Minutes of Special Meeting of Kildare County Council
held on Monday 27th of July 2026 at 13.00
in the Council Chamber, Áras Chill Dara, Devoy Park, Naas, Co. Kildare

Members Present: Cllr. Tim Durkan (Cathaoirleach), Cllr. Pat Balfe, Cllr. Veralouise Behan, Cllr. Anne Breen, Cllr. Aoife Breslin, Cllr. Fintan Brett, Cllr. Bernard Caldwell, Cllr. Bill Clear, Cllr. Noel Connolly, Cllr. Suzanne Doyle, Cllr. Ger Dunne, Cllr. William Durkan, Cllr. Angela Feeney, Cllr. Daragh Fitzpatrick, Cllr. Rupert Heather, Cllr. Noel Heavey, Cllr. Carmel Kelly, Cllr. Nuala Killeen, Cllr. Mark Leigh, Cllr. Tom McDonnell, Cllr. Pádraig McEvoy, Cllr. Seamie Moore, Cllr. Paula Mulroe, Cllr. Peggy O'Dwyer, Cllr. Tracey O'Dwyer, Cllr. Brian O'Loughlin, Cllr. Claire O'Rourke, Cllr. Chris Pender, Cllr. Donna Phelan, Cllr. Robert Power, Cllr. Declan Ryan, Cllr. Evie Sammon, Cllr. David Trost, Cllr. Paul Ward.

Apologies/Absent: Cllr. Paul Brooks, Cllr. Brian Dooley, Cllr. Kevin Duffy, Cllr. Ivan Keatley, Cllr. Peter Melrose, Cllr. Brendan Wyse.

Officials Present: Alan Dunney - Director of Services, Ger Maher - Senior Executive Officer, Amy Granville - Senior Planner, Nollaig Curran - Senior Executive Planner, Bernadette O' Shea - Executive Planner, Eimer Kavanagh – Assistant Planner, Seán Greene – Assistant Planner, Mary Mc Carthy – Administrative Officer, Anne Louw - Senior Staff Officer, Joanne Farrell - Staff Officer, Ciara Pierce - Staff Officer.

Cllr. Tim Durkan (Cathaoirleach) welcomed the Members and Officials to the meeting to consider the Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied). The Cathaoirleach welcomed Mr. Ger Maher and then deferred to him.

Mr. Maher noted the attendance of members of the public at the Meeting and advised that Special Council Planning Meetings are not under any circumstances interactive and to that end, there should be no dialogue between any Elected Member and those in the public gallery. Members of the public and representatives of the media were advised to occupy the places allotted to their use. Mr. Maher advised that members of the public should be seated and maintain silence and observe any directions given by the Cathaoirleach or by the meetings administrator in attendance. If a member of the public were to interrupt a Special Planning Meeting at any time the Cathaoirleach would warn her/him and if the interruption continued the Cathaoirleach would order that person's removal. In the case of a general disturbance in any part of the Special Planning Meeting room open to the public, the Cathaoirleach would order that part to be cleared. No cameras of any kind or

sound recording or communication equipment could be used at Special Planning Meetings. Making or receiving calls on mobile telephones was not permitted at the Special Planning Meetings. During a Special Planning Meeting the use of social media to report on business of the meeting was prohibited. In the event that this meeting was interrupted the Council could, by resolution in respect of which, at least one-half of the total number of Members vote in favour; decide to meet in committee for the remainder of the Special Planning Meeting.

Mr. Maher acknowledged and thanked the Members for their constructive engagement with the variation process to date. Mr. Maher advised that he recognised the commitment shown in undertaking the training provided on the consultation portal and in using the portal to submit motions on the Chief Executive's Report. Mr. Maher considered the use of the consultation portal has significantly assisted the Executive in the preparation of the Meeting Report within a very challenging timeframe and has contributed to a more streamlined and effective process overall. Mr. Maher expressed on behalf of the Executive, his sincere thanks for the Members' continued engagement, cooperation and support.

Mr. Maher advised the meeting that in accordance with the 'Code of Conduct for Councillors' (July 2019) prepared under the Local Government Act 2001 (as amended), the Elected Members, acting in the interests of the common good and the proper planning and sustainable development of the area, must carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations. Additionally, Section 28 Ministerial Guidelines, Development Plan Guidelines (2022) issued by the Department of Housing, Planning and Local Government state that the statutory elements and remit of the County Development Plan are set out clearly in the Planning and Development Act. In preparing the County Development Plan, Planning Authorities must exercise caution not to inappropriately stray into the operation of other statutory codes and regulatory regimes that relate to the development sector but are outside the remit of a development plan. This is applicable to policy or objectives for non-planning functions governed by other legislation and regulations.

Mr. Maher further brought the Members attention to Part 15 of the Local Government Act 2001, as amended. Members where, at a meeting of a planning authority or of any committee of a planning authority, a resolution, motion, question or other matter is proposed or otherwise arises either pursuant to, or as regards the performance by the authority of a function under this Act or in relation to the acquisition or disposal by the authority of land under or for the purposes of this Act or any other enactment, a member of the authority or committee present at the meeting shall, if he or she has a pecuniary or other beneficial interest in, or which is material to, the matter—

(a) at the meeting, and before discussion or consideration of the matter commences, **disclose the nature of his or her interest**, and

(b) **withdraw from the meeting** for so long as the matter is being discussed or considered,

and accordingly, **he or she shall take no part in the discussion or consideration of the matter and shall refrain from voting in relation to it**.

1. Dearbhuithe um (a) coinbhleachtaí leasa nó (b) leasanna airgid nó leasanna tairbhiúla faoi Alt 177 den Acht Rialtais Áitiúil 2001, arna leasú.
Declarations of (a) conflicts of interest or (b) pecuniary or beneficial interests under Section 177 of the Local Government Act 2001, as amended.

The Cathaoirleach asked the Members if there were any declarations and the Members confirmed there were no declarations.

Cllr. Tim Durkan advised that he had been lobbied by Breathnach Developments and the Members confirmed that they had all received correspondence from Breathnach Developments.

2. To consider:

a. Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied)

b. Chief Executive's Report on Submissions Received to Proposed Variation No. 6 (dated 16th of June 2026)

c. Meeting Report on the Chief Executive's Report and Motions received on Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied)

Mr. Maher advised that in the Meeting Report circulated on 22nd July, items have been grouped as they relate to the Proposed Variation. Following the established practice in these meetings, the meeting report utilises the traffic-light system. Items coloured Green are agreed by the Chief Executive; items coloured Amber may warrant discussion, and items coloured Red are not agreed by the Chief Executive or are outside the scope of this Variation and may require discussion.

Mr. Maher advised Members wishing to discuss any green items should alert the meeting of the item number they wished to discuss as they were progressing through the meeting report.

Mr. Maher advised the Members of the list of GREEN items agreed by the Chief Executive as follows:

1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 102, 104, 105, 106, 120, 121, 122, 123, 124

Mr. Maher advised the Members that he proposed dealing with green listed item number 35 after taking red listed item numbers 107 and 108 as there may be consequential changes to the text in this Chief Executive's Proposed Material Alteration subsequent to the consideration of Item numbers 107 and 108.

Cllr. Seamie Moore sought to discuss item numbers 1 and 4. Cllr. Bill Clear sought to discuss item numbers 18 and 74.

Mr. Maher sought a Proposer & Seconder for the green listed items, except those listed for discussion.

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation for the green items listed, excluding items 1, 4, 18, 74.

Chapter 1: Introduction and Context

There are no Chief Executive's Proposed Material Alterations or motions received relating to Chapter 1.

Chapter 2: Compliance with the Kildare County Core Strategy

2

Proposed Material Alteration

Chapter 2 Compliance with the Kildare County Core Strategy, Table 2.4 Estimated Residential Development Capacity, amend as follows:

Zoning Designation	Location	Site in Built-Up Footprint	Serviceability Status	Site Area (Ha)	Estimated Residential Yield – Units	Net Density (dwellings per hectare – dph)
C1	Link Road KDA	Yes	Tier 1	3.3	118[12]	4~~0~~5 dph

Record

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

3

Proposed Material Alteration

Chapter 2 Compliance with the Kildare County Core Strategy, Section 2.3.2 Building Heights, delete the fourth paragraph, as follows:

~~This Plan identifies lands that are zoned and lands zoned MU: Mixed Use that are located south of and adjacent to the Sallins-Naas-Railway Station as being suitable for the integration of taller buildings that are taller than the prevailing building heights in Sallins, subject to high quality design and cognisance of the receiving environment.~~

Record

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

Item No.	Motion: Cllr. Carmel Kelly	
5	CSO 2.2 Monitor and annually report on the status and effectiveness of the delivery of planned, coordinated, and balanced infrastructure and development. <u>Reason</u> Want stronger/more emphasis on delivery.	**Chief Executive's Response** The request to place more emphasis on the delivery of residential development in Sallins is acknowledged. It is important to note that the Sallins Settlement Plan is a land use plan, which guides the development of land in a structured and sustainable manner. The provisions of Objective CSO 2.2 are fully in keeping with the Development Plans Guidelines (DoHLGH, 2022) which requires planning authorities to monitor the implementation of their respective developments. The guidelines which have been transposed into Chapter 16 Monitoring and Implementation of the Kildare County Development Plan 2023-2029 (as varied) set out the requirement for a comprehensive regime to monitor the Plan, assessing progress against strategic objectives. Accordingly, development in Sallins will be monitored on an ongoing basis having regard to both Objective CSO 2.2 and the provisions of the Development Plans Guidelines / County Development Plan. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly**	
7	That the Sallins Settlement Plan include policies and objectives requiring climate-responsive building and street design to mitigate the	**Chief Executive's Response**

	impacts of increasing temperatures extremes, heatwaves and intense rainfall events associated with climate change. Such measures should include: • The promotion of lighter-coloured and reflective building materials and surfaces to reduce heat absorption and the urban heat island effect; • The provision of increased tree planting, green infrastructure, pocket parks, and urban greening throughout the settlement to provide shade, cooling, biodiversity enhancement and improved air quality. • The incorporation of Sustainable Urban Drainage Systems (SuDS), rain gardens, permeable paving and other nature-based solutions to absorb, attenuate and manage heavy rainfall. • The design of streets, public spaces and new developments to maximise climate resilience, pedestrian comfort and environmental sustainability. • The protection and enhancement of existing mature trees and natural features that contribute to cooling and flood mitigation.	The concerns relating to the integration of climate mitigation measures into the plan are acknowledged. With respect to the request for specific policies and objectives requiring climate-responsive building and street design, it should be noted that Section 1.4 of the Development Plans Guidelines (DoHLGH, 2022) state that planning authorities when preparing plans (such as the Sallins Settlement Plan) must exercise caution not to inappropriately stray into the operation of other statutory codes and regulatory regimes that relate to the development sector, but are outside the remit of a county or city development plan. Accordingly, the Settlement Plan cannot prescribe specific technical requirements for building design, as these matters are governed by the Building Regulations. Similarly, the Plan cannot deviate from the technical standards for road design set out in the Design Manual for Urban Roads and Streets (2019 update). Notwithstanding the above, it is noted that the Sallins Settlement Plan and Volume 1 of the CDP collectively incorporate a comprehensive range of provisions in relation to climate adaptation and mitigation measures including climate responsive urban design principles and objectives. For example, Objective HO O13 of the CDP seeks to '*promote the design and delivery of environmentally sustainable and energy efficient housing, including through the refurbishment and upgrading of existing stock*'. The CDP also provides for the Council to promote energy efficient design in buildings and recommends consideration of energy design at the earliest stage in the design process

		through careful site selection and the design of new buildings with regard to orientation so as to maximise solar gain and cooling. Chapter 8 Movement and Active Travel of the Draft Plan contain a range of climate friendly measures relating to the transport sector covering active travel and public transport provision. These measures are intended to contribute to one of the most critical elements in addressing climate change, which is to reduce carbon emissions from transportation and to bring about a modal shift to more sustainable travel modes. With reference to the provision of tree planting, green infrastructure, pocket parks and urban greening to provide shade, cooling, biodiversity enhancement and improved air quality, Section 6.7 Tree Coverage sets out how the Settlement Plan will progress Action BI A14 in Chapter 12 of Volume 1 of the Kildare County Development Plan 2023-2029 (as varied) which requires the urban tree canopy of Sallins to increase by 30% which can mitigate against overheating and improve thermal comfort. This is supported by Objective GBIO 6.2 of the Draft Plan. In relation to flood concerns, a comprehensive Strategic Flood Risk Assessment was carried out to inform the Draft Plan, in which areas identified at risk of flooding were highlighted and zoned appropriately in accordance with Section 28 Ministerial Guidelines. Objective IEO 9.7 of the Plan ensures all development proposals are the subject of a

		Site-Specific Flood Risk Assessment, to ensure flood risk is a consideration across all developments. Lands within the present-day flood extents have been zoned for non-vulnerable uses in the Settlement Plan. In addition, Objective IEO 9.6 of the Plan supports the incorporation of Nature-Based Management Areas (NBMAs) as part of all plans and projects in the Plan area and proposals for new development shall align with the Map V2B-9.1 (Infrastructure and Environmental Services - Surface Water Management Strategy) and the Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), which aims to ensure that development across County Kildare is designed to reduce flood risk from stormwater surges, whilst also improving the amenity, biodiversity and placemaking. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
8	I move that the Draft Sallins Settlement Plan mandate climate-resilient architecture and urban design to protect the town against rising temperatures, heatwaves, and flooding events. To ensure long-term environmental sustainability and pedestrian comfort, all new developments and public realm enhancements must deliver:	**Chief Executive's Response** This motion which seeks the integration of climate resilient architecture and urban design measures into the Draft Plan raises the same issues as Item No. 7. See Chief Executive's response to Item No. 7 above. **Chief Executive's Recommendation** No change recommended

	Highly reflective building materials and lighter surfaces to combat the urban heat island effect. Expanded canopy cover through targeted tree planting, urban greening, and pocket parks to maximize natural shade and cooling. Nature-based surface water management, including integrated Sustainable Urban Drainage Systems (SuDS), rain gardens, and permeable pavements. Climate-proof streetscapes engineered to reduce stormwater runoff and enhance localized microclimates. Strict preservation and enhancement protocols for existing mature trees and natural landscape features that provide flood mitigation.	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett**	
9	"That the Sallins Settlement Plan include an objective requiring that buildings exceeding the prevailing town centre height shall only be permitted where the additional height is appropriately set back and concentrated within the interior of development sites, ensuring that the established streetscape, built form and character of Sallins town centre are protected and enhanced."	**Chief Executive's Response** From a planning policy perspective, the Section 28 Urban Development and Building Heights – Guidelines for Planning Authorities (DHPLG, 2018) set out clear parameters for building height having regard to a site's location, accessibility, and proximity to existing and planned public transport and services. These Guidelines have been transposed into Chapter 14 of Volume 1, which adopts a contextual approach to the location of taller buildings. Accordingly, the appropriateness of building height is determined through the assessment of a detailed planning application, taking account of the specific characteristics and sensitivities of the site and its surrounding context. Having regard to the receiving environment and in particular, the established building height within the centre of Sallins, the Draft Plan identifies the Willows Key Development Area (KDA) as the area most suitable for the

		integration of increased building heights due to the greenfield nature of the area where there is scope for taller buildings within the centre of the development, set back and facing the public open space south of the Waterways and also adjoining key open spaces located in close proximity to the train station. Whilst this is not a confirmation of the definitive future height or location of taller buildings within the KDA, it is intended to set the context and locational parameters for increased building height which will be considered and assessed in detail as part of any future planning application on these lands. Lastly, it should be noted that taking into consideration the residential densities proposed in the Draft Plan, it is not considered necessary for tall buildings to be required in Sallins. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Chapter 3: Social Infrastructure

Item No.	Chief Executive's Proposed Material Alterations
10	**Proposed Material Alteration** Chapter 3 Social Infrastructure, Section 3.3 Social Infrastructure Objectives, insert additional objective as Objective SIO 3.3, as follows: ***SIO 3.3*** *Support and facilitate the Department of Education and Youth in the provision of school accommodation for children and young people with special educational needs on appropriately zoned land in Sallins.*

	NOTE: This will result in a consequential amendment to the existing numbering sequence of the Social Infrastructure Objectives.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
11	**Proposed Material Alteration** Chapter 3 Social Infrastructure, Section 3.3 Social Infrastructure Objectives, amend Objective 3.8, as follows: **SIO 3.8** Actively seek funding from relevant agencies and government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) or other funding sources to secure financial support to develop sports and recreation facilities, *particularly the Sallins Amenity Lands,* in Sallins.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
12	**Proposed Material Alteration** Chapter 3 Social Infrastructure, Section 3.3 Social Infrastructure Objectives, amend Objective 3.10, as follows: **SIO 3.10** Require the delivery of social infrastructure particularly a new Community Centre *(within the Link Road KDA), a Community and Sports Hall Building (within the Sallins Amenity Lands)* in addition to the refurbishment and extension of the existing Sallins Community Centre, through the application of a Special Development Contribution on Key Development Areas (Home Farm House Key Development Area, Link Road Key Development Area, West Link Road Key Development Area) where specific exceptional costs are not covered by the Council's Development Contribution Scheme or through developer led provision and in tandem with housing delivery.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
13	**Proposed Material Alteration** Chapter 3 Social Infrastructure, Section 3.3 Social Infrastructure Objectives insert additional objective as follows: ***SIO 3.X*** *Support, promote and facilitate the development of cultural, arts and performance spaces in Sallins.*

	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly**	
14	That the Council investigate the feasibility of providing additional capacity through extension or a new location for a cemetery for the town of Sallins.	There is no existing cemetery within the Sallins Settlement Plan boundary. However, Table 10.5 Land Use Zoning Matrix of the Draft Plan facilitates the development of a cemetery on lands zoned 'I: Agriculture'. However, the process of selecting lands with the aim of identifying the most sustainable and suitable location either by way of an extension of the existing Bodenstown Cemetery (outside of the Sallins Settlement Plan) or the identification of a new site, will require the undertaking of a range of assessments by the Environmental Section of Kildare County Council regarding accessibility, environmental constraints, hydrogeological, site suitability, infrastructure capacity, architectural heritage, archaeological impact, landscape considerations, land ownership, and compatibility with surrounding land uses. In this regard, it is considered that an objective for a feasibility study for a cemetery within Sallins is accepted. **Chief Executive's Recommendation** Chapter 3, Social Infrastructure, Section 3.3 'Social Infrastructure Objectives' insert additional objective as follows: ***SIO 3.X*** *Support the undertaking of a feasibility study to identify and assess suitable lands for the provision of a cemetery in Sallins.*
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Carmel Kelly	
15	That this Council recognises the urgent need for the delivery of the Sallins Amenity Park on the lands zoned SIO 3.7 and agrees to include a specific objective within the Sallins Settlement Plan to provide for a Special Development Contribution, in accordance with Section 48 of the Planning and Development Act, to fund the development of the park for the benefit of existing and future residents.	**Chief Executive's Response** The importance of the delivery of the Sallins Amenity Lands is recognised under Objective SIO 3.7, which states it is an objective of the Draft Plan that Kildare County Council prioritise the delivery of the Sallins Amenity Park on lands zoned 'F (1): Open Space and Amenity'. In this regard, Table 10.2 Implementation and Infrastructure Delivery Schedule – Sallins, is proposed to be amended (Item No. 76, refers). to include details regarding the delivery schedule and funding sources of the Sallins Amenity Lands. Furthermore, it is proposed to modify Objective SIO 3.8, which seeks to '*actively seek funding from relevant agencies and government sources including the Large-Scale Sports Infrastructure Fund (LSSIF) or other funding sources to secure financial support to develop sports and recreation facilities in Sallins*' to include the Sallins Amenity Lands, in particular (Item No. 11, refers). Additionally, it is an objective of the Draft Plan under Objective SIO 3.10 to '*require the delivery of social infrastructure particularly a new Community Centre in addition to the refurbishment and extension of the existing Sallins Community Centre, through the application of a Special Development Contribution on Key Development Areas, where specific exceptional costs are not covered by the Council's Development Contribution Scheme or through developer led provision.*' However, it is proposed to modify Objective SIO 3.10 to require the application of a Special Development

		Contribution to provide for a community and sports hall building within the Sallins Amenity Lands (Item No. 12, refers). **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly**	
16	That Kildare County Council includes an objective to facilitate and support the delivery of a community childcare and early years facility, alongside private and commercial creches, recognising the need for a diverse range of childcare options to meet the demands of Sallins' growing population and to promote affordable, inclusive and accessible childcare services.	**Chief Executive's Response** The network of City and County Childcare Committees (CCCs) was established under the Department of Children, Disability and Equality to provide the local implementation of national childcare policy. The CCCs role is to coordinate, support and provide an advisory role in the implementation of national early learning and childcare policy and programmes at a local level on behalf of the Department and to ensure that childcare policy is delivered consistently, responsibly, and in alignment with national objectives. Having regard to the above, it is noted that the provision of childcare services does not fall within the remit of Kildare County Council, as the Kildare CCC is responsible for development of childcare strategies and national childcare programmes. While it does not usually operate childcare services directly, the Kildare CCC works with community groups, providers, and government agencies to help establish and maintain high-quality early learning and school-age childcare services. It also provides support in accessing government funding, including helping services to apply for

		capital grants, programme funding, and national childcare schemes. From a land use and planning perspective, childcare facilities are 'Permitted in Principle' and 'Open to Consideration' across a range of land use zoning as per Table 10.5 of the Draft Plan. Furthermore, residential schemes in excess of 75 units are required to comply with the Childcare Facilities: Guidelines for Planning Authorities (2001). However, it should be noted that the settlement plan has no role dictating a specific end user, such as community facility or private enterprise. Having regard to the above, it is proposed to modify the Draft Plan to recognise the role of the Kildare County Childcare Committee in the development of childcare strategies. **Chief Executive's Recommendation** Chapter 3, Social Infrastructure, Section 3.3 Social Infrastructure Objectives, amend Objective SIO 3.3 as follows: **SIO 3.3** *Liaise with the Kildare County Childcare Committee to* support the provision of appropriately located and purpose-built early learning and childcare facilities, to resolve the current capacity issues and to meet the pro-rata childcare needs of housing development during the plan period.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly**	

17	Include an objective to support the provision of a community crèche in Sallins by undertaking a feasibility assessment and identifying a suitable site within the settlement to meet existing and anticipated childcare demand arising from population growth over the lifetime of the Plan.	**Chief Executive's Response** As outlined in Item No. 16 above, Kildare County Council does not have a remit in providing community childcare services, as responsibility for the implementation of national childcare programmes and accessing funding lies with the Kildare County Childcare Committee. Childcare facilities are 'Permitted in Principle' and 'Open to Consideration' across a range of land use zoning, as per Table 10.5 of the Draft Plan. Furthermore, residential schemes in excess of 75 units are required to comply with the Childcare Facilities: Guidelines for Planning Authorities (2001). However, the settlement plan has no role dictating a specific end user, such as community facility or private enterprise. Having regard to the above, it is considered that amending Objective SIO 3.3 to refer to a community childcare facility is acceptable. **Chief Executive's Recommendation** Chapter 3, Social Infrastructure, Section 3.3 Social Infrastructure Objectives, amend Objective SIO 3.3, as follows: **SIO 3.3** Support the provision of appropriately located and purpose-built early learning and childcare facilities *(including community facilities)* to resolve the current capacity issues and to meet the pro-rata childcare needs of housing development during the plan period.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Item No.	Cllr. Carmel Kelly	
21	That Kildare County Council, as part of the adoption of Variation No. 6 (Sallins Settlement Plan), insert a specific objective supporting the provision of adequate changing rooms, toilets, storage facilities, parking and associated supporting infrastructure to serve the proposed GAA pitches at the Sallins sports lands prior to, or in tandem with, the delivery of the pitches. (NOTE: Cllr. Kelly confirmed by email that the motion refers to the Willows KDA lands).	**Chief Executive's Response** It is envisaged that the amenity lands within the Willows KDA will incorporate ancillary servicing infrastructure. Accordingly, the inclusion of an additional specific objective is considered acceptable. **Chief Executive's Recommendation** Chapter 3 Social Infrastructure, Section 3.3 Social Infrastructure Objective, include additional objective as follows: ***SIO 3.X*** *To support the development of sports pitch ancillary facilities, including changing rooms, toilets, storage facilities, parking and associated supporting infrastructure to serve the proposed GAA pitches at the Willows KDA lands in tandem with the delivery of pitches.*
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly**	
22	That the land known as the Parish Field be developed for Age Friendly Housing in line with Social Infrastructure Objectives SIO 3.5.	**Chief Executive's Response** The Parish Field lands are zoned 'A: Town Centre', which seeks to protect, improve and provide for the future development of the town centre. Table 10.5 Land Use Zoning Matrix of the Draft Plan provides that Group/Older Persons and Special Needs Housing is 'Permitted in Principle' on lands zoned 'A: Town Centre'.

		In addition, Objective SIO 3.5 of the Draft Plan seeks to support the development of age-friendly housing in Sallins, particularly on lands located within town centre or on lands proximate to the town centre, subject to appropriate siting and design considerations. It is considered that identifying a specific land use on the Parish Field site is premature without the benefit of feasibility studies and stakeholder engagement by the Council. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
23	That the land known as the Parish Field be developed for Age Friendly Housing in line with Social Infrastructure Objectives SIO 3.5	**Chief Executive's Response** This motion raises the same issues as Item No. 22. See Chief Executive's response to Item No. 22 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Chapter 4: Town Centre Regeneration and Delivering Place Quality

Item No.	Chief Executive's Proposed Material Alterations	
24	**Proposed Material Alteration** Chapter 4, Section 4.4 Town Centre Regeneration and Delivering Place Quality, amend objective TCO 4.6 as follows: **TCO 4.6** Support the implementation of a ~~Town~~ *Village* Renewal Masterplan for Sallins, which incorporates a Health Check, and pursue relevant funding sources on a phased basis over the lifetime of the Plan and beyond.	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly**	
25	Amend TCO 4.6 to say….implement a Village Renewal Masterplan for Sallins, which incorporates the Health Check, that establishes a clear framework for village centre regeneration, public realm enhancement, economic development, community facilities and sustainable mobility. The Council will actively pursue, coordinate and secure funding and investment opportunities to ensure the progressive implementation of the Masterplan's projects over the lifetime of this Settlement Strategy.	**Chief Executive's Response** It is accepted that Objective TCO 4.6 be amended to include additional wording in relation to the securing of appropriate resources needed to implement any future Renewal Masterplan preparation for Sallins. **Chief Executive's Recommendation** Chapter 4 Town Centre Regeneration and Delivering Place Quality, Section 4.4 Town Centre Regeneration and Delivering Place Quality Objectives, amend Objective TCO 4.6 as follows: **TCO 4.6** Support the implementation of a ~~Town~~ *Village* Renewal Masterplan for Sallins, which incorporates a Health Check, and *actively* pursue *coordinate and secure funding sources and investment opportunities from* relevant funding sources on a phased basis over the lifetime of the Plan and beyond.

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.

Chapter 5: Economic Development

Item No.	Chief Executive's Proposed Material Alterations
27	**Proposed Material Alteration** Chapter 5 Economic Development, Section 5.2.4 Development of Employment Lands at Bodenstown, amend the second paragraph as follows: The site has the potential to deliver a significant supply of floorspace to meet identified sectoral growth opportunities, including small / medium scale warehousing, logistics, light industry, and office-based enterprise (*located at the entrance of the site only).*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
28	**Proposed Material Alteration** Chapter 5 Economic Development, Section 5.3 Economic Development Objectives, amend Objective EDO 5.3 as follows: **EDO 5.3** Support and facilitate Waterways Ireland in the continued sensitive restoration, regeneration and provision of facilities along the Canal*, to ensure Sallins develops as a greenway destination town.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
29	**Proposed Material Alteration** Chapter 5 Economic Development, Section 5.3 Economic Development Objectives, amend Objective EDO 5.7 as follows: **EDO 5.7** Co-operate with relevant stakeholders and agencies in promoting tourism and securing tourist-based enterprises, ~~and~~ ~~facilities~~, *and supporting infrastructure (such as accessible public toilets)* in Sallins.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

30	**Proposed Material Alteration** Chapter 5 Economic Development, Section 5.3 Economic Development Objectives, insert additional objective as follows: ***EDO 5.X*** *Encourage and support the development of new or existing tourism activities/facilities in Sallins in particular those relating to the Grand Canal, the Grand Canal Greenway and the River Liffey, supporting high-quality visitor experiences, local enterprise, and active recreation while protecting the area's natural and built heritage.*	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly**	
31	Amend EDO 5.7 to specifically include parking considerations. So many visitors to Sallins come by car and use Sallins as a jump off point for the Greenway, if we want to grow tourism in Sallins we need to improve facilities and that includes parking for buses and cars. We already have two enterprises in the village that attract bus tours. Lock 13 Brewery and BargeTrip.ie. Currently the wording of EDO 5.7 reads- "co-operate with relevant stakeholders and agencies in promoting tourism and securing tourist based enterprises, facilities and supporting infrastructure, such accessible public toilets in Sallins." Can we amend to read "….supporting infrastructure such as parking and accessible public toilets in Sallins."	**Chief Executive's Response** It is considered that Objective EDO 5.7 can be expanded to incorporate the provisions of the motion in this regard. **Chief Executive's Recommendation** Chapter 5 Economic Development, Section 5.3 Economic Development Objectives, amend Objective EDO 5.7, as follows: **EDO 5.7** Co-operate with relevant stakeholders and agencies in promoting tourism and securing tourist-based enterprises, ~~and facilities~~*, and supporting infrastructure, (such as parking and accessible public toilets)* in Sallins.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	

Item No.	Motion: Cllr. Bill Clear	
32	I move that a specific strategic objective be included in the Draft Sallins Settlement Plan to formally pursue and designate Sallins with "Heritage Town" status. The rationale for expanding this objective in the plan includes: • Industrial and Transport Heritage: Sallins possesses an exceptional concentration of historical transport infrastructure. It serves as a vital historical nexus where the Grand Canal (opened to Sallins in 1780) intersects with the historic Great Southern and Western Railway line (opened in 1846). This unique dual-heritage infrastructure shaped the growth of the region and remains highly visible today through original bridges, canal features, and railway architecture. [1, 2] • Architectural Preservation: The town retains significant architectural assets that warrant preservation, adaptive reuse, and formal recognition, most notably the landmark Home Farm House complex (RPS No. B19-33) and various historical canal-side stores and masonry structures. • Sustainable Tourism and Economic Growth: Achieving Heritage Town status unlocks specialized funding streams, grants, and conservation resources. This designation will support local enterprise, promote sustainable tourism along the Grand Canal Greenway, and transform Sallins into a cultural destination rather than just a commuter hub. [3] • Civic Identity and Integration: Formally recognizing Sallins' history fosters a strong sense of civic pride and identity. It ensures that rapid modern residential growth is	**Chief Executive's Response** It is understood that the designation of 'Heritage Towns' was part of a scheme / branding exercise undertaken by Fáilte Ireland (then An Bord Fáilte) in the 1990s, funded by the European Regional Development Fund Initiative. This has since been superseded by more recent initiates including, with respect to Sallins, the '*Ireland's Ancient East*' tourism marketing platform. Whilst the County Development Plan contains a range of provisions relating to the promotion of tourism in Kildare, it is considered appropriate to include an additional objective to support tourism promotion initiates in Sallins. **Chief Executive's Recommendation** Chapter 5 Economic Development, Section 5.3 Economic Development Objectives, insert additional objective as follows: ***EDO 5.X*** *Support tourism initiatives including Fáilte Ireland's 'Ireland's Ancient East' tourism marketing platform or any public campaign by Into Kildare which promotes Sallins as a visitor destination*.

	balanced by a deep respect for, and integration with, the town's historical roots and character.	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Chapter 6: Green and Blue Infrastructure

Item No.	Chief Executive's Proposed Material Alterations
33	**Proposed Material Alteration** Chapter 6 Green and Blue Infrastructure, Section 6.5 Green and Blue Infrastructure, amend the second paragraph as follows: This Plan seeks to protect and enhance the green and blue infrastructure network of Sallins, in order to maximise on the benefits of the multi-functionality that such ecological networks provide. The green and blue infrastructure network is made up of a core area, corridor habitats and stepping stone habitats.[29] The River Liffey is a core area *comprising the largest area of natural habitat within the Plan area, which anchors* ~~and forms part of~~ the green and blue infrastructure *(GBI)* network of Sallins*. The GBI network includes an interconnected network of corridor habitats and stepping stones, as demonstrated in Map V2B-6.1 Green and Blue Infrastructure. The networks function as important ecological corridors within Sallins that also connects to the broader GBI network in the surrounding countryside. In order to bridge the gaps between the ecological corridors within the settlement area, the Plan identifies linkages between the components of the network, which are identified as 'Green Infrastructure Links to Strengthen the Network' in the Map, in order to strengthen the network and to function as an important ecological network.* **NOTE:** In the event that Item No. 83 is not accepted there will be consequential changes to text in this Proposed Material Alteration.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
34	**Proposed Material Alteration** Chapter 6 Green and Blue Infrastructure, Section 6.5.1.5 Hedgerows and Treelines, delete the first paragraph as follows:

	~~Beyond the primary corridors, the green infrastructure in Sallins is reinforced by a network of agricultural fields, hedgerows, and residual open spaces, which together form stepping-stone habitats linking the canal, river and surrounding countryside. These features are essential for maintaining ecological permeability and supporting local biodiversity, while also providing opportunities for green buffers, and amenity areas between existing and future developments.~~ **Proposed Material Alteration** Chapter 6 Green and Blue Infrastructure, Section 6.6 Stepping Stone Habitats, amend the section to include the following paragraph before Section 6.6.1, as follows: *Beyond the primary corridors, the green infrastructure in Sallins is reinforced by a network of agricultural fields, hedgerows, and residual open spaces, which together form stepping-stone habitats linking the canal, river and surrounding countryside. These features are essential for maintaining ecological permeability and supporting local biodiversity, while also providing opportunities for green buffers, and amenity areas between existing and future developments.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
36	**Proposed Material Alteration** Chapter 6 Green and Blue Infrastructure, Section 6.8 Natural Heritage and Biodiversity Objectives, insert new objectives, as follows: ***GBIO 6.3*** *To recognise, protect and enhance the role of the River Liffey, the Grand Canal, the Dry Canal and the railway line corridors as key ecological routes through the Plan area to support biodiversity and to improve the mobility of species.* ***GBIO 6.4*** *Ensure that new development proposals adjoining the Grand Canal in the town centre provide an appropriate design response including a setback subject to site-specific assessment and consultation with Waterways Ireland, to protect the operational, heritage, ecological and recreational functions of the canal corridor, maintain access for Waterways Ireland, safeguard the amenity of the towpath, and facilitate the enhancement of the canal-side public realm.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

Chapter 7: Built Heritage and Archaeology

There are no Chief Executive's Proposed Material Alterations or motions received relating to Chapter 7.

Chapter 8: Movement and Active Travel

Item No.	Chief Executive's Proposed Material Alterations
37	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.3 Movement and Active Travel Measures, insert additional text at the end of the third paragraph, as follows: In line with best practice, where possible pedestrian paths and cycle lanes should be segregated as per the principles of the Design Manual for Urban Roads and Streets (DMURS). Several active travel measures are illustrated both within and beyond the Plan boundary, measures shown outside the boundary are included for context and informational purposes only. The exact route and type of infrastructure will need to be determined by future study and detailed design, *including demonstration of compliance with the requirements of Transport Infrastructure Ireland (TII) Publications where interactions with the national road network occur.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
38	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.3 Movement and Active Travel Measures, Table 8.2 Movement and Active Travel Measures, insert additional text under PT 3, PT 4, PT 5 and PT 7, as follows:

Public Transport		
PT 3[37]	Local Bus Route Central Spine Bus Route – Indicative Route *(subject to the outcome of a feasibility study and funding)*	Short Term (1-2 Years)
PT 4	Local Bus Route Western Spine Bus Route – Indicative Route *(subject to the outcome of a feasibility study and funding)*	Long Term (6-10 Years)
PT 5	Local Bus Route	Short Term (1-2 Years)

			Eastern Spine Bus Route – Indicative Route *(subject to the outcome of a feasibility study and funding)*		
	Record				
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.				
Item No.	**Motion: Cllr. Seamie Moore**				
42	Submission on CE Report Ref. ?? That a Spinal Corridor Local Bus Service from Sallins Town Footprint to the Rail Station and Naas Town Centre be established immediately to reduce the very high private modes of transport usage of 63.2%.		**Chief Executive's Response** This motion relates to Measure PT 3 (Central Spine Bus Route) in Table 8.2 Movement and Active Travel Measures of Chapter 8 Movement and Active Travel of the Draft Plan. The National Transport Authority (NTA) is currently examining the potential for a town bus service serving Sallins and Naas. If a service network is deemed feasible, the timeline for the introduction will be subject to funding. In response to the submission from the NTA, it is proposed to modify Table 8.2 of the Draft Plan to indicate that Measure PT 5 (Local Bus Route) of Table 8.2 Movement and Active Travel Measures (Public Transport) will be subject to the outcome of a feasibility study and funding. See Item No. 38 above for further details. Notwithstanding the above, Objective MATO 8.4 of the Draft Plan states that it is an objective of the Council to '*Actively engage and co-operate with the Department of Transport, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Sallins, including lobbying for an upgraded Sallins Train Station, the delivery of a third rail platform, and the delivery of a local bus service with associated bus stops.*'		

		Chief Executive's Recommendation No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Chief Executive's Proposed Material Alterations**	
43	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives, amend Objective MATO 8.1, as follows: **MATO 8.1** Support and promote the use of sustainable transport modes in Sallins through the implementation of the measures detailed in Table 8.2 and illustrated on Map V2B-8.1 (Transportation Measures) in conjunction with the relevant stakeholders such as the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and Irish Rail and by actively seeking funding for the measures from relevant agencies and government sources. The indicative measures will form the basis for individual projects, which will be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based solutions to surface water management. Projects comprising of measures impacting the national road network shall have regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012) ~~(or any successor of same)~~ and *demonstrate compliance with Transport Infrastructure Ireland (*TII*)* Publications requirements, where relevant.	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
44	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives, amend Objective MATO 8.9, as follows: **MATO 8.9** Investigate the feasibility of providing an active travel link (walking and cycling) *to be designed in accordance with DMURS and in compliance with Transport Infrastructure Ireland (TII) Publications, as appropriate* between Sallins and Kerdiffstown Park through The Willows Key Development Area as outlined in Section 10.1.4.	
	Record	

	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
45	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives, insert new objective as follows: ***MATO 8.X*** *Facilitate the reallocation of road space in the town centre, pending the reclassification of the R704 Sallins Road as a local road.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
46	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives, insert new objective as follows: ***MATO 8.X*** *Investigate the feasibility of implementing Heavy Goods Vehicles (HGV) restrictions, following the re-classification of the R704 Sallins Road to a local road.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
47	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives, insert new objective as follows: ***MATO 8.X*** *Investigate the feasibility of the implementation of School Safe Zones in line with the National Transport Authority's Safe Routes to School Programme.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
48	**Proposed Material Alteration** Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives, insert additional objective as follows: ***MATO X.X*** *Support and facilitate, in co-operation with Irish Rail and the National Transport Authority the delivery of a second railway station, sited to the west of Sallins, including a park and ride facility (1,000 spaces) and the delivery of electrified rail service in Sallins.*

	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly**	
49	That the Plan includes an objective to support and facilitate, in co-operation with Irish Rail and the National Transport Authority the delivery of a second railway station, sited to the west of Sallins, including a park and ride facility (1, 000 spaces).	**Chief Executive's Response** It is proposed to insert an additional objective in Chapter 8 Movement and Active Travel, Section 8.4 Movement and Active Travel Objectives. Refer to Item No. 48 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
50	That a new strategic objective be included in the Draft Sallins Settlement Plan to read as follows: "To support, facilitate, and advance, in co-operation with Irish Rail and the National Transport Authority (NTA), the delivery of a second railway station to be strategically sited to the west of Sallins. This infrastructure project shall incorporate a high-capacity Park and Ride facility providing a minimum of 1,000 parking spaces to alleviate town centre traffic congestion, promote modal shift, and enhance regional public transport accessibility.	**Chief Executive's Response** See response to Item Nos. 48 and 49 above. **Chief Executive's Recommendation** No change recommended
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Carmel Kelly	
51	An objective to review the access strategy for the Willows Key Development Area (KDA) within the Sallins Settlement Plan and ensure that any future development of the lands provides for more than one vehicular access/egress point, having regard to the scale of the proposed development, road safety considerations, traffic management requirements, emergency vehicle access needs and the long-term sustainable movement of residents.	**Chief Executive's Response** It is important to note that the Urban Design Framework for the Willows KDA is not intended to act as a site layout map from which precise measurements can be or should be extracted. The Framework should be seen as an overarching guide to assist key stakeholders in the development process and must be read in conjunction with the accompanying Design Brief, the objectives of this Plan and of the CDP in relation to Sustainable Mobility and Transport. It is noted that the location of the proposed access road to the subject site is at present indicative, connecting to the R407 Regional Road to the west of the site. Traffic and Transport Assessments (TTA) and Mobility Management Plans will generally be required for large-scale developments where the development would generate a substantial number of additional vehicle trips or where there are concerns about traffic capacity, proximity to strategic transport corridors, congestion, road safety, or access arrangements. Site permeability and connectivity will also be required in line with active travel policy along with pedestrian and cycle networks. Junction capacity, road safety, and cumulative impacts will also be assessed at planning application stage. In this regard it is not considered appropriate under a land use plan to set specific objectives in relation to the number of accesses to a site. However, it is considered that an objective to support a Traffic and Transport Assessment for developments that are likely to generate significant traffic movements or impact the surrounding transport network.

		Furthermore, it is an objective of the Draft Plan to co-operate with the Department of Transport, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Sallins, including lobbying for an upgraded Sallins Trains Station, the delivery of a third platform, and the delivery of a local bus service with associated bus stops (objective MATO 8.4 refers). In addition, Objective TM O20 of Volume 1 seeks to ensure new development areas are fully permeable for walking and cycling at a minimum, public transport (where appropriate) and provide for filtered permeability for private vehicle access in accordance with the NTA Permeability Best Practice Guide in order to give a competitive advantage to active travel modes for local trip making. Furthermore, the Kildare County Council Permeability Guidelines – Reconnecting our Communities (2024) provides technical guidance to help Kildare County Council and developers in Sallins create connected communities and ensure that new development is fully integrated into the existing settlement. **Chief Executive's Recommendation** Chapter 8, Section 8.4 Movement and Active Travel Objectives, include additional objective, as follows: ***MATO X.X*** *Require the submission of a Traffic and Transport Assessment (TTA), prepared by a suitably qualified professional, with planning applications for developments that are likely to generate significant traffic movements or impact the surrounding transport network.*

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.

Chapter 9: Infrastructure and Environmental Services

Item No.	Chief Executive's Proposed Material Alteration
57	**Proposed Material Alteration** Chapter 9 Infrastructure and Environmental Services, Section 9.2 Infrastructure and Environmental Services in Sallins, Table 9.1 Infrastructure and Environmental Services in Sallins, insert additional text under the second paragraph of the table relating to Water Supply, as follows: **Water Supply** The water supply in Sallins comes from the Greater Dublin Area (GDA) Water Resource Zone. According to Uisce Éireann's 10-Year Water Supply Capacity Register (published ~~June 2023~~ *April 2026*) there is potential capacity available in Sallins to meet targeted population growth to 203~~4~~*5* but an improvement to the Level of Service (LoS) will be required. *It is important to note; the register is only an indication of available capacity at the date of issue and is subject to change and is published annually on the Uisce Éireann website.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
58	**Proposed Material Alteration** Chapter 9 Infrastructure and Environmental Services, Section 9.2 Infrastructure and Environmental Services in Sallins, Table 9.1, *Site Specific Flood Risk Assessment*, insert additional paragraph at the end of the text as follows: *Sites shown to be affected by climate change flood extents on Map V2B-9.3 Flood Risk – Climate Change Mid-Range Future Scenario and Map V2B-9.4 Flood Risk – Climate Change High-End Future Scenario should be subject to a Stage 3 site-*

	specific Flood Risk Assessment at Development Management stage to assess the potential impact of climate change flood extents on the proposed development and ensure no increase in flood risk elsewhere. Mitigation may include appropriate setting of finished floor levels / finished grounds levels including freeboard in accordance with Development Management guidance as set out in the Kildare County Development Plan (CDP) SFRA (Objective IEO 9.7, refers). In line with current industry standard, the Kildare CDP SFRA sets out that the Mid-Range Future Scenario (MRFS) represents a 'likely' future scenario, so MRFS projections are to be used as the basis for climate change assessment with consideration given to the High-End Future Scenario where appropriate. Chapter 9 Infrastructure and Environmental Services, Section 9.3 Infrastructure and Environmental Services Objectives, amend Objective IEO 9.7 as follows: **IEO 9.7** *(a)* Ensure all development proposals are the subject of a Site-Specific Flood Risk Assessment appropriate to the nature and scale of the development proposed, in accordance with the provisions of The Planning System and Flood Risk Management – Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014). *(b) Ensure all developments on lands affected by climate change flood extents on Map V2B-9.3 Flood Risk – Climate Change Mid-Range Future Scenario and Map V2B-9.4 Flood Risk – Climate Change High-End Future Scenario are subject to a Stage 3 Site-Specific Flood Risk Assessment at development management stage.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
59	**Proposed Material Alteration** Chapter 9 Infrastructure and Environmental Services, Section 9.3 Infrastructure and Environmental Services Objectives, amend Objective IEO 9.1 as follows: **IEO 9.1** Work in conjunction with ESB ~~Ireland~~ *Networks* to prioritise and facilitate the provision of adequate electricity in a manner that will support the demand of existing and future population growth in Sallins.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
60	**Proposed Material Alteration** Chapter 9 Infrastructure and Environmental Services, Section 9.3 Infrastructure and Environmental Services Objectives, insert new objective as follows:

	IEO 9.8 *Require that residential schemes in close proximity to heavily trafficked roads such as the M7 Motorway or the rail line are designed and constructed to minimise adverse impacts in particular noise disturbance. A suitably qualified acoustic specialist shall be engaged in the development design process, paying particular attention to the Kildare Noise Action Plan 2019-2023 (or any subsequent plan), Chapter 3 of the Spatial Planning and National Road Guidelines for Planning Authorities (DoECLG, 2012), the EPA 'Environment and Wellbeing' Maps as outlined under Figure 9.1 Noise Mapping (Rail and Road). An Acoustic Design Statement, including proposals for post-construction noise monitoring, clearly demonstrating that significant adverse noise impacts will be avoided shall be submitted with development applications.* **NOTE:** This amendment requires consequential alterations to the text of Section 10.1.4 The Willows KDA and Figure 10.4 The Willows KDA Urban Design Framework. These alterations have been included under Item Nos. 71, 72 and 102 of this report. In the event that this Item is not accepted there will be consequential amendments to the referred items.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
61	**Proposed Material Alteration** Chapter 9 Infrastructure and Environmental Services, Section 9.3 Infrastructure and Environmental Services Objectives, insert new objective as follows: ***IEO 9.X*** *Consult with ESB Networks and Uisce Éireann prior to the implementation of any significant Public Realm Works or Movement and Active Travel Measures in Sallins to avoid and/or mitigate impacts on existing or planned electricity, water or wastewater infrastructure.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

Chapter 10: Implementation

Item No.	Chief Executive's Proposed Material Alteration
62	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, insert footnote as follows:

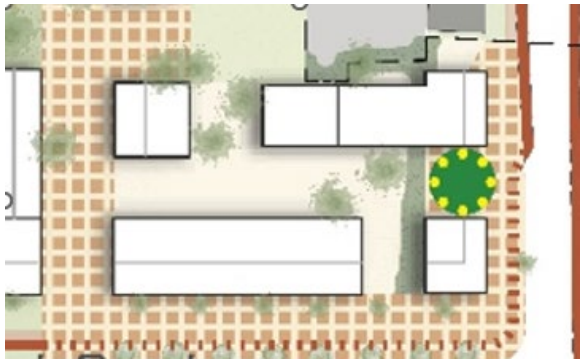
	The Plan contains urban design frameworks[X] for four specific Key Development Areas (KDAs) and the Bodenstown Employment Area within Sallins. **Footnote:** *The Urban Design Frameworks should be seen as an overarching guide to assist key stakeholders in the development management process and must be read in conjunction with the accompanying Design Brief. Flexibility may be applied during the preplanning and statutory planning application process (LRD or standard application) subject to evidence-based justification and high quality design.*	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett**	
63	Objective to ensure that Home Farm House is restored in tandem with any construction of housing undertaken on the Home Farm KDA and that the civic space and heritage building should not be visually dominated by servicing, parking or blank rear elevations. Welcome the plan's strong emphasis on restoring Home Farm House Home Farm (RPS No. B19-33) for civic/community use. A more specific objective would strengthen delivery and avoid the building being restored without a meaningful long-term function. "Civic use" is not clearly defined. While the Plan proposes restoration for a civic use, it does not specify what that use should be? Community hub, Heritage centre, Cultural venue, Local enterprise/incubation space and or a Community café? A concern is that housing could progress while heritage restoration is delayed. Also who will restore the building? Whether restoration must occur before residential occupation? Whether a conservation management plan will be required?	**Chief Executive's Response** The protected structure, Home Farm House, is located within the Home Farm House Key Development Area (KDA) site that is zoned 'A: Town Centre', which provides for a wide range of land uses, including, *inter alia*, community facilities, cultural, theatre, library, place of worship and restaurant/café uses which are 'Permitted in Principle' under Table 10.5: Land Use Zoning Matrix of the Draft Plan. Importantly, the Home Farm House KDA Design Brief states that the restoration of the building should be for civic use for the community. The vision for the KDA includes the restoration and activation of Home Farm House as a catalyst for regenerating the western side of Main Street and for civic use for the community. This vision is recognised and strengthened by the addition of an objective of the Draft Plan to seek the sensitive restoration of Home Farm House (TCO 4.3 refers) along

		with Objective BHO 7.2, which supports the sensitive and appropriate development of Home Farm House, as an important community, tourism and heritage asset for the town, in accordance with the Home Farm House KDA outlined in Section 10.1.1. These uses would all be categorised as a 'civic use'. To ensure the long-term viability of the building, a land use plan should not be overly prescriptive regarding the future occupant or use. The suitability and feasibility in accordance with the land use zoning objective should be considered by the developer and will be assessed as part of the development management process. With respect to the concerns related to the timing and who will be responsible for the restoration of Home Farm House and whether the restoration must occur before residential development occurs, this will be a matter the Development Management process. The restoration of Home Farm House will be developer-led as part of the overall development of the Home Farm House Key Development Area. Works must comply with the objectives of Chapter 11 of Volume 1 in relation to Protected Structures, including the requirement for an Architectural Heritage Assessment Report to accompany all applications with potential for visual or physical impacts on a Protected Structure, its curtilage and setting (AH O23). In addition, Objective AH O32 seeks to ensure that new development will not adversely impact on the setting of a protected structure or obscure established views of its principal elevations. **Chief Executive's Recommendation**

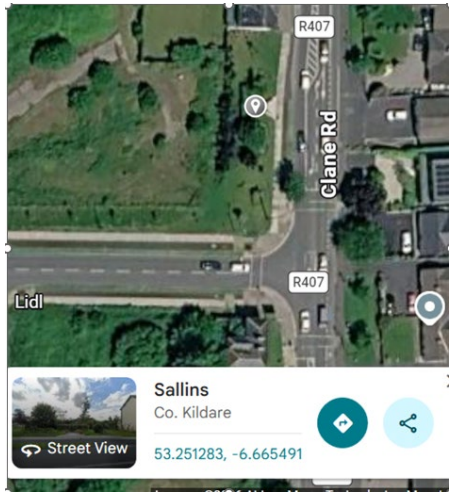
		No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
64	I move that a specific, binding objective be inserted into the Draft Sallins Settlement Plan to secure the timely restoration and architectural protection of Home Farm House (RPS No. B19-33) within the Home Farm Key Development Area (KDA), to read as follows: "To mandate the comprehensive restoration of Home Farm House for a defined, viable public purpose—such as a community hub, heritage centre, cultural venue, enterprise/incubation space, or community café—prior to the completion or occupation of any residential units within the Home Farm KDA. A comprehensive Conservation Management Plan must accompany any planning application for these lands. To protect the visual integrity of this heritage asset, the surrounding civic space and historic structure must not be visually dominated by utility servicing, car parking, or blank rear building elevations. The developer/landowner shall execute the structural and contextual restoration in a phased manner, contractually linked to early-stage housing construction."	**Chief Executive's Response** A binding objective requiring the comprehensive restoration of Home Farm House for community use is unnecessary as the Draft Plan already seeks the sensitive restoration of Home Farm House (TCO 4.3 refers) along with Objective BHO 7.2, which supports the sensitive and appropriate development of Home Farm House, as an important community, tourism and heritage asset for the town in accordance with the Home Farm House KDA, as outlined in Section 10.1.1. It is not considered that a Conservation Management Plan is warranted. Works must comply with the objectives of Chapter 11 of the CDP in relation to works on a Protected Structures including the requirement for an Architectural Heritage Assessment Report to accompany all applications with potential for visual or physical impacts on a Protected Structure, its curtilage and setting (AH O23). **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett	
65	That Kildare County Council includes a specific objective within the Sallins Settlement Plan requiring all future development fronting the Main Street and Clane Road through the village core to maintain building setback lines comparable to adjoining existing development, incorporating front gardens, green verges and landscaping, in order to prevent overdevelopment and retain the spacious village character of Sallins. **NOTE:** This motion was submitted twice (KCC-C497-8 and KCC-C497-9, refers), however it only appears once in this Meeting Report, as Item No. 65.	**Chief Executive's Response** The Home Farm House KDA Design Brief and Urban Design Framework seek to facilitate the regeneration and activation of strategically lands located on the western and eastern side of Main Street through the restoration of Home Farm House as a civic use for the community, alongside the provision of a high-quality mixed-use development and a new public space that consolidates the existing urban core of Sallins. This intervention aims to bring vitality to the town centre of Sallins and incentivise further public realm improvements, including the regeneration of the old post office square. The Urban Design Framework, while indicative, provides for a building line setback along the western side of the street culminating at Home Farm House at the corner of Main Street and the Sallins Link Road that will include an element of landscaping. The request to include a specific objective to include a setback along Main Street to incorporate front gardens and landscaping comparable to adjoining existing development is inappropriate, as it is considered that a binding objective to limit elements of the Home Farm House KDA Urban Design Framework could constrain the regeneration and activation of the strategically located lands on the western side of Main Street as a mixed-use development which will contribute to the consolidation of the town centre. It is considered that these are detailed design aspects which would be more appropriately be

		dealt with as part of a planning application for the overall development. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion Cllr. Bill Clear**	
66	That Kildare County Council includes a specific objective within the Sallins Settlement Plan requiring all future development fronting the Main Street and Clane Road through the village core to maintain building setback lines comparable to adjoining existing development, incorporating front gardens, green verges and landscaping, in order to prevent overdevelopment and retain the spacious village character of Sallins.	**Chief Executive's Response** See response to Item No. 65 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Chief Executive's Proposed Material Alterations**	
67	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA, Built Form and Urban Structure, amend text under the fifth paragraph, as follows: The development will include key community facilities, a nursing home */ care facility* and community centre on the lands zoned 'E: Community and Education'. ~~The facilities will serve both the new residential development and existing neighbourhoods on the northern side of the town.~~	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	

68	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA, amend the text under Green and Blue Infrastructure, Open Spaces and Surface Water Drainage, as follows: The natural features of the site such as existing ~~community gardens,~~ water bodies, ~~existing~~ vegetation which includes hedgerows, treelines and mature trees should be retained, enhanced and integrate*d into any design scheme* ~~as far as practicable~~ to protect biodiversity and ecological networks within the KDA. *The community gardens (Salley Gardens) shall be retained and incorporated into the overall design as far as practicable.* Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA, amend a section of Figure 10.2: Link Road KDA with revised urban design framework increasing the size of the community gardens, from this:  **To this:**

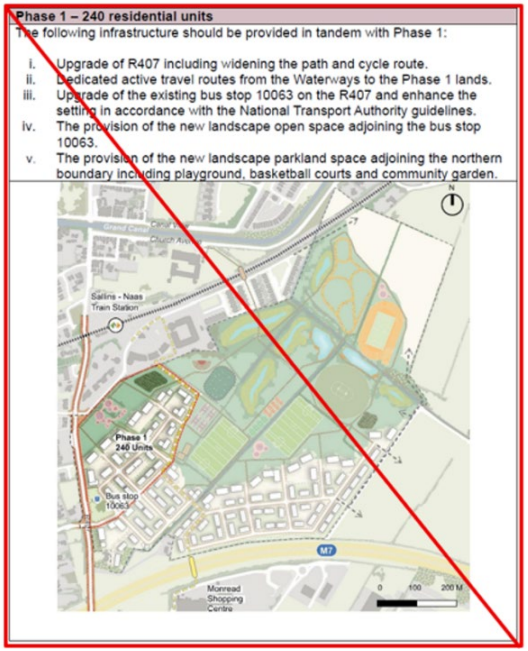
	 NOTE: The community garden (Salley Gardens) is located at the corner of Main Street (R407) and the Sallins Link Road as indicated on Figure 10.2 Link Road KDA.	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett**	
69	That the current green space known as currently configured and known as the 'Salley Gardens', as identified within the Link Road Key Development Area (KDA) at Figure 10.2 be retained in its entirety and protected from any development, road construction, or reduction in area. The Council recognises the significant recreational, environmental, biodiversity and amenity value of the Salley Garden to the residents of Sallins and therefore seeks to ensure that this established public green space remains intact and accessible for current and future generations. <u>Supporting Rationale</u> • The Salley Garden is a valued community amenity and open space.	**Chief Executive's Response** As outlined in the Chief Executive's Report, it is proposed to modify the text of the Draft Plan to specifically reference the community gardens (Salley Gardens) to be retained and incorporated into the Link Road KDA (Item No. 68, refers). It also recommended to amend Figure 10.2 Link Road KDA Urban Design of the Draft Plan with a revised urban design framework to increase the size of the community gardens (Item No. 68, refers). **Chief Executive's Recommendation** No further change recommended.

	• It contributes to biodiversity, wildlife habitat and climate resilience within the settlement. • The retention of existing green infrastructure aligns with sustainable planning principles. • Preserving the space protects the character and quality of life of the surrounding residential area. • Alternative design solutions should be explored to ensure the proposed Link Road does not result in the loss or fragmentation of the Salley Garden.  	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation**.**	
Item No.	**Motion: Cllr. Bill Clear**	
70	I move that the public green space known as the "Salley Garden," located within the Link Road Key Development Area (KDA) at Figure 10.2, be	**Chief Executive's Response**

	preserved entirely and strictly protected from any residential development, infrastructure construction, or reduction in size. Planning Rationale: Amenity Protection: Safeguards an established community asset that provides vital recreational and health benefits to Sallins residents. Environmental Value: Secures critical urban biodiversity, local wildlife habitats, and climate resilience. Infrastructure Realignment: Directs the council to explore alternative design solutions for the proposed Link Road to prevent the loss or fragmentation of this green infrastructure. Community Integrity: Maintains the environmental character, open space, and quality of life for the surrounding residential estates.	This motion raises the same issues as Item No.69. See Chief Executive's response to Item No. 69 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
Item No.	**Chief Executive's Proposed Material Alterations**	
71	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.4 The Willows KDA, amend text as follows: **Built Form and Urban Structure** The structure of the urban form should be designed around the existing green and blue infrastructure delivered through a coherent network of open spaces incorporating a wide range of amenities and facilities. These may include a sports club, ~~basketball courts,~~ *sports* ~~GAA~~ pitches, ~~padel and tennis courts,~~ *open recreation areas,* playgrounds, ~~dog park, community gardens, cricket pitch, athletics running track, BMX racetrack, outdoor amphitheatre, fishing~~ ponds and raingardens. **Connectivity and Movement** The proposal should make provision for future connections to adjoining lands to the southern and eastern boundaries of the site to facilitate potential future development and prevent ~~land locking~~ *landlocking.*	

	Streets, active travel links and public spaces should be overlooked by proposed buildings, with particular emphasis on active corners incorporating street facing openings to enhance passive surveillance and improve community safety. *Design should also take cognisance of the proximity of the M7 Motorway to the southern boundary of The Willows having regard to Objective IEO 9.8.* **Green and Blue Infrastructure, Open Space and Surface Water Drainage** The landscaping plan should enhance local biodiversity through increased native tree planting and pollinator-friendly vegetation in accordance with Objectives BI O3 of Volume 1 of the CDP. *Public Open Space on lands zoned 'F: Open Space and Amenity' forming an integrated part of this KDA residential development may contribute towards the 15% site area public open space provision as provided under Section 15.6.6 of the Development Plan, subject to it providing well located, usable, high quality open space.* Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Sallins Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objective IEO 9.5 and Objective IEO 9.6. **NOTE:** It is noted that Item No. 60 (Objective IEO 9.8 refers) is not accepted it will require consequential amendments to the above text.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
72	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.4 The Willows KDA, amend text as follows: **Boundaries and Entrance Treatments** The development ~~should incorporate~~ *shall provide* a vegetated berm *with a densely landscaped buffer area of a minimum 35 metres* along the southern boundary to mitigate noise, *light* and air quality impacts associated with the M7 Motorway, while contributing positively to the landscape structure*. Regard should be had to Objective IEO 9.8, which may result in the requirement to increase/amend the buffer area to ensure no adverse impact on residents. The vegetated berm shall be designed having regard to compliance with the requirements of Transport Infrastructure Ireland (TII) and relevant TII Publications. Mitigation measures shall be the sole responsibility of the developer.*

	NOTE: It is noted that Item No. 60 (Objective IEO 9.8 refers) is not accepted it will require consequential amendments to the above text.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
73	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.4 Phasing Strategy, remove the section of the draft Plan that relates to the Phasing Strategy including Table 10.1 as follows: ~~**Phasing Strategy**~~ ~~Development of The Willows Key Development Area shall be delivered on a phased basis to ensure the residential units are delivered in tandem with commensurate social infrastructure over the lifetime of the Plan and beyond. The following Table outlines the infrastructure to be provided across the three phases of residential development.~~



Phase 1 – 240 residential units

The following infrastructure should be provided in tandem with Phase 1:

i. Upgrade of R407 including widening the path and cycle route.
ii. Dedicated active travel routes from the Waterways to the Phase 1 lands.
iii. Upgrade of the existing bus stop 10063 on the R407 and enhance the setting in accordance with the National Transport Authority guidelines.
iv. The provision of the new landscape open space adjoining the bus stop 10063.
v. The provision of the new landscape parkland space adjoining the northern boundary including playground, basketball courts and community garden.

Phase 2 – 280 residential units

The following infrastructure should be provided in tandem with Phase 2:

i. The provision of the new active modes bridge, crossing over the railway line connecting the open space with the north of Sallins.
ii. Support and facilitate the delivery of the Eastern Spine Bridge, crossing over the M7 Motorway connecting Sallins with Naas through the Monread Shopping Centre.
iii. The provision of the new landscape parkland space adjoining the northern boundary with The Waterways, including sports building blocks, dog park, rain garden, fishing pond, GAA pitch, tennis courts and playground.

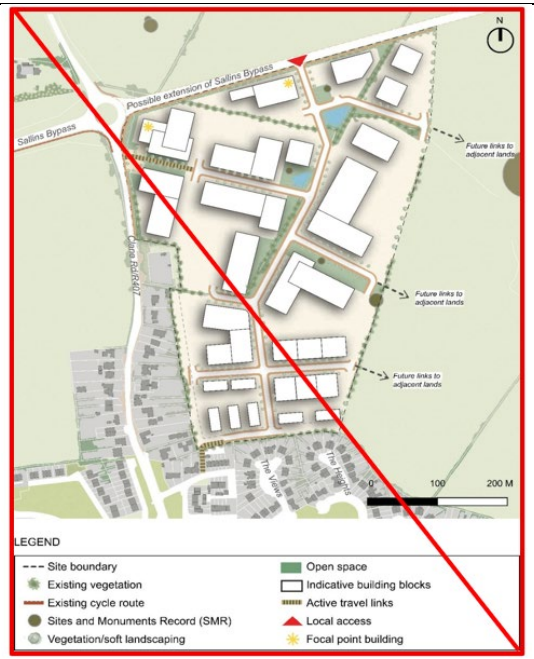
Phase 3 - 274 residential units

The following infrastructure should be provided in tandem with Phase 3:

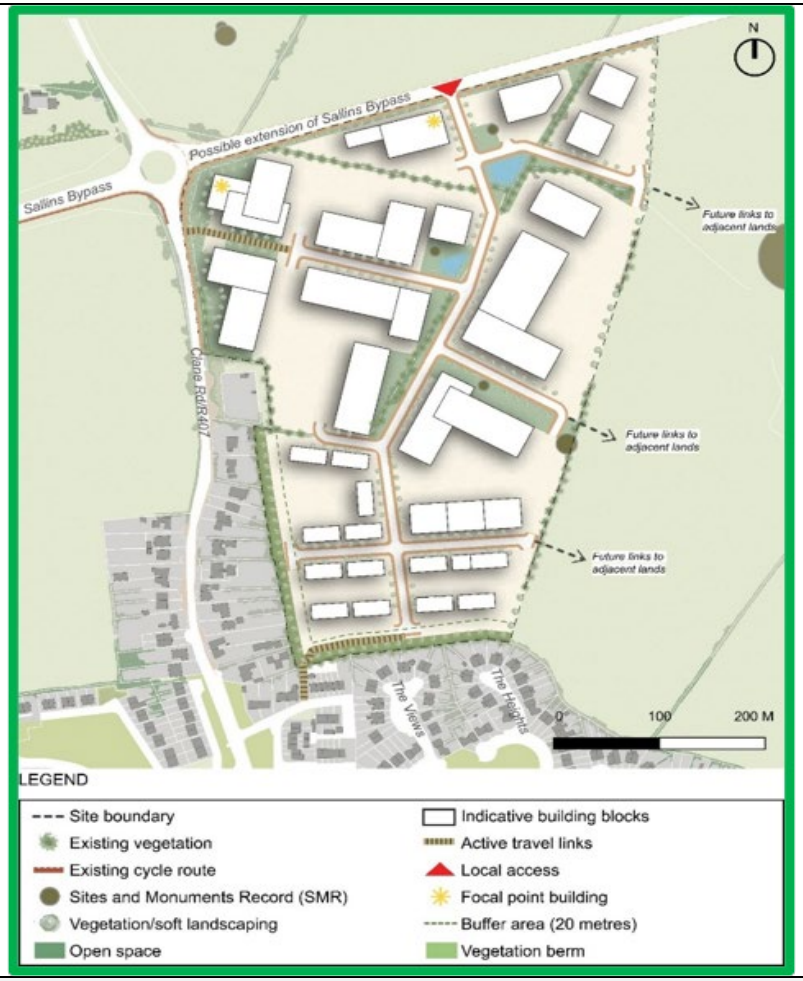
i. The provision of the new landscape parkland space adjoining the northeast boundary, including rain garden, fishing pond, GAA pitch, community garden, cricket pitch and playground.

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
Item No.	**Chief Executive's Proposed Material Alterations**
75	**Proposed Material Alteration** Chapter 10, Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.5 Bodenstown Employment Area, amend the last line of the second paragraph as follows: In doing so, it has the potential to reinforce and further develop the emerging Sallins–Naas–Newbridge economic cluster through a mix of small/medium scale warehousing/logistics and office solutions (*located at the entrance of the site and fronting onto the Sallins Bypass roundabout only)*.

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
76	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.5 Bodenstown Employment Area, amend the text of the last two bullet points under Urban Design Principles as follows: • The *height and massing of the proposed built form* ~~proposal~~ should not have a negative impact on residential properties located adjacent to the south and southwest boundary of the site. • A landscape *berm located within a* buffer *area of minimum 20 metres* should be provided between existing adjoining residential areas to the west and south and new development. *However,* the *final extent and* scale of the landscape buffer *should be determined* ~~*would be*~~ based on the height and massing of the proposed build form. Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.5 Bodenstown Employment Area, amend the text under Green Infrastructure, Landscaping and Surface Water Drainage, as follows: • The proposed development should seek to incorporate appropriate urban tree planting along internal streets *and landscaped berm,* to define the street layout and provide visual separation between industrial units *and adjoining properties,* while also contributing to an overall increase in urban tree canopy coverage in accordance with Action BI A29 of the CDP. Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.5 Bodenstown Employment Area, remove Figure 10.5: Bodenstown Employment Area, and replace with revised urban design framework as follows: **Figure.5.1:** Bodenstown Employment Area



Replace Figure 10.5: Bodenstown Employment Area with:



	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

77	**Proposed Material Alteration** Chapter 10 Implementation, Section 10.2 Implementation and Infrastructure Delivery Schedule, include additional text in Table 10.2 Implementation and Infrastructure Delivery Schedule – Sallins, as follows:

Sallins Amenity Lands		
Required Infrastructure	***Delivery Schedule***	***Funding Source***
Sallins Amenity Lands ***Phase 1*** *Southern Section of Land (16.8 ha) consisting of:* *main entrance from the Sallins link road and car parking,* *Secondary pedestrian and cycle entrances from the canal towpath,* *Creation of a path network within the site,* *One natural grass GAA sized pitch* *One natural grass soccer sized pitch* *Three grass training pitches* *Construction of Wetland area* *Seating* *Landscaping* ***Phases 2*** *Southern Section of Land (16.8ha) consisting of:* *Playground,* *Community Allotments,*	*2022: Part 8 approved* *2024: Application to Large Scale Sporting Infrastructure (LSSIF)* *2025: LSSIF awarded by Department of Culture, Communication and Sport (DCCS)* *June 2026:* *Confirmation received from DCCS that project received Gateway 1 approval, allowing project to be tendered* *Preparation of tender: 12 weeks* *Q2, 2027: On-site commencement, estimated construction period 18 months subject to approval of Gateway 3 by DCCS consisting of submission of tender outcome and final business case.*	*Local Infrastructure Housing Activation Fund (LIHAF)* *KCC- Phase 1 €3.76 million,* *DCCS- Large Scale Sporting Infrastructure Fund-€3 million*

	Completion of 2 additional multi use grass pitches *All Weather Pitch* *Tennis, basketball and skate park facilities,* *Boardwalk at wetland* *Restoration of the old stone farm buildings.* *Northern Section of Land (2.2ha) consisting of:* *Entrance off the Sallins Link Road with associated overflow car parking area,* *Path network,* *Enhancement of the existing attenuation area,* *Enlargement of the existing wetland area,* *Platform area with access for canoes to the River Liffey.*			
	Record			
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.			

78 **Proposed Material Alteration**
Chapter 10 Implementation, Section 10.2 Implementation and Infrastructure Delivery Schedule, Table 10.2 Implementation and Infrastructure Delivery Schedule – Sallins, amend West Link Road Key Development Area (KDA) – C (3) as follows:

West Link Road Key Development Area (KDA) – C (3)		
Required Infrastructure	**Delivery Schedule**	**Funding Source**
Wastewater		
Existing sewer lines in the north of the site. Wayleave and/or build over agreement required.	In tandem with new development.	Developer

Record

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

79 **Proposed Material Alteration**
Chapter 10 Implementation, Section 10.2 Implementation and Infrastructure Delivery Schedule, Table 10.2: Implementation and Infrastructure Delivery Schedule – Sallins, The Willows Key Development Area (KDA) – C (5), insert additional text, as follows:

The Willows Key Development Area (KDA) – C (5)		
Required Infrastructure	**Delivery Schedule**	**Funding Source**
Movement and Active Travel		
Appropriate access junction, associated pedestrian crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage. Facilitate the provision of the pedestrian/cyclist footbridge over railway line and associated paths linking Church Avenue - The Waterways. Support the development of a sustainable travel mode bridge over the M7 Motorway, to	In tandem with development.	Developer/KCC

		link Sallins with Naas, in conjunction with all relevant stakeholders *and in compliance with TII Publications.*			
		Surface Water Drainage			
		There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps. Development would have to cross other land holdings to find outfall for surface water/outfall onto road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests. *No connection to national road network drainage infrastructure is permitted.*			
	Record				
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.				

80 **Proposed Material Alteration**

Chapter 10 Implementation, Section 10.2 Implementation and Infrastructure Delivery Schedule, Table 10.2 Implementation and Infrastructure Delivery Schedule – Sallins, as follows:

The Willows Key Development Area (KDA) – C (5)		
Required Infrastructure	**Delivery Schedule**	**Funding Source**
Movement and Active Travel		
Appropriate access junction, associated pedestrian crossing facilities, and other standard access-related works. Requirement to provide upgraded active travel facilities along the site frontage *and a new landscaped open space adjoining the bus stop 10063.* *The provision of local access across 'F: Open Space and Amenity" zoned will be permissible subject to agreement as part of a planning application process.* Facilitate the provision of the pedestrian/cyclist footbridge over railway line and associated paths linking Church Avenue - The Waterways *(within the subject lands only).* Support the development of a sustainable travel mode bridge over the M7 Motorway *(within the subject lands only)*, to link Sallins with Naas, in conjunction with all relevant stakeholders.	In tandem with development.	Developer/KCC
Social Infrastructure		
Provision of crèche facilities.	Crèche facility - Provision of one facility providing for a	Developer / Sporting organisations /

Provision of ~~sports buildings~~ *a range of community/ sports facilities*.	minimum of 20 childcare places per 75 dwellings. In tandem with development ~~of sports facilities on public open space.~~	State / Semi-State
Surface Water Drainage		
There is evidence of flooding on site, with respect to the CFRAM Mid-Range Future Scenario (MRFS) and the High-End Future Scenario (HEFS) flood extent maps *(Objective IEO 9.7 refers).* Development would have to cross other land holdings to find outfall for surface water/outfall onto road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests.		

Record
On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

81 **Proposed Material Alteration**

Chapter 10 Implementation, Section 10.2 Implementation and Infrastructure Delivery Schedule, Table 10.2 Implementation and Infrastructure Delivery Schedule – Sallins, The Willows Key Development Area (KDA) – C (5), amend as follows:

The Willows Key Development Area (KDA) – C (5)		
Required Infrastructure	**Delivery Schedule**	**Funding Source**
Wastewater		
Full build out (including the cumulative effect of other sites) could impact downstream wastewater rising main and pumping station – early engagement with Uisce Éireann is advised. Network extension and/or may require a pumping station. Gradients need to be verified, may be possible to go by gravity to pumping station.	In tandem with development.	Developer

Record

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

82 **Proposed Material Alteration**

Chapter 10 Implementation, Section 10.3 Land Use Zoning Objectives, Table 10.5 Land Use Zoning Matrix, amend 'offices' under 'H: Industry and Warehousing' from 'Permitted in Principle' to 'Open to Consideration' and include a footnote, as follows:

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education[1]	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	MU: Mixed Use	R: Commercial and Retail	U: Transport and Utilities
Offices	Y	O[50]	O[51]	N	N	~~Y~~ O[X]	N	Y	Y	N

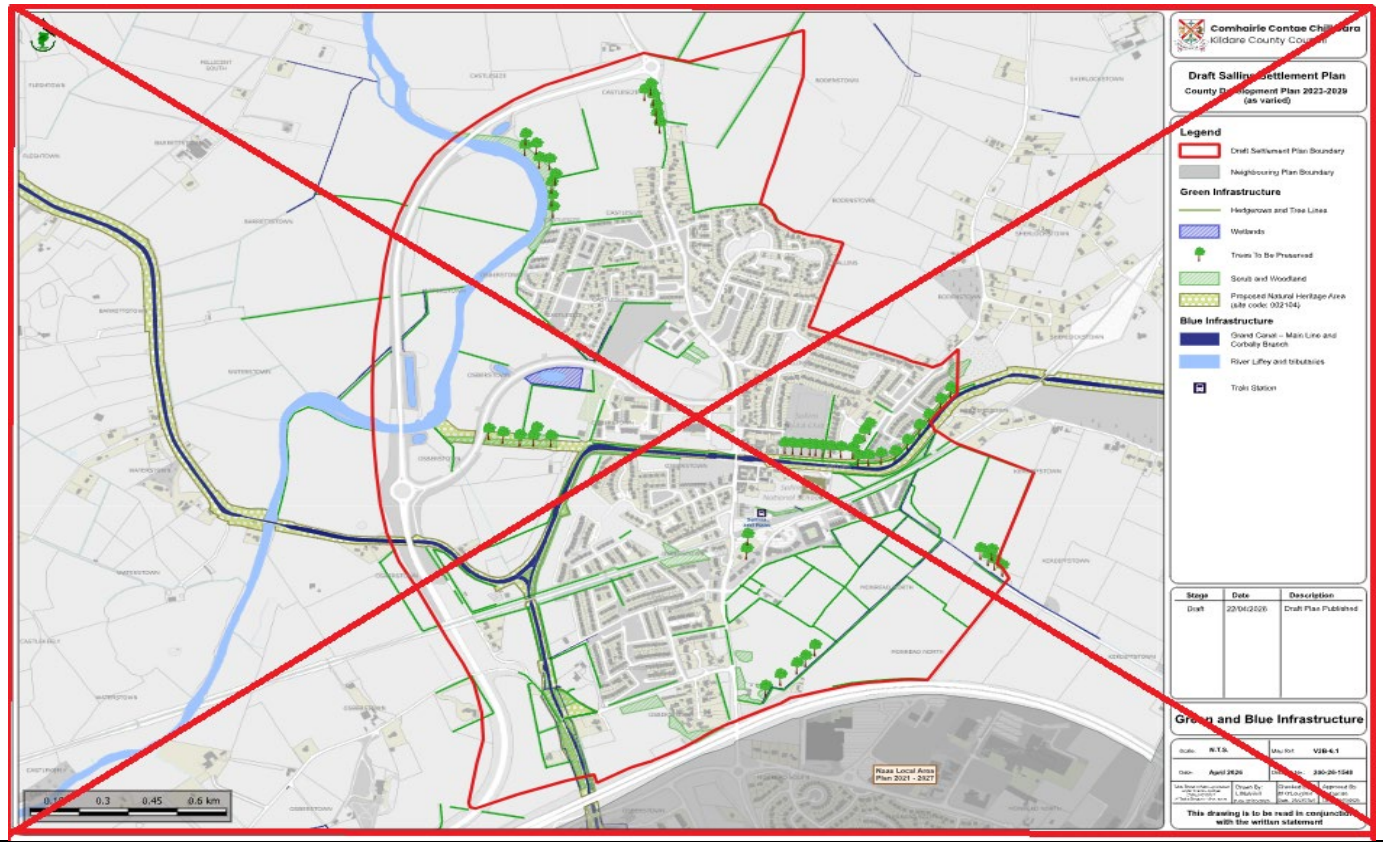
Footnote: *Office development will only be considered at the entrance to the subject lands fronting onto the roundabout. Large scale office development will not be favourably considered at the Bodenstown Employment Area.*

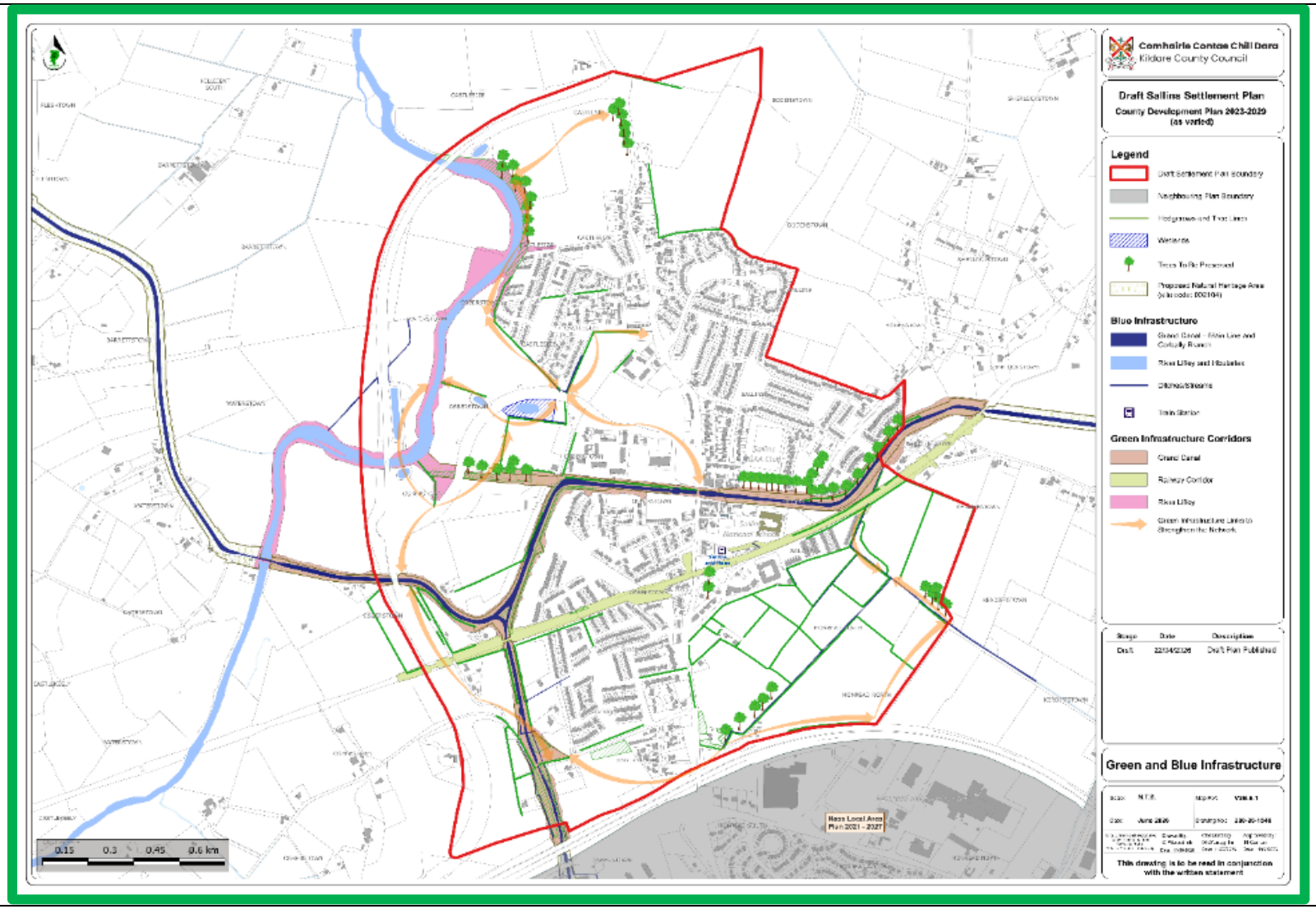
Record

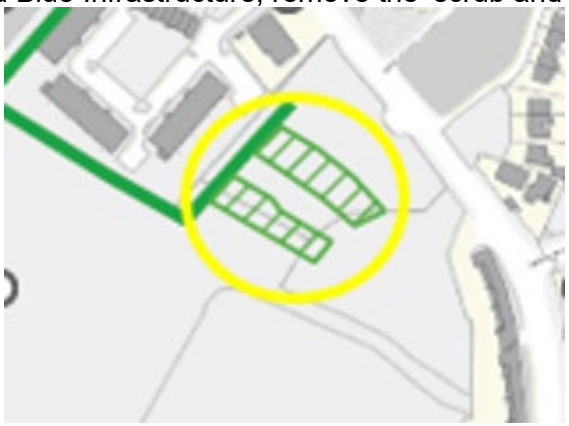
On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

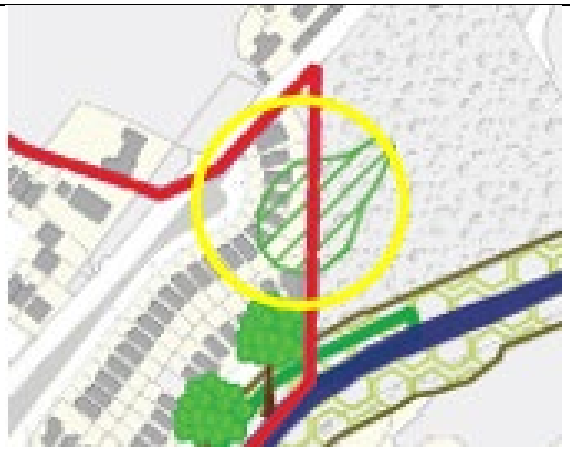
[1] Refer to the land-use zoning site-specific objectives for 'E: Community and Education' outlined in Section 10.

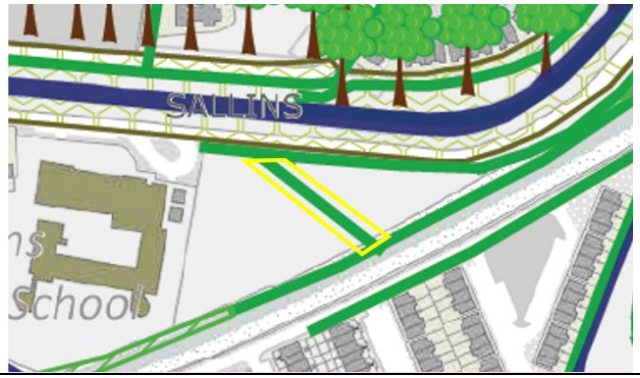
Appendix A – Maps

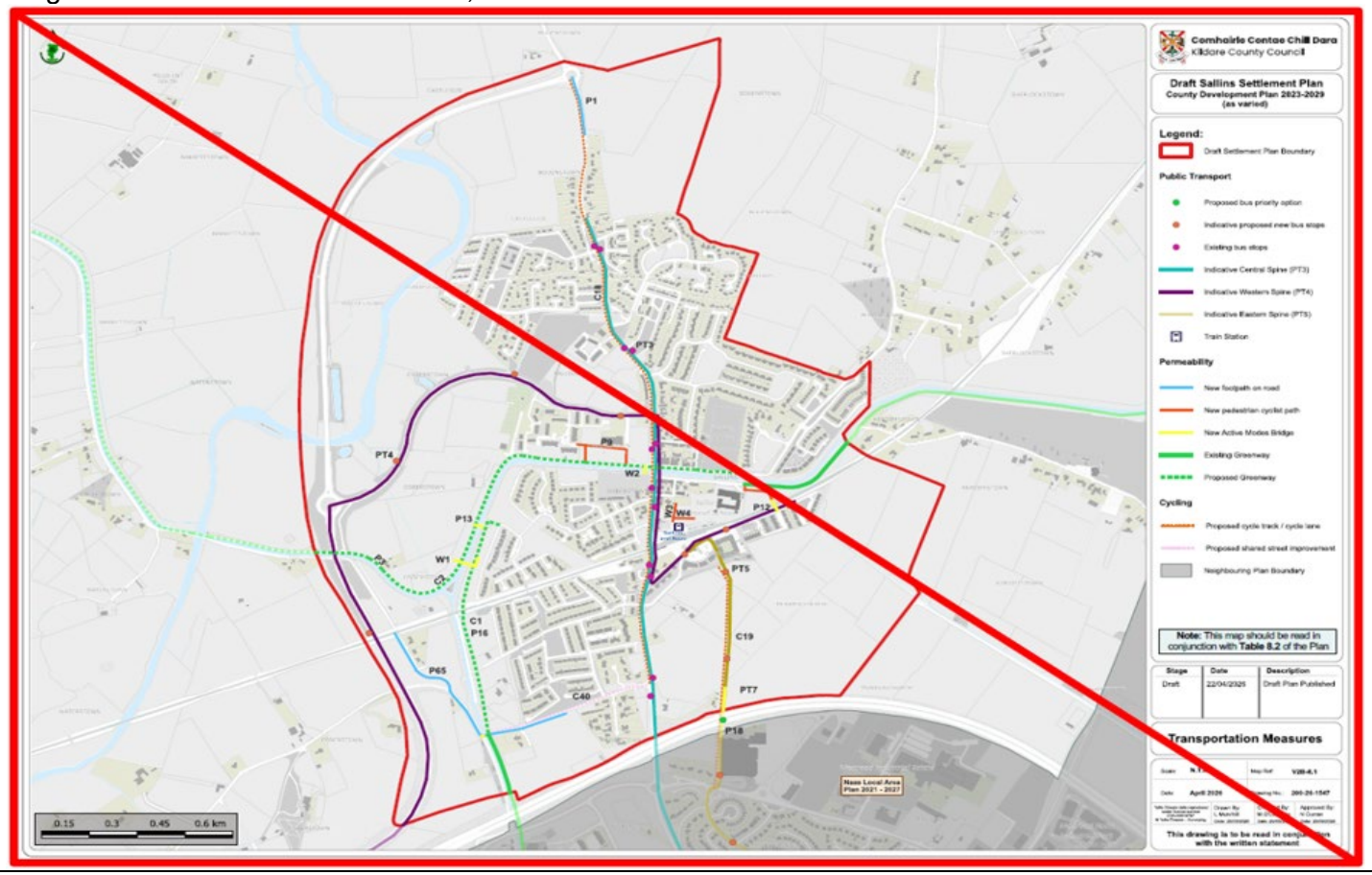
Item No.	Chief Executive's Proposed Material Alterations
83	**Proposed Material Alteration** Appendix A: Map Ref: V2B-6.1 Green and Blue Infrastructure, replace existing map with the revised map which updates the legend and mapping to align with the amendment made to Section 6.5 Green and Blue Infrastructure in the Draft Plan, as follows: 

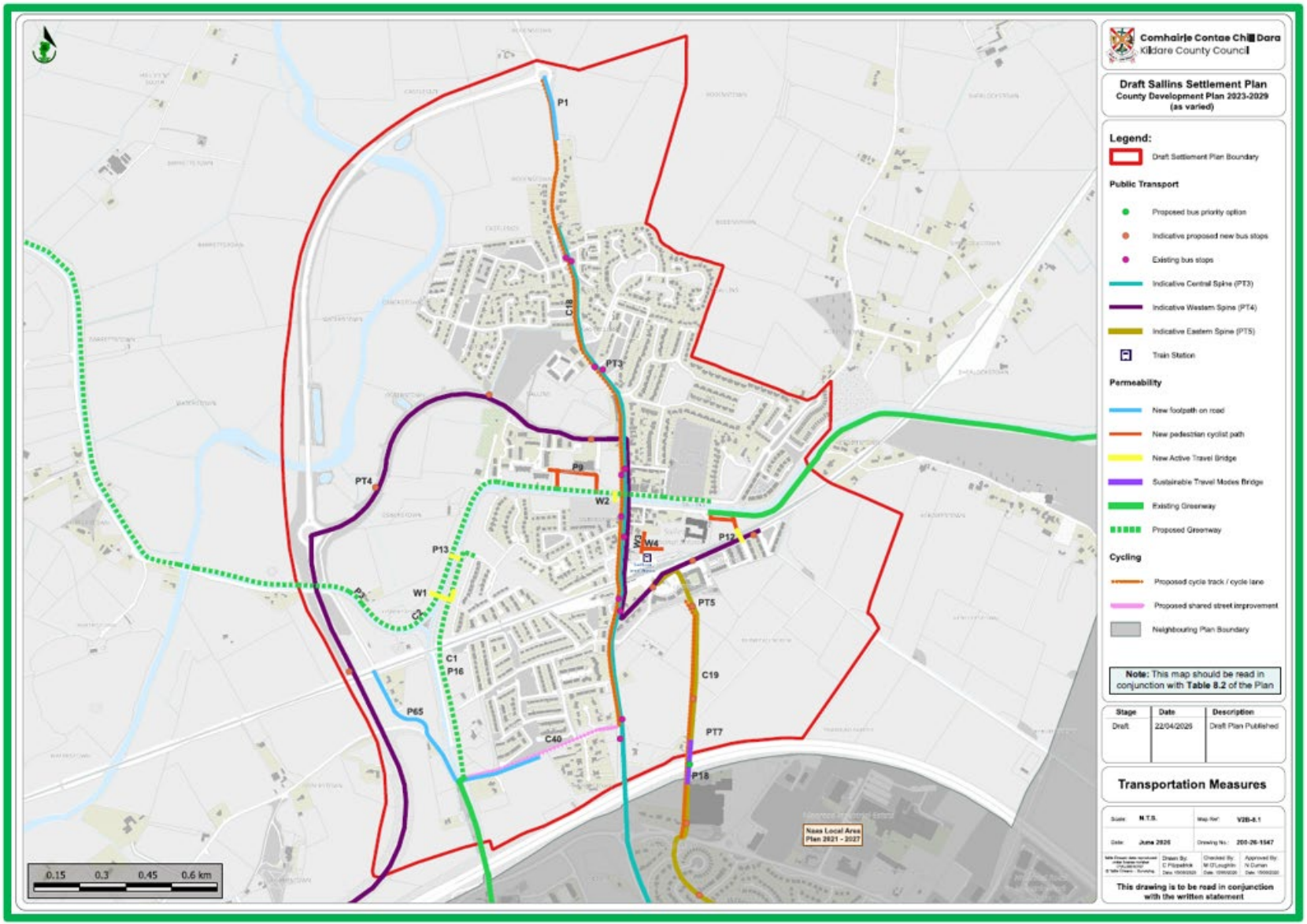

Comhairle Contae Chill Dara
Kildare County Council
Draft Sallins Settlement Plan
County Development Plan 2023-2029
(as varied)
Legend
Blue Infrastructure
Green Infrastructure Corridors
Stage
Date
Description
Draft
Draft Plan Published
Green and Blue Infrastructure
This drawing is to be read in conjunction with the written statement
0.15
0.3
0.45
0.6 km

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
84	**Proposed Material Alteration** Appendix A- Maps, Map V2B-6.1 Green and Blue Infrastructure, remove the 'scrub and woodland' outlined in yellow, as follows: 
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
85	**Proposed Material Alteration** Appendix A - Maps, Map V2B - 6.1 - Green and Blue Infrastructure, amend map to identify remove the area identified as 'Scrub and Woodland' (outlined in yellow) as follows:

	
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
86	**Proposed Material Alteration** Appendix A – Maps, Map V2B-6.1 Green and Blue Infrastructure, amend map to remove the area identified as Scrub and Woodland (outlined in yellow) as follows:

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
87	**Proposed Material Alteration** Appendix A – Maps, Map 2VB-6.1 Green and Blue Infrastructure, amend the map to remove the hedgerow that passes through the subject diagonally and splits the site in two, as outlined in yellow in the image below: 

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
88	**Proposed Material Alteration** Appendix A – Maps, Map V2B-8.1 Transportation Measures, replace existing map with the following which updates the legend and mapping to align with Table 8.2 in the Draft Plan, as follows: 

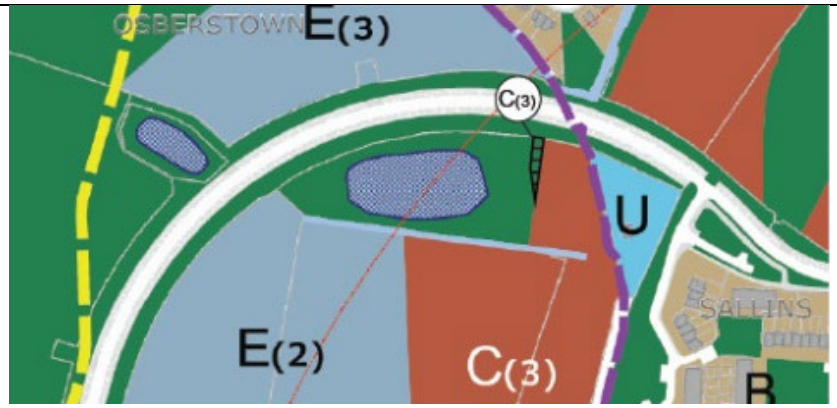

Comhairle Contae Chill Dara
Kildare County Council
Draft Sallins Settlement Plan
County Development Plan 2023-2029
(as varied)
Legend:
Draft Settlement Plan Boundary
Public Transport
Proposed bus priority option
Indicative proposed new bus stops
Existing bus stops
Indicative Central Spine (PT3)
Indicative Western Spine (PT4)
Indicative Eastern Spine (PT5)
Train Station
Permeability
New footpath on road
New pedestrian cyclist path
New Active Travel Bridge
Sustainable Travel Modes Bridge
Existing Greenway
Proposed Greenway
Cycling
Proposed cycle track / cycle lane
Proposed shared street improvement
Neighbouring Plan Boundary
Note: This map should be read in conjunction with Table 8.2 of the Plan
Stage
Date
Description
Draft
22/04/2026
Draft Plan Published
Transportation Measures
N.T.S.
June 2026
This drawing is to be read in conjunction with the written statement
P1
C18
PT3
P9
W2
W3
W4
P17
PT4
P13
W1
P2
C2
C1
P16
P65
C40
PT5
C19
PT7
P18
Naas Local Area Plan 2021 - 2027
0.15
0.3
0.45
0.6 km

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

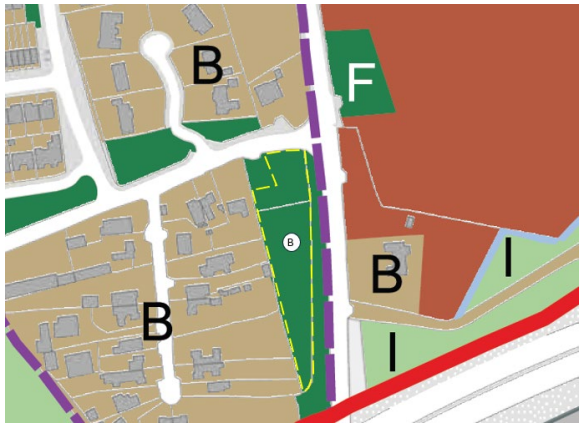
Appendix A – Maps, Map V2B-10.1 Land Use Zoning

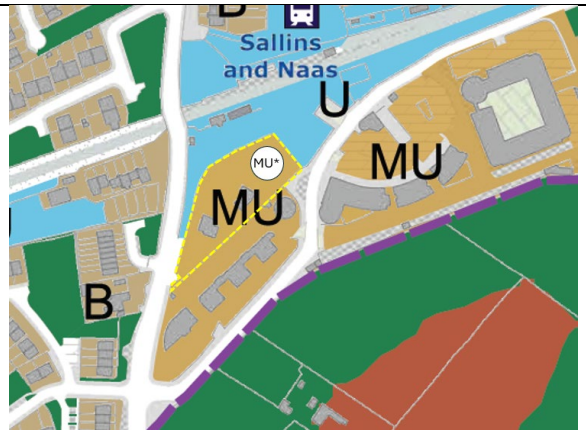
Item No.	Chief Executive's Proposed Material Alterations
89	**Proposed Material Alteration** Appendix A – Maps, Map V2B-10.1 Land Use Zoning, remove 19.01 ha of land zoned 'I' – Agriculture (shown in black hatching below) from the Sallins Settlement Plan and amend the red line boundary of the Plan accordingly. **NOTE**: This will result in a consequential change across all maps (V2B-6.1 to V2B-10.2 inclusive).

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
90	**Proposed Material Alteration** Appendix A – Maps, Map V2B-10.1 Land Use Zoning, amend 0.04 hectares of land zoned 'F: Open Space and Amenity' to 'C: New Residential', (hatched in black) as follows:



	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
91	**Proposed Material Alteration** Appendix A - Maps, Map V2B-10.1 Land Use Zoning, amend circa 0.04 hectares of land zoned 'F: Open Space and Amenity' to 'U: Transport and Utilities' (identified in yellow dashed line) as follows:

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
92	**Proposed Material Alteration** Appendix A - Maps, Map V2B-10.1 Land Use Zoning, amend circa 0.38 hectares of land zoned 'F: Open Space and Amenity' to 'B: Existing Residential / Infill' (outlined in yellow dashed line) as follows: 
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
93	**Proposed Material Alteration** Appendix A - Maps, Map V2B-10.1 Land Use Zoning, amend circa 0.4 hectares of land zoned 'MU: Mixed Use' to 'MU*: Mixed Use' (identified in yellow dashed line) as follows:



Chapter 8 Movement and Active Travel, Section 8.4, Movement and Active Travel Objectives, amend objective MATO 8.8 as follows:

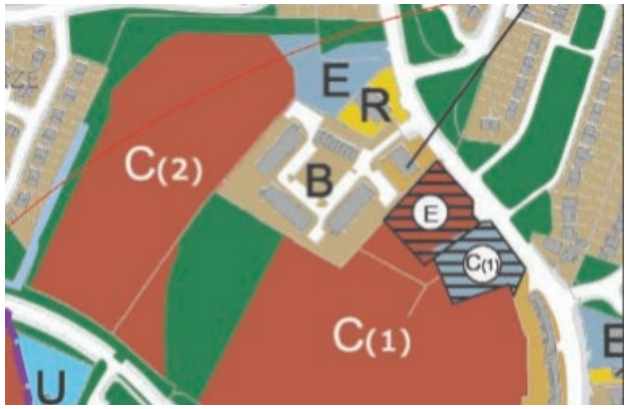
MATO 8.8 Ensure that the vehicular access for any future development of the 'MU*: Mixed Use' lands immediately south of the train station are accessed from The Waterways development.

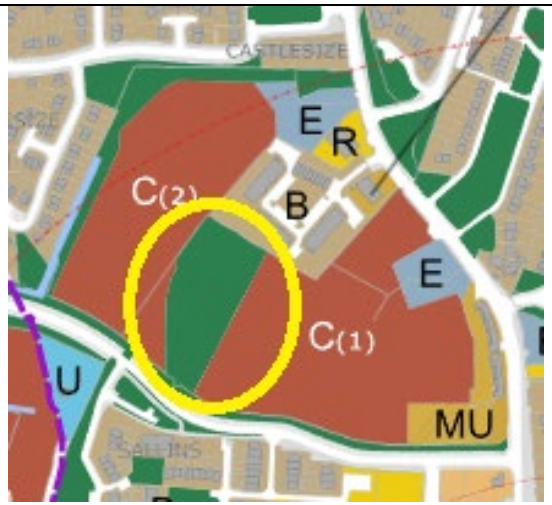
Chapter 10 Implementation, Section 10.3 Land Use Zoning Objectives, Table 10.3 Land Use Zoning Objectives, insert additional text under 'MU: Mixed Use, as follows:

Site Specific Objective

MU - Development of the lands south of the train station zoned MU* shall:*

- *Comprise a high-quality urban design proposal / framework plan, which is designed for its context, and includes structures/buildings that support legibility, way finding, a variance in roofscape and contributes to public-placemaking, particularly where it interfaces with the protected structure.*
- *Protect and enhance the setting of the protected structures at the Sallins and Naas Railway Station (B19-34 and B19-35).*
- *Provide active frontages and passive surveillance along the southern boundary of the station and along the Sallins Road, particularly along the pedestrian walkway linking the road to the train station.*
- *Deliver a permeable and connected layout that facilitates direct pedestrian and cycle access to the train station.*
- *Provide for adaptable ground floor layouts capable of accommodating a range of uses over time.*

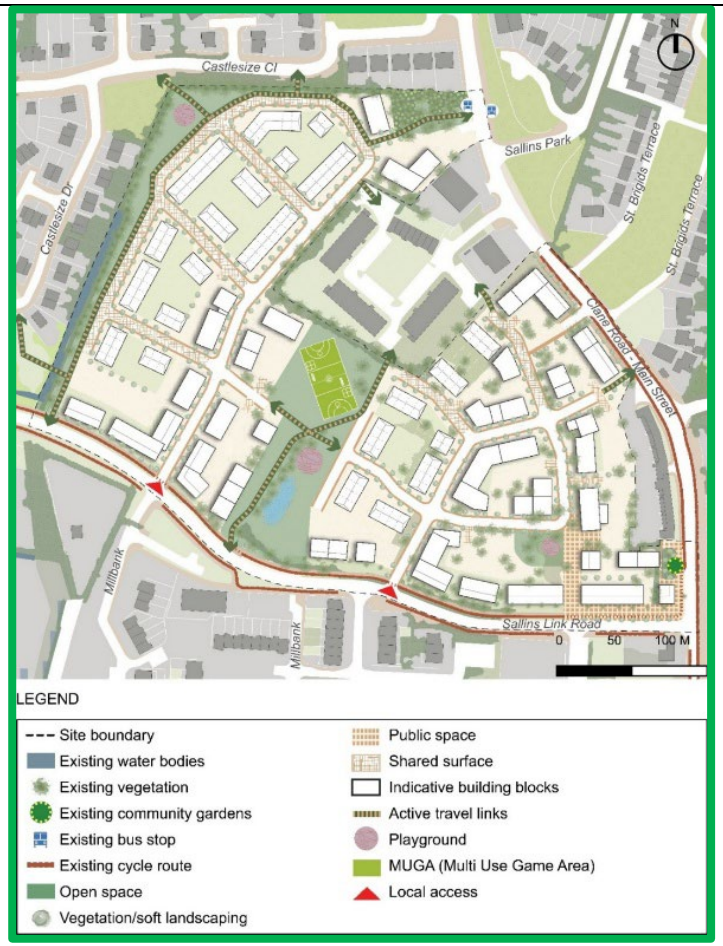
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
94	**Proposed Material Alteration** Appendix A – Maps, Map V2B-10.1 Land Use Zoning (this zoning change will result in consequential changes to other maps, Table 2.4 and Section 10.1.2), amend the lands zoned (shown in black hatching) as follows: - Lands zoned 'E: Community and Education' which extend to 0.27 hectares to 'C (1): New Residential'. - Lands zoned 'C: New Residential' which extend to 0.29 hectares to 'E: Community and Education' (full extent of site to be zoned as 'E' is 0.31 hectares). 
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
95	**Proposed Material Alteration** Appendix A – Maps, Map V2B-10.1 Land Use Zoning (this zoning change will result in consequential changes to other maps), Table 2.4 and Section 10.1.2) amend the 'F: Open Space and Amenity' which extends to 0.84 hectares to 'C (2): New Residential' (shown within the yellow boundary), as follows:



Note: This amendment has a consequential change to Figure 10.2: Link Road KDA *Urban Design Framework.*

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA, remove existing Figure 10.2 and replace with the following:

Figure 10.2: Link Road KDA *Urban Design Framework*



Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA under Green and Blue Infrastructure, Open Spaces and Surface Water Drainage, include as the second paragraph, as follows:

The KDA should provide for a central primary open space area, to include an all-weather Multi-Use Games Area (MUGA). Notwithstanding the multiple ownership of lands within the KDA, open space provision shall feature a comprehensive landscaping scheme which is designed to fully integrate with and serve the entire KDA landholding.

Chapter 10 Implementation, Section 10.3 Land Use Zoning Objectives, Table 10.3 Land Use Zoning Objectives, include site specific objective as follows:

Ref	Use	Land-Use Zoning Objective
C	**New Residential**	**To provide for new residential development.** • C (1) – (C (5): Refer to Table 2.5 Estimated Residential Development Capacity. • Refer to Section 10 for Key Development Areas (KDAs). **Site Specific Objective** ***C (1) and C (2)*** *A multi-use games area (MUGA) shall be provided as part of the development of these lands, informed by the urban design framework for the site which provides for the primary open space provision.*

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA, amend table as follows:

10.1.2 Link Road KDA Design Brief

Site Area	0.41 hectares (Zoned MU: Mixed Use) 3.3 hectares (Zoned C (1): New Residential ~~2.54~~ *3.38* hectares (Zoned C (2): New Residential ~~1.25~~ *0.41* hectares (Zoned F: Open Space and Amenity) 0.63 hectares (Zoned E: Community and Education)

Urban character area:	Urban Neighbourhood
Indicative net density:	50 dph (MU: Mixed Use) 45 dph (C (1): New Residential) 40 dph (C (2): New Residential)
Estimated residential yield:	~~215~~ ~~226~~ *242* units

Note: The original estimated yield accounted for 16 units attributed to the lands zoned 'MU – Mixed use' which were not included in the calculation in the Chief Executive's Report, the estimated residential yield has now been amended shown in *purple italics*.

Chapter 2 Compliance with the Kildare County Core Strategy, Section 2.3 Phased Residential Development 2029 and Beyond, Table 2.4 Estimated Residential Development Capacity, amend as follows:

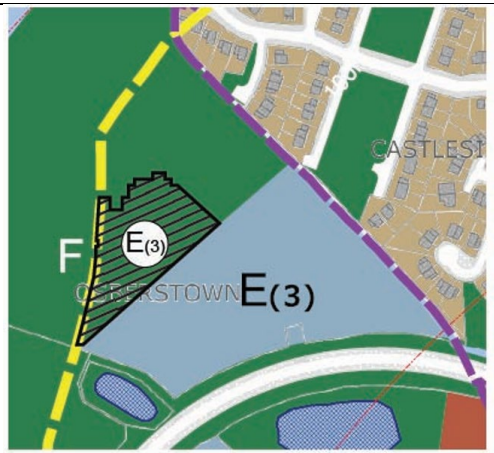
Zoning Designation	Location	Site in Built-Up Footprint	Serviceability Status	Site Area (Ha)	Estimated Residential Yield – Units	Net Density (dwellings per hectare – dph)
C2	Link Road KDA	Yes	Tier 1	~~2.54~~ *3.38*	~~81~~ *108*	40 dph

Note: In addition to the above this Proposed Material Alteration will result in a number of consequential amendments to the Plan including Figure 3.1 Social Infrastructure Strategy.

Record

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

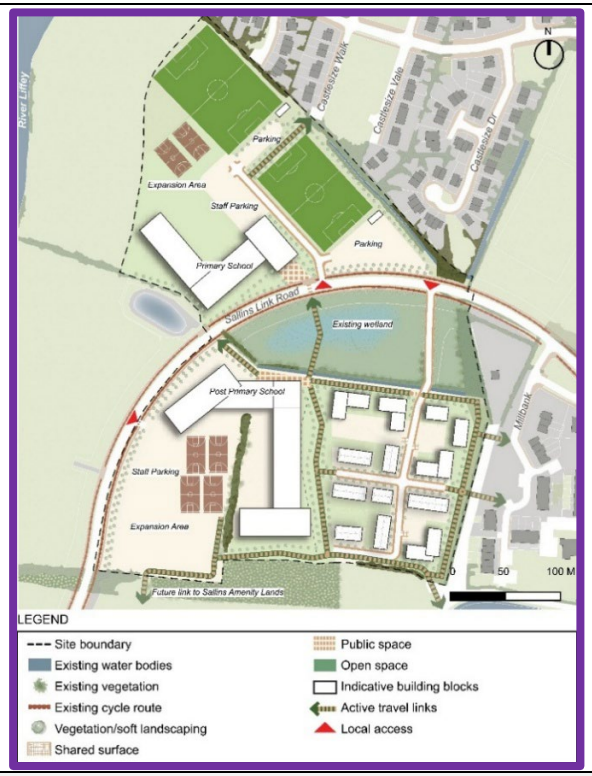
96	**Proposed Material Alteration** Appendix A - Maps, Map V2B - 10.1 - Land Use Zoning, amend circa ~~1.0~~ *1.06* hectares of land zoned E (3) to 'F: Open Space and Amenity' (identified in black hatching) as follows: Appendix A - Maps, Map V2B - 10.1 - Land Use Zoning, amend circa ~~1.0~~ *0.65* hectares of land zoned 'F: Open Space and Amenity' to 'E: Community and Education' (identified in black hatching) as follows:



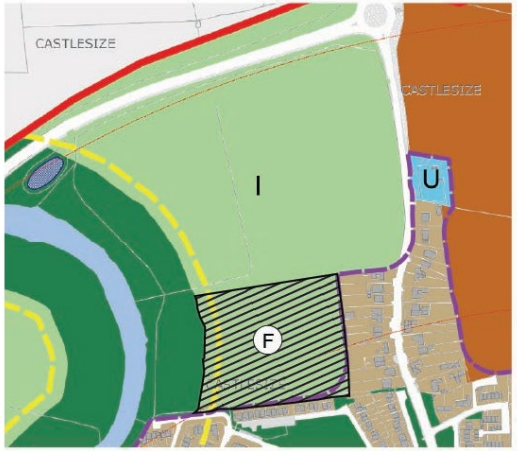
NOTE: Since the circulation of the Chief Executive's Report, a revised Urban Design Framework has been prepared for the West Link Road KDA, reflecting the proposed land use zoning changes as outlined above. However, it important to note that Section 10.1.3 West Link Road KDA will be required to be amended in the event that this alteration is accepted, with regard to the overall site areas.

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA, remove existing Figure 10.3 West Link KDA and replace with a revised Urban Design Framework plan:

Figure 10.3: West Link Road KDA *Urban Design Framework*



	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Carmel Kelly**	
97	To ensure that the quantum of proposed new F: Open Space and Amenity lands located immediately to the southwest/west of the existing Castlesize residential	**Chief Executive's Response** The quantum of lands proposed to be zoned 'F: Open Space and Amenity' located to the south/west of Castlesize residential estate, extends to 2.17 hectares.

	estate is of a size of at least equal to the area currently occupied by Sallins Celtic FC (3.12 ha.).	While the proposed quantum of open space and amenity lands (2.17 hectares) fall short of the 3.12 hectares currently occupied by the Sallins Celtic FC, it is considered that the club could avail of the use of the 'E (3)' lands in the interim until the lands are developed to accommodate a new primary school and perhaps avail of an arrangement to share playing fields on the school grounds once the school is developed. Furthermore the 'F: Open Space and Amenity' lands to the rear are also potentially available. **Chief Executive's Recommendation** No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Recommendation.	
98	**Proposed Material Alteration** Appendix A - Maps, Map V2B - 10.1 - Land Use Zoning, amend circa 3.23 hectares of land zoned 'I: Agriculture' to 'F: Open Space and Amenity' (identified in black hatching) as follows: 	

	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
Item No.	**Chief Executive's Proposed Material Alterations**
102	**Proposed Material Alteration** Appendix A – Maps, Map V2B-10.1 Land Use Zoning (this zoning amendment will result in consequential amendments to other maps and Table 2.4 and Figure 3.1: Social Infrastructure Strategy) amend 3.51 hectares of land zoned 'F: Open Space and Amenity' as 'C (5): New Residential (black hatching). **Note:** Page 386 of the Chief Executive's Report stated; '*The requirement for a noise buffer along the boundary with the M7 Motorway and the zoning as 'F: Open Space and Amenity' is noted and agreed'.* However, the Chief Executive's Recommendation did not clearly state the two separate zoning changes, however, it was illustrated in the map excerpt. Furthermore, the site areas were mis-calculated. The text should have stated the following: **Appendix A – Maps, Map V2B-10.1 Land Use Zoning (this zoning amendment will result in consequential amendments to other maps and Table 2.4 and Figure 3.1: Social Infrastructure Strategy) amend 4.71 hectares of land zoned 'F: Open Space and Amenity' as 'C (5): New Residential (black hatching) and amend 1.2 hectares of land zoned 'C (5): New Residential' as 'F: Open Space and Amenity'.**

Chapter 2 Compliance with the Kildare County Core Strategy, Section 2.3 Phased Residential Development 2029 and Beyond, Table 2.4 Estimated Residential Development Capacity, amend as follows:

Zoning Designation	Location	Site in Built-Up Footprint	Serviceability Status	Site Area (Ha)	Estimated Residential Yield – Units	Net Density (dwellings per hectare – dph)
C5 ~~(1)~~	The Willows~~*~~	No	Tier 2	~~16.55~~ *20.06*	~~794~~ *999*[13]	60 dph

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.4 The Willows KDA amend as follows:

Section 10.1.4: The Willows KDA *Design Brief*

Site Area:	~~16.55~~ *20.06* Hectares (zoned C (5): New Residential)
	~~26.38~~ *23.04* Hectares (zoned F: Open Space and Amenity
Urban Character Area:	Accessible suburban edge
Indicative net density:	60 dph (C (5): New Residential)
Estimated residential yield:	~~794~~ *999* units

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.4 The Willows KDA, remove Figure 10.4 The Willows KDA and replace with a revised urban design framework, amend as follows:

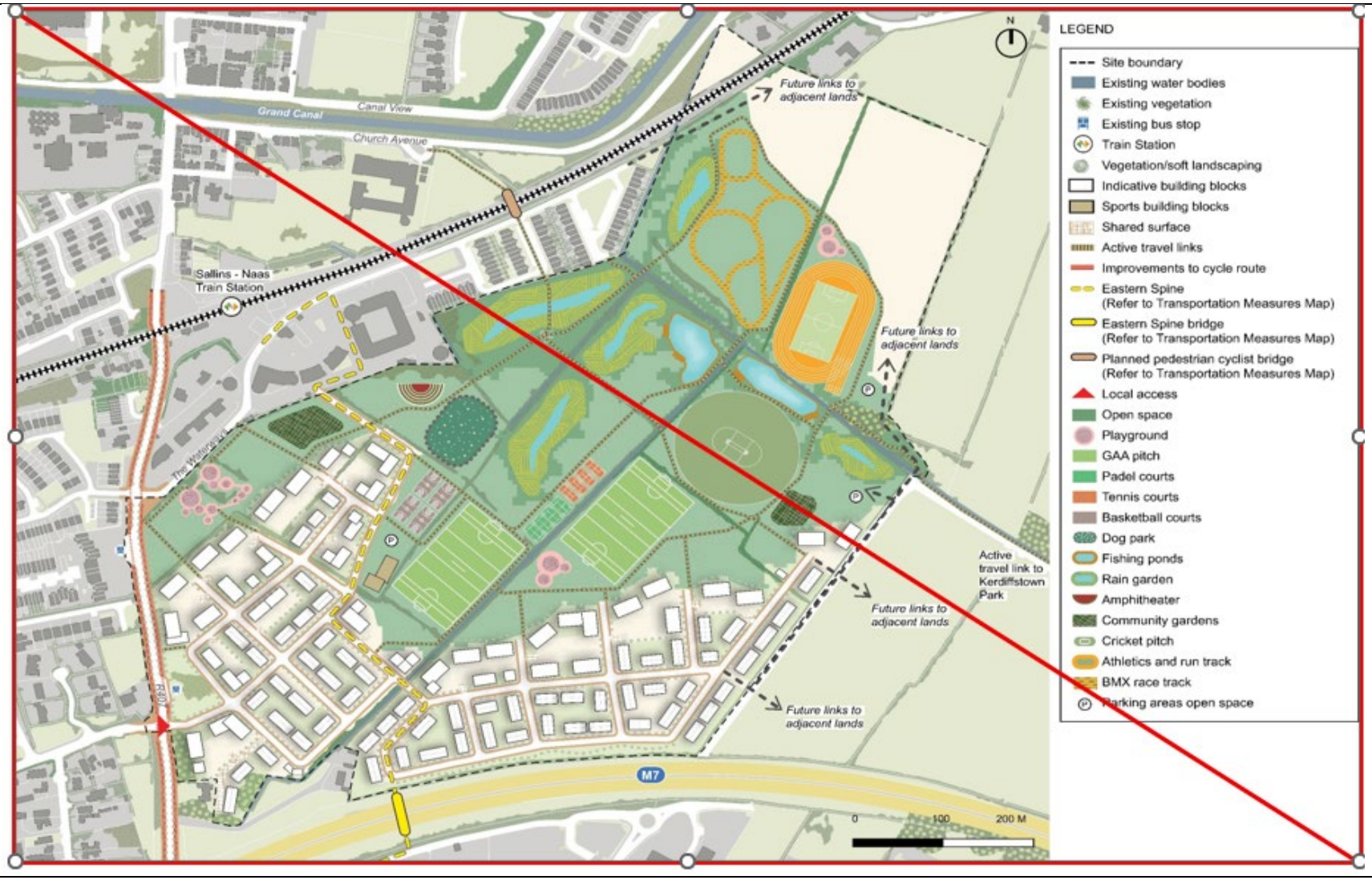
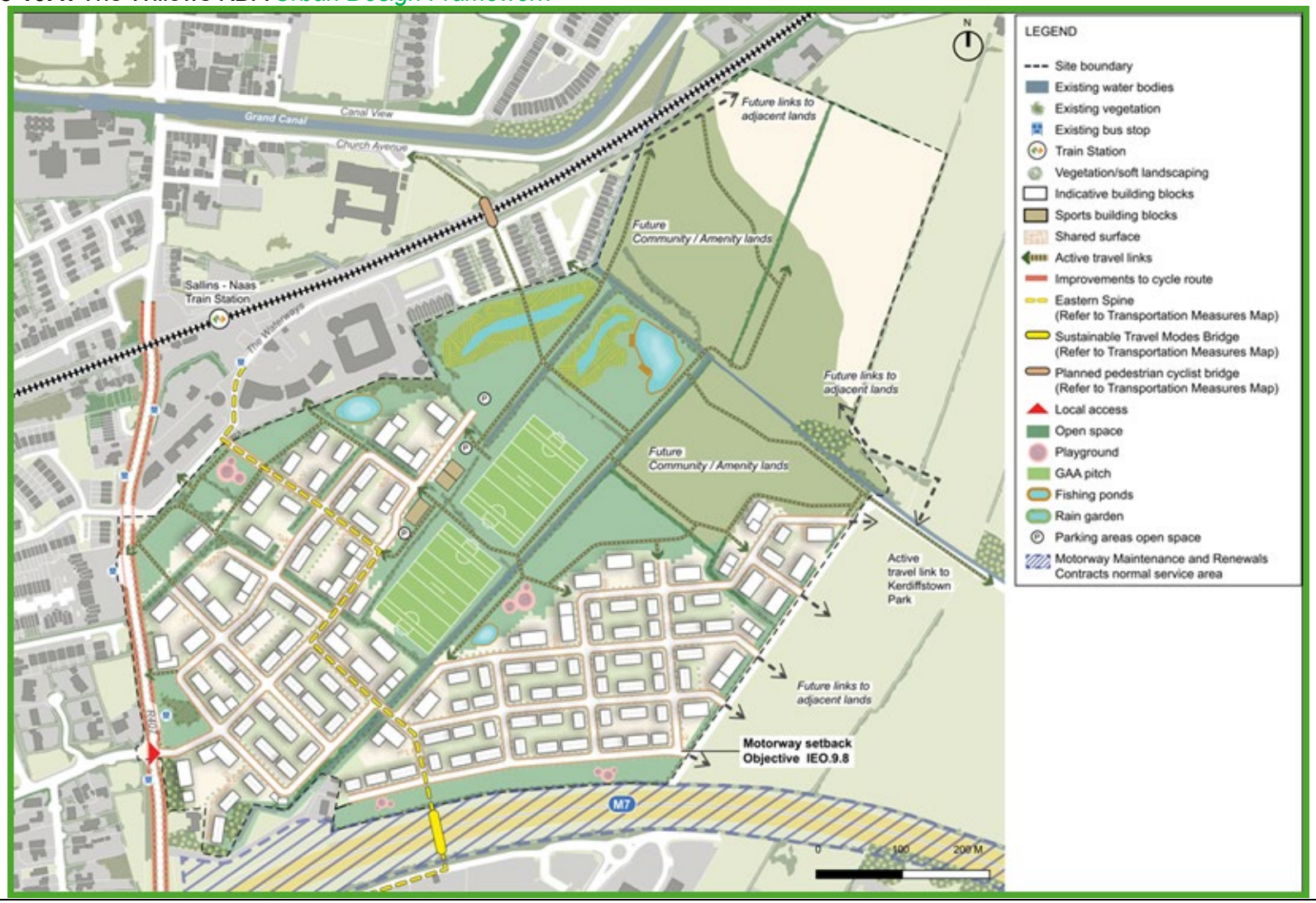

LEGEND
Site boundary
Existing water bodies
Existing vegetation
Existing bus stop
Train Station
Vegetation/soft landscaping
Indicative building blocks
Sports building blocks
Shared surface
Active travel links
Improvements to cycle route
Eastern Spine
(Refer to Transportation Measures Map)
Eastern Spine bridge
(Refer to Transportation Measures Map)
Planned pedestrian cyclist bridge
(Refer to Transportation Measures Map)
Local access
Open space
Playground
GAA pitch
Padel courts
Tennis courts
Basketball courts
Dog park
Fishing ponds
Rain garden
Amphitheater
Community gardens
Cricket pitch
Athletics and run track
BMX race track
Parking areas open space
Grand Canal
Canal View
Church Avenue
Sallins - Naas
Train Station
Future links to
adjacent lands
Active
travel link to
Kerdiffstown
Park
M7
R407
0
100
200 M

Figure 10.4: The Willows KDA *Urban Design Framework*



	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
104	**Proposed Material Alteration** Appendix A - Maps, Map V2B - 10.1 - Land Use Zoning, amend circa 0.63 hectares of land zoned 'F: Open Space and Amenity' E (3) to 'C (6): New Residential' (identified in black hatching) as follows: Chapter 2 Compliance with the Kildare County Core Strategy, Section 2.3 Phased Residential Development 2029 and Beyond, Table 2.4 Estimated Residential Development Capacity, insert additional row as follows:

Zoning Designation	Location	Site in Built-Up Footprint	Serviceability Status	Site Area (Ha)	Estimated Residential Yield – Units	Net Density (dwellings per

						hectare – dph)
C6	*Oldbridge Park*	*No*	*-*	*0.63*	*~~30~~ 28*	*45 dph*

NOTE: Page 324 of the Chief Executive's Report included a Chief Executive's Recommendation to insert a new Section 10.1.5 Oldbridge Park KDA Design Brief (as below) that referred to an estimated residential yield of 28 units. However, the Chief Executive's Recommendation to amend Chapter 2, Section 2.3 Phased Residential Development 2029 and beyond to include an additional row in Table 2.4 Estimated Residential Development Capacity referred to an Estimated Residential Yield of 30 units for the KDA. The text in Table 2.4 has now been amended and the correct figure is 28 units shown in *purple italics (above)***.**

Chapter 6 Green and Blue Infrastructure, Section 6.8 Natural Heritage and Biodiversity Objectives, insert new objective as follows:

GBIO X.X *Protect and enhance the lands zoned 'F: Open Space and Amenity' adjoining the 'C: New Residential' lands at Oldbridge Park by requiring the provision of a natural buffer with a minimum setback of 40 metre from the western boundary of the site. The buffer shall be maintained as a natural amenity space, free from vehicular access, roads, or built development, in order to create a high-quality green interface between existing and proposed land uses.*

Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, insert new Subsection 10.1.5 Oldbridge Housing Development and associated Figure 10.5 Oldbridge Housing Development Urban Design Framework, (this will result in re-numbering of the following section in the Plan as a consequential amendment) as follows:

Section 10.1.5 Oldbridge Park KDA Design Brief

Site area:	*0.83 Hectares (zoned F: Open Space and Amenity)* *0.68 Hectares (zoned C (6): New Residential)*
Urban character area:	*Urban Extension*
Indicative net density:	*45 dph (C (6): New Residential)*
Estimated residential yield:	*28 Units*

Vision

To provide for the creation of a sustainable urban extension incorporating a new high-quality residential development that consolidates the existing neighbourhood and creates a high-quality open public space.

Built Form and Urban Structure

The built form should be designed as a continuation of the existing surrounding neighbourhood, and to provide for a high-quality open green space. The design should provide key connections to the east with the existing neighbourhood of Oldbridge Park and to the south with the Scouts Den.

The overall layout of the urban form should be legible and permeable; to achieve this the size of the urban block, should be as far as practicable, between 80-120 metres in dimension as per DMURS Guidelines. The proposed building frontages should provide passive surveillance to public space areas and active travel links.

Connectivity and Movement

Vehicular access to the residential development shall be provided via Oldbridge Park. The KDA should also provide a pedestrian and cycle friendly environment by creating active travel links that connect with the Grand Canal Greenway and Oldbridge Park to the east to promote permeability.

The streets, active travel links and public space should be overlooked by the built form of the KDA. Buildings on corner sites shall incorporate dual frontages to provide for passive surveillance.

Green and Blue infrastructure, Open Spaces and Surface Water Drainage

The proposed development should integrate, protect and enhance the existing natural features including hedgerows and existing trees in the overall design to safeguard existing biodiversity and green infrastructure networks. These features shall contribute to the character of the area; providing a sense of place and visual appeal for the new neighbourhood.

A minimum setback of 40 metres from the western boundary of the site must be provided as per Objective GBIO 6.X. This space shall feature a high-quality landscape design, natural play areas and planting of native tree species and pollinator friendly vegetation.

Nature-based solutions (NBS) to surface water management within the KDA shall be prioritised and align with the Sallins Surface Water Management Strategy and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), as per Objective IEO 9.5 and Objective IEO 9.6 of the Plan.

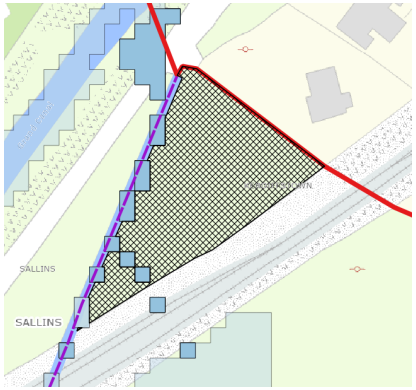
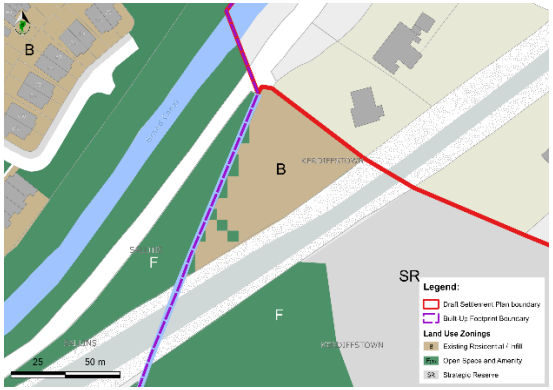
Boundaries and Entrance Treatments

Vehicular and pedestrian entrances to the development should be minimal with a sense of arrival achieved from the layout of the built form and not the entrance itself.

Figure 10.5: Oldbridge Park KDA Urban Design Framework

Record

On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

105	**Proposed Material Alteration** Appendix A – Maps, Map V2B-10.1 Land Use Zoning, amend 0.26 hectares (hatched black) of land zoned 'F: Open Space and Amenity' to 'B: Existing Residential / Infill', as follows:   **Note:** The zoning change has also been illustrated using Map V2B-10.1 Land Use Zoning as the base layer map, which was not provided in the Chief Executive's Report. Similarly the image on the right illustrates the outcome should the alteration be accepted.	
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	
Item No.	**Motion: Cllr. Fintan Brett**	
106	To agree with the recommendation of the Chief Executive that the lands which are the subject of Submission No. 61 (Ken Davis) are zoned B: Existing Residential to allow the completion of the dwelling unit which is partially constructed on the lands.	**Chief Executive's Response** It is the Chief Executive's Recommendation to amend Map V2B-10.1 Land Use Zoning to change the zoning of circa 0.26 hectares of land from F: Open Space and Amenity to B: Existing Residential/Infill. See Item No. 105 above. It is considered given the pattern of development to the northeast of the site and the associated planning history on the subject site, the zoning of the site as B: Existing Residential/Infill is acceptable.

	 	Chief Executive's Recommendation No change recommended.
	Record	
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.	

Strategic Flood Risk Assessment – A supporting document of Proposed Variation No. 6 of Kildare County Development Plan 2023-2029 (as varied).

Item No.	Chief Executive's Proposed Non-Material Alterations
120	**Proposed Material Alteration** Surface Water Management Strategy, Chapter 1.4 Applicable Guidance, insert additional text as follows: *LAWPRO Implementation of Urban Nature-Based Solutions - Guidance Document for Planners, Developers and Developer Agents 'Implementation of Urban Nature-based Solutions.*
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

Non-Material Changes for Noting

A number of the Chief Executives' Recommendations detailed in the Chief Executives Report dated the 16th of June 2026 contained minor changes to the Draft Plan as a result of the submissions received during the public consultation period. These changes are considered non-material; however, they are important to note and as such are detailed below. All the non-material changes will be made to the Draft Plan.

Chapter 6 Green and Blue Infrastructure

Item No.	Chief Executive's Proposed Non-Material Alterations
121	Chapter 6 Green and Blue Infrastructure, Section 6.4 Green and Blue Infrastructure Mapping, insert additional text as follows: A Habitat Survey and Green Infrastructure Mapping Survey informed the preparation of the Sallins Local Area Plan 2016-2022 (LAP). ~~Following a full review and site survey, this mapping was updated and has subsequently informed the preparation of the Sallins Settlement Plan.~~ *As part of the preparation of the Sallins Settlement Plan, a ~~full~~ review of the existing Green Infrastructure Mapping and site survey was carried out in 2025/2026. This survey subsequently informed the preparation of Green and Blue Infrastructure map which accompanies and informs the Settlement Plan.* Accordingly, Map V2B-6.1 (Green and Blue

	Infrastructure) identifies the green and blue infrastructure assets within Sallins, including the River Liffey, the Grand Canal, *the railway line,* woodlands, scrub, key green infrastructural areas, and the extensive network of hedgerows.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.
122	Chapter 6 Green and Blue Infrastructure, Section 6.8 Natural Heritage and Biodiversity Objectives, amend Objective GBIO 6.1, as follows: *(a)* Protect and enhance identified key Green and Blue Infrastructure *(*Map V2B-6.1 ~~(~~Green and Blue Infrastructure) and prohibit developments that would fragment or otherwise degrade the Green and Blue Infrastructure network within the Plan area. *(b)* New developments shall appropriately utilise existing and new green infrastructure as an essential urban design and placemaking tool to integrate built form into their surrounding contexts. *(c)* Site-specific ecology surveys should be carried out to inform, assess and mitigate potential ecological impacts of any proposed development and construction.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

Chapter 8 Movement and Active Travel

Item No.	Chief Executive's Proposed Non-Material Alterations
123	Chapter 8, Movement and Active Travel, Section 8.3 Movement and Active Travel Measures, Table 8.2 Movement and Active Travel Measures, insert additional text under PT 7, as follows: **Public Transport** PT 7 | Bus Priority Sustainable Travel *Modes* Bridge | Long Term (6-10 Years)
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

Chapter 10 Implementation

Item No.	Chief Executive's Proposed Non-Material Alterations
124	Chapter 10 Implementation, Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA insert Table reference and Figure 10.2 heading, as follows: **10.1.2 Link Road KDA** ***Table X*** *Link Road KDA Design Brief* **Figure 10.2:** Link Road KDA *Urban Design Framework* **Note:** This Table and Figure referencing shall be applied to all the KDA design briefs and urban design frameworks in Chapter 10.
	Record
	On the proposal of Cllr. Bill Clear and seconded by Cllr. Seamie Moore, the Members accepted the Chief Executive's Proposed Material Alteration.

At this point, Mr. Maher advised that he would now deal with the Green items listed for discussion together with the amber and red listed items in the Meetings Report. It was agreed to take green listed item numbers 1 and 4 together.

Item No.	Chief Executive's Proposed Material Alterations
1	**Proposed Material Alteration** Chapter 2 Compliance with the Kildare County Core Strategy Section 2.3 'Phased Residential Development 2029 and Beyond', amend second paragraph and insert text after the second paragraph, as follows: The lands over the longer term will create a compact and consolidated sustainable neighbourhood within close proximity to the Naas–Sallins Train Station. The neighbourhood will be supported by high-quality open space provision which will address deficits in Sallins and the surrounding areas. An urban design framework has been prepared for the lands (see Section

	10.1.4). ~~Furthermore, Objective CSO 2.3, provides for the phased delivery of the lands for the lifetime of the Plan and beyond.~~ *However, given the strategic importance of these lands (The Willows KDA) and to ensure coordinated delivery of the open space and amenities associated with the KDA it is imperative that piecemeal planning applications are not considered. In order to deliver the overall vision for these strategic lands, one planning application (10-year permission) shall be prepared for the overall site*.
4	**Proposed Material Alteration** Chapter 2 Compliance with the Kildare County Core Strategy, Section 2.4 Core Strategy Objectives, amend Objective CSO 2.3, as follows: **CSO 2.3** Support and facilitate the phased delivery of the Willows Key Development Area during of the lifetime of the Plan and beyond. New residential development within The Willows will be required to be phased and delivered in tandem with ~~the~~ social infrastructure provision identified *in the urban design framework for this plan period*, on the lands zoned 'F: Open Space and Amenity'. The phasing of the residential units *and social infrastructure* shall be *agreed in writing through the statutory planning application process for the subject lands.* ~~in accordance with the residential phasing set out under Section 10.1.4 unless otherwise agreed in writing by the planning authority.~~
	Record
	Item numbers 1 and 4 were taken together. Cllr. Moore sought clarification on how phasing in the suggested PMA for the Willows KDA and the in tandem delivery of social infrastructure was compatible with the Minister's letter. Ms. Granville advised the Minister's letter was issued to ensure that there were no delays in the delivery of housing. Ms. Granville clarified that in large scale developments a schedule of delivery would be required through the development management process. Mr. Granville also confirmed that they wouldn't want a piecemeal approach to the lands and that the phasing of the residential units and social infrastructure shall be agreed in writing through the statutory planning application process for the subject lands. Cllr. Moore accepted the report. The Proposed Material Alterations, green listed item number 1 and number 4 were proposed by Cllr. Angela Feeney and seconded by Cllr. Fintan Brett and agreed by the Members.

Item No.	Motion: Cllr. Seamie Moore	
6	The future development of homes and population of Sallins will activate more appropriately and will be supported by the Electrification of the South & West DART Train Service, some time after 2031 but not before that rail update time but a more substantiated plan will mature before the new 2030 Kildare CDP. The planning desire to zone lands for residential purposes near the present and future limited capacity rail station, should be curtailed until after 2029 (the determination year of the existing Kildare CDP) or until the rail upgrade and new rail station in another area of Sallins is determined and constructed.	**Chief Executive's Response** The request to curtail the zoning of lands in Sallins for residential development is not accepted. The revised National Planning Framework (NPF) (2025) and the associated Section 28 Ministerial Guidelines NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025), together with Ministerial statement state that housing is the Government's top priority and mandates local authorities to review their Core Strategy and zoning provisions to ensure sufficient land is identified to meet the increased and accelerated housing demand and that consideration should be given to the most suitable locations for new housing development where infrastructure and services are available or readily provided. Furthermore, correspondence from Department of Housing, Local Government and Heritage (dated 20 February 2026) makes clear that phasing and sequencing of zoned lands should not be relied upon to preclude planning applications that would otherwise accord with the statutory planning framework. The Department's correspondence is included at Appendix A of the Meeting Report. Having regard to the above, Kildare County Council adopted Variation No. 3 to the CDP on 27th April 2026, which sets out a requirement for up to 7,826 additional housing units for the county over and above existing core strategy in respect of the years 2026 to 2029 (inclusive). The delivery mechanism by which additional housing growth will be facilitated in County Kildare includes, *inter alia*, the allocation of additional housing growth to towns such as

		Sallins to inform the preparation of the proposed Sallins Settlement Plan. The selection of sites in Sallins was informed by the Settlement Capacity Audit (SCA) which supports the Draft Plan and includes Sites 7, 8 and 9, being the sites nearest the Sallins-Naas Train Station. During the settlement capacity assessment process, Sites 7, 8 and 9, notwithstanding their categorisation as Tier 2 lands, performed favourably in comparison to other lands considered for development, particularly in terms of their proximity to existing and planned infrastructure, their capacity to support appropriate densities, and their alignment with established compact growth policies. In addition, as per the provisions of the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (DoHLGH, 2024) lands that are proximate to high frequency commuter rail should be favourably considered over than sites located at a remove from such transport services. **Chief Executive's Recommendation** No change recommended.
	Record	
	Cllr. Moore withdrew this motion.	
Item No.	**Motion: Cllr. Bill Clear**	
18	That a site be designated in the lands Willows KDA for a community creche catering for the proposed needs of the town.	**Chief Executive's Response** As outlined in Item Nos. 16 and 17 above, Kildare County Council does not have a remit in providing community childcare services, as responsibility for the implementation of national childcare

		programmes and accessing funding lies with the Kildare County Childcare Committee. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Bill Clear and seconded by Cllr. Ger Dunne. Cllr. Clear requested the inclusion of Community Childcare facilities. Ms. Curran confirmed that amendment could be made to state 'including community childcare facilities'. On the Proposal by Cllr. William Durkan, seconded by Cllr. Ger Dunne, the Members agreed to include community childcare facilities in Social Infrastructure Objective SIO 3.3.	
Item No.	**Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett**	
19	An objective to amend the Sallins Settlement Plan to ensure that no major phase of residential development proceeds unless sufficient school capacity exists or specific school sites have been secured and committed for delivery, thereby guaranteeing that educational infrastructure is planned and delivered in tandem with housing growth. <u>School Sites Identified</u> The draft Sallins Settlement Plan identifies three education sites: E1 – Future expansion of St. Laurence's National School E2 – Site reserved for a new post-primary school E3 – Site reserved for a new primary school The Social Infrastructure Audit accompanying the Plan estimates a need for: 385-460 additional primary school places, and 996 post-primary school places. The Settlement Plan should contain a clearer, measurable linkage between housing delivery and school provision rather	**Chief Executive's Response** The delivery of new schools and acquisition of land is the responsibility of the Department of Education and Youth, based on an analysis of projected enrolments and other relevant demographic information from a range of sources. It is therefore outside the remit of a land use plan to set out specific timelines or planning conditions in relation to the delivery of educational infrastructure. The submission received from the Department (Submission No. 315) notes that the projected increase in population in Sallins would result in a substantial additional requirement for school provision. However, the Department states in its submission that *'the requirement for the potential new school facilities may not arise until a sizeable portion of the planned new residential development has been completed and the subsequent population growth materialises*.'

	than simply reserving school sites and relying on future Department of Education action.	The Department acknowledges the one primary in Sallins, St. Laurence's National School, and states that the Department's preference would be to expand this existing facility (if possible) to facilitate the requirement for additional school places resulting from planned population increases. The submission also states that the projected population growth could also see the need to reserve a site for an additional new primary school. In this regard, the Department welcomes the provisions of the plan including the zoning of lands for an additional primary school at lands zoned E3: Community and Education located north of the Sallins Link Road, and for a post primary school on lands E2: Community and Education as supported by Objective SIO 3.2 of the Draft Plan. Further to the submission received from the Department, it is proposed to include an additional objective to support and facilitate the Department of Education and Youth in the provision of school accommodation for children and young people with special educational needs on appropriately zoned land in Sallins (Item No. 10, refers). **Chief Executive's Recommendation** No change recommended.
	Record	
	The motion was proposed by Cllr. Bill Clear and seconded by Cllr. Seamie Moore. Cllr. Carmel Kelly accepted the Chief Executive's Recommendation but considered that there had to be a better way of engaging with the Department of Education and Youth. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
20	An objective to amend the Sallins Settlement Plan to ensure that no major phase of residential development proceeds unless	**Chief Executive's Response**

	sufficient school capacity exists or specific school sites have been secured and committed for delivery, thereby guaranteeing that educational infrastructure is planned and delivered in tandem with housing growth. School Sites Identified The draft Sallins Settlement Plan identifies three education sites: E1 – Future expansion of St. Laurence's National School. E2 – Site reserved for a new post-primary school. E3 – Site reserved for a new primary school. The Social Infrastructure Audit accompanying the Plan estimates a need for: 385–460 additional primary school places, and 996 post-primary school places. The Settlement Plan should contain a clearer, measurable linkage between housing delivery and school provision rather than simply reserving school sites and relying on future Department of Education action.	This motion raises the same issues as Item No. 19. See Chief Executive's response to Item No. 19 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	The motion was proposed by Cllr. Bill Clear and seconded by Cllr. Ger Dunne. Cllr. Clear advised that the current schools were full and the Department needed to provide schools for the additional housing being provided and sought assurances that would happen. Ms. Granville agreed with the Member's frustration and advised that the Forward Planning Section would continue to liaise with the Department of Education. Cllr. Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Bill Clear	
26	I move that the Draft Sallins Settlement Plan be amended to introduce strict public realm and retail diversity controls to protect the town's visual character and commercial balance, to read as follows: “To mandate enhanced shopfront and signage design standards for all commercial and retail premises in Sallins, strictly applying the Kildare County Shopfront Guidelines to encourage high-quality materials, traditional craftsmanship, and appropriate illumination. Furthermore, to prevent an over-concentration of fast-food outlets and protect the vitality of the local streetscape, the provision of takeaways shall be restricted to a maximum threshold of no more than 10% of the total active retail units within the town boundary.”	**Chief Executive’s Response** Section 15.4 of Volume 1, supported by the Kildare Shopfront Guidelines (2013) provide detailed guidance in relation to the design of shopfronts, advertising on shopfronts and the requirements in respect of planning applications related to new shopfronts or modifications to existing shopfront. Furthermore, Objective BHO 7.3 of the Draft Plan seeks to reduce, prevent and encourage the removal of visual and urban clutter within the town centre. This objective goes into specific detail on the types of undesirable signage that should be reduced, removed or prevented. In relation to the reference to fast-food outlets, Table 10.8 Land Use Zoning Matrix of the Draft Plan indicates that hot food takeaway premises are ’Open for Consideration’ in areas zoned A: Town Centre, MU: Mixed-use, R: Commercial and Retail, H: Industry and Warehousing and U: Transport and Utilities. Section 15.13.7 of Volume 1 sets out the development management standards relating to planning applications for fast food outlets and takeaways. This section also states that it is the policy of the Council to prevent the excessive concentration of a range of uses including fast food outlets and takeaways. In this

		regard, it is considered that the 10% restriction is unnecessary as there is sufficient robust policy within the Kildare County Development Plan and in the Sallins Land Use Zoning Matrix to prevent the overconcentration of fast-food outlets. It is considered that including a rigid 10% mechanism removes the Council's ability to assess applications on their individual merits. **Chief Executive's Recommendation** No change recommended.
	Record	
	The motion was proposed by Cllr. Bill Clear and seconded by Cllr. Ger Dunne. Cllr. Bill Clear reiterated the need to control the category of retail going into all settlements and the need control signage. Ms. Granville referred to the existing objectives in the County Development Plan that provided detailed guidance in relation to the design of shopfronts, advertising on shopfronts and the requirements in respect of planning applications related to new shopfronts or modifications to existing shopfront and objectives dealing with development management standards relating to planning applications for fast food outlets and takeaways. Ms. Granville considered applying a 10% restriction was unnecessary. Ms. Nollaig Curran read out the wording for Open for Consideration, '*Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area*". Cllr. Evie Sammon agreed that there were objectives in the County Development Plan dealing with both issues. Cllr. Suzanne Doyle suggested that setting up workshops for the full review of the County Development Plan could help tease out some more complex policy matters. Ms. Granville advised that Section 15.13.7 of Volume 1 sets out the development management standards relating to planning applications for fast food outlets and takeaways. This section also states that it is the policy of the Council to prevent the excessive concentration of a range of uses including fast food outlets and takeaways. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Carmel Kelly	
39	That the Sallins Settlement Plan be amended to include a specific phasing objective requiring the delivery of the proposed Bus Priority and Sustainable Travel Bridge (Movement and Travel 8.3 Public Transport PT 7 Bus Priority Sustainable Travel Bridge (currently long term 6-10 years) linking Sallins and Naas in tandem with, and as a prerequisite to, significant residential and commercial development within Sallins. The Planning Authority shall ensure that the bridge infrastructure is programmed, funded and delivered concurrently with planned population growth so as to provide sustainable transport connectivity, reduce traffic congestion, support modal shift, and ensure that infrastructure provision keeps pace with development.	**Chief Executive's Response** The Bus Priority Sustainable Travel Modes Bridge is included as a Public Transport measure in Table 8.2: Movement and Active Travel Measures in the Draft Plan, which provides for the development of a Bus Priority Sustainable Travel Bridge in the Long Term (6-10 Years). Objective MATO 8.1 of the Draft Plan supports and promotes the use of sustainable transport modes in Sallins through the implementation of the measures detailed in Table 8.2 and illustrated on Map V2B-8.1 (Transportation Measures) in conjunction with the relevant stakeholders and the indicative measures will form the basis for individual projects, which will be subject to a detailed design process, including environmental and/or ecological assessment, where applicable. Regarding the delivery of measures, as outlined in Section 8.3 of the Plan, the timescales provided for Movement and Active Travel Measures are indicative only and will be subject to funding and resource availability. The design, delivery and implementation of measures identified in Chapter 8 – Movement and Active Travel are outside the remit of the Plan and responsibility for same are a matter for a number of agencies. Furthermore, it is an action of Volume 1 to progress the delivery of key measures outlined in the

		Naas-Sallins Transport Strategy 2020 on a phased basis as funding is secured (TM A16, refers). The subject Bus Priority Sustainable Travel Modes Bridge is included in the Naas-Sallins Transport Strategy as Bus Priority Option 1: Sustainable Travel Bridge. This measure proposes the creation of a second bridge linking Sallins and Naas over the M7 Motorway which would be reserved for use by active modes and public transport. This bridge would allow for the development of higher density residential neighbourhoods to the south of the train station, which would increase patronage and support the viability of local bus routes. The motion request to include a phasing objective to ensure that the bridge infrastructure is programmed, funded and delivered concurrently with planned population growth is noted. However, having regard to the Department of Housing, Local Government and Heritage correspondence dated 20 February 2026, which states that, when identifying lands suitable for residential development, deliverability in the near term should be considered and that the phasing and sequencing of zoned lands should not impose constraints that cannot be addressed within the variation period or prevent otherwise permissible planning applications, it is not considered appropriate to include a phasing objective for this infrastructure (refer to Appendix A).

		However, Table 10.2: Implementation and Infrastructure Delivery Schedule – Sallins of the Draft Plan requires the developer to support the development of the subject sustainable travel modes bridge over the M7 Motorway, to link Sallins with Naas, in conjunction with all relevant stakeholders. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Carmel Kelly and seconded by Cllr. Daragh Fitzpatrick. Cllr. Carmel Kelly accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
40	The active travel bridge from the developer/Glenveagh lands towards Monread. For the avoidance of doubt, the delivery, design, and full construction of this active travel bridge shall be funded and delivered by the developer/owner of the lands in tandem with the building of the residential units. The financial and operational burden of this installation shall not fall upon Kildare County Council, and no certificates of compliance or occupancy for Phase 2 residential units shall be issued prior to the verified functional completion of this bridge.	**Chief Executive's Response** As previously referred to in the response to Item No. 39, the Department of Housing, Local Government and Heritage have advised that, when identifying lands suitable for residential development, deliverability in the near term should be considered and that the phasing and sequencing of zoned lands should not impose constraints that cannot be addressed within the variation period or prevent otherwise permissible planning applications, it is not considered appropriate to include a phasing objective for this infrastructure (refer to Appendix A). Accordingly, it would be inappropriate to restrict development until completion of the bridge. **Chief Executive's Recommendation** No change recommended.

	Record	
	Item numbers 40 and 41 were taken together. The Motion was proposed by Cllr. Bill Clear and seconded by Cllr. Ger Dunne. Cllr. Clear considered that there was no other access to the site and considered there was a significant requirement for infrastructure and queried what leverage the Council had. Ms. Granville referred to the correspondence from the Department whereby undue constraints should not be imposed where residential development was proposed and that the Planning Authority would deal with the delivery of units through the development management process. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
41	Priority and Sustainable Travel Bridge (Movement and Travel 8.3 Public Transport PT 7 Bus Priority Sustainable Travel Bridge (currently long term 6-10 years) linking Sallins and Naas in tandem with, and as a prerequisite to, significant residential and commercial development within Sallins. The Planning Authority shall ensure that the bridge infrastructure is programmed, funded and delivered concurrently with planned population growth so as to provide sustainable transport connectivity, reduce traffic congestion, support modal shift, and ensure that infrastructure provision keeps pace with development.	**Chief Executive's Response** See response to Item Nos. 39 and 40 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	Item numbers 40 and 41 were taken together. The Motion was proposed by Cllr. Bill Clear and seconded by Cllr. Ger Dunne. Cllr. Clear considered that there was no other access to the site and considered there was a significant requirement for infrastructure and queried what leverage the Council had. Ms. Granville referred to the correspondence from the Department whereby undue constraints should not be imposed where residential development was proposed and that the Planning Authority would deal with the delivery of units through the development management process. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett	
52	That the Sallins Settlement Plan shall include an objective to examine and deliver a dedicated pedestrian and cycle connection between Millennium Park and the proposed new train Station, thereby ensuring maximum permeability and accessibility between employment areas, residential communities and public transport infrastructure.	**Chief Executive's Response** It is noted that it is proposed to insert an additional objective to support and facilitate in co-operation with Irish Rail and the National Transport Authority (NTA) the delivery of a second railway station, sited to the west of Sallins, including a park and ride facility (refer to Item No. 48 above). However, the proposed location of the second railway station has not yet been agreed but cited as being to '*the west of Sallins*'. It was considered that, in the absence of a defined location and given the positive impact that measures of the Greater Dublin Area Transport Strategy 2022–2042, including RAIL3 – DART Extension, RAIL6 – New Rail Stations, and INT4 – Park and Ride, will have on the future development of Sallins, it would be acceptable to support these measures in the Plan through a specific objective. Millennium Park and the purported location of the proposed rail infrastructure are both located on lands outside the boundary of the Sallins Settlement Plan. Therefore, permeability links between the subject sites cannot be considered as part of the Sallins Settlement Plan and would be most appropriately considered as part of the County Development Plan review. Notwithstanding the above, Map V2B-8.1 Transportation Measures of the Draft Plan illustrates the indicative route of a proposed Public Transport

		Measure (PT 3) linking the Millennium Business Park with the Sallins-Naas Railway Station, as it is located also within the plan area. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Fintan Brett and seconded by Cllr. Carmel Kelly. Cllr. Carmel Kelly accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
53	That the Sallins Settlement Plan shall include an objective to examine and deliver a dedicated pedestrian and cycle connection between Millennium Park and the proposed new train Station, thereby ensuring maximum permeability and accessibility between employment areas, residential communities and public transport infrastructure.	**Chief Executive's Response** See response to Item No 52 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	The motion was proposed by Cllr. Bill Clear and Seconded by Cllr. Ger Dunne. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly**	
54	To support and facilitate Waterways Ireland in the provision of an extension of the Greenway from Osberstown Bridge to Sallins Town Centre along Mill Harbour.	**Chief Executive's Response** It is acknowledged that Chapter 8 Movement and Active Travel of the Draft Plan at Table 8.2 Movement and Active Travel Measures provides for cycling measure C1 from Naas to the Sallins Greenway and it is noted that the section of the subject greenway has been completed between Osberstown Bridge and Naas Harbour in accordance with Permeability Measure P16.

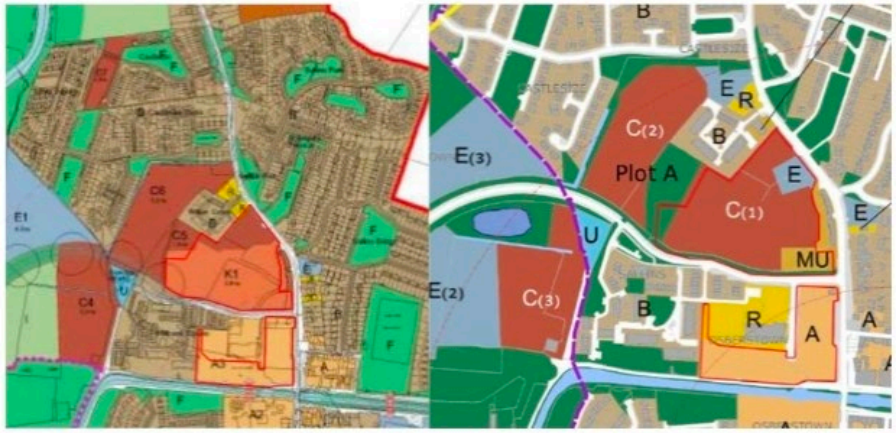
		However, the remainder of the P16 Permeability Measure that provides for the extension of the greenway to the Sallins Wharf/Sallins Pier open space and amenity lands has not yet been completed. It is noted that the P16 Measure does not provide for the continuation of the subject greenway to the centre of Sallins. In this regard, attention is drawn to the fact that the stretch of canal bank in this area comprises of extensive habitats including hedgerow, reed fringe, scrub and woodland, calcareous grassland and open water. This area has been identified as supporting a diverse range of species along its linear habitats that need to be retained and protected. Therefore, the development as a greenway cannot be considered as it would interfere with the existing wildlife habitats along the bank of the canal. **Chief Executive's Recommendation** No change recommended.
	Record	
	Item numbers 54 and 55 were taken together. The Motion was proposed by Cllr. Carmel Kelly and seconded by Cllr. Bernard Caldwell. Cllr. Kelly advised that she was disappointed with the response but understood the rationale. Both items were reconsidered by the Executive and Ms. Granville suggested the following Proposed Material Alteration: *Investigate the feasibility of the provision of an extension to the proposed Grand Canal Greenway (Measure P16) from Sallins Pier / Wharf along Mill Harbour to the R407 Sallins Road.* Cllr. Carmel Kelly and Cllr. Clear accepted the Chief Executive's Proposed Material Alteration and the Members accepted the Proposed Material Alteration.	

Item No.	Motion: Cllr. Bill Clear	
55	I move that a new infrastructure requirement be included in the Draft Sallins Settlement Plan to read as follows: "The provision of a greenway along the east side of the canal towpath, running from Osberstown Bridge to the Main Street Canal. This Greenway to include a bridge from the south side to the North side from Sallins Pier to Sallins amenity Land. Bridge in Sallins. For the avoidance of doubt, the delivery, design, and full construction of the relevant sections of this greenway shall be funded and delivered by the developers of the lands adjacent to the greenway, in tandem with the construction of their residential units."	**Chief Executive's Response** See response to Item No. 54 above. **Chief Executive's Recommendation** No change recommended**.**
	Record	
	Item numbers 54 and 55 were considered together. The Motion was proposed by Cllr. Bill Clear and seconded by Cllr. Ger Dunnel. Cllr. Clear advised that he was looking for a line on the map. Ms. Granville advised that a line of the map could not be provided at this stage and Ms. Granville suggested the following Proposed Material Alteration: *Investigate the feasibility of the provision of an extension to the proposed Grand Canal Greenway (Measure P16) from Sallins Pier / Wharf along Mill Harbour to the R407 Sallins Road.* Cllr. Carmel Kelly and Cllr. Clear accepted the Chief Executive's Proposed Material Alteration and the Members accepted the Proposed Material Alteration.	
Item No.	**Motion: Cllr. Seamie Moore**	
56	Submission on CE Report Ref ??. That a proposed Path extension on the Osberstown Road to Osberstown Bridge with a time scale of 6-10 years (P65) be brought forward to 1-2 years to allow Sallins Town Residents engage fully with the Sallins-Naas Grand Canal Greenway and the Sallins By Pass Road. A scheduled cycle path on that same road has been deferred to a shared street improvement and it is vital that some element of safety be offered to the public at this very popular and socially used route.	**Chief Executive's Response** The motion refers to a proposed Permeability Measure P 65 in Table 8.2: Movement and Active Travel Measures. The measure relates to the creation of a footpath on existing roads to link Osberstown Cottages – Osberstown Road – Naas Branch Grenway – Sallins Bypass with a delivery timeframe of Long Term (6-10 Years).

		It is important to note that the movement and transportation measures contained in the Plan are indicative only. The measures do not proport to be a definitive analysis of all the options for the possible measures, but rather a broad reckoning which indicates they are suitable for inclusion as potential transport objectives for inclusion in the Plan. The progression of the measures in the future will be subject to a separate statutory procedure either by Section 38 of the Road Traffic Act 1994, or in accordance with the Planning and Development Act 2024 (as amended) which includes for detailed design and appraisal, consultation with the relevant statutory stakeholders and public consultation. Each of the measures have been assigned an estimated delivery timescale. It is important to note that the timescale category is not a reflection of the importance attached to each measure, but rather reflects the challenge involved for implementation and the expected duration of the planning/construction process. **Chief Executive's Recommendation** No change recommended.
	Record	
	The motion was proposed by Cllr. Seamie Moore and seconded by Cllr. Suzanne Doyle. Cllr. Moore accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Bill Clear	
74	I move that the relevant section under Phase 2 / Infrastructure Requirements on page 382 of the Draft Sallins Settlement Plan be amended as follows: “Phase 2 – 280 residential units. The following infrastructure should be provided by the developer/landowners at their sole expense in tandem with Phase 1. The provision of the new landscape parkland space adjoining the northern boundary with The Waterways, including [sports building blocks, dog park, rain gardens, fishing pond, GAA pitch, tennis courts, and playground]. [INSERT: For the avoidance of doubt, the delivery, layout, and full execution of the amenities listed in subsection (iii) shall be funded, constructed, and delivered by the developer/owner of the lands in tandem with the house building phases. The financial and operational burden of these specific installations shall not fall upon Kildare County Council, and no certificates of compliance or occupancy for Phase 2 residential units shall be issued prior to the verified functional completion of these community amenities.]”	**Chief Executive’s Response** The Willows KDA Design Brief included a Phasing Strategy at Table 10.1: Phasing Strategy – The Willows KDA in the Draft Plan, which provided for three phases of development in respect of the subject lands along with associated infrastructure requirements for each of the phases. However, as per the Chief Executive’s Report and Item No. 73 of this report, it is proposed not to include the Phasing Strategy in the Plan. In this context, it is considered that the role of the Settlement Plan is to establish a policy framework for the coordinated delivery of development and infrastructure, while recognising that detailed capacity, timing and delivery mechanisms are determined and verified through the planning application process. Furthermore, correspondence from Department of Housing, Local Government and Heritage dated 20 February 2026 makes clear that phasing and sequencing of zoned lands should not be relied upon to preclude planning applications that would otherwise accord with the statutory planning framework. The Department’s correspondence is included at Appendix A of the Meeting Report.

		Additionally, the Draft Plan includes Table 10: Implementation and Infrastructure Delivery Schedule – Sallins, which identifies the key infrastructure requirements and funding sources necessary to support the timely delivery of the Plan's objectives, including the development of Key Development Areas (KDAs), the Employment Area, and the provision of social infrastructure and open space. Appendix B, of the Draft Plan, also provides an overview of the site infrastructure requirements across the key areas for development within the Plan area. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Bil Clear and seconded by Cllr. Ger Dunne. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
99	I move that the Draft Sallins Settlement Plan be amended to change the zoning objective for the Neville Homes Ltd. lands, as outlined on page 346 land A, from their current zoning designation of town centre to Agricultural zoning.	**Chief Executive's Response** The revised National Planning Framework (NPF) (2025) and the associated Section 28 Ministerial Guidelines NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025), together state that housing is the Government's top priority and mandates local authorities to review their Core Strategy and zoning provisions to ensure sufficient land is identified to meet the increased and accelerated housing demand and that consideration should be given to the most

		suitable locations for new housing development where infrastructure and services are available or readily provided. In this regard, Table 2.4 Estimated Residential Development Capacity and Section 10.1.1 Home Farm House KDA of the Draft Plan outlines that the KDA has an estimated residential unit yield of circa 52 units. Furthermore, as per the Development Plans – Guidelines for Planning Authorities (2022), lands in an existing development plan, that are serviced and can be developed for housing within the lifetime of the new development plan under preparation, should not be subject to de-zoning. In this regard, it would be a clear breach of national planning policy to provide for an agriculture land use zoning on these centrally located infill lands. Equally important, is the potential to facilitate the regeneration and activation of strategically located lands on the western side of Main Street and facing the Grand Canal Greenway, with the restoration of the protected structure, Home Farm House acting as a catalyst for regenerating the area and as a civic use for the community, alongside the provision of a high-quality mixed-use development and a new public space. This intervention will bring vitality to the town centre and incentivise further public realm improvements, including the regeneration of the old post office square.

		In this regard the re-zoning of the subject lands to 'I: Agriculture' would be contrary to national policy and would not allow land activation measures such as the Residential Zoned Land Tax on important sites within Sallins. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Bil Clear and seconded by Cllr. Ger Dunne. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
100	That the Land of Neville Homes Site A designed town centre be rezoned to Open space and Amenity.	**Chief Executive's Response** The motion seeks the rezoning of town centre lands from A: Town Centre use to F: Open Space and Amenity Use, which is not accepted. See response to Item No. 99. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Bil Clear and seconded by Cllr. Ger Dunne. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Bill Clear**	
101	I move that the Draft Sallins Settlement Plan be amended to change the zoning objective for the Neville Homes Ltd. lands, as outlined on page 346 under sections C1 and C2, from their current zoning designation to I Agricultural zoning.	**Chief Executive's Response** Sites C (1) and C (2) identified as Site 2 and Site 3 in the Settlement Capacity Audit (SCA) respectively, are located within the existing built-

up footprint of the Sallins Settlement Plan area. Their inclusion for development is consistent with National Policy Objective (NPO) 9 of the National Planning Framework (NPF), which seeks to achieve compact growth through the delivery of new housing within the existing built-up footprint of settlements.

The Section 28 Ministerial Guidelines, NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025) note that housing is the Government's top priority and mandates local authorities to review their respective Core Strategy and zoning provisions to ensure sufficient land is identified to meet the increased and accelerated housing demand and that consideration should be given to the most suitable locations for new housing development where infrastructure and services are available or readily provided. The subject lands were deemed Tier 1 'serviced' as part of the Sallins Settlement Capacity Audit.

Furthermore, as per the Development Plans – Guidelines for Planning Authorities (2022), lands in an existing development plan, that are serviced and can be developed for housing within the life of the new development plan under preparation, should not be subject to de-zoning. In this regard, it would be a clear breach of national planning policy to provide for an agriculture land use zoning on these centrally located infill lands. Additionally, the Sustainable

		Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024) emphasise that the NPF prioritises compact growth, with a focus on the consolidation and renewal of existing settlements rather than continued urban sprawl. Having regard to the above, the retention of the residential zoning on the C (1) and C (2) lands is considered appropriate and consistent with national and local planning policy objectives relating to compact growth and sustainable settlement development. Under the Draft Plan, the subject lands (C 1 and C 2) have potential to deliver an estimated residential yield of 226 units, thereby aligning with the policy direction and objectives of the NPF and associated statutory guidelines regarding housing. Aside from the potential residential capacity of the subject lands, it is considered that the development of the subject sites for housing development and the consequent increase in population will add to the vitality and viability of local businesses on the adjacent lands zoned 'MU: Mixed Use' and the nearby town centre. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Bil Clear and seconded by Cllr. Ger Dunne. Cllr. Bill Clear accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	

Item No.	Motion: Cllr. Seamie Moore	
103	Submission 392;The Willows 1 (a) The proposal to zone 16.55 Hectares of land for Residential purposes at The Willows is seriously flawed and misaligned with the needs for more home units in the Sallins Variation Plan to 2029, the end year of the Kildare CDP. The selection of this site is heavily linked by Planners to the Compact Growth policy of evaluating sites, sequentially from a central location. In the case of the Sallins Plan, the Sallins-Naas Railway Station has been selected for its Rail Public Transport values as the central focus point of Sallins, coinciding with its Town Centre. A case can be made by the appropriate Landowners that 16.55 Hectares near that Station should be allowed c.1000 home units or 2,750-3,000 people. It is highly identified that people from The Willows will be enabled to travel to the rail station via permeability routes and elsewhere by a car or public bus transport via a singular road exit/entrance to the R407, the spinal road through Sallins. The Willows is located outside of the Built-up Footprint Boundary of Sallins. 1 (b) It should be noted The NTA has clearly indicated its preference to invest in the construction of a new Rail Station to the West of Sallins, with parking facilities for 1,000 cars, when the electrified rail network DART + South West reaches the Sallins Area. This will mean less diesel powered services for the Sallins-Naas Station as its popularity preference will decrease and the present confined and limited station platform is already deemed unsuitable for the longer carriages of DART. 1(c) The proposed singular exit road from The Willows to the already R407 will add a substantial extra loading of vehicular traffic to the already congested Town Centre, Rail Station Area and to the R 407 Naas-Sallins-North Kildare Transport Route and is not favourably sited to avail of the Sallins By Pass Route. 1(d) The ESB's Availability Map shows Sallins is operating at ESB Networks Capacity to supply a further 1000 homes in this proposal plus its 38kW substation is in the north of the town and outside of its range to supply electricity to this site.	**Chief Executive's Response** 1(a) The assertion that the proposal to zone 16.55 hectares of land for residential purposes at the Willows is seriously flawed and misaligned is not accepted. The revised National Planning Framework (NPF) (2025) and the associated Section 28 Ministerial Guidelines NPF Implementation: Housing Growth Requirements – Guidelines for Planning Authorities (2025), together state that housing is the Government's top priority and mandates local authorities to review their Core Strategy and zoning provisions to ensure sufficient land is identified to meet the increased and accelerated housing demand and that consideration should be given to the most suitable locations for new housing development where infrastructure and services are available or readily provided. Land use zoning requests in general and the Willows KDA site, in particular, were included in the Settlement Capacity Audit (SCA) that accompanies the Draft Plan. During the settlement capacity assessment process, Sites 7, 8 and 9 (Willows KDA), despite being located outside the built-up footprint of Sallins and categorised as Tier 2 lands, performed favourably in comparison to other lands considered for development, particularly in terms of their proximity to existing and planned

	1 (e) There are several Tier One applications, sequentially sited, and within the Built-Up Footprint Boundary of Sallins that are being ignored as applicants, to give preference to this Tier Two application. The proposal to zone The Willows as Residential land will seriously extend the Sallins Footprint to further greenfield expansion. 1 (f) The proposal to extend the phasing of the construction of houses on The Willows lands, not only to 2029, the normal variation to the Kildare CDP but to an undetermined time beyond that, is also unnecessary and more than sympathetic to facilitate the stakeholders. 1 (g) The zoning proposal (C5) 1 also allocates an out-turn yield of homes, as being 794 when the developer can construct as many as 1000 on the same zoned lands. 1(h) There are unusual Flood Risk issues around this site that are 'assumed' into 'discretionary' decisions, instead of a Flood Risk declaration at zoning stage that a comprehensive High End Future Scenario (HEFS) be applied for the potential development of such a large-scale Residential Area. Anything less would be crediting the area as 'high risk' in view of a serious 2006 flooding history nearby in Waterways. Submission on CE Report ref 392; That the Residential Zoning on Tier Two lands at The Willows be reduced to 5.0 Hectares for construction within the period to 2029 and that the balance of the proposed 16.55 Hectares for residential zoning on this site be transferred to various other suitable infill sites within the Sallins Footprint and Settlement Boundaries. It is not sufficient to inform the owners of suitable other sites that The Plan is over-subscribed, when the over-zoning of a Tier 2 Site has been given priority over Tier 1 areas.	infrastructure, their capacity to support appropriate densities, and their alignment with compact growth. It is important to note that Sites C (1), C (2) and C (4) are the only sites zoned for New Residential development that are within the Built-up Footprint of Sallins. These sites are not sufficient on their own to address the housing growth requirement for Sallins. Furthermore, the zoning of The Willows KDA, conforms with the Sustainable Residential Development and Compact Settlement: Guidelines for Planning Authorities (2024), which states that lands proximate to an existing or planned high frequency commuter rail should be favourably considered rather than sites at peripheral locations. Having regard to the above, the development of the subject lands is considered appropriate and consistent with national and local planning policy objectives relating to compact growth and sustainable settlement development. In this regard, the subject lands have potential to deliver an estimated residential unit yield of 999 units thereby aligning with the policy direction and objectives of the NPF and associated statutory guidelines and Ministerial Directions regarding housing development and delivery.

		1(b) The comments in relation to the proposal to construct a new train station to the west of Sallins, with parking facilities for 1,000 vehicles when the electrified rail network associated with DART South West project is noted. 1(c) The concerns in relation to the proposed singular exit road from the Willows to the R407 are noted. It should be clearly understood that the Urban Design Framework for the Willows KDA is not intended to act as a site layout map from which precise measurements can be or should be extracted. The Framework should be considered as an overarching guide to assist key stakeholders in the development process and must be read in conjunction with the accompanying Design Brief, the objectives of this Plan and of the CDP in relation to Sustainable Mobility and Transport. The location of the proposed access road to the subject site is at present indicative, albeit it would connect to the R407 Regional Road to the west of the site. Traffic and Transport Assessments (TTA) and Mobility Management Plans will generally be required for large-scale developments where the development would generate a substantial number of additional vehicle trips or where there are concerns about traffic capacity, proximity to strategic transport

		corridors, congestion, road safety, or access arrangements. Site permeability and connectivity will also be required in line with active travel policy along with pedestrian and cycle networks. Junction capacity, road safety, and cumulative impacts will also be assessed at planning application stage. Furthermore, it is an objective of the Draft Plan to cooperate with the Department of Transport, the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), Irish Rail, Local Link and other stakeholders to improve the provision of public transport in Sallins, including lobbying for an upgraded Sallins Train Station, the delivery of a third platform, and the delivery of a local bus service with associated bus stops (MATO 8.4). In addition, Objective TM O20 of Volume 1 seeks to ensure new development areas are fully permeable for walking and cycling at a minimum, public transport (where appropriate) and provide for filtered permeability for private vehicle access, in accordance with the NTA Permeability Best Practice Guide, in order to give a competitive advantage to active travel modes for local trip making. Lastly, the Kildare County Council Permeability Guidelines – Reconnecting our Communities

		(2024) provides technical guidance to enable the Council and developers to achieve connected communities and to ensure that new development is designed to be integrated with existing communities. 1(d) The concern in relation to the capacity of the ESB Networks Capacity to supply a further 1,000 homes is noted. As per Table 9.1 of the Draft Plan, the existing electricity infrastructure is currently operating at capacity. In the submission received from the ESB Networks (No. 315) they reaffirm their commitment to collaborate with the Council to ensure that adequate electricity capacity can be delivered to serve the needs of the Settlement Plan. Furthermore, the submission refers to the commitment to fund a major expansion of Ireland's electricity infrastructure to address critical capacity shortages and support national growth objectives with reference to the 2025 National Development Plan Review and Delivering Homes, Building Communities 2025-2030, an Action Plan on Housing Supply and Targeting Homelessness. To address this, ESB Networks' PR6 Business Plan proposes a 13.4 billion programme. 1 (e) The motion that several Tier One applications, sequentially sited, and within the

		Built-Up Footprint Boundary of Sallins that are being ignored is not accepted. The National Planning Framework (NPF) (2025) defines the 'built-up footprint' as the area given over to land uses (i.e. artificial surfaces relating to urban land uses). The NPF requires that the built-up footprint shall be clearly delineated for each settlement on the land use zoning map as part of the statutory plan making process (refer to Map V2B-10.1 Land Use Zoning). Sites C (1), C (2) and C (4) are the only sites zoned for New Residential development that are within the Built-Up Footprint of Sallins. The Settlement Capacity Audit which informs the Plan, identified three sites across Sallins as Tier 1 sites (serviced) (ID 1, 2 and 3). All three sites have been zoned 'C: New Residential'. Therefore, it is not accepted that Tier 2 sites are being favoured over Tier 1 sites. 1 (f) The assertion that the proposal to extend the phasing of the construction of houses on the Willows KDA lands beyond 2029 to an undetermined time beyond is unnecessary and more than sympathetic to facilitate the stakeholders is not accepted. It was considered prudent that land use plans are prepared within the broader strategic framework of the National Planning Framework to 2040 and therefore should consider the longer-term growth and development needs of the settlement beyond the immediate plan period. Looking beyond

		2029 future proofs Sallins for the remaining two years of the current Development Plan period and provides a policy framework to transition to the 10-year lifespan of plans. Furthermore, the Office of the Planning Regulator raised no concerns with respect of the housing growth for Sallins. 1 (g) The layout of the Willows KDA had regard to the High End Future Scenario flood extents, which is now proposed to be amended to the application of the climate change Mid-Range Future Scenario (MFRS) extents. This has resulted in the quantum of 'F: Open Space and Amenity' lands located on the subject site being reduced from 26.38 hectares to 23.04 hectares, which has increased the area for residential development, which would allow for an additional 3.51 hectares of land zoned 'C: New Residential' to be realised resulting in the potential number of housing units to be delivered from 794 to 999 units depending on housing mix, design and density. 1(h) A comprehensive Strategic Flood Risk Assessment was carried out to inform the Draft Plan, in which areas identified at risk of flooding were highlighted and zoned appropriately in accordance with the Section 28 Planning System and Flood Risk Management Guidelines (2009) and the DHLGH Circular PL2/2014. The SFRA Report has been prepared in accordance

		with the OPW Guidelines and provides an assessment of all sources of flood risk within the Plan area to assist Kildare County Council in making informed strategic land-use decisions. The Flood Risk Guidelines require plans to be based on the current assessment of flood risk. The application of the Mid Range Future Scenario applies a precautionary approach to the subject lands. Furthermore, additional text in Section 9.2, Table 9.1, Site Specific Flood Risk Assessment, requiring a Stage 3 Site-Specific Flood Risk Assessment at Development Management stage is proposed to be included in the Plan, supported by a revised Objective IEO 9.7 (Item No. 58, refers). Therefore, it is considered acceptable to amend the land use zoning of the subject lands to reflect the CFRAM Mid-Range Future Scenario rather than the Higher End Future Scenario, which may result in an increase in the potential number of housing units increasing from 794 to 999 units depending on housing mix, design and density. Therefore, development management of flood risk on the site shall be in accordance with the OPW Guidelines, as well as policies in the Kildare County Development Plan 2023-2029 (as varied) and associated SFRA. Also, further reference should be made to the Sallins Surface Water Management Strategy, as prepared on

		behalf of Kildare County Council, to inform the Sallins Settlement Plan, and management of internal surface water runoff shall be managed in accordance with the Sallins Surface Water Management Strategy. Furthermore, a key mechanism for providing flood protection and resilience is the setting of Finished Floor Levels (FFLs), Finished Ground Levels (FGLs), or flood defence levels with appropriate freeboard above the relevant design flood levels. In addition, Objective IEO 9.6 of the Plan supports the incorporation of Nature-based Management Areas (NBMAs) as part of all plans and projects in the plan area and proposals for new development shall align with the Map V2B-9.1 (Infrastructure and Environmental Services – Surface Water Management Strategy) and Kildare County Council's Sustainable Drainage Systems Guidance Document (2024), which aims to ensure that development across County Kildare is designed to reduce flood risk from stormwater surges, whilst also improving the amenity, biodiversity and placemaking. **Chief Executive's Recommendation** No change recommended.
	Record	
	The Motion was proposed by Cllr. Seamie Moore and seconded by Cllr. Bill Clear. It was agreed to return to this item following consideration of the remaining red items. Following the consideration of item numbers 116,117,118 and 119 together, the meeting returned to this Motion. At this juncture, Cllr. Moore withdrew the motion.	

Item No.	Motion: Cllr. Carmel Kelly	
107	Site C3 Objective that the Draft Sallins Settlement Plan (Variation No. 6 to the Kildare County Development Plan 2023-2029) be amended by deleting the proposed Open Space and Amenity zoning from Site C3 and retaining the existing Residential zoning across the entirety of Site C3. Reason The published planning and ecological evidence currently does not clearly justify the proposed reduction in the long-established Residential zoning of Site C3. • Site C3 has been identified for residential development for many years and remained fully Residential zoned throughout the Sallins Local Area Plan 2016-2022. The proposed change therefore represents a significant departure from the long-established planning strategy for these lands. • The basis for the proposed zoning recommendation has changed during the preparation of the Draft Settlement Plan. The original recommendation relied upon Wetland Site 177 being located on Site C3. Following submissions during the public consultation process, it was accepted that Wetland Site 177 has been incorrectly transposed onto these lands and that the correct reference is Wetland Site 178. The revised recommendation now appears to be based on the view that part of Site C3 has regenerated into a wetland. • The published ecological evidence currently before the elected members does not clearly support that conclusion. The published Wetlands Survey record Site 178 as having 'wetland interest lost', while both the Arup Environmental Impact Statement carried out by KCC (in support of the Sallins Bypass project), and the Panther Ecology Ecological Impact Assessment (prepared in support of residential planning application) classify the area as an artificial pond of no significant ecological value. • The Kildare County Development Plan 2023-2029 is also relevant. Objective BI O49 specifically protects wetlands ranked A, B, C+ and C, whereas Site 178	**Chief Executive's Response** The Chief Executive's Report acknowledged and corrected an error in the information attributed to the subject wetland in Section 6.6.1 of the Draft Plan. It is not accepted that the wetland interest of the site (KWS 178 Osberstown) has been lost. It is noted that Google Earth imagery for the years 2012 to the most recent imagery dated June 2025 indicates the presence of the wetland area at the subject site. Comparison of recent site visit photographs (Figures 1 and 2 below) with the earlier aerial imagery indicates that the wetland has undergone natural habitat regeneration, with a greater extent of wetland now evident across the subject site. **Figure 1:** Photograph taken on 31.12.2025

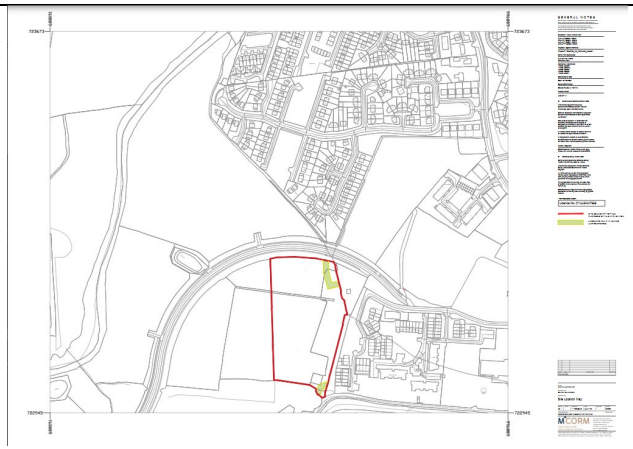
is recorded as an E-ranked site based on the Wetland Survey which now considers the 'wetland interest lost'.

- The engineering evidence also provides a credible explanation for the observed seasonal ponding. It concludes that the ponding is attributable to the former construction compound and the reduced effectiveness of the M7 drainage ditch due to overgrowth. Seasonal ponding alone does not establish the existence of a wetland.
- Retaining the Residential zoning would not diminish environmental protection. Any future planning application would still be subject to detailed ecological assessment, Appropriate Assessment Screening, flood risk assessment and all other statutory planning and environmental requirements.
- A First Party Appeal (Planning Ref. 25/60849) was lodged with An Coimisiún Pleanála prior to publication of the Draft Settlement Plan. As the proposed zoning amendment is capable of becoming a material consideration in that appeal, it is important that any permanent reduction in the long-established Residential zoning is supported by clear and objectively verifiable technical evidence.

This amendment does not approve development on Site C3. It simply retains the existing Residential zoning and ensures that any future planning application is assessed on its own merits through the normal planning process, based on detailed site-specific ecological and engineering evidence.

Figure 2: Photograph taken on 20.02.2026

Figure 3: Photograph taken on 09.07.2026



The most recent photograph, Figure 3 (above), was taken on 09.07.2026 and indicates the extent of the wetland area during the recent prolonged spell of dry weather.

Notwithstanding the above, the wetland is listed in Table 12.6 at Chapter 12 Biodiversity and Green Infrastructure of Volume 1 of the Kildare County Development Plan 2023-2029. Objective BI O50 of Volume 1 refers to the protection of the wetlands listed in Table 12.6, and seek to protect the wetlands from infilling, modification or hydrological alterations which would be inconsistent with the objectives of the CDP.

Furthermore, a Surface Water Management Strategy (2026) informs the Plan which examined existing and proposed surface water features. In this regard, Map V2B-9.1 illustrates the wetland as an existing surface water management feature (basin, pond/wetland), to

		which Objective IEO 9.6 requires the incorporation of the mapped features to be incorporated as part of all plans or projects. Furthermore, the revised National Planning Framework (NPF) includes National Policy Objective (NPO) 88, which requires planning authorities to facilitate biodiversity protection and restoration. It also seeks to support the implementation of the National Biodiversity Action Plan 2023-2030 and the forthcoming National Restoration Plan. The NPF supports the use of nature-based solutions to address climate adaptation, surface water management, flood risk, urban cooling, biodiversity enhancement, amenity and placemaking objectives. Section 5.3.3 Public Open Space of the Section 28 Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024) require development proposals and plans to respond positively to natural features and landscape character and protect biodiversity. **Chief Executive's Recommendation** Chapter 6 Green and Blue Infrastructure, Section Section 6.6.1 Osberstown Attenuation Pond, insert the following additional sentence before the final sentence in the section, as follows:

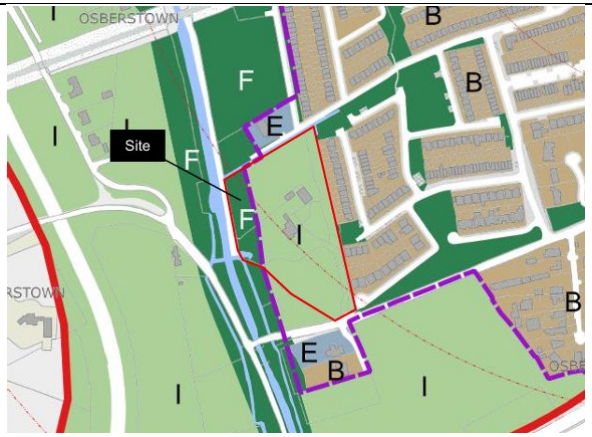
		The Osberstown Wetland is recorded under Table 2.6 County Kildare Wetlands Survey Sites of Section 12.11 of the Kildare County Development Plan 2023-2029 (as varied).
	Record	
	The Motion was proposed by Cllr. Carmel Kelly and seconded by Cllr. Suzanne Doyle. Cllr. Carmel Kelly considered that the area was never a wetland and more studies were required. Ms. Granville set out the current photographic evidence demonstrating the existence of the wetland area and advised that the Osberstown Wetland is recorded under Table 2.6 County Kildare Wetlands Survey Sites of Section 12.11 of the Kildare County Development Plan 2023-2029 (as varied). Cllr. Carmel Kelly noted the change and considered that changes to the bypass may contribute to the flooding. Cllr. Carmel Kelly accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	
Item No.	**Motion: Cllr. Carmel Kelly**	
108	An objective to rezone greenfield site of circa 1.8 hectares to C: New Residential. While the land is outside the Draft Sallins Settlement Plan boundary. It is sequential, serviceable and is located only 700m from Sallins Town Centre with an established footpath to same.	**Chief Executive's Response** The subject lands are located outside the boundary of the Sallins Settlement Plan and circa 1,000 metres from the train station. It should be noted that land use zoning requests in Sallins were assessed on their merits having regard to a comprehensive range of evidenced-based supporting documents including, inter alia, a Settlement Capacity Audit (SCA), a Social Infrastructure Audit (SIA) a Strategic Flood Risk Assessment and other environmental reports. This data-driven approach fully aligns with national policy requirements relating to low carbon development and the sequential and compact growth of settlements.

	 	In this regard, subject site was audited in the Settlement Capacity Audit (SCA) as Site No. 4. The function of the SCA is to provide an analysis on whether land is serviced or serviceable during the lifetime of the Plan to inform the appropriate zoning of residential lands across the Plan area, in accordance with the Development Plans – Guidelines for Planning Authorities (2022). The SCA distinguishes between lands that are 'Serviced' (Tier 1) and those that are 'Serviceable' (Tier 2) within the lifetime of the Plan. Site No. 4 was determined a Tier 2 site, with wastewater infrastructure and movement and transport highlighted as infrastructural deficits. Furthermore, Site No. 4 did not perform favourably with respect to compact growth in comparison to other sites zoned for development. The Sallins Settlement Plan provides for 1,306 units over the remaining lifetime of the Kildare County Development Plan 2023-2029 (as varied), which is two years (after adoption of the Proposed Variation), which represents increase of 94% on the Core Strategy allocation. Therefore, no further additional lands are required for development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements, as sufficient lands in excess of

		the requirement have been identified for development. **Chief Executive's Recommendation** No change recommended.
	Record	
	The motion was proposed by Cllr. Carmel Kelly and seconded by Cllr. Bernard Caldwell. Cllr. Carmel Kelly accepted the Chief Executive's Recommendation. The Members accepted the Chief Executive's Recommendation.	

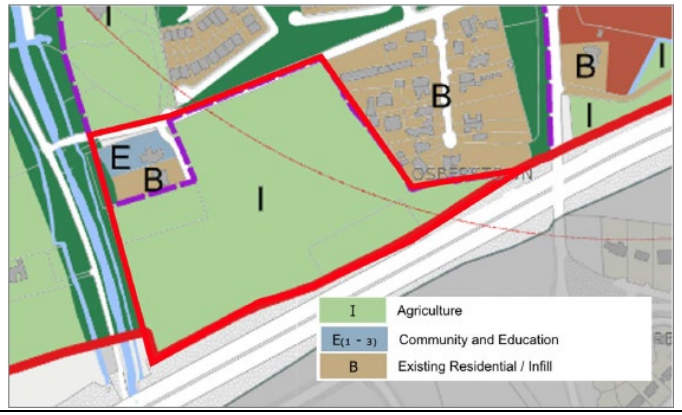
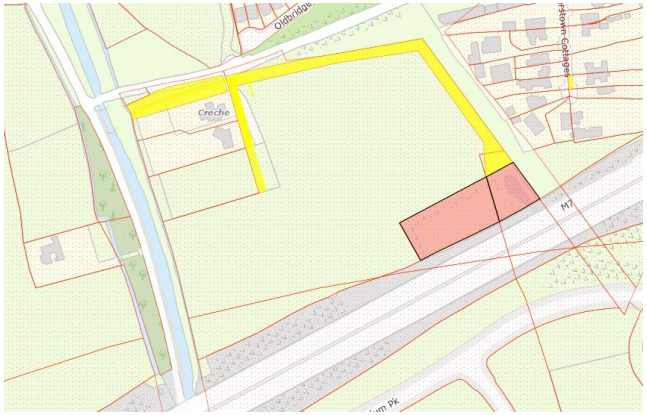
Item No.	Motion: Cllr. Carmel Kelly	
109	Include an objective to have the site adjacent to Oldbridge Walk, approximately 2.4 hectares rezoned from I: Agriculture to B: Existing Residential. The lands are within the built-up footprint and are serviced. 	**Chief Executive's Response** The site did not form part of the Settlement Capacity Audit (SCA) as there is already existing development on the site. While the subject lands did not form part of the Audit, notwithstanding their location within the built-up footprint of the Sallins Settlement area, the lands on the opposite side of the roadway were assessed (Site No. 10). Site No. 10 was deemed Tier 2, with wastewater infrastructure and movement and transport highlighted as infrastructural deficits. The Sallins Settlement Plan provides for 1,306 units over the remaining lifetime of the Kildare County Development Plan 2023-2029, which is two years (after adoption of the Proposed Variation). Overall, the Draft Sallins Settlement Plan represents an increase of 94% on the Core Strategy allocation. Therefore, no further additional lands are required for development to

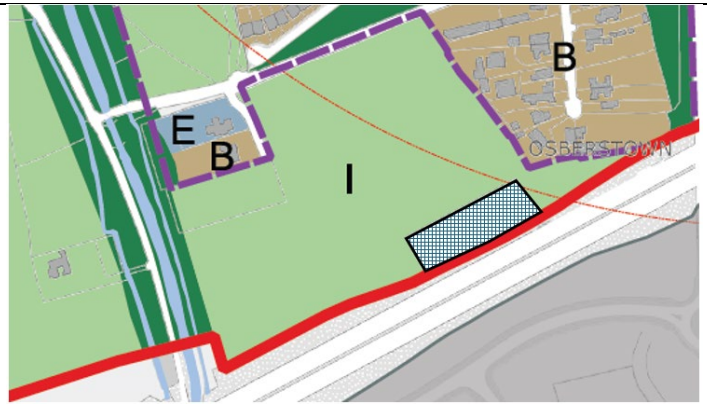
		meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements Guidelines (2025), as sufficient lands in excess of the requirement have been identified for development. **Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take items 109, 110, 111 and 112 together. Cllr. Moore withdrew his Motion (Item No. 111). The Motions were proposed by Cllr. Carmel Kelly and seconded by Cllr. Daragh Fitzpatrick. Ms. Granville advised the zoning change cannot relate to the land zoned F: Open Space and Amenity (as per the red line) as this was an important corridor and an element of which had present day flood extents. The Members agreed to hold a vote on the Motions, items 109, 110 and 112, and to exclude the element referred to by Ms. Granville. The results of the vote was as follows; In favour – 27 Against – 1 Abstention – 3 The amended Motions were carried.	
Item No.	**Motion: Cllr. Fintan Brett**	
110	That the 2.4 hectares of land adjacent to Oldbridge Station and the subject of Submission No. 202 be rezoned residential. The site is sequential, has all the necessary services, and is accessible.	**Chief Executive's Response** See response to Item No. 109 above. **Chief Executive's Recommendation** No change recommended.

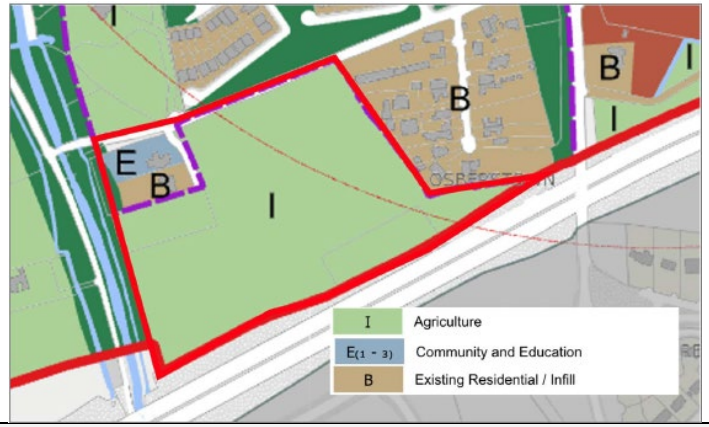
		
	Record	
	It was agreed to take items 109, 110, 111 and 112 together. Cllr. Moore withdrew his Motion (Item No. 111). The Motions were proposed by Cllr. Carmel Kelly and seconded by Cllr. Daragh Fitzpatrick. Ms. Granville advised the zoning change cannot relate to the land zoned F: Open Space and Amenity (as per the red line) as this was an important corridor and an element of which had present day flood extents. The Members agreed to hold a vote on the Motions, items 109, 110 and 112, and to exclude the element referred to by Ms. Granville. The results of the vote was as follows; In favour – 27 Against – 1 Abstention – 3 The amended Motions were carried.	
Item No.	**Motion: Cllr. Seamie Moore**	
111	Submission on CE Report Ref 202; That this land holding, listed as Agriculture (I) on the Sallins Variation No 6 Plan is an error interpretation of categorisation, as it is a privately owned	**Chief Executive's Response** See response to Item 109.

	infill site, without any attached history of agriculture, centrally sited in the centre of surrounding housing estates and a fully serviced site of 2 hectares (including an existing house and outbuildings) should be allocated a New Residential zoning.	**Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take items 109, 110, 111 and 112 together. Cllr. Moore withdrew this Motion (Item No. 111).	
Item No.	**Motion: Cllr. Bill Clear**	
112	That site of 2.4 acres on the North side of Osberstown road, which is adjacent to Grand Canal Greenway. Is zoned C residential. Given that this inclusion is in excess of the DSP that this site be deemed Tier 2. Any construction to have access to the greenway via a pedestrian linkage.	**Chief Executive's Response** See response to Item 109. **Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take items 109, 110, 111 and 112 together. Cllr. Moore withdrew his Motion (Item No. 111). The Motions were proposed by Cllr. Carmel Kelly and seconded by Cllr. Daragh Fitzpatrick. Ms. Granville advised the zoning change cannot relate to the land zoned F: Open Space and Amenity (as per the red line) as this was an important corridor and an element of which had present day flood extents. The Members agreed to hold a vote on the Motions, items 109, 110 and 112, and to exclude the element referred to by Ms. Granville. The results of the vote was as follows; In favour – 27 Against – 1 Abstention – 3 The amended Motions were carried.	
Item No.	**Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett**	
113	MOTION - Lands at Osberstown, Sallins	**Chief Executive's Response**

	That the lands outlined in red on the Map attached to this Motion comprising of approximately 6.07ha be rezoned from Objective I – Agriculture “to retain and protect agricultural uses”, Objective E – Community & Education “to provide for community, recreation and educational facilities” Objective B – Existing Residential/Infill “to protect and enhance the amenity of established residential communities and promote sustainable intensification” To Objective C – New Residential - “to provide for new residential development” Planning Rationale – Proper Planning and Sustainable Development of the Area The lands in question have direct access to road frontage along Osberstown Cottages and are immediately adjoining the existing built-up area of Sallins and represents a logical and sequential expansion of the town. As shown on the Maps accompanying the Proposed Variation, the lands are located within 800m of the Sallins Train Station, are approx. 300m from the Old Bridge Sallins bus stop where the Route 139 bus serves Naas to Blanchardstown, via Maynooth, are adjacent to the Naas-Sallins Greenway along the Canal, have no identified heritage or environmental/ biodiversity constraints and are not subject to any identified flood risk. The Proposed Variation highlights that the lands in question are Tier 2 – serviceable in the lifetime of the Plan and are suitable to be zoned as a result (ie they have/can have access to roads, footpaths, foul drainage, water supply and surface water drainage).	The request to amend the zoning from ‘I: Agriculture’, ‘E: Community and Education’ and ‘B: Existing Residential/Infill’ to ‘C: New Residential’ is not accepted. The comment that the subject lands are located immediately adjoining the built-up area of Sallins and represents a logical and sequential expansion of the town is also not accepted. While it is acknowledged that the subject lands are Tier 2 and therefore serviceable during the lifetime of the Plan, other sites performed better in the Settlement Capacity Audit (SCA), compared to the subject site (Site No. 10 in the SCA), with respect to compact growth given their location to the town centre and location relative to the Sallins-Naas Train Station. The reference that the rezoning of the subject lands to facilitate residential development will assist in meeting the Government’s commitment to the delivery of 300,000 new homes nationwide by 2030 is noted. The Draft Plan provides for a unit growth which amounts to a 94% increase on the Core Strategy allocation, which exceeds the NPF allocation for Sallins. It is noted that a portion of the site extending to circa 0.46 hectares is owned by Kildare County Council and operates as an attenuation pond for flood over-spill from the M7 Motorway. The image below also indicates the presence of a wayleave together with the right to

	The rezoning of these lands, in tandem with the other zoned lands in the town will assist the Council in maintaining an adequate pipeline of housing supply in to the short, medium and long term. The lands are in single ownership and are capable of delivering additional housing units to Sallins in the short term and as a result and will assist in meeting the Government commitment to the delivery of 300,000 new homes nationwide by 2030. 	enter the property in favour of Kildare County Council. In this regard it is proposed to amend the land use zoning on the site to 'U: Transport and Utilities' to reflect the existing attenuation pond on the site.  **Chief Executive's Recommendation** Appendix A – Maps, Map V2B-10.1 Land Use Zoning, amend 0.46 hectares (hatched black) of land zoned 'I: Agriculture' to 'U: Transport and Utilities', as follows:

		
	Record	
	Item numbers 113, 114 and 115 were taken together. The motions were proposed by Cllr. Carmel Kelly and seconded by Cllr. Donna Phelan. Cllr. Bill Clear noted that the land was owned by one owner and the site was ready to go and it made sense to zone it residential. Cllr. Fintan Brett agreed and proposed going for a vote on the motion. Ms. Granville noted that there was an element of flooding on the site and suggested that element be excluded from the residential zoning. In addition, Ms. Granville noted that 0.46 hectares is owned by Kildare County Council and operates as an attenuation pond for flood over-spill from the M7 Motorway, and suggested amending the land use zoning on the site to 'U: Transport and Utilities' to reflect the existing attenuation pond on the site. The Members agreed to hold a vote on the Motions, and including the two amendments suggested by Ms. Granville. In favour -27 Against – 2 Abstention – 1 The amended Motions were carried.	
Item No.	**Motion: Cllr. Seamie Moore**	
114	Submission on CE Report Ref 419; That this available and fully serviced site of 5 Hectares plus c.1 Hectare as an Attenuation Pond, constructed by the NTA for the purposes of managing run-off water from the nearby M7, be zoned as future Residential in the	**Chief Executive's Response** See response to Item No. 113 above. **Chief Executive's Recommendation**

	Sallins Variation Plan. It already has a family home and the well known 'Acorn' creche on the same land holding. It is located on the Osberstown Road, within the Sallins Town Boundary and only a 10 minute walk from Sallins Rail Station and Sallins Town Centre. It is directly opposite the Sallins Oldbridge Housing Development on the Osberstown Road, separated only by the width of the road and it directly adjoins the long established Osberstown Cottages. It is magnetically close to Naas Town (2000m) and it now adjoins the perimeters of the recently proposed Naas NWQ Development Plan, separated only by the M7. The site can only be described as an in-filling site in this Residential Area and enjoys all of the facilities of the Sallins-Naas Grand Canal Greenway, as its western boundary. 	No change recommended.
	Record	
	Item numbers 113, 114 and 115 were taken together. The motions were proposed by Cllr. Carmel Kelly and seconded by Cllr. Donna Phelan. Cllr. .Bill Clear noted that the land was owned by one owner and the site was ready to go and it made sense to zone it residential. Cllr. Fintan Brett agreed and proposed going for a vote on the motion. Ms. Granville noted that there was an element of flooding on the site and suggested that element be excluded from the residential zoning. In addition, Ms. Granville noted that 0.46 hectares is owned by	

	Kildare County Council and operates as an attenuation pond for flood over-spill from the M7 Motorway, and suggested amending the land use zoning on the site to 'U: Transport and Utilities' to reflect the existing attenuation pond on the site. The Members agreed to hold a vote on the Motions, and including the two amendments suggested by Ms. Granville. In favour -27 Against – 2 Abstention – 1 The amended Motions were carried.	
Item No.	**Motion: Cllr. Bill Clear**	
115	That approximately 6.07 hectares of land at Osberstown, Sallins, be rezoned from Objective I: Agriculture, Objective E: Community and Education and Objective B: Existing Residential/Infill to Objective C: New Residential. Planning Rationale: These Tier 2 serviceable lands directly adjoin the existing built-up area of Sallins, representing a logical, sequential town expansion. Located within 800m of Sallins Train Station, 300m of the Route 139 bus stop, and adjacent to the Grand Canal Greenway, the site offers excellent sustainable transport links to Naas Town and particularly its schools. The lands have single ownership, direct road frontage, no environmental constraints, making them immediately capable of contributing to the short and long-term housing supply.	**Chief Executive's Response** See response to Item No. 113. **Chief Executive's Recommendation** No change recommended.
	Record	
	Item numbers 113, 114 and 115 were taken together. The motions were proposed by Cllr. Carmel Kelly and seconded by Cllr. Donna Phelan. Cllr. Bill Clear noted that the land was owned by one owner and the site was ready to go and it made sense to zone it residential. Cllr. Fintan Brett agreed and proposed going for a vote on the motion. Ms. Granville noted that there was an element of flooding on the site and suggested that element be excluded from the residential zoning. In addition, Ms. Granville noted that 0.46 hectares is owned by Kildare County Council and operates as an attenuation pond for flood over-spill from the M7 Motorway, and suggested amending the land use zoning on the site to 'U: Transport and Utilities' to reflect the existing attenuation pond on the site.	

	The Members agreed to hold a vote on the Motions, and including the two amendments suggested by Ms. Granville. In favour -27 Against – 2 Abstention – 1 The amended Motions were carried.	
Item No.	**Motion: Cllr. Carmel Kelly and Cllr. Fintan Brett**	
116	That Kildare County Council amend their current proposed H: Industrial & Warehousing zoned lands north of Sallins to include "C: New Residential" zoning along its southern extent. This C: New Residential" lands equates to approx. 6.5ha and its zoning would allow for the delivery of essential new homes on the lands as highlighted and identified on the map below. These lands are fully serviced in all aspects and are not subject to any third party agreements for any access. They are situated within the existing Sallins Town Boundary per 2016 LAP and benefit from immediate access to the Sallins by-pass. The lands are less than 900m away from Sallins/Naas Train Station and within a five minute walk to the nearest bus stops. The current Draft Settlement Plan proposal for H: Warehousing & Industrial zoning across this site is inappropriate given its close proximity to the Hillview Estate and Sallins Park Estates, and therefore the added "C: New Residential" zoning proposed by this motion is more appropriate and in keeping at this location.	**Chief Executive's Response**: The Economic Strategy of the Kildare County Development Plan identifies two areas in the county as economic clusters, one of which is the Sallins-Naas-Newbridge Economic Cluster. Section 5.2.4 of the Sallins Settlement Plan recognises the strategic opportunity the Bodenstown Employment Area presents for economic development given its scale, profile, high quality connectivity; offering substantial capacity to accommodate a diverse mix of employment generating uses whilst, leveraging connectivity and access to a strategic transport network to fulfil its role within the Sallins-Naas-Newbridge Economic Cluster. The zoning of the significant Bodenstown Employment Area as part of the Economic Cluster is welcomed by the Office of the Planning Regulator (Submission 381, Section 3 of the Chief Executive's Report) and the Office highlights the high-level of connectivity to the regional and national transport network along with the potential for the site to meet the identified sectoral growth opportunities to address the issue of the target job ratio in Sallins, which at 0.25 falls far short of the

Figure 1 - Mark up of Proposed C New Residential Zoning on KCC Draft Settlement Plan Map

0.70 recommended by the Kildare County Development Plan 2023-2029 (as varied).

In terms of national and regional planning policy, the zoning of the subject lands for employment accords with NSO 5 of the National Planning Framework which supports a strong economy, supported by enterprise, innovation and skills. As already outlined, the subject lands are located within the Sallins-Naas-Economic Cluster with connectivity to a strategic transport corridor to fulfil its role within the economic cluster. Sallins is recognised in the Regional Spatial and Economic Strategy 2019-2031 (RSES) as being one of the towns across the region which recorded the population growth rates in the country over the last ten years (>32%), and which have lower levels of employment provision. Therefore, it is imperative that this strategic landbank is preserved for employment to enable economic and employment-based development opportunities in Sallins to match and catch-up on housing delivery to provide for employment growth and reverse commuting patterns.

The reference made with respect to the subject lands being located within the Sallins Local Area Plan 2016-2022 boundary is noted. However, the boundary of the local area plan, serves solely as a land use planning boundary and therefore not a relevant consideration with respect to the location of residential development. The development of the subject lands for housing would represent urban sprawl on the edge of Sallins,

		whereas national policy guides towards the development of central accessible locations close to public transport nodes. With regard to the delivery of essential new homes, the Draft Plan provides an increase of 94% on the Core Strategy allocation. Therefore, the Draft Plan provides for 1,306 housing units and the Chief Executive's Recommendations comprise of an additional circa 300 units, which would result in a population increase in excess of 4,300 persons representing a 40% increase on the Census 2022 population. Accordingly, no further additional lands are required for residential development to meet the requirements of the CDP Core Strategy or the NPF Implementation: Housing Growth Requirements Guidelines (2025), as sufficient lands in excess of the requirement have been identified for the development of housing. In order to accommodate the proposed high level of population growth it is imperative that this Plan provides substantial land for employment and job creation. The subject site being located within the Sallins-Naas-Economic Cluster with connectivity to a strategic transport corridor is of strategic importance for economic development for County Kildare and the wider region. The comment that the current Draft Settlement Plan proposal for H: Warehousing & Industrial zoning across

		this site is inappropriate given its close proximity to the Hillview Estate and Sallins Park Estates, and therefore the added 'C: New Residential' zoning proposed by this motion is more appropriate and in keeping at this location is not accepted. In fact, it is noted that Figure 1 (as attached to this Motion) indicates a proposed layout where lands zoned as 'H: Warehousing and Industrial' share a boundary with lands zoned 'C: New Residential'. Furthermore, the detail of proposed access link to the 'C: New Residential' lands from the R407 (Clane Road) is not indicated on Figure 1. In relation to the development of the subject lands for employment use, the Transport Design Team of Kildare County Council supports the development of a 4th spur off the Bypass roundabout to access the employment lands, which would not be considered suitable to accommodate the volume or nature of traffic associated with residential development and employment uses at this location. The Chief Executive's Report recommends amended text under *Urban Design Principles and Green* and *Blue Infrastructure, Landscaping and Surface Water Drainage* of the Bodenstown Employment Area in Section 10 of the Draft Plan to require that the height and massing of the proposed build form should not have a negative impact on adjacent residential properties and that a landscaped berm located within a buffer area of a minimum 20 metres should be provided, the scale of which should be determined

		based on the height and massing of the proposed build form. Also, the proposed development of the Bodenstown Employment lands should incorporate appropriate tree planting along internal streets and the landscaped berm, to define the street layout and provide visual separation between industrial units and adjoining properties. **Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take item numbers 116, 117, 118 and 119 together. The Motions were proposed by Cllr. Fintan Brett and seconded by Cllr. Daragh Fitzpatrick. Cllr. Brett considered that the land was located in a site that would comply with sequential planning, that the site could be accessed and that the developer had a good record of housing delivery. Ms. Granville reminded the Members that they had already granted a number of additional sites and that delivery would have an impact on school places. Cllr. Carmel Kelly supported the Motion and observed that there was scope for additional employment opportunities in Millenium Park and that people needed housing. Cllr. Padraig Mc Evoy expressed concern at zoning for additional housing and noted that the lack of school places, the lack of employment-zoned land, the additional infrastructural pressure that would occur as a result. The Members agreed to vote on the Motion. The vote was as follows; In favour – 22 Against – 5 Abstentions 4 The Motions were carried.	
Item No.	**Motion: Cllr. Bill Clear**	
117	Westar Lands That 6.5 ha of western portion of landholding from…. H: Industrial and Warehousing to C: New Residential.	**Chief Executive's Response** The subject of this request has been dealt with comprehensively in Item No. 116 above.

	 Figure 1 - Mark up of Proposed C New Residential Zoning on KCC Draft Settlement Plan Map	**Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take item numbers 116, 117, 118 and 119 together. The Motions were proposed by Cllr. Fintan Brett and seconded by Cllr. Daragh Fitzpatrick. Cllr. Brett considered that the land was located in a site that would comply with sequential planning, that the site could be accessed and that the developer had a good record of housing delivery. Ms. Granville reminded the Members that they had already granted a number of additional sites and that delivery would have an impact on school places. Cllr. Carmel Kelly supported the Motion and observed that there was scope for additional employment opportunities in Millenium Park and that people needed housing. Cllr. Padraig Mc Evoy expressed concern at zoning for additional housing and noted that the lack of school places, the lack of employment-zoned land, the additional infrastructural pressure that would occur as a result. The Members agreed to vote on the Motion. The vote was as follows; In favour – 22 Against – 5 Abstentions 4 The Motions were carried.	

Item No.	Motion: Cllr. Bill Clear	
118	That the Draft Sallins Settlement Plan be amended to change approximately 6.5 hectares along the southern extent of the proposed H: Industrial and Warehousing lands north of Sallins to C: New Residential zoning. This change is appropriate as these fully serviced, accessible lands sit within the town boundary and provide a more suitable transition adjacent to existing residential estates. *Figure 1 - Mark up of Proposed C New Residential Zoning on KCC Draft Settlement Plan Map*	**Chief Executive's Response** See response to Item No. 116 above. **Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take item numbers 116, 117, 118 and 119 together. The Motions were proposed by Cllr. Fintan Brett and seconded by Cllr. Daragh Fitzpatrick. Cllr. Brett considered that the land was located in a site that would comply with sequential planning, that the site could be accessed and that the developer had a good record of housing delivery. Ms. Granville reminded the Members that they had already granted a number of additional sites and that delivery would have an impact on school places. Cllr. Carmel Kelly supported the Motion and observed that there was scope for additional	

	employment opportunities in Millenium Park and that people needed housing. Cllr. Padraig Mc Evoy expressed concern at zoning for additional housing and noted that the lack of school places, the lack of employment-zoned land, the additional infrastructural pressure that would occur as a result. The Members agreed to vote on the Motion. The vote was as follows; In favour – 22 Against – 5 Abstentions 4 The Motions were carried.	
Item No.	**Motion: Cllr. Seamie Moore**	
119	Submission on CE Report ref 345 Future Industry & Warehousing contributions to the Enterprise and Employment Sector of Sallins will always be low-scaled in proportion and opportunities because of nearby competitiveness of much-higher-profiled sites, with many more competitive factors and location suitabilities, like the NWQ, Millennium Park, Naas Town and the Economic Corridor from Newhall to Newbridge, all in close proximity to Sallins. The proposed zoning of 40 acres (16 Hectares) is out of proportion for even a 10,000 populated Sallins. In the interests of balance it is proposed that the existing zoned lands for Industry & Warehousing on the north side of Sallins should be reduced to 9.5 hectares and the adjoining lands, in the same ownership, be zoned as Strategic Reserve, to accommodate any future Enterprise & Employment or Residential Zonings for a future Sallins. The remaining 6.5 Hectares of Industry & Warehousing should be zoned Residential to benefit the sequential linkage with adjoining and existing Residential Sites and to sustainability mobility links with nearby Sallins & Naas Rail Station, and access to the Sallins By-Pass Route Facility and to the M4 and M7. Submission on CE Report Ref 345;	**Chief Executive's Response** The majority of the content of this Motion, which refers to the Bodenstown Employment Area, has already been extensively dealt with in the response to Item No. 116 above. It is noted that no map or evidence of the extent of the landownership in question accompanies the motion. According to Section 10.1.5 of the Draft Plan, the Bodenstown Employment area extends 18.63 hectares, which is zoned 'H: Industry and Warehousing' to facilitate employment growth in Sallins. It is noted that this motion states that the proposed zoning of 40 acres (16 hectares) is out of proportion for even a 10,000 population, which is not accepted. Chapter 5 Economic Development sets out the rationale for the zoning of the subject lands for employment, which, inter alia, identifies the job ratio for the settlement, which is 0.25 meaning that for every

	That an element of the Enterprise & Employment Zoning at the junction of the Clane Road and the Sallins By Pass Road be re-distributed to adjoining lands in the same Westar Group ownership and allow an infill site of 6.5 Hectares to be zoned Residential alongside and parallel with the existing Residential Estate on the Clane Road and that the remaining element of the site be zoned Strategic Reserve to accommodate any future zoning requirements for Residential, Enterprise or Employment in a future Sallins Variation Plan.	100 resident workers living in the Census 2022 defined Built-Up Area of Sallins, there are only 25 jobs based in the town (Table 5.2 of the Draft Plan). Also, the job ratio for Sallins falls far short of the 0.70 recommended in the CDP. Table 5.3 of the Draft Plan outlines the number of jobs and shortfall when applied to the resident workforce and projected population growth for the town using a low (0.50) and high (0.70) job ratio required to meet the proposed job ratio targets. It is considered appropriate to increase the job ratio to 0.50, which would provide for 1,715 additional jobs during the lifetime of the Plan. Based on this projected population and job ratio requirement, Section 5.2.2.1 Enterprise and Employment Land Zoning Methodology sets out the zoned land requirement to accommodate the additional jobs target in recognition of the Bodenstown Employment Area's designation as part of the Sallins-Naas-Newbridge Economic Cluster. Sallins is recognised in the Regional Spatial and Economic Strategy 2019-2031 (RSES) as being one of the towns across the region which recorded the population growth rates in the country over the last ten years (>32%), and which have lower levels of employment provision. Therefore, it is imperative that this strategic landbank is preserved for employment to enable economic and employment-based development opportunities in Sallins to match and catch-up on housing delivery to provide for employment growth and reverse commuting patterns.

		Furthermore, it should be noted the zoning of land for economic development has been informed by an infrastructural assessment which is published alongside the Draft Plan as the Settlement Capacity Audit (SCA). **Chief Executive's Recommendation** No change recommended.
	Record	
	It was agreed to take item numbers 116, 117, 118 and 119 together. The Motions were proposed by Cllr. Fintan Brett and seconded by Cllr. Daragh Fitzpatrick. Cllr. Brett considered that the land was located in a site that would comply with sequential planning, that the site could be accessed and that the developer had a good record of housing delivery. Ms. Granville reminded the Members that they had already granted a number of additional sites and that delivery would have an impact on school places. Cllr. Carmel Kelly supported the Motion and observed that there was scope for additional employment opportunities in Millenium Park and that people needed housing. Cllr. Padraig Mc Evoy expressed concern at zoning for additional housing and noted that the lack of school places, the lack of employment-zoned land, the additional infrastructural pressure that would occur as a result. The Members agreed to vote on the Motion. The vote was as follows; In favour – 22 Against – 5 Abstentions 4 The Motions were carried.	

35

Proposed Material Alteration
Chapter 6 Green and Blue Infrastructure, Section 6.6.1 Osberstown Attenuation Pond, amend the text and Table 6.1, as follows:

Section 6.6.1 Osberstown ~~Attenuation Pond~~
The County Kildare Wetland Survey 2012-2014 identified 231 wetlands for local biodiversity interest in the county, 125 are rated A (International), B (National), C+ (County) and C (Local) importance. The list includes one wetland site in Sallins, ~~the~~ Osberstown ~~Attenuation Pond~~ (KWS Site Code 17~~7~~*8*), which is located on lands zoned 'F: Open Space and Amenity' located immediately south of the Sallins Link Road in an area that is located between the River Liffey floodplain and the Grand Canal, as illustrated on Map V2B-6.1 (Green and Blue Infrastructure). The Survey ranks the wetland as follows:

Table 6.1: Ranking of *the* Osberstown ~~Attenuation Pond~~ *Wetland* in the County Kildare Wetland Survey 2012-2014

KWS Site Code	Site Name	Ranking
17~~7~~*8*	Osberstown ~~Attenuation Pond~~	~~C~~*E* ~~High~~ *Low* Value, locally important
~~• This site is ranked as a high value, locally important wetland site that has a high degree of naturalness and high biodiversity and is home to wild bird species that include swans that are protected under the Wildlife Act 1976-2018.~~ • ~~This site will support a wider range of plant and animal species within the wetland ecosystem and will improve ecological connectivity with the River Liffey to the west and the Grand Canal to the south of the site.~~		

NOTE: In the event that Item No. 107 is accepted there will be consequential changes to text in this Proposed Material Alteration.

Record

The Proposed Material Alteration as amended by Item number 107 to include "The Osberstown Wetland is recorded under Table 2.6 County Kildare Wetlands Survey Sites of Section 12.11 of the Kildare County Development Plan 2023-2029 (as varied)," was proposed by Cllr. Carmel Kelly and seconded by Cllr. Bill Clear and agreed by the Members.

List of Typographical Errors

The following typographical errors are noted in Proposed Variation No. 6. This rectification of these errors are considered a non-material change which will be made to the Proposed Variation on foot of its final adoption.

Chapter 1 – Introduction and Context

Typographical Error No. 1

Section 1.2 Approach taken in Formulating this Plan:

The environmental reports published alongside the Plan include a Screening for Appropriate Assessment (AA) Report, a Strategic Environmental Assessment (SEA) Screening Report, ~~an addendum to the~~ Strategic Flood Risk Assessment (SFRA) Report and a Surface Water Management Strategy. These focused reports should be examined in the context of the environmental reports that accompany the CDP.

Typographical Error No. 2

Section 1.4 Socio Demographic Profile, Subsection 1.4.1 Population Profile:

Over the last 30 years Sallins has experienced a substantial increase in population. The most notable change occurred between 1996 and 2002, when the population increased by 242% from ~~843~~ *854* persons to 2,922 persons which can be attributed to the reopening of the railway station in 1994 and an associated increase in housebuilding in the 1990's (see Table 1.1 overleaf). It is further noted that Sallins more than doubled its population from 2,922 persons in the year 2002 to 6,269 persons recorded in Census 2022.

Typographical Error No. 3

Section 1.4 Socio Demographic Profile, Subsection 1.4.6 Social Deprivation:

The Pobal Trutz Haase and Jonathon Pratschke (HP) Deprivation Index for 2022 recorded that Sallins and the immediate hinterland to the north and east is predominantly classified as 'Marginally above Average' in socio-economic terms (see (~~Figure 1.6~~ *Figure 1.5* below). A cluster of three small areas in the more densely populated area at the northern end of the town are categorised as being 'Marginally Below Average'. There is one area categorised as 'Very Affluent' in the southeast area of the town. The remaining areas of the town and the hinterland to the west and south of the town are categorised as 'Affluent'.

Typographical Error No. 4

Section 1.4 Socio Demographic Profile, Subsection 1.4.6 Social Deprivation:

The socio-demographic *profile* of Sallins indicates a growing settlement with a relatively young population that have a high level of educational attainment compared to the population of County Kildare and the State. The relatively high level of educational attainment is associated with higher employment levels and reflects the professional and skilled workforce residing in the area. The town's accessibility links to major

employment centres has contributed to population growth and residential development that includes *a* high proportion of family households as well as a high proportion of one and two-person households.

Typographical Error No. 5
Section 1.5 Overview of Key Issues Affecting the Development of Sallins, Table 1.5 A SCOT Analysis of Sallins:

Opportunities	• Transform underutilised and vacant lands in the town centre. • Capitalise on the town's strategic location along the Grand Canal Greenway to expand the existing tourism base and promote small-scale tourism enterprises to strengthen the local economy and vitality of the town. • Promotion of self-sufficiency for Sallins by encouraging and supporting new economic development where it serves to consolidate the town centre and enhances the existing built fabric by developing employment lands to fulfil the town's designation as part of the Sallins-Naas-Newbridge Economic Cluster. • Potential of the Grand Canal Greenway as a strategic active travel *route* ensuring that residents have access to a high-quality, low-carbon travel and leisure route *to* ~~and~~ strengthens the connection between local neighbourhoods and key amenities. • Opportunities arising from the development of the Northwest Quadrant Masterplan lands including proposed transport links between the lands and the Naas-Sallins Railway Station.

Chapter 2 - Compliance with Kildare County Core Strategy
Typographical Error No. 6
Section 2.3 Phased Residential Development 2029 and Beyond, Subsection 2.3.2 Building Heights:
~~This Plan identifies lands that are zoned and lands zoned MU: Mixed Use that are located south of and adjacent to the Sallins-Naas Railway Station as being suitable for the integration of taller buildings that are taller than the prevailing building heights in Sallins, subject to high quality design and cognisance of the receiving environment.~~

Chapter 3 - Social Infrastructure
Typographical Error No. 7
Section 3.2 Summary of Social Infrastructure Requirements:
Table 3.1 sets out an overview of the social infrastructure requirements of Sallins up to the end of the Plan period and beyond as determined by the Social Infrastructure Audit. Figure 3.1 also outlines an indicative location for ~~each~~ *some* of the themes detailed in Table 3.1.

Typographical Error No. 8
Section 3.2 Summary of Social Infrastructure Requirements, Table 3.1: Summary of Social Infrastructure Requirements:

Existing Infrastructure	Specific Social Infrastructure Requirements	Identified Location	Delivery Mechanism
Education			
0 Post-primary School	996 persons of post-primary pupil places.	The 'E2: Community and Education' lands have been identified and zoned for *a* post-primary school.[2]	Department of Education and Youth

[2] The post primary school will avail of the open space and recreation spaces associated with the Sallins Amenity lands.

Typographical Error No. 9
Section 3.3 Social Infrastructure Objectives, Objective SIO 3.1:
SIO 3.1 Support and facilitate improvements and expansion of the existing primary school facilities, including special ~~needs~~ education *needs* and the provision of new schools and further educational opportunities which may arise, at appropriate locations.

Chapter 4 - Town Centre Regeneration and Delivering Place Quality
Typographical Error No. 10
Section 4.1 Prioritising the Centre, amend second paragraph and delete footnote as follows:
The viability, attractiveness and economic prosperity of the town centre is paramount to the Government's Town Centre First policy approach. This approach recognises the importance of the town centre for enabling economic development using funding streams such as the ~~Urban Regeneration and Development Fund (URDF)[16]~~ *Towns and Cities Regeneration Investment Fund, which was launched on 5th March 2026.*

~~[16] The Programme for Government 2025 – Securing Ireland's Future, stated that that there would be a Towns and Cities Infrastructure Investment Fund established to replace the Urban Regeneration and Development Fund (URDF).~~

Chapter 7 - Built Heritage and Archaeology
Typographical Error No. 11
Section 7.2 Record of Protected Structures (RPS), Table 7.1 Protected Structures in Sallins:

RPS No.	NIAH No.	Structure Name and Location	Description
B19-55	N/A	~~435~~ *433* Railway Terrace	House

Chapter 8 - Movement and Active Travel
Typographical Error No. 12
Section 8.3 Movement and Active Travel Measures, Table 8.2 Movement and Active Travel Measures:

Measure No.	Measure	Delivery Timeframe
Permeability		
P 65	Create footpath on existing roads to link Osberstown Cottages – Osberstown Road – Naas Branch Greenway – Sallins Bypass	Long Term (6-10 Years)

Chapter 10 - Implementation
Typographical Error No. 13
Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.2 Link Road KDA:
Built Form and Urban Structure

The architectural approach should be sensitive and of a high-quality, responding appropriately to the protected structure of Home Farm House located south-west of the site and south of the Sallins Link Road. The development should create a strong focal point at the corner of Main Street and Sallins Link Road, that attracts footfall and activity towards the existing and proposed mix use developments in the southeastern portion of the site. The uses envisaged are local retail/retail services, along with alternative commercial uses such as offices, medical and ~~health~~ *healthcare* facilities. The crèche should occupy a prominent location within the development, incorporate passive surveillance, safe active travel access and convenient vehicular drop-off arrangements.

Typographical Error No. 14
Section 10.1 Key Development Areas (KDAs) and Employment Area, Subsection 10.1.5 Bodenstown Employment Area:
Green Infrastructure, Landscap~~e~~ing and Surface Water Drainage

Typographical Error No. 15
Section 10.2 Implementation and Infrastructure Delivery Schedule, Table 10.2 Implementation and Infrastructure Delivery Schedule:

Home Farm House Key Development Area (KDA) – A: Town Centre		
Required Infrastructure	**Delivery Schedule**	**Funding Source**
Open Space		
Provision of a new public space on the site and adjacent to the ~~Royal Canal Greenway~~ *Grand Canal Greenway*.	In tandem with new development.	Developer

Typographical Error No. 16
Section 10.3 Land Use Zoning Objectives, Table 10.3 Land Use Zoning Objectives:

H	**Industry and Warehousing**	**To provide for manufacturing, warehousing and industrial development.** Bodenstown Employment Area *Urban Design Framework* (refer to Section 10).

On the proposal by Cllr. Carmell Kelly, seconded by Cllr. Fintan Brett, the 16 non-material changes were agreed by the Members.

Mr. Maher read the following resolution for the record.

RESOLUTION in accordance with Section 58.(12)(d) of the Planning and Development Act 2024 (as amended).

Following consideration of:

a. **Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023-2029 (as varied)**
b. **Chief Executive's Report on Submissions Received to Proposed Variation No. 6 (dated 16th of June 2026)**
c. **Meeting Report on the Chief Executive's Report and Motions received on Proposed Variation No. 6 (Sallins Settlement Plan) of the Kildare County Development Plan 2023 - 2029 (as varied)**

at a Special Meeting of Kildare County Council held on the 27th of July 2026, that the Material Alterations to Proposed Variation No. 6 be placed on public display in accordance with Section 58.(13)(a)(ii) of the Planning and Development Act 2024 (as amended).

On the proposal of Cllr. Bill Clear and seconded by Cllr. Fintan Brett, the Members agreed that the Material Alterations to Proposed Variation No. 6 be placed on public display in accordance with Section 58.(13)(a)(ii) of the Planning and Development Act 2024 (as amended).

The Cathaoirleach thanked all in attendance for their contributions towards the smooth running of the meeting.

The meeting concluded.