
Aim: *To build on the strengths of Sallins and to provide a focused approach to planning for future growth in a coherent sustainable and spatial fashion. The Local Area Plan aims to achieve a more consolidated urban form that facilitates a sustainable economic base and creates sustainable and integrated communities while balancing future development with the conservation and enhancement of the town's natural and built environment.*

PART A - INTRODUCTION, CONTEXT AND DEVELOPMENT STRATEGY

1.0 Introduction

The Sallins Local Area Plan 2016-2022 (LAP) has been prepared in accordance with the requirements and provisions of the Planning and Development Act 2000 (the Act), as amended. It sets out an overall strategy for the proper planning and sustainable development of Sallins in the context of the Kildare County Development Plan 2011-2017 (CDP) and the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. It is also informed by Ministerial Guidelines issued pursuant to Section 28 of the Planning and Development Acts 2000-2015 (the Act) together with compliance with EU Directives regarding Strategic Environmental Assessment and Appropriate Assessment.

1.1 Form and Content of the Local Area Plan

This Plan is set out in a written statement with accompanying maps. It comprises;

- ❑ **Part A Introduction, Context and Development Strategy**
- ❑ **Part B Policies and Objectives**
- ❑ **Part C Land Use Zoning**

The written statement shall take precedence over the maps should any discrepancy arise between them. In the full interpretation of all objectives for Sallins, it is essential that both CDP and the LAP are read in

conjunction. Where conflicting objectives arise between the CDP and the LAP, the objectives of the CDP shall take precedence. It should be noted that the general development management standards applicable to the LAP are contained in the CDP. Only specific objectives applicable to Sallins are included in the LAP.

1.2 Local Area Plans Status and Process

Sections 18 - 20 of the Act provide that a LAP may be prepared in respect of any area which a Planning Authority considers suitable, in particular for areas which require economic, physical and social renewal and for areas likely to be the subject of large-scale development within the lifetime of the plan.

A LAP shall be made in respect of an area which:–

- ❑ Is designated as a town in the most recent census of population, other than a town designated as a suburb or environs in that census;
- ❑ Has a population in excess of 5,000; and
- ❑ Is situated within the functional area of a planning authority which is a County Council.

The 2011 Census indicated that Sallins had a total population of 5,283 persons. A LAP is therefore required.

1.3 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. The SEA Directive (2001/42/EC), was transposed into Irish Law through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (SI No 435 of 2004) as amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I. No. 200 of 2011) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No 436 of 2004) as amended by the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 (S.I. No. 201 of 2011).

Mandatory SEA of a LAP is required where the population or target population of the town is over 5,000 persons, or where the area covered by the plan is greater than 50 square kilometres, or where the LAP is being prepared for a town and its wider environs. The SEA is being prepared in parallel to this plan, informing the plan making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into the plan making process.

In accordance with Article 13D of the Planning and Development (Strategic Environmental Assessment) Regulations 2004, a Scoping Assessment was prepared for the LAP and sent to the Environmental Authorities. The findings of the SEA are set out in the Environmental Report, which, while constituting part of the LAP documentation, is presented as a separate document. The Environmental Report was prepared in conjunction with the preparation of the LAP, which has also been informed by the environmental considerations of the Environmental

Report. The likely environmental effects of the LAP (and the alternative development scenarios considered) are predicted in the Environmental Report and their significance is evaluated with reference to the area's environmental baseline. The Environmental Report therefore provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the LAP area. The mitigation measures needed to offset the potential adverse effects of the LAP and future monitoring proposals have been transposed from the Environmental Report into the LAP.

1.4 Appropriate Assessment

The purpose of Appropriate Assessment (AA) of land use plans is to ensure that protection of the integrity of European sites is a part of the planning process at a regional and local level. The requirement for AA of plans or projects is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ("Habitats Directive"). LAPs are screened for any potential impact on areas designated as Natura 2000 sites. In any case where, following screening, it is found that the plan may have an impact, a full 'appropriate assessment' must be carried out.

The Sallins Local Area Plan 2016-2022 has been screened for AA. This screening has found that effects on the integrity of European site(s) arising from the Local Area Plan are not likely, and therefore full Appropriate Assessment is not warranted. However the recommendations of that screening document have been incorporated into the LAP.



1.4 Strategic Flood Risk Assessment (SFRA)

Under Section 28 of the Act the DoEHLG published guidelines entitled “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (November 2009). These guidelines require planning authorities to introduce flood risk assessment as an integral and leading element of the plan making process. The Draft Strategic Flood Risk Assessment (SFRA) carried out for Sallins is an assessment of flood risk in the town to inform strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the LAP.

The SFRA has recommended that development proposals for the areas of Sallins outlined on Map 3 and Section 13.4 be subject to a site specific flood risk assessment.

2.0 Sallins in Context

2.1 History and Evolution

Sallins originated as a settlement with the construction of the Grand Canal in 1780. The development of the railway at the beginning of the 19th Century and the opening of the railway station in 1846 saw Sallins thrive as a transport centre. However, with the decline of the canal system and later the railway, the importance of the town as a transport hub declined and growth stagnated.

The population of the town began to increase again with the provision of social housing at Hillview and St Brigid’s Terrace to the north of the town. Industrial development within the town comprised of the Sallins Meat Factory and the Odlums Flour Mill. Both are no longer in operation. Further increases in population occurred in the 1990s through the provision of additional housing schemes to the north, south and west of the town.

The re-opening of Sallins Railway Station in 1994 has led to the re-emergence of Sallins as an important transport centre. Sallins continues to rely on Naas as a key service provider, which has had both positive and negative effects on the town. To ensure that Sallins remains an independent town with its own niche identity, it is critical that appropriate levels of services are delivered for the existing and future population of the town.

2.2 Sallins in a Regional Context

The strategic planning framework of the RPGs identifies two planning policy zones, the Metropolitan Area and the Hinterland Area. Sallins is located in the Hinterland Area. These planning policy zones are supported by a settlement hierarchy with the identification of key growth towns to be consolidated, developed and supported within a sustainable urban form.

2.3 Sallins in a County Context

Under the Kildare County Development Plan 2011-2017 (CDP) settlement/core strategy, Sallins is designated as a Small Town. The settlement strategy acknowledges that Small Towns generally comprise populations of between 1500 and 5,000 persons whose role is to develop as key local centres for services with levels of growth to cater for local need at an appropriate scale. It is important that Sallins grows at a pace that allows the physical and social infrastructure to be delivered in tandem with development.

In terms of retail, Sallins is located in the Hinterland Area of the RPGs and is defined as a Tier 2, Level 3 Town Centre along with Kilcullen and Monasterevin. The potential of Sallins is closely linked with its role within the county's designated Primary and Secondary Dynamic Clusters and its proximity to the higher order centres of Naas and Newbridge. As such the retail function of Sallins should provide for the local population and its immediate catchment area.

In addition, the CDP also notes that the population of the town has increased but retail and non retail services floorspace has not kept pace with the needs of the town and its catchment area.

2.4 Sallins Town Profile

The town's street pattern reflects its historical development and the natural constraints imposed by the canal and the railway line. Indeed the railway and the canal are very important elements of Sallins today. The train station provides accessibility to Dublin and Cork while proximity to M7 has meant that the town remains attractive to commuters while the canal remains a valuable tourism and amenity resource.

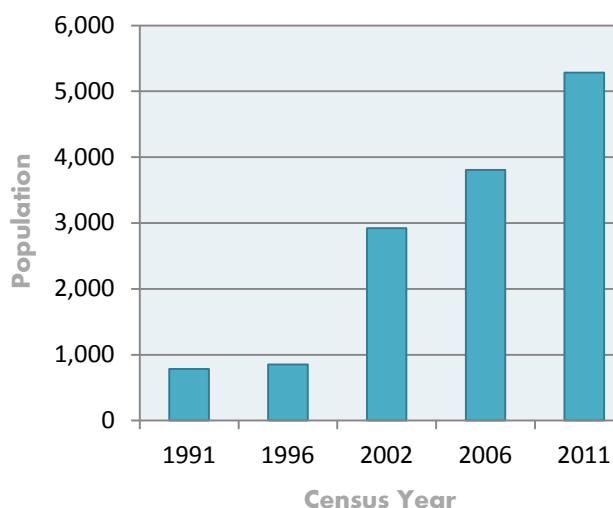
Over the last 20 years Sallins has experienced an increase in population, largely attributed to the reopening of the railway station making it particularly accessible to Dublin city centre and the construction of new residential developments within the town. Unfortunately, the level of employment within the town is not commensurate with the residential provision and to this end, residents in Sallins rely on other destinations within and outside the county for employment and higher end services.

Given that the town is strategically located between the M4 and M7 motorways, there are sustained periods of traffic congestion which detract from the urban environment and present a real challenge to the quality of life for residents. The construction of the by-pass (approved in 2014) would significantly improve the role of the town centre and provide opportunities for civic improvement(s) and regeneration of a number of key town centre sites.

2.5 Population

Sallins recorded a population of 5,283 persons in 2011, an increase of 39% on the 3,806 persons recorded in the 2006 Census of Population. Both Table 1 and Figure 1 below show the rate of population increase within Sallins over the 20 year period from 1991 to 2011.

Figure 1 Population Growth in Sallins 1991-2011



Compared to the national average rate of growth, the population increase in Sallins has been significant over the last three decades. Nationally, the population increased by 8% in the 6 year period between 1996 and 2002, however at the same time, the population of Sallins increased by 242% from 854 persons to 2,922 persons. Since then, the rate of population increase has been between 3 and 5 times the national average. Overall the population grew by 4,500 persons (575%) between 1991 and 2011.

Table 1 Sallins Population and Rate of Change 1991-2011

Census	Population	Percentage Growth	Percentage Growth Nationally
1991	783	-	-
1996	854	9%	3%
2002	2,922	242%	8%
2006	3,806	30%	8%
2011	5,283	39%	8%

Source: CSO

According to the 2011 census, almost 13% of the population were recorded as being in the 0-4 age group (pre-school), with 15% recorded between the ages of 5 and 12 (primary school) and a further 6% recorded in the 13 to 18 age group (secondary school). As the population ages, it is expected that there will be further demand for community and educational services.

2.6 Housing

The housing stock in Sallins has increased considerably in recent decades. The most notable change occurred between 1996-2002 when the number population increased by 242% from 854 to 2,922 persons.

The type and scale of residential development in Sallins is the traditional two-storey detached and detached housing with a number of terraces. In more recent years apartment and duplex housing schemes have been developed in the town centre and proximate to the railway station.

According to the Kildare Local Economic and Community Plan 2016-2022, Sallins is the most densely populated town in Kildare with an average of 3,618 people per square kilometre.

2.7 Household Size and Profile

In 2006, the number of households in Sallins stood at 1,314, representing an average size of 2.89 persons per unit. By 2011, the number and average size of households in Sallins increased to 1,808 and 2.92 persons respectively¹. It is worth noting that 83% (1,487 units) of the total housing stock (1,796 units) were built in the 20 year period between 1991 and

¹ This is slightly higher than the average household sizes in the state (2.7 persons per dwelling) where the average household sizes are reducing. The Sallins figure may be explained by the significant number of new houses built in the town since the late 1990's.

2011. This was largely driven by the towns' proximity to Naas and access to Dublin via rail.

Table 2 Permanent Private Households by Year Built

Year built	Households	Persons
Pre - 1919	19	40
1919 - 1945	16	33
1946 - 1960	35	104
1961 - 1970	34	94
1971 - 1980	53	148
1981 - 1990	62	195
1991 - 2000	656	2230
2001 - 2005	493	1348
2006 or later	338	864
Not stated	90	269
Total	1796	5325

Source: CSO

In terms of household composition, 42% of households in Sallins comprise couples with children, followed by couples without children at 20% and 18% one person households. The figures for Sallins are largely similar to the figures recorded at a County level.

2.7 Labour Force

The 2011 Census indicates that Sallins has a population of 3,683 persons over the age of 15. Of this figure, some 2,781 persons make up the labour force, the remainder being either retired, students, looking after family members or unable to work. Of the available labour force, the majority of the population (2,328 persons or 83.7%) are indicated to be 'At Work', with 453 persons unemployed/looking for first regular job. The unemployment rate for the town as recorded in the 2011 Census is 16.3%, which was less than the national average of 19% at that time.

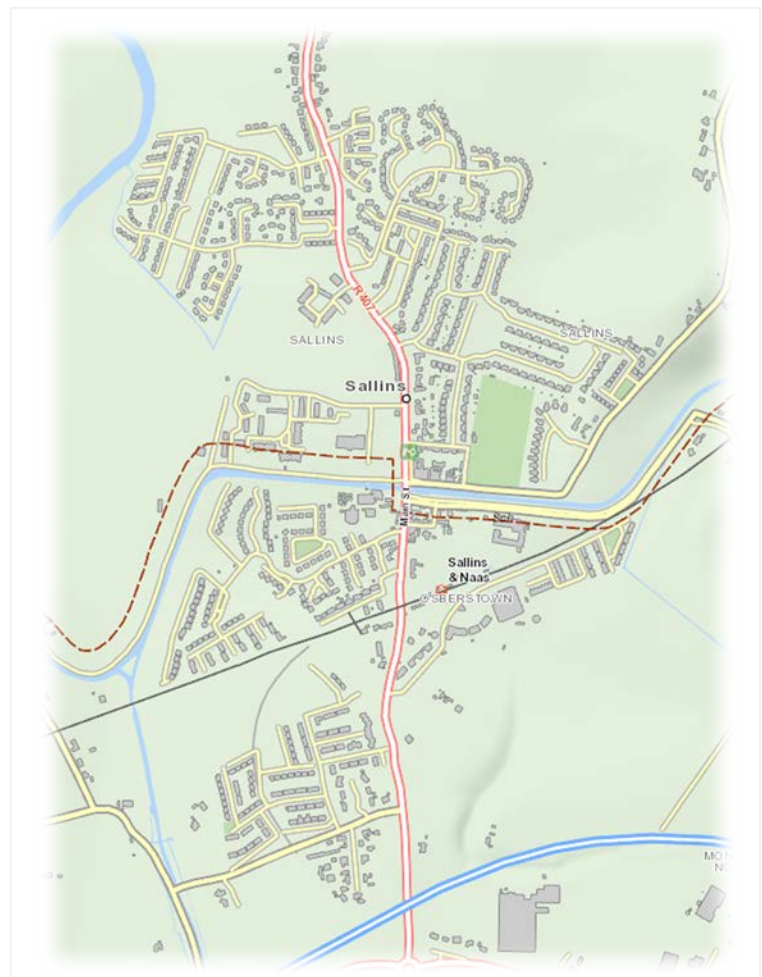
Of the 2,328 persons at work, some 1,841 persons (79%) worked outside the town. This level of outward movement is significant and confirms that Sallins is largely a commuter town. The daytime working population of the town is recorded at 454 persons and comprises both residents and non-

residents. Of this figure, the majority - 133 persons - are employed in professional services, followed by commerce and trade (123 persons), manufacturing (43 persons) and transport and communications (27 persons).

2.8 Residential Distribution

Geographically, the main residential areas in Sallins are concentrated to the east and west of the R407 Regional Road (Naas to Clane). Spatially, both natural and manmade features such as the River Liffey, the Grand Canal, the railway and more recently the M7 motorway, have all exerted an influence on the location of development within the town.

Figure 2 Urban Footprint of Sallins



Source: Myplan.ie

Growth has mainly occurred in a north/south direction along a central axis off Main Street. More recent developments in Sallins have large scale private housing developments comprising a mix of units catering for a broad mix of occupants.

2.9 Travel to Work

Of the working population in Sallins, 79% leave the town on a daily basis. Car based travel remains the most popular choice of transport, accounting for 67.1% of all journeys. Despite the presence of the intercity/arrow service in the centre of town, only 13% are recorded as using public transport (bus and rail). 42% of all workers have a commuting time in excess of 30 minutes, demonstrating that much of the population work beyond the larger towns in the vicinity.

2.10 Economy

Based on its strategic location and accessibility by road and rail to the Dublin metropolitan area and the county town of Naas, the local economy in Sallins is mainly reliant on employment opportunities outside the town. Notwithstanding the close links with Naas, Sallins is an individual town with its own specific needs and identity. It is important therefore that future zonings prevent the coalescence of the two towns and create reinforces a sense of place. Equally the LAP should maximise opportunities for growth in local employment and start up investment. There are opportunities for Sallins to harness its strategic location to both deliver and provide for a level of investment sufficient to cater for the needs of the town and the immediate hinterland.

2.11 Town Centre

The Draft County Retail Strategy 2008-2016 shows that the retail floorspace of the town is limited and widely distributed around the town centre. Consequently Sallins does not have what could be defined as a core retail area. This LAP seeks to consolidate the extent of lands zoned as town centre in order to secure and deliver higher order uses

around a newly defined urban core. Much of the land designated for town centre uses are located in or adjacent to the historic centre.

2.12 Environment and Recreation

Sallins has a wealth of natural amenities including the Grand Canal and River Liffey, each capable of sustaining a wide range of recreational and tourist activities. The Canal is an important amenity for walkers and cyclists and there are a number of recognised routes along the line of the Canal, including Sallins to Naas (via the Leinster Aqueduct), Sallins to Digby Bridge, Hazelhatch to Sallins and finally Sallins to Robertstown. Long stretches of the Canal are used for fishing, including angling competitions.

The Canal remains active for leisure and amenity purposes, as barges/houseboats continue to use the water with routes from Ardcloagh (Henry Bridge) in the north of the county and from Sallins to Healy's Bridge (close to Robertstown). The recently constructed house boat mooring facility and walkway has added vibrancy to the area and provided Sallins with a quality facility in the heart of the town.

While Sallins has active GAA and soccer clubs, it is recognised that both are short of space while the soccer club needs a permanent home. In addition there is no dedicated outdoor playground/multi use games area for children. The future provision of such a facility for the residents of Sallins is recognised as a key objective for the LAP. There is also a requirement for a town park including extended playing pitches in the form of active and passive recreation while the use of the waterbodies needs to be enhanced.

There are a number of golf courses located in close proximity to the town, including Palmerstown Golf Club and Naas Golf Club and a driving range at Kerdiffstown.



2.13 Education

St Laurence's National School caters for children from junior infants to sixth class. The school currently has an enrolment of 704 pupils (2014/2015 Department of Education and Skills). While there is no second level school in the immediate town area, the Department of Education and Skills is planning to construct a new second level school in the northern Naas area to cater the wider catchment, including Sallins.

3.0 Key Challenges

The LAP has an important role to play in guiding and facilitating the future physical, social, economic and environmental development of the town. To achieve this, and in order for the town to reach its potential, there are a number of key challenges which must be addressed. These include:

- (i) Establishing a planning framework to ensure Sallins can accommodate its **housing unit target** in order for the town to sustain itself within the county and the region.

- (ii) Requiring high quality **urban design in the town** to improve urban streets, spaces and high quality architectural design, making Sallins an attractive place in which to live, visit and do business.
- (iii) Promoting self sufficiency for Sallins by encouraging and supporting new economic development in the town.
- (iv) Encouraging the development of Sallins in a sequential manner providing for the coherent expansion of the town from its central area.
- (v) Supporting the re-use of land and buildings, particularly through backland development and regeneration of town centre and brownfield sites.
- (vi) Expanding the quantity and quality of public open space for an increasing urban population through designating key assets along the Canal and River Liffey and key urban spaces within the built environment.
- (vii) Ensuring the availability of local employment opportunities, community and commercial services, recreation (including new

- playgrounds) and amenity facilities for the existing and future population of Sallins.
- (viii) Unlocking infrastructural constraints and ensuring adequate investment in infrastructure (such as the Sallins by-pass), to maintain and facilitate the physical, social, economic and environmental development of the town.
- (ix) Minimising the impact of future development on the local environment by ensuring that all future development embraces a green infrastructure strategy.
- (x) Minimising negative impacts on key natural assets such as The Grand Canal and the River Liffey.
- (xi) Retaining the separate physical identity of Sallins by avoiding coalescence with Naas.
- (xii) Promoting a sustainable transport network including the provision of roads, footpaths, cycle lanes, public transport infrastructure, and promoting interconnectivity between modes.
- (xiii) Protecting the built and natural heritage and biodiversity of the town for its intrinsic value and as a resource for the tourist economy of the future.

- (xiv) Continuing the protection of the environment at all levels, including air and water quality and to ensure adequate provision for climate change.

4.0 SEA of Alternative Plan Scenarios

Five alternative plan scenarios were provided by the Planning Department to the Council’s environmental consultants as part of the SEA process in order to assess different visions of how the future development of Sallins might occur. A comparative evaluation of the likely environmental effects of each of the scenarios was carried out (refer to SEA Environmental Report) and concluded that **Alternative Scenario Option 1** (see Figure 3 below) with emphasis on consolidation as the most sustainable option for the town.















Figure 3 – Preferred Scenario



**SALLINS LAP ALTERNATIVES
OPTION 1 CONSOLIDATION**

LEGEND

-  Town Centre
-  Amenity
-  River Liffey
-  Train Station
-  Motorway M7
-  LAP Boundary
-  Grand Canal
-  Strengthen Links
-  Consolidate
-  Employment Area
-  Infill Development
-  Proposed Sallins Bypass

5.0 Future Development Strategy

The strategy for the future development of Sallins is based on the framework provided by the Regional Planning Guidelines 2010-2022 and the Kildare County Development Plan 2011-2017. This LAP establishes a framework to guide the development of Sallins for the period 2016-2022, setting out a vision for the area, specifying the type, amount and quality of development needed to achieve that vision while seeking to protect and enhance the environment and amenities of the town. Whilst the LAP establishes a framework to guide the development of Sallins for the next 6 years, this section sets out a development strategy for the sustainable development of the town over the next 15-20 years, thereby framing the policies and objectives set out in this LAP.

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

1. Provision of recreation and amenity spaces

The provision of appropriate play and recreation areas in Sallins is required during the lifetime of this LAP and beyond. A community facility such as a play ground and/or small town park is an important and significant feature of a vibrant living town and fosters a sense of place for residents and visitors alike. Playgrounds are identified at key locations within the town. The need for a central civic space as a focal point is also required in the town centre.

It is also envisaged that a large area between the canal and the bypass will be reserved for future active and passive recreational activities. While there are no immediate plans to develop this area, it is important to indicate and retain the land as a strategic requirement over the coming decades.

This area will reinforce the rural qualities associated with the Grand Canal such as walking and cycling. Furthermore the positioning of the lands between the bypass and canal will protect the setting of the canal, provide a link with the River Liffey to the north and east and reinforce the objective to develop a Liffey Valley Park in the region.

Another key objective of this Plan is to deliver a cycle network along the canal as a practical initiative for local cycling enthusiasts to ensure Sallins is connected to the wider geographical area set out in the Greater Dublin Area Cycle Network Plan prepared by the National Transport Authority in 2013. Sallins is 30km (18.5 miles) from the South Circular Road in Dublin via the canal. This is a realistic commutable distance for cyclists on flat terrain and should be promoted accordingly as a greenway.

2. Regeneration of Former Odlums Mill

The former Odlums Mill site represents a significant opportunity for the redevelopment of a strategic brownfield site in the town centre. The town centre zoning provides for a wide range of uses including employment, educational, community/recreation and residential uses. The location of the site in close proximity to the Grand Canal provides a unique opportunity to combine regeneration with the waterway. In order to realise this vision, a design brief is incorporated in the LAP to assist key stakeholders.

3. Regeneration of former meat factory lands

Another significant brownfield site (3.16ha) remains partially developed in the town centre. This area is framed by the Grand Canal to the south (opposite the Odlums site), Main Street to

the east, an existing internal street to the north and a residential development to the west. Home Farm House (a protected structure) to the north east frames the entrance to this area. There is an opportunity for a mixed use development creating a network of new streets and urban spaces, all reinforcing the amenity of the canal and surrounding areas. A design brief is also included for this area.

4. Regeneration of lands north and south of railway station

While the railway has played a key part in the development of Sallins from a historic perspective, much of the lands immediately adjoining the station have remained undeveloped and underutilised. Consequently there has been a fragmentation of the urban environment with vacant/underutilised sites around the station, disconnecting the town with the rail station. There is an opportunity to redefine the lands in the vicinity and create public spaces around this transport hub (including the attractive station building). In order to realise this vision, a design brief is incorporated in the LAP to assist key stakeholders.

5. Town Centre Consolidation

It is critical that this LAP retains the primacy of the town centre as the commercial heart of Sallins while at the same time allowing future expansion of the core area. As outlined above, substantial areas of brownfield land remain undeveloped while a number of units remain vacant in the town. It is critical that planning promotes high quality uses and built form. The LAP seeks to regenerate the physical, economic and visual appearance of the town centre as a place for people with new spaces and streets.

A ‘Sallins Town Centre Urban Design and Public Realm Study’ is included in Appendix 1, which presents an indicative development framework for Sallins town centre.

6. Zoning of Lands

It is recognised that community and recreational facilities in Sallins have not kept pace with the increase in population over the past two decades. Any future development of residential lands (excess of 25 units) on lands zoned C New Residential, A Town Centre or K Commercial/Residential must address this social deficit through:

- Social Infrastructure Assessment
- Design (e.g. playgrounds, pocket parks)
- Integration of services

The quantum of residentially zoned lands in the Sallins Local Area Plan 2009 exceeds the target set in the core strategy of the Kildare County Development Plan 2011 to 2017. Sites with a valid planning permission will remain zoned in this plan while a small quantum of additional lands for residential purposes will be provided to cater for future housing needs. Lands which are not required for the housing target will be appropriately rezoned.

A strong emphasis is placed on encouraging the sequential development of all zoned lands and encouraging the development of underutilised lands in and close to the town centre.

7. Town Bypass

The construction of the town bypass is critical to the future development of Sallins. The Council will actively pursue this project which is a key component to the regeneration of the town centre and adjoining lands.

Part B – Policies and Objectives

6.0 Introduction

This section outlines specific policies and objectives of the Council with regard to the development of Sallins. The overarching policies and objectives of the Kildare County Development Plan (CDP) 2011-2017 will also apply, including the Development Management Standards set out in Chapter 19 of the CDP (or as amended as part of any future CDP). Any proposed development within and adjoining the LAP boundary will be screened for Appropriate Assessment to determine its potential impact on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive. In all such cases the applicant/developer is advised to consult with the National Parks and Wildlife Service of the DoAHG.

7.0 Compliance with Core Strategy of the Kildare County Development Plan 2011-2017

To ensure that the future development of Sallins is in line with the Core Strategy of the County Development Plan 2011-2017 this LAP provides for the zoning of lands for residential, employment, retail, amenity, community and educational uses in order to deliver a sustainable compact town through a plan-led approach. A framework is also outlined for the town's sustainable growth through the incorporation of policies and objectives in relation to housing, employment, retail and town centre development.

8.0 Housing and the Core Strategy

Land for residential, employment and retail purposes are zoned over the life of this LAP in compliance with the county settlement strategy of the CDP. These lands will be subject to a monitoring programme to ensure that the future development of Sallins remains in accordance with the said Settlement Strategy.

The quantum of lands zoned for residential purposes in the previous 2009 LAP exceeded the demands over the life of that plan. The county settlement strategy figures stipulates that a maximum of **240 additional units** (excluding those permitted but not built) are required for residential purposes over the lifetime of this LAP.

It is a policy of the Council

PLD 1: To monitor the scale, rate and location of newly permitted developments and apply appropriate development management measures to ensure compliance with the core strategy including population targets and to achieve the delivery of strategic plan led and coordinated balanced development within the town.

8.1 Future Housing Target

The County Settlement Strategy sets out a new housing unit target for Sallins over the period 2006-2017. The unit target figure also needs to account for residential units built from 2006-2015 and for un-built units with valid planning permissions. Table 3 summarises the calculations discussed in the remainder of this section.

The county settlement strategy has set out a target of 531 new housing units² to be provided for within Sallins over the period 2006-2017. This equates to 1.9% of the total residential unit growth target for the entire county for this period. The Regional Planning Guidelines have allocated an annual target of 3,122 units for the county over the period 2016-2022. Sallins' allocation for 2018-2022 is therefore calculated as 1.9% of this annual county target (59 units per annum over 5 years). Adding this to the 2017 housing unit target (531 units) gives a revised target of 826 new housing units for Sallins for the plan period 2006- 2022.

A total of circa 575 residential units have been constructed in the town over the period 2006-2015 resulting in target of 251 units for the period 2016-2022. As advocated in the ‘*Development Plan Guidelines for Planning Authorities*’, issued by the Department of the Environment Heritage and Local Government (2007), over zoning of one third to one half is acceptable to ensure that housing targets are met. The LAP housing target increases to 377 units when an additional 50% over zoning is applied. Regard must also be had to the 137 un-built units with valid permissions currently in existence. Taking these permissions away from the LAP target leaves a remaining **target of 240 units for the period 2016 – 2022.**

The quantum of land required to meet the unit target of 240 units will be dependent on the location and density of development. The location and category of land use zonings will allow for different residential densities.

Table 4 sets out how the quantum of lands required to meet the target of 137 units ranges from 6ha to 3ha, depending on the average densities used.

² Please refer to Chapter 3 (Settlement Strategy) of the Kildare CDP 2011-2017

Table 3 Sallins Housing Unit Target 2016-2022

Timeframe	Unit Target	Calculation Details
2006-2017	531	= 1.9% of the overall county target of 27,982 units
2018-2022	295	= 1.9% per year of the annual county target 2016-2022 of 3,122 units (being 1.9% of 3,122 units = 59 units per annum * 5 years)
2006-2022	826	= 2006-2017 target (531) + 2018-2022 target (295)
2016-2022	251	= 826 units (2006-2022 target) – 575 units (total units built 2006 to Sept. 2015)
2016-2022	377	= Additional 50% over zoning provision (261/2=126) (126+251 =377)
2016-2022	240	= 377 units - 137 units with valid planning permissions and not commenced as of Sept. 2015/2015

Table 4 Quantum of Land Required to Meet the Unit Target

2016-2022 Unit Target	@25 units per ha	@35 units per ha	@45 units per ha
240 units	10 ha	7 ha	5 ha

Land Use Zoning Objectives Map 1 (attached) and Table 5 identify the location, phasing, site size, density and unit potential for undeveloped residential, town centre and commercial/residential zoned land within the LAP boundary.

Table 5 Capacity for Residential Development on Zoned Land in the Plan

Site Ref.	Site Area Developable (ha)	Estimate per ha	Unit Potential
C1	0.3	@ 20 per ha	6
C2	0.4	@ 20 per ha	8
C3	0.8	@ 35 per ha	28
C4	3.2	@ 35 per ha	112
C5	1.6	@ 35 per ha	56
C6	3.3	@ 35 per ha	99
C7	0.8	@ 35 per ha	30
C8	2.25	@ 35 per ha	78
C9	12.15	@ 35 per ha	365
A1	0.6	@ 40 per ha	25
A2	1.7	@ 35 per ha	60
A3	2.1	@ 40 per ha	84
K1	3.8	@ 40 per ha	152
K2	0.5	@ 40 per ha	20
Total	33.5		1,123

As clearly outlined in the Plan, the priority is to develop key sites in Sallins town centre. To reinforce this aim, lands identified as A Town Centre, K Commercial/Residential and areas C1, C2 and C8 New Residential are all classified as **Phase 1 lands**. These areas have capacity to deliver in excess of the required units over the plan period. However it is likely that all sites will not be developed over the plan period. All remaining lands zoned C New Residential are classified as **Phase 2 lands** in accordance with Policy HP 1.

The indicative densities for zoned land in Sallins are also contained in Table 5. The challenge is to design residential environments that impact positively on residents and comprise attractive, safe areas with a mix of house types, sizes and design all set within attractively landscaped areas. Good permeability with pedestrian and cycle links to surrounding neighbourhoods, community facilities and recreational areas are required for sustainable neighbourhoods. Applications for residential development should also have regard to design principles outlined in Sections 10 and 11 of this Plan and the Kildare County Development Plan.

In addition to these lands, the existing residential/infill and town centre zonings provide opportunities for a wide number of uses including residential development. To maximise the return on public transport investment, it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including appropriate densities – on lands within existing or planned transport corridors.

It is the policy of the Council

HP 1: To facilitate the sustainable development of lands in Sallins for residential use in accordance with Section 8.2.1 to ensure compliance with the core strategy and the settlement strategy set out in Kildare County Development Plan 2011 to 2017, or any future plan.

Note:

In the event that no development occurs on lands designated for Phase 1 within 3 years of the adoption of this Plan, consideration may be given, subject to availability of services, to development of Phase 2 lands which are sequentially close to the town and are adequately serviced by appropriate infrastructure. The scale of development must comply with the core strategy figures.

The inclusion of new residential Phase 2 lands within this LAP will not in any way infer a prior commitment on the part of the Council regarding their future zoning for residential purposes. Any future amendment or review of the Sallins LAP will be subject to Strategic Environmental Assessment (SEA), Appropriate Assessment(s) (AA) and Flood Risk Assessment as required under the relevant legislation.

HP 2: To ensure that all applications for residential development in Sallins have regard to the provisions of the DECLG's *Guidelines on Sustainable Residential Development in Urban Areas* (and the accompanying *Urban Design Manual*) and the policies and objectives set out in the Kildare County Development Plan 2011-2017 (or any future Plan).

8.2 Housing in the agricultural zone

The primary aim for the agricultural zone (i.e. Zoned 'T' Agricultural) in Sallins is to preserve agricultural uses and to protect the physical, environmental, natural and heritage resources of these areas. This area has been zoned to prevent urban generated development which would interfere with the operation of farming/bloodstock or rural resource based enterprise. The provision of any new housing within this zone will be strictly controlled.

It is a policy of the Council

HP 3: To strictly manage the provision of one off housing in lands zoned "I – Agricultural". Limited one off housing will be permitted in this zone subject to compliance with the rural housing policy set out in the Kildare County Development Plan 2011 - 2017 (or any future Plan).



9.0 Enterprise, Industry and Economic Development

In devising an economic strategy for Sallins it is important to recognise that the town is classified as a small town under the County Settlement Hierarchy. While the town should maximise employment opportunities locally, Millennium Park is located just 2km southwest of the town centre. This strategic land bank is now home to a significant working population within the region and has huge capacity for further development.

Having regard to the foregoing, any strategy for Sallins should be realistic in terms of the potential opportunities. Ensuring the viability of existing employers and attracting new employment opportunities to Sallins is vital for the town to grow and prosper. It is likely that such opportunities would be local indigenous employers rather than large multinationals.

However in the event that a large employer (or a number of smaller start up businesses) seek to locate in Sallins, a significant landbank (11.8 ha) is zoned for employment purposes on the Clane Road at the junction between the R407 and the proposed bypass.

The town centre (and expansion thereof) presents the best opportunity for employment in Sallins, harnessing its village appeal with an attractive waterfront along the Grand Canal. Regeneration of the town centre, promoting green tourism (through cycling, walking and fishing) and the development of key brownfield sites are crucial to reinforcing the desirability of the town as a place to live over the coming decade(s).

The long term strategy of this LAP is centred on the following key objectives:

- Promoting opportunities for employment at appropriate locations with respect to land use zoning, strategic access,

residential areas and public transport nodes;

- Consolidating and supporting commercial and retail development in the existing town centre;
- Encouraging the flexible re-use of the Odlums Mill and former meat plant sites through the provision of a mix of employment, residential and community uses, high quality public realm and open spaces, including access to the canal and a built environment that reflects the existing fabric of the town;
- Increasing physical connectivity and tourist linkages within the town to encourage spin off developments;
- Locating low density employment opportunities adjacent to strategic distributor road links;
- Creating opportunities for cultural, social, community, passive and active leisure activities that maximise the potential of the existing heritage and amenity; and
- Improving economic infrastructure in the area including ease of access to markets and customers, both physically and electronically.

9.1 Quality of Life

Factors that make a town attractive for both firms and employees are key to successful economic development. Specific actions to improve quality of life include:

- Providing high quality residential development with supporting social and community facilities;

- Ensuring a vibrant town centre with a high quality public realm and streetscape;
- Creating an attractive urban environment to encourage employees to reside within the town;
- Ensuring the appearance of new developments complement the existing environment and is of the highest quality; and
- Increasing and improving the range of recreational, amenity and cultural facilities.



It is the policy of the Council

ED 1: To promote enterprise creation opportunities and initiatives, in line with the designation of Sallins as a Small Town.

ED 2: To promote and facilitate synergy between tourism, heritage and retail in Sallins that enhances the economic profile of the town.

ED 3: To engage with existing employers and potential new employers in creating and fostering enterprise development in the town.

ED 4: To facilitate the sustainable development of commercial, office, light industry and warehousing development on appropriately zoned and serviced lands in co-operation with relevant development agencies.

It is an objective of the Council

EDO 1: To facilitate economic development through the provision of appropriate infrastructure within the town.

EDO 2: To ensure that sufficient and suitable land is zoned for employment generating uses in Sallins. Such land will normally be protected from inappropriate development that would prejudice its long term development for these uses.

9.2 Tourism Development

Tourism has a key role to play in the economic development of Sallins. The town is situated on the Grand Canal which serves as a recreational resource for the wider area. It is only 27 km (16 miles) by the canal towpath from Sallins to the South Circular Road in Dublin. Given that the terrain is relatively flat and easy to navigate, this needs to be exploited. The opportunity for further spin off enterprises to complement the tourism and recreational aspects of the Canal should also be explored.

Waterways Ireland has recently completed the construction of a house-boat mooring facility along the northern bank of the Canal in the town centre. Such facilities have enhanced the profile of Sallins as a tourism destination, not only for boating enthusiasts but for the wider community.

Waterway walks are popular along the full length of the Grand Canal and Sallins is no exception, with the stretch from Sallins to Digby Bridge proving particularly popular. Physical and environmental improvements along the canal banks, through the construction of dedicated cycleways, designation of green routes and nature trails are all required to improve accessibility and usability of this resource.

It is the policy of the Council

T 1: To support, promote and improve the marketing and development of Sallins as a tourism destination within County Kildare.

T 2: To improve the visitor experience to the town and to co-operate with relevant stakeholders and agencies in promoting tourism and securing tourist based enterprises and facilities in the town.

It is the policy of the Council

T 3: To capitalise on potential tourist income by promoting existing accommodation/services and new accommodation choices in the town.

T 4: To promote, maintain and enhance all routes within Sallins as indicated on Map 2 as tourism walking and cycling routes within and around the town.

It is an objective of the Council

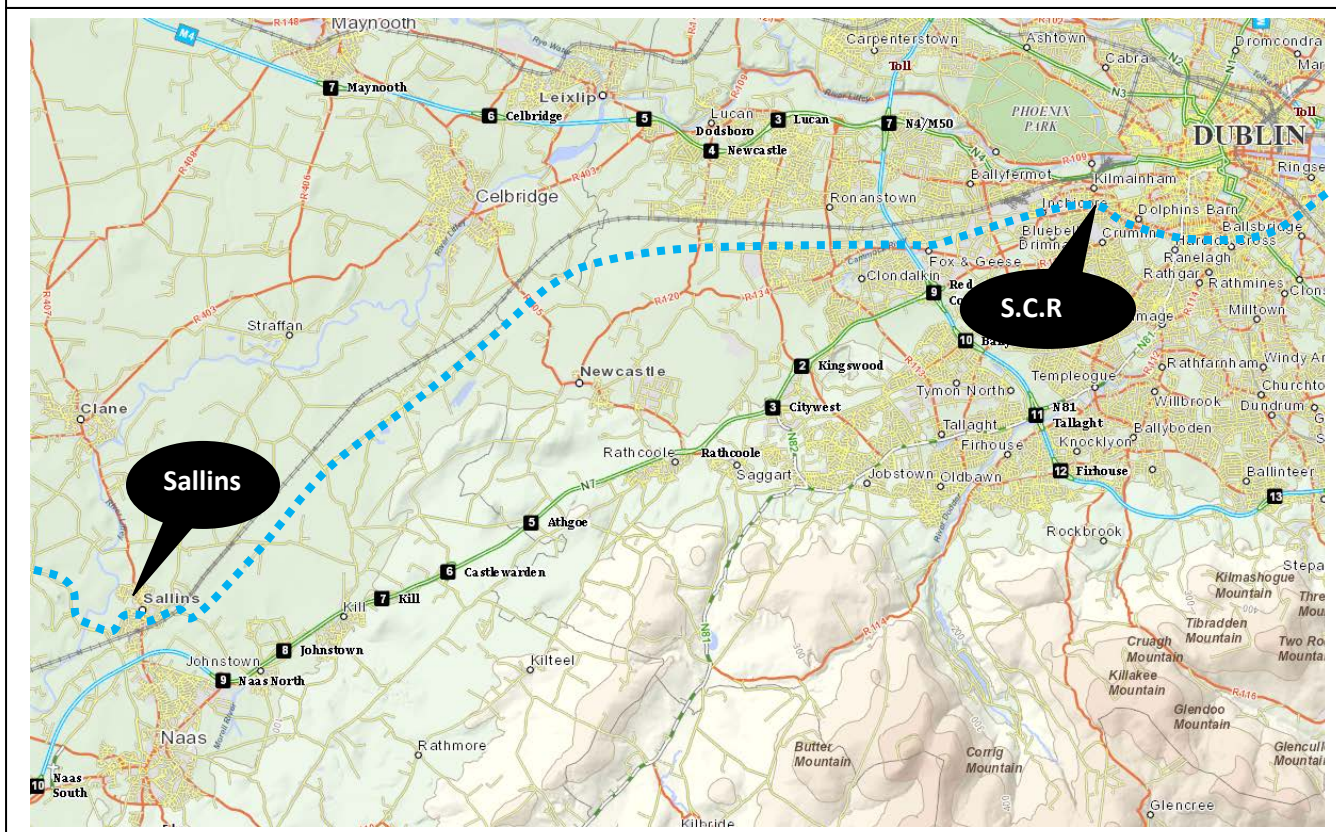
TO 1: To facilitate and guide the development of additional attractions and facilities within the town in order to encourage increase tourism generated expenditure.

TO 2: To facilitate the development of appropriate signage and/or mapping of tourism experiences at gateways such as Sallins Railway Station, along the Canal and at nodal spaces such Main Street and the new development areas within the town.

TO 3: To support and facilitate Waterways Ireland in the provision of facilities along the Canal.

TO 4: To support the development of green routes in Sallins in accordance with the *Greater Dublin Area Cycle Network Plan* (2013) published by the National Transport Authority.

Figure 4 Sallins to Dublin by Canal (South Circular Road (S.C.R.) is 27 km (16 miles) along the Canal)



10.0 Town Centre

Sallins is designated as a Level 4 centre (Small Town) in the Retail Hierarchy of the Retail Strategy for the GDA 2008-2016. The Retail Planning Guidelines 2012 (and supporting Retail Design Manual) place a renewed emphasis on supporting and enhancing our town centres rather than permitting out of centre or edge of centre developments. A key tenet of the guidelines is to have a plan led approach to developing town centres.

This LAP seeks to strengthen the historic town centre in Sallins to clearly define a core retail area which can support existing and future commercial activity. As such the extent of lands zoned for town centre uses have been substantially reduced when compared to the 2009 LAP. While mixed use developments have occurred at edge of centre

Despite its status as a small town in the County Settlement Hierarchy, Sallins has a strong local retail base. However in retail planning terms Sallins will not compete with the adjoining centres of Naas and Newbridge for comparison retailing. The core area should consist of a mix of commercial units, coffee shops, restaurants, retail services, offices and residential use. An attractive urban environment is also critical to attract new business.

As set out in Section 11 Design Briefs, there are opportunities to regenerate a number of brownfield sites to capitalise on the town's location vis a vis Naas and the tourism potential presented by the Grand Canal. These briefs will ensure a plan led approach over the period of this plan and beyond and should raise the profile of Sallins town centre in attracting new residents and investment opportunities.

It is the <u>policy</u> of the Council	
TC 1:	To encourage residential uses within the town centre such as 'living over the shop'.
TC 2:	To encourage the development of independent retail outlets in the town centre that will create a unique character and shopping experience for visitors.
TC 3:	To actively promote the sequential development of the town from its centre to the edge of centre in order to protect the vitality and viability of the town.
TC 4:	To promote good quality shopfronts and advertising that enhance the visual qualities of the town and to use the Councils enforcement powers to secure the removal of frontages and signs that detract from the appearance of the buildings and amenity of the town.
TC 5:	To promote and encourage high quality urban design as a means to improve the image of the town.
TC 6:	To ensure that new developments which might extend over more than one plot, should address the plot through design, with variations in the façade composition that echo the historic plot pattern.
TC 7:	To work with and encourage landowners, retailers and development interests to realise the potential of vacant and backland town centre lands in Sallins.
TC 8:	To investigate sources of funding for the provision of the public infrastructure objectives of this plan including the provision of pedestrian and cyclist bridges over the Grand Canal through the Capital Works Programme assisted by the Section 48 Development Contribution Scheme and other funding streams.

It is an <u>objective</u> of the Council	
TCO 1:	To facilitate the development of appropriately scaled mixed use development in the sites identified in the Design Brief Study Areas identified under Section 11.0.
TCO 2:	To encourage a mix of uses within the town core area in order to reinforce the primacy of the town centre.
TCO 3:	To encourage the use of upper floors within the town centre for residential and commercial purposes.
TCO 4:	To develop multi-functional, fit for purpose outdoor spaces capable of hosting festivals, events, food and craft markets etc. subject to proper planning considerations.
TCO 5:	To promote and facilitate appropriate temporary uses on vacant lands and buildings

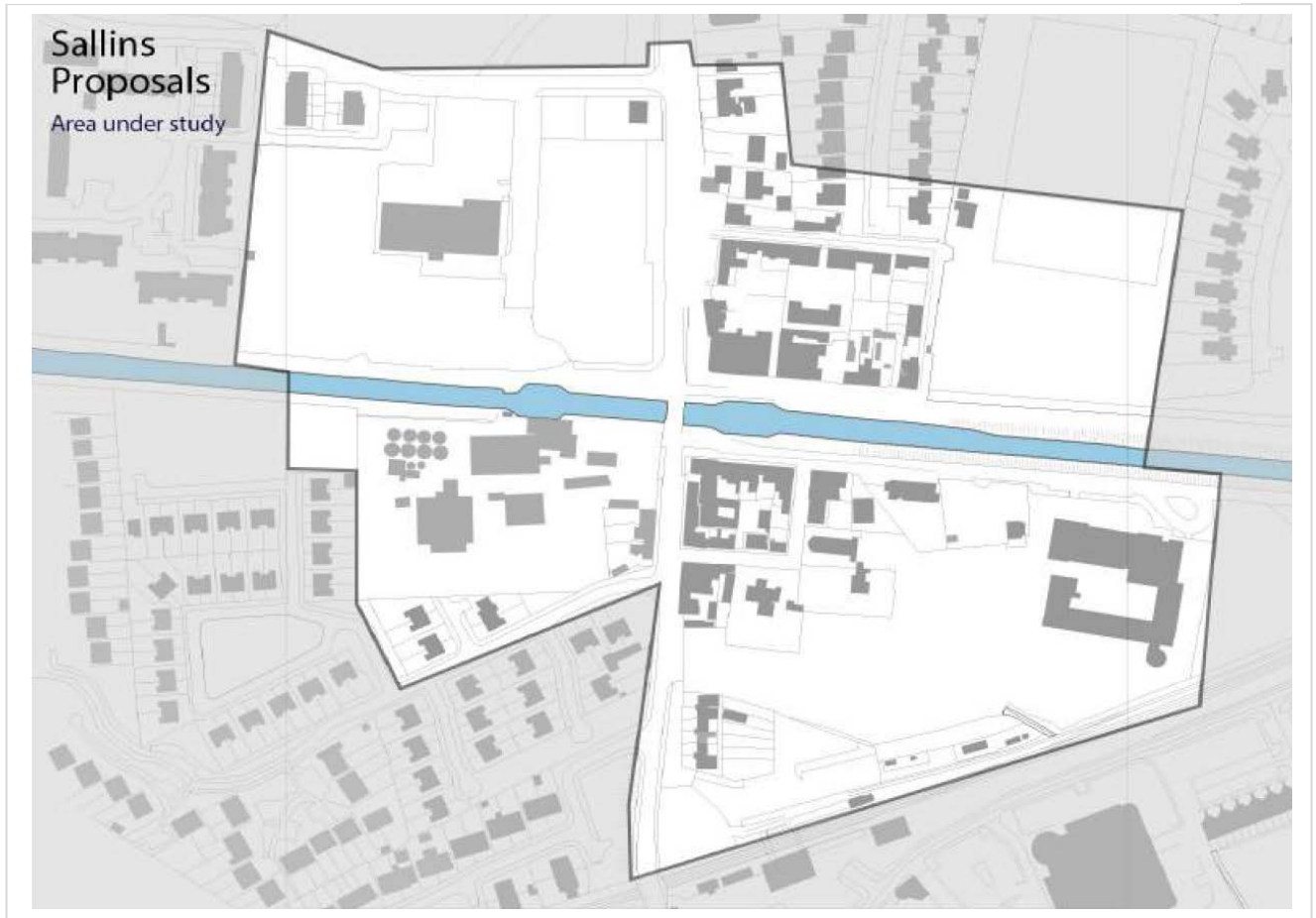
It is an objective of the Council

TCO 6: To prepare and implement (subject to funding) a detailed Town Improvement Scheme to visually enhance the streetscapes and key urban spaces in the town centre and approach roads. The Scheme shall accord with the National Transport Authority's Integrated Implementation Plan for Transport in the GDA (2013-2018) (or any subsequent Strategy), accord with the principles as set out in the 'Sallins Town Centre – Urban Design & Public Realm Study' (Appendix 1), the Design Manual for Urban Roads and Streets (DMURS) and the Dept. of Transports '*Smarter Travel - A Sustainable Transport Future 2009-2020*' and place an emphasis on;

- a) Delivering a modal shift by creating a pedestrian, cyclist and public transport friendly environment
- b) Integrating land use and transport in the town centre with surrounding residential, schools and employment areas
- c) Improving the appearance (lighting, rationalising signage, environmental, landscaping etc) of the town centre and surrounding streets
- d) Undergrounding of utility cables
- e) Promoting the economic development of the town centre

TCO 7: To work with various government departments/agencies/bodies and private landowners to implement key principles of the 'Sallins Town Centre – Urban Design & Public Realm Study' for the town centre area as defined in Figure 5 and outlined in detail in Appendix 1 of this Plan. Elements of the Study may be delivered on an incremental basis, subject to funding. Although indicative in nature, development proposals within the identified area should indicate how the broad principles of the study will be delivered.

Figure 5 Sallins Town Centre – Urban Design and Public Realm Study Area



10.1 Urban Design and Regeneration of Key Sites

Local authorities have a key role to play in the formation of the built environment. The policies and objectives contained in the Local Area Plan, particularly those in relation to urban design, will guide future development. This section sets out policy guidance to proactively encourage the regeneration and conservation of the town centre.. This section should also be read in conjunction with the relevant national guidelines and policy documents such as:

- Design Manual for Urban Roads and Streets (DMURS) (2013);
- Shaping the Future: Case Studies in Adaptation and Reuse in Historic Urban Environments (2012);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) (2009);
- Urban Design Manual; A Best Practice Guide (2009);

- Retail Design Manual (2012); and
- Government Policy on Architecture 2009-2012.

10.2 Urban Design Analysis

Sallins' evolution is reflected in its urban morphology. Figure 6 shows the historical footprint of Sallins in the early 19th Century. The town originally centred on the Canal, with streets formed north and south of the canal itself. Later, with the emergence of the railway, development moved southwards (Railway Cottages and other rail buildings) with additional development to the west (Corn Mill) and north (Home Farm House). From the 1980's to 1990's the town expanded to the north and west, mainly in the form of suburban residential development. In more recent years, development has tended to concentrate to the south and east of the town.

uses. Delivery will focus on a flexible and realistic framework for growth while allowing for the continued development, regeneration and physical improvement of the town.

10.3 Movement Patterns

Movement through the town is via the Main Street, which runs on a north-south axis. Connectivity within and around the town centre is relatively poor, particularly given that there is development on both sides of the canal, with only one bridge providing combined vehicular and pedestrian access to the other side. Footpaths are narrow and footfall is low. A greater variety of uses within this central area will encourage greater movement. To increase permeability, new streets are proposed in specific areas as part of the design briefs while a number of new and improved streets and connections, including 3 new bridges over the Canal, are outlined on Map 2 Movement Objectives (attached).

Figure 6 Sallins in 1837



10.3 Public Space Network

There are few designated public space in Sallins, except for the areas around the Canal and community facilities such as the Church and Community Centre. The need for civic space is recognised in this LAP. A town park is desirable and a playground is a necessity. There is scope for greater integration and prioritisation for new public spaces within brownfield sites (subject to design briefs) off Main Street. Public realm improvements, including access to and from the railway station, would enhance the public space network by providing greater connectivity within the town. There is an opportunity to create new pedestrian priority route(s) in the design/location of the proposed playground and town park.



It is the policy of the Council

PS 1: To encourage increased permeability through larger land parcels and to link them to existing routes and civic spaces within and around the town.

PS 2: To retain, where appropriate, mature landscaping including hedgerows and trees which contribute to the character of the town.

PS 3: To improve the visual approaches to the town from all directions and provide well designed entrances to mark the edges of the town centre at appropriate locations that reflect its character.

11.0 Design Briefs

In accordance with Section 3.8 of the *Guidelines on Sustainable Residential Development in Urban Areas*, this LAP includes design briefs to promote the development of a number of key areas within the town centre.

Given the scale of underutilised and vacant land in or proximate to the historic town centre, and considering the cumulative impact of heavy traffic on Main Street, Sallins requires a high level of design input to realise its potential.

A number of **design briefs** are therefore proposed for the following areas of the town;

- **Odlums Mill**
- **Lands at the Former Meat Factory**
- **Lands North of Railway**
- **Lands South of Railway**

These design briefs set out broad parameters for the future development of these areas. They set out the broad parameters for development and are **indicative** in nature. A more detailed urban analysis will be required to be prepared by developers/landowners as part of any development proposal. These briefs will assist the different parties involved in the planning process – landowners, developers, agents, design teams, residents and the Council. The briefs are based on an appraisal of the area and its urban context. This analysis is used to form a vision for each area based on three key principles of urban design:

- a) built form
- b) landscape/urban space
- c) connectivity/movement

Design Briefs 11.1, 11.2 and 11.3 should also have regard to Objective TCO 7 under Section 10.0.

11.1 Odlums Mill

Appraisal

This urban block is zoned ‘A2 Town Centre’ is located in the town centre on the western side of the Main Street and south of the Grand Canal and comprises circa 1.6ha. The site is home to a number of vacant industrial buildings, storage silos and circulation space associated with the former mill. A single vehicular/pedestrian entrance exists off Main Street. As such the block is largely impermeable.

The site is bounded to the north by the Grand Canal and the former meat factory (also subject to a design brief). Main Street lies to the east while the southern, western and part of the eastern boundaries are all surrounded by two storey residential units in Osberstown Park. Topographically the site is low relative to the Main Street which rises on approach from both directions in order to clear the canal. While this adds visual interest to the site and presents architectural opportunities, it could limit the potential for active street frontage.



The industrial architectural heritage of the former Odlum’s buildings have a unique historic link with the development of Sallins and contribute to its sense of place. An industrial heritage survey of this site will be required in advance of any development proposals and shall inform any subsequent development proposal(s). Future development on this site should also have regard to the indicative principles as set out under the ‘Sallins Town Centre – Urban Design & Public Realm Study’.

Elements of the design should *inter alia* include:

Built Form

- High quality built edge to key boundaries (south east and north);
- Potential active street frontage onto Main Street;
- Provision of a community/recreational infrastructure as well as amenity use as part of any redevelopment proposal;
- Active frontage to the canal with a designated amenity space, enhancing the built and socio-economic environment of the town and providing green routes for leisure;
- Views of canal from Bridge to be enhanced through architectural design, colour and lighting;
- Promote a range of uses on the waterway – residential, business and leisure uses, which bring activity and movement into and through the block; and
- Recognise the amenity value of the waterway and the development uplift it generates while protecting and enhancing its biological diversity and environmental quality.

Landscape/Urban Space

- New urban spaces – creation of new public spaces and walkways - extend the canal into the site to create feature of interest;
- Provide publicly accessible areas for leisure, sport and recreation; and
- High quality landscape treatments.

Connectivity/Movement

- Provide new connections via bridge over canal to increase permeability/connectivity;
- New street/links to facilitate additional permeability and pedestrian movement between key spaces;
- Non-vehicular access via canal tow path, with ease of access (pedestrian/cycle) through site to continue along canal with new footpath/cycleway;
- Possible vehicular access via new junction at Main Street and opportunity to provide link to main street via Osberstown Park (via units 1-6);
- Integrate development with neighbouring areas – ease of access to playground, railway station etc;
- Access and towpath improvements should form an integral part of any development proposal for the sites; and
- Any development in the area should clearly outline how the development can accommodate interchanges between transport modes happening at this location, and how it can maximise the benefits of the multimodal transport node at the Railway Station.

Aerial view of the site



11.2 Lands at the Former Meat Factory

A significant brownfield site (4.23ha) remains partially developed in the centre of Sallins west of the historic town centre. This area is framed by the Grand Canal to the south (opposite the Odlums site), Main Street to the east, an existing internal street to the north and a residential development to the west. Home Farm House (a Protected Structure) lies in the north east corner and forms the current entrance to the site.

Appraisal

This urban block is zoned 'A3 Town Centre' and is located on the western side of the Main Street and north of the Grand Canal. A former meat factory site, the area is largely brownfield in nature. Lidl holds a central position in the block. Given its location opposite Chapel Lane, there is an opportunity to create east – west movement in the form of a new street(s).

Vision

From an urban perspective, this site represents the single best opportunity for Sallins to embrace the canal as part of the urban fabric in the town. There is an opportunity to develop an expanded mixed use development with a network of new streets and urban spaces, all reinforcing the amenity of the canal and town centre. Elements of the design should *inter alia* include:

Built Form

- High quality built edge to boundaries
- Active street frontage onto Main Street and possibly along canal in southeast corner;
- Built edge set back from the canal to maximise southern aspect;
- Form should enhance the built environment of the town and provide green routes for leisure;
- Landmark building/structure – civic/community use – reflect local history etc;
- Views of canal from Canal Bridge to be enhanced through architectural design;
- Promote a range of uses on the waterway – residential, business and leisure uses, which bring activity and movement into and through the block;
- Recognise the amenity value of the Canal and the development uplift it generates while protecting and enhancing its biological diversity and environmental quality;
- Creation of 'Homezone' where residential element proposed; and
- Integrate the existing Lidl commercial unit into the overall block.

Landscape/Urban Space

- New urban spaces – creation of new public spaces and walkways;
- Provide publicly accessible areas for leisure, sport and recreation;
- High quality landscaped plaza areas; and
- Embracing the waterfront with high quality palette of materials.

Connectivity/Movement

- Provide new connection to Main Street by forming new internal street network to increase permeability/connectivity;
- New street/links to facilitate additional permeability and pedestrian movement between key spaces;
- Possible vehicular access via canal tow path, with ease of access (pedestrian/cycle) through site to continue along canal with new footpath/cycleway;
- Integrate development with neighbouring areas – ease of access to playground, railway station etc; and
- Access and towpath improvements should form an integral part of any development proposal for the sites.
- Any development in the area should clearly outline how the development can accommodate interchanges between transport modes happening at this location, and how it can maximise the benefits of the multimodal transport node at the Railway Station.



11.3 Lands North of Railway

Appraisal

This area is strategically located to the north of the rail station and comprises of an agricultural field, playing pitches associated with the local national school, a terrace of vernacular (Railway Cottages) and a park and ride car park. There are also a number of community buildings off Chapel Lane such as the local church and parish centre. Access to the rail station and car park is restricted and patrons are required to navigate a narrow laneway to the front of Railway Cottages.

Vision

It is proposed to develop a new access route to the rail station via a new central street, off which a new public space is proposed. This space could include a new playground with pedestrian routes linking the station to the Main Street via Chapel Lane. The school pitch could be accommodated on an existing agricultural field to the east of the school. It is anticipated that the area would be primarily residential, with a range of higher density townhouses with fine urban grain.

Built Form

- High quality built edge to boundaries;
- Protect the setting of the Railway Cottages;
- Create new built edge to the south of the side facing the railway station;
- Network of attractive open spaces with new playground/multi-use games area (MUGA) for Sallins;
- Built heritage – possible retention of features in tandem with the regeneration of the site;
- Creation of ‘Homezone’ area; and
- Finer urban grain to knit with historical centre.

Landscape/Urban Space

- New urban spaces – creation of new public spaces and walkways;
- Create landscaped plaza around the rail station;
- Set back buildings along southern and western boundaries to create a courtyard/civic square (with possible undercroft car park); and
- High quality landscape treatments.

Connectivity/Movement

- New street/links to facilitate additional permeability and pedestrian movement between key spaces – refer to Map 2; and
- Provide alternative access to the railway station and car park.
- Any development in the area should clearly outline how the development can accommodate interchanges between transport modes happening at this location, and how it can maximise the benefits of the multimodal transport node at the Railway Station.”



11.4 Lands South of Railway

Appraisal

This area incorporates the old railway building, Sallins tool hire and a residential unit. The Waterways, a mixed use development is located to the south while the remaining lands further east are used as a park and ride. The Tudor Gothic-style former railway station is a Protected Structure of regional importance. The setting for this structure is defined by the rail line to the north while the south side of the building is poorly defined.

Vision

It is proposed to redefine the urban setting of the old railway station and facilitate a new use within this attractive structure. There is an opportunity to enhance the setting by forming a landscaped plaza to the front (south) of the building and redevelop the tool hire site for mixed uses.



Built Form

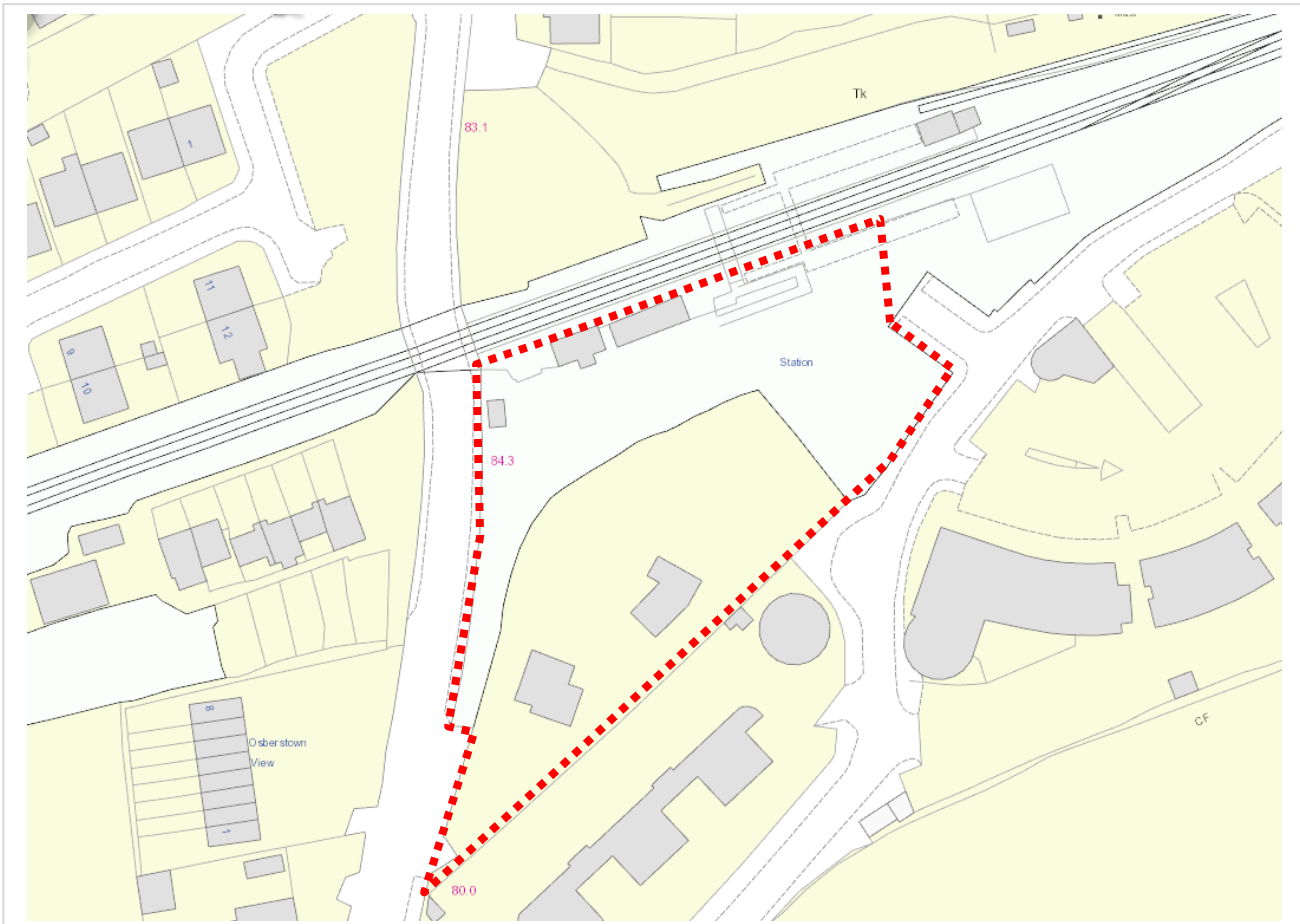
- Rehabilitate the use of and frame the old railway station building (a Protected Structure of regional importance);
- Create an urban environment around the railway station building reinforcing the transport hub;
- High quality active built edge to form new public space;
- Predominantly two storey buildings reinforcing the vernacular architectural heritage; and
- Rationalise parking with dedicated areas.

Landscape/Urban Space

- Create new urban spaces;
- Utilise high quality materials, lighting and planting;
- Provide opportunity for public art; and
- Retain large tree(s) if possible.

Connectivity/Movement

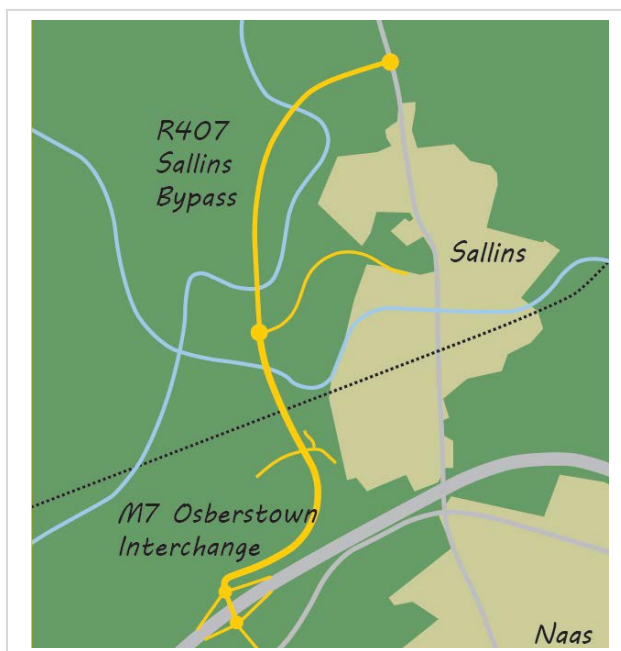
- Re-orientate the focus towards the south side of the railway station building;
- Create links between the station, through the tool hire site to The Waterways commercial area; and
- Create new street/links to facilitate additional permeability and pedestrian movement between key spaces.
- Any development in the area should clearly outline how the development can accommodate interchanges between transport modes happening at this location, and how it can maximise the benefits of the multimodal transport node at the Railway Station.



12.0 Movement and Transport

The enhancement of existing transportation infrastructure coupled with the appropriate provision of new infrastructure is key to the sustainable development of the town. Sallins has a wealth of transportation infrastructure. Its location close to the M7 motorway, a busy railway station in the town centre, including a feeder bus service to Naas and a navigable canal system, all serve to place Sallins in a relatively unique position of being a highly accessible location.

Figure 7 Location of Sallins Bypass



Source: EIS Non Technical Summary of the approved scheme.

The location of Sallins along the R407, the main road linking the M4 with the M7 and Naas has however, resulted in significant traffic congestion in the town, particularly at peak times. The 2009 LAP included an objective for a bypass of the town on lands to the west. The objective is being retained in this LAP as the bypass was approved by An Bord Pleanála in August 2014. The construction of the project is dependent upon the securing of funding.

In terms of non-motorised transport, footpath and cycle facilities are available within the town, though improvements are required. The continued improvement of existing infrastructure and the future provision of appropriate movement and transportation infrastructure are key to the future vitality of Sallins.

The LAP promotes integrated land use and transportation planning to further support and encourage more sustainable modes of travel. This includes ensuring that the design and layout of new developments provides for permeability, linkages and connectivity to their surrounding areas, thereby minimising local trips by private car. Furthermore, it means ensuring new development takes place in the right location, in proximity to public transport routes and near local services, reducing travel demand.

12.1 Public Transport

Sallins and Naas Train Station is located in Sallins town centre, within walking distance of the main residential areas of the town and c.2km of the North Naas (Monread) area. The station is also connected by a feeder bus from Naas. The station provides access to the stations along the commuter belt as far as Dublin, Heuston northwards and southwards along both commuter and intercity services to Kildare/Portlaoise, Cork/Limerick/Tralee, Waterford, Galway and Westport/Ballina. A park and ride facility is provided for commuters, along with sheltered bicycle parking facilities.

An upgrade of the railway line from the Kildare Route Project has been completed as far as Hazelhatch, the station immediately north of Sallins. A second phase of the project to upgrade the track to four lines as far as Kildare Town has been deferred, pending the availability of funding. The upgrade to four lines would allow for an increased frequency of services to and from Sallins.

A Bus Eireann service (Route No. 123) is also provided within the town with access to and from Dublin, via Celbridge and Clane. Residents of Sallins can also choose to use the bus services operating through Naas.

It is the <u>policy</u> of the Council	
PT 1:	To support the enhancement of facilities at Sallins Train Station, including additional car parking.
PT 2:	To support the extension of the Kildare Route Project to Sallins, subject to planning and environmental considerations, including Appropriate Assessment in accordance with the Habitats Directive.
PT 3:	To implement the requirements of DMURS and NTA Greater Dublin Area Cycle Network Plan (2013) for all transportation schemes, including any future amendments and/or revisions.
PT 4:	To provide a priority bus route (in conjunction with statutory providers) between Sallins train station, Millennium Park and Naas Town Centre.
PT 5:	To review the connectivity between Sallins Train Station and the permitted Sallins Bypass, and facilitate improved connections (as necessary) in the form of a station redesign and/or the provision of strategic park and ride facilities, and to consult with the appropriate statutory bodies in relation to same.

12.2 Pedestrian and Cyclist Movement

Pedestrian and cycling within Sallins should be greatly improved through the provision of the Sallins Road Pedestrian / Cycle Scheme, which is a Part 8 development to be carried out by Kildare County Council. Whilst yet to be formally approved, the scheme proposes a road improvement scheme for enhanced cycling and walking facilities along the Sallins Road, from North Main Street Naas to Sallins Main Street. These works include the provision of *inter alia*, shared carriageways, on and off road cycle tracks, shared pedestrian and cycle surfaces, increased footpath widths, decreased car carriageway widths, upgraded existing signal controlled junctions, bus drop off points/lay bys and pedestrian crossings. The development of the Sallins bypass and the removal of through traffic should also make the town a safer and more attractive place in which to walk and cycle.

Elsewhere, improvements to footpaths and the provision of additional cycle paths and routes (including utilising rail underpasses) will be encouraged as part of this LAP. Creating ease of movement throughout the town is key to the achievement of sustainable travel. Promotion of initiatives that can reduce traffic congestion, improve local environments and encourage healthier and safer lifestyles, are key features of sustainable travel.

It is an <u>objective</u> of the Council	
PCO 1: To develop, in conjunction with the NTA, high quality pedestrian and cycle routes along the R407 through Sallins Main Street (A-T on Map 2).	
PCO 2: To ensure that all developments, regardless of land ownership, integrate with adjoining developments in terms of movement (pedestrian, cyclist and vehicular).	
PCO 3: To further develop a network of safe, high quality, cycle routes throughout the town by carrying out a Cycle Network Study, having regard to the NTA Greater Dublin Area Cycle Network Plan to determine appropriate cycle routes, having due regard to those indicated on Map 2.	
PCO 4: To seek the provision of suitable cycle infrastructure on these routes, designed in accordance with the NTA National Cycle Manual.	
PCO 5: To monitor traffic movements within the town and to provide passive traffic calming measures at appropriate locations as the need arises	
PCO 6: To ensure that all works, including those routes identified for streetscape improvement works, accord with the principles as set out in the Design Manual for Urban Roads and Streets (DMURS) (2013).	
PCO 7: To improve pedestrian and cycle infrastructure at the following bridges: <ul style="list-style-type: none"> • Main Street (Rail) • Main Street (Canal) • Osberstown (Canal) 	

PCO 8: To seek to provide for new bridge crossings over the Canal east and west of the existing town centre bridge. Such crossings should be cognisant of views to/from the existing Canal bridge at Main Street and must enhance the urban setting. Indicative locations shown on Maps 1 and 2.
PCO 9: To develop cycle routes along the banks of the River Liffey and to facilitate access to this natural amenity
PCO 10: To carry out a feasibility study of the possibilities of using the existing (and constructing new) underpasses under the existing rail and road network for new cycle routes linking key destinations in Sallins (Refer to Map 2)

12.3 Roads Infrastructure

Traffic congestion continues to be a significant problem in Sallins. The combination of location along one of the principal routes between the M7 and the M4, increasing level of population and location in close proximity to Naas has resulted in particularly heavy traffic congestion at peak times. This has impacted negatively on the image of the town. As set out earlier in the Local Area Plan, the Sallins bypass remains an objective of this current LAP and is subject to funding. The indicative line of the approved bypass is outlined in Maps 1 and 2 and runs to the west of the town, in a north easterly direction from the M7 Osberstown Interchange and will cross under the Dublin-Cork railway line, over the Grand Canal and cross over the River Liffey at two locations before tying into the existing R407 Clane Road north of the town. The bypass will be approximately 3.6km in length. A new link road is also proposed from the bypass to the centre of the town, via the Millbank Road junction.

A number of new cycle and pedestrian routes are proposed along the bypass and indeed along new routes throughout the town. Cyclist and pedestrian facilities are proposed on the bypass route, along the canal and railway line, and through the town on the R407 and Millbank Road (post completion of the bypass). Refer to Map 2 for indicative routes.

It is the policy of the Council

RI 1: To implement and support measures to alleviate traffic congestion within the town and to ensure a high standard of quality and safety for all road users.

It is an objective of the Council

RIO 1: To facilitate the future construction of the following roads/streets and in the interim protect these routes from development:

- (a) Between the M7 motorway and the R407 Clane Road for the Sallins bypass (A-C)
- (b) Between the proposed bypass and Millbank Road (B-D)
- (c) Between the R407 and lands zoned C6 New Residential (F-G)
- (d) Between the R407 and lands zoned K1 Commercial/Residential (H-J)
- (e) Between the R407 and lands zoned A3 Town Centre at the Lidl store (K-L)
- (f) Between the R407 and train station car park / surrounding town centre lands (including possible drop off/connections with local roads west of the school) zoned A1 (M-N)
- (g) Between the R407 and Oldbridge Estate (P-Q)

RIO 2: To carry out the following road realignments and improvements:

- (a) Millbank Road off the R407 (E-D)
- (b) Osberstown Road from the R407 to the Canal Bridge (R-S)
- (c) R407 through Sallins (A-T)

RIO 3: To complete the provision of footpaths and public lighting from the Canal Bridge to the town boundary on the Sherlockstown Road.

RIO 4: To provide passive traffic calming measures throughout the town of Sallins where necessary, as funding allows.

RIO 5: To carry out improvement works in those roads identified on Map 2 in accordance with the principles and standards of the DMURS.

RIO 6: To provide public lighting at the following locations:

- Naas side of Sallins Train Station along the R407
- Junction of the Osberstown Road and the R407

12.4 Street Infrastructure

The objectives of the Council are outlined below. It is envisaged that many of the objectives will be implemented within the lifetime of the LAP, subject to the availability of funding. However, some more strategic objectives will most likely occur outside the life of the LAP.



It is an objective of the Council

SIO 1: To prepare and deliver a landscaping plan (hard and soft) as part of any new street or street upgrade in the town.

SIO 2: To provide a high quality footpath network by improving pedestrian facilities through the refurbishment of footpaths, construction of new footpaths and the provision of appropriate crossing facilities as required.

SIO 3: To rationalise signage within the town to promote a clearly defined signage network and avoid visual clutter.

SIO 4: To carry out streetscape improvement works on those streets identified in Map 2 in accordance with DMURS.

SIO 5: To implement safety and/or capacity improvements as necessary at the following **junctions**:

- Main Street – Canal Junctions
- Main Street – The Waterways
- Main Street (Naas Road) – Osberstown
- Main Street – Millbank Road

SIO 6: To prepare a Traffic Management Plan for Sallins in conjunction with the NTA and to implement and support the recommendations of this plan, subject to the availability of funding.



13.0 Infrastructural Services

Note: All policies and objectives in relation to Water, Drainage and Environmental Services are set out in the Kildare County Development Plan 2011-2017 (or any future Plan). Additional policies/objectives are included in this LAP where deemed relevant.

All proposed development within and adjoining the Sallins area will be screened for Appropriate Assessment of its potential to impact on the Natura 2000 network, in accordance with Article 6 of the Habitats Directive.

13.1 Water Supply

In January 2014, Irish Water took over responsibility for the provision of water services on a national basis. However, Kildare County Council retains a role in facilitating the provision of adequate water services, in conjunction with Irish Water, at a local scale within its administrative area.

It is Irish Water's objective to provide both drinking water and wastewater capacity to facilitate settlement/core strategies at a county level, in line

with national and regional planning policies and objectives subject to the availability of funding and any required new/upgrading of facilities meeting IW's environmental and financial sustainability criteria.

Irish Water will work with Kildare County Council to identify the water services required to support planned development in line with national and regional planning policies for inclusion in their Capital Investment Plans based on informed population and economic projections.

The EU Water Framework Directive (WFD) rationalises and updates existing water legislation and provides for the future management of all waters on the basis of River Basin Districts (RBDs).

Water is supplied to Sallins via Irish Water's water treatment plant at Ballymore Eustace and is delivered by the Poulaphouca Regional Scheme. Water supply is adequate to serve the current needs of the town. A number of areas formerly served by the Ballymore Eustace Reservoir within County Kildare have recently been added to the first phase of the River Barrow Abstraction

Scheme, thereby freeing up supply to other areas, including Sallins, within the Poulaphouca Regional Scheme.

The level of growth in Sallins will be managed in line with the settlement/core strategies for the county, and the availability of local service, including water supply, to cater for planned growth. No development shall be permitted to proceed if the local services are insufficient to cater for the development.

13.2 Wastewater

The continued improvement of wastewater infrastructure within Sallins is essential for the growth of the town. Deficiencies in wastewater treatment services act as a barrier to economic development and population growth. Wastewater from Sallins is treated at Osberstown Wastewater Treatment Plant, which also serves the nearby towns of Naas, Newbridge, Caragh, Clane and Kilcullen. The wastewater treatment plant is currently undergoing an upgrade that will increase operating capacity to 130,000 P.E.

The level of development growth in Sallins will be managed in line with the settlement /core strategies for the county, and the availability of local services, including wastewater services, to cater for planned growth. No development shall be permitted to proceed if the local services are insufficient to cater for the development.

13.3 Surface Water Drainage

Adequate storm water drainage and retention facilities are necessary to accommodate surface water run-off resulting from current and future developments. The use of Sustainable Drainage Systems (SuDS) and Green Infrastructure (refer to section 17) in new developments can contribute to surface water retention and help to reduce and prevent flooding by mimicking the natural drainage of a site to minimise the effect of a

development on flooding and pollution of waterways.

It is the policy of the Council

FR 1: To ensure that no surface water will be permitted to discharge to the Grand Canal or its feeders either temporarily or permanently without written consent from Waterways Ireland.

FR 2: To create appropriate buffer zones between the River Liffey and the Grand Canal. The extent and nature of a buffer zone shall be determined in consultation with a qualified ecologist and following a Flood Risk Assessment. All existing and proposed landscaping shall have regard to the Green Infrastructure Mapping detailed on Map 6. This may require the retention/enhancement of key hedgerows or the creation of stepping stones for habitats.

13.4 Flood Risk Management

The Sallins Flood Alleviation Scheme which affords flood protection to the south east of Sallins was completed in 2011 / 2012. This scheme included the construction of;

- Flood embankments along the Canal Feeder;
- Two 1,200mm diameter culverts beneath the Cork - Dublin Railway Line at Kerdiffstown;
- Two 1,200mm diameter culverts and the equivalent box culvert downstream of the Railway Line and under the Sallins to Johnstown Road at Kerdiffstown; and
- Scour protection within the Grand Canal at the Canal Feeder outfall location.

In line with “*The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)*”, the preparation of this plan was subject to Strategic Flood Risk Assessment (SFRA). The SFRA has recommended that development proposals for a number of areas within the Plan boundary should be the subject of site-specific flood risk assessment appropriate to the nature and scale of the development being proposed (refer to Map 3). The Kildare CDP 2011-2017 sets out the general policies, requirements and objectives which are to be applied for the purpose of ensuring that flood risk management is fully integrated into this plan.

13.5 Environmental Services

The strategy for environmental services seeks to conform to national and regional policy in relation to pollution control (water, air, noise and light), waste management and to maintain and improve environmental services and environmental amenities in Sallins. The strategy has regard to the internationally recognised hierarchy of waste management options which are:

- Prevention
- Preparing for reuse
- Recycling
- Other recovery, e.g. energy recovery
- Disposal

It is the policy of the Council

ES 1: To require new commercial centres to provide secure bring centres, unless such a facility would have a negative impact on residential amenity in the immediate vicinity.

13.6 Energy and Communications

The development of a more sustainable energy sector incorporating power generation and energy efficiency in all sectors is vital if we are to make a substantial contribution to reducing greenhouse gas emissions. This may be achieved by focusing on renewable energy generation and improving energy efficiency. Population growth, modern business practices and technological advancements have increased the demand for mobile services and telecommunications infrastructure. The provision of an efficient broadband service is critical to the development of a knowledge based economy.

According to the 2011 Census, broadband is available to 79% of the households in Sallins, with other forms of internet access available to a further 7% of households.

Sallins is connected to the natural gas network supplied via a high pressure spur line off the main Cork-Dublin transmission pipeline.

There is a 110kV transmission line traversing lands to the north of Sallins. A 38kV ESB substation is located on lands at Bodenstown, just south of the transmission line. This facility also contains telecommunications infrastructure including support structure, antennae and equipment for mobile phone communications. The availability of appropriate energy and communications infrastructure is essential for the successful future development of the town.



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Sallins Local Area Plan 2016-2022

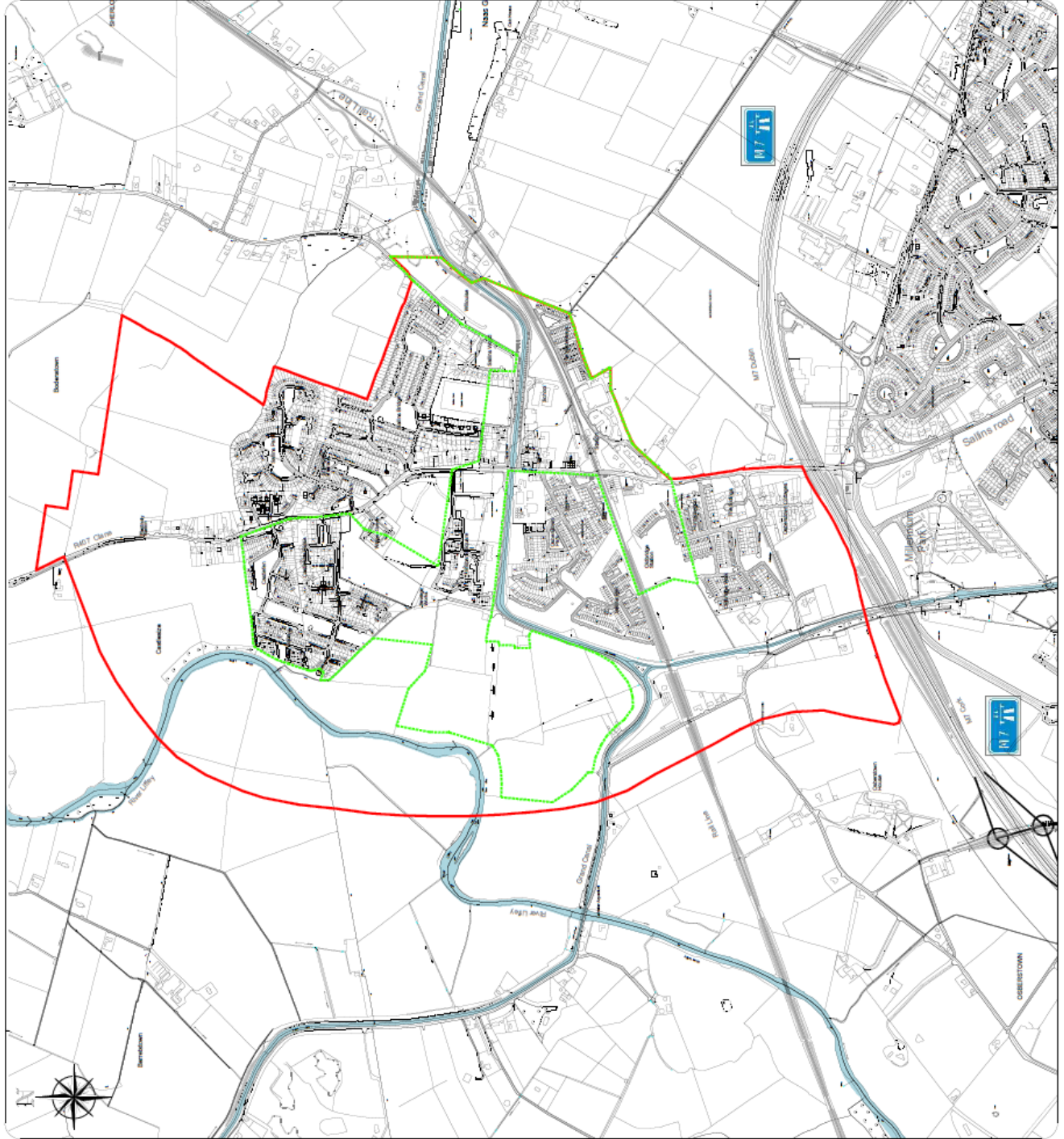
Legend :



Local Area Plan Boundary

Rivers & Lakes

Development proposals for lands outlined thus are to be the subject of site-specific Flood Risk Assessment appropriate to the type and scale of the development being proposed



Strategic Flood Risk Assessment

Scale: N.T.S.

Map Ref: 3

Date: March 2015
(Revision 23-09-2015)

Drawing No: 200/14/675

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Drawn By: M.H

This drawing is to be read in conjunction with the written statement, objectives and relevant maps

14.0 Derelict and Vacant Sites

There are a number of vacant and derelict sites in Sallins which continue to detract from the overall ambience of the town. The Council is committed to using its powers under the Derelict Sites Act 1990 to ensure that relevant landowners take the necessary steps to protect and enhance the streetscape in Sallins. The Council will continue to liaise with the owners of derelict properties in Sallins to have the required works carried out in order that a structure will cease to be considered derelict.

It is the policy of the Council

DV 1: To continue to survey derelict or vacant sites and to encourage and facilitate the reuse and regeneration of derelict land/buildings in Sallins as a priority.

DV 2: To use its powers, where appropriate, to consider sites for inclusion on the Register of Derelict Sites.

DV 3: To encourage the use of pop-up shops and attractive displays in vacant units in order to enhance the visual amenities of the town.

15.0 Community and Recreational Facilities

An increasing population generates increased demand for the provision of services including community facilities, school places and amenities. Sallins in particular has a demand for a range of indoor and outdoor amenities, both active and passive in nature. It is imperative that these essential facilities are provided in tandem with new development as new communities emerge. The Council can facilitate the provision of such facilities through the zoning of sufficient lands at appropriate locations to accommodate educational, community, leisure and recreational facilities along with providing the policies and objectives in the LAP which support and facilitate future quality developments of this kind.

It is an objective of this LAP to build strong inclusive communities in Sallins that have a sense of place and belonging, with the provision of accessible social and community facilities. Access to education, health and community support services, amenities, leisure services and good quality built environment is a prerequisite for the creation of sustainable communities.

Sallins relies on Naas with respect to some community facilities. Although shared services are acceptable in areas such as health and education, it is necessary to support and promote self sufficiency for Sallins. To this end there is a recognised deficit in the provision of certain community and sports facilities in Sallins. There is no playground facility in the town to serve the needs of the community. The absence of a dedicated playground is significant and is an issue which has remained unresolved for a number of years. It is hoped that a playground within the town will be delivered during the lifetime of this Plan. There are no leisure facilities such as a gym or swimming pool, or no nursing home/care facilities in the town.



The town is served by one primary school. All secondary students attend schools in the neighbouring towns of Naas and Clane. Additional lands are zoned for community and educational purposes east of the primary school to facilitate any extension over the foreseeable future.

The Kildare Draft Open Space Strategy (2008) identified that Sallins has very little open space provision much less than the requisite space to meet a population of over 5,000 persons. The 2009 Local Area Plan contained a specific objective for the provision of a town park on open space and amenity lands to the west of the town. As these lands are not in Council ownership, the delivery of the town park has yet to be realised. It is proposed to retain the objective in this LAP and to seek the delivery of a town park for the town during the life of this LAP subject to the availability of funding.

In 2003, the Office of Public Works (OPW) prepared a strategy, with the four Local Authorities in whom the future of the Liffey Valley is entrusted, to guide future development along the River Liffey. The overall aims were twofold - to provide an integrated management framework for the Liffey Valley, and to create a process towards the establishment of a Liffey Valley Park which would be composed of a necklace of publicly owned spaces within this area.

It is the <u>policy</u> of the Council	
CR 1:	To support and facilitate the improvement of sports, recreational, community and cultural facilities in Sallins.
CR 2:	To encourage recreational / amenity / community facilities in Sallins to be multi-functional and available for more than one group only.
CR 3:	To retain, enhance and develop routes for recreation and tourism use and to increase permeability within and around the town.

It is an <u>objective</u> of the Council	
CRO 1:	To secure and develop a site on lands zoned A1 for a playground / multi-use games area (MUGA)
CRO 2:	To seek the establishment of a public town park within Sallins
CRO 3:	To improve access to and promote the amenity of the Grand Canal and River Liffey in conjunction with all relevant statutory and non-statutory bodies
CRO 4:	To require all developments along the Liffey Valley to take cognisance of the OPW/ERM Ireland Report "Towards a Liffey Valley Park" and in particular to the vision and objectives set out within the strategy

16.0 Architectural, Archaeological and Natural Heritage

16.1 Architectural Heritage

Detailed policies for the protection of archaeological and architectural heritage are set out at Chapter 12 of the CDP 2011-2017 (or any subsequent Plan). The CDP identifies a number of protected structures in Sallins. Table 6 indicates such structures for information/reference purposes only. It is important that such features are maintained and enhanced. Vernacular architecture makes a strong contribution to the character of streetscapes and it is an objective of the Council to protect where appropriate vernacular architecture in Sallins for the benefit of future generations. It should also be noted that there are a number of additional vernacular structures listed on the National

Inventory of Architectural Heritage (NIAH) survey for Kildare (www.buildingsofireland.ie). These buildings are classified as being of regional importance.

It is the policy of the Council

AAH 1: To resist the demolition of vernacular architecture of historical, cultural and aesthetic merit which make a positive contribution to the character, appearance and quality of the local streetscape and the sustainable development of Sallins

AAH 2: To protect those built heritage items as listed below and shown on Maps 4 and 5 of this plan in accordance with the policies and objectives under Chapter 12 of the Kildare County Development Plan 2011-2017.

Table 6 Protected Structures in Sallins (extract from County RPS)

RPS No.	NIAH Ref.	Structure Name and Location	Description
B19-24	11811015	Canal View	House
B19-26	11811026	Ard na Greine	House
B19-31	11811013	Chapel Avenue	Church
B19-32	11811014	Ferrybank House, Canal View, Chapel Avenue	House
B19-33	11811025	Home Farm House, Clane Road	House
B19-34	11811027	Sallins (and Naas)	Office

		Railway Station	
B19-35	11811028	Sallins (and Naas) Railway Station	Railway Station (former)
B19-36	11811030	Sallins (and Naas) Railway Station	Water Tower (former)
B19-19	1811033	Detached five bay cottage	Dwelling (outside boundary)

Note: There are additional structures of regional importance in Sallins on www.buildingsofireland.ie

16.2 Archaeological Heritage

The historic settlement of Sallins originated with the development of the Canal in the late 1700s. Sallins is not a medieval town and in this regard, does not have a designated Zone of Archaeological Potential. The Record of Monuments and Places (RMP) established under Section 12 of the National Monuments (Amendment) Act 1994 is an inventory of archaeological sites and monuments. The list of records for County Kildare is listed at Volume 2 of the CDP. The sites and monuments record (SMR) lists all known or possible archaeological sites and monuments mainly dating to before 1700AD. The record is updated on a constant basis and focuses on monuments that predate 1700AD. Table 7 and Map 5 depict all archaeological sites and monuments within or in close proximity to the development boundary of Sallins.

Table 7 Record of Monuments and Places

Item (Description)	Location (Townland)	Reference
Enclosure	Osberstown	KD019-004
Burial Ground (possible)	Osberstown	KD019-061
Castle – Tower House	Sallins	KD019-062
Burial Ground	Sherlockstown (outside boundary)	KD019-066
Enclosure	Sherlockstown (outside boundary)	KD019-005

Details of all of the above are available from the National Monuments Service database at www.archaeology.ie

It is a policy of the Council

AAH 4: To protect the recorded monuments and places in Sallins in accordance with the policies and objectives under Chapter 12 of the Kildare County Development Plan 2011-2017.

16.3 Natural Heritage and Biodiversity

Natural heritage is an important environmental and economic resource and one which requires care and management through the planning process. In recognition of the valuable natural heritage resources a number of designations have been applied to certain areas of the county. These include Special Areas of Conservation and Natural Heritage Areas and Proposed Natural Heritage Areas.

Sallins has a wealth of natural heritage both within and surrounding the town. Whilst there are no

SACs or NHAs within the town, there are two Proposed Natural Heritage Areas including the Grand Canal and the River Liffey at Osberstown. These are illustrated on Map 5.

The Canal is identified by the National Parks and Wildlife Service (NPWS) in its designation as a pNHA, as comprising the canal channel and the banks on either side of it. A number of different habitats are found within the canal boundaries – hedgerow, tall herbs, calcareous grassland, reed fringe, open water, scrub and woodland. The ecological value of the canal lies more in the diversity of species it supports along its linear habitats than in the presence of rare species. With regard to the River Liffey at Osberstown, the NPWS indicates that this site represents a good example of riverside vegetation, with two scarce plants.

It is a policy of the Council

NH 1: To protect the proposed Natural Heritage Areas (pNHAs) and sites of heritage value in accordance with the policies and objectives under Chapter 13 of the Kildare County Development Plan 2011-2017.

16.4 Nature Conservation outside of Designated Areas

In addition to the designated sites within Sallins, there are a number of areas within the LAP that are considered to be of heritage value including hedgerows, trees, watercourses etc. Habitat and landscape features have an important role to play as ecological corridors as they allow for movement of species and help sustain the habitats, ecological processes and functions necessary to enhance and maintain bio-diversity. It is important that these areas are conserved and well managed.

It is a policy of the Council

NH 2: To identify, protect, conserve and enhance, wherever possible, wildlife habitats and species of local importance, not otherwise protected by legislation. Such habitats may include woodland, grassland areas and field boundaries (hedges, stone walls, ditches etc). These are mapped on Map 6. Such features form part of a network of habitats and corridors, which allow wildlife to exist and flourish. Once a locally important habitat has been identified it shall be surveyed to establish its significance and a site specific conservation plan prepared to establish development guidelines for the area.

NH 3: To conserve and protect the natural habitats in the local river and canal systems. In this regard, relevant planning applications must:

- (a) Identify all ecological habitats and corridors which are present on the proposed development lands (including hedgerows and masonry stone walls) that are likely to be affected by the development proposal;
- (b) Identify any losses to these habitats and corridors which would result if the application was to be granted;
- (c) Show that such losses would be fully offset if the application was to be granted through the replacement of the relevant corridors, with corridors composed of similar species prior to any losses to the existing corridors;
- (d) Show that habitat loss will either be offset should the application be granted or is not locally important to the area.

NH 4: To require development to be screened for Appropriate Assessment of its potential impacts on the European Site(s) in accordance with Article 6 of the Habitats Directive.

NH 5: To seek the protection of the trees and groups of trees of special amenity value identified in Table 8 and identified on Map5

Table 8 Trees to be Protected




No. on Map 5	Additional Information
1	Trees along southern boundary of GAA pitch and eastern boundary of Sallins Wood on Sherlockstown Road
2	Trees to west of primary school within the curtilage of private dwelling
3	Trees to east of Willouise along the canal
4	Copse of trees (excluding those required under Objective RIO 1 for link road off the bypass) southwest of lands zoned C4 on open space and amenity lands
5	Trees along eastern bank of River Liffey at Castlesize
6	2 no. trees to the front (south) of the Railway Station
7	Trees along western side of Clane Road



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 Planning, Community & Culture Department
 Aras Chill Dara, Devoy Park,
 Naas, Co Kildare

**Sallins Local Area Plan
 2016-2022**

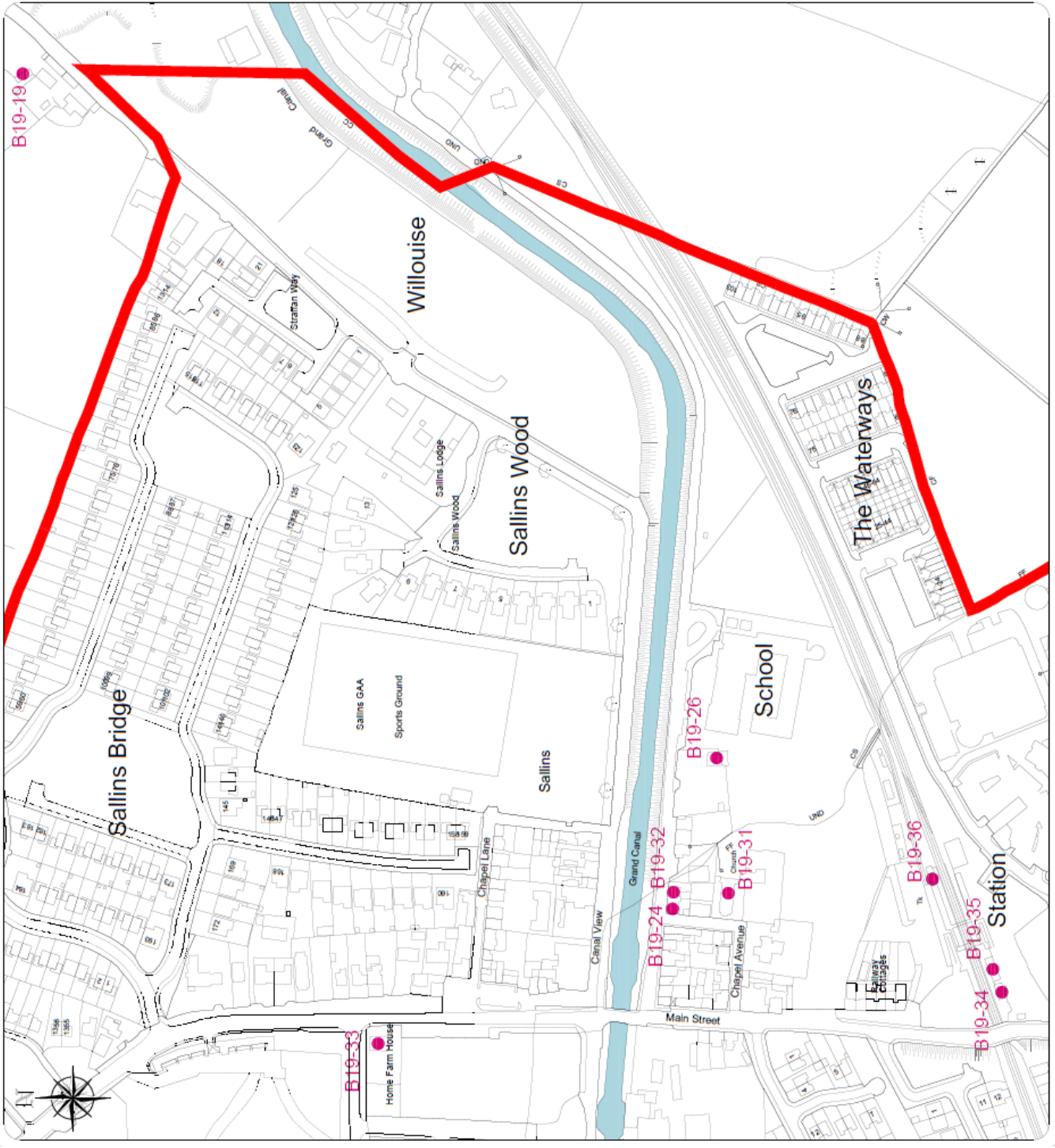
Legend :

-  Local Area Plan Boundary
-  Canal
-  Record of Protected Structures (RPS)
B19-19
 (Refer to Table 6 of the Plan)

Built Heritage

Scale: N.T.S.	Map Ref: 4
Date: March 2016 <small>(Revision 23-09-2015)</small>	Drawing No: 200/14/670
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This drawing is to be read in conjunction with the written statement, objectives and relevant maps



17.0 Green Infrastructure

The approach to the zoning and written objectives of this LAP have been influenced by the overall strategy for green infrastructure and the proper planning and sustainable development of the area.

The provision of green infrastructure is an essential element in delivering a high quality of life for both existing and new communities. It can create a distinctive local built environment ('sense of place') and improve the existing built environment. In developing green infrastructure strategies there is an opportunity to create places that not only function sustainably but also are very attractive places to live and work and foster a strong sense of community. In this regard, the LAP will focus on protecting, enhancing, creating and connecting green infrastructure resources and ensuring that development is planned and managed so that it does not result in undue damage to the surrounding environment and natural assets. Wildlife and natural ecological processes are more likely to be maintained in landscapes that comprise an interconnected system of habitats.

Green Infrastructure (GI) should as far as possible provide an integrated infrastructure for multi functional uses i.e. wildlife, leisure and cultural experience and deliver environmental services such as sustainable water drainage and flood protection that operates at all spatial scales from the urban neighbourhood to the open countryside. In urban areas such as Sallins, green infrastructure is about putting the environment at the centre of the planning process and producing a network of spaces which benefit both people and wildlife.

The **spatial concepts** around which the green infrastructure and landscape strategy are as follows:

- The open space network within the plan lands is designed in a series of interconnected

zones to manage the natural character and resources of the area and to provide for the needs of biodiversity and the new community.











- A large town park between the Grand Canal and the River Liffey which will also act as a future green belt
- A linear park along the Grand Canal (including the Corbally Branch from Naas) to provide passive and active walks and cycle routes along this man made habitat. There is also potential to create informal play spaces at key nodes along the route.
- A linear park along the River Liffey in accordance with the document '*Towards a Liffey Valley Park Strategy*'.
- Pocket parks in all new residential and mixed use developments to ensure all dwellings are within a short (100m) walk of usable open space.
- A well integrated network of green routes that promotes walking and cycling for everyday needs and recreation. These will be principally located along the canal.
- A civic/public space within the town centre.
- New pedestrian bridges over the Grand Canal to link communities with key services and facilities in the town and surrounding areas.



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Sallins Local Area Plan 2016-2022

Legend :

-  Development Boundary
-  Rivers & Canals
-  Woodlands
-  Scrub
-  Key Green Infrastructure Areas
-  Hedgerow High Value
-  Hedgerow Medium Value
-  Hedgerow Low Value
-  Hedgerows Moderate Value
-  M7 Road Corridor Habitat

Green Infrastructure

Scale: N.T.S.

Map Ref: 6

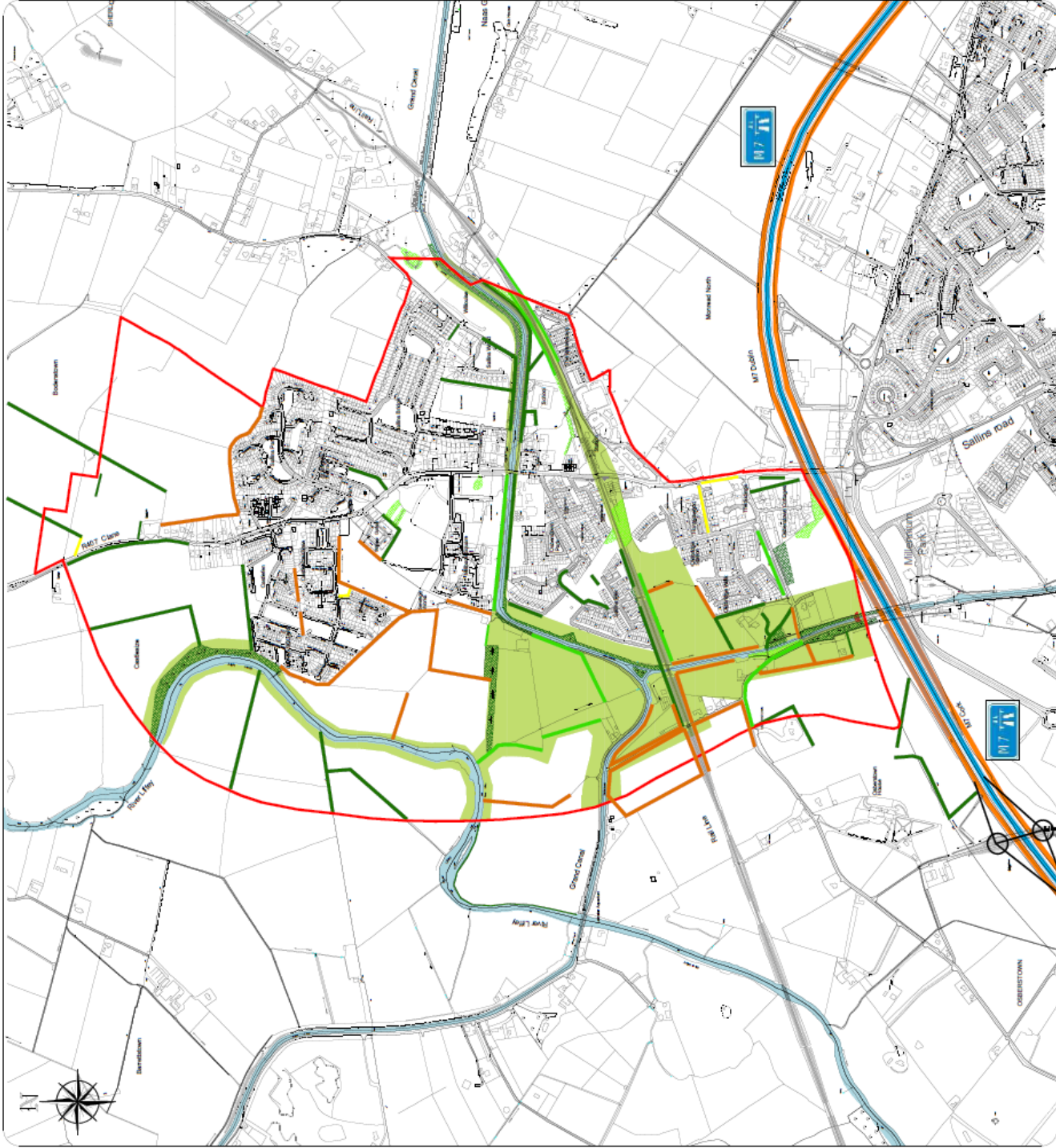
Date: March 2015
(Revised 23-09-2018)

Drawing No: 200/14/672

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It is the policy of the Council

GI 1: To ensure old stone walls and/or hedgerows are protected where appropriate for the contribution that they make to green infrastructure.

GI 2: To support the development and appropriate management of semi-natural grasslands within new developments and existing amenity grassland areas.

GI 3: To seek the enhancement of existing wetlands and the creation of new wetlands where appropriate, through the provision of Sustainable Urban Drainage Systems (SUDS) and Integrated Constructed Wetlands (ICW).

GI 4: To develop links between larger areas of green infrastructure (such as the River Liffey and Grand Canal, the banks and buffer zones of the railway, motorway and proposed bypass) and the surrounding countryside.

GI 5: To ensure replacement with semi-mature trees in cases where mature trees are removed during development. Semi-mature trees are defined as trees with an overall height in excess of 4 metres and or a stem girth measurement circumference of 20 centimetres or larger.

GI 6: To avoid development within the root protection area of the trees/hedgerows to be retained within a development.

It is an objective of the Council

GIO 1: To deliver the green infrastructure strategy outlined on Map 6 through the integration of a network of natural habitat and biodiversity supporting spaces, parkland for passive and active recreational uses, heritage features, sustainable surface water and flood risk management measures.

GIO 2: To promote the development of a series of green routes/green linear corridors that connect amenity and open space areas with new and established communities.

GIO 3: To ensure that the existing topography of the lands is incorporated into the design concept and layout with minimal variations to existing ground levels, in as far as is practicable, in development schemes.

Part C Land Use Zoning

18.0 Implementation

The key method of implementing this plan is through the identification of Land Use Zonings and Objectives for specific sites in Sallins. These are shown on Map 7 with terms and indicative land uses set out below.

The purpose of land use zoning is to indicate to property owners, and to the general public, the types of development that the Council considers most appropriate in each zone. It also promotes redevelopment and renewal, which allows developers to plan investment with some certainty. In the control of development, zoning seeks to limit competing and incompatible uses in order to promote greater sustainability and environmental quality.

With due consideration to the extent and types of land use zoning objectives, the following factors have been taken into consideration:

- (i). The present development area, recent trends in development and projections contained in this LAP;
- (ii). The amount of committed and uncommitted land within the existing development area;
- (iii). The accessibility, availability and location of land for development;

- (iv). The location and adequacy of existing social infrastructure (Schools, community facilities, etc);
- (v). The character of the town with regard to the scale and pattern of development;
- (vi). The need to promote planning and sustainable development in accordance with national, regional and local policies and framework plans in this regard;
- (vii). Physical features and amenities of the town;
- (viii). The present and future situation regarding the provision of essential physical infrastructure - especially water, wastewater and roads.
- (ix). The emerging pattern of development in Sallins and its environs and the need to rationalise connectivity and integration with the town centre.

The following specific planning land use objectives refer to land zonings as identified on Map 1 and are clearly set out in Table 9.

Table 9 Land Use Objectives

Zoning Reference	Land Use Zoning	Zoning Objective
A	Town Centre	<p>To provide for the development and improvement of appropriate town centre uses including retail, residential, commercial and civic uses.</p> <p>The purpose of this zone is to protect and enhance the special character of Sallins town centre and to provide for and improve retailing, residential, commercial, office, cultural and other uses appropriate to the town centre. The Council will encourage the appropriate re-use and regeneration of buildings, backlands and derelict/obsolete land. Innovative design approaches will be welcomed in the area, particularly with regard to the built environment.</p> <p>In designing new residential/infill houses in the town centre area, reference to the vernacular architecture (as evident in the Home Farm and Ferrybank houses) could be considered, where appropriate.</p> <p>Specific Objectives:</p> <ul style="list-style-type: none"> A. Areas A1, A2 and A3 -The development of these sites shall have specific regard to Section 10 Town Centre, Section 11 Design Briefs and Appendix 1 ‘Sallins Town Centre Urban Design and Public Realm Study’ as set out in this Plan. B. A1 – The provision of a public playground/multi-use games area (MUGA) for the community of Sallins will be provided on these lands. C. A2 - This zoning objective seeks to encourage mixed use and residential development on this site. Development proposals should seek the retention and re-use (where possible) of the former industrial buildings for community, recreational and amenity uses as set in the ‘Sallins Town Centre Urban Design and Public Realm Study’. Access to the site shall be via Main Street and via a possible new connection at Osberstown Court as indicated on Maps 1 and 2. <p>Any commercial development on site A2 should reinforce the primacy of Sallins Main Street and should not undermine the vitality and vibrancy of the area.</p>

B	Existing Residential/Infill	<p>To protect and improve existing residential amenity, to provide for appropriate infill residential development and to provide for new and improved ancillary services.</p> <p>The purpose of this zone objective is to preserve and improve residential amenity and to provide for infill residential development at a density that is considered appropriate to the area.</p>
C	New Residential	<p>To provide for new residential development.</p> <p>The purpose of this zone is to provide for new residential development and associated ancillary services. Home based economic activity will be permitted within this zone subject to the preservation of residential amenity and traffic considerations. New residential areas should be developed in accordance with a comprehensive plan detailing the layout of services, roads, pedestrian and cycle routes and the landscaping of open space.</p> <p><u>Specific objectives:</u></p> <ul style="list-style-type: none"> A. Phasing of lands shall accord with Section 8.1 Future Housing Target of this LAP. B. A detailed Masterplan shall be required for lands zoned K1, C5 and C6 setting out the overall development framework for the area. C. In accordance with the provisions of Section 49 of the Planning and Development Acts 2000-2015, a Special Development Contribution Scheme may be required for zonings A1, A2, A3, K1, C4, C5 and C6 to contribute to the strategic objective of delivering 3 no. pedestrian footbridges over the Grand Canal in accordance with Objective PCO 8. D. The development of lands zoned C9 New Residential, E Community and Educational and F Open Space and Amenity shall be subject to a Masterplan. This shall be agreed with the Planning Department prior to/in conjunction with development, achieving a high standard of layout, landscaping, design and phasing of the overall lands, with specific reference to infrastructure (including pedestrian and cycling connections to the town centre and its facilities), layout and the zoning of lands. The existing mature trees on the landholding shall be incorporated into any design. Supplementary native planting will be required along the northeast boundary to mitigate any visual impact when viewed from Bodenstown Graveyard (Recorded

		<p>Monument KD014-041001). An Archaeological Impact Assessment will also be required prior to the preparation of the Masterplan.</p> <p>Applications for development on these lands must also include proposals for improving and providing for walking and cycling connections between the lands, the town centre and nearby community, education and recreational amenities as well as demonstrate how the development can deliver sustainable modes of transport generally.</p>
E	Community & Education	<p>To provide for community and educational facilities.</p> <p>The purpose of this zone is to provide for community and educational facilities including health care, child care, fire station, courthouse, schools, churches, meeting halls and other community facilities, ancillary neighbourhood uses and services.</p> <p><u>Specific objective:</u></p> <p>E1 – This site has been identified for the long term strategic needs of the community. Facilities such as community sports halls, meeting rooms, clubs, playgrounds, sports pitches etc are all acceptable in this zone.</p> <p>E2 – This site has been identified for the long term expansion of the primary school.</p>
F	Open Space & Amenity	<p>To protect and provide for open space, amenity and recreational provision.</p> <p>The purpose of this zone is to protect recreation, open space and amenity areas, to maintain and improve amenity lands, to preserve private open space and to provide recreational facilities. Existing agricultural uses in open spaces area will continue to be permitted and reasonable development proposals in relation to this issue will be considered on their merits.</p> <p>The areas included in this zoning objective cover both private and public open space and are dispersed throughout the town.</p> <p><u>Specific Objective:</u></p> <p>F1 – These lands are identified for the development of a town park catering for active and passive recreation. Access to the River Liffey and Grand Canal should be designed as part of the overall landscape approach while a connecting pedestrian/cyclist bridge is proposed over the Grand Canal.</p>

		F2 – It is an objective to provide community/amenity type uses and facilities on these lands.
H	Industry & Warehousing	<p>To provide for and improve industrial and warehousing development.</p> <p>The purpose of this zone is to provide for industrial and warehousing uses. Other uses, ancillary or similar to industry and warehousing will be considered on the merits of the proposed development and may be acceptable in this zone. Where employment is a high generator of traffic, the location of new employment facilities at an appropriate scale, density, type and location will be encouraged to reduce demand for travel. Residential or retail uses (including retail warehousing) or incinerators/thermal treatment plants will not be acceptable in this zone.</p> <p><u>Specific Objectives</u></p> <p>A. Where any Industrial/Warehousing land adjoins other land uses, particularly residential uses, a buffer zone (minimum 30 metres depth incorporating a landscaped berm) shall be provided.</p> <p>B. The development of lands zoned H will be subject to a Masterplan, to be agreed with the Planning Department, achieving a high standard of layout, landscaping, design and phasing of the overall site, with specific reference to infrastructure, layout and the zoning of lands. The existing mature trees on the landholding shall be incorporated into any design.</p>
I	Agricultural	<p>To retain and protect agricultural uses.</p> <p>The purpose of this zone is to ensure the retention of agricultural uses and protect them from urban sprawl and ribbon development. Uses which are directly associated with agriculture or which would not interfere with this use are open for consideration.</p> <p>This includes limited housing for members of landowners’ families/persons who can demonstrate a need to live in the agriculture zone (in accordance with Policy RH 4 as set out in the Kildare County Development Plan 2011-2017, or any future policies as part of a subsequent Development Plan)</p>

J	Transport & Utilities	<p>To provide for the needs of transport and utility uses.</p> <p>The purpose of this zone is to provide for the needs of public transport and other utility providers. Car parks and commercial development associated with the provision of public transport services are envisaged for this zone.</p> <p>The development of car parking around the rail station shall exhibit a high standard of landscape architecture and address the historic buildings in the station.</p>
K	Commercial/Residential	<p>To protect and improve existing commercial and residential uses and provide for additional compatible uses</p> <p>The purpose of this zone is to reflect the established mix of commercial and residential uses which have developed historically in Sallins. Any new development in this zone must not prejudice the viability of established land uses in the zone, especially the Town Centre.</p> <p><u>Specific Objectives</u></p> <p>A. K1: This is a mixed use zoning reflecting the fact that a shopping centre is permitted on site. Should this commercial centre not materialise, the provision of a <u>public playground/multi-use games area (MUGA)</u> for the community of Sallins shall be provided as part of the redevelopment of these lands.</p> <p>B. A detailed masterplan shall be required for lands zoned K1, C5 and C6 setting out the overall development framework for the area.</p> <p>C. K2: The development of these lands shall generally accord with Design Brief for ‘Lands South of Railway’ as set out under Section 11.</p>
R	Retail	<p>To provide for and improve retailing/commercial facilities.</p> <p>The purpose of this zone is to reflect the existing retailing use(s) on site. Future development in this zone shall be in accordance with the Draft County Retail Strategy 2010 (or as subsequently amended) and other retail/town centre policies and objectives in this LAP.</p>
U	Utilities & Services	<p>To provide for and protect public utilities.</p> <p>The purpose of this zone is to provide for the development of general public utilities and associated infrastructure.</p>

18.1 Zoning Matrix

The Zoning Matrix (see Table 10) illustrate a range of land uses together with an indication of their broad acceptability in each of the land use zones.

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 (Table 10) 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 be necessarily successful.

It is an objective of the Council to carry out its development management function in accordance with the Matrix Table for each zone. However, it should not be assumed that if a proposed development complies with the matrix table, it would necessarily be accepted. The matrix relates to land use only. Other factors including density, building height, design standards, traffic generation, and environmental factors and so on, are also relevant in establishing whether or not a development proposal would be acceptable in a particular location and conforms to the proper planning and sustainable development of the area.

18.2 Definition of Terms

- **Permitted in Principle**

A use which is acceptable in principle in the relevant zone subject to the normal planning process including policies and objectives outlined in the LAP.

- **Open for Consideration**

A use which is 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 Permitted**

A use which is not acceptable in the relevant zone.

- **Other Uses**

A use 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 indicted in the zoning matrix and in relation to the general policies and objectives and zoning objectives for the area.

- **Non-conforming uses**

Throughout the town there are uses that do not conform to the zoning objectives for that area. These are uses which:

1. Pre date the commencement of the Irish Planning System i.e. 1st October 1964; or
2. Have valid permissions (and have been taken up); or

3. Have no permission and which may or may not be the subject of enforcement proceedings.

Extensions to and improvement of premises referred to in categories 1 and 2 above may be permitted. This would apply where proposed development would not prejudice 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 required to protect the amenities of residential areas.

Development abutting amenity and open space should generally facilitate the passive supervision of that space, where possible by fronting onto it.

Table 10 Zoning Matrix

Land use	A	B	C	E	F	H	I	J	K	R	U
Dwelling	Y	Y	Y	N	N	N	O	N	Y	Y	N
Guest house/ hotel/hostel	Y	O	O	N	N	N	N	N	Y	N	N
Restaurant	Y	O	O	N	N	N	N	Y	Y	O	N
Pub	Y	N	N	N	N	N	N	N	Y	N	N
Shop (convenience)	Y	O	O	N	N	N	N	Y	Y	Y	N
Shop (comparison)	Y	N	N	N	N	N	N	N	Y	Y	N
Retail warehouse	N	N	N	N	N	N	N	N	N	O	N
School	Y	O	O	Y	O	N	N	N	N	N	N
Medical and Related Consultant	Y	O	O	Y	N	N	N	N	Y	O	N
Health Centre	Y	O	O	Y	N	N	N	N	Y	O	N
Nursing Home	Y	O	O	Y	N	N	N	N	O	N	N
Community hall & sports halls	Y	O	O	Y	O	N	N	N	Y	N	N
Recreational buildings	Y	O	O	Y	O	N	N	N	Y	N	N
Cultural uses, library	Y	O	O	Y	O	N	N	N	Y	N	N
Offices	Y	O	O	Y	N	O	N	Y	Y	Y	N
Live/Work Unit	Y	O	O	O	N	N	N	N	Y	N	N
Garages, panel beating and car repairs	O	N	N	N	N	N	N	Y	N	N	N
Filling station	O	N	N	N	N	N	N	Y	N	N	N
Motor sales	O	N	N	N	N	N	N	Y	N	N	N
Car parks	Y	N	O	O	O	Y	N	Y	Y	Y	N
Heavy commercial vehicle parks	N	N	N	N	N	O	N	Y	N	N	N
Cinema, dancehall, disco	Y	N	N	O	N	N	N	N	Y	N	N
Repository, store, depot	O	N	N	N	N	O	N	O	N	N	N
Industry	N	N	N	N	N	O	N	O	N	N	N
Industry (light)	O	N	N	N	N	Y	N	O	N	N	N
Workshops	O	N	N	N	N	O	N	Y	N	N	N
Playing fields	O	O	O	Y	Y	N	N	N	N	N	N
Place of worship	Y	O	O	Y	N	N	N	N	N	N	N
Park/playground	Y	O	Y	Y	Y	N	N	N	Y	N	N
Tourist related facilities	Y	N	O	N	O	N	O	N	Y	Y	N
Cattleshed/slatted unit	N	N	N	N	N	N	Y	N	N	N	N
Broiler house	N	N	N	N	N	N	Y	N	N	N	N
Stable yard	N	N	N	N	N	N	Y	N	N	N	N
Hot food take-away	O	N	N	N	N	N	N	Y	O	O	N
Utility Structures	Y	O	O	Y	O	O	Y	Y	O	N	Y
Funeral Homes	Y	O	N	Y	N	N	N	N	N	N	N
Creche/playschool	Y	O	Y	Y	N	N	N	N	Y	N	N
Adult Education /literacy/ basic education/youth reach facility	O	O	O	O	O	N	O	N	Y	Y	N
Neighbourhood Centre	Y	N	N	N	N	N	N	N	Y	Y	N



Kildare County Council
 Planning, Community & Culture Department
 Aras Chill Dara, Devoy Park,
 Naas, Co Kildare

**Sallins Local Area Plan
 2016-2022**

Legend :

- Local Area Plan Boundary
- 91m Setback from the M7 Motorway
- River & Canal
- Roads Objectives (A) - (Q) (Indicative only)
- New Junction
- Streetscape Improvement Works
- New Street / Road Improvements
- 500m Intervals from Train Station
- Train Station
- Motorway Signs
- New Bridge / Street / Road Improvements
- Cycle / Pedestrian Objectives
- Pedestrian / Cyclist Bridge / Access route
- New / Existing tunnel

Note; All Streetscape Improvement Works and New Street/Road Improvements shall, where appropriate, include cycle lanes in accordance with national policy.

Movement Objectives

Scale: N.T.S.

Map Ref. 2

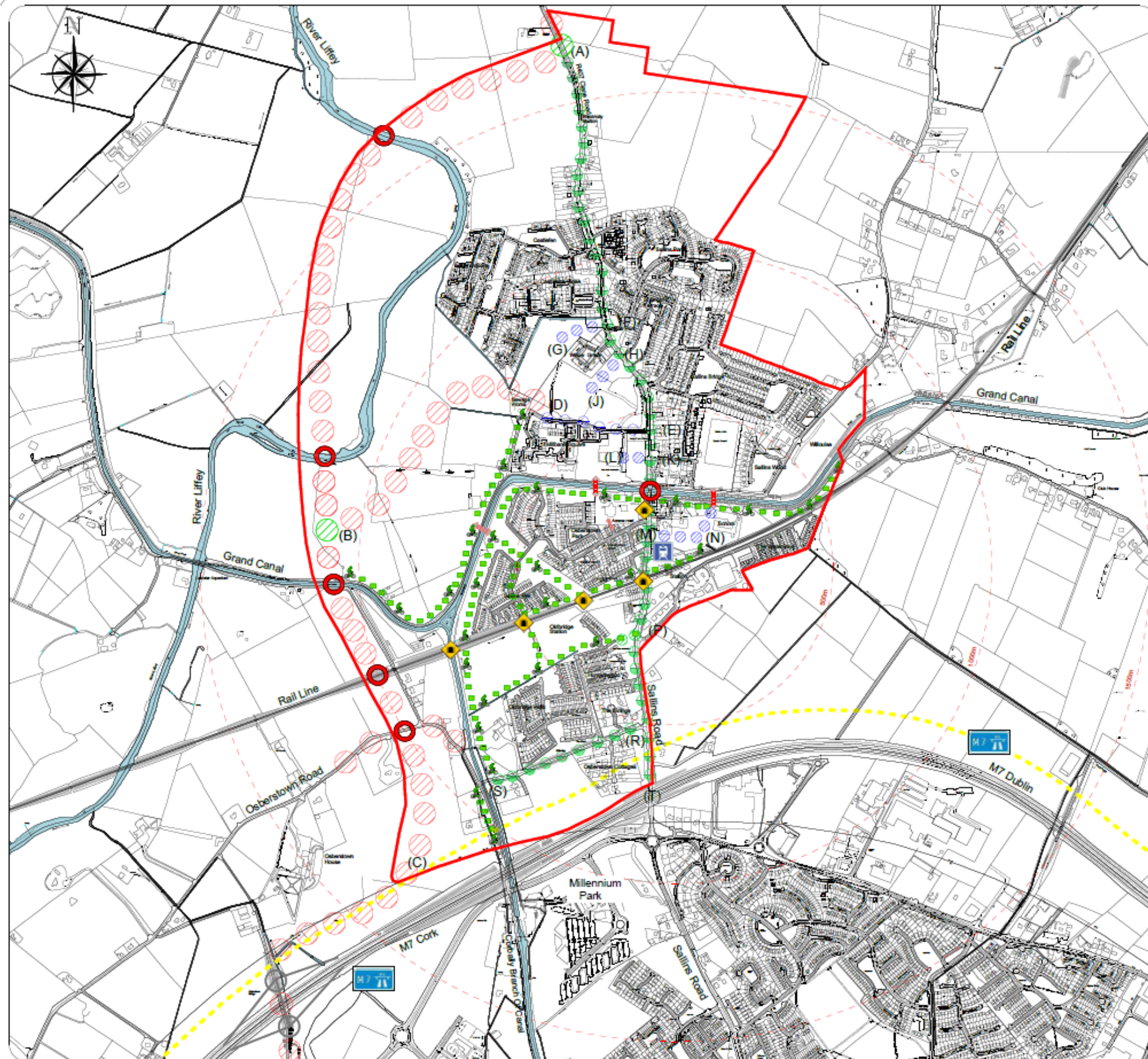
Date: March 2016
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This drawing is to be read in conjunction with the written statement, objectives and relevant maps





Kildare County Council
 Planning, Community & Culture Department
 Aras Chill Dara, Devoy Park,
 Naas, Co Kildare

**Sallins Local Area Plan
 2016-2022**

Legend :

- Local Area Plan Boundary
- A: Town Centre
- B: Existing Residential & Infill
- C: New Residential
- E: Community & Educational
- F: Open Space & Amenity
- I: Agriculture
- J: Transport & Utilities
- K: Commercial & Residential
- R: Retail & Commercial
- U: Utilities & Services
- Rivers, Canal & Lakes
- Setback from the M7 Motorway
- 500m Intervals from Train Station
- Powerlines
- Train Station
- Motorway
- Pedestrian / Cyclist Bridge / Access route
- Town Park Objective
- Proposed Sallins Bypass (Refer to Map 2)

Land Use Zoning Objective Map

Scale : N.T.S	Map Ref : 1
Date: March 2016 (Revision 30-11-2015)	Drawing No: 200/14/669
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