for residential development are subject to critical infrastructure in contrast to the subject site where houses can be delivered in the short term.
- The submission asserts that the site is in private ownership and therefore will not be accessible to members of the public if zoned F.

The submission also included an indicative site layout plan (Independent living scheme showing 31 units), the 3D aerial view and Feasibly Site Study all prepared by Crean Salley Architects, and the high-level engineering statement prepared by Downes Associates Consulting Engineers.

The civil engineering commentary refers to there being a missed opportunity for housing as dwelling was 'open to consideration' under the 2013 LAP. The report states the site is accessible, well serviced (water supply, stormwater and foul drainage) and ideal for development.

Chief Executive's Response

The observations raised in this submission are noted. The request to zone the site either 'E: Education/Community' specifically for age friendly housing or 'C: New Residential' is noted.

Kildare County Council Parks and Open Space Department identified this site as an important location to extend the existing Liffey Linear Park and identified it as a key location for further access to said park. Given the planning history pertaining to the site, it was considered prudent to assess the suitability of the site for residential purposes in the Settlement Capacity Audit (SCA) which is published alongside and has informed this Plan.

The SCA provides a comprehensive audit of sites with the potential for development. It is carried out to inform the appropriate zoning of residential lands across the Plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Local Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. The Audit will ensure that an informed decision can be made as to whether to zone land

or sites for residential development. The subject site was identified as potential residential site No. 5 in the SCA. It was determined to be a Tier 1 site. However, it was noted this site is not directly accessible by the public road R416 and access would be required by crossing third party lands.

It is important to note that the designation of a site in the SCA report as Tier 1 or Tier 2 for residential 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 was to establish if identified lands are already 'serviced/Tier 1' or are 'serviceable/Tier 2' during the life of the Plan.

The submission also seeks consideration for the site to be zoned 'E (2): Community and Education' for the purposes of an age friendly housing scheme, similar to its zoning status in the Newbridge Local Area Plan 2013 – 2019 (as amended and extended) which zoned the site 'E (2): Community and Educational' with a specific site objective stating, 'at Ryston is generally identified for a nursing home with supporting infrastructure.'

In 2022 a planning application for a single dwelling house was submitted on the subject site (Planning Ref: 21/1165). Residential accommodation was 'Open for Consideration' under the 'E (2): Community and Educational' of the Newbridge Local Area Plan 2013 – 2019 (as amended and extended). It is noted that both Kildare County Council and An Coimisiún Pleanála accepted the applicant's rationale that the principle of residential development in this location was acceptable as there remains alternative sites to develop for age friendly housing, including within a site specifically zoned for a nursing home in Kellsborough House (Crotanstown) and within the town centre in the Newbridge Local Area Plan 2013 – 2019 (as amended and extended).

The Newbridge Settlement Plan also allows for elderly and/or a nursing home facility also in Crotanstown (zoned E (2): Community and Education) and in the town centre (zoned A: Town Centre). Furthermore, such accommodation is acceptable in principle in areas zoned 'B: Existing Residential/Infill', 'C: New Residential' and 'MU: Mixed Use'. It is also noted; the Social Infrastructure Audit did not determine a requirement for more specifically zoned sites for age friendly housing. It is therefore considered that additional zoned land for the specific purpose of age friendly housing is not required for this Plan.

The submission refers to Section 4.4.1 of the Development Plan Guidelines that states zoned lands in an existing development plan that can be developed for housing should not be de-zoned. However, this is not applicable to the subject site as it was not zoned for residential purposes in the Newbridge Local Area Plan 2013 – 2019 (as amended and extended).

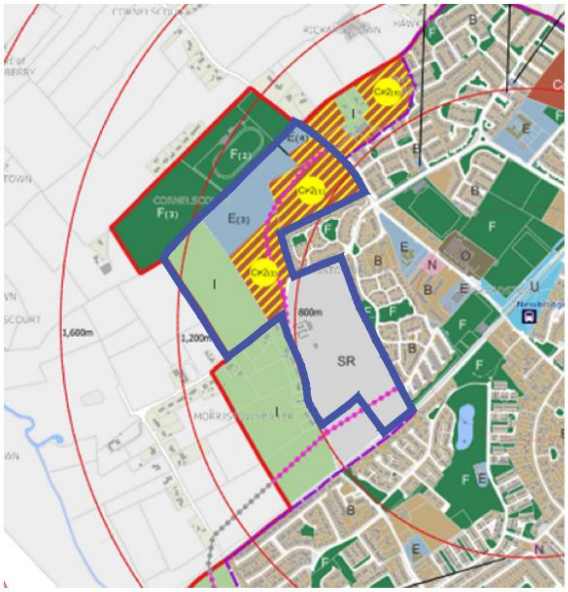
The comments made with respect to the need to provide sufficient housing lands and growth for Newbridge are noted. Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the current Core Strategy allocation. Variation No. 3 of the County Development Plan was published in October 2025 to align the Plan with the NPF Implementation: Housing Growth Requirements Guidelines. This Variation (No.3) includes changes to the core strategy and will be considered by the

Elected Members in January 2026. It is considered that the growth allocated for Newbridge in the draft settlement plan,is sufficient for the remaining three years of the County Development Plan, to January 2029 (see response to Submission from OPR).

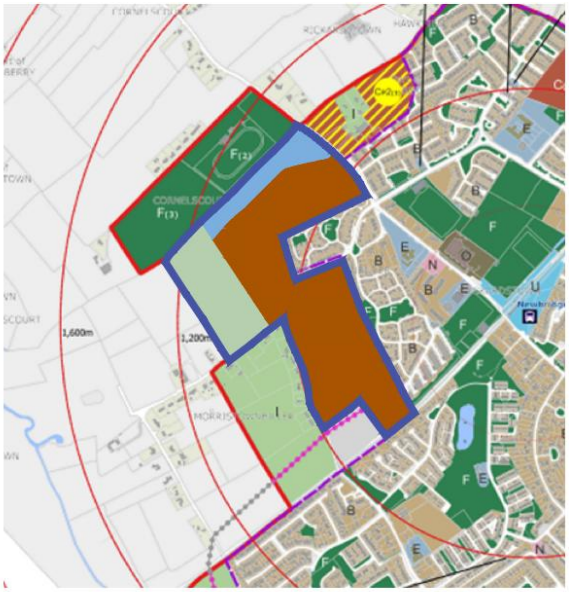
Chief Executive's Recommendation
No change recommended.

Submission No. 027 - Patrick Byrne

Issues Raised
This submission relates to lands identified as Site No. 18 in the Settlement Capacity Audit, located approximately 800 meters from Newbridge Railway Station. It is requested that zoning objective for these lands be amended from 'SR – Strategic Reserve' to New Residential (Tier 1), as outlined in the excerpt below:



NEWBRIDGE SETTLEMENT PLAN ZONING
LANDS OUTLINED IN BLUE



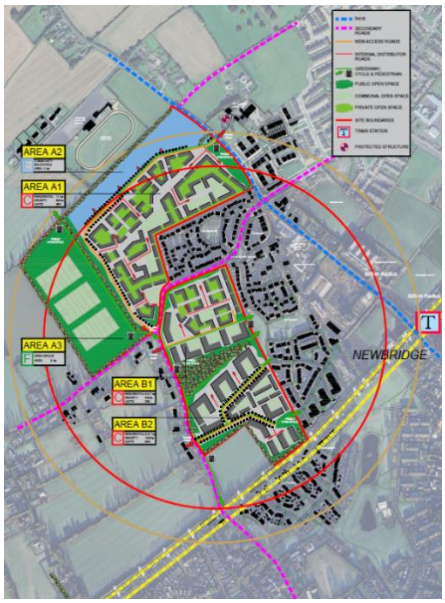
PROPSED ZONING
LANDS OUTLINED IN BLUE

RESIDENTIAL TIER 1
COMMUNITY, EDUCATION
OPEN SPACE

This site is zoned 'SR – Strategic Reserve' in the Draft Settlement Plan and the submission seeks to amend the zoning to Tier 1 Residential and reduce Education/Community zoning to a proportionate scale (location of the community zoning is acceptable as noted in the submission), for the following reasons:

- It is asserted that Site No. 18 (SR) is fully serviced with live foul sewer connection and established road access; and the subject site is within approx. 800 m from Newbridge Railway Station.
- The submission contends that Draft Settlement Plan provides approx. 1,890 units (Areas A–B) and as per Section 28 Guidelines (2022), 50% headroom is required – i.e., capacity for c. 2,835 units. The submission further asserts that the Draft Settlement Plan is under-zoned by approximately 950 units. Furthermore, the submission asserts that there will be an indicative shortfall of a total of 1,365 units based on a national delivery assumption of 60%.

- The submission asserts that two existing road connections provide direct access to the lands, and a live service manhole connects to the public foul sewer network.
- It is contended that the lands interface with the local distributor network, providing efficient access to the R445 and M7 (J12). It is further contended that existing connections and proximity to the station support modal shift and reduce new road investment requirements relative to peripheral lands.
- It is asserted that the site is outside Flood Zones A and B and is suitable for residential development (Flood Zone C).
- Within the submission it is asserted that Site No. 18 satisfies the Tier 1 definition and should be reclassified accordingly given its live connections, access and station proximity.
- Enclosed within the submission document, it is noted there are 3 figures appended:
  - Existing Road Connection (Photo 1);
  - Existing Road Connection (Photo 2);
  - Live Foul Sewer Manhole on Site.
- The submission outlines the draft plan residential capacity by the means of an Annotated Zoning Map (Areas A1, A2, A3, B1, B2), as illustrated in the Masterplan, which accompany the submission.
- The submission welcomes the proposed Education and Community zoning within the overall landholding. However, the submission further contends that the extent of the Education and Community zoning should be more proportionate to the overall landholding.
- Outlined within the submission are extracts / figures documented relating to surface water catchment areas and drainage.



A Masterplan and alternative zoning map (as per the excerpts above) were submitted. The masterplan provides a layout, alternative zoning proposals and housing potenital as follows:

- Area A1 – 'C', residential: 11 ha, density: 60/ha, units: 600
- Area A2 – 'E', education & community: 4 ha
- Area A3 – 'F', open space & amenity: 8 ha

- Area B1 – 'C', residential: 6.81 ha, density: 80/ha, units: 550
- Area B2 – 'C', residential: 6.81 ha, density: 100/ha, units: 680

Chief Executive's Response

The observations raised in this submission are noted. The request to zone the site 'C: New Residential', 'E: Community and Education' and 'F: Open Space and Amenity' is noted.

The comments made with respect to the need to provide sufficient housing lands and growth for Newbridge are noted. It is noted that the scheme as presented could potentially provide 1,830 residential units.

The submission notes the NPF Implementation: Housing Growth Requirements Guidelines (2025) and argues that the subject site could address potential additional housing need in Newbridge. Kildare County Council published Proposed Variation No. 3 the Kildare County Development Plan on 29th October which sets out the Council's approach to said Guidelines in terms of the Core Strategy. It is anticipated that this Variation will be determined by the Council in January 2026. The Core Strategy of the Kildare County Development Plan provides the overarching and comprehensive framework for housing requirements across the entire administrative area of Kildare County Council. The adoption of the core strategy is a key reserved function of the Elected Members within the development plan-making process. It is considered prudent to maintain the integrity of this separate statutory process to ensure that housing growth allocations are determined for the county at the outset rather than in isolation at settlement level.

The draft Plan provides for 756 units above the Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023 - 2029. This housing growth represents a 71% increase over the Core Strategy allocation. In addition, the Draft Settlement Plan proposes a further 608 units in response to the anticipated housing growth allocation for Newbridge with respect to the NPF Implementation Guidelines. Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation.

It is considered that the layout presented in the submission relating to the Community and Education lands would result in an inadequate quantum of land, and irregular in shape, to accommodate a 1000 pupil post-primary school which was determined as a necessary requirement in the Social Infrastructure Audit.

The subject lands were identified as potential residential site Nos. 18, 19 and 26 in the Settlement Capacity Audit (SCA). The SCA provides a comprehensive audit of sites with the potential for development. It is carried out to inform the appropriate zoning of residential lands across the Plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Local Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. The Audit will ensure that an informed decision can be made as to whether to zone land or sites for residential development. Site Nos. 18 and 19 were determined Tier 1 sites while Site No. 26 was determined a Tier 2 site. All sites scored highly but it was not considered appropriate to zone the sites for phase 1 residential development (C: New

Residential) given that the Plan is providing for a 128% increase on the existing Core Strategy allocation.

However, in response to Submission 071 from the Office of the Planning Regulator it is recommended to amend a small portion of the Strategic Reserve lands to New Residential Phase 2 which can be released through Variation No. 3 of the Kildare County Development Plan 2023-2029 (as varied) once adopted. Furthermore, it is proposed to amend the zoning of 'Site 18' to 'SR: Strategic Reserve (Residential and Community) in acknowledgement of the identification of Newbridge North for future residential growth. The 'SR: Strategic Reserve' land use zoning as detailed under Table 11.5 of the Plan does not infer a prior commitment regarding the nature of any future zoning. This recommended alteration to 'SR: Strategic Reserve (Residential and Community)' earmarks the site for housing and social infrastructure provision under future land use plans, post 2029.

It is considered that the growth allocated for Newbridge in the Draft Settlement Plan, and as amended in response to submissions received, is sufficient for the next three years, the remaining period of the County Development Plan, which will also allow for catch-up in social infrastructure provision in advance of a revised growth strategy under the life of the next CDP across a 10-year period from 2029 to 2039.

Chief Executive's Recommendation

Please see response to the submission from the Office of the Planning Regulator under Section 3 of this report.

Submission No. 035 – James Kelly

Issues Raised

The submission by James Kelly relates to lands comprising 0.12 hectares (1,200 square metres) located in Rickardstown off the R416 as outlined in the excerpt below.

The submission seeks to amend the zoning of the lands from 'Cp2: New Residential – Phase 2' to 'I: Agriculture'. The landowner wishes for a 16 metres buffer to the rear of their existing agricultural sheds allowing for circulation spaces around them.

Chief Executive's Response

The observations raised in this submission are noted and it is considered appropriate to marginally alter the zoning of 'Cp2: New Residential – Phase 2' to 'I: Agriculture' to reflect the request.

Chief Executive's Recommendation

Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.11 hectares of land zoned Cp2 (3) New Residential Phase 2 to 'I: Agriculture' as identified in the black hatching as follows:

Submission No. 036 – Deirdre Kelly

Issues Raised

The submission by Deirdre Kelly, relates to lands comprising 0.27 hectares (2,700 square metres) located in Rickardstown off the R416 as outlined in the excerpt below.

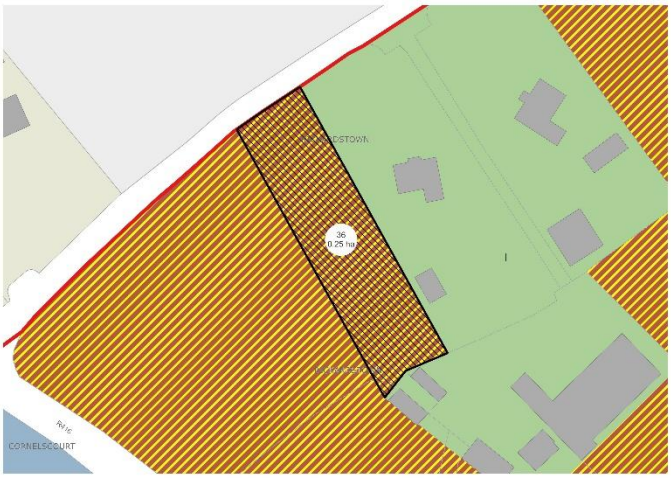
The submission seeks to amend the zoning of the lands from 'Cp2: New Residential – Phase 2' to 'I: Agriculture'. The submission outlines that the landowner wishes for 0.27 hectares of west of their home to revert to agriculture.

Chief Executive's Response

The observations raised in this submission are noted and it is considered appropriate to marginally alter the zoning of 'Cp2: New Residential – Phase 2' to 'I: Agriculture' to reflect the request.

Chief Executive's Recommendation

Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.25 hectares of land zoned Cp2 (3) New Residential Phase 2 to 'I: Agriculture' as identified in black hatching as follows:



Submission No. 040 – Sinead Kelly

Issues Raised

The submission by Sinead Kelly, relates to lands comprising 0.44 ha (4,400 square metres) located in Rickardstown off the R416 as outlined in the excerpt below.

The submission seeks to amend the zoning of the lands from 'Cp2: New Residential – Phase 2' to 'I: Agriculture'. The submission outlines that the landowner wishes for a 0.44 hectares portion of land east of their home to revert to agriculture, as the lands are currently used for bee hives, vegetable garden and hen coop.

Chief Executive's Response

The observations raised in this submission are noted and it is considered appropriate to marginally alter the zoning of 'Cp2: New Residential – Phase 2' to 'I: Agriculture' to reflect the request.

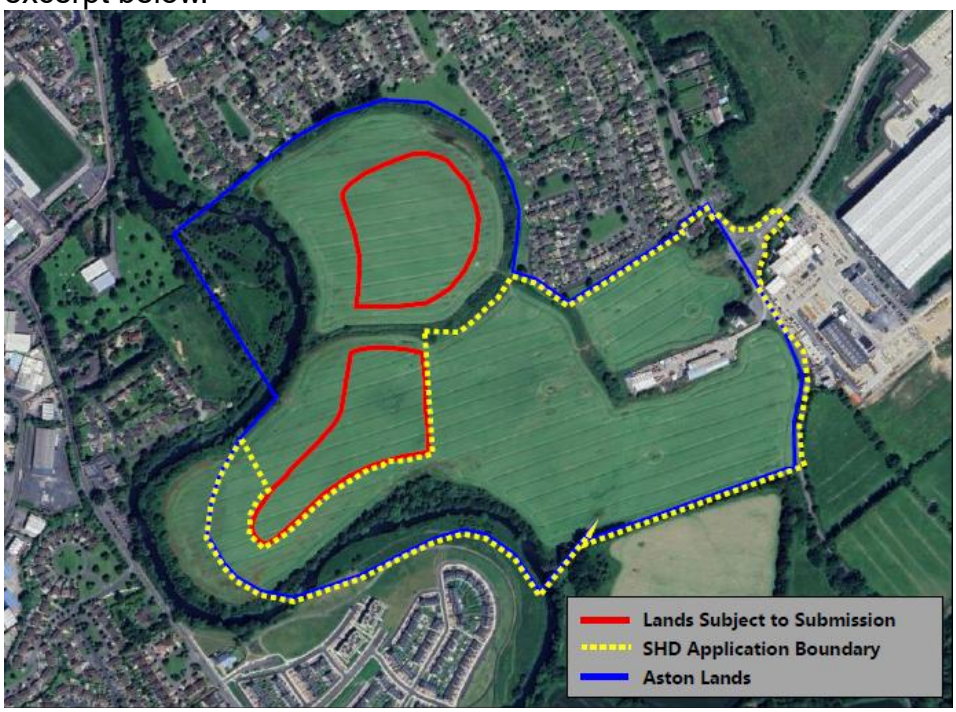
Chief Executive's Recommendation

Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.46 hectares of land zoned Cp2 (3) New Residential Phase 2 to 'I: Agriculture' as identified in black hatching as follows:

Submission No. 041 – Aston Ltd.

Issues Raised

The submission by Declan Brassil and Company Ltd. and JBA Consulting on behalf of Aston Ltd., relates to lands located within the Greatconnell KDA outlined in the excerpt below.



The submission seeks to amend the zoning of 8 hectares of land from 'F: Open Space and Amenity' to 'SR: Strategic Reserve'. It outlines that adjoining lands are the subject of a Strategic Housing Development (SHD) application made by Aston Ltd. which is currently being assessed by An Coimisiún Pleanála (ACP). This application is for 569 residential units, part of the Newbridge South Outer Orbital Route (NSOOR) and a neighbourhood centre. It also sets out permission was granted to Aston Ltd. for a new bridge over the River Liffey, connecting to Belin Woods completing the NSOOR.

It asserts that 8 hectares should be zoned 'SR: Strategic Reserve' for the following reasons:

- Strategic Reserve will protect infill consolidation lands for the future strategic expansion of the urban area on lands that facilitate compact growth, are sequentially preferable and will deliver the homes required under the National Planning Framework – First Revision (2025) and the 'NPF Implementation: Housing Growth Requirements'.
- The proposed zoning will enable the provision of a Linear Liffey Park (9.2ha) on the balance of the Aston lands zoned Objective F adjacent to the River Liffey providing a major biodiversity and recreational amenity for the town.
- National policy prioritises a radical increase in housing supply through the release of residential zoned lands and the development of infill sites in established urban areas. Housing for All –A New Housing Plan for Ireland (2021) identifies the extent by which Ireland's housing system is failing to provide enough homes to buy or to rent, creating a deep housing crisis and need for urgent action. The recently revised National Planning Framework (2025) (NPF) and Implementation Guidelines create conditions for accelerated housing development and for County Development Plans to be varied to increase housing targets. Identifying the site as SR would contribute to the future implementation of national and regional objectives to deliver new development supporting compact and sequential urban growth.
- The subject lands represent an infill site between the established town centre and the existing and expanding urban area on the eastern side of the Liffey and are accessible to existing and planned pedestrian and cycle routes via Walk 87 providing for a high level of integration with the town centre and adjoining established and emerging residential communities.
- It is considered that the delivery of social and recreational infrastructure such as the Linear Park and associated pedestrian and cycle connections including a bridge to the Town Centre, are dependent on the release of the wider land bank for future development.
- The Plan does not provide any rationale for the considerable oversupply of public park at this location, in private ownership, particularly on lands proximate to the town centre and well placed to facilitate compact growth, and it does not provide any detail on how facilities at this scale will be funded and delivered as the lands are not within Kildare County Councils ownership.
- The permitted park on the Aston lands is 9.2 ha. The balance of the Aston lands that are zoned Objective F extend to approximately 16 ha. The proposed Strategic Reserve lands are 8 ha. The total Objective F lands to deliver the park, excluding the proposed Strategic Reserve lands, is 17.2 ha. This is significantly in excess of the 12.2 ha stated requirement in the Newbridge Settlement Plan. Accordingly, the proposed Strategic Reserve lands are not required to meet the stated open space requirement, and the zoning of those lands can enable the delivery of a major recreational, amenity and biodiversity asset that is a Strategic Objective of the Plan.
- The majority of the submission lands are within Flood Zone C as identified in the Eastern CFRAMS. This submission is accompanied by a detailed Justification Test for Development Plans (prepared by JBA Consulting) which addresses the area sought to be rezoned to SR: Strategic Reserve. This Justification Test contends that there is a robust evidence base for the zoning of the said lands for future development, consistent with and satisfying the

three Justification Test criteria set out in Box 4.1 of the Planning System and Flood Risk Management Guidelines for Planning Authorities 2009. Appendix 1 of this Justification Test includes drawings detailing how the lands can be accessed and serviced and how safe access is maintained to the lands in an extreme flood event and Appendix 2 includes the Site Specific Flood Risk Assessment undertaken for the permitted NSOOR and Bridge (Reg. Ref. 22/1504) on adjoining Aston lands.

- The submission is also accompanied by a detailed Masterplan for the Greatconnell Lands in Aston Ltd. ownership. It contains comprehensive site and policy analysis to form an urban design framework for a scheme on the subject sites and possible future green & blue infrastructure and recreation spaces, while also having regard to the SHD application and permitted road and bridge. An excerpt of said masterplan is below.

Chief Executive's Response

The request to zone the subject areas 'SR: Strategic Reserve' is noted, however not accepted.

The Social Infrastructure Audit notes that while Newbridge is well served by smaller parks, there is no urban neighbourhood park in the town and given that Newbridge is the second most populated town in County Kildare it is considered necessary that an urban neighbourhood park is developed to provide an appropriate level of amenity for the residents of the town. Furthermore, the development of such a park is supported by Objective LR O94 in the County Development Plan. Table 20 in the Open Space and Outdoor Recreation Strategy (Appendix 3 of the County Development Plan) states urban neighbourhood parks range in size between 16 and 50 hectares and are located within settlements for local use to contain facilities for active recreation and a wide variety of facilities and uses, to be accessible by pedestrians and cyclists and provides linkages between settlements; biodiversity areas can also be retained, enhanced, and accommodated. This Plan has therefore

zoned an area circa 21.49 hectares in area 'F (1): Open Space and Amenity' for the purposes of developing a neighbourhood park.

The location of this urban neighbourhood park is considered optimal given its proximity to the town centre and surrounding residential neighbourhoods. Also, proposed measure Walk 87 would provide a new bridge for pedestrians and cyclists over the River Liffey linking this urban neighbourhood park with the existing Liffey Linear Park and the broader town of Newbridge.

The proposed zoning request would reduce the size of the urban neighbourhood park by circa 8 hectares. While it is accepted that the urban neighbourhood park does not factor in the circa 9.2-hectare park space approved as part of the new River Liffey bridge (approved by ABP Ref. 313306-22 and outlined Figure 11.1: Greatconnell KDA Urban Design Framework), it is considered this reduction in green space would significantly impact the scale and function of the urban neighbourhood park in providing a number of play facilities catering for a variety of ages and abilities, outdoor seating and multi-use sports facilities.

It is noted that the submission asserts the lands sought to be zoned 'SR: Strategic Reserve' are not subject to flood risk satisfying the three Justification Test criteria set out in Box 4.1 of the Planning System and Flood Risk Management Guidelines for Planning Authorities 2009. However, this results in the majority of the resulting park being within an area prone to flood risk. This approach is not considered appropriate as it could render the facilities unusable during seasonal flood events—an issue that has been highlighted in the OPW submission (Submission No. 25).

Furthermore, Objective HCO 5.2 states the urban neighbourhood park shall incorporate a comprehensive landscaping scheme that enhances the existing riparian habitat. Given the location of the subject lands (for which a SR zoning is sought) within the centre of the overall Open Space landbank, any amendment to the open space zoning would materially impact the potential for the delivery of much needed facilities such as football/GAA/rugby/cricket pitches, tennis/basketball/pickleball courts and playgrounds would have to be placed closer to banks of the River Liffey.

Furthermore, the submission outlines that the proposed land use zoning (Strategic Reserve for future residential purposes) would be in accordance with Criterion No. 2 of Box 4.1 of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) as the submission asserts the zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular it is essential to facilitate regeneration and/or expansion of the centre of the urban settlement. It is considered that the proposed land use change would not pass Criteria 2(iii) of the Justification Test for development plans (Box 4.1 of the Guidelines) as the land is not within or adjacent to the core of an established or designated urban settlement. It is reasonable in this instance to interpret the core of designated urban settlement as the lands zoned "Town Centre".

It is also important to note that the Site-Specific FRA submitted with the Great Connell SHD demonstrates that this area is subject to fluvial flooding and is sensitive

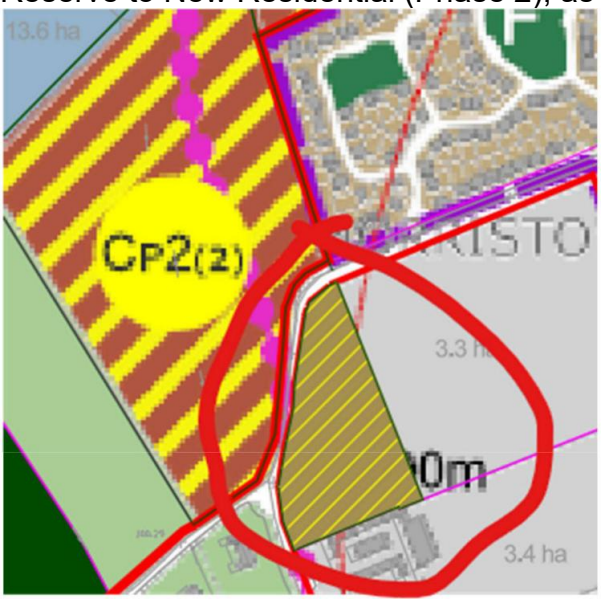
to hydrological changes resulting from potential future developments including the Orbital Road and Great Connel SHD if approved and constructed.

Chief Executive's Recommendation
No change recommended.

Submission No. 043 – Ballymore

Issues Raised
This submission is prepared by Ballymore, and it is noted that they have an interest in the subject lands designated as the Newbridge North Key Development Area including the lands zoned New Residential Phase 2 Cp2(1), Cp2(2), Cp2(3), and Community and Education (E3 and E4).

The submission suggests a rezoning (circa 0.8 ha) of lands zoned as SR – Strategic Reserve to New Residential (Phase 2), as illustrated in the excerpt below:



This site is zoned 'SR – Strategic Reserve' and the submission seeks to amend the zoning to New Residential (Phase 2) for the following reasons:

- The submission contends that the lands zoned as New Residential Phase 2 Cp2(1), Cp2(2), Cp2(3), and Community and Education (E3 and E4) will be subject to an upcoming planning application and will be prepared for the development of the lands as soon as possible.
- Ballymore suggest various comments and amendments related to the Newbridge North Key Development Area.
- It is asserted in the submission that there may be an error in the calculations of the areas of the New Residential Phase 2 Cp2(1), Cp2(2), and Cp2(3) in the Draft Settlement Plan. The submission further provides the following table and is requesting for this to be amended if necessary:

Site	Area of site as stated in Table 11.2	Area of site as measured by Ballymore
Cp2(1)	5.91 ha	5.9 ha gross
Cp2(2)	5.35 ha	4.35 ha gross
Cp2(3)	4.39 ha	5.36 ha gross

- Within the submission it is contended that the owners of the lands identified as Cp2(3) may also be requesting a reduction of the area of land zoned New Residential Phase 2 to exclude the existing farmyard and protect the residential amenity of the adjacent houses. As a result of this, the submission further asserts that this would reduce the overall quantum of lands in the Newbridge North Key Development Area by circa 0.8 ha to be zoned as New Residential Phase 2.
- In this regard it is suggested that changing the zoning of a portion of land from 'SR – Strategic Reserve' to New Residential (Phase 2) as illustrated in the excerpt above.
- The change of zoning to New Residential (Phase 2) from 'SR – Strategic Reserve' will also assist in the delivery of the proposed roads infrastructure, specifically RD 4 on Table 7.3 Road Network Measures and Delivery Timeframe.
- The submission also contends that there are several typos in Table 11.3 where reference to 'Table 7.4' should be 'Table 7.3'.
- It is noted that the submission acknowledges the proposed densities for 50 and 60 dwelling per hectare (dph) for the lands within the Newbridge North Key Development Area. However, the submission further contends that it would be better to indicate a range of net densities of between 35 and 50 dph. The submission further states that this would be consistent with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities and the location of the site is best described as suburban/urban extension of a large town.
- The submission asserts that the estimated number of 608 dwellings can be achieved on the identified lands at net densities of less than 50 dph.
- In relation to connectivity and movement, particularly the objective to construct an orbital link road to the west of the town from the Morristown Road, the submission raises that the proposed road may only become necessary in the later phases of the development of the subject lands. Furthermore, the submission notes that emphasis should be on reducing car dependency and promoting more sustainable transportation modes.
- The submission welcomes the proposed enhancement of active travel facilities at Morristown Road (Ref no. RD 11, Table 7.3 of the Draft Settlement Plan).
- The submission directly quotes and seeks changes to text in the Draft Plan as follows as the submission believes the wording in green italics below accords more with the 'Avoid-Shift-Improve' principle:

  Vehicular access to Cp2 (1), Cp2 (2) and E (3) lands within the KDA shall be provided via the proposed Morristown Road – Milltown Road orbital link (Measure RD 4) ~~which shall be constructed in full,~~ in tandem with the phased development of these lands. While the final phase of the build out of these lands may require the completion of this orbital link, the emphasis in the initial phases will be on enhanced infrastructure for active travel and access to public transport. Any planning application on these lands will be accompanied by a Traffic and Transport Assessment which will prioritise active travel and public transport. Residential development within Cp2 (3) lands shall be accessed through the existing Station Walk residential estate where possible.

- The submission notes the proposed walking measures, specifically the new footpath on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches (Measure 3). Furthermore, the submission asserts that there is no connection between any residential development in the Newbridge North Key Development Area and the Hawkfield/Manguard Park GAA Pitches. The submission further asserts that the pitches are privately owned and operated by the Kildare County GAA Board, the grounds are not open to the general public, and no local club is based there.
- The submission further notes the length of the footpath (Measure 3) and notes the locations of where the footpath terminates to both the north and south.
- Reference to the footpath along Station Walk is made and that this has already been constructed by Ballymore. Furthermore, within the submission, Ballymore would consider the extension of the footpath for the length of frontage of any proposed development of the New Residential Phase 2 lands to the settlement boundary to be reasonable.
- The submission further asserts that it is more appropriate for the owners/operators Hawkfield/Manguard Park GAA Pitches Facility and/or Kildare County Council to pay for and deliver the construction of a footpath to that facility. The submission requests for this to be clarified.

Chief Executive's Response

The observations raised in this submission are noted. Given the consideration of submission nos. 35, 36 and 40 and the recommendations in response to those submissions to amend zoning from 'Cp2: New Residential – Phase 2' to 'I: Agriculture' it is considered appropriate to replace the New Residential Phase 2 on a portion of the lands zoned 'SR: Strategic Reserve', as proposed in this submission.

The individual site areas of the New Residential – Phase 2' have been recalculated, taking into account the recommended land zoning amendments.

The typos on Table 11.3 are noted and will be amended accordingly.

Map V2-N: 11.2 Implementation designate the subject lands as 'accessible suburban / urban extension' in line with the Sustainable Residential Development and Compact Settlements Guidelines (2024) as they are within 1km of Newbridge Train Station. In this regard the stated densities are considered appropriate.

It is considered appropriate that RD 4, specifically the portion relating to the KDA, be constructed in its entirety. Given the extent of development in this area, this route is regarded as a critical piece of infrastructure.

It is stated in Table 11.3 that Walk Measure 3 would be funded through a combination of Council and developer investment. The developer would deliver the section of Walk Measure 3 relating to the boundary of their site not as far as Hawkfield/Manguard Park GAA Pitches.

Chief Executive's Recommendation

Chapter 3, Section 3.6, Table 3.7 Estimated Residential Development Capacity amend as follows:

Section B						
Revised Housing ~~Targets~~ *Growth* Core Strategy Allocation[12]						
Units allocated to Phase 2 New Residential to prepare for Revised Housing Growth	Cp2 (1)	No	Tier 1	5.91	207	50 dph
	Cp2 (2)	No	Tier 2	~~5.35~~ 6.19	~~225~~*260*	60 dph
	Cp2 (3)	No	Tier 2	4.~~39~~ *3.77*	~~176~~*151*	50 dph

Chapter 11, Section 11.2, Table 11.3 Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands, amend the following three sections concerning the Newbridge North New Residential Phase 2 lands as follows:

Cp2 (1): New Residential – Phase 2		
Required Infrastructure	**Delivery Schedule**	**Funding Sources**
Movement and Active Travel		
A new road connection from Morristown (L7036) to the R416 Milltown Road *(RD 4)* as identified on Map 7.4 and ~~RD 4~~ on Table 7.~~4~~*3*. *Associated active travel measures associated with RD4.*	~~Long Term –~~ Linked to development taking place and supporting orbital roads.	KCC / ~~NTA~~ / *Developer*

Cp2 (2): New Residential – Phase 2		
Required Infrastructure	**Delivery Schedule**	**Funding Sources**
Movement and Active Travel		
A new *footpath* on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches *(Walk 3)* as outlined on Map 7.1 and ~~Walk Measure 3~~ on Table 7.1. *A new road connection from Morristown (L7036) to the R416 Milltown Road (RD 4) as identified on Map 7.4 and on Table 7.3.*	Short-Medium *Linked to development taking place and supporting orbital roads*.	KCC / Developer

[12] Development of the Phase 2 New Residential lands shall only be carried out in accordance with Objective CSO 1.5.

Associated active travel measures associated with RD4.		

Cp2 (3): New Residential – Phase 2		
Required Infrastructure	**Delivery Schedule**	**Funding Sources**
Movement and Active Travel		
~~A new road connection from Morristown (L7036) to the R416 Milltown Road as identified on Map 7.4 and Road Measure RD 4 on Table 7.4.~~ *A new footpath on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches (Walk 3) as outlined on Map 7.1 and on Table 7.1.*	~~Long Term –~~ Linked to development taking place and supporting orbital roads.	KCC / NTA

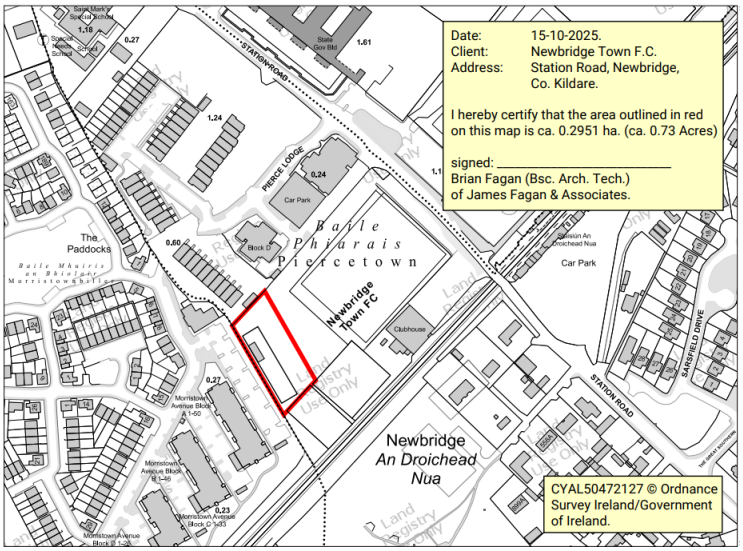
Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.9 hectares of land zoned 'SR: Strategic Reserve' to 'Cp2 (2) New Residential Phase 2' as identified in yellow as follows:

This amendment will result in consequential amendments to the Newbridge North KDA Urban Design Framework which have been provided under Section 3 of this report.

Submission No. 044 – Newbridge Town Football Club

Issues Raised

The submission relates to lands comprising 0.2951 hectares located in Piercetown to the rear of the Newbridge Town FC complex at Station Road as outlined in the excerpt below.



The submission seeks to change the zoning of the lands from 'F: Open Space and Amenity to a residential zoning. The submission outlines that this site should have this zoning for the following reasons:

- This section of land is not used for active recreation, being partly occupied by an informal car park and partly unused/waste ground with no sporting or community function.
- The site's physical separation from the main pitches and clubhouse area limits its potential for meaningful sports development.
- A residential zoning would provide for approximately 16 residential units which would cater to local housing demand.
- Rezoning would enable a productive, community-positive use of otherwise redundant land.
- Proceeds from the development will be reinvested entirely into the club's long-term infrastructure. This approach represents a self-sustaining model of community sports investment that reduces reliance on public funding.
- The proposed rezoning aligns with Kildare County Council' Core Strategy for compact growth.
- The site is fully serviced and located within walking distance of schools, public transport, and town centre amenities, representing a sustainable infill location.
- Adequate parking and access for the club will be retained and improved as part of the masterplan.

Chief Executive's Response

The request to zone the subject area for residential use is noted. It is considered that the zoning 'F: Open Space and Amenity' reflects existing land use and existing facilities at Newbridge Town FC in terms of facilities and allows for expansion and additional sporting facilities. The Social Infrastructure Audit for the town of Newbridge outlines a deficit in open space and amenity areas to meet the projected demand during the lifetime of the plan. In this regard the Plan required new sites totalling approximately 29 hectares for the delivery of sports facilities in Newbridge.

In terms of the quantum of land zoned for housing development, it is considered that sufficient provision has been made in the draft plan to comply with Core Strategy requirements. The population of Newbridge under Census 2022 was 24,366

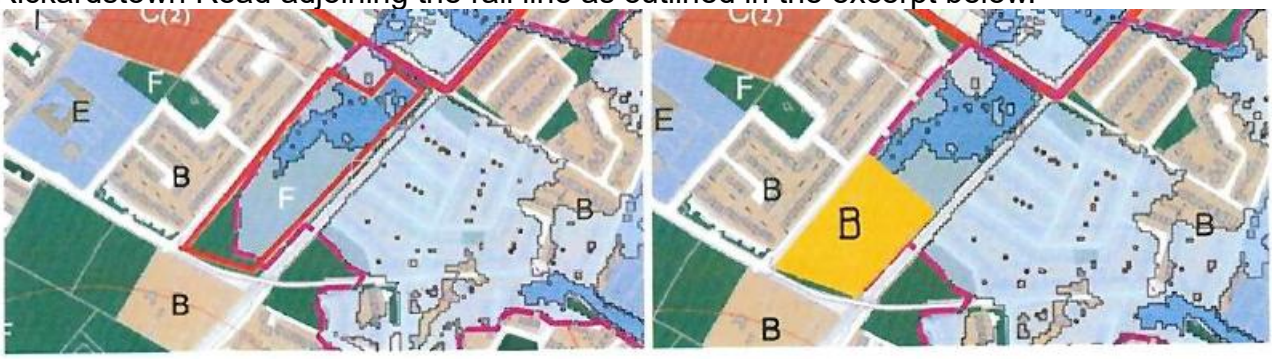
persons. It is estimated in the Social Infrastructure Audit that at the start of 2023 the town has a population of 25,705 persons. Based on the Draft Newbridge Settlement Plan, the land zoned - including the land allocated for revised housing growth - could accommodate an additional 8,007 residents. This would bring the total population to an estimated 32,373 by the end of 2028.[13] Therefore, it is considered that the growth allocated for Newbridge, is sufficient for the next three years, which will also allow for catch-up in social infrastructure provision in advance of a revised growth strategy under the life of the next County Development Plan across a 10-year period.

In this context, it is not considered appropriate to rezone lands that can deliver sporting facilities or spaces for recreation and amenity.

Chief Executive's Recommendation
No change recommended.

Submission No. 046 – Thoval Properties Limited

Issues Raised
The submission by Matt Barnes Architect and JBA Consulting on behalf of Thoval Properties Limited relates to lands comprising 0.2951 hectares located off the Rickardstown Road adjoining the rail line as outlined in the excerpt below.



DRAFT DEVELOPMENT PLAN PROPOSED ZONING TO RESIDENTAIL

The submission seeks to amend e the zoning of the lands from 'F: Open Space and Amenity to a B: Existing Residential/Infill'. Submission outlines that this site should have this zoning for the following reasons:

- The landowner bought the lands as prior to the 2013 development plan this site was zoned for residential development and housing has been constructed to the north.
- Zoning this area would avoid urban sprawl and offer sustainable development close to the train station.
- The area is within a predicted 1 in 1000-year overflow event from the Liffey and the landowner is in the process of undertaking a Site-Specific Flood Risk Assessment. The proposed risk mitigation strategy is to build up the site to the level of the access road for the site.
- JBA consulting prepared a Flood Risk Assessment in 2018, this was on CFRAM 1% AEP and 0.1% AEP (Flood Zone A and Flood Zone B).

[13] Table 1, Figures Used by The Social Infrastructure Audit, Newbridge Settlement Plan - Social Infrastructure Audit.

- The Plan has classified flood zones based on the HEFS climate change scenario which differ from the baseline 1% AEP and 0.1% AEP baseline flood extents as defined within the Flood Risk Assessment Guidelines.
- JBA will build a detailed hydraulic model of adjacent watercourse to confirm the flood extent in the area. Such a model would ensure the development of mitigation measures where necessary.

Chief Executive's Response

The request to zone the subject area 'B: Existing Residential' is noted. The Council applied the precautionary approach through the use of the CFRAM High End Future Scenario with regards the consideration of climate change impacts, as provided for under Section 2.30 of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), which states that recognising that significant changes in the flood extent may result from an increase in rainfall or tide events and accordingly adopting a cautious approach to zoning land in these potential transitional areas. This approach was welcomed by the OPW in Submission No. 25.

The Habitat Mapping Report which accompanies this Plan identified the site as the only area of wet grassland in the Plan area. This has been illustrated on Map Ref: V2-N:91 – Green and Blue Infrastructure. It is an important biodiversity area and stepping stone habitat as outlined in Section 9.5.3 in Chapter 9 this area includes discrete blocks of wet grassland and supports pockets of scrub, mixed broadleaved woodland and scattered trees. Direct connectivity between these semi-natural habitats and the River Liffey to the southeast is severely curtailed, in part by the presence of the railway line, but more significantly due to the extensive residential developments southeast of the railway line. Map 9.1: Green and Blue Infrastructure contains a potential green infrastructure connection between the River Liffey next to Newbridge College and the rail line.

Given the presence of this unique habitat and the potential presence of flood risk on the site the submissions request to zone an area of the site 'B: Existing Residential' is not accepted.

Chief Executive's Recommendation

No change recommended.

Submission No. 051 – Breffni Group

Issues Raised

This submission has been prepared by Thornton O'Connor Town Planning, on behalf of Breffni Group in collaboration with Lioncor, regarding a site at Tankardsgarden as outlined in the excerpts below:

Figure 1.1: Zoning request for the subject site – 'C – New Residential' (brown, west) and 'Open Space and Amenity' (green, east)

The submission seeks to amend the boundary of the Plan to include the subject site and amend the zoning of the lands to 'C – New Residential' and 'Open Space and Amenity'.

The submission includes in Appendix A:

- Planning Submission prepared in respect of the Issues Paper Published as Part of the Preparation of a New Local Area Plan for Newbridge (November 2023)
- An infrastructure report by DBFL Consulting Engineers. (November 2023)

This submission asserts this site should have this zoning for the following reasons:

- The majority of lands zoned 'C-New residential' in the Newbridge LAP 2013-2019 have been developed.
- Growth of Newbridge should be pursued to the north-west and north-east of the train station and the subject site is closer to the train station than many other lands zoned to the south and southeast.
- SAC and pNHAs restrict growth to north-west, west and south-west of Newbridge.
- Lack of capacity of growth on southern lands due to presence of M7 motorway.
- Limited growth to east unless rezoning of the H lands (Industry and Warehousing)
- The large quantum of lands zoned 'I' (Agricultural) slightly to northeast of town centre should be protected and promoted and this site has as economic and employment role for locality. This should facilitate the appropriate further zoning of residential land to the north.
- Open space zones parallel to River Liffey in northerly direction would provide amenity.

Positive site attributes:

- The subject site is relatively flat, and the River Liffey makes it a highly attractive development location.
- Limited need to pursue removal of trees and hedgerows.
- Site is adjacent to various residential development to the south, west and north.
- Opportunity to enhance amenity of River Liffey, to provide off-road walking and cycling options.

The submission acknowledges that concerns relating to flood risk at the site exist.

DBFL Consulting Engineers – Infrastructure Report

- The infrastructure report included with the submission outlines an approach by DBFL Consulting Engineers that ensures the western portion of the site (where the residential zoning is sought) will be appropriate for residential development.
- The subject site can be serviced by construction of a foul sewer along Barrettstown Road from Tankardsgarden Pump Station and Osberstown WWTP has spare capacity.
- Water Supply exists with a watermain located along Barrettstown Road adjacent to the site.
- Any future development at the site can tie into existing infrastructure to the west and south-west. A nature-based solutions SuDS strategy is considered the best approach to manage surface water on-site. A new foul pumping station would be developed in the lower part of the site.
- A "level for level" flood plain compensation strategy has been developed for the site. The objective is to maximise and regularise developable area.

Note: The summary of the pre-draft consultation submission was published in the Newbridge Pre-Draft Consultation Report dated 20 March 2024 here: https://consult.kildarecoco.ie/en/consultation/newbridge-local-area-plan-2025-2031-pre-draft-public-consultation

Chief Executive's Response

The request to zone the subject area 'C: New Residential' and 'F: Open Space and Amenity' is noted.

Stage 1 of the Settlement Capacity Audit examined the subject site in accordance with the OPW Present Day CFRAM flood extents mapping. The submission refers to a request for zoning of the land as 'C-New Residential' and 'F-Open Space & Amenity'. The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009) state that "development should preferentially be located in areas with little or no flood hazard thereby avoiding or minimising the risk". Similarly, the site is extensively (90-100%) covered by the HEFS mapping. Therefore, in the interest of orderly sustainable development the proposed lands would not be suitable for residential development and therefore the subject lands were not progressed through the SCA.

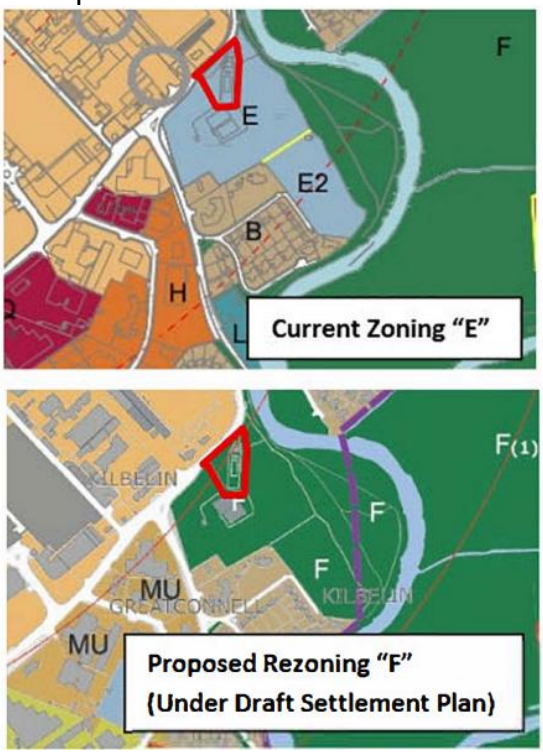
Notwithstanding this, the lands are located approximately 600m from the Settlement Plan boundary, at a significant distance from the town centre, train station and general amenities, in an area that is predominantly rural in character. It is considered

that the zoning of this land for residential purposes in isolation would constitute haphazard piecemeal development and contribute towards ribbon development and urban sprawl. This is contrary to the NPF national strategic outcome of Compact Growth, as provided for in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. These Guidelines encourage sequential development and emphasise the renewal of existing settlements, rather than continued sprawl.

Chief Executive's Recommendation
No change recommended.

Submission No. 054 – Demesne Architects

Issues Raised
This submission is prepared by Demesne Architects concerning lands at Ryston, adjacent to the Athgarvan Road, Newbridge, County Kildare, comprising circa 0.31 hectares asserting the lands have the capacity to deliver 33 Age-Friendly independent living apartments. The location of the subject site is outlined in the excerpt below:



This site is zoned 'F - Open Space and Amenity' in the Draft Settlement Plan and the submission seeks to amend the zoning to 'E', 'C', 'A' or mixed-use zoning, for the following reasons:

- To deliver Age-Friendly Housing (similar to zoning objective under the LAP 2013-2019) and it is asserted in the submission that independent living units are open for consideration.
- The submission contends that a full planning application for 33 age-friendly independent living apartments has been prepared and is ready for lodgement and asserts that a positive pre-planning meeting was held with the Planning Authority on 1 August 2024.

- It is noted in the submission that the site benefits from existing access from the Athgarvan Road and is fully serviceable, with connections to public mains and that the site is close to social infrastructure and amenity spaces, making it ideal for age-friendly housing.
- The submission contends that the site has no sensitive receptors, no built or natural heritage, no flood risk, and is not within a Natura 2000 site.
- The submission gives an overview of the planning proposal and notes that the planning application is ready for immediate lodgement.
- The submission further acknowledges and list national guidelines (National Planning Framework) and policies and asserts that zoning of the site as 'F: Open Space and Amenity' in the Draft Settlement Plan would undermine national housing delivery objectives and contradict the plan-led approach endorsed by the Department of Housing.
- The submission contends that the site is Fully serviced and development ready (Uisce Eireann Pre-Connection Enquiry ref CDS25003035, dated 29/04/2025, confirming the feasibility).
- In addition to the national guidelines, the submission asserts that the site exemplifies the type of compact, sustainable development that national policy seeks to promote and the zoning of the site as 'F: Open Space and Amenity' in the Draft Settlement Plan would contradict compact growth principles, and the submission further asserts that it would be a missed opportunity to deliver housing in a walkable, serviced location.
- The submission notes a reference to the adjacent ACP Decision (PL09.314340) and contends that zoning of the site as 'F: Open Space and Amenity' in the Draft Settlement Plan would not only contradict ACP's recent decision but also undermine the strategic intent of government policy to promote compact growth, efficient land use, and housing delivery in serviced urban areas.

Within the submissions concluding remarks, it is asserted that zoning the site to a non-developmental use, such as Open Space or Amenity, would lose a valuable opportunity to deliver much-needed accommodation for older residents in Newbridge and undermine the area's potential to contribute to compact, sustainable urban growth.

Chief Executive's Response

The request to zone the subject area either 'E: Community and Education, 'C: New Residential, 'A: Town Centre' or 'MU: Mixed Use' is noted, however not accepted.

It is considered that the zoning 'F: Open Space and Amenity' reflects the existing established land uses and facilities provided by Ryston Sports and Leisure Club. The zoning objective makes provision for expansion and additional sporting facilities to be provided into the future. The Social Infrastructure Audit for Newbridge outlines that to meet the projected demand during the lifetime of the plan, it is essential to identify new sites totalling approximately 29 hectares for the delivery of sports facilities in Newbridge. In this context, it is not considered appropriate to reduce the quantum of land zoned for the delivery of sporting facilities.

This Plan also makes provision for elderly and/or a nursing home facility in Crotanstown (zoned E (2): Community and Education) and in the town centre (zoned

A: Town Centre). Furthermore, such accommodation is acceptable in principle in areas zoned 'B: Existing Residential/Infill', 'C: New Residential' and 'MU: Mixed Use'. It is also noted; the Social Infrastructure Audit did not determine a requirement for more specifically zoned sites for age friendly housing. It is therefore considered that additional zoned land for the specific purpose of age friendly housing is not required in this Plan.

The comments with respect to the need to provide sufficient housing lands and growth for Newbridge are noted. The Plan provides for 756 units above the current Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023-2029. These units are distributed across lands zoned 'C: New Residential' and 'B: Existing Residential/Infill' (part of the full build-out of commenced housing developments). In addition, the Draft Settlement Plan proposes a further 608 units in response to the housing growth allocation for Newbridge with respect to the NPF Implementation: Housing Growth Requirements (2025). Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. The population of Newbridge under Census 2022 was 24,366 persons. It is estimated in the Social Infrastructure Audit that at the start of 2023 the town has a population of 25,705 persons. Based on the Draft Newbridge Settlement Plan, the land zoned - including the land allocated for revised housing growth - could accommodate an additional 8,007 residents. This would bring the total population to an estimated 32,373 by the end of 2028.[14] Therefore, it is considered that the growth allocated for Newbridge, is sufficient for the next three years, which will also allow for catch-up in social infrastructure provision in advance of a revised growth strategy under the life of the next County Development Plan across a 10-year period.

Chief Executive's Recommendation
No change recommended.

Submission No. 055 – O'Buachall Family co Sheelagh Minihane

Issues Raised
This submission is prepared by David Mulcahy Planning Consultants Ltd on behalf of Sheelagh Minihane (for the O'Buachalla family), concerning lands at Great Connell, Newbridge, Co. Kildare, comprising circa 63 hectares asserting the lands have the capacity to accommodate further 'H1 - Industrial & Warehousing' zoning, as outlined in the excerpt below:

[14] Table 1, Figures Used by The Social Infrastructure Audit, Newbridge Settlement Plan - Social Infrastructure Audit.

Portions of the site is zoned 'H1 – Industry and Warehousing' in the Draft Settlement Plan and the submission welcome the fact that some of the landowners land is included in the Draft Settlement Plan however the submission seeks for the remainder of the parcels/landholding to be also included in the zoning, for the following reasons:

- The submission asserts that the inclusion of the parcels would increase the Strategic Economic and Employment Zone at Littleconnell and it is further contended that the zoning of the parcels has the capacity to generate substantial employment opportunities in Newbridge and reduce the reliance on commuting to Dublin.
- It is contended that the additional zoning would help achieve the aim in the Kildare County Development Plan 2023-29 which seeks to link Toughers Industrial Estate back into Newbridge and that the additional zoning of the outlined parcels would be compatible with adjoining land uses.
- The submission documents a description of the subject site, adjoining land uses, and it is noted that the subject lands at present are greenfield in nature, agricultural with some forestry.
- In addition to the description of the subject site, the submission asserts that the site is located in the industrial core of Newbridge and that the area currently contains international and national distribution facilities.
- The submission outlines typical site constraints such as archaeology and flood risk and it is contended that there are no recorded monuments or buildings on the NIAH with the lands and that there is no flood risk associated with the subject site.
- In addition to the documented site details, the submission notes an overview of the planning history associated with the site and provides details relating to the brewery planning application lodged by Diageo Ireland.
- The submission then proceeds to outlines national, regional, and local policies and objectives.
- The submission provides and overview of the woodlands and it contends that the forest area within the site is poorly maintained and this area

should not be an impediment to the additional zoning request and the submission asserts that the reference to carbon sequestration should be omitted from the final Newbridge Settlement Plan.

- It is noted from the submission that there is currently no vehicular access to the subject lands via the NSORR which runs to the north of the site and links with the R445 and onto the motorway network.

It is asserted that any Movement Objectives Map in the draft Newbridge Settlement Plan should show an indicative access route across the IDA lands into the subject lands.

Chief Executive's Response

The request to zone the two parcels of land comprising of 63 hectares identified in the submission as 'H (1): Industry and Warehousing' is noted.

Chapter 5 of the Draft Plan includes a detailed economic development strategy for Newbridge, which aims to protect existing employment and to increase opportunities for access to suitable employment. The plan also aims to respond to the long-term vision for a strategic economic corridor between Newbridge and Naas. The Plan provides for a significant quantum of land zoned 'H (1): Industry and Warehousing' within the Littleconnell Strategic Employment lands, 132.97 hectares of which is undeveloped and could provide 1,368 jobs over the lifetime of the Plan. Section 5.4.2.3 of this Plan provides a detailed framework of how this landbank may develop.

It is noted that the two landbanks to which this submission refers are adjacent to the 'H: Industry and Warehousing' landbank at Littleconnell Strategic Employment area. Whilst these lands are sequentially adjacent to the plan boundary, it is considered that a further 63 hectares of industrial zoned land is a significant increase which could give rise to sprawled and haphazard urban development at the edge of the town, which is contrary to the national strategic outcome of Compact Growth in the National Planning Framework. It is also considered that the plan has zoned sufficient land for industrial purposes for the remaining life of the Settlement Plan, which is 3 years (to January 2029).

Furthermore, the site to the south of the Guiness Brewery would require the removal of a significant quantum of trees which form a natural carbon sink in this industrial area.

Having regard to the foregoing, it is not considered appropriate to zone an additional 63 hectares of land for industrial purposes at this location.

Chief Executive's Recommendation

No change recommended.

Submission No. 056 - Aston Limited

Issues Raised

The submission by Declan Brassil and Company and JBA Consulting on behalf of Aston Ltd., relates to lands located within the Greatconnell KDA outlined in the excerpt below.

The submission identifies 6 no. Proposed amendments to the Draft Settlement Plan which are detailed below.

Proposed Amendment No. 1

The submission seeks to amend the zoning of the lands from 'F: Open Space and Amenity' to 'C: Residential'. The submission further outlines that the lands are the subject of a Strategic Housing Development (SHD) application made by Aston Ltd. which is currently being assessed by An Coimisiún Pleanála (ACP). This application is for 569 residential units, part of the Newbridge South Outer Orbital Route (NSOOR) and a neighbourhood centre. It also sets out permission was granted to Aston Ltd. for a new bridge over the River Liffey, connecting to Belin Woods completing the (NSOOR).

The submission states that the entire site should be zoned 'C: New Residential' for the following reasons:

- The SHD application is at an advanced stage and is currently being actively assessed by ACP. The SHD is consistent with the principles identified in the Urban Design Brief for the Greatconnell KDA and will facilitate the timely delivery of housing and key infrastructure including 569 homes, the final section to complete the NSOOR, a neighbourhood centre, and a childcare facility.
- The proposed F zoning relate to overland flow paths identified by the CFRAMS data and these climate change extents were used to inform the zoning boundaries. The model developed as part of the SSFRA submitted with the SHD application is in fact more conservative than that used in the Plan. The submitted SSFRA demonstrates that any potential overland flows affecting the lands is managed within the site by means of removing the flow paths by localised land raising and compensation within the wider Aston landholding, and that there is no increase in flood risk or residual risk associated with a future residential use of the lands. The submitted SSFRA demonstrates that residential development can

be accommodated on the proposed Objective F lands in a manner that is fully compliant with the Flood Guidelines.

- The permitted Bridge also provides for localised land raising, which when implemented will remove the overland flow routes associated with the proposed Objective F zoning on submission lands.
- The Justification Test for Development Plans included with this submission demonstrates that flood risk can be adequately managed and, in accordance with the provisions of Box 4.1 of the Flood Guidelines, given the strategic nature of the lands to delivery compact development and urgently needed new homes the full extent of the submission site, including the overland flow paths identified as proposed Objective F lands, can all be zoned for residential development.
- The proposed F zoning has the effect of fragmenting the residential zoned landbank.
- National policy prioritises a radical increase housing supply through the release of residential zoned lands and the development of infill sites in established urban areas. Housing for All –A New Housing Plan for Ireland (2021) identifies the extent by which Ireland's housing system is failing to provide enough homes to buy or to rent, creating a deep housing crisis and need for urgent action. The recently revised National Planning Framework (2025) (NPF) creates conditions for accelerated housing development.
- The Strategic Flood Risk Assessments completed by JBA Consulting in accordance with the Flood Guidelines and peer reviewed by ARUP confirmed the proposed SHD development and the bridge does not increase the flood risk to the surrounding area in the 1% AEP or 0.1% AEP events, nor is there any increase in risk under the 1% MRFS and HEFS climate change scenarios. The Justification Test was applied for the SHD development as well as the road and bridge, passed as the hydraulic modelling confirms that there is no increase in risk elsewhere and the development can manage the risk to itself. The SSFRAs concluded that 'the proposed development will be at low risk of flooding and will not increase the flood risk to the surrounding areas'. The submission therefore asserts F zoning in this location is not required.

The submission also asserts no element of the development of the residential lands is dependent on the completion of the bridge. It outlines the Traffic and Transport Assessment (TTA) prepared by Punch Consulting Engineers and submitted with the SHD Application that the proposed development is considered not to be reliant on the delivery of the full NSOOR. It considers the effect of the wording of the Section 3.6 of the Plan is to potentially limit the capacity of the overall lands to deliver new residential development in a timely manner. This phasing provision is contrary to the Revised NPF which prioritises the delivery of new homes to address the urgent need for new homes on lands that can achieve the compact and consolidated expansion of existing settlements.

The submission also seeks more flexibility as regard indicative net density. It notes the 45 dwellings per hectare sought in Table 11.1 of the Plan but cites that the Sustainable Residential Development and Compact Settlements Guidelines (2024) provide for a range of 30-50 dwellings per hectare in suburban/urban extension areas. It contends that flexibility ensures that development appropriately respects the character, scale and setting of the development lands and responds to local housing need and the demographic profile of the area.

The submission supports a neighbourhood centre in the Greatconnell KDA but seeks childcare facilities and residential uses to be permissible within the area zoned N: Neighbourhood Centre. It asserts such allowances would contribute towards the delivery of a 15-minute neighbourhood and the sustainable development of the area.

Proposed Amendment 2 and 3:

The submission also wishes to delete Objective IEO 3.3 as follows:

~~*IEO 3.3 Maintain all existing overland flow routes.*~~

It is proposed that Table 11.3 is amended to remove the first sentence as follows:

~~*Flow paths and flood extents within the High-End Future Scenario mapping should be avoided for development and incorporated into landscaping.*~~ *Any scheme should ensure connection to the existing surface water network. The site is limited to appropriate green field run-off rates. Any additional surface water should be contained within the site.*

Proposed Amendment No. 4

Amend Section 3.6 as follows:

The Greatconnell SHD application comprises of 569 residential units, a neighbourhood centre, childcare facility and circa 350 metres of a distributor road and is awaiting a decision from An Coimisiún Pleanála. Kildare County Council granted planning permission for the full extent of the distributor road (see Section 3.3.3), which traverses and integrates the site of the Greatconnell SHD application. This proposal includes a new bridge over the River Liffey forming part of the Newbridge Southern Ring Road linking the Greatconnell Road to the section of the ring road constructed within the residential development of Belin Woods. It is an objective under TM O69 of the CDP to support and promote the delivery of a second bridge crossing in Newbridge as a priority of the development plan. The realisation of this new connection is considered to be a significant and strategic intervention to alleviating the significant traffic congestion experienced in Newbridge.

~~*The full build-out of the residential units will be fully dependent on the completion of the bridge and the Newbridge Southern Ring Road.*~~ *It is envisaged that construction on the Newbridge Southern Ring Road would commence late 2026 or early 2027and that housing units will be delivered over a similar timeframe* ~~*given this anticipated timeframe, the additional residential units associated with these lands would likely to be delivered towards the end of the Plan period and beyond, and therefore only 50% of the units are taken into account under Table 3.7. The remaining units will be accounted for in subsequent CDP Core Strategy reviews.*~~

Proposed Amendment No. 5

Amend Table 11.1 to add the following text to section b):

A new neighbourhood centre, of a local scale intended to serve the needs of the surrounding population, shall be located adjacent to Great Connell Road to the north of the NSRR and should be a key feature of the KDA. Designated as an urban village centre, it should fully integrate into the KDA and act as an attractive local landmark. In addition, it is envisaged that the neighbourhood centre may incorporate a residential component together with a childcare facility to serve the needs of the KDA.

Amend Table 11.1 to add the following text to section c):

New landscaping should seek to enhance the long-term biodiversity potential of open spaces, particularly along the River Liffey Corridor. In this regard, it is considered that the development of a high-quality linear park alongside the river will be crucial in promoting place quality both locally and in the wider area. Accordingly, a bespoke landscaping scheme that enhances the existing riparian habitat, will be required for lands that are linked to residential development within the KDA, in accordance with Objective GBIO 2.4. Public Open Space on lands zoned Objective F forming an integrated part of the KDA residential development may contribute towards 15% site area public open space provision, as required under Section 15.6.6 of the Development Plan, subject to it providing well located, useable open space.

Proposed Amendment No. 6:

Adjust the alignment of the Newbridge South Ring Road indicated on the Land Use Zoning Map to be consistent with Figure 11.1 Greatconnell KDA Design Framework and follow the alignment proposed under SHD ABP-313306-22 and permitted under KCC Reg. Ref 22/1504.

The submission is accompanied by a detailed Justification Test for Development Plans (JBA Consulting), the FRA submitted with the permitted NSOOR and Bridge application (22/1504); and FRA for Great Connell SHD.

Chief Executive's Response

Proposed Amendment Nos. 1, 2 and 3
The Council applied the precautionary principle outlined in Section 2.30 of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) where it was considered appropriate to factor in CFRAM High End Future Scenario. This approach was welcomed by the OPW in Submission No. 25.

While the SSFRA for the SHD application in combination for the SSFRA of the approved section of the Newbridge Southern Ring Road demonstrates that any potential overland flows affecting the lands is managed within the site by means of removing the flow paths by localised land raising and compensation within the wider

Aston landholding, and that there is no increase in flood risk or residual risk associated with a future residential use of the lands. The SHD application is currently under consideration with An Coimisiún Pleanála (Planning Ref: 22/313306) and the approved section of the Newbridge Southern Ring Road (Planning Ref: 22/1504) has not yet been completed. It is recommended when considering land use zoning in the plan making stage, that appropriate zoning is not reliant upon future, as yet unconstructed development, regardless of planning approval status, as there is no certainty that construction will be commenced or completed as intended. It is recommended that any justification for land use zoning amendments are only considered upon completion of a constructed new development.

However, it is considered acceptable to amend the land use zoning of the subject lands to reflect the CFRAM 'Present Day' flood extents. It is also considered acceptable to amend the text under Table 11.3, that the Present-Day flood extents can be incorporated into the landscaping and open space provision of any residential development. In relation to Objective IEO 3.3 it is not considered appropriate to delete.

Proposed Amendment No. 4
It is not accepted that the full build out of a residential development can take place in this location without the bridge and Newbridge Southern Ring Road first being in place. It is an objective under TM O69 of the CDP to support and promote the delivery of a second bridge crossing in Newbridge as a priority of the development plan. The Plan supports this vital piece of infrastructure and provides for its delivery throughout. Congestion is a noted existing issue thought the town of Newbridge in the Newbridge Area Based Transport Assessment and the addition of a significant population in this location without the completion of said bridge is considered unacceptable.

Proposed Amendment No. 5
It is accepted that the proposed neighbourhood centre zoning N (1) can be multi-use with uses ancillary to the retail element of the neighbourhood centre. Provision for same is made under Table 11.6: Land Use Zoning Matix. Furthermore, 'Neighbourhood Centre' is defined under the Retail Planning Guidelines (2012) to comprise a small group of shops, of a local nature serving a small, localised catchment population. Therefore, the amendment in relation to scale is not required.

Regarding zoning objective 'F: Open Space and Amenity' contributing towards 15% site area public open space provision in the Greatconnell KDA, this is considered acceptable.

Proposed Amendment No. 6
It is accepted to adjust the alignment of the Newbridge South Ring Road indicated on the Land Use Zoning Map to be consistent with Figure 11.1 Greatconnell KDA Design Framework.

Chief Executive's Recommendation

Chapter 11, Table 11.1, Greatconnell KDA Design Brief, insert additional text after paragraph three as follows:

Public Open Space on lands zoned F: Open Space and Amenity forming an integrated part of the KDA residential development may contribute towards the 15% site area public open space provision, as provided under Section 15.6.6 of the Development Plan, subject to it providing well located, useable open space.

Chapter 11, Section 11.2, Table 11.3 Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands, amend as follows:

Surface Water Drainage		
~~Flow paths and flood extents within the High-End Future Scenario mapping should be avoided for development and incorporated into landscaping.~~ Any scheme should ensure connection to the existing surface water network. The site is limited to appropriate green field run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer

Map Ref: V2-N:11.1 Land Use Zoning, amend alignment of the Newbridge South Ring Road as highlighted yellow.

Map Ref: V2-N:11.1 Land Use Zoning, amend circa 0.71 hectares of 'F: Open Space and Amenity' to C: New Residential as follows:

Chapter 11, Table 11.1, Greatconnell KDA Design Brief

Table 11.1 Greatconnell KDA Design Brief

Site area:	~~14.9~~ *15.5* hectares (C3: New Residential lands)
Built Form and Urban Structure The built form should seek to fully integrate with Wellesley Manor; the established residential estate located directly to the north of the lands. Urban form should be designed around the existing green and blue infrastructure features, *whilst also having regard to the findings of the Site-Specific Flood Risk assessment which is required*. ~~and should be both permeable and legible~~. ~~To enable this~~ The size of the street blocks should, as far as practicable, be 80-120 metres in dimension (as per DMURS Guidelines) *to enable permeability and legibility*. A mix of housing types and styles is required to create legibility and variety in the urban environment. Built form on corner sites shall incorporate dual frontages. Green spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. This is of particular importance for key amenity features such as the Multi-Use Games Area (MUGA) and all playgrounds within the KDA.	
Green and Blue Infrastructure, Open Spaces and Surface Water Drainage (insert after the fifth Paragraph) *In accordance with Map 10.2 and Map 10.2a part of the site will require a Site-Specific Flood Risk Assessment. In this regard, water compatible uses shall be proposed for the areas prone to flooding.*	

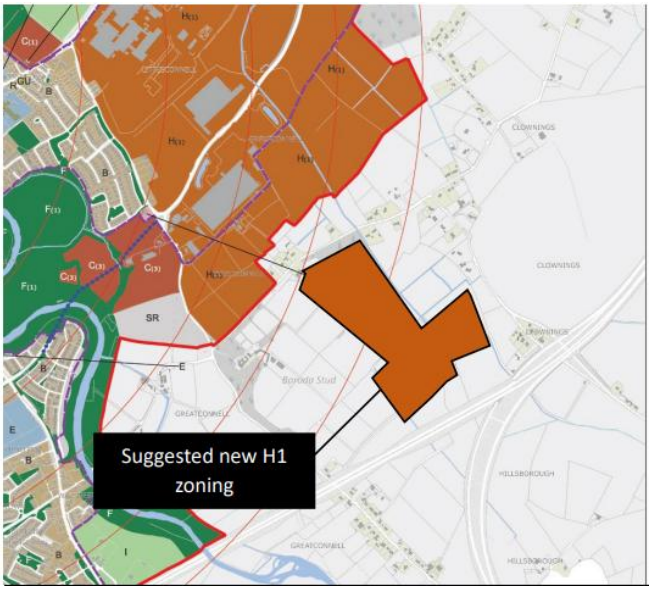
Chapter 11, Figure 11.1: Greatconnell KDA Urban Design Framework, delete existing and replace with revised framework to reflect the land use zoning change, as follows:

Figure 11.1: Greatconnell KDA Urban Design Framework

Submission No. 058 - Arndell Ltd

Issues Raised

This submission is prepared by Arndell Limited, concerning lands at Great Connell, Newbridge, Co. Kildare, on lands immediately to the south of the Littleconnell Business Park, comprising circa 30 hectares asserting the lands should be zoned as 'H1: Industrial & Warehousing' zoning, as outlined in the excerpt below:



This site is not currently zoned in the Draft Settlement Plan, and the submission seeks for the subject site to be zoned as 'H1 – Industry and Warehousing', for the following reasons:

- The submission asserts that the inclusion of the site would act as a Strategic Economic Corridor, and it is further contended that the additional zoning of the parcels has the capacity to generate substantial employment opportunities in Newbridge and that the additional zoning of the identified site would be compatible with adjoining land uses.
- The submission documents a description of the subject site, adjoining land uses, and it is noted that the subject lands are predominantly greenfield in nature (agricultural) and include some forestry and a stable building.
- The submission further asserts that there is vehicular access off the L6064 to the north.
- In addition to the description of the subject site, the submission asserts that the site is located in the industrial core of Newbridge and that the area currently contains international and national distribution facilities.
- The submission also notes population data for the town of Newbridge.
- The submission outlines typical site constraints such as archaeology and flood risk and it is contended that there are no recorded monuments or buildings on the NIAH with the lands, but there is a holy well associated to the parcels of land to the west. Furthermore, it is contended that there is

no flood risk associated with the subject site and that the site is of low sensitivity landscape.

- In addition to the documented site details, the submission notes an overview of the planning history associated with the site, asserting there is no planning history associated with the identified lands.
- The submission then proceeds to outlines national, regional, and local policies and objectives.
- Furthermore, the submission notes extracts from the Draft Settlement Plan in relation to the the Littleconnell Strategic Employment Area.

Within the concluding remarks, the submission asserts that additional zoning of the subject lands to H1 - Industrial Warehousing would encourage the upgrading of the L6064.

Chief Executive's Response

The request to zone the subject lands (30 hectares) 'H (1): Industry and Warehousing' and the points raised in the submission regarding the potential of these lands to generate employment are noted.

Chapter 5 of the Draft Plan includes a detailed economic development strategy for Newbridge, which aims to protect existing employment and to increase opportunities for access to suitable employment. The plan also aims to respond to the long-term vision for a strategic economic corridor between Newbridge and Naas. In this regard, the Plan has zoned a significant quantum of land 'H (1): Industry and Warehousing' within the Littleconnell Strategic Employment lands, 132.97 hectares of which a significant portion is currently undeveloped and could provide 1,368 jobs over the lifetime of the Plan. Section 5.4.2.3 of this Plan provides a detailed framework of how this landbank can develop.

The lands to which the submission refer are isolated from the settlement of Newbridge, are not currently connected to the Littleconnell Strategic Employment lands nor are they accessible by the Newbridge Southern Ring Road. Significant infrastructure would be required to service these lands. The lands do not represent compact sequential growth and their development would give rise to further urban sprawl, which is contrary to the national strategic outcome of Compact Growth as provided for in the National Planning Framework.

Having regard to the foregoing, it is not considered appropriate to zone an additional 30 hectares of land for industrial purposes at this location.

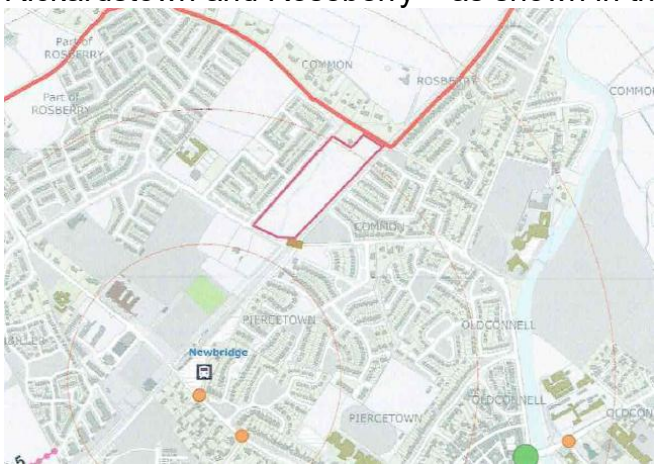
Chief Executive's Recommendation

No change recommended.

Submission No. 059 - Thoval Properties

Issues Raised

This submission by Marbo Consultants Limited, on behalf of Thoval Properties, concerns land of 4.6 hectares, east of Newbridge Train Station, between Rickardstown and Roseberry – as shown in the excerpt below:

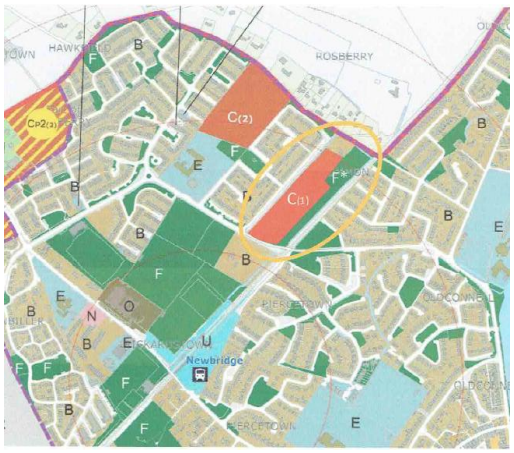


The submission seeks the rezoning of the lands from 'F: Open Space and Amenity' to 'C: New Residential' and 'F: Open Space and Amenity'.

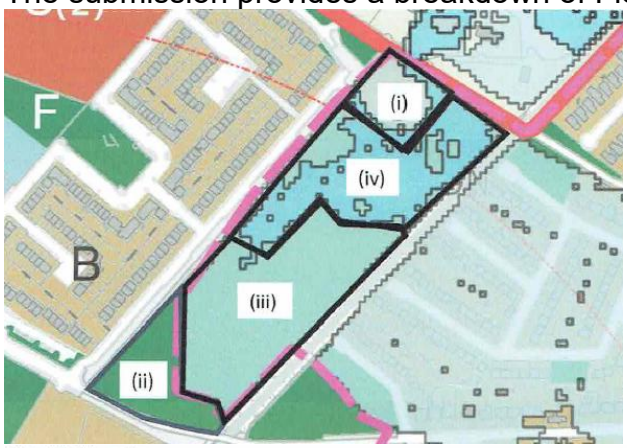
The submission outlines that this site should be zoning new residential for the following reasons:

- The lands are within 500-1000m of Newbridge Train Station and this submission reinforces the objectives of compact growth.
- It seeks to deliver housing on circa. 7 acres of land.
- A large 4-acre public park will be delivered as part of this proposal with dedicated SuDs principles.
- A dedicated pedestrian and cycle link will be provided on lands zoned F. An underpass to connect to the rail station could also form part of proposal.
- The site is located on the edge of the flood plain. The CFRAM mapping used by KCC is not a site-specific model and future modelling flood potential is very sensitive to local site conditions.
- A substantial portion of the lands are not within the flood risk area. The Flood Risk Assessment will allow for storage of any runoff into the 4-acre park proposed.
- The FRA will confirm that any development on the site will not increase flood risk elsewhere.
- KCC have used flood maps but have applied the HEFS, whereas the typical methodology is to use 1% and 0.1% AEP.
- This applies to KCC lands (in flood zone A and B) to the north-east which are now zoned as Existing Residential/Infill. (the same approach needs to be applied to the Thoval lands)
- The landowners will work with KCC/state bodies to provide bridge upgrades, greenways, cycleways, public amenities as part of proposal.
- The site is currently grassland and of no ecological value.
- Map 7.3 has indicated that a public town bus loop is envisaged to run beside the subject site.

An excerpt of the proposed zoning is below (on right with proposed greenways)



The submission provides a breakdown of Flood Zones and Zoning of Lands:



(i) = KCC Lands
(ii) = Lands outside SFRA area (pink line on zoning map)– at NO risk of Flooding
(iii) = Lands which require a site specific flood risk assessment in Zone B
(iv) = Lands in Zone A – displacement of water can occur to lands as proposed under this submission as zoned F* / The 4 acre Park.

The submission supplies an indicative development strategy as below:

The submission also requests that KCC allow the landowner the opportunity to allow a Flood Risk Assessment to determine the extent of flooding and mitigation measures through a planning application.

Chief Executive's Response

The request to zone the subject area 'C: New Residential' and 'F: Open Space and Amenity' is noted, however not accepted. The Council applied the precautionary principle outlined in Section 2.30 of the Planning System and Flood Risk

Management Guidelines for Planning Authorities 2009 therefore it was considered appropriate to factor in CFRAM High End Future Scenario. This approach was welcomed by the OPW in Submission No. 25. Where flood risk is identified, the precautionary principle is to avoid zoning for sensitive uses, such as residential development, in the first instance.

The Settlement Capacity Audit which accompanies and informs this Plan identified the whole subject site a potential residential site (labelled No. 25) and a potential employment site (labelled K). It scored highly in terms of compact growth, access to social infrastructure, access to transport infrastructure and being well serviced in terms of water supply and wastewater.

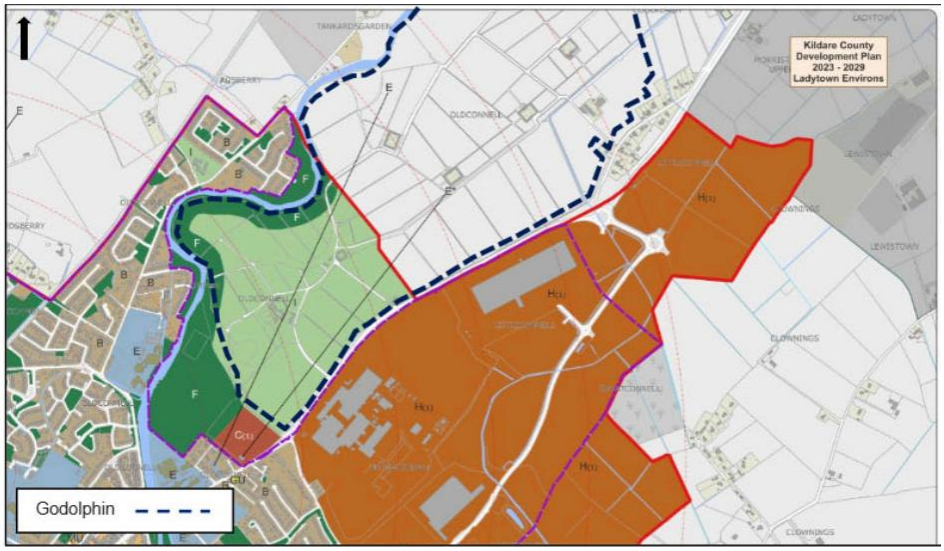
However, it is noted the subject site scored poorly in terms of impact on biodiversity. This location was noted as the only area of wet grassland in the Plan area in Map Ref: V2-N:91 – Green and Blue Infrastructure. It is an important stepping stone habitat as outlined in Section 9.5.3 in Chapter 9 this area includes discrete blocks of wet grassland and supports pockets of scrub, mixed broadleaved woodland and scattered trees. Direct connectivity between these semi-natural habitats and the River Liffey to the southeast is severely curtailed, in part by the presence of the railway line, but more significantly due to the extensive residential developments southeast of the railway line. Map 9.1: Green and Blue infrastructure contains a potential green infrastructure connection between the River Liffey next to Newbridge College and the rail line.

Given the presence of this unique habitat and the potential presence of flood risk on the site the request to zone an area of the site 'C: New Residential' is not accepted.

Chief Executive's Recommendation
No change recommended.

Submission No. 062 - Godolphin Ireland limited

Issues Raised
This submission is prepared by RPS Consulting Engineers Limited, on behalf of Godolphin Ireland limited, concerning lands at the Old Connell Stud, bounded by the R445 regional road, comprising circa 205 hectares. The submission outlines that the owners of the land remain open in principle to the consideration and inclusion of their lands in the long-term development of Newbridge and for any future plans for the growth corridor between Newbridge and Naas. The location of the subject site is outlined in the excerpt below:



The submission acknowledges that while these lands are not identified for development in the shorter term, the Settlement Capacity Audit classifies these lands as suitable for Tier 2 with development potential for residential and employment use in the long term. The submission suggests that these lands should be included in the first phase of the delivery of Tier 2 sites, for the following reasons:

- It is asserted that the subject site presents a unique opportunity to create a significantly scaled liveable quarter which would optimize infrastructure investment directly adjacent to the Naas to Newbridge Strategic Corridor employment zone and Newbridge town centre.
- It is also contended that a submission was made during the publication of the Pre-Draft Stage of the Newbridge Local Area Plan 2025 – 2031 informing Kildare County Council and asserting that the subject lands are a very important consideration in the future development of Newbridge and the County from a strategic planning perspective.
- The submission acknowledges the process of selecting suitable sites to zone for further residential and employment land use is based on, inter alia, on the outputs of a detailed Settlement Capacity Audit.
- The submission includes figures in the document illustrating and acknowledging the lands related to the submission are identified as Site 3 on 'Map 1 Residential Sites' and as Site C and Site D on 'Map 2 Employment Sites'.
- The submission welcomes the proposals included in the NABTA, such as the active bridge location and it is asserted in the submission that any strategic proposals within the NABTA will be included among the subject lands and the submission states that engagement with Kildare County Council in relation to same is look forward to.
- Furthermore, the submission acknowledges NPF/ RSES/CDP policies and asserts the site's potential to deliver lands within the settlement boundary aligning with compact growth and sequential development principles, given the site's proximity to various facilities and the sustainable benefits related to same in line with the 10-minute settlement principle. The submission outlines that the owner of the lands is open to a sustainable transport bridge crossing being across the identified lands to help facilitate linkages and connectivity to the strategic employment corridor.

Chief Executive's Response

The request to consider the subject lands to be included in the first phase of the delivery of Tier 2 sites for potential residential and employment use in the long term is noted.

The Newbridge Settlement Plan, which when adopted will form part of Volume 2 of the CDP, will be effective for the remaining 3 years of the CDP period, i.e. to January 2029. The next Kildare County Development Plan, which will be prepared under the provisions of the Planning and Development Act 2024, will be for a 10-year period from 2029-2039. The Settlement Capacity Audit will be a fundamental consideration in determining the appropriate development strategy for Newbridge for that 10-year period 2029 to 2039. The land requirement will be informed by the Core Strategy, including the housing growth requirement and the application of the jobs ratio for employment growth.

It is considered that the 'F - Open Space and Amenity' and 'I – Agriculture' zoning objectives proposed in the Draft Settlement Plan are the appropriate zoning objectives for the subject lands at this time, having regard to existing established uses, the existing character of the lands, the identified flood risk and the significant green infrastructure within the site. It is also considered that sufficient land has been zoned for residential and employment purposes across the plan area to satisfy the core strategy requirements to 2029.

Comments regarding this site benefiting from proposed walking, cycling and public transport measures are noted, and these have been factored into the scoring of the Transport and Movement section of the SCA.

Chief Executive's Recommendation

No change recommended.

Submission No. 064 - Treacy Group

Issues Raised

This submission has been prepared by David Mulcahy Planning Consultants Ltd. on behalf of Treacy Group, concerning lands measuring c.18.4 hectares a site at Kellsborough House, Crotanstown as outlined and shown in the excerpts below:

This submission seeks for the Settlement Plan to zone as follows:

- Strategic Reserve lands to be zoned New Residential
- The E2 Community/Education lands to be relocated back to where they were under the Newbridge LAP
- Open Space and Amenity lands to the east to be partially reduced in size
- Open Space and Amenity lands to the west to be reduced in size.

The submission proposes the zoning for the following reasons:

- Lands zoned in Draft Plan as New Residential Phase 1 and 2 are dependent on significant infrastructure.
- The subject site is serviceable and can deliver houses in the short term.
- Lands at Old Connell zoned New Residential Phase 1 are already under construction.
- The marks in the Settlement Capacity Assessment appear unreasonable.
- The lands are an anomaly within the built footprint of Newbridge – bordered by housing and housing located further beyond the site from the town centre.
- There are established road and footpath connections back into Newbridge town.
- The closest bus stop is approx. 450m from site on Athgarvan Road.
- No recorded archaeology or buildings on the NIAH are associated with the site or lands in the vicinity
- There are no ecological designations associated with the site (Natura 200, pNHA etc) or lands in the vicinity.
- The revised NPF has doubled housing figures (c.55,000 dwellings per annum to 2034) and submission contends that housing development in this location would comply with NPO 3a, NPO 4, NPO 11 and NPO 35.
- Housing in this location would comply with the Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024 as it is an infill site, well served by public transport close to the existing built-up footprint that would deliver a sequential and urban extension.
- The Section 28 Guidelines - NPF Implementation: Housing Growth Requirements, July 2025 require planning authorities to include up to 50% additional provision of zoned land beyond the baseline targets in acknowledgement that a relatively significant proportion of zoned lands are not activated over the period of a development plan.

<u>Newbridge LAP 2013-2019 (extended to 2021)</u>

- The submission states the vast majority of C zoned lands from the Newbridge LAP have been built out or is under construction or is the subject of a planning permission
- C17 lands were not subject to any activity and have been dezoned to Agriculture – this C zoning should be allocated to the subject site.
- New Residential lands C14 have been changed to Strategic Reserve.

The submission provides an extract of the NLAP zoning map is below:

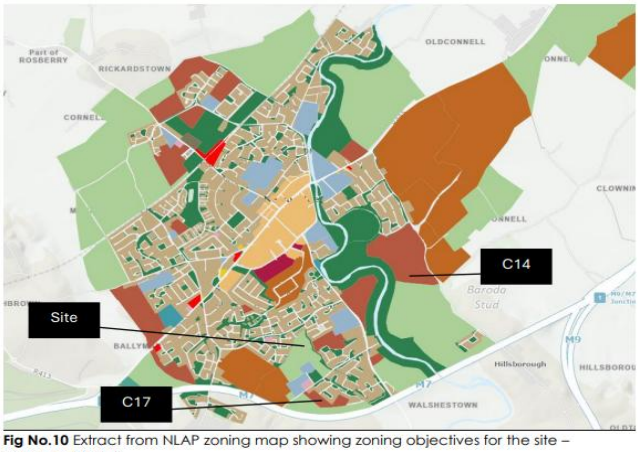


Fig No.10 Extract from NLAP zoning map showing zoning objectives for the site – outlined in black.

The submission outlines the key differences in the Draft Settlement Plan and the Newbridge LAP 2013-21 as follows:

- SR zoned lands replaced agriculture zoning
- Considerable F lands introduced
- N zoned lands relocated and reduced in size
- E zoned lands moved from Kellsborough house to west of house
- E zoned lands (school) moved to east of site

<u>Settlement Capacity Audit</u>

The submission states the subject site, along with the lands to the west (IDA lands), was identified at Site 10 (c.27ha). The submission asserts that the site should have been considered Tier 1 (not Tier 2) as follows:

- Compact growth and flood risk: 92/250 – the rating for compact growth seems unjust for a site that adjoins established residential development beyond the site – the rating for flood risk is difficult to see with majority of the lands free from flood risk. The submission states the DOBA Engineer report shows that some of this land should not be zoned F and can be zoned for residential.
- Movement and transport: 28/100 – the report by Systra confirms potential transport and movement links.
- Parks and recreation: 35/100 – does not seem to have taken the above potential links into account or proximity to the new river walk in Belin Woods, or Curragh Plains.

The submission further states:

- C1 (old Connell): This site is under construction and zoned New Residential. This is false as it is not going to yield any more new houses under the Plan.
- Lands under construction at Páirc Na Manach are zoned Existing Residential/Infill and submission submits that a consistent approach should be adopted throughout the plan.
- Lands at Grean Connell and Construction period of a bridge over the River Liffey is likely to take some time. Other serviceable lands in the town should be zoned to deliver housing in case these infrastructure dependent lands take time to yield housing.

- Lands at Cornelscourt are zoned New Residential – Phase 2 but dependant on the delivery of new road infrastructure and bridge over rail line, which would involve long-term housing delivery.
- 970 of the total 1,644 houses identified in the draft Plan are dependent on significant new infrastructure to be delivered first.
- The Overview of Site Infrastructure Requirements (appendix B of plan) does not highlight that one existing railway bridge is required to access CP2(1-3) lands and an entirely new railway bridge.
- The draft Plan seems to only indicate that New Residential Phase 2 lands will get the benefit of this housing target increase.

The submission provides rationale for the zoning of the lands, as follows:

<u>Strategic Reserve lands to be zoned New Residential ('C) and Increased</u>

- There is an urgent housing crisis, much of the lands zoned New Residential phase 1 and 2 is infrastructure dependent, whereas the subject site is a serviceable site which can deliver houses quickly.
- The Government guidelines specifically call out the need for headroom to deliver houses.
- The increase in new residential zoned lands would result from changes to the F zoned lands.
- Serviceability and connectivity can be referred to in the supporting reports (DOBA and Systra)

<u>The Significant amount of Open Space & Amenity ('F') to be reduced.</u>

- F lands to the east have been zoned on the basis of flood risk. DOBA report makes it clear that not all this area identified need to be zoned F.
    - The submission notes that F zoning extends considerably beyond the maximum extent of the flood risk with no obvious reason.
    - The lands beyond the flood risk should be zoned Strategic Reserve to maximise the lands for housing.
- F lands to the west appear to be provided to deliver a green link. The amount of F zoned lands appears excessive and this zoning if fully contained in the subject site land.
    - The submission suggests a reasonable compromise would allow a 50/50 split between with landowner of GU zoned lands.

<u>The E2 zoned lands to be relocated back to Kellsborough House as per the NLAP</u>

- The submission states it is not clear why the E2 zoning was switched.
    - The landowners have a firm opinion that Kellsborough house (and associated outbuildings) are converted to accommodation for elderly persons, or a nursing home.

<u>The Neighbourhood Centre zoned lands to be increased in size and relocated back to the location under the NLAP</u>

- The submission outlines that it is not clear why the N zoning was reduced in size and relocated.
    - The submission refers the Council to the size of the Curragh Grange neighbourhood centre

- It believes the zoning should revert to its previous size and related to its position with commercial frontage on Walshetown Road. This zoning would still allow for the existing cottage to be developed.

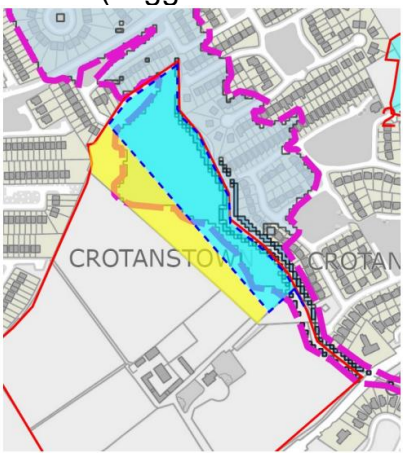
The submission includes the following documents:

- Engineering report prepared by Donnacadh O'Brien Associates (DOBA) Consulting Engineers
- Traffic report prepared by Systra (traffic consultants).
- Indicative site layout prepared by Demesne Architects.

<u>Engineering Feasibility report prepared by Donnacadh O'Brien Associates (DOBA) Consulting Engineers</u>

This report contends that the lands are readily serviceable and there does not appear to be any significant impediments from an engineering services point of view to future development on the lands. The report

- Surface Water – the report summarises that very significant changes have occurred to the historic regime in the area of the subject lands and the existing surface water infrastructure has sufficient capacity to serve the subject lands. These lands contribute to less than 10% of the available pipe capacity downstream and there will be no net increase in flow from any future development of the lands.
- Flooding – The report states that it is likely that an engineered solution compliant with the Flood Risk Management Guidelines and best practice in sustainable surface water management could be implemented on the site which could provide a reduced requirement for F zoned lands, as shown below (suggested reduction of F zoned lands shown in yellow)-



- Wastewater – The report submits that the site is serviced by existing public wastewater infrastructure, and it is not aware of any constraints on foul drainage in terms of connections to the local public network or the downstream treatment capacity.
- Water supply – The report contends that there is the presence of a 150mm dia. Watermains on Walshestown road and extensive local watermain networks in surrounding estates. The report also understands that there is no current restriction in relation to potable water supply in the area but a Pre-Connection Enquiry will need to be submitted to UÉ to confirm.

Traffic report prepared by Systra (traffic consultants).

- The report provides a proposed access strategy for the subject site which envisages:
  - Two vehicular accesses into the site via Walshestown Road.
  - Approximately seven pedestrian and cycle access points into the site.
  - Provision of a new footway along the north side of Walshestown Road.
  - The opening up of the new pedestrian / cycle access to the north that would provide direct access to the bus stops on the South-Orbital Relief Road, and the local shops at Curragh Grange.
  - A potential future road connection through to the Avenue in the north of site
- The proposed access strategy would appear to be relatively straight-forward and would not require any significant or unusual infrastructure.
- The report contends that the site is an obvious place for in-fill development and would greatly improve permeability and services/facilities for the area.
- The report asserts that rezoning of the current Strategic Reserve zoning to New Residential zoning would allow the proposed mixed-use development to be brought forward as a whole within the lifetime of the Plan. This would form a cohesive new neighbourhood within the south of Newbridge.
- The report states that it expects the creation of the new Primary School and Neighbourhood Centre on site, to potentially reduce overall traffic levels in the south of Newbridge, as the overall need to drive to school and to local shops, would be reduced.

Chief Executive's Response

Having regard to this submission and the recommendations from the Office of the Planning Regulator (Submission No. 071) it is considered appropriate for these lands to be zoned with a combination of 'Cp2: New Residential – Phase 2', 'E: Community and Education' and 'F: Open Space and Amenity'.

It is accepted to decrease the quantum of land zoned 'F: Open Space and Amenity' to the west of the site. However, it is important to maintain a landscape buffer adjacent to the proposed residential area to serve as a transitional zone between the employment lands.

The Council used the precautionary principle outlined in Section 2.30 of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) therefore it was considered appropriate to factor in CFRAM High End Future Scenario. It is therefore not considered appropriate to reduce the lands zoned 'F: Open Space and Amenity to the east.

It is considered the location of the specific zoning for a primary school at lands zoned 'E (1): Community and Education' is appropriate given these lands are adjoining existing housing estates and proximate to the existing urban settlement in line with the 10-minute settlement concept.

It is accepted to relocate the lands zoned for 'E: Community and Education' within Kellsborough House and surrounding grounds as requested. However, it is considered important to provide for additional community uses in proximity to the neighbourhood centre, in order to support the creation of a more liveable place.

The comments raised with respect to the Settlement Capacity Audit and the site being deemed Tier 2 are noted. The subject lands are not located within the existing Built Up Footprint and therefore would impact the scoring of the site with respect to compact growth furthermore, the development of the site would require road improvements and was not located in close proximity to existing social infrastructure.

An urban design framework has been devised for the Crotanstown KDA. The urban design framework provides for an expansion of the IDA Newbridge Business Park to the south, alongside the creation of a compact, well-connected residential neighbourhood supported by high-quality social infrastructure, including a primary school, housing for older people, a community centre, a neighbourhood centre, a local park, and a childcare facility. It has also accounted for flood risk and the existing surrounding green infrastructure. Furthermore, this urban design framework respects the existing landscape setting of Kellsborough House and grounds.

Chief Executive's Recommendation

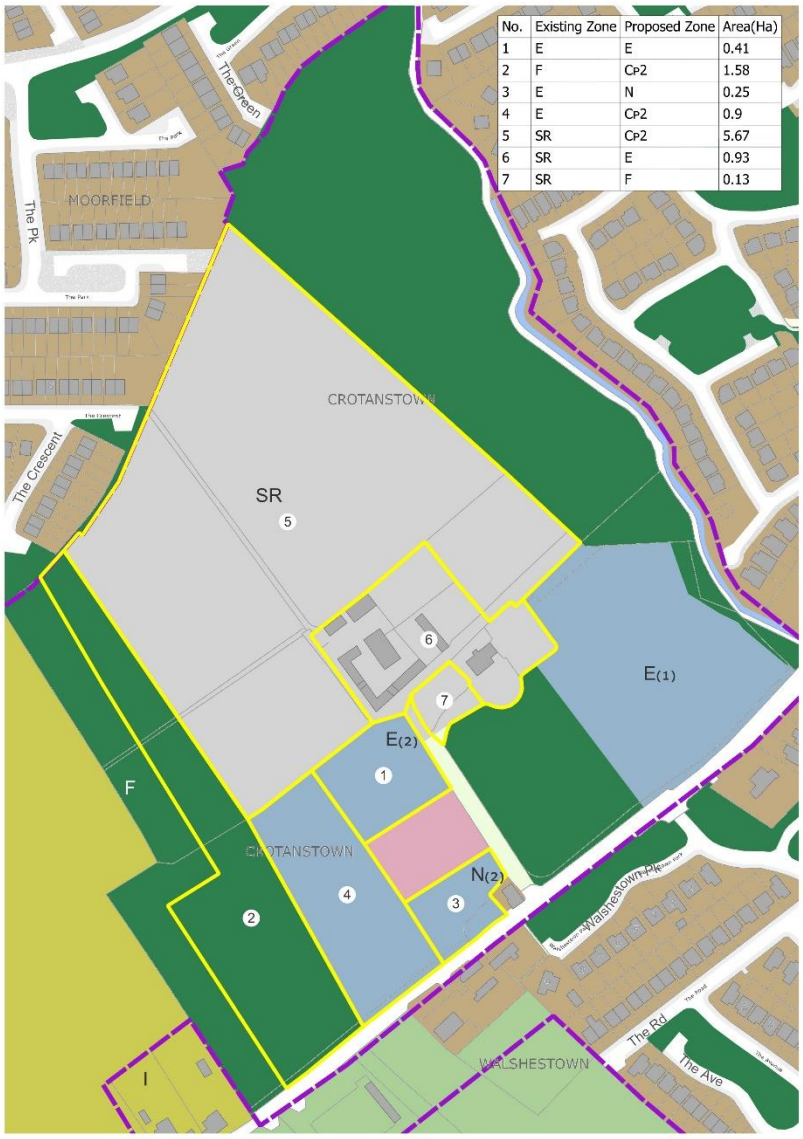
Chapter 3, Section 3.6, Table 3.7 amend Section B as follows:

Section B						
Revised Housing ~~Targets~~ *Growth* Core Strategy Allocation[15]						
Units allocated to Phase 2 New Residential to prepare for Revised Housing Growth	*Cp2 (4)*	*No*	*Tier 2*	*8.41*	*252*	*40*

Amend Map Ref: V2-N_11.1 – Land Use Zoning with the following changes as outlined in yellow:

1. Lands measuring 0.41 Ha, amend the size (reduction) of the 'E: Community and Education'.
2. Lands measuring 1.58 Ha, amend from 'F: Open Space and Amenity' to 'Cp2: New Residential - Phase 2'.
3. Lands measuring 0.25 Ha, amend from 'E: Community and Education' to 'N: Neighbourhood Centre'.
4. Lands measuring 0.9 Ha, amend from 'E: Community and Education' to 'Cp2: New Residential - Phase 2'.
5. Lands measuring 5.67 Ha, amend from 'SR: Strategic Reserve' to 'Cp2: New Residential - Phase 2'.
6. Lands measuring 0.93 Ha, amend from 'SR: Strategic Reserve' to 'E: Community and Education'.
7. Lands measuring 0.13 Ha, amend from 'SR: Strategic Reserve' to 'F: Open Space and Amenity'.

[15] Development of the Phase 2 New Residential lands shall only be carried out in accordance with Objective CSO 1.5.



Chapter 11, Section 11.1 Key Development Area (KDAs), add new Section 11.1.3 including an urban design framework, as follows:

11.1.3 Crotanstown Key Development Area

***Table 11.3**: Crotanstown KDA Design Brief*

Site area:	*9.19 ha: General Business (GU)* *8.41 ha: New Residential – Phase 2 (Cp4)* *2.87 ha: Community and Education (E)* *6.26 ha: Open Space and Amenity (F) (including buffer zone)* *0.45 ha: Neighbourhood Centre (N)*
Indicative net density – dwelling per hectare (dph):	*40 dph: New Residential – Phase 2 (Cp4)*
Estimated residential yield:	*252 units*
Vision	

To provide for a sustainable urban extension that consolidates the existing urban structure and fosters economic development through the expansion of the IDA Newbridge Business Park to the south, alongside the creation of a compact, well-connected residential neighbourhood. The neighbourhood will be supported by a range of high-quality social infrastructure, including a primary school, housing for older people, a community centre, a neighbourhood centre, a local park, and a crèche.

Built Form and Urban Structure

The built form for the residential, community and education uses should seek to integrate with the surrounding established residential neighbourhoods (The Park and the Crescent to the north, Kilbelin Abbey to the east and Kellsborough House). The urban form should provide permeability with block sizes being, as far as practicable, between 80-120 metres in dimension (as per DMURS). Building frontages should overlook to public spaces, open space, permeable links and local routes to provide passive surveillance.

The built from shall respect the existing green and blue infrastructure through the provision of a local park with key permeable links and amenity features like a GAA pitch, Multi-Use Games Area (MUGA) pitches, playground and leisure areas.

The primary school shall be linked to the local park to allow for community facilities to be complimentary to each other for the benefit of the community.
The new neighbourhood centre should be integrated into the main local road with active travel access to Walshestown Road to create a new centrality that serves the community.

New developments should provide a variety of high-quality design typologies to cater for a diverse range of residents while also creating a pleasant urban environment with high quality landscape and amenity areas.
The general business blocks should integrate and create an extension of the existing IDA Newbridge Business Park.

Connectivity and Movement

Vehicular access to the KDA should be via Walshestown Road (L7043 Local Road). Active travel to the primary school shall be incentivised with the provision of improved connectivity and the redesign of Walshestown Road as per DMURS (updated 2019) as far as the M7 Motorway bridge.

Access to the primary school (staff access), community centre, neighbourhood centre and housing for the elderly shall be off the Walshestown Road via existing access.

The KDA shall provide a pedestrian and cycle friendly environment with connections to the amenities within the site. The KDA should also provide for key active travel connections with the residential areas to the north (the Crescent and the Parks).

Vehicular access to the general business area shall be via Green Road (through Newbridge Business Park). A permeability link should be provided between the extended business park and Walshelstown Road to the south to provide for active travel access.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Natural features on the site such as existing hedgerows, treelines and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the KDA. These features will also provide a sense of place, provide visual appeal and improve the overall wellbeing of the community.

The new landscape design of the KDA should enhance the long-term potential of biodiversity within open spaces and complement the existing natural features.

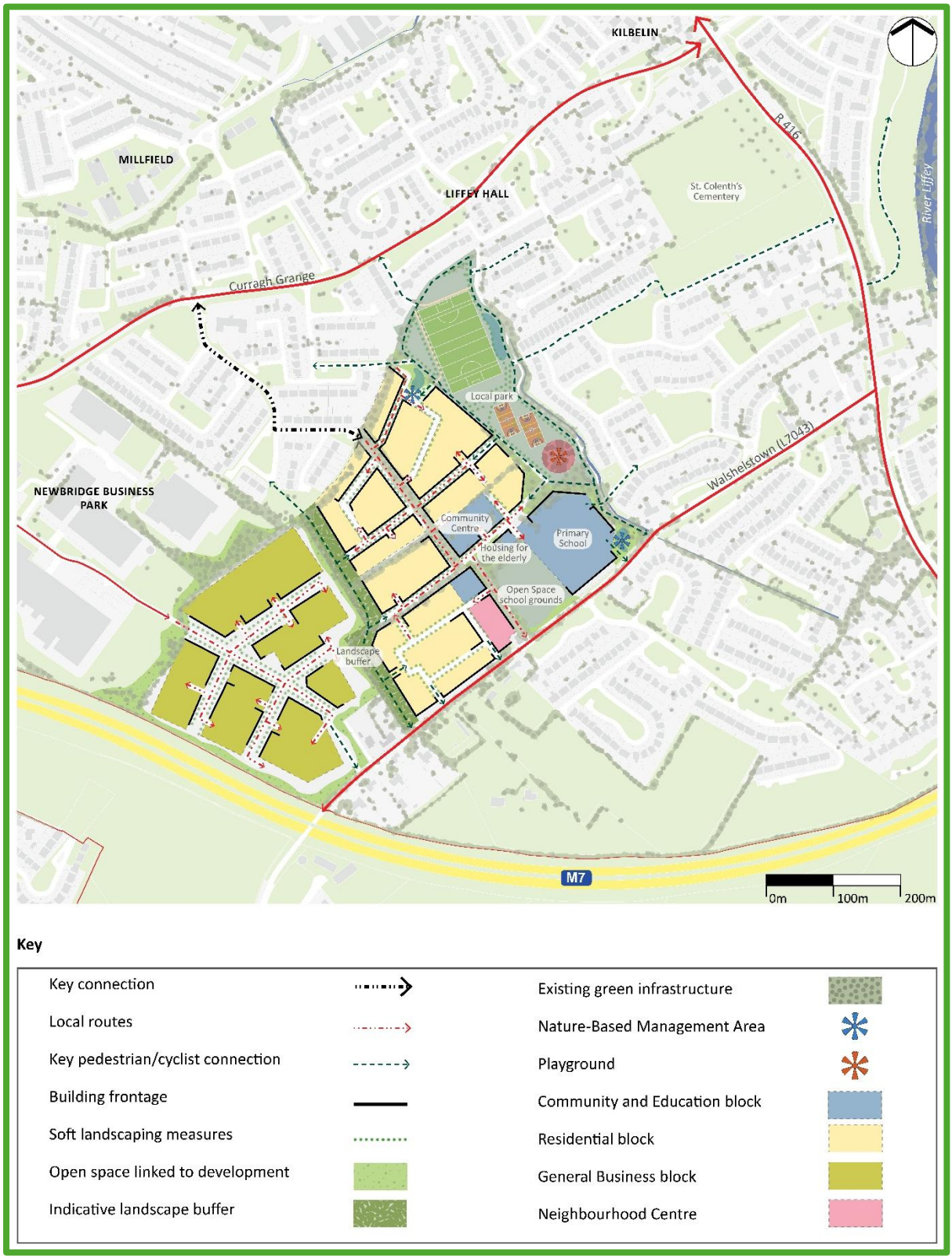
The local park should be designed with high quality finishes, sports pitches, leisure/resting spaces and playgrounds. The design should integrate waterbodies and existing natural features, prioritising nature-based solutions for water and flood management within the KDA. Proposals should be aligned with the Newbridge Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan. The local park should maximise connections within the larger green and blue infrastructure network.

The landscape buffer adjacent to the residential area shall serve as a transitional zone, providing visual and acoustic separation from the general business blocks. It should also function as an amenity space incorporating Sustainable Drainage Systems (SuDS) to manage surface water effectively. The buffer should enhance local biodiversity through increased native tree planting and pollinator-friendly vegetation, in accordance with Objective GBIO 2.3.

Boundaries and Entrance Treatments

All entrance treatments to the KDA should be clear with a sense of arrival from the layout of the built form.
The primary school should respect the existing landscape setting of Kellsborough House grounds and provide a high-quality boundary treatment with minimum intervention. All boundaries and interface areas should avoid a closed-off or walled-in character. Overall, boundary and entrance treatments should be aligned with Section 15.4.5 of Volume 1.

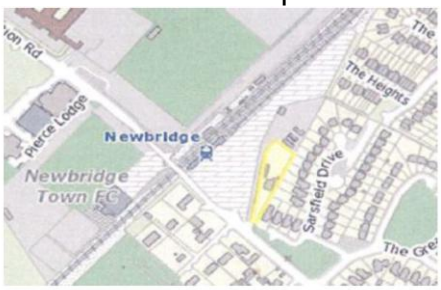
Figure 11.3: Crotanstown KDA Urban Design Framework



Submission No. 066 - Michael Connors

Issues Raised

The submission by Mark Gilligan Marbo Consultants Ltd., on behalf of Michael Connors, relates to an existing residential site at Station Road, Newbridge. As outlined in the excerpt below.



Site Location Map

This submission seeks the rezoning of the lands as Existing Residential 'B' from Transportation/ Utilities (U)

Submission outlines that this site should have this zoning for the following reasons:

- The lands have always been used for a single-family home.
- This zoning is inconsistent with the recent grant of permission in 2022 for the development of the landowners' new house on the lands where a home has existed since 1973. (Pl. Ref: 20/623)

Chief Executive's Response

The request to amend the zoning from 'U: Transport and Utilities' to 'B: Existing Residential/Infill' is accepted given the established use of the site.

Chief Executive's Recommendation

Amend Map Ref: V2-N_11.1 – Land Use Zoning by amending the zoning objective for the site outlined in red below from 'U: Transport and Utilities' to 'B: Existing Residential/Infill'.

Submission No. 072 - Tom and Sean Treacy

Issues Raised

The submission by Clark Engineers Architects, on behalf of Tom and Sean Treacy, relates to lands comprising 0.97 hectares located in Ballymany, southwest Newbridge Town Centre off the R445 as outlined in the excerpt below.

The submission seeks to include the subject site within the boundary of the Plan and zone the site for 'C: New Residential'. The submission outlines that this site should have this zoning for the following reasons:

- The subject site was partially zoned C2 Residential in the Newbridge Local Area Plan 2013 – 2019 and was within town boundary.
- This site can be regarded as an infill site lying between a newly completed housing development (Curragh Farm) and an existing residential house.
- The subject site scores highly in the Settlement Capacity Audit and it is not clear why the site was ultimately omitted from zoning.
- The Plan does not allow for any further residential development in the south of Newbridge which deprives the local community of living in their locality and those wishing to downsize.
- The site is within walking distance of Ballymany shopping centre, Maxol Service Station, numerous public transport links and easy access to childcare facilities and local schools.
- The site offers a natural link to Permitted Roads objective RD1 between Ballymany Road and Standhouse Road. The current arrangement through the Curragh Farm estate entrance and green space is not practicable and a danger to life. The submission contains two alternative routes which pass through the subject site.
- The site is not within a flood zone.
- The site has easy access to foul water and public water mains and surface wtaer can be managed using a sustainable green drainage system.
- The quality of the land is not suitable for agriculture and has been lying fallow not providing a visually pleasing gateway into the town.
- The submission asserts that the site has been illegally occupied by members of the travelling community in the past.
- A 'C: New Residential' zoning would be in keeping with adjoining developments.
- Omitting the subject site contravenes the Draft Plan's Core Strategy Objectives CSO 1.1, 1.2 and 1.3, which aim to ensure the zoning of sufficient land to accommodate sustainable housing growth, and to support and facilitate compact growth development in Newbridge.

Chief Executive's Response

The observations raised in this submission are noted. The request to include the subject site within the boundary of the Plan and zone the site for 'C: New Residential' is noted, however not accepted.

The subject site is located outside of the Built-Up Footprint of Newbridge and does not represent an infill opportunity although it is contiguous to the plan boundary.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) outline that the NPF prioritises compact growth with an emphasis on the renewal of existing settlements, rather than continued sprawl. In addition, in accordance with the NPF (NPO 9) the delivery of compact growth is achieved through the development of new housing within the existing urban footprint of settlements and not on lands on the periphery such as the subject lands.

The subject site was assessed in the Settlement Capacity Audit (SCA) which is published alongside this Plan and has informed this Plan. The SCA provides a comprehensive audit of sites with the potential for development. It is carried out to inform the appropriate zoning of residential lands across the Plan area, in accordance with Section 3.2.2 of the Development Plans – Guidelines for Local Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. The Audit will ensure that an informed decision can be made as to whether to zone land or sites for residential development.

The subject site was identified within the wider potential residential site No. 15 in the SCA. It was determined to be a Tier 2 site for the following reasons:

- It was not considered to represent compact growth as it is a significant walking distance from both the train station and town centre.
- There are few existing parks within walking distance of the site.
- There is poor access to public transport.

Comments regarding this site offering a link to permitted roads measure RD 1 between Ballymany Road and Standhouse Road are noted. However, this measure is considered delivered by Kildare County Council.

The comments made with respect to the need to provide sufficient housing lands and growth for Newbridge are noted. The Plan provides for 756 units above the Core Strategy allocation (1,061 units) in the Kildare County Development Plan 2023-2029. These units are distributed across lands zoned 'C: New Residential' and 'B: Existing Residential/Infill' (part of the full build-out of commenced housing developments).

In addition, the Draft Settlement Plan proposes a further 608 units in response to the housing growth allocation for Newbridge with respect to the NPF Implementation: Housing Growth Requirements (2025).

Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. The population of Newbridge under Census 2022 was 24,366 persons. As estimated in the Newbridge Social Infrastructure Audit, the population of Newbridge at the start of 2023 was 25,705 persons. Based on the Draft

Newbridge Settlement Plan, the land zoned - including the land allocated for revised housing growth could accommodate an additional 8,007 residents. This would bring the total population to an estimated 32,373 by the end of 2028.[16]

Therefore, it is considered that the growth allocated for Newbridge is sufficient for the next three years, which will also allow for catch-up in social infrastructure provision in advance of a revised growth strategy under the life of the next County Development Plan across a 10-year period.

Chief Executive's Recommendation
No change recommended.

Submission No. 067 - Andrew Bergin

Issues Raised
The submission by Tom Philips Associates., on behalf of Andrew Bergin, relates to lands comprised of c.54 ha located at Great Connell, Newbridge as outlined in the excerpt below:

The submission states the site comprises of undeveloped greenfield lands with a predominantly flat topography, currently in use for agricultural purposes; and the site was included within the settlement boundary previously.

The submission seeks to amend the redline boundary and zone these lands for residential development or at a minimum Strategic Reserve; and is disappointed with KCC for its removal from the boundary in light of the housing growth requirements outlined in the Revised NPF.

[16] Table 1, Figures Used by The Social Infrastructure Audit, Newbridge Settlement Plan - Social Infrastructure Audit.

The submission outlines that the growth targets in the draft settlement strategy are insufficient for the potential future growth of Newbridge. The submission further states this site should have this zoning for the following reasons:

- These lands have considerable potential to delivery growth in the town and will assist Kildare in achieving the new housing growth requirements.
- Under the Newbridge LAP 2013-2019 the site is zoned for agricultural uses but the strategic location in combination with plans outlined in the Newbridge Area Based Transport Assessment (ABTA) make it ideal for residential developments.
- The NPF 2018 targeted 30,000 homes per annum / The Revised NPF 2025 has increased the need for c. 55,000 homes per annum to 2040.
- With the 50% headroom, Kildare now has a housing target of 4,133 units (2,755 units without the 50% headroom) – and represents a 171% increase to Kildare's annual growth target.
- Long established residential development is located to the west and north of the site.
- Kildare CDP highlights plan to improve connectivity to the lands at Great Connell with a second bridge crossing. (Objective TM09)
- The lands have a pre-existing lane access to Great Connell.
- Major employment hubs and industry surround the site, and the availability of housing has been cited as a key challenge facing FDI investment.
- The submission asserts a main theme arose from The Report on Submissions Received During the Pre-Draft Consultation Stage, March 2024 – was a concern around housing and some submissions considered the growth allocation in the CDP was under calculated.

Site Description

- The submission outlines a SHD planning application for the provision of 569 no. units is currently under assessment by An Coimisiún Pleanála (ACP) directly to the north of the site.
- There are a number of known heritage features (including Protected Structure B23-08 Ruins of Great Connell Abbey and Medieval Carved Stone) adjacent to the site and the extent of associated archaeology within the site will need to be investigated.
- The subject site is not located within a Natural Heritage Area (NHA) or European Site (Natura 2000 site) as designated under the Habitats Directive (92/43/EEC) or Birds Directive (2009/1477/EC).
- These heritage features have the potential to form the basis of a masterplan for this area and provide a residential neighbourhood.
- The site is a 15-minute drive to Naas / 15-minute drive to Kildare town / close proximity to M7 / 50-minute drive to Dublin / Connected by bus routes and train links
- Community, recreational and educational facilities are in the area and open spaces in Liffey Linear Park.

Proposed Transport

The submission outlines the permeability improvements listed in the NABTA:

- Proposed Great Connell Quietway
- New footpath on Great Connell Road connecting to Old Abbey Manor

- Potential new active modes bridge across the Liffey connecting with Corbally Harbour Quietway as set out in the Corbally Canal and Liffey Corridor Enhancement Feasibility Study
- Planned section of L2003 Newbridge Southern Relief Road with footpaths across the River Liffey including new road bridge.
- The submission also highlights that any proposals for walking/cycling linkages in the site should be reviewed in line with its current zoning (agriculture).

The submission includes an excerpt from the ABTA:

Planned connections through the site as extracted from the Newbridge Area Based Transport Assessment

- The submission states that KCC has not initiated a public consultation on potential additional lands that will contribute to Core Strategy objectives. (this process was initiated with other Local Authorities in recent weeks).
- Submission highlights that the Central Consolidation Site area is described as 12.26 hectares. However, when the 7 opportunity sites are added they amount to 4.8ha – and residential development here would not contribute significantly to the growth targets for Newbridge.
- Submission contends that the Greatconnell KDA and the proposed new bridge will improve the connectivity of Great Connell to the town centre – but exclusion of the subject site is difficult to comprehend as the lands offer the opportunity for future development.

Chief Executive's Response

The observations raised in this submission are noted. The request to include the subject site within the plan area and zone same 'SR: Strategic Reserve' for potential future residential development is noted.

The submission notes the NPF Implementation: Housing Growth Requirements Guidelines (2025) and argues that the subject site would address potential additional housing need in Newbridge. Kildare County Council published Proposed Variation No. 3 the Kildare County Development Plan on 29th October which sets out the Council's approach to said Guidelines in terms of the Core Strategy. It is anticipated that this Variation will be determined by the Council in January 2026. The Core Strategy of the Kildare County Development Plan provides the overarching and comprehensive framework for housing requirements across the entire administrative area of Kildare County Council. It is a key reserved function of the Elected Members within the development plan-making process. It is considered prudent to maintain the integrity of this separate statutory process to ensure that housing growth allocations are determined for the county rather than in isolation at settlement level.

Overall, the Draft Newbridge Settlement Plan is providing for a 128% increase on the existing Core Strategy allocation. The population of Newbridge at Census 2022 was 24,366 persons. As estimated in the Newbridge Social Infrastructure Audit, the population of the town at the start of 2023 was 25,705 persons. Based on the Draft Newbridge Settlement Plan, the land zoned - including the land allocated for revised housing growth - could accommodate an additional 8,007 residents. This would bring the total population to an estimated 32,373 by the end of 2028.[17]

It is considered that the growth allocated for Newbridge in the Draft Settlement Plan, is sufficient for the next three years, the remaining period of the County Development Plan, which will also allow for catch-up in social infrastructure provision in advance of a revised growth strategy under the life of the next CDP across a 10-year period from 2029 to 2039.

The subject site is located outside of the Built-Up Footprint of the town at a distance from the town centre and the train station. The rural character of the lands is noted, with built and natural heritage assets. In the context of the future growth of Newbridge, it is considered that the development of these lands would represent car-based urban sprawl on the edge of Newbridge, a significant distance away from the town centre. This is contrary to the provisions of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities which prioritises compact growth and renewal of existing settlements. In accordance with the NPF (NPO 9) the delivery of compact growth is achieved through the development of new housing within the existing urban footprint of settlements and not on lands on the periphery such as the subject lands.

The comments in relation to theNABTA measures are noted. The ABTA was conducted as a separate process, with public consultation, to inform the settlement plan.

Comments relating to Newbridge Central Consolidation Site are noted. Figure 4.9 of the draft Plan illustrates that the seven opportunity sites only comprise a small proportion of the overall larger Settlement Consolidation Site and these represent the areas most likely to be redeveloped over the life of the plan.

The Newbridge Settlement Plan, which when adopted will form part of Volume 2 of the CDP, will be effective for the remaining 3 years of the CDP period, i.e. to January 2029. The next Kildare County Development Plan, which will be prepared under the provisions of the Planning and Development Act 2024, will be for a 10-year period from 2029-2039. The land requirement for that plan will be informed by the Core Strategy, including the housing growth requirement and the application of the jobs ratio for employment growth.

Having regard to the foregoing, it is not considered appropriate at this time to extend the plan boundary to include the subject lands or to include a Strategic Reserve zoning at this location.

[17] Table 1, Figures Used by The Social Infrastructure Audit, Newbridge Settlement Plan - Social Infrastructure Audit.

Chief Executive's Recommendation
No change recommended.

Submission No. 109 - Michael Dunne

Issues Raised
This submission is prepared by Michael Dunne and relates to the Dunne family lands labelled Site 7 in the Newbridge Settlement Capacity Audit in the Draft Settlement Plan. The submission relates to circa 0.5 hectares of lands, which is requested to be zoned as Residential. Excerpt of Newbridge Settlement Capacity Audit Site 7 below:

The submission emphasises the following in relation to the Draft Settlement Plan:

- It is acknowledged from the submission that the Dunne family lands is bounded on two sides by the Littleconnell Strategic Employment Area and on the third side by the public road L6064.
- The submission outlines that there is no proposal for the Dunne family lands in the Draft Settlement Plan.
- Since 2013, the Dunne family have been seeking planning permission to build homes for member of the family on the family lands.
- In 2013 the council issued a notice of intent to grant planning permission for the three members of the Dunne family. It is further outlined that there was a Third-party objection to An Coimisiún Pleanála (ACP). ACP overturned the Council's decision.
- The submission contends that to facilitate houses on the lands, the land must be zoned residential.
- The submission outlines that it is not the entire landholding which they are seeking the residential zoning, just the part to which the previous planning application referred. It is suggested that the lands to be rezoned would be part of the land where the council issued the Notice of intent to grant planning permission in 2013.
- The site should not be construed as leap-frogging and the lands do not hinder or effect in any way any of the proposals in the Draft Settlement Plan.

The submissions concluding remarks it is asserted that the Dunne family are not land speculators / developers and have never disposed of any of the land.

Chief Executive's Response

The request to include the subject site within the boundary of the Plan and to zone the site for residential purposes is noted, however not accepted.

The subject site (0.5 ha) is located outside of the Built-Up Footprint of Newbridge at a significant distance from the town centre, train station and general amenities, in an area that is predominantly rural in character. It is considered that the zoning of this land for residential purposes in isolation would constitute haphazard piecemeal development and contribute towards ribbon development and urban sprawl. This is contrary to the NPF national strategic outcome of Compact Growth, as provided for in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. These Guidelines encourage sequential development and emphasise the renewal of existing settlements, rather than continued sprawl.

Chief Executive's Recommendation

No change recommended.

7.0 Chief Executive's Recommended Material Alterations

Following a review of the Draft Settlement Plan the following material alterations are recommended. It should be noted these include recommendations made outside those received as a result of a submission/observation during the consultation period.

Item 1

Chapter 11 Implementation

Chief Executive's Recommendation

Chapter 11, Section 11.3 insert new table, after Table 11.5: Land Use Zoning Objectives as follows:

Note: This will result in consequential amendments to table numbering.

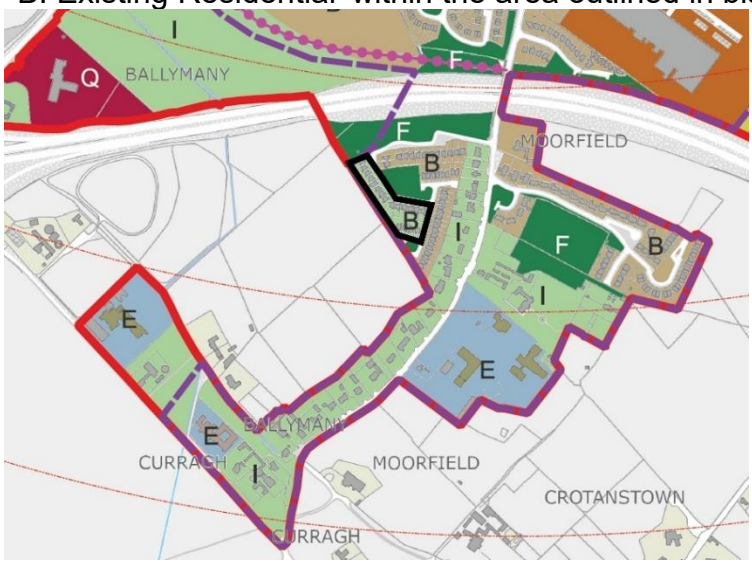
Table 11.6: Zoning Matrix – Definition of Terms

Term	***Definition***
Zoning Matrix	*Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective. The Zoning Matrix (Refer to Table 11.7) illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. The land use zoning matrix is intended to provide guidance to landowners and developers and is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may necessarily be successful.*
Permitted in Principle (Y)	*Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives set out in other chapters of this Plan.*
Open for Consideration (O)	*Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.*
Not Normally Permitted (N)	*Land uses which are indicated as 'Not Normally Permitted' in the Land Use Zoning Matrix (see Table 11.7) are uses which will not be permitted, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the objectives contained in this Plan or that it may be inconsistent with the proper planning and sustainable development of the area.*
Other Uses	*Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table*

	and in relation to the general policies and zoning objectives for the area.
Non- Conforming Uses	*Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.*
Transitional Areas	*While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity. In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.*

Item 2
Appendix B – Map Ref: V2 – N:11.1 Land Use Zoning
Chief Executive's Recommendation

Map Ref: V2 – N:11.1 Land Use Zoning, amend the zoning of Greenmount Park from 'I: Agriculture' to 'B: Existing Residential' within the area outlined in black as follows:



Item 3
Section 4.1.2. Newbridge Town Centre Ground Floor Land Use Survey

Chapter 4, Section 4.1.2 amend Footnote 27 as follows:

Chief Executive's Recommendation

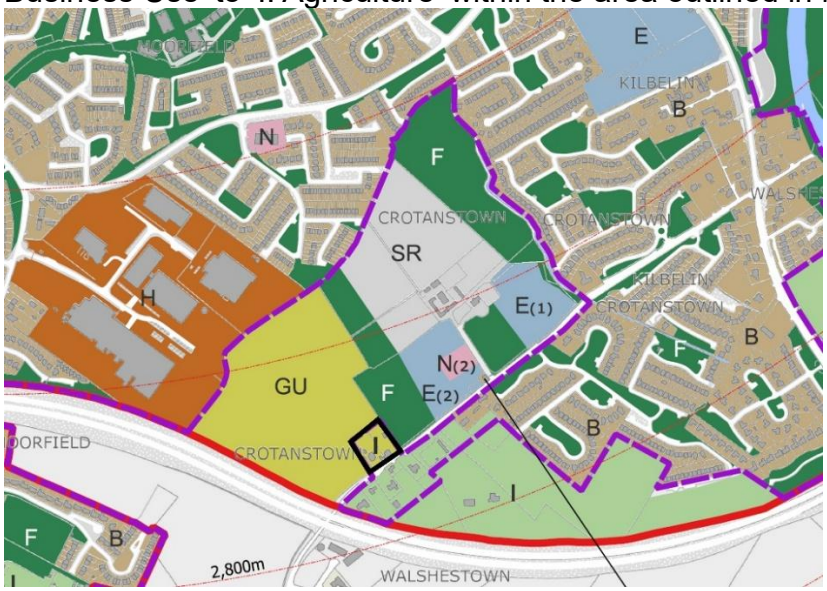
Amend Footnote 27 as follows:

[27]This vacancy was calculated using the vacancy rate of convenience, comparison, bulky goods comparison and retail services units in the town centre (see Table 4.1). The survey found that 16 out of 108 confirmed retail units in the town were vacant at the time of survey. It is noted that these figures are different to the figures for overall commercial unit vacancy. Prominent locations are premises including the former Charlie Ryan's Public House and the Keg Public House. Two properties on Cutlery Road are on the KCC Derelict Site Register (17/2/25), including Ref. Nos DS-2007-N03 (the Old Band Hall or O'Modhráin Hall which recently the subject of a Compulsory Purchase Order) and DS-2023-16 (on the junction with Athgarvan/Military Road opposite the water tower). ~~(the Old Band Hall).~~

Item 4
Appendix B – Map Ref: V2 – N:11.1 Land Use Zoning

Chief Executive's Recommendation

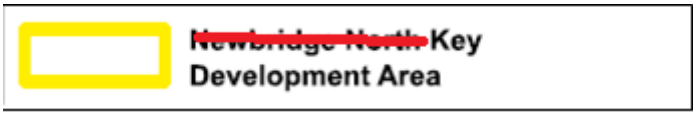
Map Ref: V2 – N:11.1 Land Use Zoning, amend the zoning from 'GU: General Business Use' to 'I: Agriculture' within the area outlined in black as follows:



Item 5
Appendix B – Map Ref: V2 – N:11.2 Implementation

Chief Executive's Recommendation

Map Ref: V2 – N:11.2 Implementation, delete reference to Newbridge North on the legend of to ~~Newbridge North~~ Key Development Area*s*.


~~Newbridge North~~ Key
Development Area

8.0 Composite List of Chief Executive's Recommended Material Alterations to Proposed Variation No. 2

Chapter 1 Introduction and Context

No Chief Executive's recommended changes.

Chapter 2 Vision for Newbridge

No Chief Executive's recommended changes.

Chapter 3 Compliance with Kildare County Council

Chapter 3 Compliance with the Kildare County Core Strategy, Section 3.6, Table 3.7 Estimated Residential Development Capacity, amend Section B Revised Housing Targets Core Strategy Allocation, follows:

Section B						
Revised Housing ~~Targets~~ *Growth* Core Strategy Allocation[18]						
Units allocated to Phase 2 New Residential to prepare for Revised Housing Growth	Cp2 (1)	No	Tier 1	5.91	207	50 dph
	Cp2 (2)	No	Tier 2	~~5.35~~ 6.19	~~225~~*260*	60 dph
	Cp2 (3)	No	Tier 2	4.~~39~~ *3.77*	~~176~~*151*	50 dph
	Cp2 (4)	*No*	*Tier 2*	*8.41*	*252*	*40*
Sub Total:				~~**15.65**~~ ***24.28***	~~**608**~~ ***870*** **units**	
TOTAL:				~~**59.04**~~ ***62.87*** **ha**	~~**1,796**~~ ***1,984*** **units**	

Chapter 4 Consolidation and Renewal of Central Newbridge

Chapter 4, Section 4.1.2 Newbridge Town Centre Ground Floor Land Use Survey, Amend Footnote 27 as follows:

> [27]This vacancy was calculated using the vacancy rate of convenience, comparison, bulky goods comparison and retail services units in the town centre (see Table 4.1). The survey found that 16 out of 108 confirmed retail units in the town were vacant at the time of survey. It is noted that these figures are different to the figures for overall commercial unit vacancy. Prominent locations are premises including the former Charlie Ryan's Public House and the Keg Public House. Two properties on Cutlery Road are on the KCC Derelict Site Register (17/2/25), including Ref. Nos DS-2007-N03 (the Old Band Hall or O'Modhráin Hall which recently the subject of a Compulsory

[18] Development of the Phase 2 New Residential lands shall only be carried out in accordance with Objective CSO 1.5.

Purchase Order) and DS-2023-16 (on the junction with Athgarvan/Military Road opposite the water tower). ~~(the Old Band Hall).~~

Chapter 4, Section 4.4.3 Newbridge Central SCS Urban Design Framework, insert additional text paragraph one as follows:

The Urban Design Framework (Figure 4.10) provides for regeneration to be centred around the seven previously discussed opportunity areas, which if redeveloped is envisaged to help create synergies which will kickstart the renewal of adjacent sites within the SCS. *The purpose of the Urban Design Framework is to establish the overarching parameters to guide the future development of the area. Principal access points, key building frontages, connections, and public spaces shall generally be regarded as fixed elements; however, a degree of flexibility may be considered where justified. Variations to building frontages, urban block layouts, and access arrangements may be permitted where a clear and robust urban design rationale is demonstrated, and where passive surveillance of public spaces and opportunities for permeability are not compromised. The Planning Authority will also give due consideration to alternative proposals for opportunity sites where it can be demonstrated that such proposals would deliver more optimal planning outcomes and a higher standard of place quality.*

Chapter 4, Section 4.4.3 Newbridge Central SCS Urban Design Framework, insert additional text under paragraph two, as follows:

The regeneration of Site 2 (former Machinery Yard) is considered critical to the overall success of the of the SCS. The proposal provides for residential development to be located within the southern portion of the site with a public pocket park and a Primary Care Centre to be located to the north. The Plan has determined that an optimal site for a new Primary Care Centre in Newbridge is within the SCS due to its central and accessible location. However, it does not necessarily need to be located within Site 2. *Should the provision of the Primary Care Centre be located at an alternative location within the SCS, Site 2 shall provide for an alternative community use in keeping with the town centre land use zoning*. The redevelopment of Site 3, Site 4 and Site 5 all propose commercial / mixed use development which may also contain residential uses. Site 4 also incorporates a proposed new pocket park to be developed around the old water tower. Site 6 and Site 7 located within the east of the SCS are considered to be optimal locations for residential development. They also incorporate a pedestrian/cycle link which will provide more direct access to the town centre from residential neighbourhoods along Kilcullen Road to the east and southeast.

Chapter 5 Economic Development

Chapter 5, Section 5.5.3, Tourism Objectives, insert additional objective as follows:

EDO 2.5 *Support, where appropriate, Into Kildare and Fáilte Ireland in the development of a tourist information centre within the town centre.*

Chapter 5, Section 6.4.1.4, Healthcare Objectives, amend HCO 4.5 as follows:

HCO 5.3 Extend and develop a linear park along both sides of the River Liffey from Tankardsgarden to the M7 Motorway and to continue the development of the riverside park system for the purposes of passive recreation ~~and~~ water sports *and angling (where appropriate)* in accordance with the objectives outlined in Liffey Valley Strategy' Towards a Liffey Valley Park (2006), or any superseding plan. *Any detailed design must have regard to riparian habitats outlined in Section 9.5.1.3 and mapped on Map V2-N_9.1.*

Chapter 6 Homes and Communities

Chapter 6, Section 6.4.1.3, Healthcare Objectives, amend HCO 4.5 as follows:

HCO 4.5 Support the provision of *supported living accommodation for young adults,* residential care facilities and services for older people, subject to appropriate siting and universal design considerations, including the redevelopment of the Liffey Lodge into age-friendly housing and the development of lands zoned 'E (2): Community and Education' for the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly.

Chapter 6, Homes and Communities, Section 6.4.1.5, Sport and Recreation Objectives, amend Objective HCO 6.1 and Objective HCO 6.4 to include reference to a swimming pool as follows:

HCO 6.1 Facilitate sports clubs, community groups and educational institutions in the acquisition and/or use of accessible lands for sports and recreation purposes *(including a swimming pool)* and support the delivery of multi-use sports facilities on land zoned as 'F (1): Open Space and Amenity', 'F (2): Open Space and Amenity' and 'F (3): Open Space and Amenity' within the Plan area.

HCO 6.4 Actively seek funding from relevant agencies and government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) to secure financial support to develop sports facilities *(including a swimming pool)* on lands zoned 'F (1), F (2) and F (3): Open Space and Amenity *and other appropriately zoned lands.*

Chapter 6, Section 6.4.4.1, Open Space, Parks and Amenity Space Objectives, amend Objective HCO 5.6 as follows:

HCO 5.6 Investigate the feasibility of providing a*n accessible* dog park within lands designated as F: Open Space and Amenity.

Chapter 6, Section 6.4.1.6, Social and Community Objectives, insert new objective as follows:

HCO 7.3 *Support the development of a dedicated new Youth Centre on Athgarvan Road that provides a safe, inclusive and accessible environment for young people to learn, connect and grow.*

Chapter 6, Section 6.4.1.8, Faith Facility Objectives, amend HCO 8.1 as follows:

HCO 8.1 Support and facilitate the extension of St. Conleth's Cemetery on lands zoned 'E: Community and Education immediately south of the existing cemetery, subject to detailed design and environmental assessment, *including investigation of the site's water table levels to determine suitability for burial purposes.*

Chapter 7 Transport and Movement

Chapter 7
It is recommended that reference to the names of the following roads are made throughout the Plan and Appendices:

- To replace all reference to 'Athgarvan Road' with 'Athgarvan / Military Road'
- To amend all reference to 'Kilcullen Road' with 'R416'
- To amend all references to 'Sexes Road' with 'Sexes Road / Friary Road'

Note: The above proposed amendments will require consequential amendments to other sections of the Plan including (inter alia) Chapter 4, Chapter 5 and Chapter 7.

Chapter 7, Section 7.5, insert the following note after Table 7.1: Walking Measures and Delivery Timeframe:

> *Note: Measures Walk 71, 72, 74- 82, 85, 87 and 90-92 in Table 7.1 above are also relevant to the proposed cycling network outlined in Map 7.2, as they comprise of active modes bridges and greenways which cyclists as well as pedestrians can use. Some of these measures where relevant are also included on Map 7.3 in for the proposes of illustrating the entirety of the proposed cycle network in Newbridge.*

Insert Footnote under Chapter 7. Movement and Transportation, Section 7.3 Newbridge Area Based Transport Assessment (ABTA) at the end of the first sentence as follows:

Additional Footnote:

> *The NABTA can be viewed at the online at the following location:* https://kildarecoco.ie/AllServices/Transport/TransportationStrategies/

Chapter 7, Section 7.3.4 Modal Split Target, insert additional (fifth) paragraph as follows:

> *According to Census 2022 10.13% of residents travel by public transport for school or work, whereas 18.38% of people walk and 2.29% cycle to work or school. The National Cycle Policy Framework 2020 (update pending) aspire to 10% of all journeys by cycling and this Plan supports this aspiration. It is considered that the active travel measures proposed will develop a network of safe, comfortable active travel routes to work and school to achieve a modal shift and will be monitored over the Census periods.*

Chapter 7, Section 7.5 Active Travel: Walking, Permeability and Cycling, provide additional text at the end of the second paragraph as follows:

> This Plan supports the implementation of a wide variety of active travel measures detailed in the Newbridge Area Based Transport Assessment, several of which are shown on Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures. *Several active travel measures are illustrated both within and beyond the Plan boundary. Measures shown outside the boundary are included for context and informational purposes only.*

Chapter 7, Public Transport Objectives, amend Objective MATO 3.4 as follows:

MATO 3.4 Support and facilitate the National Transport Authority (NTA) in the delivery of the looped bus route *and bus priority measures shown indicatively* on Map 7.3 Transport and Movement – Public Transport, to serve both the existing town and the expanding areas of Newbridge including in Rickardstown, Cornelscourt ~~and~~ Greatconnell, *Crotanstown and Littleconnell Strategic Employment Area. Bus turnaround and layover facilities will be supported at appropriate locations.*

Chapter 7, Section 7.5 Active Travel: Walking, Permeability and Cycling, provide additional text at the end of the second paragraph as follows:

This Plan supports the implementation of a wide variety of active travel measures detailed in the Newbridge Area Based Transport Assessment, several of which are shown on Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures. *Several active travel measures are illustrated both within and beyond the Plan boundary. Measures shown outside the boundary are included for context and informational purposes only.*

Chapter 7, Section 7.5, Active Travel Objectives, update Objective MATO 2.1 as follows:

MATO 2.1 Support and facilitate the implementation of the measures in the Newbridge Area Based Transport Assessment including those detailed in Table 7.1, Map 7.1 Transport and Movement – Walking Measures and Map 7.2 Transport and Movement – Cycling Measures to improve movement through the settlement and promote modal shift from the private car to more sustainable modes in conjunction with the National Transport Authority, and other relevant stakeholders. The indicative measures will form the basis for individual projects. Each project will be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based solutions to surface water management and *have regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)* (or any successor of same) *and TII Publications requirements*, where relevant.

Chapter 7, Section 7.5, amend Table 7.1 Walking Measures and Delivery Timeframe as follows:

Ref. No.	Measure	Delivery Timeframe
Walk 77	Proposed M7 Greenway ~~/ Pollardstown Fen Greenway~~	Medium Term
Walk 85	Proposed new Quietway on Blackberry Lane ~~and proposed new Greenway on Pollardstown Fen.~~	Short Term

Chapter 7, Road and Parking Objectives amend Objective MATO 4.1 as follows:

MATO 4.1 Facilitate the implementation of the road and parking measures outlined in Table 7.3 and Map 7.4 Transport and Movement – Road Network Measures and in Table 7.4 and on Map 7.5 Transport and Movement – Parking Measures, in accordance with the DMURS standards for urban roads and streets and *subject to Appropriate Assessment (AA) screening and where applicable Stage 2 Appropriate Assessment.. W*~~w~~here necessary preserve the identified road routes for the future delivery of the proposed roads. All measures shall incorporate nature-based solutions to surface water management.

Chapter 7, Table 7.2: Public Transport Services and Indicative Delivery Timeframe, amend as follows:

Ref. No.	Measure	Delivery Timeframe
PT 1	Provide for a bus priority route on Main Street.	~~Long~~ *Short-Medium* Term
PT 10	Work with *the NTA Town Bus Service Planning Team and other* key stakeholders to *to design and deliver* ~~explore the feasibility of implementing~~ a Newbridge town bus service. Also ensure that this bus service provides universal access and considers the needs of people with intellectual disabilities. A*n* ~~potential~~ *indicative* route is proposed for this town bus service, connecting the major trip attractors.	~~Long~~ *Short-Medium* Term

Chapter 7, Table 7.1 Walking Measures and Delivery Timeframe, amend as follows:

Ref. No.	Measure	Delivery Timeframe
Walk 78	Proposed Train Line Greenway *(in line with Objective MATO 2.3)*	Medium Term

Chapter 7, Active Travel Objectives amend Objective MATO 2.3 as follows:

MATO 2.3 Engage with Iarnród Éireann and all relevant landowners to implement greenways north of the rail line and along the western bank of the River Liffey, as detailed in Maps 7.1 and 7.2, subject to detailed engineering design *(ensuring the route of the greenway does not hinder the potential future provision of a four-track rail line)*, Environmental Impact Assessment (SEA) and Appropriate Assessment (AA).

Chapter 7, Public Transport Objectives, insert additional objective as follows:

MATO 3.9 *Support and facilitate Iarnród Éireann in expanding the rail line in line with the All-Island Strategic Rail Review which includes the provision of a four-track rail line in Newbridge as part of the wider rail network.*

Chapter 7, Public Transport Objectives

MATO 3.5 Support and facilitate Iarnród Éireann in the further development of Newbridge Train Station, including ancillary supporting infrastructure *(including a changing place toilet)* that improves user experience in terms of shelter, universal access and parking, subject to planning and environmental considerations.

Chapter 7, Section 7.6.2 Bus, amend text of final sentence, as follows:

Accordingly, the Plan contains Objective MATO 3.4 which seeks to actively engage with the NTA to implement the identified improvements to the local bus service network in Newbridge *of which an indictive proposal for a town bus loop route is* ~~as~~ illustrated on Map 7.3 Transport and Movement – Public Transport.

Chapter 7, Objective MATO 3.4, amend as follows:

MATO 3.4 Support and facilitate the National Transport Authority (NTA) in the delivery of ~~the looped bus route on~~ *a town bus service along with ancillary infrastructure (including bus layover and turnaround facilities) at appropriate locations* ~~Map 7.3 Transport and Movement – Public Transport~~, to serve both the existing town and the expanding areas of Newbridge including in Rickardstown, Cornelscourt*,* ~~and~~ Greatconnell *and Littleconnell Strategic Employment Area*.

Chapter 7, Section 7.7. Road Infrastructure, include a new paragraph, as follows:

7.7 Road Infrastructure

The National Framework for Investment in Transport (2021) clearly states that further investment on sustainable travel modes should be prioritised over new roads infrastructure. Accordingly, the development of future roads infrastructure will need to demonstrate a clear sustainable travel rationale. The NABTA Road Strategy acknowledges this policy requirement and seeks to ensure that in addition to providing critical access to new development areas, new roads will integrate high quality sustainable travel options that promote and improve connectivity and permeability within the wider town, thereby assisting in the delivery of the 10-minute settlement concept. In this regard, the Road Strategy is designed to fully integrate with the Active Travel and Public Transport Strategies of the NABTA. Furthermore, Public transport measure PT 1 which proposes Main Street to incorporate a bus priority route is linked to the delivery of measure PT 10, which relates the provision of a bus

service in the town over the short-medium term. These measures are also linked to the development of the Newbridge Southern Ring Road which is also proposed to be delivered over the short to medium term. This is in line with measure ROAD9 of the NTA GDA Transport Strategy 2022-2042 which provides for the delivery of orbital routes to be 'accompanied by, and facilitating, enhanced public transport, cycling and pedestrian facilities in the relevant centre'.

Chapter 7, Objective MATO 4.1, amend as follows:

MATO 4.1 *(a)* Facilitate the implementation of the road and parking measures outlined in Table 7.~~3~~*4* and Map 7.4 Transport and Movement – Road Network Measures and in Table 7.~~4~~*5* and on Map 7.5 Transport and Movement – Parking Measures, in accordance with the DMURS standards for urban roads and streets and where necessary preserve the identified road routes for the future delivery of the proposed roads. All measures shall incorporate nature-based solutions to surface water management.
(b) All proposed road measures shall comply (where relevant) with the provisions of Measure ROAD1 – Principles of Road Development and Measure ROAD9 – Regional and Local Roads Policy of the Greater Dublin Area Transport Strategy 2022-2042.

Chapter 8 Built Heritage and Archaeology

No Chief Executive's recommended changes.

Chapter 9 Green and Blue Infrastructure

No Chief Executive's recommended changes.

Chapter 10 Infrastructure and Environmental Services

Chapter 10, Section 10.2.2, Water and Wastewater Objectives, insert additional objective as follows:

IEO 1.4 *Support Uisce Éireann in addressing maintenance issues relating to public sewer network in the Dara Park area.*

Chapter 10, Section 10.2.2, Water and Wastewater Objectives, insert additional objective as follows:

IEO 1.5 *Consult with Uisce Éireann and ESB prior to the implementation of any significant public realm works or development within the Newbridge Central Settlement Consolidation Site to avoid and/or mitigate impacts on existing or planned water and wastewater infrastructure.*

Chapter 10, Section 10.3.2, Surface Water and Ground Water Objectives amend Objective IEO 2.3 as follows:

IEO 2.3 Ensure areas indicated as Nature-Based Management Areas (NBMAs) on Map 10.1: Infrastructure and Environmental Services – Surface Water Management Strategy are reserved free from development and integrated into design proposals for nature-based surface water drainage purposes, *subject to Appropriate Assessment (AA) screening and where applicable Stage 2 Appropriate Assessment.*

Chapter 10, Section 10.4 Flood Risk Management, insert additional paragraph at the end of the Section as follows:

'It is noted that the identification and mapping of flood risk as shown in CFRAM Fluvial Flood Zone Mapping is subject to change, dependent on review by the OPW of the CFRAM Mapping and associated data. The SFRA has been developed using the best available information at the time of publication. However, all planning applications made during the lifetime of the plan should take due consideration of the latest available flood information, which may include flood mapping published following publication of this SFRA.'

Map 10.2 Strategic Flood Risk Assessment and Map 10.2a SFRA with Land Use Zoning Underlay insert note as follows:

The identification and mapping of flood risk as shown in CFRAM Fluvial Flood Zone Mapping is subject to change, dependent on review by the OPW of the CFRAM Mapping and associated data. The SFRA has been developed using the best available information at the time of publication. However, all planning applications made during the lifetime of the plan should take due consideration of the latest available flood information, which may include flood mapping published following publication of the Plan and SFRA.

Chapter 11 Infrastructure and Environmental Services

Chapter 11, Table 11.1, Greatconnell KDA Design Brief, insert additional text after paragraph three as follows:

Public Open Space on lands zoned F: Open Space and Amenity forming an integrated part of the KDA residential development may contribute towards the 15% site area public open space provision, as provided under Section 15.6.6 of the Development Plan, subject to it providing well located, useable open space.

Chapter 11, Table 11.1, Greatconnell KDA Design Brief

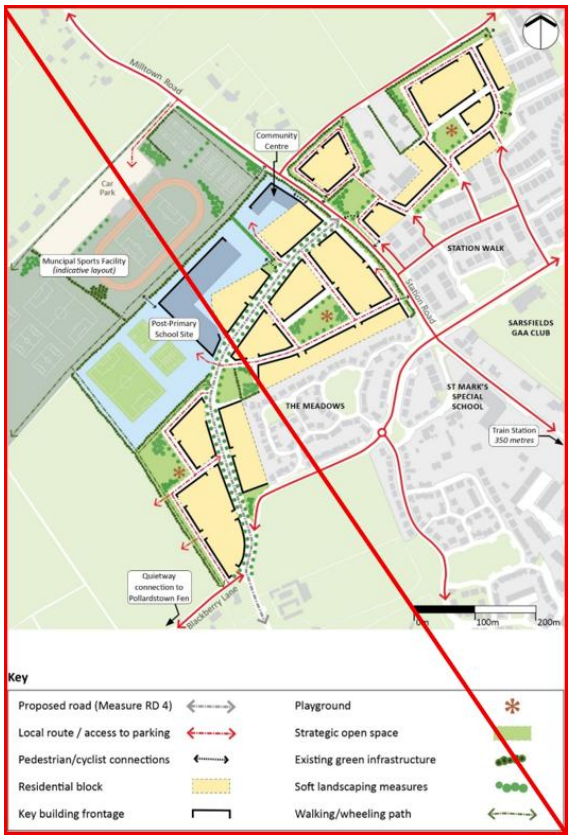
Table 11.1 Greatconnell KDA Design Brief

Site area:	~~14.9~~ *15.5* hectares (C3: New Residential lands)
Built Form and Urban Structure The built form should seek to fully integrate with Wellesley Manor; the established residential estate located directly to the north of the lands. Urban form should be designed around the existing green and blue infrastructure features, *whilst also having regard to the findings of the Site-Specific Flood Risk assessment which is required*. ~~and should be both permeable and legible~~. ~~To enable this~~ The size of the street blocks should, as far as practicable, be 80-120 metres in dimension (as per DMURS Guidelines) *to enable permeability and legibility*. A mix of housing types and styles is required to create legibility and variety in the urban environment. Built form on corner sites shall incorporate dual frontages. Green spaces should also be defined by a strong building edge and overlooked to provide passive supervision and legibility. This is of particular importance for key amenity features such as the Multi-Use Games Area (MUGA) and all playgrounds within the KDA.	
Green and Blue Infrastructure, Open Spaces and Surface Water Drainage (insert after the fifth Paragraph) *In accordance with Map 10.2 and Map 10.2a part of the site will require a Site-Specific Flood Risk Assessment. In this regard, water compatible uses shall be proposed for the areas prone to flooding.*	

Chapter 11, Figure 11.1: Greatconnell KDA Urban Design Framework, delete existing and replace with revised framework to reflect the land use zoning change, as follows:

Figure 11.1: Greatconnell KDA Urban Design Framework

Chapter 11, Section 11.1.2 remove Figure 11.2 Newbridge North KDA Urban Design Framework (red box) and replace with a revised Urban Design Framework (green box) as follows:



Chapter 11, insert new Section 11.1.3 (this amendment will result in consequential amendments across the Plan inter alia, Table 11.3) as follows:

11.1.3 Crotanstown Key Development Area

Table 11.3: Crotanstown KDA Design Brief

Site area:	*9.19 ha: General Business (GU)* *8.41 ha: New Residential – Phase 2 (Cp2)* *2.87 ha: Community and Education (E)* *6.26 ha: Open Space and Amenity (F) (including buffer zone)* *0.45 ha: Neighbourhood Centre (N)*
Indicative net density – dwelling per hectare (dph):	*40 dph: New Residential – Phase 2 (Cp4)*
Estimated residential yield:	*252 units*
Vision *To provide for a sustainable urban extension that consolidates the existing urban structure and fosters economic development through the expansion of the IDA Newbridge Business Park, alongside the creation of a compact, well-connected residential neighbourhood. The neighbourhood will be supported by a range of high-*	

quality social infrastructure, including a primary school, housing for older people, a community centre, a neighbourhood centre, a local park, and a childcare facility.

Built Form and Urban Structure

The built form for the residential, community and education uses should seek to integrate with the surrounding established residential neighbourhoods (The Park and the Crescent to the north, Kilbelin Abbey to the east and Kellsborough House). The urban form should provide permeability with block sizes being, as far as practicable, between 80-120 metres in dimension (as per DMURS). Building frontages should overlook to public spaces, open space, permeable links and local routes to provide passive surveillance.

The built form shall respect the existing green and blue infrastructure through the provision of a local park with key permeable links and amenity features like a GAA pitch, Multi-Use Games Area (MUGA) pitches, playground and leisure areas.

The primary school shall be linked to the local park to allow for community facilities to be complimentary to each other for the benefit of the community. The new neighbourhood centre should be integrated into the main local road with active travel access to Walshestown Road to create a new centre that serves the community.

New developments should provide a variety of high-quality design typologies to cater for a diverse range of residents while also creating a pleasant urban environment with high quality landscape and amenity areas.
The general business blocks should integrate and create an extension of the existing IDA Newbridge Business Park.

Connectivity and Movement

Vehicular access to the KDA should be via Walshestown Road (L7043 Local Road). Active travel to the primary school shall be incentivised with the provision of improved connectivity and the redesign of Walshestown Road as per DMURS (updated 2019) as far as the M7 Motorway bridge.

Access to the primary school (staff access), community centre, neighbourhood centre and housing for the elderly shall be off the Walshestown Road via existing access.

The KDA shall provide a pedestrian and cycle friendly environment with connections to the amenities within the site. The KDA should also provide for key active travel connections with the residential areas to the north (the Crescent and the Parks).

Vehicular access to the general business area shall be via Green Road (through Newbridge Business Park). A permeability link should be provided between the extended business park and Walshestown Road to the south to provide for active travel access.

Green and Blue Infrastructure, Open Spaces and Surface Water Drainage

Natural features on the site such as existing hedgerows, treelines and mature trees should be retained as far as practicable to protect the existing biodiversity and ecological networks within the KDA. These features will also provide a sense of place, provide visual appeal and improve the overall wellbeing of the community.

The new landscape design of the KDA should enhance the long-term potential of biodiversity within open spaces and complement the existing natural features.

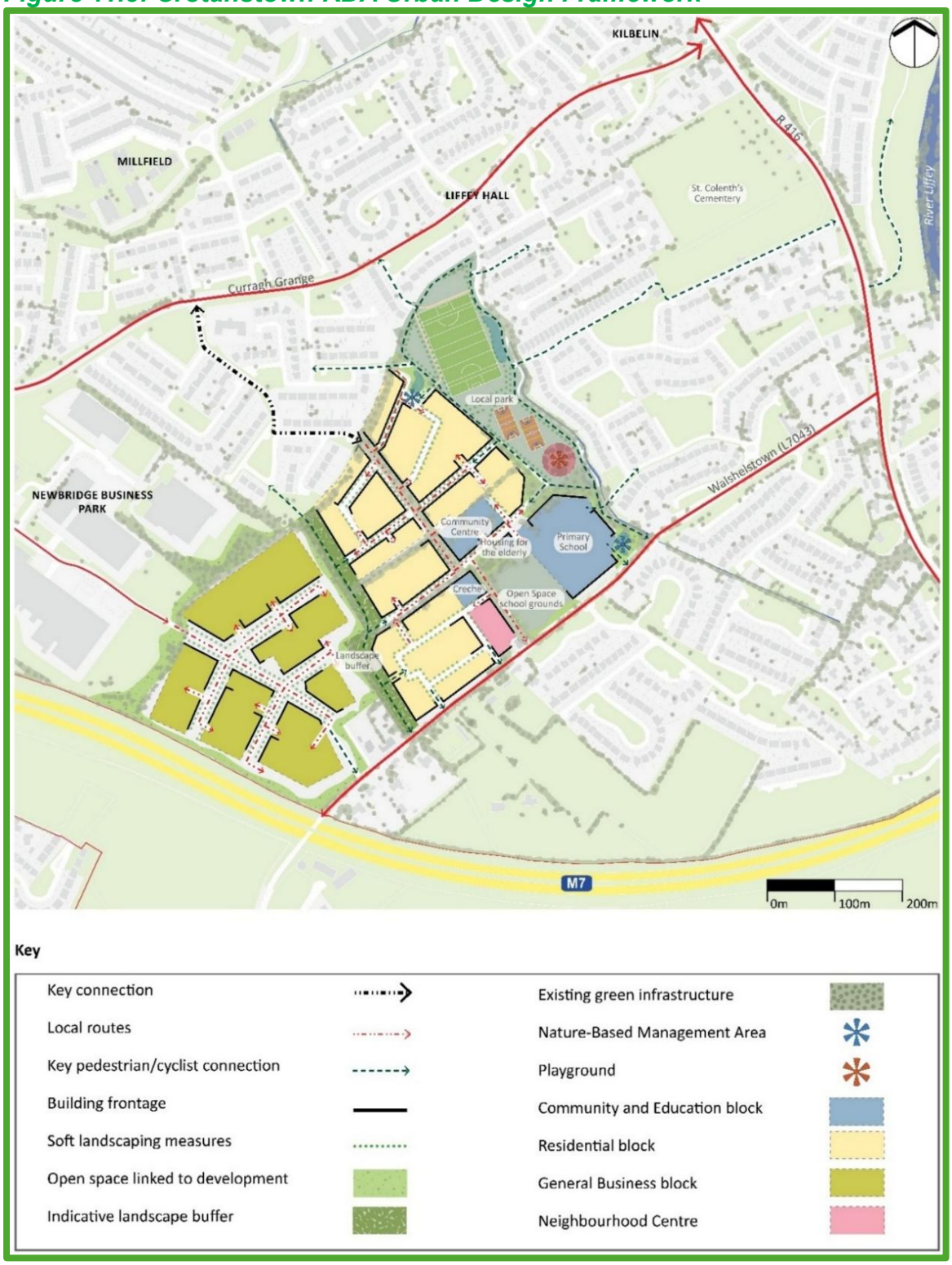
The local park should be designed with high quality finishes, sports pitches, leisure/resting spaces and playgrounds. The design should integrate waterbodies and existing natural features, prioritising nature-based solutions for water and flood management within the KDA. Proposals should be aligned with the Newbridge Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objectives IEO 2.2 and IEO 2.3 of the Plan. The local park should maximise connections within the larger green and blue infrastructure network.

The landscape buffer adjacent to the residential area shall serve as a transitional zone, providing visual and acoustic separation from the general business blocks. It should also function as an amenity space incorporating Sustainable Drainage Systems (SuDS) to manage surface water effectively. The buffer should enhance local biodiversity through increased native tree planting and pollinator-friendly vegetation, in accordance with Objective GBIO 2.3.

Boundaries and Entrance Treatments

All entrance treatments to the KDA should be clear with a sense of arrival from the layout of the built form.
The primary school should respect the existing landscape setting of Kellsborough House grounds and provide a high-quality boundary treatment with minimum intervention. All boundaries and interface areas should avoid a closed-off or walled-in character. Overall, boundary and entrance treatments should be aligned with Section 15.4.5 of Volume 1.

Figure 11.3: Crotanstown KDA Urban Design Framework



Chapter 11, Section 11.2, Table 11.3 Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands, amend as follows:

Surface Water Drainage		
~~Flow paths and flood extents within the High-End Future Scenario mapping should be avoided for development and incorporated into landscaping.~~ Any scheme should ensure connection to the existing surface water network. The site is limited to appropriate green field run-off rates. Any additional surface water should be contained within the site.	In tandem with new development.	Developer

Chapter 11, Section 11.2, Table 11.3 Implementation and Infrastructure Delivery Schedule – Central Newbridge and New Residential Lands, amend the following three sections concerning the Newbridge North New Residential Phase 2 lands as follows:

Cp2 (1): New Residential – Phase 2		
Required Infrastructure	**Delivery Schedule**	**Funding Sources**
Movement and Active Travel		
A new road connection from Morristown (L7036) to the R416 Milltown Road *(RD 4)* as identified on Map 7.4 and ~~RD 4~~ on Table 7.~~4~~*3*. *Associated active travel measures associated with RD4.*	~~Long Term –~~ Linked to development taking place and supporting orbital roads.	KCC / ~~NTA~~ / *Developer*

Cp2 (2): New Residential – Phase 2		
Required Infrastructure	**Delivery Schedule**	**Funding Sources**
Movement and Active Travel		
A new *footpath* on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches *(Walk 3)* as outlined on Map 7.1 and ~~Walk Measure 3~~ on Table 7.1. *A new road connection from Morristown (L7036) to the R416 Milltown Road (RD 4) as identified on Map 7.4 and on Table 7.3.* *Associated active travel measures associated with RD4.*	Short-Medium *Linked to development taking place and supporting orbital roads*.	KCC / Developer

Cp2 (3): New Residential – Phase 2		
Required Infrastructure	**Delivery Schedule**	**Funding Sources**
Movement and Active Travel		
~~A new road connection from Morristown (L7036) to the R416 Milltown Road as identified on Map 7.4 and Road Measure RD 4 on Table 7.4.~~ *A new footpath on Milltown Road extending as far as Hawkfield/Manguard Park GAA Pitches (Walk 3) as outlined on Map 7.1 and on Table 7.1.*	~~Long Term –~~ Linked to development taking place and supporting orbital roads.	KCC / NTA

Chapter 11, Section 11.3 insert new table, after Table 11.5: Land Use Zoning Objectives as follows:

Note: This will result in consequential amendments to table numbering.

Table 11.6: Zoning Matrix – Definition of Terms

Term	***Definition***
Zoning Matrix	*Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective. The Zoning Matrix (Refer to Table 11.7) illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. The land use zoning matrix is intended to provide guidance to landowners and developers and is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may necessarily be successful.*
Permitted in Principle (Y)	*Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives set out in other chapters of this Plan.*
Open for Consideration (O)	*Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.*
Not Normally Permitted (N)	*Land uses which are indicated as 'Not Normally Permitted' in the Land Use Zoning Matrix (see Table 11.7) are uses which will not be permitted, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the objectives contained in this Plan or that it*

	may be inconsistent with the proper planning and sustainable development of the area.
Other Uses	*Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.*
Non- Conforming Uses	*Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.*
Transitional Areas	*While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity. In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.*

Chapter 11 Implementation, Section 11.3, amend Table 11.5 Land Use Zoning Objectives as follows:

SR	**Strategic Reserve**	**To protect the integrity of the lands to provide for the future strategic expansion of the town over future plan periods and ensure any development that would prejudice the future orderly expansion of the town will be resisted.** The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.
SR	***Strategic Reserve (Residential and Community)***	***To protect the integrity of the lands to provide for future residential development and community facilities for the strategic expansion of the town, over future plan periods and ensure any development that would prejudice the future orderly expansion of the town will be resisted.***

Chapter 11, Section 11.3, amend Table 11.5: Land Use Zoning Objectives as follows:

Q	**Enterprise and Employment**	**To provide for and facilitate an appropriate mix of employment uses including office-based industry, enterprise and incubator units, business, science and technology and institutional uses.** The purpose of this zoning is to accommodate Horse Racing Ireland headquarters and to allow for clustering of other office-based industries. which are intrinsic to the equine industry.

Chapter 11, Table 11.6 Land Use Zoning Matrix, include new footnote for the 'Community facilities and/or Sports Buildings' Land Use as follows:

'Sports buildings' may also include uses such as gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios.

Chapter 11, Table 11.6: Land Use Zoning Matrix, amend community facilities and/or sports buildings to Y: Permissible in Principle within lands zoned 'L: Leisure and Tourism'.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	L: Leisure and Tourism	MU: Mixed Use	N: Neighbourhood Centre	O: Department of Defence	Q: Enterprise and Employment	R: Commercial and Retail	GU: General Business Use	U: Transport and Utilities
Community facilities and/or Sports buildings	Y	O	O	Y[19]	O[20]	N	N	~~N~~Y	Y	N	N	N	Y	O	N

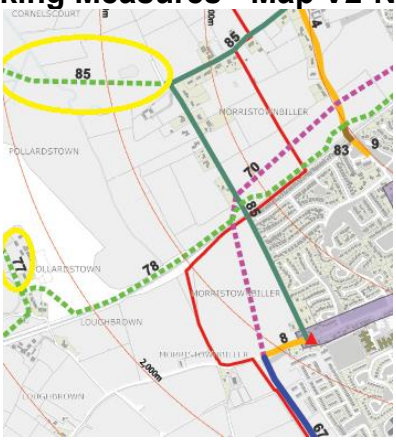
[19] Only permissible in principle on sited zoned E (3): Community and Education' and 'E (5): Community and Education'. Refer to Objective HCO 7.1 under Section 6.4.1.6 which supports community centres/halls to said lands.

[20] Only open to consideration on lands zoned 'F (1), F (2) and F (3): Open Space'. Refer to Objectives HCO 6.1 and HCO 6.2 under Section 6.4.1.5 which supports sporting facilities.

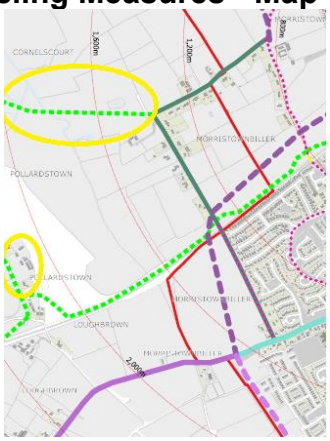
Appendix A – Maps

Amend Map V2-N:7.1 and Map V2-N:7.2 to remove Walk 77 and Walk 85 as highlighted yellow as follows:

Walking Measures - Map V2-N:7.1



Cycling Measures - Map V2-N:7.2

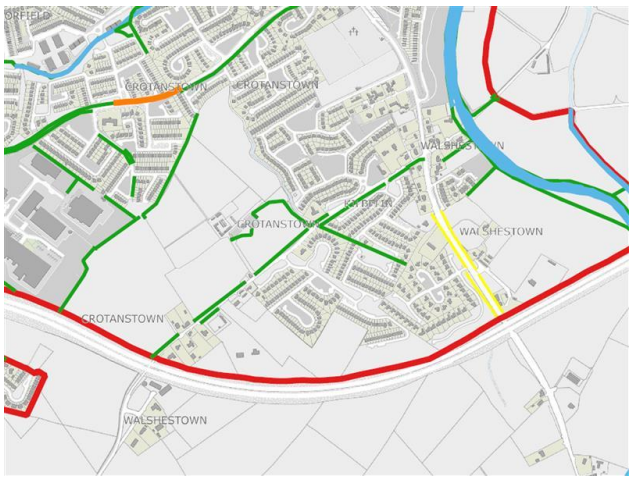


Appendix B, Map V2-N:7.3 Transport and Movement – Public Transport Measures, amend text in the legend as follows:

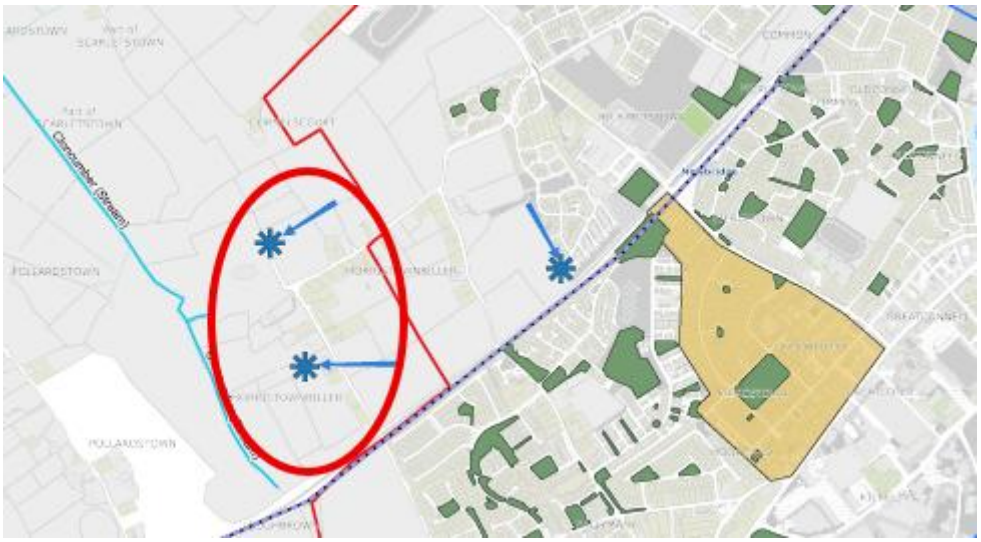
~~Proposed~~ *Indicative* town loop bus route

Map Ref: V2-N:9.1 – Green and Blue Infrastructure, delete the second reference to Draft Settlement Plan boundary.

Amend Appendix A: Maps, Map Ref: V2-N_9.1 – Green and Blue Infrastructure, to include the addition of treelines either side of the R416 in Walshestown as highlighted in yellow as follows:

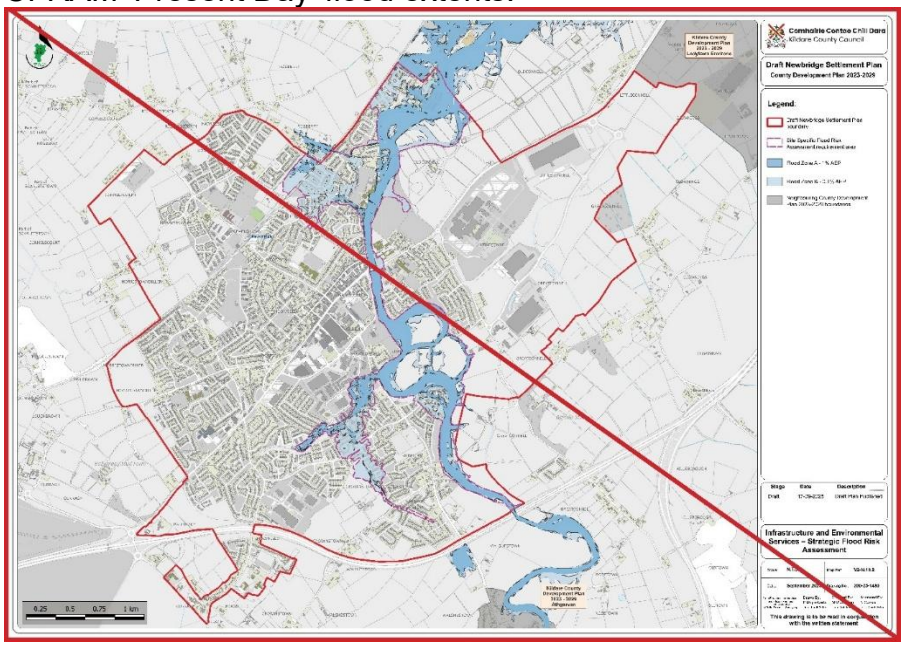


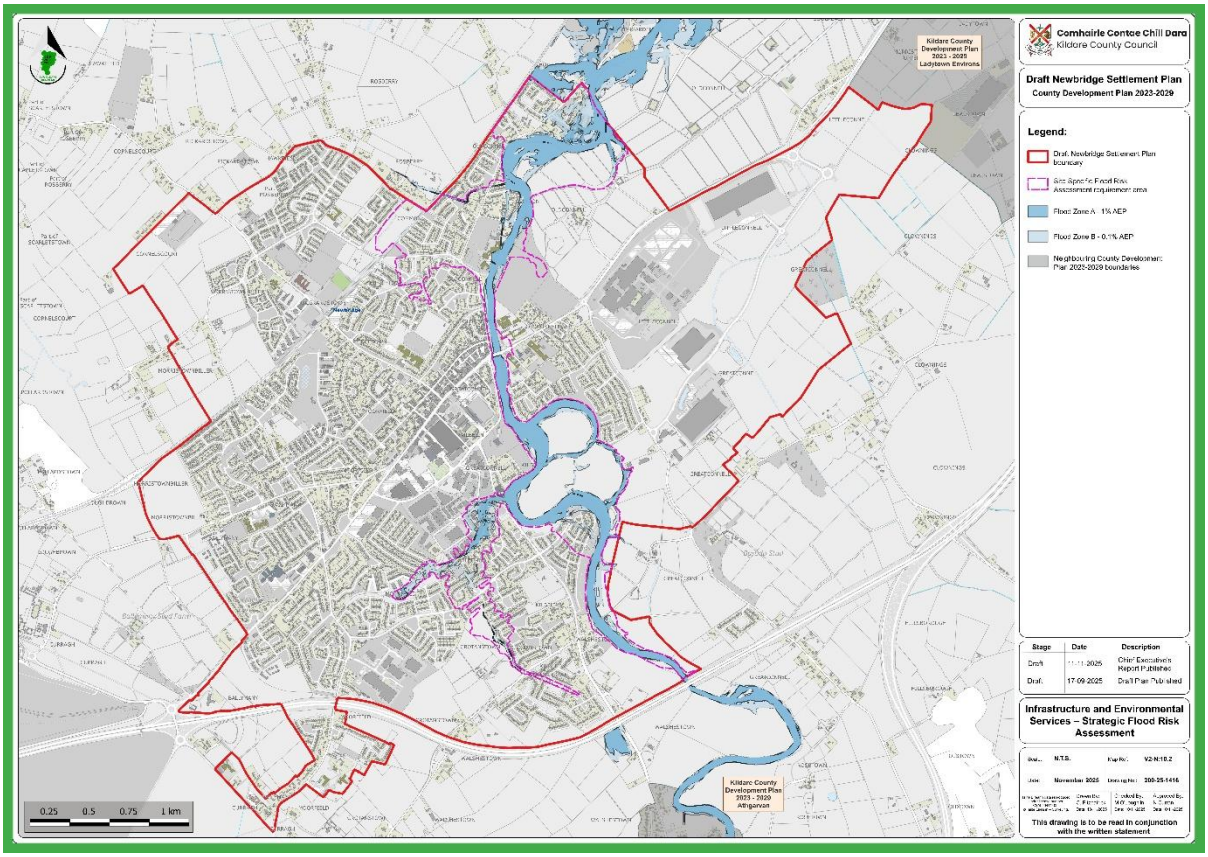
Map V2-N:10.2 Infrastructure and Environmental Services – Surface Water Management Strategy, remove the two no. Nature Based Management Areas highlighted below.



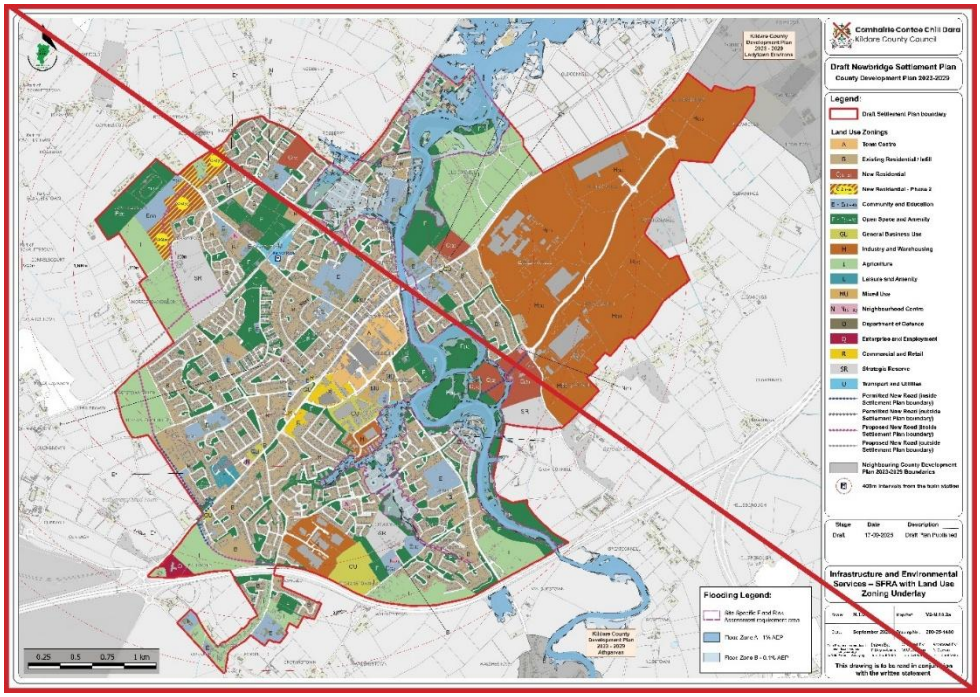
The proposed amendments to the Strategic Flood Risk Assessment are provided for under Section 8 report. There are 12 recommended amendments to be made to the SFRA. Map 10.2 and 10.2a are also proposed to be amended as shown below. These maps are also provided under Appendix B.

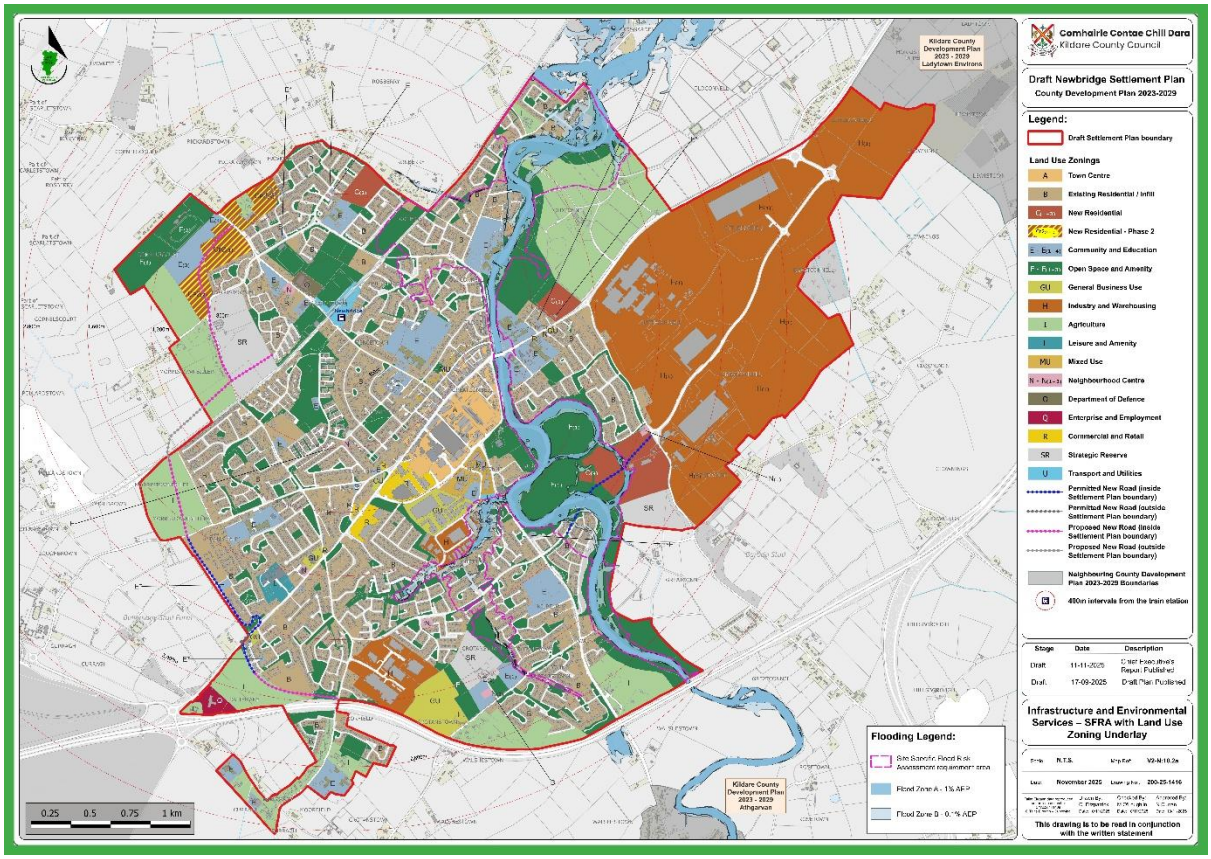
V2-N: Map 10.2 Strategic Flood Risk Assessment, replace with revised map illustrating CFRAM 'Present Day' flood extents.





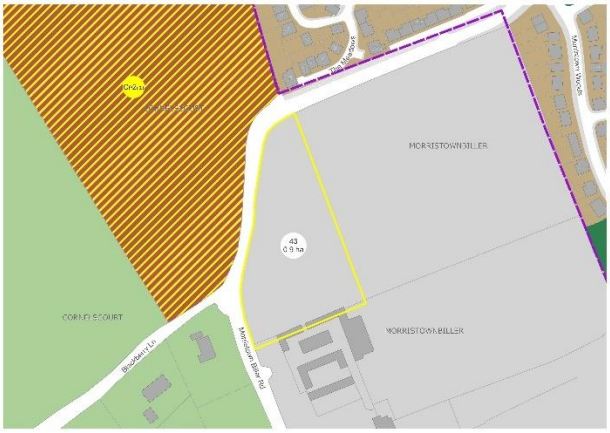
V2-N: Map 10.2a SFRA with Land Use Zoning Underlay, replace with revised map illustrating CFRAM 'Present Day' flood extents.



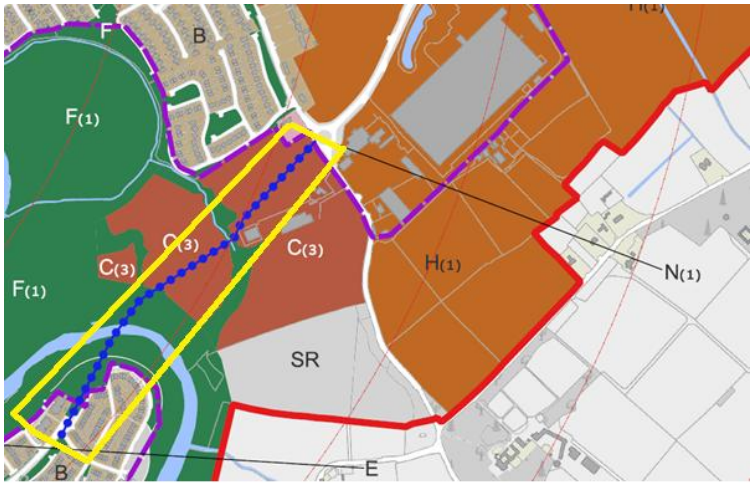


The proposed amendments to the SFRA are provided under Section 8 Composite List of Chief Executive's Recommendations, of this report and revised Map V2-N 10.2 and Map V2-N 10.2a are provided under Appendix B.

Map Ref: V2-N:11.1 Land Use Zoning, amend circa 0.9 hectares of land zoned 'SR: Strategic Reserve' to 'Cp2 (2) New Residential Phase 2' as identified in yellow as follows:

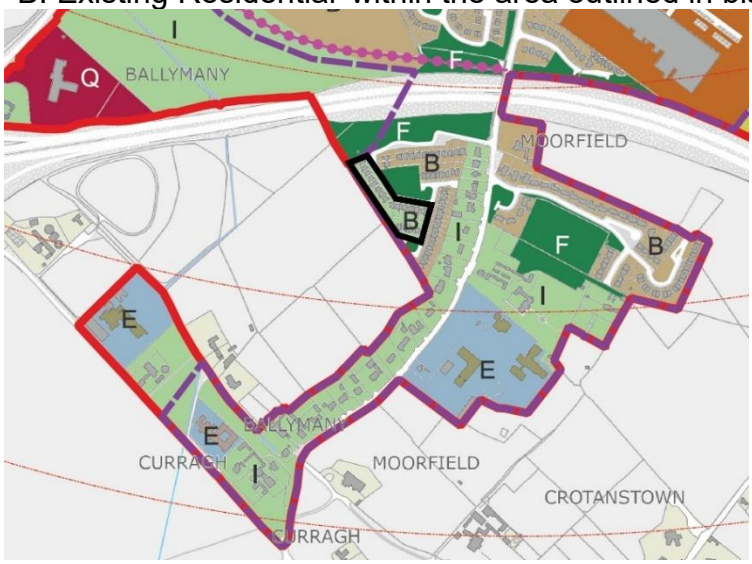


Map Ref: V2-N:11.1 Land Use Zoning, amend alignment of the Newbridge South Ring Road as highlighted yellow.

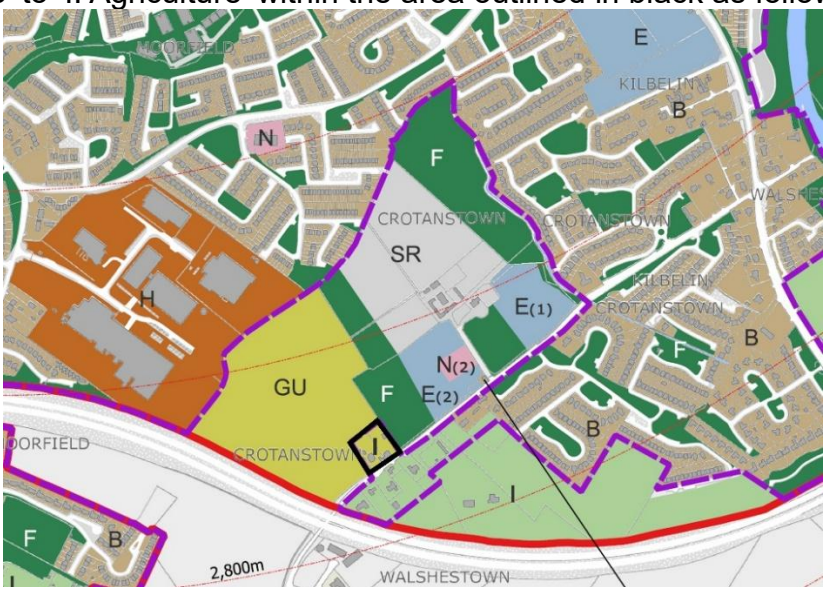


Map Ref: V2-N:11.1 Land Use Zoning, amend circa 0.71 hectares of 'F: Open Space and Amenity' to C: New Residential as follows:

Map Ref: V2 – N:11.1 Land Use Zoning, amend the zoning of Greenmount Park from 'I: Agriculture' to 'B: Existing Residential' within the area outlined in black as follows:



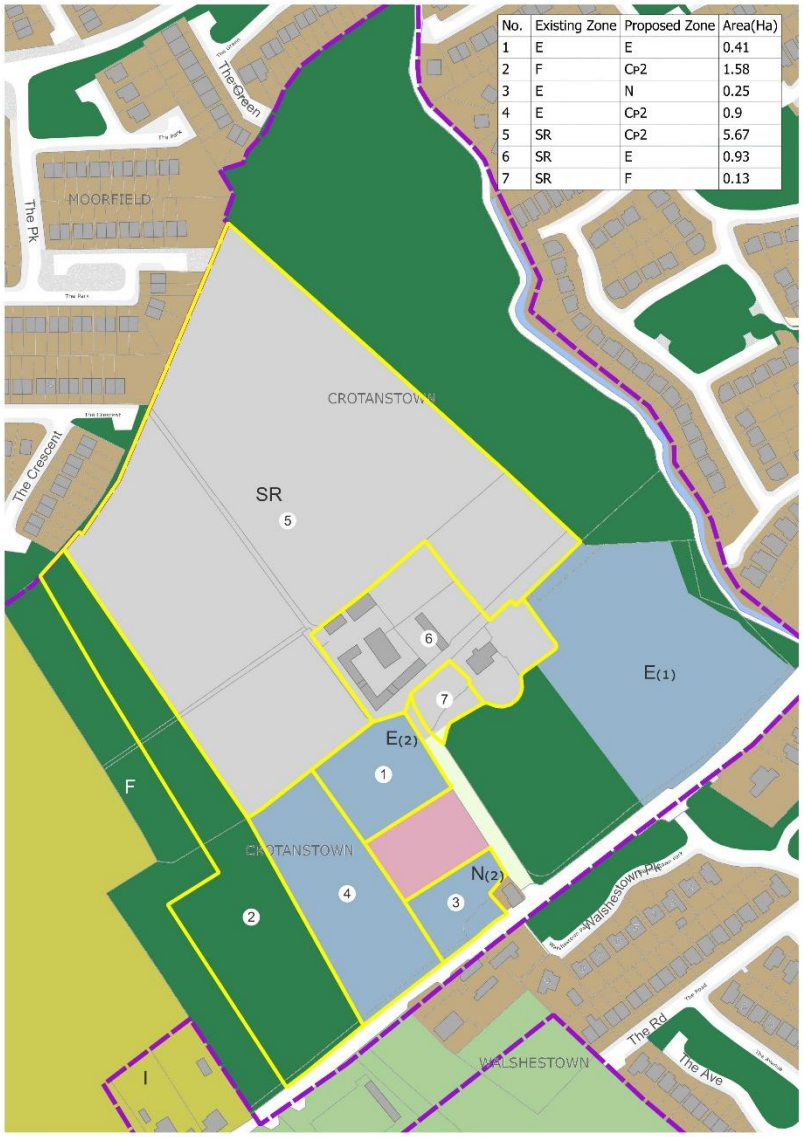
Map Ref: V2 – N:11.1 Land Use Zoning, amend the zoning from 'GU: General Business Use' to 'I: Agriculture' within the area outlined in black as follows:



Amend Map Ref: V2-N_11.1 – Land Use Zoning with the following changes as outlined in yellow:

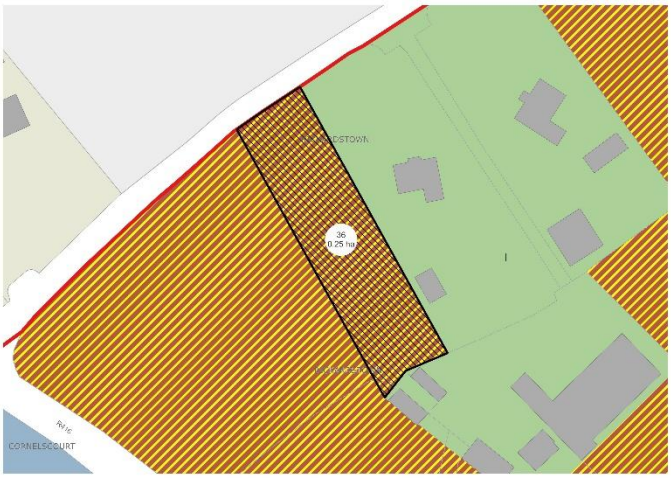
8. Lands measuring 0.41 Ha, amend the size (reduction) of the 'E: Community and Education'.
9. Lands measuring 1.58 Ha, amend from 'F: Open Space and Amenity' to 'Cp2: New Residential - Phase 2'.
10. Lands measuring 0.25 Ha, amend from 'E: Community and Education' to 'N: Neighbourhood Centre'.

11. Lands measuring 0.9 Ha, amend from 'E: Community and Education' to 'Cp2: New Residential - Phase 2'.
12. Lands measuring 5.67 Ha, amend from 'SR: Strategic Reserve' to 'Cp2: New Residential - Phase 2'.
13. Lands measuring 0.93 Ha, amend from 'SR: Strategic Reserve' to 'E: Community and Education'.
14. Lands measuring 0.13 Ha, amend from 'SR: Strategic Reserve' to 'F: Open Space and Amenity'.



Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.11 hectares of land zoned Cp2 (3) New Residential Phase 2 to 'I: Agriculture' as identified in the black hatching as follows:

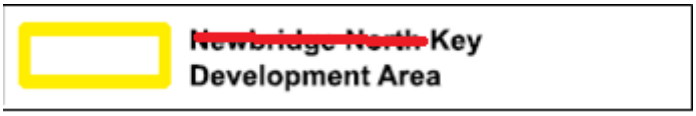
Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.25 hectares of land zoned Cp2 (3) New Residential Phase 2 to 'I: Agriculture' as identified in black hatching as follows:



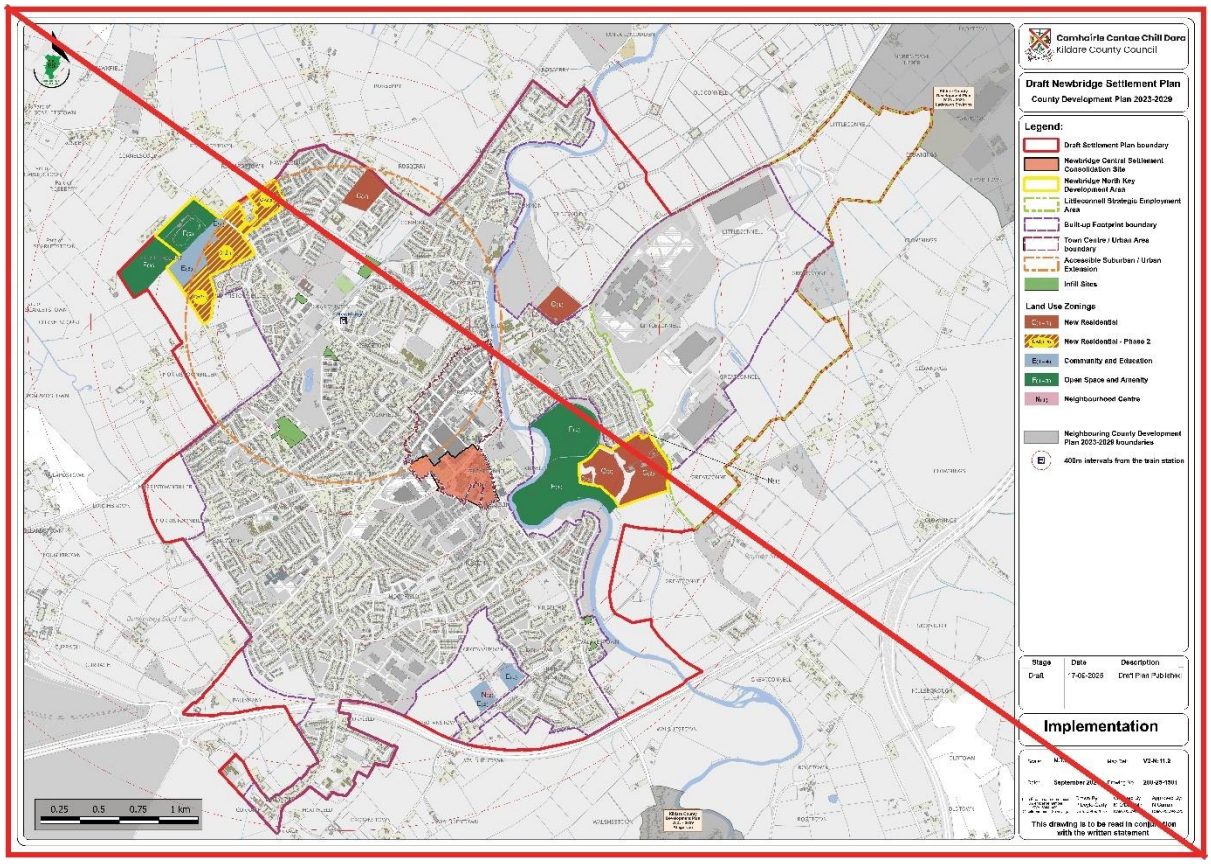
Map Ref: V2-N_11.1 – Land Use Zoning, amend circa 0.46 hectares of land zoned Cp2 (3) New Residential Phase 2 to 'I: Agriculture' as identified in black hatching as follows:

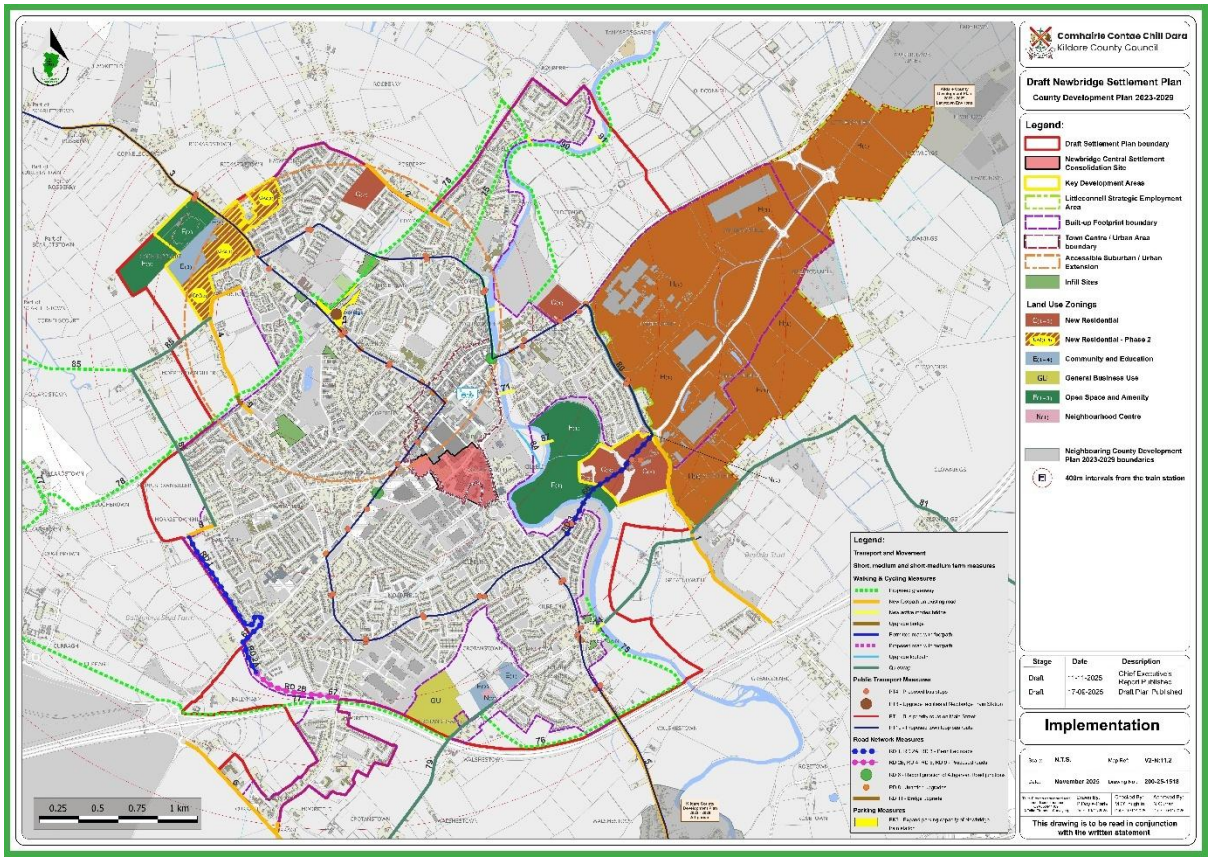
Amend Map Ref: V2-N_11.1 – Land Use Zoning by amending the zoning objective for the site outlined in red below from 'U: Transport and Utilities' to 'B: Existing Residential/Infill'.

Map Ref: V2 – N:11.2 Implementation, delete reference to Newbridge North on the legend of to ~~Newbridge North~~ Key Development Area*s*.



Map Ref V2 – N:11.2 Implementation, replace the existing map with the following:





Strategic Flood Risk Assessment

Recommended Amendment

The following text is to be included in Section 7.1.2, as part of the Flood Risk Review, under Fluvial Flooding:

'*In areas where there CFRAM Fluvial Flood Mapping is not available, flood risk assessment has proceeded following an evaluation of development planning Site-Specific Flood Risk Assessments within the area and using the Drainage District Benefitting Land mapping.*

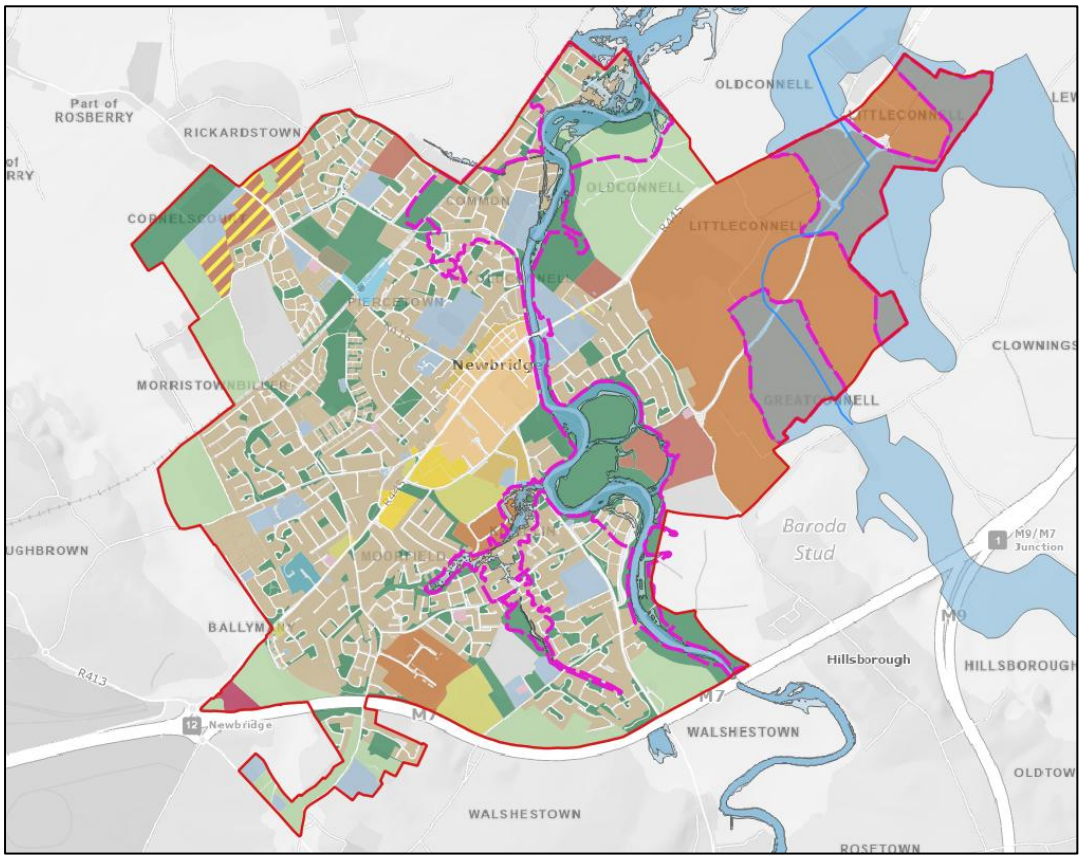
Hydraulic analysis within SSFRAs have demonstrated that the watercourse channel flowing through Littleconnell has sufficient capacity to contain the 1% AEP flows. It is therefore considered appropriate that Flood Zone A is contained within the banks of the watercourse.

Lands within drainage district benefitting area retain a moderate risk of flooding and are considered Flood Zone B.

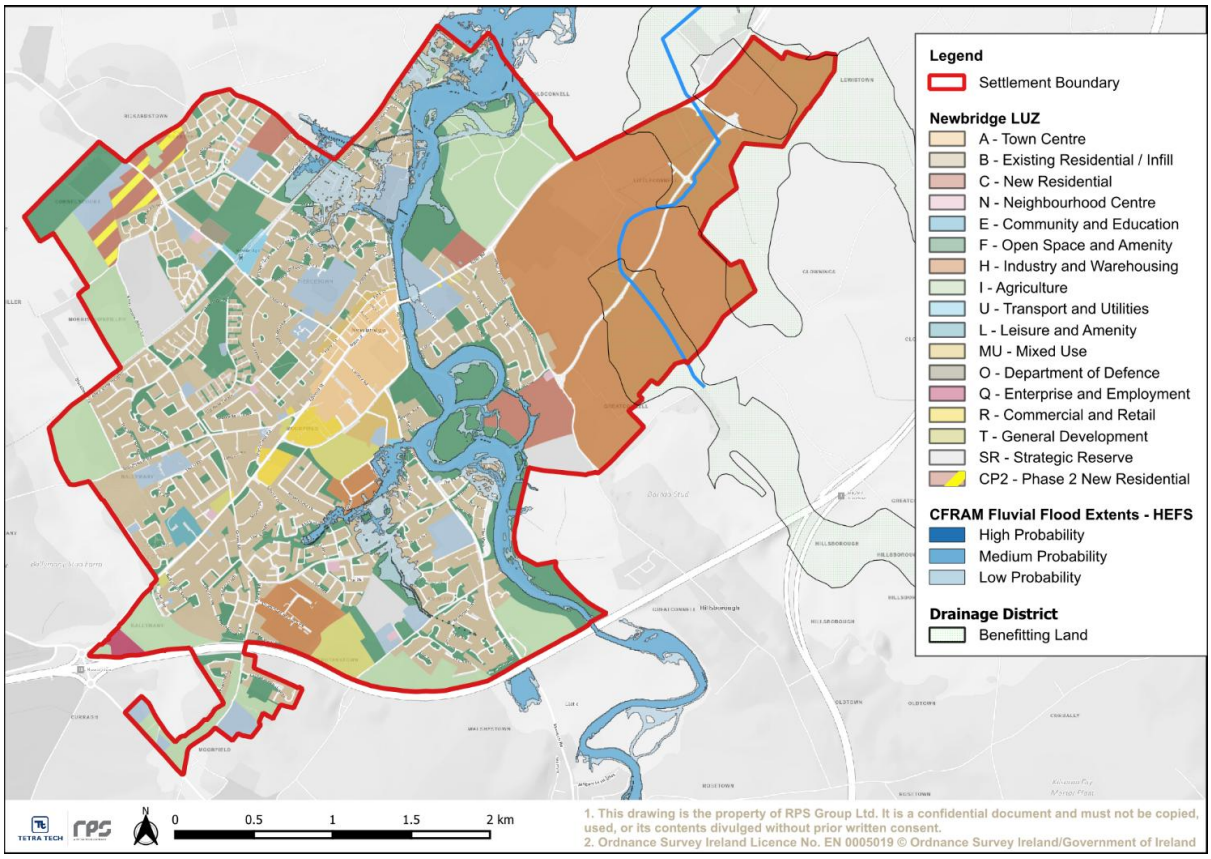
It is noted that land zoned as Industry and Warehousing falls within the Flood Zone B, but as such zoning is considered 'less vulnerable', the Justification Test is not required.

While the land zoned as Industry and Warehousing within the Drainage District Benefitting Land does not require a Justification Test, any further development within the Drainage District Benefitting Land will be subject to an SSFRA. The SSFRA must demonstrate resilience against flooding of the site, and safe ingress and egress to the land.'

The following updated map, which includes the Drainage District Benefitting Land for the Pinkeen Stream, is to replace the previous map in Section 7.1.2:



Recommended Amendment
The following updated map, which includes Drainage District Benefitting Land for the Littleconnell area, is to be included in Appendix B to replace Figure B 2:



Recommended Amendment
The following text is to be included as a bullet point in Section 5.3:
'Historical planning application information and associated documentation available for review at the KCC Online Planning Enquiry System*.'*

Recommended Amendment
The following text is to be updated in Section 1.3:
'For the areas where existing flood mapping was not available, indicative flood zones were generated using *additional data including the mapped Drainage District Benefitting Area or from* flows estimated from the OPW's Flood Studies Update (FSU) methodology, river geometry extracted from a LiDAR Digital Terrain Model (DTM) using GIS software, water levels produced using a 1-D hydraulic modelling software and the flood extents mapped on the LiDAR DTM using GIS software.

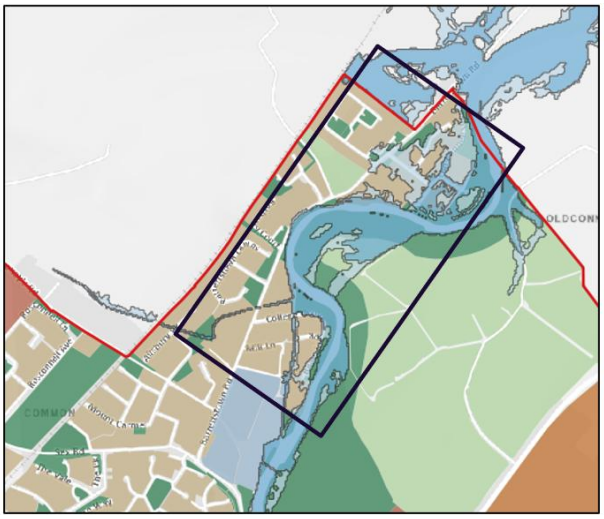
Recommended Amendment
The following text is to be included in Section 5.6.2:
'It is noted that the identification and mapping of flood risk as shown in CFRAM Fluvial Flood Zone Mapping is subject to change, dependent on review by the OPW of the CFRAM Mapping and associated data. This SFRA has been developed using the best available information at the time of publication. However, all planning applications made during the lifetime of the plan should take due consideration of the

latest available flood information, which may include flood mapping published following publication of this SFRA.'

Recommended Amendment
The following text is to be included in Section 7.1.2, as part of the Flood Risk Review, under Fluvial Flooding:
'It is noted that CFRAM mapping in the region south of Newbridge is subject to review due to a change in hydraulic conditions in this region. As part of the review process changes in CFRAM fluvial flood extents in this region may occur.'

Recommended Amendment

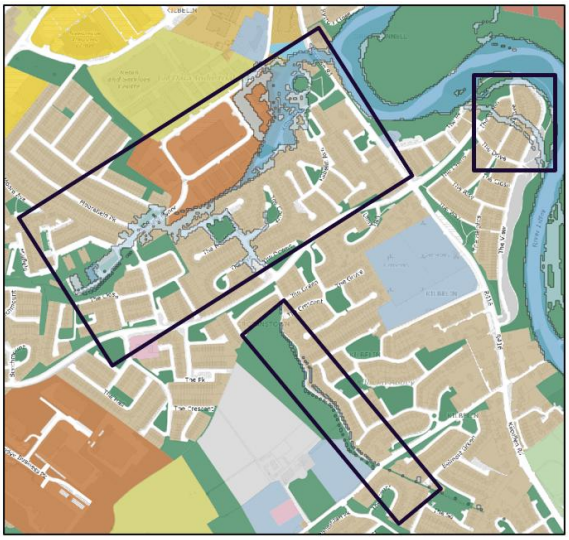
The following Justification Tests are to be included in Appendix C:

Kildare County Development Plan 2023-2029	***Newbridge: B – Existing Residential / Infill***
	
The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.	*The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out the planned direction for sustainable growth within the Eastern and Midland Region up to 2031. The RSES provides regional level strategic planning and economic policy in support of the implementation of the National Planning Framework (NPF) and provides a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.* *Newbridge provides a wide range of local service and employment functions and has accordingly been designated as a Self-Sustaining Growth Town under the Kildare County Development Plan 2023-2029, aligning with the RSES Settlement Hierarchy.*

The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular:	*Land Zoned:* - *B – Existing Residential / Infill,* *Zoning is required to maintain the proper planning and development of Newbridge.*
(i) Is essential to facilitate regeneration and / or expansion of the centre of the urban settlement,	*Yes. The land in the north of Newbridge zoned as existing residential / infill, comprises of the existing Old Connell Weir, Barrettstown Meadows, Riverside Park, Mill Lane, College Grove, Barrettstown Lawns, Barrettstown Roads, Ring of Roseberry, Ailesbury Park, and Abbey Manor residential estates.*
(ii) Comprises significant previously developed and / or underutilized lands,	*Yes. See (i) above. The lands identified are significantly previously developed.*
(iii) Is within or adjoining the core of an established or designated urban settlement,	*No. The land zoned as existing residential / infill in the north of Newbridge is not located within or adjacent to the core of the settlement.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B.*
(iv) Will be essential in achieving compact and sustainable urban growth, and	*Yes. The existing residential / infill lands are already developed.*
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	*The existing residential / infill zoned land is already developed. It is considered reasonable to retain the use and zoning subject to a stipulation that any development within the areas of the flood risk zone include measures to mitigate against flooding. Therefore, prior to any further development being permitted a SSFRA should be undertaken to the satisfaction of Kildare County Council.*
A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that	*A SFRA was completed as part of the CDP 2023-2029. A review of the flood zone mapping in Newbridge highlighted multiple areas overlapping with Flood Zones A and B including multiple existing residential zonings, industry and*

flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.	*warehousing zoning at Newbridge Industrial Estate, educational zoning at Newbridge College, Patrician Secondary School and Patrician Primary School, and transport and utilities zoning within the town boundary. The pre-existing zonings should be retained but the SFRA recommends future development in these areas should be subject to a SSFRA. The requirements for SSFRAs are outlined in Table A-1 of Appendix A of the SFRA.* *All proposed development located within the delineated Flood Risk Assessment boundaries as shown on the Flood Zone Map in Appendix B of the CDP SFRA should carry out a SSFRA as part of their planning application. The delineated area requiring SSFRA includes all lands predicted to flood within the 0.1%AEP High-End Future Scenario. The SSFRAs should be carried out in accordance with the following:* • *The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014);* • *The flood risk management policies outlined in the KCC CDP 2023-2029; and* • *The recommendations and observations in Chapter 4, Chapter 7 and Appendix A of the CDP SFRA.* *Also, all planning applications are required to be developed in accordance with the KCC CDP surface water and drainage policies and to undertake a Surface Water Management Plan to mitigate any potential pluvial flood risk.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B. Additional development*

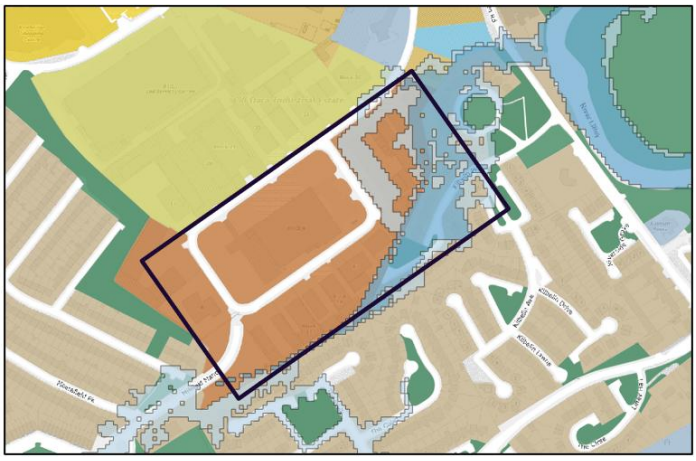
	such as small scale infill housing, extensions, or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future. *Furthermore, in accordance with Section 5.28 of the FRM Planning Guidelines, the Justification Test does not apply for minor developments which cannot be located in lower-risk areas. However, an SSFRA should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. In accordance with Appendix B of the FRM Guidelines Technical Appendices, the SSFRA should include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.*

Kildare County Development Plan 2023-2029	***Newbridge: B – Existing Residential / Infill***
	
The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined	*The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out the planned direction for sustainable growth within the Eastern and Midland Region up*

above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.	*to 2031. The RSES provides regional level strategic planning and economic policy in support of the implementation of the National Planning Framework (NPF) and provides a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.* *Newbridge provides a wide range of local service and employment functions and has accordingly been designated as a Self-Sustaining Growth Town under the Kildare County Development Plan 2023-2029, aligning with the RSES Settlement Hierarchy.*
The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular:	*Land Zoned:* - *B – Existing Residential / Infill,* *Zoning is required to maintain the proper planning and development of Newbridge.*
(i) Is essential to facilitate regeneration and / or expansion of the centre of the urban settlement,	*Yes. The land in the south of Newbridge zoned as existing residential / infill comprises of the existing Belin Wood, Kilbelin Park, Liffey Hall, Moorefield Park, Millfield, Curragh Grange, Kilbelin Abbey, Belmont Green, Walshestown Abbey, Walshestown Park, and Walshestown Crossroads residential estates.*
(ii) Comprises significant previously developed and / or underutilized lands,	*Yes. See (i) above. The lands identified are significantly previously developed.*
(iii) Is within or adjoining the core of an established or designated urban settlement,	*No. The land zoned as existing residential / infill in the south of Newbridge is not located within or adjacent to the core of the settlement.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B.*
(iv) Will be essential in achieving compact and sustainable urban growth, and	*Yes. The existing residential / infill lands are already developed.*
(v) There are no suitable alternative lands for the particular use or	*The existing residential / infill zoned land is already developed. It is considered*

development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	*reasonable to retain the use and zoning subject to a stipulation that any development within the areas of the flood risk zone include measures to mitigate against flooding. Therefore, prior to any further development being permitted a SSFRA should be undertaken to the satisfaction of Kildare County Council.*
A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.	*A SFRA was completed as part of the CDP 2023-2029. A review of the flood zone mapping in Newbridge highlighted multiple areas overlapping with Flood Zones A and B including multiple existing residential zonings, industry and warehousing zoning at Newbridge Industrial Estate, educational zoning at Newbridge College, Patrician Secondary School and Patrician Primary School, and transport and utilities zoning within the town boundary. The pre-existing zonings should be retained but the SFRA recommends future development in these areas should be subject to a SSFRA. The requirements for SSFRAs are outlined in Table A-1 of Appendix A of the SFRA.* *All proposed development located within the delineated Flood Risk Assessment boundaries as shown on the Flood Zone Map in Appendix B of the CDP SFRA should carry out a SSFRA as part of their planning application. The delineated area requiring SSFRA includes all lands predicted to flood within the 0.1%AEP High-End Future Scenario. The SSFRAs should be carried out in accordance with the following:* • *The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014);* • *The flood risk management policies outlined in the KCC CDP 2023-2029; and* • *The recommendations and observations in Chapter 4, Chapter 7 and Appendix A of the CDP SFRA.*

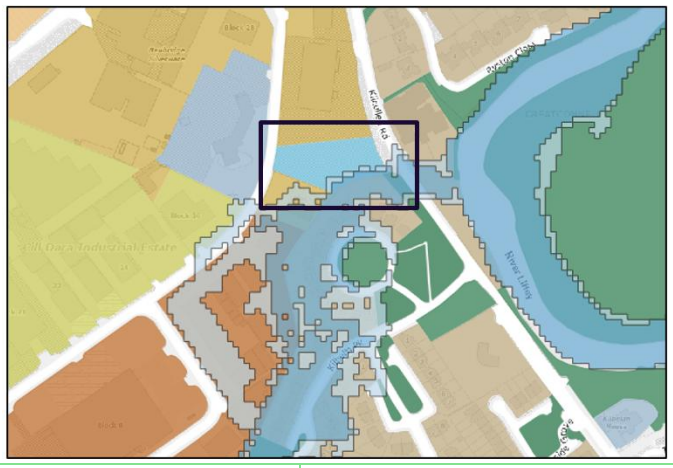
	Also, all planning applications are required to be developed in accordance with the KCC CDP surface water and drainage policies and to undertake a Surface Water Management Plan to mitigate any potential pluvial flood risk. *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B. Additional development such as small scale infill housing, extensions, or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future.* *Furthermore, in accordance with Section 5.28 of the FRM Planning Guidelines, the Justification Test does not apply for minor developments which cannot be located in lower-risk areas. However, an SSFRA should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. In accordance with Appendix B of the FRM Guidelines Technical Appendices, the SSFRA should include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.*

Kildare County Development Plan 2023-2029	***Newbridge: H – Industry and Warehousing,***
	
The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.	*The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out the planned direction for sustainable growth within the Eastern and Midland Region up to 2031. The RSES provides regional level strategic planning and economic policy in support of the implementation of the National Planning Framework (NPF) and provides a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.* *Newbridge provides a wide range of local service and employment functions and has accordingly been designated as a Self-Sustaining Growth Town under the Kildare County Development Plan 2023-2029, aligning with the RSES Settlement Hierarchy.*
The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular:	*Land Zoned:* - *H – Industry and Warehousing,* *Zoning is required to maintain the proper planning and development of Newbridge.*
(i) Is essential to facilitate regeneration and / or expansion of the centre of the urban settlement,	*Yes. The land in the south of Newbridge zoned as industry and warehousing, comprises of the Newbridge Industrial Estate.*

(ii) Comprises significant previously developed and / or underutilized lands,	*Yes. See (i) above. The lands identified are significantly previously developed.*
(iii) Is within or adjoining the core of an established or designated urban settlement,	*No. The land zoned as Industry and Warehousing in the south of Newbridge is not located within or adjacent to the core of the settlement.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" can also be located in Flood Zones A and B.*
(iv) Will be essential in achieving compact and sustainable urban growth, and	*Yes. The existing industry and warehousing lands are already developed.*
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	*The industry and warehousing zoned land is already developed. It is considered reasonable to retain the use and zoning subject to a stipulation that any development within the areas of the flood risk zone include measures to mitigate against flooding. Therefore, prior to any further development being permitted a SSFRA should be undertaken to the satisfaction of Kildare County Council.*
A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.	*A SFRA was completed as part of the CDP 2023-2029. A review of the flood zone mapping in Newbridge highlighted multiple areas overlapping with Flood Zones A and B including multiple existing residential zonings, industry and warehousing zoning at Newbridge Industrial Estate, educational zoning at Newbridge College, Patrician Secondary School and Patrician Primary School, and transport and utilities zoning within the town boundary. The pre-existing zonings should be retained but the SFRA recommends future development in these areas should be subject to a SSFRA. The requirements for SSFRAs are outlined in Table A-1 of Appendix A of the SFRA.* *All proposed development located within the delineated Flood Risk Assessment boundaries as shown on the Flood Zone Map in Appendix B of the CDP SFRA should carry out a SSFRA as part of their*

	planning application. The delineated area requiring SSFRA includes all lands predicted to flood within the 0.1%AEP High-End Future Scenario. The SSFRAs should be carried out in accordance with the following: • *The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014);* • *The flood risk management policies outlined in the KCC CDP 2023-2029; and* • *The recommendations and observations in Chapter 4, Chapter 7 and Appendix A of the CDP SFRA.* *Also, all planning applications are required to be developed in accordance with the KCC CDP surface water and drainage policies and to undertake a Surface Water Management Plan to mitigate any potential pluvial flood risk.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B. Additional development such as small scale infill housing, extensions, or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future.* *Furthermore, in accordance with Section 5.28 of the FRM Planning Guidelines, the Justification Test does not apply for minor developments which cannot be located in lower-risk areas. However, an SSFRA should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. In accordance with Appendix B of the FRM Guidelines Technical Appendices, the SSFRA should*

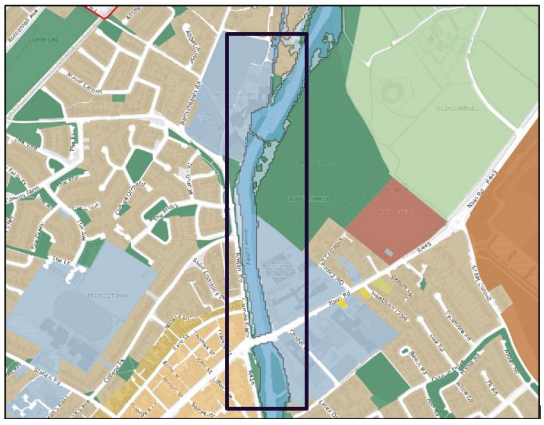
	include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.

Kildare County Development Plan 2023-2029	***Newbridge: U – Transport and Utilities,***
	
The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.	*The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out the planned direction for sustainable growth within the Eastern and Midland Region up to 2031. The RSES provides regional level strategic planning and economic policy in support of the implementation of the National Planning Framework (NPF) and provides a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.* *Newbridge provides a wide range of local service and employment functions and has accordingly been designated as a Self-Sustaining Growth Town under the Kildare County Development Plan 2023-2029, aligning with the RSES Settlement Hierarchy.*
The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular:	*Land Zoned:* - *U – Transport and Utilities,* *Zoning is required to maintain the proper planning and development of Newbridge.*

(i) Is essential to facilitate regeneration and / or expansion of the centre of the urban settlement,	*Yes. The land in the south of Newbridge zoned as transport and utilities comprises of a wastewater pumping station by the Newbridge Industrial Estate.*
(ii) Comprises significant previously developed and / or underutilized lands,	*Yes. See (i) above. The lands identified are significantly previously developed.*
(iii) Is within or adjoining the core of an established or designated urban settlement,	*No. The land zoned as transport and utilities in the east of Newbridge is not located within or adjacent to the core of the settlement.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" can also be located in Flood Zones A and B.*
(iv) Will be essential in achieving compact and sustainable urban growth, and	*Yes. The existing transport and utilities lands are already developed.*
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	*The transport and utilities zoned land is already developed. It is considered reasonable to retain the use and zoning subject to a stipulation that any development within the areas of the flood risk zone include measures to mitigate against flooding. Therefore, prior to any further development being permitted a SSFRA should be undertaken to the satisfaction of Kildare County Council.*
A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.	*A SFRA was completed as part of the CDP 2023-2029. A review of the flood zone mapping in Newbridge highlighted multiple areas overlapping with Flood Zones A and B including multiple existing residential zonings, industry and warehousing zoning at Newbridge Industrial Estate, educational zoning at Newbridge College, Patrician Secondary School and Patrician Primary School, and transport and utilities zoning within the town boundary. The pre-existing zonings should be retained but the SFRA recommends future development in these areas should be subject to a SSFRA. The requirements for SSFRAs are outlined in Table A-1 of Appendix A of the SFRA.*

	All proposed development located within the delineated Flood Risk Assessment boundaries as shown on the Flood Zone Map in Appendix B of the CDP SFRA should carry out a SSFRA as part of their planning application. The delineated area requiring SSFRA includes all lands predicted to flood within the 0.1%AEP High-End Future Scenario. The SSFRAs should be carried out in accordance with the following: • *The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014);* • *The flood risk management policies outlined in the KCC CDP 2023-2029; and* • *The recommendations and observations in Chapter 4, Chapter 7 and Appendix A of the CDP SFRA.* *Also, all planning applications are required to be developed in accordance with the KCC CDP surface water and drainage policies and to undertake a Surface Water Management Plan to mitigate any potential pluvial flood risk.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B. Additional development such as small scale infill housing, extensions, or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future.* *Furthermore, in accordance with Section 5.28 of the FRM Planning Guidelines, the Justification Test does not apply for minor developments which cannot be located in lower-risk areas. However, an SSFRA should accompany such applications to demonstrate that they would not have*

	adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. In accordance with Appendix B of the FRM Guidelines Technical Appendices, the SSFRA should include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.

Kildare County Development Plan 2023-2029	***Newbridge: E – Community and Education***
	
The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.	*The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region 2019-2031 sets out the planned direction for sustainable growth within the Eastern and Midland Region up to 2031. The RSES provides regional level strategic planning and economic policy in support of the implementation of the National Planning Framework (NPF) and provides a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.* *Newbridge provides a wide range of local service and employment functions and has accordingly been designated as a Self-Sustaining Growth Town under the Kildare County Development Plan 2023-2029, aligning with the RSES Settlement Hierarchy.*
The zoning or designation of the lands for the particular use or development type is required to	*Land Zoned:* - *E – Community and Education,*

achieve the proper planning and sustainable development of the urban settlement and in particular:	*Zoning is required to maintain the proper planning and development of Newbridge.*
(i) Is essential to facilitate regeneration and / or expansion of the centre of the urban settlement,	*Yes. The land zoned as community and education in the north of Newbridge comprises of the existing Newbridge College, Patrician Primary School, and Patrician Secondary School.*
(ii) Comprises significant previously developed and / or underutilized lands,	*Yes. See (i) above. The lands identified are significantly previously developed.*
(iii) Is within or adjoining the core of an established or designated urban settlement,	*Yes. The land zoned as Community and Education in the north of Newbridge is located adjacent to the core of the settlement.*
(iv) Will be essential in achieving compact and sustainable urban growth, and	*Yes. The existing community and education lands are already developed.*
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	*The community and education zoned land is already developed. It is considered reasonable to retain the use and zoning subject to a stipulation that any development within the areas of the flood risk zone include measures to mitigate against flooding. Therefore, prior to any further development being permitted a SSFRA should be undertaken to the satisfaction of Kildare County Council.*
A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.	*A SFRA was completed as part of the CDP 2023-2029. A review of the flood zone mapping in Newbridge highlighted multiple areas overlapping with Flood Zones A and B including multiple existing residential zonings, industry and warehousing zoning at Newbridge Industrial Estate, educational zoning at Newbridge College, Patrician Secondary School and Patrician Primary School, and transport and utilities zoning within the town boundary. The pre-existing zonings should be retained but the SFRA recommends future development in these areas should be subject to a SSFRA. The requirements for SSFRAs are outlined in Table A-1 of Appendix A of the SFRA.* *All proposed development located within the delineated Flood Risk Assessment*

	boundaries as shown on the Flood Zone Map in Appendix B of the CDP SFRA should carry out a SSFRA as part of their planning application. The delineated area requiring SSFRA includes all lands predicted to flood within the 0.1%AEP High-End Future Scenario. The SSFRAs should be carried out in accordance with the following: • *The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014);* • *The flood risk management policies outlined in the KCC CDP 2023-2029; and* • *The recommendations and observations in Chapter 4, Chapter 7 and Appendix A of the CDP SFRA.* *Also, all planning applications are required to be developed in accordance with the KCC CDP surface water and drainage policies and to undertake a Surface Water Management Plan to mitigate any potential pluvial flood risk.* *In accordance with Section 4.27a of the Planning Guidelines Circular PL 2-2014, existing land use which is categorised as a "highly vulnerable development" such as housing and is zoned for residential purposes, can also be located in Flood Zones A and B. Additional development such as small scale infill housing, extensions, or changes of use that could increase the risk or number of people in the flood-prone area can be expected in such a zone into the future.* *Furthermore, in accordance with Section 5.28 of the FRM Planning Guidelines, the Justification Test does not apply for minor developments which cannot be located in lower-risk areas. However, an SSFRA should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection*

	and management facilities. In accordance with Appendix B of the FRM Guidelines Technical Appendices, the SSFRA should include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.

Recommended Amendment

Part 1 of Table 3-4 in Section 3.7 of the SFRA is to be amended as follows:

Justification Test for Development Plans
1. ~~*The Regional Spatial Economic Strategy for the Eastern Midlands Region 2019 - 2031 sets out the planned direction for growth within the Greater Dublin Area up to 2031 by giving regional effect to national planning policy under Project Ireland 2040; the National Planning Framework & its Implementation Roadmap*~~*.* *The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.*

The Justification Test used in Appendix C of the SFRA is to be amended as follows:

Kildare County Development Plan 2023-2029	
~~*The Regional Spatial Economic Strategy for the Eastern Midlands Region 2019 - 2031 sets out the planned direction for growth within the Greater Dublin Area up to 2031 by giving regional effect to national planning policy under Project Ireland 2040; the National Planning Framework & its Implementation Roadmap.*~~ *The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act, 2000, as amended.*	

The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular:	
(i) Is essential to facilitate regeneration and / or expansion of the centre of the urban settlement,	
(ii) Comprises significant previously developed and / or underutilized lands,	
(iii) Is within or adjoining the core of an established or designated urban settlement,	
(iv) Will be essential in achieving compact and sustainable urban growth, and	
(v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.	
A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere. N.B. The acceptability or otherwise of levels of any residual risk should be made with consideration for the proposed development and the local context and should be described in the relevant flood risk assessment.	

Recommended Amendment
The following text is to be included in Section 4.2.7 of the SFRA:
'Appendix B of the FRM Guidelines Technical Appendices, provides further technical information on considerations for mitigation measures to design against flood risk. Such considerations include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.'

Recommended Amendment
The following text is to be amended in Section 7.1.2: Flood Risk Review under Conclusion of the SFRA:

Conclusion	Based on the criteria in the Guidelines, the Development Plan Justification Test is required to assess if the Existing Residential, Community and Education, Industry and Warehousing, and Agriculture zonings in this area is still suitable. ~~*A*~~ Justification Test*s* ~~*was*~~ *were* carried out by KCC and found that it is considered appropriate to retain the existing and proposed zonings. The Justification Test*s* ~~*is*~~ *are* included in Error! Reference source not found.. There is a requirement to carry out an SSFRA for any proposed new residential developments which shall ensure the sequential approach is followed at site-specific level and also development is not permitted in flood zones. *In accordance with Section 5.28 of the FRM Planning Guidelines, the Justification Test does not apply for minor developments which cannot be located in lower-risk areas. However, an SSFRA should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. In accordance with Appendix B of the FRM Guidelines Technical Appendices, the SSFRA should include assessment of residual risk, exceedance, access and egress, flood resistant construction, flood resilient construction, raising floor levels, adapted internal layout, and emergency response planning.* The extent of the areas where an SSFRA must be carried out as part of planning applications has been delineated. The delineated area provides a conservative approach to flood risk and requires all property impacted by the 0.1%AEP High End Future Scenario to complete an SSFRA. SSFRAs should address all types of flood risk, mitigation measures, residual flood risk and the sequential approach to assign appropriate land use with respect to vulnerability of the proposed development type. All planning applications are required to be developed in accordance with the KCC CDP Chapter 6 surface water and drainage policies and objectives (including the Kildare Sustainable Drainage Systems Guidance Document, 2024) to undertake a Surface

	Water Management Plan (SWMP) to mitigate any potential pluvial flood risk and must. The SWMP must align with the relevant proposed drainage strategy outlined within the Newbridge Settlement Plan Surface Water Management Strategy.

Clarification to the Chief Executive's Report on Proposed Variation No. 2 (Newbridge Settlement Plan) of the Kildare County Development Plan 2023 – 2029 (as varied)

How to Read this Clarification

Proposed deletions to the Chief Executive's Report will be displayed with a ~~strikethrough~~ and proposed additional insertions to the Chief Executive's Report are presented in *purple italics.*

Point of Clarification

Section 6.0 Submissions and Observation from landowners

Submission No. 024 – Denise Harris

Page 174: Delete and insert additional text

In Section 6.0 of the Chief Executive's Report, under the Chief Executive's Response to Submission No. 024 – Denise Harris, the last line of the fourth paragraph should be deleted and additional text inserted as follows:

However, it was noted this site is not directly accessible by the public road R416 *and as stated in the submission access to the site is via an established vehicular access off the R416 along Ryston Avenue which is in Ms Harris's ownership*. ~~and access would be required by crossing third party lands.~~

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

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

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

Oifig an Rialaitheora Pleanála
Office of the Planning Regulator

16th October 2025

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

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

A chara,

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

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

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

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

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

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

Overview

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

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

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

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

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

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

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

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

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

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

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

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

1. Consistency with core strategy and housing requirements

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

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

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

Recommendation 1 - Residential zoned land
Having regard to need to provide sufficient housing lands and growth for Newbridge and the provision of new homes at locations that can support compact growth and sustainable development: • NPO 3, NPO 9 of the NPF; • RPO 3.1, RPO 3.2 of the RSES; • the policies and objectives of the NPF Implementation: Housing Growth Requirements (2025) (Housing Growth Requirements); and

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

the Office recommends that the Planning Authority:

(i) amends the zoning objective for the Residential Phase 2 lands to the Northwest of the train station to Residential Phase 1 lands to ensure a sufficient quantity and flexible landbank of housing lands to meet the Housing Growth Requirements; and

(ii) amends the Strategic Reserve zoning of the lands at Morristown and Crotanstown to Residential Phase 2 lands to facilitate the on-going pipeline for housing delivery, particularly where the housing delivery is coordinated with existing and proposed facilities to serve the needs of future residents.

2. Integrated transport and land use planning

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

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

The Office welcomes the preparation of a NABTA in the SCA and the proposed Variation, however, a copy of the document has not been attached to the proposed Variation. Therefore, in the interest of transparency, the Office would recommend such document to be attached as an appendix to the proposed Variation.

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

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

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

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

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

Recommendation 2 - Integrated Transport and Land Use Planning

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

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

the Office recommends that the Planning Authority:

(i) attaches the Newbridge Area Based Transport Assessment as an appendix to the proposed Variation No. 2 (proposed Variation) to the Kildare County Development Plan 2023-2029;

(ii) includes mode share active travel table and targets for Newbridge with an effective monitoring programme;

(iii) identifies the short to medium term active travel measures highlighted in tables 7.1, 7.2, 7.3, 7.4 and associated maps in a separate Implementation Map in tandem with New Housing, Industrial, Economic Development, Education and Community zonings;

(iv) clarifies the status of proposed transport and movement measures located outside the proposed Variation plan area identified at table 7.2 and map 7.1 and 7.2;

(v) reviews and identifies need for future active travel measures to integrate a proposed post primary school E (4), Community/Sporting facilities F (2), E (4) and Open Space zoning F (3) at North Newbridge Key Development Area to ensure

improved accessibility to the wider active travel network and existing and future housing provision;

(vi) reviews and identifies need for future active travel measures to integrate a proposed primary school E (1), accessible community facility E (2) and new neighbourhood centre N (2) at Crotanstown to ensure improved accessibility to the wider active travel network and with existing and future housing provision; and

(vii) includes key employment areas such as the Littleconnell Strategic Employment Area within any future discussions and proposals for new bus routes for Newbridge.

3. Flood risk management

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

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

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

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

Recommendation 3 - Flood risk management

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

- NPO 78 of the NPF;
- RPO 7.12 of the RSES to avoid inappropriate land use zonings and development in areas at risk of flooding;
- Policy Objective IN033 of the Kildare County Development Plan 2023-2029 to manage flood risk in the county in accordance with the sequential approach and requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) (Flood Guidelines) when preparing plans; and
- the Flood Guidelines,

the Office recommends that the Planning Authority:

(i) provides additional Plan Making Justification Test (Justification Test) for various land zonings and scenarios to determine appropriateness and assessment of moderate or high risk of flooding in the proposed Variation area;

(ii) reviews approach for and wording text for the policy objective for Justification Tests, part 1. table 3-4 of SFRA for Newbridge, to replicate the requirements for Justification Test as set out in the Flood Guidelines; and

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

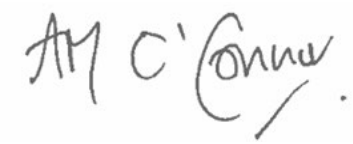
Summary

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

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

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

Is mise le meas,



Anne Marie O'Connor

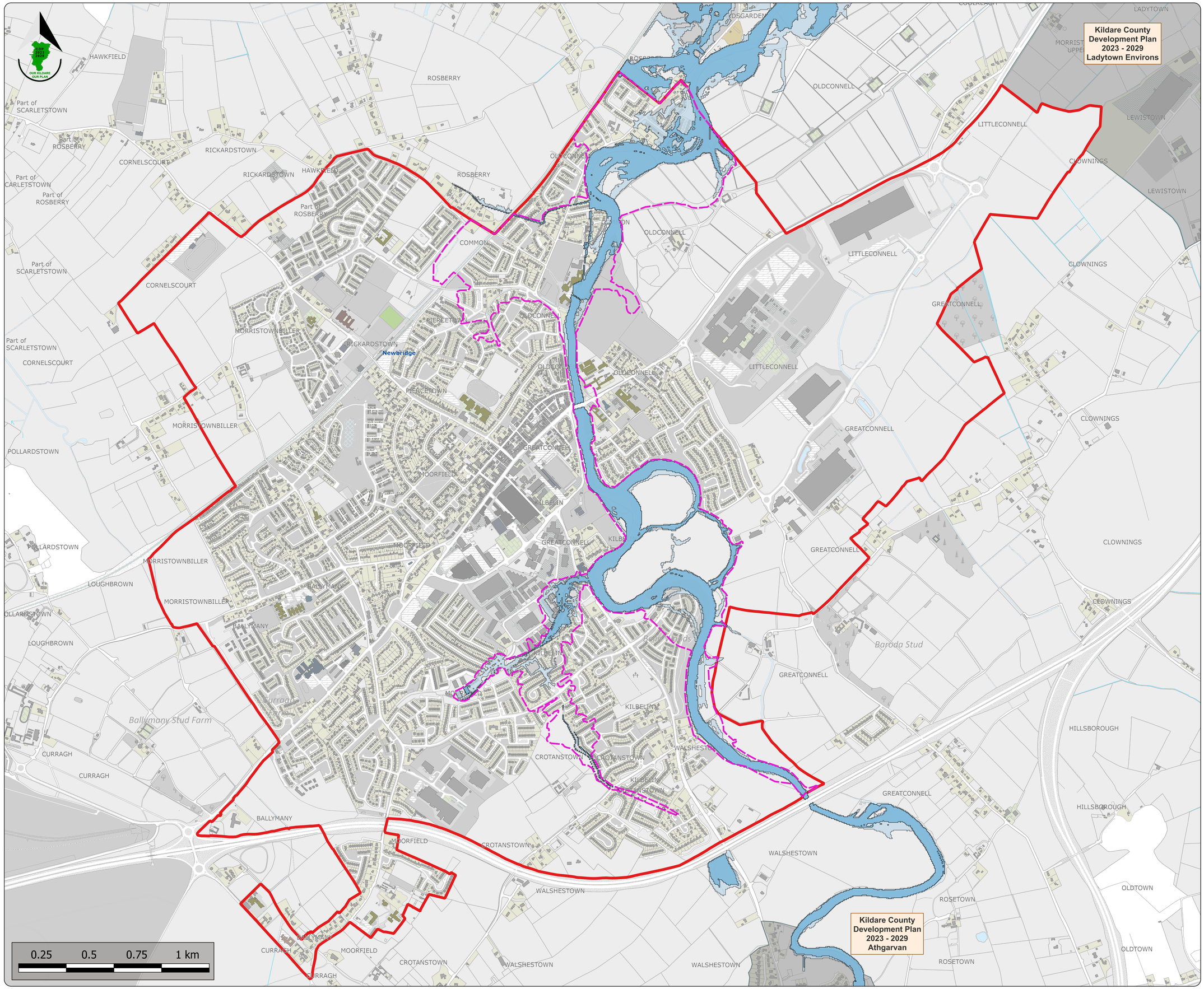
Deputy Regulator and Director of Plans Evaluation

Designated Public Official under the Regulation of Lobbying Act 2015

Appendix B: Revised Maps

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

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



Comhairle Contae Chill Dara
Kildare County Council

Draft Newbridge Settlement Plan

County Development Plan 2023-2029

Legend:

- Draft Newbridge Settlement Plan boundary
- Site Specific Flood Risk Assessment requirement area
- Flood Zone A - 1% AEP
- Flood Zone B - 0.1% AEP
- Neighbouring County Development Plan 2023-2029 boundaries

Stage	Date	Description
Draft	11-11-2025	Chief Executive's Report Published
Draft	17-09-2025	Draft Plan Published

Infrastructure and Environmental Services – Strategic Flood Risk Assessment

Scale:	**N.T.S.**	Map Ref:	**V2-N:10.2**
Date:	**November 2025**	Drawing No.:	**200-25-1416**

Tailte Éireann data reproduced under license number CYAL50441409
© Tailte Éireann – Surveying.

Drawn By:	Checked By:	Approved By:
C. Fitzpatrick	M O'Loughlin	N Curran
Date: 10/11/2025	Date: 10/11/2025	Date:10/11/2025

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

Kildare County Development Plan 2023 - 2029 Ladytown Environs

Kildare County Development Plan 2023 - 2029 Athgarvan

Newbridge

800m

400m

1,200m

1,600m

2,000m

2,400m

2,800m

0.25 0.5 0.75 1 km

Comhairle Contae Chill Dara
Kildare County Council

Draft Newbridge Settlement Plan

County Development Plan 2023-2029

Legend:

- Draft Settlement Plan boundary

Land Use Zonings

- A — Town Centre
- B — Existing Residential / Infill
- C(1–3) — New Residential
- Cp2(1–3) — New Residential - Phase 2
- E - E(1–4) — Community and Education
- F - F(1–3) — Open Space and Amenity
- GU — General Business Use
- H — Industry and Warehousing
- I — Agriculture
- L — Leisure and Amenity
- MU — Mixed Use
- N - N(1–2) — Neighbourhood Centre
- O — Department of Defence
- Q — Enterprise and Employment
- R — Commercial and Retail
- SR — Strategic Reserve
- U — Transport and Utilities
- Permitted New Road (inside Settlement Plan boundary)
- Permitted New Road (outside Settlement Plan boundary)
- Proposed New Road (inside Settlement Plan boundary)
- Proposed New Road (outside Settlement Plan boundary)
- Neighbouring County Development Plan 2023-2029 Boundaries
- 400m intervals from the train station

Stage	Date	Description
Draft	11-11-2025	Chief Executive's Report Published
Draft	17-09-2025	Draft Plan Published

Infrastructure and Environmental Services – SFRA with Land Use Zoning Underlay

Flooding Legend:

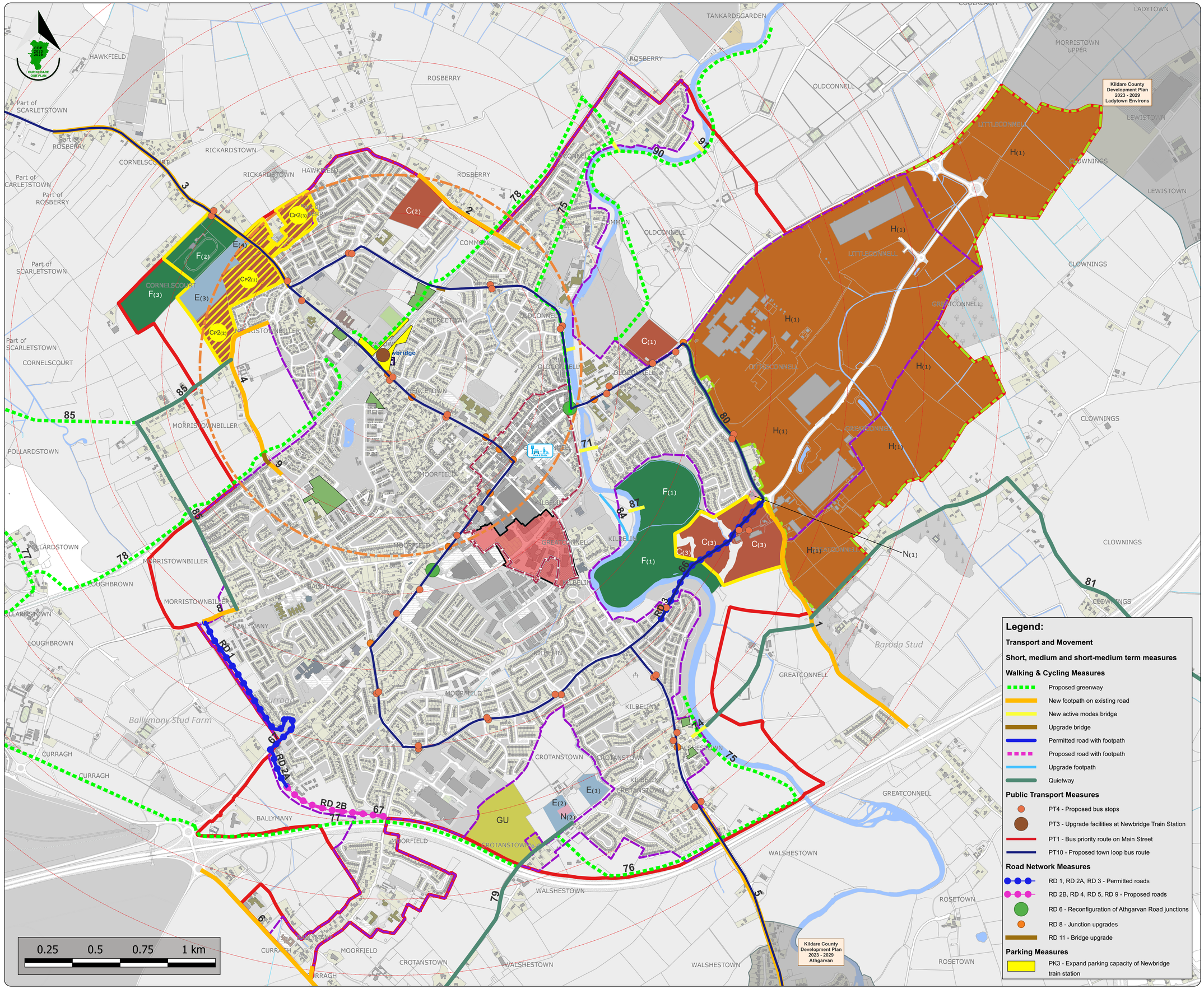
- Site Specific Flood Risk Assessment requirement area
- Flood Zone A - 1% AEP
- Flood Zone B - 0.1% AEP

Scale:	N.T.S.	Map Ref:	V2-N:10.2a
Date:	November 2025	Drawing No.:	200-25-1416

Tailte Éireann data reproduced under license number CYAL50441409 © Tailte Éireann – Surveying.

Drawn By:	Checked By:	Approved By:
C. Fitzpatrick	M O'Loughlin	N Curran
Date: 10/11/2025	Date: 10/11/2025	Date: 10/11/2025

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



Comhairle Contae Chill Dara
Kildare County Council

Draft Newbridge Settlement Plan

County Development Plan 2023-2029

Legend:

- Draft Settlement Plan boundary
- Newbridge Central Settlement Consolidation Site
- Key Development Areas
- Littleconnell Strategic Employment Area
- Built-up Footprint boundary
- Town Centre / Urban Area boundary
- Accessible Suburban / Urban Extension
- Infill Sites

Land Use Zonings

- $C_{(1-3)}$ New Residential
- $Cp2_{(1-3)}$ New Residential - Phase 2
- $E_{(1-4)}$ Community and Education
- GU General Business Use
- $F_{(1-3)}$ Open Space and Amenity
- $N_{(1)}$ Neighbourhood Centre

- Neighbouring County Development Plan 2023-2029 boundaries
- 400m intervals from the train station

Legend:

Transport and Movement

Short, medium and short-medium term measures

Walking & Cycling Measures

- Proposed greenway
- New footpath on existing road
- New active modes bridge
- Upgrade bridge
- Permitted road with footpath
- Proposed road with footpath
- Upgrade footpath
- Quietway

Public Transport Measures

- PT4 - Proposed bus stops
- PT3 - Upgrade facilities at Newbridge Train Station
- PT1 - Bus priority route on Main Street
- PT10 - Proposed town loop bus route

Road Network Measures

- RD 1, RD 2A, RD 3 - Permitted roads
- RD 2B, RD 4, RD 5, RD 9 - Proposed roads
- RD 6 - Reconfiguration of Athgarvan Road junctions
- RD 8 - Junction upgrades
- RD 11 - Bridge upgrade

Parking Measures

- PK3 - Expand parking capacity of Newbridge train station

Stage	Date	Description
Draft	11-11-2025	Chief Executive's Report Published
Draft	17-09-2025	Draft Plan Published

Implementation

Scale:	N.T.S.	Map Ref:	V2-N:11.2
Date:	November 2025	Drawing No.:	200-25-1518

Tailte Éireann data reproduced under license number CYAL50441409 © Tailte Éireann – Surveying.

Drawn By:	Checked By:	Approved By:
P Doyle-Carty	M O'Loughlin	N Curran
Date: 10/11/2025	Date: 10/11/2025	Date: 10/11/2025

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

Appendix C:
A summary of all the submissions/observations received excluding those detailed under Section 3, 4 and 6 of this report

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

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

Appendix B: Summary of Submissions/Observations Received

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

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

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

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

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

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

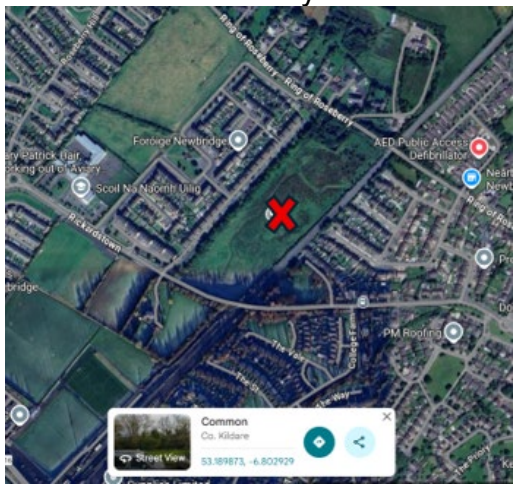
Sub. No.	Name	Summary of Submission
		It cites derelict building to be converted into usable spaces. It seeks a tourist office to promote Newbridge. It also seeks park and ride to be implemented on match days.
012	**Pairc Mhuire Residents Association**	The submission refers to plans for the large green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

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

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

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

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

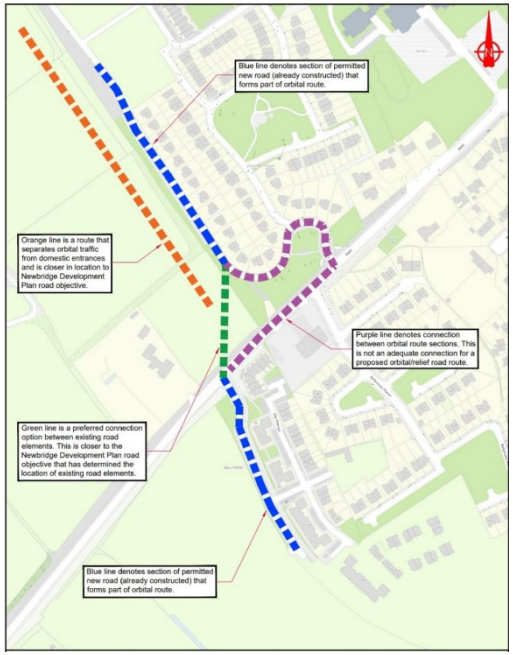
Sub. No.	Name	Summary of Submission
		 • A playground on the site zoned F at Roseberry/Rosconnell. An excerpt indicating the proposed location of said facility is below.  • A site-specific objective for a Family Resource Centre be considered in the Masterplan for Liffey Lodge.

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

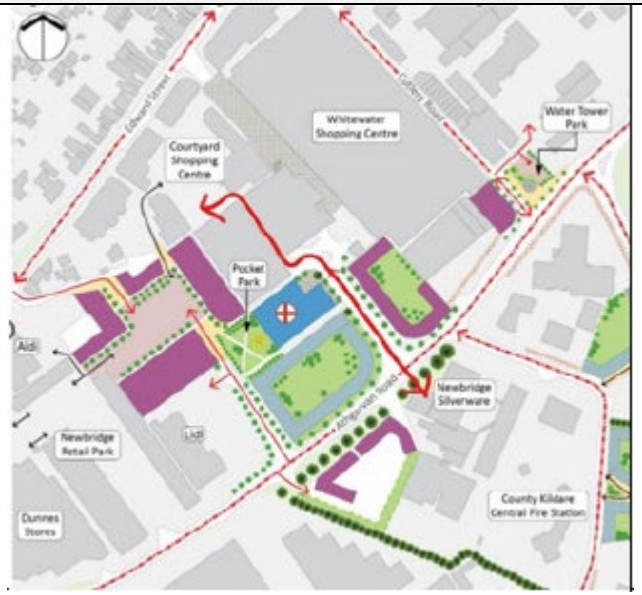
Sub. No.	Name	Summary of Submission
		• An objective that O'Modhrain Memorial Hall should remain in Kildare County Council ownership promoting cultural and historical aspects of Newbridge (Military Tourism/Visitor Centre). • An objective that a full water capacity audit be carried out within 12 months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

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

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

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

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

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

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

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

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

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

Sub. No.	Name	Summary of Submission
034	**Melanie Tierney** **Jenny Tierney**	This submission supports zoning Ryston Avenue, Newbridge Lands as F: Open Space and Amenity in the Draft Settlement Plan, and within the submission it is outlined that there is a formal objection to the proposed rezoning enclosed within Denise Harris submission under reference KCC-C409-24. The submission asserts that the specific rezoning proposal raised in submission KCC-C409-24 raises significant concerns regarding inadequate access and absence of supporting documentation, disputed ownership and unauthorized actions, environmental violations and biodiversity concerns, and unresolved boundary disputes. 1. <u>Inadequate access and absence of supporting documentation</u> • The submission outlines that the rezoning of the subject as identified in KCC-C409-24 should be subject to appropriate measures such as sightlines, swept path analyses for vehicles, and compliance with relevant standards, such as DMURS and the Spatial Planning and National Roads Guidelines for Planning Authorities. • The submission asserts that without verified upgrades or alternative access solutions, rezoning of the subject as identified in KCC-C409-24 would compromise road safety and public health, contrary to Objective TM O95 of the Kildare County Development Plan 2023-2029, which restricts new accesses that undermine road safety or capacity. 2. <u>Disputed ownership and unauthorized actions</u> • The submission contends that the agents acting on behalf of Denise Harris have removed established trees and vegetation not under her ownership, in an apparent effort to widen the road and enhance site accessibility. • The submission further contends that boundary inaccuracies and ownership disputes were highlighted in a previous planning appeal for this site (An Coimisiún Pleanála Reference ACP-314340-22), where third-party appellants noted encroachments on adjacent lands, including gateways, piers, and access drives.

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

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

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

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

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

Sub. No.	Name	Summary of Submission

		• It contends that proposed development of the site zoned Cp2 would impact bats as Cornelscourt has a notable population of bats. The submission contains excerpts of biodiversity maps which illustrate that habitats in this location provide suitable habitats for bats.
		• It is concerned that the proposed development of the site zoned Cp2 would pose a significant risk to the safety of both current and future road users, especially in terms of sightlines particularly at intersections and pedestrian crossings. It outlines that there are already existing issues with HGVs and sightlines. It requests a traffic safety audit.
		• It contends the area of new road has sight lines of less than 50 meters which would give rise to a traffic hazard the common range is around 55-70 meters for a design speed of 50-60 km/h.
		• It asserts Morristown Bridge has not been taken into consideration and traffic lights will be required to avoid clipping of cars and bridge walls.
		• It contends large-scale development would be out of character in this location and dimmish the scenic value of the region, resulting in loss of green space, views and a sense of openness. It asserts the existing soft rural edge and meadow setting will be lost and replaced by harsh boundary walls of built form.
		• It is concerned development in this location would
		  ○ Increase noise and disturbance,
		  ○ Reduce daylight and overshadow,
		  ○ Overlook and reduce the privacy
		• It contends the combination of these impacts would lead to a sense of encloser to surrounding existing properties throughout the year.
		• It contends Newbridge is already facing significant water supply challenges.
		• It considers if development is to proceed in this location mitigation measure should be as follows:
		  ○ A substantial landscaped buffer zone along the boundary (minimum 10–15m), planted with native trees and hedgerows.
		  ○ Limiting development immediately behind existing houses to single-story dwellings or green amenity space.
		  ○ Careful orientation of new homes to avoid overlooking and overshadowing.

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

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

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

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

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

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

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

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

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

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

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

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

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

Sub. No.	Name	Summary of Submission
		state Kildare County Council will support and facilitate the delivery of town bus route/s to service the most populous town areas. It seeks more frequent town links in measure PT 9 in Table 7.2 given the scale of ambition nationally from the NTA and Minister for Transport and Newbridge's status as a Self-Sustaining Growth Town and employer. It seeks the pedestrianisation of the two lanes exiting onto Main St either side of the Eyre Powell Hotel. It supports the implementation of a 30kph speed limit in the town centre.
077	**Councillor Rob Power**	**<u>Point 1: Increased Residential Land Zoning Strategy</u>** The submission states The Plan currently zones residential lands to align with Core Strategy allocation of 1,061 units (2023-2028), with additional Phase 2 lands requiring statutory variation (Section 3.2, Table 3.1). The submission recommends amending CSO 1.1 and CSO 1.5 as follows: CSO 1.1 Ensure sufficient land is zoned at appropriate locations to accommodate sustainable housing growth in Newbridge **in excess of** the housing unit allocation in Table 2.8 of the Kildare County Development Plan 2023-2029 (as varied) **to stimulate competitive delivery and provide market choice**, and to ensure the balanced and strategic development of Newbridge." CSO 1.5

Sub. No.	Name	Summary of Submission
		Facilitate the **immediate release** of lands designated as 'Phase 2 New Residential' on Map 11.1 – Land Use Zoning Objectives **where such lands are Tier 1 (serviced) or can demonstrate infrastructure delivery within 18 months**. Given the shortened three-year plan period and revised NPF housing targets, over-zoning provides a strategic opportunity to test market responsiveness while retaining the ability to restrict development through subsequent plan review in 2030 if housing targets are exceeded." It is requested the Cp2 (1) lands should be changed to C: New Residential based on its Tier 1 status. The rational to support the change so that 15.65 hectares have been identified as Phase 2 for 608 units. Given the site's Tier 1 status it shows developed lands are being artificially constrained. The Plan under Section 3.4 acknowledges legacy under-delivery during previous plan periods due to subdued market conditions. Reference is made to the NPF 2025 has increased national housing targets from 25,000 to 50,000 units annually, with anticipated increased allocation to Kildare (Section 3.5.4). The shortened plan period (2025-2029, approximately 3-4 years remaining) creates opportunity for experimental approach with review mechanism at next CDP cycle. Development Plan Guidelines (2022) Section 4.4.1 states: "zoned lands in an existing development plan that are serviced and can be developed for housing within the life of the new development plan under preparation should not be de-zoned". It also wishes to add the following Objective numbered CSO 1.8: *Monitor housing delivery rates annually and apply development management measures if delivery significantly exceeds programmed infrastructure capacity. Conversely, prioritize and expedite applications on Tier 1 lands where delivery is below anticipated trajectories to ensure Core Strategy targets are met.*

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

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

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

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

<table>
<tr><th>Sub. No.</th><th>Name</th><th>Summary of Submission</th></tr>
<tr><td></td><td></td><td>

Prioritize apartment typologies appropriate to the highly accessible location directly opposite Newbridge Train Station
Provide active frontage to Station Road
Integrate pedestrian/cycle connections to train station via existing/improved crossing facilities (Walk Measure 3)
Retain appropriate portion of lands for club facilities/training
Demonstrate no prejudice to ongoing sporting activities during and post-construction

This site represents an optimal location for high-density residential development given proximity to train station (within 100m), existing bus services, and town centre (800m via Main Street)."

Amend **Table 3.7** (Estimated Residential Development Capacity) by adding:
<table>
<tr><th>Zoning Designation</th><th>Location</th><th>Site in Built-up Footprint</th><th>Serviceability Status</th><th>Site Area (ha)</th><th>Estimated Residential Yield</th><th>Net Density</th></tr>
<tr><td>C(4): New Residential</td><td>Newbridge Town FC, Station Road</td><td>Yes</td><td>Tier 1</td><td>0.4</td><td>20-32 units</td><td>50-80 dph</td></tr>
</table>
</td></tr>
</table>

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

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

<table>
<tr><th>Sub. No.</th><th>Name</th><th>Summary of Submission</th></tr>
<tr><td></td><td></td><td>
It also seeks to add a new objective numbered HCO 6.7.

Support and facilitate the provision of a public swimming pool/aquatic centre in Newbridge to address the identified deficit in indoor aquatic recreational facilities. The facility should be located on lands zoned 'F: Open Space and Amenity', 'E: Community and Education', or as part of the Municipal Sporting Facility at F (2), and should include:
● 25m pool suitable for competitive swimming and training
● Learner/family pool
● Universal accessibility features
● Integration with other sporting/community facilities where feasible
The Council will actively seek funding from relevant agencies including the Large-Scale Sports Infrastructure Fund (LSSIF), Sports Capital Programme, and other government sources.

It also seeks to amend Table 6.3 by adding:

<table>
<tr><th>Existing Infrastructure</th><th>Specific Social Infrastructure Requirement</th><th>Identified Location</th><th>Delivery Mechanism</th></tr>
<tr><td>No public swimming pool/aquatic facility</td><td>Public swimming pool/aquatic centre</td><td>Within F(2): Open Space and Amenity (Municipal Sporting Facility) or other appropriate E/F zoned lands</td><td>Kildare County Council / Kildare Sports Partnership / Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media</td></tr>
</table>

It also seeks to amend Section 6.4.1.5 by adding the following paragraph:
</td></tr>
</table>

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

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

<table>
<tr><th>Sub. No.</th><th>Name</th><th>Summary of Submission</th></tr>
<tr><td></td><td></td><td>
And adding the following into Table 6.3:

The rezoning of Ryston lands to F: Open Space and Amenity contributes approximately [X] hectares toward addressing the identified park deficit of 12.2 hectares required to meet FIT benchmark standards (Section 6.4.1.4).

<u>7. Zoning Matrix Amendment - Gyms as Indoor Recreational Facilities</u>
The submission states with Table 11.6, it is unclear which land use category definition gym/fitness centres are within.

The submission recommends the following:

Amend Table 11.6 (Page 160) by adding clarifying footnote to "Indoor Recreational Facilities" row:

Current entry:

<table>
<tr><th>LAND USE</th><th>A: Town Centre</th><th>B: Existing Residential/Infill</th><th>[etc.]</th></tr>
<tr><td>Indoor Recreational Facilities[131]</td><td>Y</td><td>N</td><td>...</td></tr>
</table>

Footnote 131 currently reads: "This land use relates to play centres such as indoor play/adventure centres, bowling alleys, and trampoline parks."

Amend footnote 131 to read:
</td></tr>
</table>

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

<table>
<tr><th>Sub. No.</th><th>Name</th><th>Summary of Submission</th></tr>
<tr><td></td><td></td><td>
The submission recommends the following:

Amend Table 11.6 (Land Use Zoning Matrix, Page 160) to change Indoor Recreational Facilities from "N" (Not Permitted) to "O" (Open for Consideration) in the following zones:

• H: Industry and Warehousing
• GU: General Business Use

Proposed matrix amendment:

<table>
<tr><th>LAND USE</th><th>A: Town Centre</th><th>H: Industry and Warehousing</th><th>GU: General Business Use</th><th>[other zones]</th></tr>
<tr><td>Indoor Recreational Facilities</td><td>Y</td><td>O (currently N)</td><td>O (currently N)</td><td>...</td></tr>
</table>

Add new footnote [new number]:

"Indoor recreational facilities may be considered in H: Industry and Warehousing and GU: General Business Use zones where:

• The facility serves a catchment wider than the immediate neighbourhood
• The scale and operational characteristics (including parking demand, hours of operation, and noise) are compatible with the industrial/business character of the zone
• Adequate parking is provided on-site to avoid overspill into adjoining areas
</td></tr>
</table>

Sub. No.	Name	Summary of Submission
		• The proposal does not prejudice the primary employment function of the zone • For children's play centres, the applicant demonstrates that the scale of facility requires large floor plates and industrial rental rates to achieve financial viability Such facilities are destination uses accessed by planned trips rather than passing footfall and therefore do not require town centre locations." Add supporting text to Section 5.4.4 (Cill Dara Industrial Estate, Page 63) as new paragraph: "Evolution of Industrial Estate Uses: The Cill Dara Industrial Estate is in transition, with 21% of units now occupied by service-based businesses including gyms (Section 5.4.4). This evolution reflects changing market demand and the suitability of industrial-scale buildings for certain recreational uses. Indoor recreational facilities such as gyms, children's play centres, trampoline parks, and climbing facilities require: • Large floor plates (500-2,000+ sqm) not readily available in town centres • Industrial-level rental rates to achieve financial viability • High parking provision more easily accommodated in industrial settings • Tolerance for noise and activity patterns incompatible with residential areas • Destination-based access patterns (planned trips) not requiring town centre footfall The zoning matrix has been amended to permit consideration of such uses in H: Industry and Warehousing and GU: General Business Use zones, recognizing their compatibility with employment zones while protecting the primacy of town centre retail and service functions." Cross-reference in Objective EDO 1.4 (Page 64):

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

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

Sub. No.	Name	Summary of Submission
		If lands were not assessed, submit: *Request for inclusion* of Godolphin lands (Oldconnell) in residential land zoning assessment with consideration for: • **Zoning as C: New Residential** if lands are Tier 1 (serviced) or Tier 2 (serviceable) • **Zoning as Cp2: New Residential - Phase 2** if longer-term infrastructure investment required • **Zoning as SR: Strategic Reserve** if not appropriate for development during current plan period but potential for future expansion *Reference* **Submission Points 1-2** regarding strategy of zoning serviceable lands in excess of Core Strategy to stimulate competition and delivery. Specific Questions for Chief Executive's Report: 1. Were Godolphin lands at Oldconnell assessed in the Settlement Capacity Audit? 2. If assessed, what score/tier did they receive and what specific constraints were identified? 3. What is the serviceability status regarding: ○ Water supply capacity ○ Wastewater capacity ○ Road access (proximity to R445) ○ Flood risk (proximity to River Liffey) ○ Environmental/ecological constraints ○ Landowner willingness to develop 4. If lands were not assessed, why were they excluded from SCA scope? 5. Are the lands within the Built-Up Footprint as defined on Map 11.2? 6. What is the distance from Godolphin lands to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sub. No.	Name	Summary of Submission
		• The submission asserts that many of the customers for their business are elderly and are unable to walk far. This was an element in the design for this premises and includes wheelchair access to meeting rooms from the street. The submission further asserts that the customers need to be able to park close to the building access which are designed to provide security to vulnerable individuals in financial distress. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • It is noted in the submission that there is strong support for the further development of additional initiatives to encourage the street to feel a safer place, through increasing residential development, additional Gardai presence, refurbishment of buildings in a state of disrepair.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
083	**Polish Shop Orlik**	This submission is prepared by Polish Shop Orlik and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened.
086	**Tobi Shokeye**	This submission is prepared by Tobi Shokeye and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan: • The submission acknowledges that Eyre Street be changed to a one-way system westbound. Further, the submission asserts that convenience is king in business and any obstacle in a customer's way will defer them from the business. • The submission asserts that under the Draft Settlement Plan, the proposal of the one-way street will cost the traders on Eyre Street business and that the one-way system will result in customers waiting in heavy traffic all the way down to the river to be able to make the left turn up to Eyre Street. • The submission states that they are willing to accept the proposed one-way system to try to alleviate the overall congestion in town.

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
087	**Agenieszka Dziuba**	This submission is prepared by Agenieszka Dziuba and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
090	**CYMS Newbridge**	This submission is prepared by CYMS Newbridge and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
093	**K. M c/o Caro Sun**	This submission is prepared by K. M c/o Caro Sun and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
096	**Dimitry Horovecs**	This submission is prepared by Dimitry Horovecs and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
099	**Aoife Fennell t/a Inner Path Play Therapy**	This submission is prepared by Aoife Fennell t/a Inner Path Play Therapy and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
102	**Eskimo Pizza**	This submission is prepared by Eskimo Pizza and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
105	**Tushar Singh**	This submission is prepared by Tushar Singh and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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

Sub. No.	Name	Summary of Submission
		• In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times.

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

Sub. No.	Name	Summary of Submission
		• It is asserted in the submission that under previous one-way proposals, it was suggested that vehicles at the top of Eyre Street would not be able to turn left onto Charlotte Street. Within the submission, it is being proposed that this be amended to allow vehicles turn left in addition to going straight on to Henry Street or right onto Station Road. • Furthermore, it is contended that it is a regular occurrence for vehicles on Station Road / Charlotte Street to barely clear the yellow box. Asserted in the submission is that this leaves drivers from Eyre Street blindsided to what is coming from the Main Street side. The submission notes that this will be unsafe to propose vehicles can only go straight towards Henry Street. • In addition to the above, the submission asserts that Henry Street has become a bottleneck with the widened footpaths, often leaving it difficult for 2 vehicles to pass each other on the road. This leads to the assumption that this cannot be good for safety or traffic congestion. • It is noted in the submission that there is an acknowledgement regarding the proposal to reduce on-street non-resident parking and increase the width of pathways. The submission further acknowledges that this is illustrated by Figure 4.5 in the Draft Settlement Plan. The submission further asserts, while not explicitly stated, the widening of the footpaths will result in only parking on one side of the street. • It is asserted in the submission that there are several misconceptions around the parking needs of the street. The submission documents the number of businesses actively trading (38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars.

Sub. No.	Name	Summary of Submission
		• It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour. • The submission concludes by stating that the suggested amendments to the proposal contained in the submission is to make Eyre Steet a better place for all its citizens and that it is a fair-minded balanced approach. • Lastly, the submission states that if further consultation is required, they would be willing to participate.
108	**Kildare Audit and Accountancy Services**	This submission is prepared by Kildare Audit & Accountancy Services and welcomes the Council's efforts to improve the town of Newbridge in the Draft Settlement Plan. It is noted that the submission welcomes the opportunity to assess sections of the Draft Settlement Plan, particularly Eyre Street. The submission emphasizes the following in relation to the Draft Settlement Plan:

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

Sub. No.	Name	Summary of Submission
		(38), approx. number of residential units (85, excluding Eyre Court), and a sporting club on the street (1). • The submission states that there are circa 93 parking spaces to serve all of the above. The submission further documents an assumption of a miserly estimate of 2 parking spaces per business equates to 76 spaces. Thus, leaving only 17 spaces. The submission further asserts that many of the traders / employees have used alternative arrangements to arrive to work to ensure there is available parking for customers. The submission notes the spread of business and the different times of trade / business on the street. • The submission continues to assert an assumption that the 85 number residential units have at least 2 (or more) adults and each adult had their own car, this would result in 170-200 cars. • It is noted in the submission that some residents in the area rely on a personal vehicle for individual requirements, inter alia, elderly, couriers. Further, it is stated in the submission that a street walk was undertaken, and it is asserted that this gives an accurate snapshot of the parking situation. Attached to the document is photos taken on October 14th at 20:30 showing cars parked on the street and some photos showing cars parked on double yellow lines. • The submission asserts that this walkover was carried out on a quiet Tuesday evening and there was too much parking in the street as cars were parked on the double lines. Within the submission it is urged to consider the parking capacity at peak times. • It is acknowledged within the submission that the concept of the 10-minute town is fully supported. • It is contended in the submission that to make the street viable for all businesses and an attractive place to live, it is crucial that the current level of parking is maintained and remain as is. The submission also proposes that the footpath should not be widened. • It is acknowledged in the submission that the proposal to improve on-street lighting is very much welcomed and locals on the street have been campaigning for this for many years. The submission further states that this will help the image and appearance of the street, help reduce antisocial behaviour.

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