



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

22<sup>nd</sup> April 2026



**Comhairle Contae Chill Dara**  
Kildare County Council

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## **1. Introduction and Context**

### **1.1 Background to the Sallins Settlement Plan**

It is an objective (CS 09) of the Kildare County Development Plan (CDP) 2023-2029 (as varied) to *ensure that up-to-date settlement plans (specifics to be determined through the County Development Plan review/variation) are in place for those County Kildare settlements in the Settlement Hierarchy in accordance with the obligations of the planning legislation and in accordance with relevant Ministerial Guidelines, regional planning objectives, and the County Development Plan.* In this regard, a Settlement Plan is being prepared for the town of Sallins.

The Sallins Settlement Plan (hereafter referred to as ‘the Plan’) is being prepared by way of a statutory Variation to the Kildare County Development Plan 2023-2029 (as varied) under Section 58 of the Planning and Development Act 2024 (as amended) and in accordance with Objective CS 09. It will replace the Sallins Local Area Plan 2016-2022, as there is no longer a legislative provision for local area plans under the Planning and Development Act 2024, which was signed into law on 17 October 2024.

#### **1.1.1 The Purpose and Role of the Sallins Settlement Plan**

The Plan sets out an overarching strategy to guide and manage the proper planning and sustainable development of Sallins over the remaining period of the County Development Plan (CDP). The Plan comprises a written statement and is accompanied by a suite of maps (Appendix A). The written statement shall take precedence over the maps should any discrepancy arise between them.

Whilst it is noted that Volume 1 outlines a range of policies and objectives which support sustainable development across the county, many of which are applicable to Sallins, the role of the Settlement Plan is not to duplicate these but rather to build on them by providing for additional locally tailored and site-specific provisions and objectives, developed in response to the settlement’s unique landscape and development characteristics and requirements. Accordingly, to avoid unnecessary repetition, the overarching policies and objectives of Volume 1 will not be restated in the Plan. It is therefore imperative that this Plan is read in tandem with Volume 1 and any relevant appendix of the CDP.

### **1.2 Approach taken in Formulating this Plan**

Spatial planning reforms over the past number of years have sought to ensure that the preparation of all statutory plans incorporate a more robust evidence-led approach. Accordingly, a comprehensive suite of data-based stand-alone supporting documents informs 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.

In addition, a number of stand-alone supporting documents provide for an evidenced approach to the formulation of the written statement, as follows:

- Settlement Capacity Audit
- Social Infrastructure Audit
- Naas-Sallins Transport Strategy

The above supporting documents will each be discussed in more detail, within relevant chapters, throughout the Plan. It should be noted that all of these documents have been published alongside the Plan, with the exception of the Naas-Sallins Transport Plan which was previously published on the Kildare County Council website. Furthermore, the Green and Blue Infrastructure Map (Map V2B-6.1) is based on an updated revision of the Green Infrastructure Map, which was produced as an output of the Sallins Habitat Survey and Green Infrastructure Mapping (2015).

## **1.3 Sallins in Context**

### **1.3.1 Spatial Planning Context**

Sallins is located in the 'Core Region' of the Eastern and Midland Regional Assembly area, which includes commuter counties surrounding the Dublin Metropolitan Area. The Settlement Hierarchy of the Kildare County Development Plan 2023-2029 (as varied) (CDP) has identified Sallins as a 'town' with local service and employment functions near higher order urban areas.

### **1.3.2 Historical Growth and Present Development Context**

Sallins is a historic canal and railway town located in north County Kildare, approximately 3km north of Naas and 30km southwest of Dublin. Development originated with the opening of the Grand Canal in 1780, which established the town as a transport and trading point. The opening of the railway station in 1846 reinforced its role as a local service and transport hub. However, with the decline of the canal system and later the railway, the importance of the town as a transport hub declined and growth stagnated resulting in the closure of the railway station to passenger traffic in 1963 and to freight in 1975.

The re-opening of the railway station in 1994 has led to the re-emergence of Sallins as an important transport hub. Today, the Sallins and Naas Railway Station services the Intercity service between Dublin and the provincial cities of Cork, Galway, Limerick and Waterford and all intermediate stations. It also services the commuter service between Portlaoise and Heuston Station and the Grand Canal Dock, Dublin.

Sallins has experienced rapid population growth since the re-opening of the railway station, which has led to the development of residential development located to the north of the town along the Clane Road and later to the north, south and west of the town.

The River Liffey, which flows in a south-north direction approximately 1km west of the town and the Grand Canal, including the Naas Branch which extends to Naas Harbour, are significant features of the landscape. The Grand Canal Greenway, which provides sustainable transport links to Dublin City and westwards to Shannon Harbour in County Offaly has become the focal point of social and recreational activities in the town. The River Liffey and the Grand Canal offer amenity, biodiversity, landscape and recreational value and include features such as the Leinster Aqueduct and bridges which are of cultural and historic significance.<sup>1</sup>

Sallins benefits from excellent access to the national road network providing routes across the region. The Sallins Bypass connects the town to the M7 Motorway at Junction 9a. The M7 Motorway serves as a vital trunk road linking Dublin to Limerick and provides the fastest routes to Cork (via the M8) and Waterford (via the M9). The R407 links to the M4 Motorway that passes circa 17km to the north of the town and the M7 Motorway bypasses the town immediately adjacent to the settlement's southern boundary.

## **1.4 Socio Demographic Profile**

### **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 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.

The provided demographic profile data relates to the area within the 2022 Built-up Area boundary (BUA) of Sallins, as defined by the Central Statistics Office (CSO) and outlined on Map V2B-10.2 (Implementation).

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<sup>1</sup> The Leinster Aqueduct is located outside the Plan area.

**Table 1.1:** Population Change 1996-2022

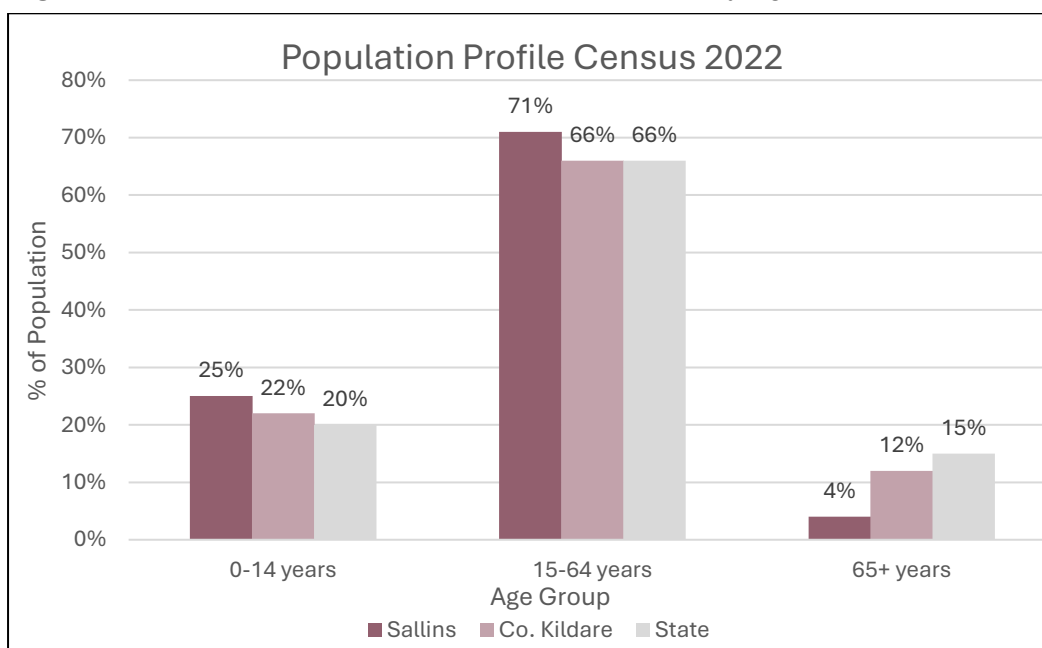
Census Year	1996	2002	2006	2011	2016	2022
Population	854	2,922	3,806	5,283	5,849	6,269
% Change from Previous Census	-	242%	30%	39%	11%	7.2%

Source: Census 2022

### 1.4.2 Age Profile

Census 2022 records that Sallins has a higher proportion of population within the 0-14 age group (25%) than either County Kildare as a whole (22%) or the State (20%) (see Figure 1.1 below). Again, the proportion of the working population in the 15-64 age group (71%) exceeds that of the county (66%) and the State at 66%. However, the proportion of the population aged 65+ (4%) is lower than the county at (12%) and the State at (15%).

**Figure 1.1:** Census 2022 Population Profile of Sallins by Age Group



Source: Census 2022

**Table 1.2:** Average Age of Population

	Sallins	Kildare	State
Average Age	33.2	36.9	38.8

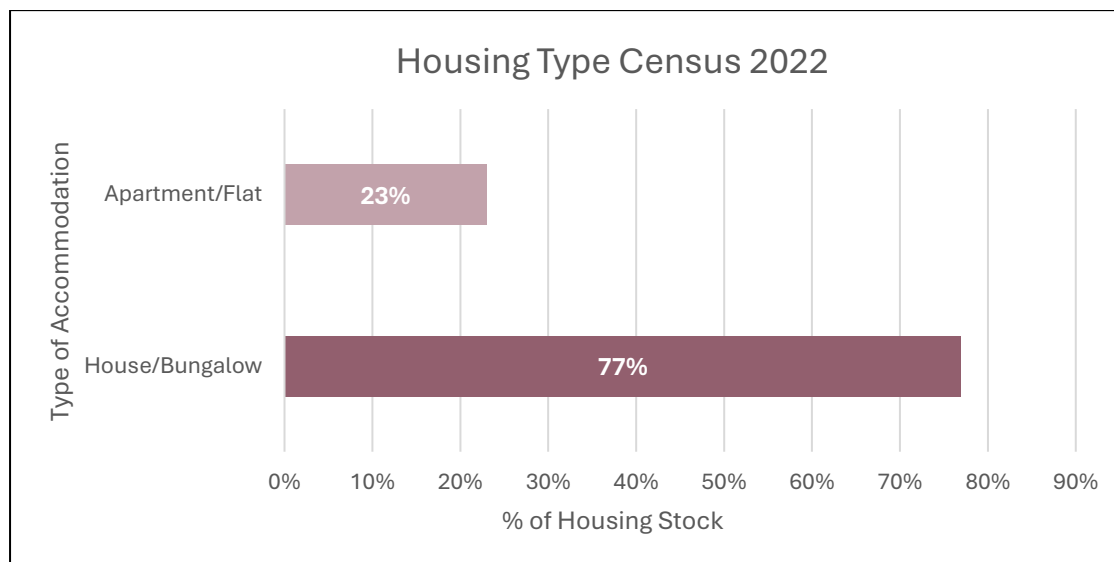
Source: Census 2022

According to Census 2022 Sallins has a younger population when compared with County Kildare and the State average, reflecting its role as a growing settlement with a significant proportion of young families.

### 1.4.3 Housing Stock and Household Size

Census 2022 records indicate that the majority of the population of Sallins (77%) live in a house/bungalow and 23% of the population live in an apartment/flat.

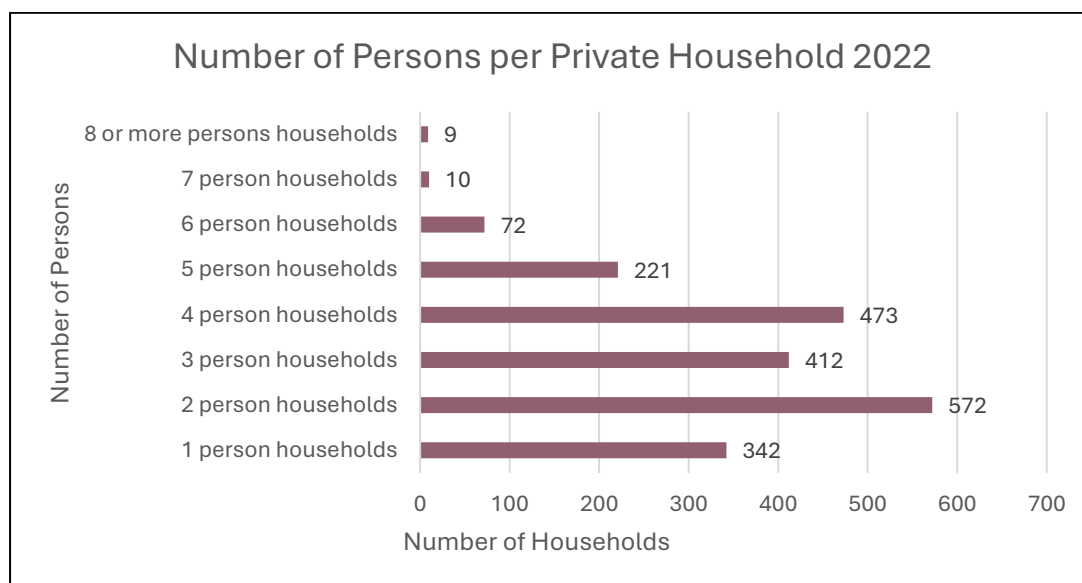
**Figure 1.2:** Percentage of Housing Stock



Source: Census 2022

Census 2022 records indicate that there were 2,087 private households in Sallins. As outlined earlier, most of these housing units were built between the 1991 and 2010 (1,149), which equates to 55% of the private households recorded in Census 2022. Records indicate that between 2011 and 2021 only 324 housing units were completed in Sallins.

**Figure 1.3:** Number of Persons per Household 2022



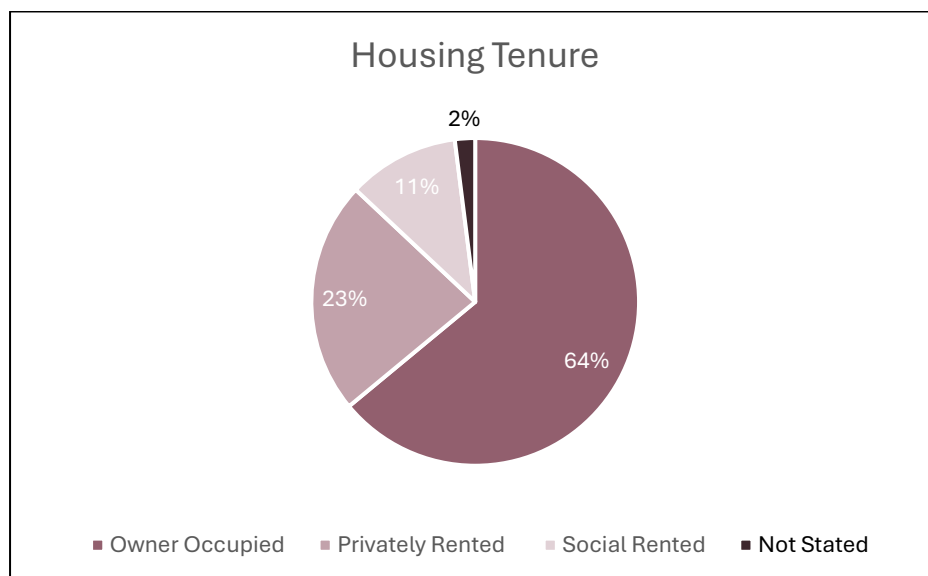
Source: Census 2022

Census 2022 records indicate that the average household size in Sallins as being 2.97 persons per household, which is slightly lower than the average recorded for County Kildare (2.99) but higher than the State, which records the average household size as 2.79.

#### 1.4.4 Housing Tenure

Census 2022 records 64% of all households in Sallins as being owner occupied whilst 23% of households are privately rented and 11% being social rented.

**Figure 1.4:** Housing Tenure in Sallins



Source: Census 2022

Compared to Kildare County and the State a lower percentage of the housing stock in Sallins is privately owned while the proportion of the housing stock that is privately or social rented is higher as shown in Table 1.3 below.

**Table 1.3:** Housing Tenure Breakdown 2022

	Sallins	County Kildare	State
<b>Owner Occupied</b>	64%	71%	65.9%
<b>Privately Rented</b>	23%	15%	18%
<b>Social Rented</b>	11%	10%	10%

Source: Census 2022

The vacancy rate recorded for Sallins in Census 2022 was 5% which is similar to the figure for County Kildare 5.1%.

#### 1.4.5 Educational Attainment

Census 2022 demonstrates a relatively higher level of educational attainment in Sallins when compared with the wider county and State averages, with a larger

share of residents holding third-level qualifications. This trend is also reflected in the proportion of the population that has achieved a higher secondary education and a technical/apprentice/certificate qualification as shown in Table 1.4 below.

**Table 1.4:** Educational Attainment for Persons Aged 15 and Over in 2022

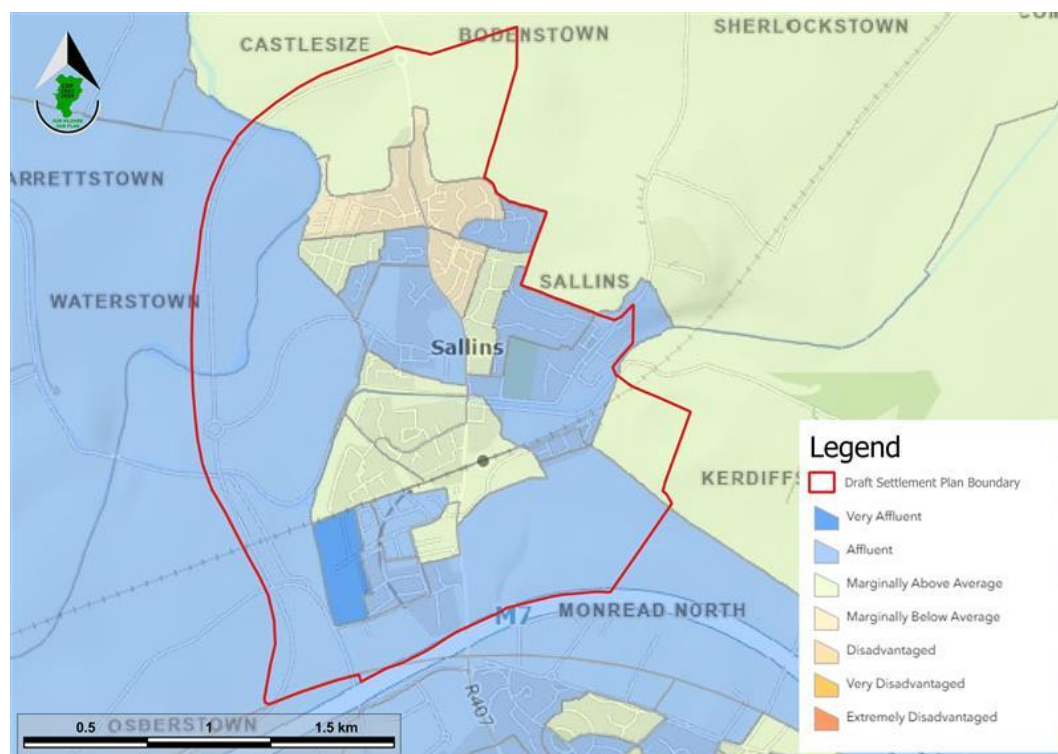
	No formal Education / Primary	Higher Secondary	Technical / Apprentice / Certificate	Third level or higher
Sallins	4.0%	25.0%	21.0%	46.0%
Kildare	8%	18.6%	13.6%	42.7%
State	9.8%	18.1%	13.1%	39.2%

Source: Census 2022

### 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 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’.

**Figure 1.5:** Pobal HP Deprivation Map 2022 of Sallins and Environs



Source: Census 2022

The socio-demographic 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 high proportion of family households as well as a high proportion of one and two-person households.

## 1.5 Overview of Key Issues Affecting the Development of Sallins

A SCOT analysis is broken into key Strengths, Challenges, Opportunities and Threats (SCOT) affecting Sallins. This SCOT analysis outlines the balance between the strengths and challenges Sallins faces, while identifying opportunities for sustainable development and risks to be mitigated. This analysis is detailed in Table 1.5 below.

**Table 1.5:** A SCOT Analysis of Sallins



<b>Strengths</b>	<ul style="list-style-type: none"> <li>• Significant blue and green infrastructure in and around Sallins supporting biodiversity, habitats, and ecological connectivity throughout the town.</li> <li>• Strategic and accessible location with excellent road link to the M7 Motorway and Intercity rail connectivity (Dublin-Cork-Galway-Limerick-Waterford lines) with links to Junction 9A and the M7 Motorway and commuter service between Portlaoise and Heuston Station and the Grand Canal Dock, Dublin.</li> <li>• The availability of undeveloped employment lands at Bodenstown within the Sallins-Naas-Newbridge Economic Cluster provide a significant opportunity to accommodate local employment opportunities to serve the existing and future population within the wider employment cluster.</li> </ul>
<b>Challenges</b>	<ul style="list-style-type: none"> <li>• Oversubscribed education facilities, healthcare services, childcare providers and other public services to meet the existing demand and provide for future population growth.</li> <li>• Lack of permeability across the Canal and in residential estates with large volumes of traffic passing through town centre despite the opening of the Sallins By-Pass.</li> </ul>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Opportunities</p>	<ul style="list-style-type: none"> <li>• Transform underutilised and vacant lands in the town centre.</li> <li>• 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.</li> <li>• 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.</li> <li>• Potential of the Grand Canal Greenway as a strategic active travel ensuring that residents have access to a high-quality, low-carbon travel and leisure route and strengthens the connection between local neighbourhoods and key amenities.</li> <li>• Opportunities arising from the development of the Northwest Quadrant Masterplan lands including proposed transport links between the lands and the Naas-Sallins Railway Station.</li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Threats</p>	<ul style="list-style-type: none"> <li>• Risk of piecemeal development on town centre lands.</li> <li>• Growth in population not accompanied by the necessary investment in employment creation, services, recreational facilities and sustainable transport.</li> <li>• Climate change and associated negative consequences (i.e., increased frequency of severe weather events such as flooding).</li> </ul>

## 2. Compliance with the Kildare County Core Strategy

### 2.1 Future Population and Housing Growth

The housing and population growth for Sallins is set out under Table 2.8 and Table 2.8A of Volume 1 of the CDP (as varied) and has been incorporated into Table 2.1 (below).<sup>2</sup> The allocated growth results in a target increase of 1,854 persons for the period Q1 2023 to Q4 2028 with a housing growth of 674 units for the same period.

**Table 2.1:** Core Strategy Allocation for Sallins

Population Census 2022	Population Growth 2023-2028	Housing Growth 2023-2028
6,269	1,854 <sup>3</sup>	674 <sup>4</sup>

Source: Kildare County Development Plan 2023-2029 (as varied)

#### 2.1.1 Housing Completions and Extant Permissions

Housing completions from 2023 to Q1 2025, following the adoption of the County Development Plan, must be considered in the context of the Core Strategy unit allocation. The Central Statistics Office (CSO) provides quarterly data on housing completions within the Census 2022 Built-Up Area (BUA) boundary, as detailed in Table 2.2, only five units have been completed since the adoption of the County Development Plan in January 2023.

There are two extant planning permission for residential development in Sallins, one has commenced construction. The developments are listed in Table 2.2 below. Construction has commenced on 15 no. housing units on the Old Odlum's Mills site.

**Table 2.2:** Housing Completions and Extant Permissions

Housing Completions and Extant Permissions	
Housing Completions 2023 – Q1 2026	5 units
Extant permission - Odlum's site <sup>5</sup>	80 units
Extant Permission – Sallins Wharf and Sallins Pier	22 units

<sup>2</sup> The revised housing growth for Sallins provided under Variation No. 3, was prepared to align with Section 28 Guidelines to give effect to the National Planning Framework – First Revision (2025), has been included.

<sup>3</sup> Units 674 x 2.75 occupancy rate = 1,854 persons.

<sup>4</sup> Table 2.8 allocated 174 units and Table 2.8A allocated 500 units.

<sup>5</sup> Permission granted to Springwood Ltd under 24/60557 for minor modification to 22/110 to increase the number of units from 74 to 80 units. Commencement notice submitted on 17.04.25 for 15 houses – commenced on site.

## **2.2 Delivering Compact Growth**

National Policy Objective 9 of the National Planning Framework (NPF) (2025) requires that at least 30% of all new homes should be within the existing built-up footprint to ensure compact and sequential patterns of growth. In accordance with NPO 9 all future growth in Sallins will prioritise the consolidation of the existing built-up footprint of the settlement. The Built-Up Footprint is illustrated on Map V2B-10.1 and Map V2B-10.2 in Appendix A of the Plan. This Plan ensures that a greater proportion of residential development will be focused on land within the built-up footprint that is supported by existing infrastructure, including public transport, community facilities and utilities. This approach aligns with the compact growth principles of the NPF and supports the strengthening of the town centre in line with the Town Centre First approach.

This Plan provides that circa 33.5% of all new homes shall be delivered within the identified built-up footprint of Sallins, thereby ensuring the delivery of compact and sequential patterns of growth in the town in accordance with National Policy Objective (NPO) 9.

## **2.3 Phased Residential Development 2029 and Beyond**

In establishing a development framework for Sallins this Plan has zoned land in excess of the growth requirements. This additional growth is allocated at The Willows Key Development Area (KDA). The purpose of identifying these strategic greenfield lands is to prioritise their development for the lifetime of the Plan and beyond.

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.

Table 2.3 (overleaf) identifies the phased population growth for 2029 and beyond. The future population has been considered through the Social Infrastructure Audit to identify deficits in social infrastructure in Sallins for 2029 and beyond.

**Table 2.3:** Housing and Population Growth 2029 and Beyond

<b>Housing and Population Growth to 2029 and beyond</b>	
<b><u>Housing Units</u></b>	<b>Units</b>
Total housing unit allocation to expiration of CDP 2023-2029	674
Phased additional unit growth 2029 and beyond	632
<b><u>Population</u></b>	<b><u>Persons</u></b>
Census 2022 Population of Sallins	6,269
Add Estimated Population Growth of Sallins Q2-Q4 2022	92 <sup>6</sup>
<b>Estimated Population at commencement of Core Strategy of CDP 2023-2029</b>	<b>6,361<sup>7</sup></b>
Add Core Strategy population growth	1,854 <sup>8</sup>
Additional phased population growth	1,738 <sup>9</sup>
<b>Estimated population of Sallins at expiration of the CDP 2023-2029 and beyond</b>	<b>9,953</b>

<sup>6</sup> CSO data records that 31 units were constructed within the built-up area (BUA) of Sallins in 2022 for Q2-Q4. Accordingly, 31 x 2.97 (average unit occupancy for Sallins in Census 2022) = 92 persons.

<sup>7</sup> This figure, which shows the population of the town at the start of the CDP, was calculated on the basis of the 2022 Census population of Sallins (6,269) and adding the increased population residing in new homes completed in the town between Q2 2022 and Q4 2022 (i.e., the period between the undertaking of the Census in April 2022 and Q1 2023 (the commencement of the Kildare CDP 2023-2029).

<sup>8</sup> 174 units x 2.75 occupancy rate = 479 persons and 500 units x 2.75 = 1,375 persons.

<sup>9</sup> 1,306 units – 674 units = 632 units x 2.75 occupancy rate = 1,738 persons (1,306 units is derived from Table 2.4: Estimated Residential Development Capacity of the Sallins Settlement Plan)

**Table 2.4:** Estimated Residential Development Capacity

Zoning Designation	Location	Site in Built-Up Footprint	Serviceability Status	Site Area (Ha)	Estimated Residential Yield – Units	Net Density (dwellings per hectare – dph)
Units allocated to 'A: Town Centre', 'B: Existing Residential/ Infill zoned lands	Infill sites	Yes	Tier 1	N/A	68 <sup>10</sup>	
'A: Town Centre' lands	Home Farm House KDA	Yes	Tier 1	1.22	52	50 dph
'A: Town Centre'	Odlum's Site	Yes	Tier 1	1.62	80 <sup>11</sup>	49 dph
'MU: Mixed Use'	Link Road KDA	Yes	Tier 1	0.41	16	50 dph
C1	Link Road KDA	Yes	Tier 1	3.3	118 <sup>12</sup>	40 dph
C2	Link Road KDA	Yes	Tier 1	2.54	81	40 dph
C3	West Link Road KDA	No	Tier 1	2.46	75	40 dph
C4	Sallins Wharf/Sallins Pier	Yes	Tier 1	0.60	22	37 dph
C5 (1)	The Willows*	No	Tier 2	16.55	794 <sup>13</sup>	60 dph
<b>Sub Total:</b>				<b>28.7 hectares</b>	<b>1,306 units</b>	

<sup>10</sup> The development of infill sites on lands zoned 'B: Existing Residential/Infill have been allocated 10% of the overall Core Strategy allocation to allow for unidentified residential growth.

<sup>11</sup> Fifteen units commenced on site.

<sup>12</sup> There is a live planning application on the C1 and Mixed-Use lands on the Link Road KDA and a Request for Further Information was issued by the Planning Authority on 06 February 2026.

<sup>13</sup> The complete build out of The Willows Key Development Area is envisaged across the existing and future development plan periods.

### **2.3.1 Residential Mix and Design**

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) focus on creating compact, sustainable and well-designed neighbourhoods with a variety of housing types and good urban design to support sustainable and compact growth. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking.

This Plan gives effect to the Guidelines by mapping the town centre, suburban and urban extension areas of Sallins with appropriate density range for each area type depending on the location of the land involved and local circumstances, which have been detailed under Table 2.4. The Plan also provides urban design frameworks for Key Development Areas in Section 10 that considers the layout and density, connectivity and movement and the natural features of development sites, with a focus on delivering residential development within the existing Built-Up footprint of the town to ensure a compact and sequential patterns of growth.

### **2.3.2 Building Heights**

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) and the Urban Development and Building Height Guidelines, DHLGH (2018) outline appropriate densities and building heights applicable to settlements of various size and location within these settlements. The Guidelines do not define building heights but suggest that taller buildings are those that are significantly taller than the prevailing and/or traditional building heights as in the case of strategic development zones and high-capacity public transport nodes.<sup>14</sup>

The CDP adopts a contextual approach to building heights suggesting that there is scope for higher densities without the need for taller buildings but suggests that there are some cases where it may be appropriate to integrate taller buildings into the urban environment in order to maximise the most efficient and sustainable use of land at strategic locations such as around high-capacity transport corridors such as a high frequency bus route or railway.

Having regard to the receiving environment, particularly the established heights within the urban core and the presence of a historic canal setting, it is considered that taller buildings could be accommodated facing the public open space located south of the Waterways on lands zoned 'C(5) New Residential' (The Willows Key Development Area (KDA), see Figure 10.4). Given the greenfield nature of the lands and the close proximity to the train station, taller buildings are likely to integrate successfully into the receiving environment at this location. However, considering the residential densities proposed, it is not considered necessary for taller buildings to be required in Sallins.

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<sup>14</sup> Urban Development and Building Heights Guidelines, DHLGH (2018).

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.

## **2.4 Core Strategy Objectives**

It is an objective of Kildare County Council to:

- CSO 2.1** Support and facilitate compact growth development in Sallins through the application of the 10-minute settlement concept, the consolidation of the existing urban form and the sequential approach to land use development.
- CSO 2.2** Monitor the level of residential development within Sallins during the lifetime of the Plan and apply appropriate development management prioritisation measures to ensure the delivery of strategic plan-led and coordinated balanced development within the town.
- 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 will be required to be phased and delivered in tandem with the social infrastructure provision identified on the lands zoned 'F: Open Space and Amenity'. The phasing of the residential units shall be in accordance with the residential phasing set out under Section 10.1.4 unless otherwise agreed in writing by the planning authority.
- CSO 2.4** Protect the lands identified as 'Strategic Reserve' on Map V2B-10.1 Land Use Zoning Objectives from inappropriate forms of development, thereby managing and controlling the risk of piecemeal and haphazard development on these lands to safeguard their strategic value in accommodating the orderly sequential expansion of the urban settlement of Sallins beyond the lifetime of the Plan.

### 3. Social Infrastructure

#### 3.1 Social Infrastructure Audit

A Social Infrastructure Audit (SIA) formed part of the supporting studies of the plan making process and has been published alongside the Plan. The SIA was carried out to examine the availability and capacity of existing social infrastructure facilities in Sallins, to determine the future requirements and make recommendations based on existing and anticipated population growth.

In addition to the actual activity and function, ‘social infrastructure’ facilities can provide an invisible platform of community and social interaction which many residents may rely upon for personal wellbeing. The provision of the appropriate levels of social infrastructure within Sallins is therefore important and vital to support the needs and quality-of-life of the existing and planned residential base as well that of the wider catchment area.

#### 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 of the themes detailed in Table 3.1.

**Table 3.1:** Summary of Social Infrastructure Requirements

Existing Infrastructure	Specific Social Infrastructure Requirements	Identified Location	Delivery Mechanism
<b>Education</b>			
1 Primary School	An additional 385 – 460 primary school pupil places (circa 17 – 20 no. classrooms with 23 students each).	The ‘E1: Community and Education’ lands have been identified and zoned for the future expansion of St. Laurence’s National School. The ‘E3: Community and Education’ lands have been zoned for an additional primary school.	Department of Education and Youth

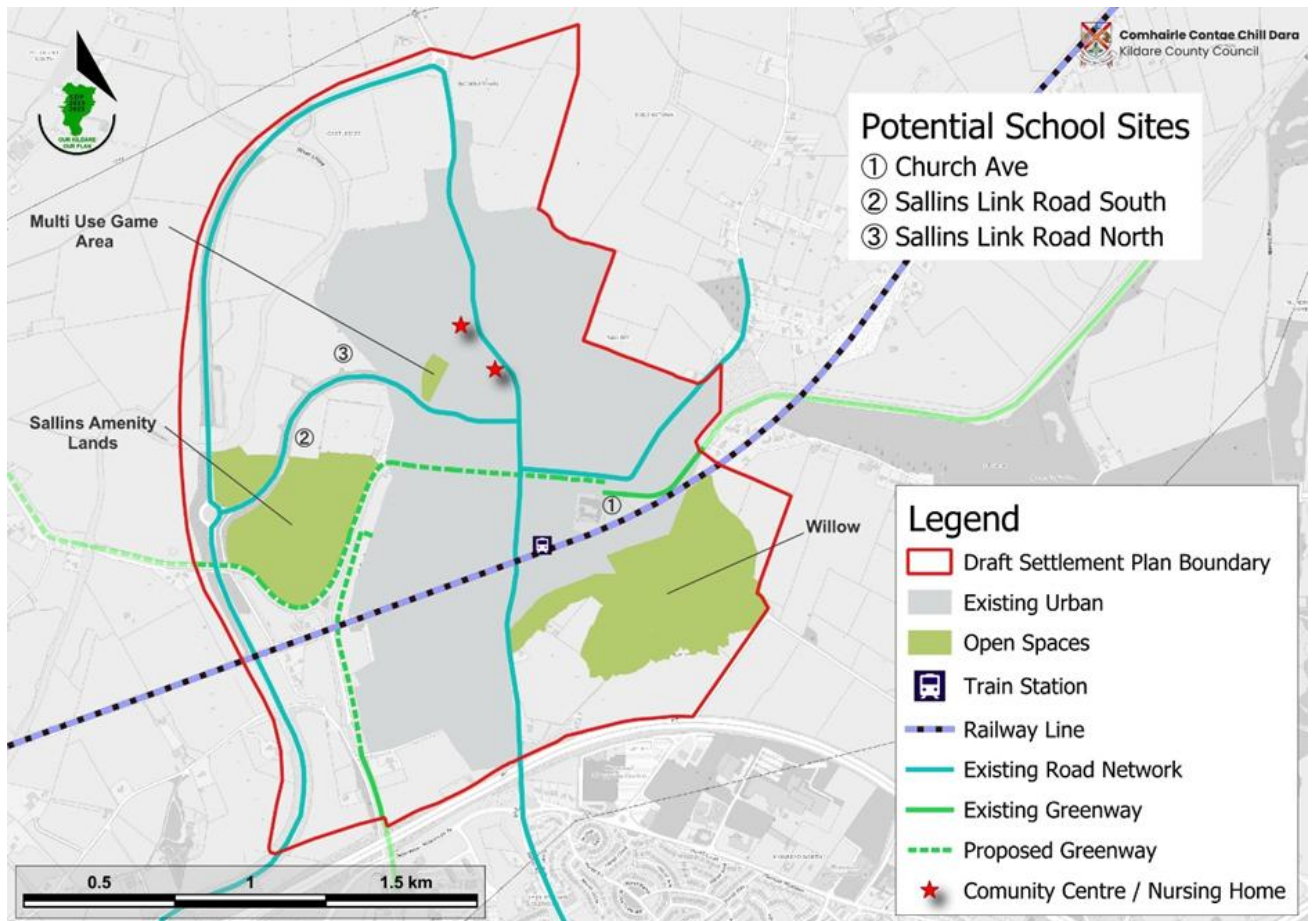
0 Post-primary School	996 persons of post-primary pupil places.	The 'E2: Community and Education' lands have been identified and zoned for post-primary school. <sup>15</sup>	Department of Education and Youth
<b>Childcare</b>			
7 existing childcare facilities	314 childcare spaces	Various locations, see zoning matrix.	Private developer-led in tandem with new residential developments in accordance with Section 28 Guidelines.
<b>Health</b>			
3 full-time GPs	Up to 9 additional GPs may be required to meet the recommended GP-to-patient ratio of the ICGP and IMO.	Various locations, see zoning matrix.	Private developer-led
0 Residential Care settings for older people	A total of 34 bed spaces may be required to accommodate people needing residential or nursing home care in Sallins over the lifetime of the plan and beyond.	Various locations, see zoning matrix.	Kildare County Council / Private developer-led
<b>Sports, Recreation and Open Space</b>			
17.37 ha (overall total) Public Open Space	An additional 7.51 hectares of public open space area will be required over the lifetime of	Lands are zoned 'F (1): Open Space and Amenity' for	Kildare County Council

<sup>15</sup> The post primary school will avail of the open space and recreation spaces associated with the Sallins Amenity lands.

	the Plan and beyond.	the Sallins Amenity lands. Also allowed for in other various locations, see zoning matrix.	
3.3 ha Public Parks	An additional 4.66 hectares of public parks will be required over the lifetime of the Plan and beyond.	Lands are zoned 'F (1): Open Space and Amenity' for the Sallins Amenity lands. Also allowed for in other various locations, see zoning matrix.	Kildare County Council
0.08 ha Playgrounds/Play Areas	An additional 2.42 hectares of playing space will be required over the lifetime of the Plan and beyond.	Lands are zoned 'F (1): Open Space and Amenity' for the Sallins Amenity lands. Also allowed for in other various locations, see zoning matrix.	Kildare County Council / Private developer-led
5.76 ha Outdoor Sports Areas	Additional 10.16 ha will be required over the lifetime of the Plan and beyond.	Lands are zoned 'F (1): Open Space and Amenity' for the Sallins Amenity lands. Also allowed for in other various locations, see zoning matrix.	Kildare County Council / Kildare Sports partnership / Athletics Ireland / FAI / GAA / Private developer-led
<b>Social and Community</b>			
6 social and community facilities	Support the refurbishment and extension of the Sallins Community Centre. Additional community	Various locations, see zoning matrix.	Kildare County Council

	facilities may be required over the lifetime of the Plan and beyond.		
<b>Arts and Culture</b>			
4 arts and cultural facilities	The requirement for additional facilities is unknown. However, the CDP contains numerous objectives supporting the provision of arts and culture infrastructure.	Various locations, see zoning matrix.	Kildare County Council
<b>Faith Facilities</b>			
3 facilities: one church and two graveyards	The requirement for additional places of worship is unknown. However, the CDP contains numerous objectives supporting the provision of places of worship.	Various locations, see zoning matrix.	Kildare County Council

Figure 3.1: Social Infrastructure Strategy



### 3.3 Social Infrastructure Objectives

It is an objective of Kildare County Council to:

- SIO 3.1** Support and facilitate improvements and expansion of the existing primary school facilities, including special needs education and the provision of new schools and further educational opportunities which may arise, at appropriate locations.
- SIO 3.2** Continue to engage with the Department of Education and Youth in respect of the phased delivery of the following:
- 'E1: Community and Education' zoned lands for the future expansion of St. Laurence's National School.
  - 'E2: Community and Education' zoned lands for post-primary school.
  - 'E3: Community and Education' zoned lands for an additional primary school.
- SIO 3.3** 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.
- SIO 3.4** Support and liaise with operators of public and private healthcare facilities by encouraging the provision of facilities in appropriate locations in Sallins in order to address the current deficit provision and to meet future needs during the lifetime of the Plan.
- SIO 3.5** 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.
- SIO 3.6** Support the provision of residential care facilities and services for older people, subject to appropriate siting and universal design considerations, including the development of individual housing units and/or a nursing home facility to provide for the needs of the elderly.
- SIO 3.7** Prioritise the delivery of the Sallins Amenity Park on lands zoned 'F (1) Open Space and Amenity'.
- 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 in Sallins.

**SIO 3.9** Actively support the development of universally accessible community centres/halls that supports a wide range of uses for groups and clubs on appropriately zoned land.

**SIO 3.10** 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 (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.

## 4. Town Centre Regeneration and Delivering Place Quality

### 4.1 Prioritising the Centre

The centre of a settlement plays a crucial role in the life of a broad community, serving as a focal point for economic, social and cultural activities. When a centre is bustling with activity, it is an appealing place to live, shop, work and socialise. An attractive, vibrant, visually appealing town centre creates a welcoming environment where people enjoy spending time and is increasingly a key element in driving economic investment.

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).<sup>16</sup>

The town centre of Sallins is defined as those lands zoned 'A: Town Centre' on Map V2B-10.1 Land Use Zoning. Figure 4.1 provides an aerial view of the town centre of Sallins.

**Figure 4.1:** Aerial View of the Town Centre of Sallins



**Source:** Google Maps manipulated by KCC for emphasis.

<sup>16</sup> 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).

## 4.2 Sallins Town Centre Ground Floor Land Use Survey

A survey was undertaken of the ground floor of buildings within the area zoned 'A: Town Centre' in February 2026, which is illustrated in Figure 4.2 overleaf.

The survey found, *inter alia*, that there are a limited number of uses such as convenience shops (2), retail services (5), health and medical services (0) and financial business services (3) in the town centre. Conversely, the town centre benefits from a strong representation of leisure services (13), including pubs, cafés, takeaways and restaurants, which contribute to its vibrancy and social activity. Their presence and concentration help to explain the town's attraction as a destination for hospitality and socialising, a characteristic that is a unique selling point for the town.

However, the survey revealed that there are only 11 vacant buildings out of a total of 73 buildings surveyed across all building use classifications. It is notable that a cluster of eight out of the 11 vacant buildings are located north of the Canal, in close proximity to Chapel Lane.

The ground floor land use survey highlights that Sallins has a retail vacancy rate of 12.5%.<sup>17</sup> However, this retail vacancy rate relates to one unit only, given the small sample site. Under normal trading conditions 5% is the target town centre retail vacancy rate.

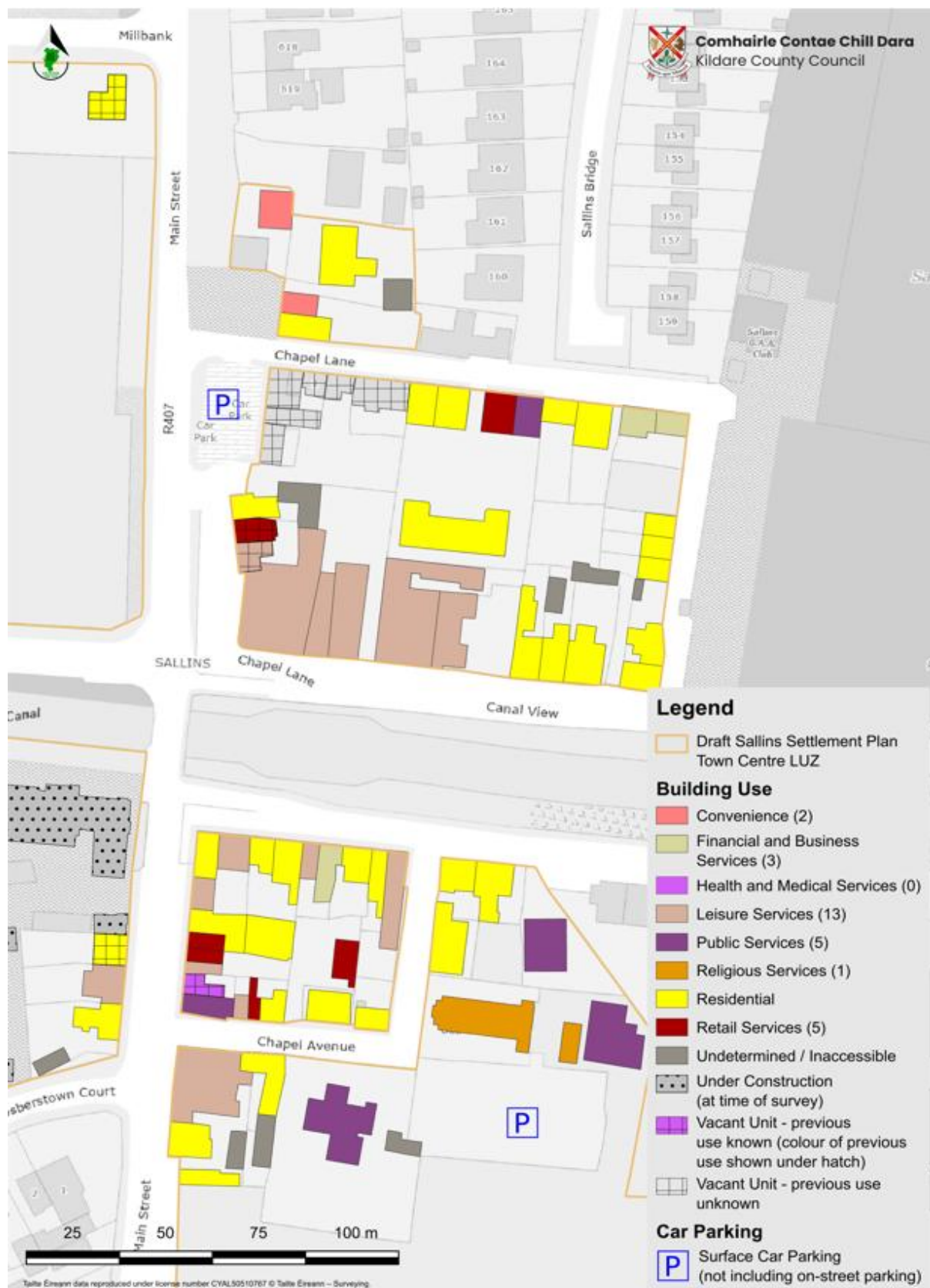
**Table 4.1:** Land Use Classifications – Description of Use

<p><b>Convenience:</b> Supermarkets, Newsagents, Groceries and Frozen Food, Butchers, Markets, Health Foods, Fishmonger, Delicatessen, Bakers and Confectioners, Tobacconists, Vape Shops, Off-Licence, Shoe Repairs, etc.</p>
<p><b>Comparison:</b> Non-food, non-Perishable items including Pharmacies, Clothing and Footwear, Jewellers, Charity Shops, Opticians, DIY and Hardware, Garden Centre, Booksellers, Electrical Goods, Florists, Furniture shops, Stationers, Office Supplies.</p>
<p><b>Retail Services:</b> Clothing and Fancy-Dress Hire, Dry Cleaner and Laundrette, Filling Stations and Garages, Health and Beauty (e.g., beauticians, nail bars), Hairdressers/Barbers, Other Retail Outlets, Photo Processing, Photo Studio, Post Offices, Repair, Alterations and Restoration, Travel Agents, Vehicle Repair and Services.</p>
<p><b>Leisure Services:</b> Bars, Pubs and Wine Bars, Restaurants, Cafés, Bingo and Amusement, Casino and Betting Offices, Cinemas, Theatres and Concert Halls,</p>

<sup>17</sup> Retail vacancy is calculated on the vacancy rate of comparison, convenient and retail services units in the town centre (see Table 4.1). The survey found that just 1 out of 8 confirmed retail units in the town were vacant at the time of survey. It is noted that this figure is different to the figure for overall commercial unit vacancies.

Clubs, Disco, Dance and Nightclubs, Fast Food and Takeaways, Hotels and Guest Houses, Sports and Leisure Facilities
<b>Finance and Business Services:</b> Property Services, Retail Banks, Building Society, Building Supplies and Services, Business Goods and Services, Employment and Careers, Financial Services, Legal Services, Other Business Services, Printing and Copying.
<b>Health and Medical Services:</b> Dental Surgery, Doctors Surgery, Health Centre, Nursing Home, Osteopath, Chiroprapist, Other Health and Medical Service, Rest Home, Veterinary Surgeon.
<b>Public Services:</b> Advice Centre, Community Centre, Council Offices, Educational Establishment, Emergency Services, Information Centre, Kindergarten, Library, Museum and Art Gallery, Tourist Information.
<b>Religious Services:</b> Place of Worship.
<b>Storage and Warehouses:</b> Not including retail warehousing outlets.

**Figure 4.2:** Sallins Town Centre Ground Floor Land Use Survey



**Source:** Survey work by KCC Forward Planning in February 2026

### **4.3 Public Realm Quality within the Town Centre**

A high-quality public realm allows a person, be it a resident, shopper, tourist, student or other visitor, to have a positive and memorable experience of the town, increasing their potential to spend more time in the area and contribute to the local economy. A poor-quality public realm detracts from the character and ambience of a settlement and inhibits the use and enjoyment of public space. Poor quality public spaces are often designed around the needs of the car and consequently tend to be dominated by vehicular movement. Sallins Town Centre features a strong presence of traffic with areas of surface carparking.

However, Sallins is an attractive settlement characterised by the presence of the Grand Canal, which serves as a central focal point within the town. The establishment of commercial and community enterprises along the waterfront have enhanced the area's character. As demonstrated by the existing ground floor land use survey, there is a strong concentration of leisure uses in close proximity to the canal. This clustering of active uses contributes positively to social interaction, enhances natural surveillance, and reinforces the overall vibrancy of the town centre.

There is also a cluster of vacant buildings at the corner of Chapel Lane and Main Street. This Plan, through the Home Farm House Key Development Area, will bring vitality to the town centre of Sallins and incentivise further public realm improvements, including the regeneration of the old post office square in which the cluster of vacant buildings are located.

This will facilitate the transformation of currently vacant sites into a more attractive, functional, and inviting area. The area's existing character will be significantly enhanced, contributing to the creation of a more vibrant, active, and sustainable town centre environment. Refer to Section 10 Implementation for further details in relation to the Home Farm House Key Development Area.

### **4.4 Town Centre Regeneration and Delivering Place Quality Objectives**

It is an objective of Kildare County Council to:

**TCO 4.1** Promote the town centre as the primary focus for commercial, civic, social, cultural and tourism activity, including opportunities at the corner of Chapel Lane and Main Street, by supporting the reuse and renewal of existing buildings, upper floors, backland areas, derelict sites and brownfield lands, ensuring high quality urban design and strong integration and linkages that reinforce compact growth and the vibrancy of the urban core.

- TCO 4.2** Protect the vibrancy, ambience, quality and vitality of the town centre by:
- i. Promoting an appropriate mix of day and night-time uses.
  - ii. Encouraging the re-use of vacant units for alternative functions and uses such as live-work units, residential units, remote working hubs, enterprise incubation, tourist spin-off enterprises, tourist accommodation, niche retail including food or craft enterprises.
- TCO 4.3** Facilitate the implementation of Home Farm House Key Development Area in the town centre outlined in Section 10.1.1 including the following:
- Public Realm Improvements
  - The regeneration of The Old Post Office Square as a Civic Space.
  - Sensitive restoration of Home Farm House (RPS No. B19-33, NIAH Ref. 11811025)
- TCO 4.4** Protect the inherent character of the town centre and ensure that new development responds positively and sensitively to its established built form, fine urban grain, and are optimised for people to access and navigate through to sustain and improve its attraction for living, working, visiting and investment.
- TCO 4.5** Require that all new development enhances the quality of the public realm by facilitating a connected network of streets and spaces which prioritise pedestrians and cyclists and provides for the possibility of connections to future development on adjacent lands.
- TCO 4.6** Support the implementation of a Town Renewal Masterplan for Sallins, incorporating a Health Check and pursue relevant funding sources on a phased basis over the lifetime of the Plan and beyond.

## **5. Economic Development**

The Economic Development Hierarchy of the Kildare County Development Plan 2023-2029 (as varied) (CDP) has identified Sallins as a 'town' which comprises of local service and employment functions near higher order urban areas. While the town has experienced significant growth in housing and infrastructure in recent years, economic investment and local employment opportunities have not followed despite Sallins being identified in the County Development Plan as part of the Sallins-Naas-Newbridge Economic Cluster. The designation of this cluster acknowledges the existing relationships and synergies that have developed between the settlements. It is considered that by supporting identified key sectoral growth opportunities along with the requisite targeted infrastructural development, will enable the development of economies of scale, thereby ensuring critical mass within the cluster. Sallins has strong transport connectivity via the M7 and M9 Motorways and the Sallins-Naas Railway Station making it an attractive destination for employment.

### **5.1 Employment Profile of Sallins**

Census 2022 recorded 3,152 persons aged 15 years and over to be in employment and living in Sallins. This consists of 14.3% (451) of the resident workers working in the town and 72% (2,269) travel to work outside the town, of which 28.8% travel to locations elsewhere in County Kildare and 42.9% commuted outside of the county.<sup>18</sup> It is noted that a substantial number of workers commuting out of the town travelled to work by car (55%). In addition, Census 2022 data indicates that an additional 327 workers commute to Sallins for employment. There are 778 jobs within the Built-Up Area of Sallins as per Census 2022. The large outward commuter activity is not surprising given the settlement's location on an intercity and commuter rail line, ease of access to the M4, M7 and M9 Motorways and its location in the vicinity of major employment centres such as, Naas, Millennium Business Park, the Naas-Newbridge Economic and Employment Zone and Dublin.

Census 2022 recorded that over half of the resident workers in the Sallins Built-Up Area as being employed in Professional services (22%) or the Commerce and Trade sectors (30%) of the economy (Table 5.1 overleaf).

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<sup>18</sup> CSO Dataset F7069 'Population 15 years of Age and Older, Usually Resident and Present in the State at Work'.

**Table 5.1:** Breakdown of Workers per Industry

Industry	No. of Workers	% of Workers
Agriculture, forestry and fishing	23	0.73%
Building and construction	201	6.4%
Manufacturing industries	357	11.3%
Commerce and trade	955	30.5%
Transport and communications	360	11.5%
Public administration	199	6.4%
Professional services	679	21.7%
Other	378	11.5%
<b>Total:</b>	<b>3,152</b>	<b>100%</b>

**Source:** Census 2022

The job ratio for the settlement is 0.25, which is very low when compared to the town of Kilcullen, which has a job ratio of 0.65<sup>19</sup>. The job ratio for Sallins indicates that for every 100 workers living in the Census 2022 defined Built-Up Area, there are only 25 jobs based in the town. While the job ratio for Sallins falls far short of the 0.70 recommended in the CDP, it is understandable when the amount and scale of major employers proximate to the Plan area is taken into consideration.

## 5.2 Sallins Economic Development Strategy

The County Economic Development Hierarchy identifies sectoral opportunities for Sallins in small-scale industry, diversification of the rural economy, new economic opportunities arising from digital connectivity and indigenous innovation and enterprise. In addition, the CDP identified the role of more traditional natural and resource assets such as the food, energy and tourism sectors in providing employment in Sallins.

The Town Centre First policy approach also strives to enhance the viability and attractiveness of the town centre for economic development. This approach recognises the importance of the town centre for enabling economic development.

Therefore, the strategic aim of the Plan is to seek to protect existing employment in the town and to attract new employment opportunities to ensure Sallins can grow as a resilient, attractive and well-serviced community within the wider Kildare economic landscape.

<sup>19</sup> National Planning Framework First Revision (2025).

The Sallins Economic Development Strategy focuses on:

1. Increasing the job ratio for the town.
2. Ensuring an adequate supply of zoned land for a range of employment types.
3. Supporting, in the first instance, the consolidation and revitalisation of the town centre and built-up areas of the town for retail, tourism, cultural and local services that maximise the potential of the existing heritage and amenity.
4. Promoting the development of lower density employment lands at Bodenstown, leveraging its connectivity and access to a strategic transport network to fulfil its role within the Sallins-Naas-Newbridge Economic Cluster.
5. Expanding the tourism product in the town by seeking to harness the town's existing strengths and supporting appropriate tourism developments and spin-off enterprises that maximises the potential of the existing heritage and amenity areas.

### 5.2.1 Target Job Ratio

The Plan aims to increase the job ratio (employment-to-population ratio) for the town. Census 2022 shows that the existing job ratio of the Plan area is 0.25, which indicates that the majority of the resident workforce are commuter driven with a strong reliance on centres of employment elsewhere in and outside the county.<sup>20</sup>

**Table 5.2:** Employment in the Built-Up Area of Sallins.

Settlement Name	Population 2022	Resident Workers	Local Jobs	% of all jobs in County Kildare	Jobs: Resident Workers
Sallins	6,269	3,152	778	0.9%	0.25

**Source:** KCC LECP Jobs Profile, 2024 – using Census 2022 records.

In establishing employment projections, the Kildare County Development Plan 2023-2029 (as varied) suggests the job ratio for a settlement area should not fall below 0.70. Table 5.3 (overleaf) outlines the number of jobs and shortfall required to meet the proposed job ratio targets in Sallins, based on the most recent employment data available (Census 2022). The proposed job ratio targets are applied to the resident workforce using a low (0.50) and high (0.70) range. This 0.70 job ratio target is ambitious for Sallins and if it were applied to the projected population growth for the town using the most recent employment data available (Census 2022), an additional 2,716 jobs would be required by the end of 2029. Therefore, 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.

<sup>20</sup> See Section 2.1 Future Population and Housing Targets.

**Table 5.3:** Targeted Employment Growth for Sallins to the end of 2029

	2022	Proposed Job Ratio Range	
		Low	High
Jobs Ratio	0.25	0.50	0.70
Population	6,269	9,953 <sup>21</sup>	9,953
Resident Workers	3,152	5,006 <sup>22</sup>	5,006
Local Jobs	788	2,503 <sup>23</sup>	3,504 <sup>24</sup>
<b>Increase in jobs</b>		<b>1,715</b>	<b>2,716</b>

### 5.2.2 Ensuring an Adequate Supply of Zoned Land for a Range of Employment Types

One of the key enablers in attracting potential investment and employment in Sallins will be to ensure the availability of an adequate quantum of appropriately located and serviced employment lands. While all types of employment generation will be encouraged, the establishment of job growth targets by employment sector has been informed by key considerations such as Census 2022 employment data for the Mid-East region (excluding Dublin and Wicklow), which indicates 75% of jobs in this region are in office, warehouse and industrial type categories covering a broad range of sectors and job types. The Economic Development Strategy supports an additional 1,715 jobs in Sallins during the lifetime of the Plan and Table 5.4 indicates the envisaged split of the 1,715 additional jobs across the targeted growth areas.

This Plan seeks to target 25% of the distribution of future jobs to the lands zoned 'A: Town Centre', the nearby 'MU: Mixed-Use', 'R: Commercial and Retail' and on lands zoned 'E: Education and Community'. It is considered reasonable to assume that the lands zoned 'A: Town Centre', 'MU: Mixed-Use' and 'R: Retail and Commercial', through the densification of existing units and the re-opening of vacant units will facilitate an expansion of an additional 429 jobs. Furthermore, on lands zoned E: Education and Community the proposed education facilities and nursing home will provide additional jobs in Sallins.

The remaining 75% of future jobs is allocated to lands zoned 'H: Industry and Warehousing' located at the junction of the R407 and the Sallins Bypass. At a strategic level, it is expected large scale investment will continue to be targeted towards Naas and the Millennium Business Park given the designation of Naas as a

<sup>21</sup> Having regard to Table 2.3 Housing and Population Growth to 2029 and Beyond.

<sup>22</sup> This figure is derived from the percentage of resident workers in Sallins as reported in the 2022 Census.

<sup>23</sup>  $5,006 \times 0.50 = 2,503$

<sup>24</sup>  $5,006 \times 0.70 = 3,504$

Key Town. The Kildare Local Economic and Community Plan (LECP) recognises the role of Key Towns such as Naas in providing employment for their surrounding areas and given the proximity of Sallins to Naas, the Millennium Business Park located in the Sallins-Naas-Newbridge Economic Cluster and to the strategic road and rail network, there is potential for Sallins to attract some of the business starter local/regional scale enterprises seeking space in the region.

**Table 5.4:** Location of the Distribution of Future Jobs

Jobs Growth	Zoning	Sector Growth Scenario	Sector Jobs Growth		
<b>1,715</b>	A: Town Centre, M: Mixed-Use and R: Commercial and Retail. E: Education and Community	25% of future jobs distribution: Retail, Services, Education, Tourism and Health	<b>429</b>		
	H: Industry and Warehousing	75% of future jobs distribution:	<b>1,286</b>		
		Industrial	40%	Industrial	514
		Logistics	40%	Logistics	514
	Office	20%	Office	257	

### 5.2.2.1 Enterprise and Employment Land Zoning Methodology

As set out in Table 5.4, the Economic Development Strategy supports an additional 1,715 jobs during the lifetime of the Plan. As already set out, 25% of future jobs, or 429 jobs, is targeted towards the retail, office, hospitality-based sectors, education and health across a range of varying land use zoning objectives.

Plot ratio determines the amount of space required for each sector within a site area.<sup>25</sup> In respect of the Bodenstown employment area, a plot ratio of 0.35 is set for warehousing/logistics, a mid-point of 0.45 is applied for industrial development and a plot ratio of 0.80 is applied to office development on the site. Table 5.5 (overleaf) sets out the envisaged split of the 1,715 additional jobs and the quantum of land required to be zoned across the various categories of employment types at the Bodenstown Employment Area.

<sup>25</sup> A plot ratio is a measure that represents the density of a building or buildings within a site area.

**Table 5.5: Zoned Land Requirements**

Category	Jobs	Density (sqm per job)	Floor Space Requirement (sqm)	Plot Ratio (sqm per ha)	Land Requirement (ha).
Retail, Services and Tourism	429				
<b>Sub Total:</b>	429				
Industrial	514	36	18,504 <sup>26</sup>	0.45 (4,500)	4.11 <sup>27</sup>
Logistics	514	77	39,578	0.35 (3,500)	11.31
Office	257	12	3,082	0.80 (8,000)	0.38
<b>Sub Total</b>	<b>1,275</b>		<b>61,164</b>		<b>15.80</b>
<b>Total:</b>	<b>1,715</b>		<b>61,164</b>		<b>15.80 Ha.</b>

Table 5.5 indicates that when future land requirements for employment lands associated with the targeted sectoral growth scenario are assessed, it is projected that circa 15.80 hectares will be required to facilitate the growth targets to the end of the Plan period. This Plan provides for circa 18.63 hectares of land zoned H: Industry and Warehousing at Bodenstown to facilitate employment development that responds to the projected population growth in Sallins and in recognition of its designation as part of the Sallins-Naas-Newbridge Economic Cluster. Section 10 provides an Urban Design Framework plan for the Bodenstown employment area providing an indicative layout intended to maximise the long-term development potential of this key employment area.

A range of employment uses are generally ‘permitted in principle’ or ‘open for consideration’ across the range of land use zonings. This Plan seeks to guide economic development to appropriately zoned lands, which take into account the requirements of different enterprises. Land use zonings are carefully considered to ensure they are compatible with the wider area in terms of strategic access, residential areas and public transport nodes to ensure the delivery of a consolidated and compact settlement in Sallins.

Furthermore, the zoning of land for economic development has been informed by an infrastructural assessment which is published alongside this Plan as the Settlement Capacity Audit (SCA).

<sup>26</sup> Number of jobs \* Density = Floor Space Requirement.

<sup>27</sup> Floor Space Requirement / Plot Ratio = Land Requirement.

### 5.2.3 Urban Core Consolidation and Revitalisation

There is significant potential for urban renewal and consolidation in Sallins, supporting compact growth by prioritising the redevelopment of underutilised sites, vacant buildings, and brownfield/backland lands within the existing urban footprint. Building on the momentum of the ongoing revitalisation at the former Odlum’s site, these opportunities can contribute positively to placemaking, enhancing the quality and vibrancy of the town centre.

Lands zoned A: Town Centre and MU: Mixed-use represent key strategic locations for employment creation and economic diversification. The unique canal setting enables Sallins to maximise its attractive waterside setting as a focal point for commercial activity, tourism, and community life.

Survey work undertaken during the preparation of the Plan identified vacancy and underutilised land.<sup>28</sup> Table 5.6 summarises the vacancy and undeveloped sites.

**Table 5.6:** Vacant and Undeveloped Sites

Location	Vacancy / Undeveloped Sites
<b>Land zoned A: Town Centre</b>	<ul style="list-style-type: none"> <li>• 11 vacant units</li> <li>• Parish Field</li> </ul>
<b>Sallins Town Centre Development</b>	<ul style="list-style-type: none"> <li>• Five of nine commercial units vacant.</li> </ul>
<b>The Waterways development</b>	<ul style="list-style-type: none"> <li>• 320 sq.m of workshop/office space vacant at ground floor</li> <li>• Circa 700 sq.m of office space vacant and/or for sale at first and second floors</li> </ul>
<b>Lands adjacent to the southern car park of the railway station</b>	<ul style="list-style-type: none"> <li>• Circa 0.43 hectares of undeveloped land.</li> </ul>

Vacant and inactive uses reduce activity, footfall, and the overall vitality within a settlement. The Plan strongly supports the re-use, regeneration, and active occupation of vacant, and underutilised sites, including backland areas, to consolidate the urban form and strengthen Sallins’ role as a destination for hospitality, retail services, enterprise, and tourism. Facilitating a mix of employment uses within the urban core is essential to enhancing economic resilience, promoting sustainable travel patterns, and reinforcing the vitality of Sallins.

<sup>28</sup> The survey was conducted in February/March 2026.

#### **5.2.4. Development of employment lands at Bodenstown.**

The Plan supports the development and promotion of lower density employment lands at the Bodenstown Employment Area, recognising the strategic opportunity these lands present as part of the Sallins–Naas–Newbridge Economic Cluster. The lands comprise approximately 18.63 hectares, and given their scale, profile, and high-quality connectivity to the regional and national transport network, they offer substantial capacity to accommodate a diverse mix of employment-generating uses.

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. The Bodenstown lands provide an appropriate land bank to support the sectoral growth targets outlined in Table 5.4 and Table 5.5, ensuring the availability of serviceable employment lands over the lifetime of the Plan.

Development of the site will play a central role in expanding local job opportunities, enabling more residents of Sallins and its hinterland to access meaningful employment close to home, supporting the needs of a growing population and encouraging more sustainable commuting patterns.

An Urban Design Framework for the Bodenstown Employment Area is set out in Section 10 of this Plan. This framework includes an indicative layout designed to maximise the long-term development potential of the employment lands, provide a coherent structure for future development, and ensure high-quality placemaking within this strategically important site.

#### **5.2.5 Expanding the Tourism Product of Sallins.**

Sallins has an established and growing tourism base, anchored by the Grand Canal, its associated heritage, and the significant investment in sustainable transport infrastructure through the opening of the Grand Canal Greenway. These assets provide a strong foundation for further tourism development and economic expansion.

Tourism already plays an important role in the economic development of Sallins, particularly through canal-based attractions such as barge trips, bike hire, and the growing hospitality offer within the town centre. Given the town's strategic location along the 132 km Grand Canal route, which connects Dublin City to the River Shannon, there is significant potential to strengthen water way related tourism across Sallins and its wider hinterland. This includes opportunities arising from current and proposed Greenway projects on the Grand Canal and the Corbally Canal being advanced by Waterways Ireland.

The ongoing delivery of the Grand Canal Greenway, together with proposals to link the Sallins Amenity Lands to the River Liffey, presents substantial opportunities for expanding both water based and land based tourism, adhering to the vision set out

in the strategy document 'Towards a Liffey Valley Park' (2006), which proposes the Liffey Valley to become a high quality vibrant and attractive environment through the creation of a series of public parks and adjacent land uses along the River Liffey, subject to environmental considerations. Furthermore, the development of the houseboat mooring facilities by Waterways Ireland has enhanced the attractiveness of Sallins for boating visitors and contributes to increased vibrancy along the canal corridor. The Grand Canal itself appeals not only to boating visitors but to the wider community seeking leisure, activity, and heritage-based experiences.

Looking ahead, there is strong capacity to build on existing tourism clusters, expand experience-based tourism, and integrate tourism development with the ongoing town centre regeneration. Enhancing the public realm, promoting connected visitor experiences, and leveraging the unique historic and environmental assets of the canal corridor will help consolidate the position of Sallins as a key inland tourism hub within County Kildare.

### **5.3 Economic Development Objectives**

It is an objective of Kildare County Council to:

- EDO 5.1** Incentivise employment creation on lands zoned 'A: Town Centre' and 'MU: Mixed Use' through the development of infill sites and the redevelopment/renewal of underutilised sites and buildings as a key driver of regeneration, through the application of the Commercial Incentive Grant Scheme (2025) and the Shopfront Improvement, Universal Accessibility and Age Friendly Grant Scheme or any successors to the same.
- EDO 5.2** Promote the economic renewal and revitalisation of the Waterways and the Sallins Town Centre developments as a dynamic and sustainable employment cluster into a vibrant mixed-use quarter with a distinct spatial identity.
- EDO 5.3** Support and facilitate Waterways Ireland in the continued sensitive restoration, regeneration and provision of facilities along the Canal.
- EDO 5.4** Support and encourage 'living over the shop' initiatives, and the provision of ground floor live-work units and/or co-working spaces as part of a mixed-use and residential development in the town centre and mixed-use areas, as a means of enlivening streets and to provide flexible accommodation for small businesses and remote working opportunities.

- EDO 5.5** Facilitate the development of appropriate signage and/or mapping of tourism experiences at gateways such as Sallins Railway Station, along the Canal and at nodal spaces such as Main Street and the new development areas within the town.
- EDO 5.6** Promote employment development on lands zoned as 'H: Industry and Warehousing' on the Clane Road, supported by the connectivity links detailed on Map V2B-8.1 (Transportation Measures) and Figure 10.5 Bodenstown Employment Area Urban Design Framework. The development of the lands requires a detailed design statement which also provides for a clearly defined access arrangement and a sustainable transport network which provides accessibility and permeability by active travel and public transport to be developed in consultation with the National Transport Authority and the Traffic Infrastructure Ireland (where appropriate). Any development proposal shall have regard to the Spatial Planning and National Road Guidelines (or any subsequent Guidelines) and be subject to a Traffic and Transport Assessment to ensure there are no negative impacts on the local and national road network.
- EDO 5.7** Co-operate with relevant stakeholders and agencies in promoting tourism and securing tourist-based enterprises and facilities in Sallins.

## **6. Green and Blue Infrastructure**

### **6.1 Natural Heritage and Biodiversity**

Sallins benefits from a strong and distinctive green and blue infrastructure (GBI) network shaped primarily by the Grand Canal, the River Liffey floodplain and an interconnected pattern of agricultural lands, streams, treelines, hedgerows, semi-natural open spaces and transport corridors. This network performs multiple strategic functions, including biodiversity support, flood attenuation, climate adaptation, recreation, and placemaking, and is central to the town's long-term sustainable growth. The green and blue infrastructure network in Sallins represents a strategic asset that supports environmental protection, sustainable mobility, and placemaking. The sensitive management and enhancement of the GBI network will be central to accommodating future growth while maintaining the town's character, ecological value, and quality of life for residents and visitors alike.

The town centre and residential areas present opportunities to strengthen green infrastructure provision through the enhancement of public open spaces, sustainable urban drainage systems (SuDS), and improved connections to the canal and river corridors.

Overall, the green and blue infrastructure of Sallins should be planned and managed as an integrated, multifunctional system, forming a spatial framework that guides growth, enhances quality of life, supports biodiversity, and reinforces the town's relationship with its water landscapes. Protecting and enhancing this network will be central to achieving a compact, climate-resilient, and distinctive settlement consistent with regional and national planning policy.

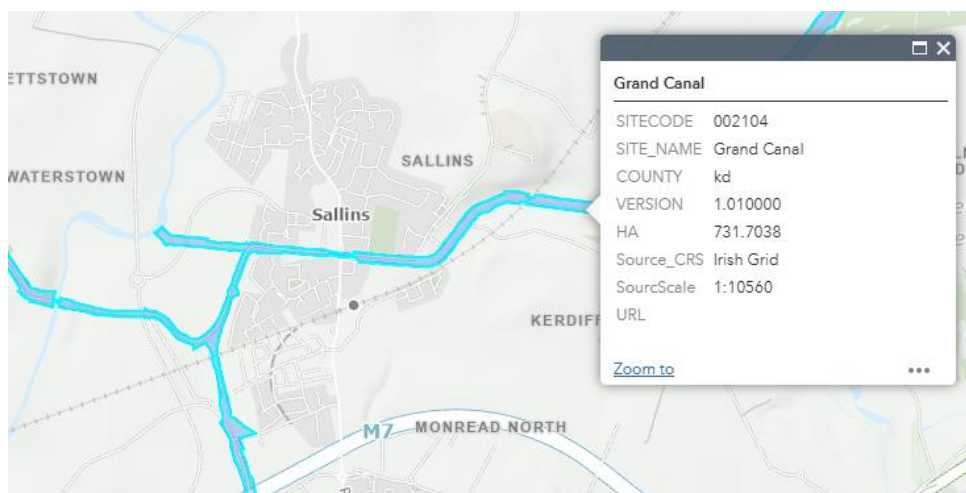
### **6.2 Kildare Biodiversity Action Plan 2026-2031**

The Kildare Biodiversity Action Plan 2026-2031 includes a range of actions that have the potential to have a range of positive environmental effects on biodiversity, including habitats, key species, designated sites and locally important non-designated sites that are aimed at protecting and enhancing biodiversity.

### **6.3 Designated Sites**

The Grand Canal, which runs for a distance of circa 2.3 kilometres through the Plan area, is an important asset for Sallins. It is identified by the National Parks and Wildlife Service (NPWS) in its designation as a proposed Natural Heritage Area (pNHA) (Site Code 02104) as comprising the canal channel and the banks on either side of it. The designation conserves a number of different habitats, but the ecological value of the canal lies more in the diversity of species it supports along its linear habitats than in the presence of rare species.

**Figure 6.1:** Grand Canal Proposed Natural Heritage Area (pNHA)



Source: <https://www.npws.ie/protected-sites>

There are several Natura 2000 sites, which include the Mouds Bog, Ballynafagh Bog, Pollardstown Fen and Red Bog Special Areas of Conservation (SACs), Natural Heritage Areas (NHAs) and a Special Protection Areas (SPA) located within the vicinity of the Plan area. Further information on these protected areas is outlined in Chapter 12 of Volume 1.

## 6.4 Green and Blue Infrastructure Mapping

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. 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, woodlands, scrub, key green infrastructure areas, and the extensive network of hedgerows.

## 6.5 Green and Blue Infrastructure

Green and Blue Infrastructure (GBI) is broadly defined as “a strategically planned and managed network featuring areas with high quality biodiversity (uplands, wetlands, peatlands, rivers and coast), farmed and wooded lands and other green spaces that conserve ecosystem values which provide essential services to society” (Comhar, 2010).

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.<sup>29</sup> The River Liffey is a core area and forms part of the green and blue infrastructure network of Sallins.

### **6.5.1 Corridor Habitats**

Sallins is characterised by a network of green and blue corridors that form an ecological network along existing watercourses, hedgerows, treelines and riparian transport corridors. These areas offer an opportunity to create strong ecological linkages between Sallins and the wider countryside outside the Plan boundary.

#### **6.5.1.1 Grand Canal Corridor**

The Grand Canal represents the primary blue infrastructure asset within the Plan area, providing significant ecological, recreational, and amenity value. The canal corridor functions as a linear biodiversity corridor, supporting riparian habitats and facilitating wildlife/species movement locally and to the wider countryside outside the Plan area. It also forms a key recreational spine, accommodating walking, cycling, and passive recreation, and linking the town centre to surrounding settlements and the wider regional greenway network. Protection and enhancement of the canal and its towpaths is central to strengthening the identity of Sallins and promoting sustainable transport and healthy lifestyles.

The Grand Canal acts as a continuous wildlife route that extends for a distance of circa three kilometres through the Plan area. It hosts a rich variety of plant and animal species and is designated as a proposed Natural Heritage Area (pNHA) (Site code: 002104), as comprising the canal channel, its fringe and the banks on either side. The designation conserves a number of different habitats, but the ecological value of the canal lies more in the diversity of species it supports along its linear habitats than in the presence of rare species. The ecological value of the Grand Canal corridor is further strengthened by way of its connection to the River Liffey within the Plan area (Section 6.5.1.2 refers) and also intersects with it at the Leinster Aqueduct located 340 metres west of the Plan boundary. The Canal also intersects with the Morell River at the 15<sup>th</sup> Lock located approximately two kilometres along the canal east of the Plan boundary, after the river has traversed the extensive broad-leaved woodland and wetland areas of Palmerstown House Estate and Naas Golf Club. The riparian corridor along the Naas spur of the canal facilitates a connection to the Oldtown Demesne located circa one kilometre south of the Plan boundary, which comprises 15 hectares of woodland and wetland habitats.

Therefore, the Grand Canal functions as an important ecological corridor habitat within Sallins and connects to the surrounding countryside to the north, south, east and west of Sallins.

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<sup>29</sup> As per the Kildare County Development Plan (CDP) 2023-2029 (as varied), the three key components to Kildare's Green Infrastructure Strategy are: Core Areas, Stepping Stones, and Corridors.

### **6.5.1.2 Dry Canal Corridor**

The Dry Canal is located at a bend where the original planned line for the canal was re-routed at a point west of Sallins town centre, where it now takes a pronounced 90-degree turn south. The remnants of the original proposed canal route westwards from Sallins are evident on the northern boundary of the site of the proposed Sallins Amenity Lands. The Dry Canal basin forms another ecologically sensitive area with the site housing mature dry woodlands to the east which evolves into wet woodlands near the River Liffey to the west.

### **6.5.1.3 The River Liffey**

The River Liffey floodplain and associated low-lying lands in its floodplain form a critical component of the green and blue infrastructure of Sallins. These areas provide natural flood storage, water quality functions, and open landscape character, and should be protected from inappropriate development. In that regard, this Plan identifies a 100-metre wide open space each side of the River Liffey.

Their integration into a coherent green and blue infrastructure strategy supports nature-based solutions to climate adaptation and aligns with national flood risk management principles.

The River Liffey, which runs through the north-western section of the Plan area, is not designated for nature conservation unlike the River Liffey at Osberstown (pNHA: 001395) and Liffey Bank Above Athgarvan (pNHA: 001396) which are outside the Plan area. However, the biodiversity area associated with the river consists of the main river channel, a 100-metre floodplain, bordering habitats of mixed broadleaved woodland and is, therefore an important habitat in the Plan area. The river forms both a core habitat and a corridor habitat, which is linked to the Grand Canal pNHA via the Dry Canal basin. The presence of both the River Liffey and the Grand Canal pNHA add greatly to the diversity of habitats found within the Plan area.

### **6.5.1.4 The Railway Line**

The railway line acts as an important green infrastructure habitat, which provides relatively undisturbed areas of mature trees, scrub and hedgerows. There is one small area of scrub where the verge is wider located south of the canal and west of the railway station. The railway line intersects with the Grand Canal in two areas: on the Naas branch of the Grand Canal in the southern half of the Plan area and just outside the eastern boundary of the Plan area. These two habitats also run parallel to each other in the east of the town. Thus, the railway line and the Grand Canal form important habitat networks from the east to west of Sallins.

### **6.5.1.5 Hedgerows and Treelines**

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.

Hedgerows and treelines ecological corridors in themselves form a key element in the existing GBI network in the Plan area. The hedgerows, some of which have drainage ditches at their base, provide corridors for wildlife into and out of the Plan area. Other ecologically important areas including woodland habitats, numerous patches of scrub. All of these habitats form important lines of connectivity from the north to the south of the town.

## 6.6 Stepping Stone Habitats

### 6.6.1 Osberstown Attenuation Pond

The County Kildare Wetland Survey 2012-2014 identified 231 wetlands for local biodiversity interest in the county, 125 of which 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 177), 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 Osberstown Attenuation Pond in the County Kildare Wetland Survey 2012-2014

KWS Site Code	Site Name	Ranking
177	Osberstown Attenuation Pond	C High Value, locally important
<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> </ul>		

This Plan recognised the wetland as essential green infrastructure that forms part of a network of habitats and corridors that allows wildlife to exist and flourish while providing a natural defence against flood risk. In light of the increasing risk and frequency of flooding due to climate change and the need to achieve resilience within Sallins to mitigate effects, this Plan has taken measures to ensure these lands remain undeveloped through the zoning of lands as ‘F Open Space and Amenity’. This Plan recognises the benefits of the wetland area in terms of the management of

flooding associated with the River Liffey catchment and its contribution to linking ecological networks in Sallins.

Wetland sites are protected by Objectives BI O49 and BI O50 of the County Development Plan.

### 6.6.2 Proposed Sallins Amenity Lands

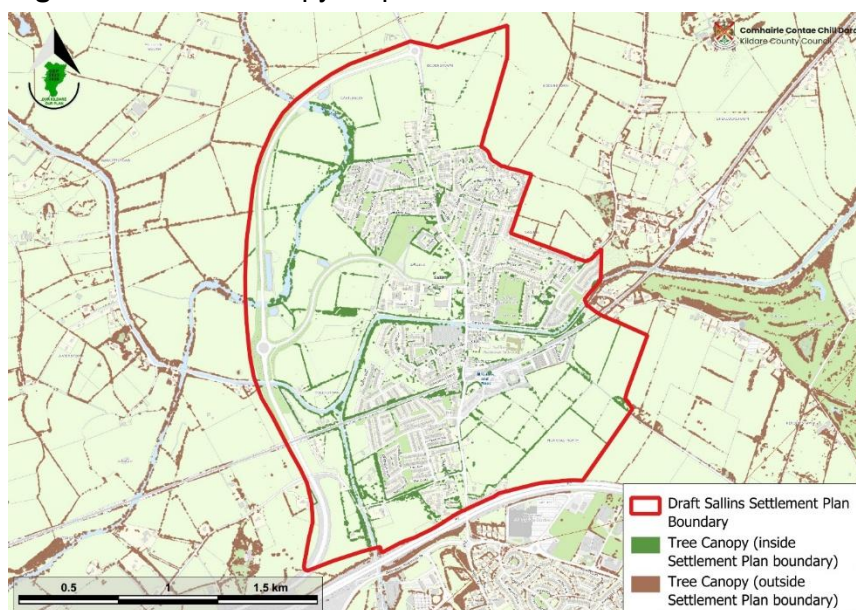
The proposed Sallins Amenity Lands site, which extends to 17 hectares, will facilitate natural and synthetic pitches, changing rooms, a playground and parking for patrons. The site is bisected by the Sallins Bypass and touches both the Grand Canal to the south and the Liffey to the north. The development will facilitate the retention of hedgerows and a connection between the Grand Canal and the River Liffey along its northern boundary.

## 6.7 Tree Coverage

The most notable areas of tree cover in Sallins are mainly located along the River Liffey and in areas along the Clane Road at the northern periphery of Sallins and along the northern edge of the Sherlockstown Road at the eastern section of the Plan area. Map V2B-6.1 (Green and Blue Infrastructure), illustrates a number of trees to be preserved. There are also areas of scrub distributed throughout the settlement area, which have considerable biodiversity value.

Action BI A14 in Chapter 12 of Volume 1 provides for the Council to survey the existing tree coverage in urban areas. It is also an Action (BI A29 refers) to increase this urban canopy coverage by 30%.

**Figure 6.2:** Tree Canopy Map of Sallins



Source: Bluesky National Tree Map

## 6.8 Natural Heritage and Biodiversity Objectives

It is an objective of Kildare County Council to:

**GBIO 6.1** 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. 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. Site specific ecology surveys should be carried out to inform, assess and mitigate potential ecological impacts of any proposed development and construction.

**GBIO 6.2** Encourage state agencies and private entities to include tree planting measures and the restoration of hedgerow habitats when delivering key infrastructure or upgrading infrastructure works in the Plan area in order to increase the tree canopy cover in Sallins by 30% in accordance with Action BI A29 of Volume 1.

## 7. Built Heritage and Archaeology

### 7.1 Overview

Sallins has a relatively recent settlement history when compared with long-established towns such as the nearby town of Naas. The majority of the town's development is largely shaped by eighteenth and nineteenth century transport infrastructure, including the Grand Canal and railway, early twentieth century buildings, and later residential and commercial developments, all of which play a central role in defining Sallins' sense of place. The canal and railway corridors and their associated built heritage that includes the canal banks, bridges and associated structures represent the most significant elements of Sallins' archaeological and industrial heritage and strongly contributes to the architectural character of the town.

The conservation and preservation of this heritage is important for the county in terms of protecting the existing architectural and archaeological heritage while accommodating appropriately scaled new development.

### 7.2 Record of Protected Structures (RPS)

There is a total of 21 buildings within the Plan area that are listed on the Record of Protected Structures, all of which are detailed in Appendix 6 of the CDP and illustrated on Map V2B-7.1 (Built Heritage and Archaeology) and detailed in Table 7.1 (below).

**Table 7.1:** Protected Structures in Sallins

RPS No.	NIAH No.	Structure Name and Location	Description
B19-24	11811015	Canal View	House
B19-26	11811026	Ard Na Gréine	House
B19-31	11811013	Chapel Avenue	Church
B19-32	11811014	Ferrybank House, Canal View	House
B19-33	11811025	Home Farm House, Clane Road	House
B19-34	11811027	Sallins and Naas Railway Station	Office
B19-35	11811028	Sallins and Naas Railway Station	Transport
B19-36	11811030	Sallins and Naas Railway Station	Transport
B19-45	N/A	Sallins Lodge	House
B19-46	N/A	440 Railway Terrace	House
B19-47	N/A	439 Railway Terrace	House
B19-48	N/A	438 Railway Terrace	House
B19-49	N/A	437 Railway Terrace	House
B19-50	N/A	436 Railway Terrace	House
B19-51	N/A	435 Railway Terrace	House
B19-54	N/A	434 Railway Terrace	House

B19-55	N/A	435 Railway Terrace	House
B19-56	N/A	432 Railway Terrace	House
B19-57	11811032	431 Railway Terrace	House
B19-58	N/A	430 Railway Terrace	House
B19-59	N/A	429 Railway Terrace	House

### 7.3 The National Inventory of Architectural Heritage (NIAH)

The National Inventory of Architectural Heritage (NIAH) includes a number of entries relating to street furniture and civil infrastructure such as bridges, platforms and water pumps that are not included in the register of protected structures in the CDP. Vernacular architecture makes a strong contribution to the character of streetscapes, and it is important that such features are maintained and enhanced. Map V2B-7.1 record the NIAH sites in Sallins, which are listed in Table 7.2 below.

**Table 7.2:** National Inventory of Architectural Heritage (NIAH) sites in Sallins

NIAH No.	Type	Significance
11811003	House	Regional
11811004	House	Regional
11811007	Outbuilding	Regional
11811008	House	Regional
11811010	House	Regional
11811012	School	Regional
11811016	House	Regional
11811017	House	Regional
11811018	House	Regional
11811020	Water pump	Regional
11811021	Water pump	Regional
11811031	Footbridge	Regional
11811034	Bridge	Regional
11811035	Bridge	Regional
11811036	Bridge	Regional

### 7.4 Archaeological Heritage

The Sites and Monuments Record (SMR) is the basic listing of all known or suspected monuments in Ireland. The source of information for the identification of archaeological sites and structures in Ireland is the Sites and Monuments Record (SMR) at [www.archaeology.ie](http://www.archaeology.ie), which is a comprehensive inventory of all known or suspected monuments in Ireland and is maintained by the National Monuments Services of the Department of Housing, Local Government and Heritage. The SMR is a non-statutory, comprehensive inventory of known archaeological sites,

monuments, and find-spots and forms the basis for issuing the Record of Monuments and Places (RMP). It comprises of a 'live' database that contains an interactive map/search facility which focuses on recording monuments dating from before 1700 AD, along with sites selected from the post 1700 AD period, according to their interest or merit. The database is being continually updated as new information becomes available and new sites are uncovered. The addition of a monument to the SMR database does not, of itself, confer legal protection.

The Record of Monuments and Places (RMP) is a subset of the SMR, which records one site within the plan boundary (KD019-004). Table 7.3 below and Map V2B-7.1 (Built Heritage and Archaeology) provide details on the records on the RMP and SMR.

**Table 7.3:** Record of Sites and Monuments

RMP No.	Location	Classification	Status
KD019-004----	Osberstown	Enclosure site	RMP
KD019-061----	Castlesize (Osberstown)	Burial Ground	SMR
KD019-062----	Sallins	Castle – Tower House	SMR
KD019-075----	Castlesize	Enclosure	SMR
KD014-072----	Castlesize	Barrow – ditch barrow	SMR
KD014-073----	Castlesize	Barrow – ditch barrow	SMR
KD014-074----	Castlesize	Enclosure – large	SMR
KD014-075----	Castlesize	Ring-ditch	SMR
KD014-076----	Castlesize	Barrow – ditch barrow	SMR
KD014-079----	Bodenstown	Ring-ditch	SMR
KD014-082----	Bodenstown	Ring-ditch	SMR
KD014-081----	Bodenstown	Ring-ditch	SMR
KD014-091----	Bodenstown	Ring-ditch	SMR

## 7.5 Built Heritage and Archaeology Objectives

It is an objective of Kildare County Council to:

**BHO 7.1** Strongly resist the demolition of any structure (or parts of any structure) that is registered on the National Inventory of Architectural Heritage (NIAH) unless, on the basis of expert evidence provided as part of any planning application, the planning authority is satisfied that exceptional circumstances exist.

**BHO 7.2** Support the sensitive and appropriate development of Home Farm House, as an important community, tourism and heritage asset for the town in accordance with the Urban Design Framework for the

Home Farm House Key Development Area outlined in Section 10.1.1.

**BHO 7.3**

Reduce, prevent and encourage the removal of visual and urban clutter within the town centre including:

- Excessive traffic management structures and related signage.
- Utility structures and signage.
- Commercial related signage (including signs protruding from the façade) at ground and upper floor levels.
- Obsolete/unnecessary lighting, electrics, cables, ducts.
- External roller shutters and shutter boxes.
- Internally affixed stickers and internally illuminated signage, where planning permission is required.

**BHO 7.4**

Support the sensitive incorporation of public amenity and open spaces around monuments, where appropriate, in a manner compatible with the protection, conservation and proper management of the monuments.

## 8. Movement and Active Travel

### 8.1 Local Context

Transport and active travel play a fundamental role in supporting economic activity and social interaction, and they are strongly connected to quality of life, public health, and overall wellbeing.

A well-functioning transport network—along with accessible active travel options—is essential for economic development, improving quality of life, and promoting social inclusion. It also helps to reduce the overall need to travel, lowers reliance on private cars, and strengthens the viability of high-frequency public transport services.

In the local context of Sallins, the area benefits from strong connectivity provided by the Sallins Train Station, the Sallins Bypass, which improves accessibility to and from the M7 Motorway, and The Grand Canal, which together enhance accessibility and support sustainable mobility.

### 8.2 Modal Split Target

According to Census 2022, the proportion of residents in Sallins who travel to work by private modes of transportation is 63.19%.<sup>30</sup> However, when trips to work, school, college, or childcare is accounted for, the percentage for private modes of transportation is 53.10%, with notable increases in public transport and active travel, particularly walking (12.49%). This suggests that shorter education trips, combined with good public transport availability, are already enabling a higher level of sustainable travel for non-work journeys.

**Table 8.1:** Mode Share for Work, School, College and Childcare Trips in Sallins

Trips to work in Sallins (2022)*	%	Trips to work, school, college or childcare in Sallins (2022)	%
Walking	3.75%	Walking	12.49%
Bicycle	1.70%	Bicycle	2.04%
Public Transport (Bus, minibus or coach / Train, DART or LUAS)	14.54%	Public Transport (Bus, minibus or coach / Train, DART or LUAS)	20.34%
Private modes of transportation [motorcycle or scooter / car driver / car passenger / Van / Other (incl. lorry)]	63.19%	Private modes of transportation [motorcycle or scooter / car driver / car passenger / Van / Other (incl. lorry)]	53.10%

<sup>30</sup> Total percentage for private modes of transportation [motorcycle or scooter / car driver / car passenger / Van / Other (incl. lorry)] to work percentage figures from Census 2022 in Sallins is 63.19%. Central Statistics Office, Census 2022, SAPMAP 2022 [Online] available from: <https://data.cso.ie/table/SAP2022T11T1TOWN22>

\*The current mode share percentage is based on Census 2022 data, and the percentages calculated above do not take account of work-from-home or ‘not stated’ responses.

In accordance with the objectives set out in the Greater Dublin Area (GDA) Transport Strategy 2022–2042, this Plan aims to facilitate a significant shift in travel behaviour by reducing reliance on private car use and increasing the proportion of trips made by walking, cycling, and public transport. To support this transition, the Plan targets a modal shift equivalent to a 10% reduction in car-based travel over the lifetime of the Plan.

### 8.3 Movement and Active Travel Measures

This Plan supports a series of movement and active travel measures, including, *inter alia*, improvements to the public transport network. These measures are illustrated on Map V2B-8.1 (Transportation Measures) and detailed in Table 8.2 (below).

It is important to note that the movement and transportation measures contained in the Plan are indicative only. Furthermore, it is important to note that unless otherwise stated, all new links included as permeability measures will also be accessible for cycling. However, only measures which provide some ‘strategic’ function in the context of the overall cycle network have been included as cycle network options.

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.

**Table 8.2:** Movement and Active Travel Measures

Measure No.	Measure	Delivery Timeframe
<b>Permeability</b> <sup>31</sup>		
P 1	Extend pavement on Clane Road to link with Sallins Bypass	Medium Term (3-5 Years)
P 3 <sup>32</sup>	Greenway Scheme: Grand Canal Greenway - North Bank (West of Sallins)	Delivery as part of Greenway Scheme Phase 2.

<sup>31</sup> The numbering sequence of the permeability measures relates to the numbering of the measures in the Naas Sallins Transport Strategy, that have been selected for incorporation into the Sallins Settlement Plan.

<sup>32</sup> It should be noted that P 3 extends outside of the Plan area.

P 9	Create permeability links between Millbank Estate housing estate - Lidl - Millbank on the greenway	In tandem with the delivery of Home Farm House Key Development Area.
P 12	Pedestrian/cyclist footbridge over railway line and associated paths linking Church Avenue - The Waterways	Long Term (6-10 Years)
P 13	Pedestrian/cyclist footbridge to connect the Grand Canal Greenway with the Naas Branch Greenway	Linked to development of the two greenways.
P 16	Greenway Scheme: Grand Canal Greenway Naas Branch	Partially delivered. The Naas to Sallins Greenway is only complete between Osberstown Bridge and Naas Harbour.
P 18	Sustainable travel modes bridge over M7 Motorway to link Sallins with Naas with associated footpaths. Linking The Waterways (Sallins) - Monread Road (Naas)	Long Term (6-10 Years)
P 65	Create footpath on existing roads to link Osberstown Cottages - Osberstown Road - Naas Branch Greenway - Sallins Bypass	Long Term (6-10 Years)
<b>Walk and Cycle (Active Travel) <sup>33</sup></b>		
W 1	Create cyclist/pedestrian footbridge over the Canal from Sallins Pier to Sallins Amenity Lands.	Long Term (6-10 Years)
W 2	Pedestrian/cyclist footbridge over Grand Canal.	Long Term (6-10 Years)
W 3	Create permeability link between the Parish Lands and Sallins Train Station.	Medium Term (3-5 Years)
W 4	Create permeability link between the Parish Lands and St. Laurence's National School.	Medium Term (3-5 Years)
<b>Cycle<sup>34</sup></b>		
C 1	Naas to Sallins Greenway Proposed Link Type: Greenway	Partially delivered.

<sup>33</sup> The numbering sequence applied to this table is not derived from, nor included within, the Naas Sallins Transport Strategy.

<sup>34</sup> The numbering sequence of the cycling measures relates to the numbering of the measures in the Naas Sallins Transport Strategy, that have been selected for incorporation into the Sallins Settlement Plan.

		The Naas to Sallins Greenway is only complete between Osberstown Bridge and Naas Harbour.
C 2 <sup>35</sup>	Grand Canal Greenway Proposed Link Type: Greenway	Delivery as part of Greenway Scheme Phase 2.
C18	Sallins Road (in Sallins) Proposed Link Type: Cycle Track/Cycle Lane	Medium Term (3-5 Years)
C19	Sustainable travel modes bridge Proposed Link Type: Cycle Track/Cycle Lane (on proposed new bridge)	Long Term (6-10 Years)
C 40	Osberstown Cottages Link (Greenway to Sallins Road) Proposed Link Type: Shared street improvement	Medium Term (3-5 Years)
<b>Public Transport</b> <sup>36</sup>		
PT 3 <sup>37</sup>	Local Bus Route Central Spine Bus Route – Indicative Route	Short Term (1-2 Years)
PT 4	Local Bus Route Western Spine Bus Route – Indicative Route	Long Term (6-10 Years)
PT 5	Local Bus Route Eastern Spine Bus Route – Indicative Route	Short Term (1-2 Years)
PT 7	Bus Priority Sustainable Travel Bridge	Long Term (6-10 Years)

<sup>35</sup> It should be noted that C 2 extends outside of the Plan area.

<sup>36</sup> The numbering sequence of the public transport measures relates to the numbering of the measures in the Naas Sallins Transport Strategy, that have been selected for incorporation into the Sallins Settlement Plan.

<sup>37</sup> The Local Bus Route Central Spine (PT 3) / Western Spine (PT 4) / Eastern Spine (PT 5) and associated bus stops are all indicative.

## 8.4 Movement and Active Travel Objectives

It is an objective of Kildare County Council to:

**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 TII Publications requirements, where relevant.

**MATO 8.2** Adopt a 'whole journey approach' to delivering transport infrastructure in Sallins, to ensure universal accessibility is integrated into all stages of a person's journey from starting point to destination. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops / shelters fully accessible to older people, people with disabilities and people with young children.

**MATO 8.3** Ensure that all developments allow for universally accessible connectivity for active travel modes to adjacent lands, in accordance with Reimagining Permeability in Kildare – Reconnecting our Communities: Permeability Guidelines April (2024), or any updated version of same, and accords with the Design Manual for Urban Roads and Streets (DMURS).

**MATO 8.4** 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.

**MATO 8.5** Investigate the feasibility of appropriate, secure and sheltered bicycle parking facilities at appropriate locations in Sallins, including at

	<p>Sallins Train Station and to investigate the development of a shared cycle scheme for Sallins, to enhance safe, accessible, and low-carbon “last-mile” connectivity for all users.</p>
<b>MATO 8.6</b>	<p>Support the ongoing operation of St. Laurence’s National School Community-Led ‘Park &amp; Stride’ Initiative and encourage safe and controlled permeability into the school grounds during school hours, through the implementation of the indicative location of the measure W 4 as illustrated on Map V2B-8.1 (Transportation Measures).</p>
<b>MATO 8.7</b>	<p>Encourage increased permeability through larger land parcels and create linkages to existing routes and civic spaces within Sallins.</p>
<b>MATO 8.8</b>	<p>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.</p>
<b>MATO 8.9</b>	<p>Investigate the feasibility of providing an active travel link (walking and cycling) between Sallins and Kerdiffstown Park through The Willows Key Development Area as outlined in Section 10.1.4.</p>

## 9. Infrastructure and Environmental Services

### 9.1 Overview

The availability of high-quality infrastructure networks and environmental service provision is a key element in creating sustainable and attractive places, ensuring health and well-being, securing investment and safeguarding the environment. The adequacy of existing provision, optimising the use of existing infrastructure and the need for additional facilities are critical elements for the future development of Sallins.

In this regard a Settlement Capacity Audit (SCA) was prepared to inform the appropriate zoning of land for residential and economic development, to ensure that future growth occurs in tandem with the delivery of the required physical infrastructure during the lifetime of the Plan. The SCA (which accompanies the Plan) supports the evidence-based land use zoning decisions made in respect of Map V2B-10.1 Land Use Zoning with regards the residential and employment zoned lands.

### 9.2 Infrastructure and Environmental Services in Sallins

Table 9.1 below provides an overview of the infrastructure and environmental services relevant to the settlement of Sallins. The table summarises the current provision and status of essential utilities and environmental considerations, including water supply, wastewater infrastructure, groundwater quality, electricity supply, natural gas availability, as well as baseline conditions relating to noise and air quality. This overview is intended to identify the constraints associated with existing service networks and environmental factors.

**Table 9.1:** Infrastructure and Environmental Services in Sallins

Energy and Communications Infrastructure
<p><i>Electricity Network Infrastructure</i></p> <p>At present, the electrical load of Sallins is served by the Sallins 38kV Substation, which is located to the north of the town, along the R407.</p> <p>As indicated on ESB’s Availability Capacity Heatmap, the existing electricity infrastructure serving Sallins is currently operating at capacity.<sup>38</sup></p> <p><i>Gas Networks Ireland</i></p> <p>Gas Networks Ireland has confirmed that it does not anticipate any issues arising from the level of development proposed for Sallins. Gas Networks Ireland has indicated that any additional gas load can be accommodated within</p>

<sup>38</sup> <https://www.esbnetworks.ie/services/get-connected/renewable-connection/network-capacity-heatmap#> - Date of Access: 02 March 2026.

the existing infrastructure, and no network reinforcement works are expected to be required to service Sallins.<sup>39</sup>

## Pollution and Environmental Services

### Air Pollution

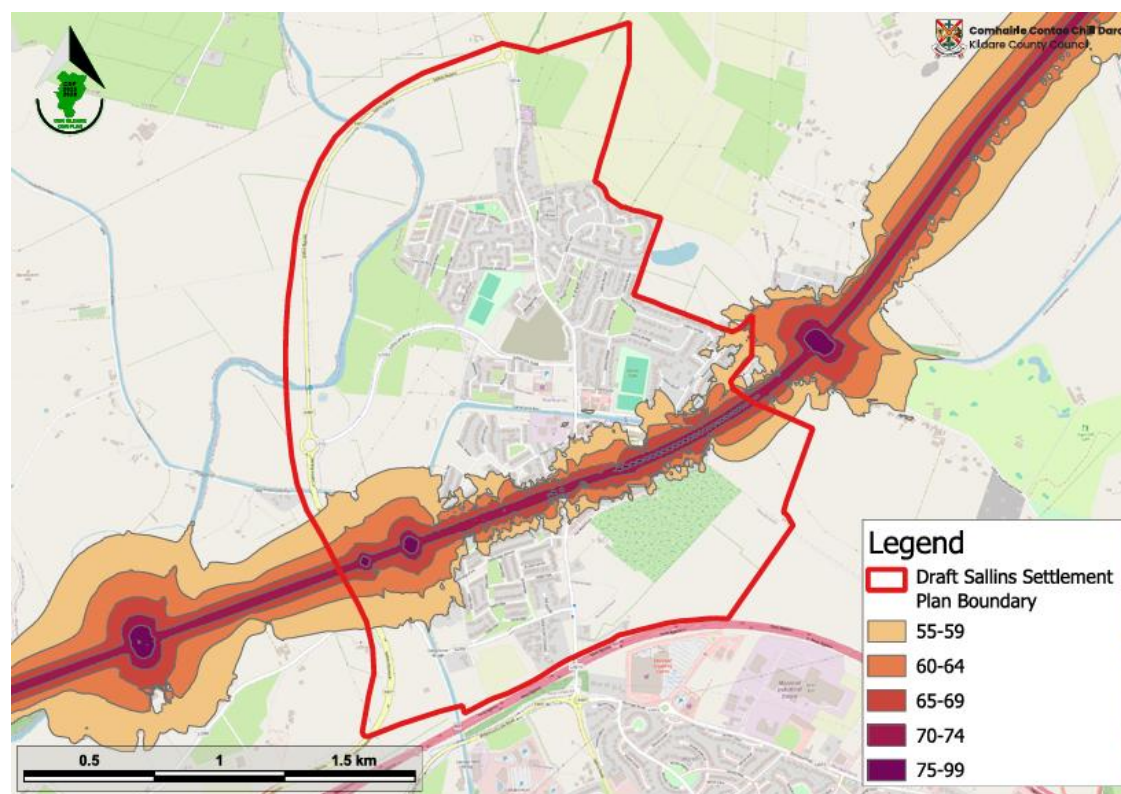
The GEO portal of the Environmental Protection Agency (EPA) records air quality levels.<sup>40</sup> Sallins is stated as having achieving category '2 – Good' on their air quality index.

### Noise Pollution

The EPA portal includes strategic noise mapping of roads and rail in Sallins, in the form of noise contours for the Lden (day-evening-night) period. The map extract in Figure 9.1 shows the dB Value along such routes which represents the average decibel value during the Lden period.

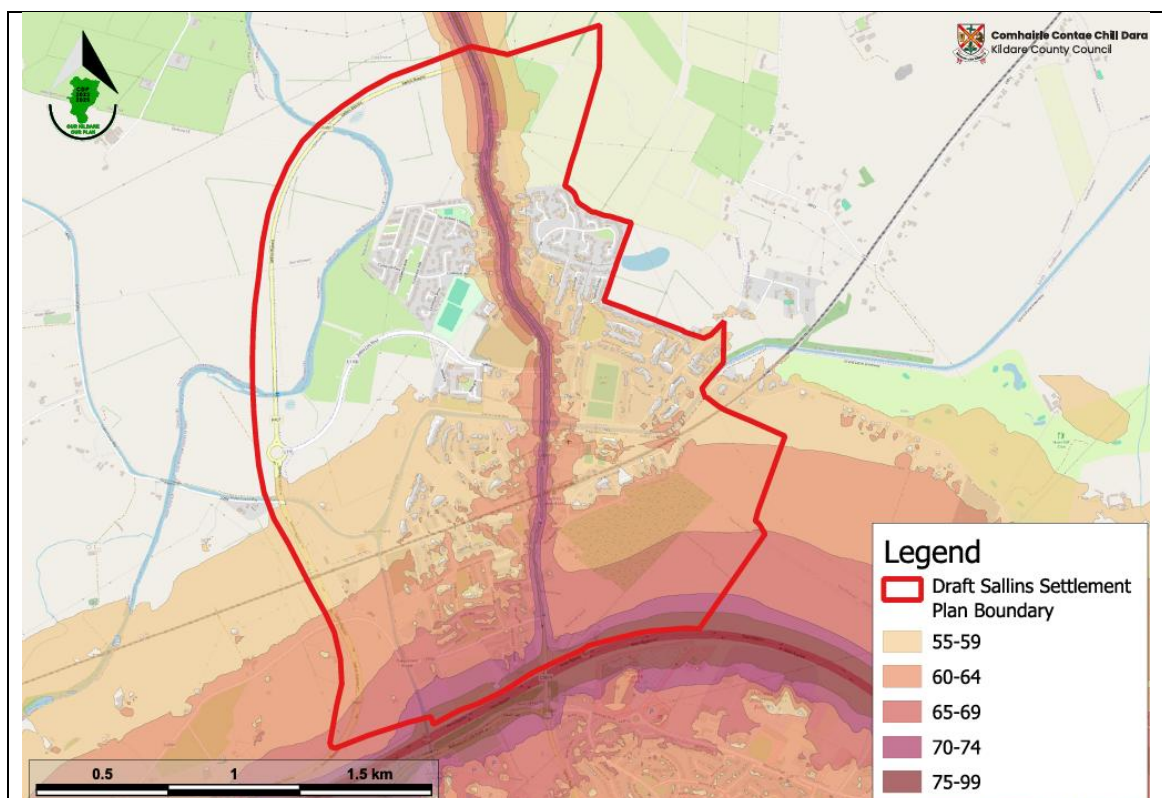
Objective TM O71 (see Chapter 5 of Volume 1) requires that new residential schemes in close proximity to heavily trafficked roads and the rail line within the Plan area are spatially and acoustically assessed and designed to minimise noise impact.

**Figure 9.1:** Noise Mapping (Rail and Road)



<sup>39</sup> Date of communication: 12<sup>th</sup> March 2026.

<sup>40</sup> <https://gis.epa.ie/EPAMaps/EnvironmentAndWellbeing> - Date of Access: 02 March 2026.



Source: <https://gis.epa.ie/EPAMaps/> using Round 4 National Roads and Rail layers.

## 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) there is potential capacity available in Sallins to meet targeted population growth to 2034 but an improvement to the Level of Service (LoS) will be required.

Uisce Éireann notes that depending on the extent of development realised, localised network upgrades may also be required in Sallins, which can be 'developer-driven'.

In the medium to long term, the Water Supply Project will be required to ensure a secure and sustainable water supply for the GDA. This strategic infrastructure is essential to meeting future demand, supporting continued population and economic growth, and strengthening the overall resilience of the regional water network.<sup>41</sup>

<sup>41</sup> <https://www.pleanala.ie/en-ie/case/323980> - Date of Access: 02 March 2026. At present, the Water Supply Project (An Coimisiún Pleanála - Case reference: PA92.323980) is due to be decided by 30/06/2026.

## Wastewater

Sallins forms part of the Upper Lower Liffey Valley (ULLV) Agglomeration along with Naas, Clane, and Newbridge. All the wastewater from these settlements ultimately is treated in the ULLV Osberstown Wastewater Treatment Plan (WWTP).

Uisce Éireann's Wastewater Treatment Capacity Register notes there is available capacity at the ULLV WWTP.<sup>42</sup> However, this is for the entire catchment, not just Sallins.

Uisce Éireann notes that, depending on the scale of future development in Sallins, localised wastewater network upgrades may be required. These upgrades may be 'developer-driven' and could include network extensions and/or the provision of infrastructure such as pumping stations.

## Surface Water and Groundwater

Sallins is located within Eastern River Basin District (WFD Catchment 09 – Liffey and Dublin Bay). The catchment has a status of 'Good'.

The Ground Waterbody WFD Status 2019-2024 for the Plan area is 'Good' and the area is deemed 'not at risk'.<sup>43</sup>

### *Sallins Surface Water Management Strategy*

A Surface Water Management Strategy was prepared to inform Plan. This Plan supports the Nature Based Management Areas (NBMAs) as provided for on Map V2B-9.1 (Infrastructure and Environmental Services – Surface Water Management Strategy) and supported by Objective IEO 9.5.

## Flood Risk Management

Whilst Sallins does not experience notably severe or recurring flooding events, a substantial flooding event did occur in November 2009, in which The Waterways housing development was affected.

A Strategic Flood Risk Assessment (SFRA), as required by the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) has informed the preparation of the Plan. This Plan aims to avoid development in areas at risk of flooding as identified by the SFRA and has substituted highly vulnerable land uses with less vulnerable uses where this is not possible. Where neither is possible, mitigation and management of risks must be managed, including application of Plan-Making Justification Tests.

<sup>42</sup> <https://www.water.ie/connections/developer-services/capacity-registers/wastewater-treatment-capacity-register/kildare> - Date of Access: 02 March 2026.

<sup>43</sup> <https://gis.epa.ie/EPAMaps/> - Date of Access: 02 March 2026.

#### *Site Specific Flood Risk Assessment*

All development proposals should be supported by an appropriately detailed Site-Specific Flood Risk Assessment (SSFRA). The level of detail within the FRA will depend on the risks identified and the land use proposed. Applications should apply the use of the sequential approach in terms of the site layout and design and, in satisfying the Justification Test (where required), the proposal must demonstrate that appropriate mitigation and management measures are put in place. The development should ensure that no encroachment onto, or loss of, the flood plain shall occur. Only water compatible development such as Open Space and Amenity will be permitted for the lands which are identified as being at risk of flooding within that site. Areas of flood risk which are already substantially developed and have passed the justification test for development plans will be restricted to 'Minor Development' as per Section 5.28 of the Flood Risk Management Guidelines. For any development in flood risk areas that meet the Development Plan Justification Test, a Development Management Justification Test must then be applied. Development must satisfy all of the criteria of the Development Management Justification Test as per Box 5-1 of the Flood Risk Management Guidelines (2009).

### **9.3 Infrastructure and Environmental Services Objectives**

It is an objective of Kildare County Council to:

- IEO 9.1** Work in conjunction with ESB Ireland 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.
- IEO 9.2** Maintain existing recycling facilities and secure the provision of additional universally accessible facilities, in conjunction with new development as required.
- IEO 9.3** Support the development of dedicated green waste composting areas in Sallins integrated into the public open space provision of existing and future residential developments, where appropriate, for the purposes of composting the grass cuttings and other organic material generated within public open space areas.
- IEO 9.4** Work in conjunction with Uisce Éireann to prioritise and facilitate the provision of adequate water and wastewater infrastructure in Sallins to ensure that such infrastructure is provided prior to, or in tandem with new development in accordance with the Implementation and Infrastructure Delivery Schedule (Section 10.2 refers).

- |                |   |
|----------------|---|
| <b>IEO 9.5</b> | Ensure areas indicated as Surface Water Management Areas on Map V2B-9.1 (Infrastructure and Environmental Services – Surface Water Management Strategy) are reserved free from development and integrated into design proposals for nature-based surface water drainage purposes.   |
| <b>IEO 9.6</b> | Incorporate Nature-Based Solutions (NBS) as part of all plans and projects in the Map V2B-9.1 (Infrastructure and Environmental Services – Surface Water Management Strategy) and the Kildare County Council Sustainable Drainage Systems Guidance Document 2024.   |
| <b>IEO 9.7</b> | 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). |

## **10. Implementation**

The key method of implementing this Plan is through the identification of Land Use Zonings and Objectives for specific sites in Sallins. In order that the sustainable development of the town be realised it is critical that the population growth is accompanied by the delivery of the necessary social infrastructure and site servicing requirements. In this regard, the identification of critical infrastructure that needs to be delivered either in tandem or prior to the planned development, forms the basis of the following supporting documents:

- Sallins Settlement Capacity Audit (SCA)
- Sallins Social Infrastructure Audit (SIA)
- Sallins Surface Water Management Strategy
- Naas Sallins Transport Strategy

These audits and assessments provide a strong evidence base which has informed the contents and objectives of the Plan, including the Implementation and Infrastructure Delivery Schedule, as outlined in Section 10.2. This schedule seeks to ensure that the targeted growth of the town occurs in a sustainable manner, as well as maximising opportunities for integrating new development into the existing built fabric of the town.

The Plan incorporates a range of additional delivery mechanisms to achieve plan-led and sustainable development as described in the previous chapters. The Plan outlines key critical infrastructure such as community facilities, active travel measures, road linkages and nature-based surface water solutions which must be delivered in tandem with much needed housing and employment opportunities within Sallins. Section 10.3 also outlines the Land Use Zoning Objectives (Table 10.3) along with the Land Use Zoning Matrix (Table 10.5) for Sallins.

### **10.1 Key Development Areas (KDAs) and Employment Area**

The Plan contains urban design frameworks for four specific Key Development Areas (KDAs) and the Bodenstown Employment Area within Sallins, as follows:

- Home Farm House KDA
- Link Road KDA
- West Link Road KDA
- The Willows KDA
- Bodenstown Employment Area

### 10.1.1 Home Farm House KDA

<b>Site Area:</b>	2 Hectares (Zoned A: Town Centre)
<b>Urban Character Area:</b>	Centre and Urban Neighbourhood
<b>Indicative net density:</b>	50 dph (1.22 Hectares)
<b>Estimated residential yield:</b>	52 Units

#### Vision

To facilitate the regeneration and activation of strategically located lands on the western side of Main Street and facing the Grand Canal Greenway, through the restoration of Home Farm House (RPS No. B19-33, NIAH Ref. 11811025) as a civic use for the community, alongside the provision a high-quality mixed-use development and a new public space that consolidates the existing urban core. This intervention will bring vitality to the town centre of Sallins and incentivise further public realm improvements, including the regeneration of the old post office square.

#### Built Form and Urban Structure

The built form should seek to fully integrate the protected structure, Home Farm House, located at the corner of Main Street and the Sallins Link Road, ensuring it becomes a defining focal point within the overall development.

The urban form should be designed around the existing green and blue infrastructure features. The layout of the urban form should be legible and permeable; to achieve this, the size of the urban block, given its urban context should, as far as practicable, be between 60-100 metres in dimension (as per DMURS Guidelines).

The development should seek to create a destination on the corner of Main Street and Grand Canal Greenway that attracts visitors and increases footfall; and a new public space to meet the needs of the community with areas for recreation, rest, social gatherings and events.

The building frontages should provide passive surveillance to the active travel links, new site access road, Grand Canal Greenway and proposed public spaces.

The new buildings facing to the eastern edge of the site should accommodate a mix of uses, with commercial and employment uses at ground floor level and residential uses above. Buildings facing south towards the Grand Canal Greenway should primarily accommodate residential uses. The overall scheme should introduce new residential typologies of a high-quality design and should respond sensitively to the site context and respect the original fine urban grain of the town centre, characterised by smaller plot sizes and closely spaced and attached building frontages.

## **Connectivity and Movement**

Vehicular access to the site should be provided via the Sallins Link Road by extending the road adjacent to Lidl southwards into the site.

The development should provide for a pedestrian and cycle friendly environment, which integrates active travel links that maximises accessibility to different destinations, including the new public space in Main Street, Grand Canal Greenway, Millbank Square and Lidl.

Integration with the proposed shared cyclist/pedestrian bridge on the western side of the Grand Canal bridge should be a key consideration of the overall design.

The active travel links and the public space should be overlooked by the proposed built form to provide for passive surveillance.

## **Green and Blue Infrastructure, Open Spaces and Surface Water Drainage**

The development should provide a high-quality landscape design.

The proposed development should integrate, protect and enhance the existing natural features of the site, such as existing hedgerows, treelines and mature trees. These features will provide a sense of place and visual appeal in the neighbourhood.

New landscaping that provides for effective screening and privacy should be incorporated in areas of high footfall and/or traffic. These landscaping features should also be provided in areas where there is a direct visual connection to the Lidl car park and service area.

The landscaping plan should enhance local biodiversity through the planting of native tree species and pollinator-friendly vegetation. Nature-based solutions (NBS) to surface water management shall be prioritised within the KDA 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.

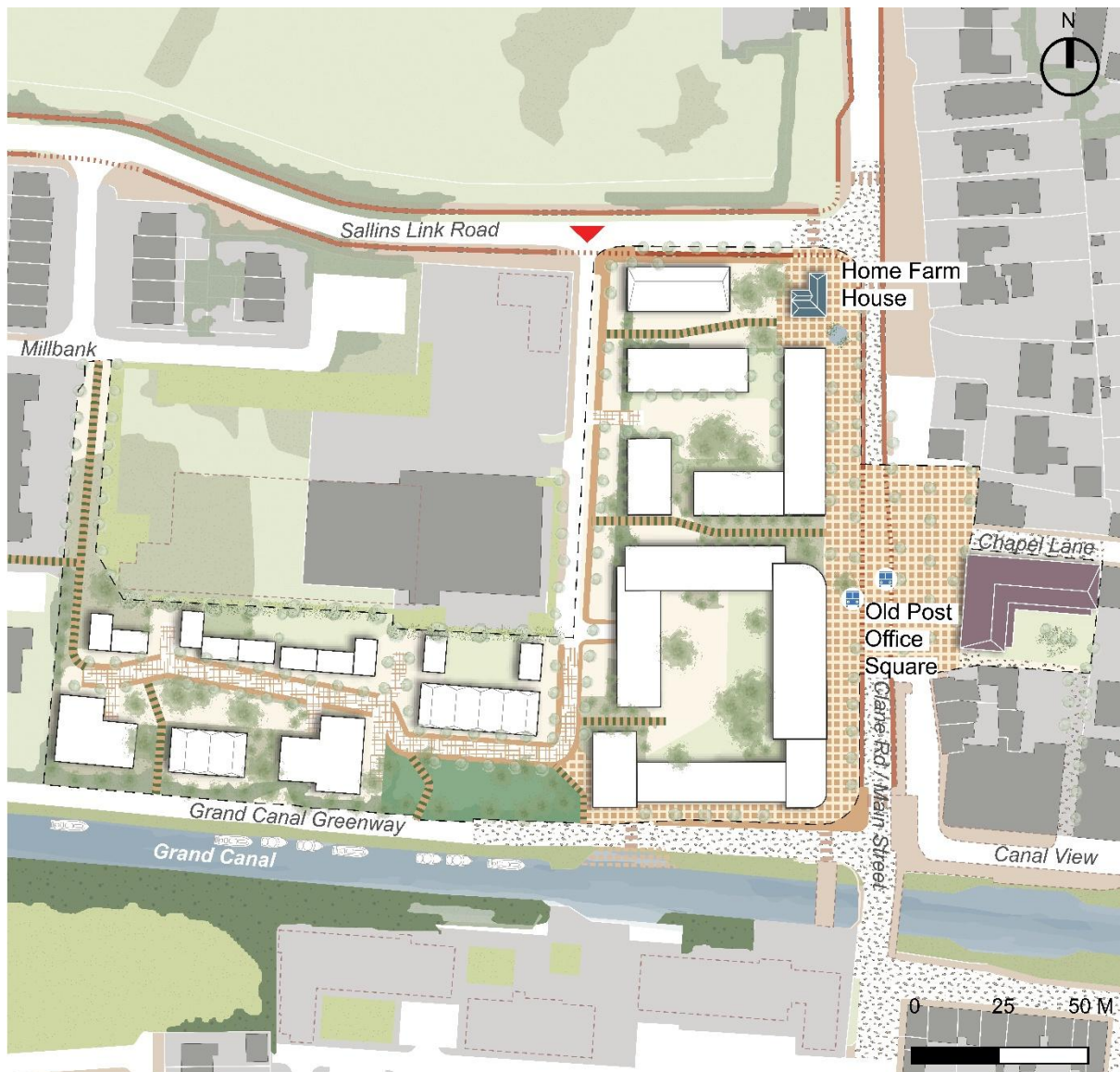
## **Boundaries and Entrance Treatments**

The proposed buildings should provide for a strong building line along streets and public areas to offer a sense of enclosure. The sense of arrival to the development should be created by the layout of the built form.

All entrance treatments to the KDA should be minimal with a sense of arrival provided by the layout of the built form and not the entrance itself. All boundaries and interface areas should avoid a closed-off or walled-in character. Where proposing setbacks from the street; the sense of enclosure and privacy should be provided through the landscape design and vegetation. These measures create a buffer from

traffic noise, pollution and provide clear delineation between public and private-semi-private open space.

**Figure 10.1:** Home Farm House key Development Area (KDA)



**LEGEND**

--- Site boundary	Open space
Existing water bodies	Vegetation/soft landscaping
Existing vegetation	Public space
Existing bus stop	Shared surface
Existing cycle route	Indicative building blocks
Outline of permitted developments	Active travel links
Refurbishment of existing buildings	Public realm renewal
Refurbishment of Protected Structure	Local access

### 10.1.2 Link Road KDA

<b>Site Area:</b>	0.41 hectares (Zoned MU: Mixed Use) 3.3 hectares (Zoned C (1): New Residential) 2.54 hectares (Zoned C (2): New Residential) 1.25 hectares (Zoned F: Open Space and Amenity) 0.63 hectares (Zoned E: Community and Education)
<b>Urban character area:</b>	Urban Neighbourhood
<b>Indicative net density:</b>	50 dph (MU: Mixed Use) 45 dph (C (1): New Residential) 40 dph (C (2): New Residential)
<b>Estimated residential yield:</b>	215 Units.

#### Vision

To provide for the creation of an urban neighbourhood that consolidates the built-up footprint of the town by facilitating a high-quality mixed-use and residential development. The proposal will deliver essential social infrastructure and attractive, accessible green open spaces, while strengthening connections between the existing residential neighbourhoods to the north and the town centre.

#### Built Form and Urban Structure

The built form for the mixed use, residential, open space and community uses should seek to consolidate the existing void in the urban fabric and function as a connective element between the surrounding neighbourhoods of Willow Grove, Castlesize and the town centre.

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 facilities. The crèche should occupy a prominent location within the development, incorporate passive surveillance, safe active travel access and convenient vehicular drop-off arrangements.

The urban form should be designed around the existing green and blue infrastructure; these features should guide the overall layout of the development. In doing so the scheme should deliver a connected landscape network that incorporates the proposed open space and a green corridor. This network should

include a range of amenities including a Multi-Use Games Area (MUGA), playground and passive open space.

The overall layout of the urban form should be legible and permeable; to achieve this the size of the urban block given its location within the town should, as far as practicable, be between 80-100 metres in dimension (as per DMURS Guidelines) to support active travel and intuitive movement.

The development will include key community facilities, a nursing home 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.

A variety of high-quality residential and mixed-use typologies should be delivered to support a diverse range of residents. The design should create a pleasant urban environment with high-quality landscape design and cohesive people-focused public realm.

### **Connectivity and Movement**

Vehicular access to the KDA should be provided via the Sallins Link Road.

The development should prioritise a pedestrian and cycle friendly environment, maximising accessibility through a coherent network of active travel links that connect to main access routes (Clane Road, Sallins Link Road) to support multimodal transport options. These links should provide direct, safe and attractive routes to amenities within the KDA, such as the open space, the crèche, the green corridor, and the mixed-use areas.

In addition, the scheme should deliver strong active travel connections to the neighbouring communities of Castlesize and Willow Grove, supporting sustainable mobility between residential areas and local services.

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

### **Green and Blue Infrastructure, Open Spaces and Surface Water Drainage**

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 as far as practicable to protect biodiversity and ecological networks within the KDA. Integrating these features will provide a visual appeal to the development and help provide a sense of place. The development should incorporate a high-quality landscape design that includes screening and privacy features particularly in areas with high levels of footfall and/or vehicular

traffic. The landscape plan should enhance local biodiversity through the planting of native tree species and pollinator friendly vegetation.

The overall open space amenities which include a MUGA (multi-use games area), playground and passive open space must comprise of high-quality materials, durable finishes to deliver a cohesive landscape character that supports comfort, safety and long-term maintenance.

The development should incorporate the existing water bodies and natural features. 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**

All entrance treatments to the KDA should be minimal with a sense of arrival provided by the layout of the build form and not the entrance itself. The proposed buildings should provide a strong building line along streets and public spaces to offer a sense of enclosure. Where building setbacks are proposed; the sense of enclosure should be achieved through the landscape design and vegetation. These measures create a buffer from traffic noise, pollution and provide a clear delineation between public and private / semi-private open space.

All boundaries and interface areas should avoid a closed-off or walled-in character. Instead, boundary treatments should prioritise landscape-based solutions that incorporate a cohesive planting/species and material palette, this approach contributes to a welcoming and permeable streetscape.

**Figure 10.2: Link Road KDA**



**LEGEND**

---	Site boundary		Public space
	Existing water bodies		Shared surface
	Existing vegetation		Indicative building blocks
	Existing community gardens		Active travel links
	Existing bus stop		Playground
	Existing cycle route		MUGA (Multi Use Game Area)
	Open space		Local access
	Vegetation/soft landscaping		

### 10.1.3 West Link Road KDA

<b>Site area:</b>	3.23 Hectares (zoned E (2): Community and Education) 2.3 Hectares (zoned E (3): Community and Education) 0.95 Hectares (zoned F: Open Space and Amenity) 2.46 Hectares (zoned C (3): New Residential)
<b>Urban character area:</b>	Urban Extension
<b>Indicative net density:</b>	40 dph (C (3): New Residential)
<b>Estimated residential yield:</b>	75 Units

#### Vision

To provide for the creation of a sustainable urban extension that includes a new high-quality residential development, a primary school, post-primary school and open space that will support the future growth of the town by delivering homes and essential social infrastructure. The educational facilities will function as a key community anchor, and their strategic location will promote sustainable transport choices through the integration of safe, accessible active travel routes and multimodal connectivity.

#### Built Form and Urban Structure

The built form should be designed around the existing green and blue infrastructure features providing for a high-quality open green space that will contribute to the sense of arrival to the residential development in the northern boundary of the site. Also, the proposal should create key connections with the surrounding neighbourhoods of Millbank, Grand Canal Greenway and the Sallins Amenity Lands, which will complement sport facilities for the primary school and post-primary school.

The overall layout of the urban forms 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, primary and post-primary school shall be provided via the Sallins Link Road to ensure efficient traffic movement.

The KDA shall provide a pedestrian and cycle friendly environment, by creating active travel links that connect with the Sallins Link Road cycle path, the Grand Canal Greenway and the Sallins Amenity Lands.

The proposal shall support multimodal travel and the use of public transport by ensuring convenient and direct connections to Sallins-Naas Train Station and existing bus routes on Main Street/Clane Road (R407).

The proposal should make future provision for active travel links to the adjoining neighbourhoods of Millbank to the east and Castlesize to the north to promote permeability. The streets, active travel links and public space should be overlooked by the proposed buildings. 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 enhanced the existing natural features in the overall design, including wetlands, water bodies, hedgerows, treelines and mature trees insofar as practicable, to safeguard the existing biodiversity and ecological networks. These features shall contribute to placemaking, provide a sense of place and visual appeal for the new neighbourhood.

The development should provide a high-quality landscape design and enhance local biodiversity through the planting of native tree species and pollinator friendly vegetation. The landscape plan should propose high-quality materials and finishes for sports grounds, playgrounds, public spaces and passive open space within the KDA.

The development should integrate existing wetlands and water bodies in the design proposal. 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**

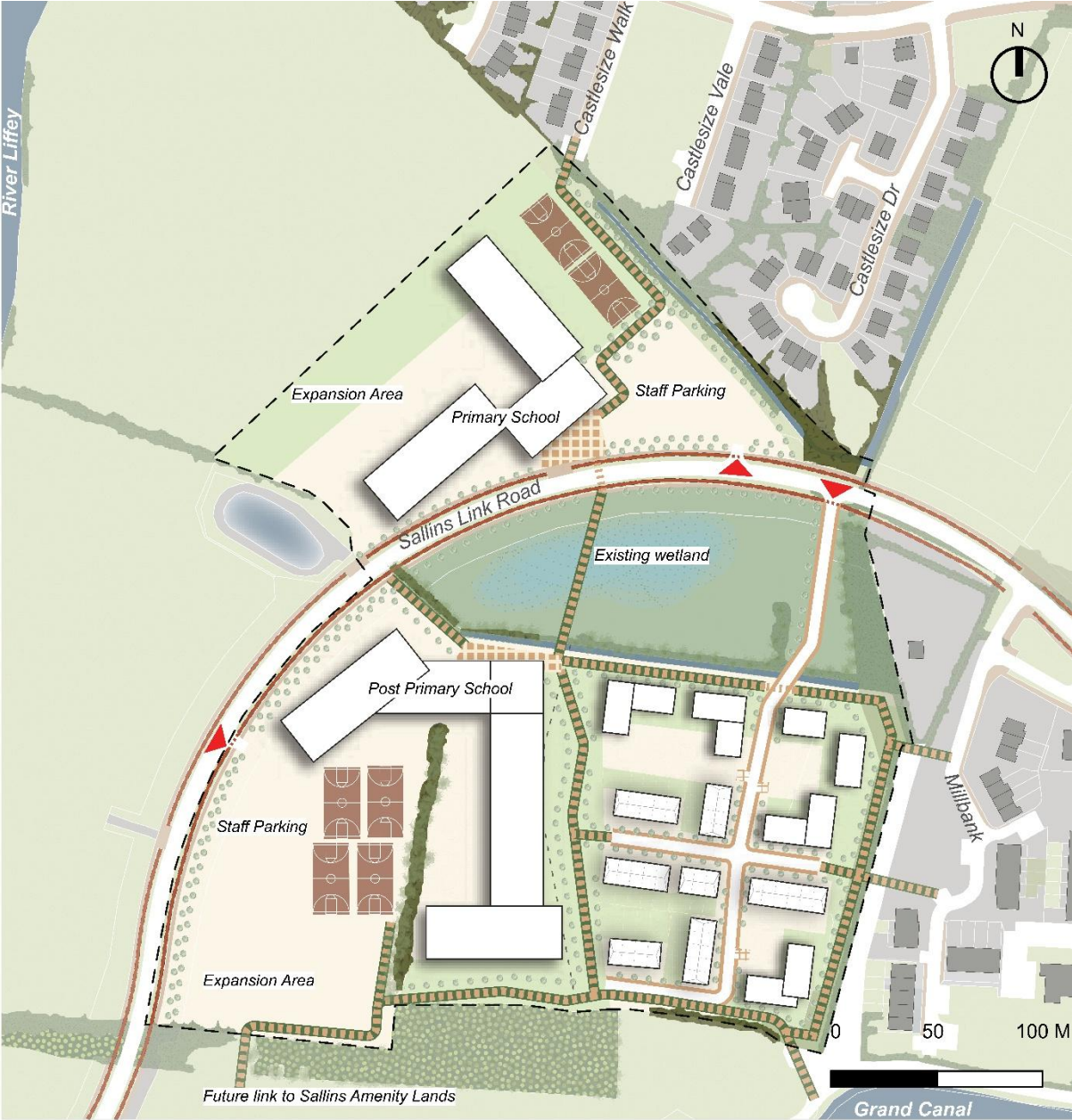
Vehicular and pedestrian entrances to the development should be minimal with a sense of arrival achieved from the layout of the built form and not the entrance itself.

The primary and post-primary school grounds should provide a high-quality boundary treatment, integrate with the existing natural features of the site. All boundaries and interface areas should avoid a closed off or walled in character.

Where proposing setbacks from the street the development should maintain an appropriate sense of enclosure through high-quality landscape design and boundary treatment that reinforce the spatial definition. These measures are required to

create a buffer from potential traffic noise coming from the Sallins Link Road, pollution and delineate public and private / semi-private open space.

Figure 10.3: West Link Road KDA



LEGEND

Site boundary	Public space
Existing water bodies	Open space
Existing vegetation	Indicative building blocks
Existing cycle route	Active travel links
Vegetation/soft landscaping	Local access
Shared surface	

#### 10.1.4 The Willows KDA

<b>Site area:</b>	16.55 Hectares (zoned C (5): New Residential) 26.38 Hectares (zoned F: Open Space and Amenity)
<b>Urban character area:</b>	Accessible suburban edge
<b>Indicative net density:</b>	60 dph (C (5): New Residential)
<b>Estimated residential yield:</b>	794 units

#### Vision

To provide for the creation of an appropriately phased sustainable suburban edge transport orientated development comprising a high-quality mix of residential typologies, supported by an integrated network of attractive open spaces incorporating sports, recreation and cultural amenities. Nature-based solutions will create a resilient environment that mitigates local flood risk. The development shall integrate with the surrounding neighbourhoods, prioritising active travel and strong transport connections within Sallins and towards Naas.

#### Built Form and Urban Structure

The built form should seek to fully integrate with the existing urban fabric, ensuring a seamless transition between established neighbourhoods and the proposed development.

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, GAA pitches, padel and tennis courts, playgrounds, dog park, community gardens, cricket pitch, athletics running track, BMX racetrack, outdoor amphitheatre, fishing ponds and raingardens.

The layout shall be legible and permeable with urban block sizes generally ranging between 80-120 metres in dimension (as per the DMURS Guidelines) to support active travel and intuitive movement.

The development shall provide a high-quality mix of residential typologies to accommodate a diverse range of households. The development should be characterised by a well-designed public realm and high-quality open spaces that create an attractive living environment.

Higher density development and taller buildings should be located facing the public open space south of the Waterways and adjoining key open spaces to define a strong urban edge and enhance passive surveillance of public areas.

## **Connectivity and Movement**

Vehicular access to the KDA shall be provided via the R407. The development of the KDA represents a significant opportunity to enhance the R407 corridor, through enabling the delivery of the indicative Eastern Spine route running parallel to the R407. This will provide strategic connections between the Sallins-Naas Train Station and Monread North in Naas via a sustainable travel mode bridge over the M7 Motorway. In addition, the urban framework supports the provision of a new active modes bridge across the railway line, creating a safe, north-south connection in Sallins. These interventions will enhance sustainable mobility across the town by improving the performance and attractiveness of existing routes while providing new, safe and accessible alternative corridors for walking cycling and public transport.

The development should prioritise a pedestrian and cycle friendly environment, with a coherent network of active travel links connecting key routes, public transport, and surrounding neighbourhoods to support multimodal access. All active travel links should provide direct safe and attractive routes. 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.

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.

## **Green and Blue Infrastructure, Open Space and Surface Water Drainage**

The proposed development should integrate, protect and enhance the existing natural features in the overall design, including waterbodies, hedgerows, treelines, scrub, woodland and mature trees, to safeguard the existing biodiversity and ecological networks. These features will contribute to placemaking, by provide a sense of place and visual appeal in the new neighbourhood.

The amenities and facilities within the open spaces should be designed with high quality finishes and materials.

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.

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.

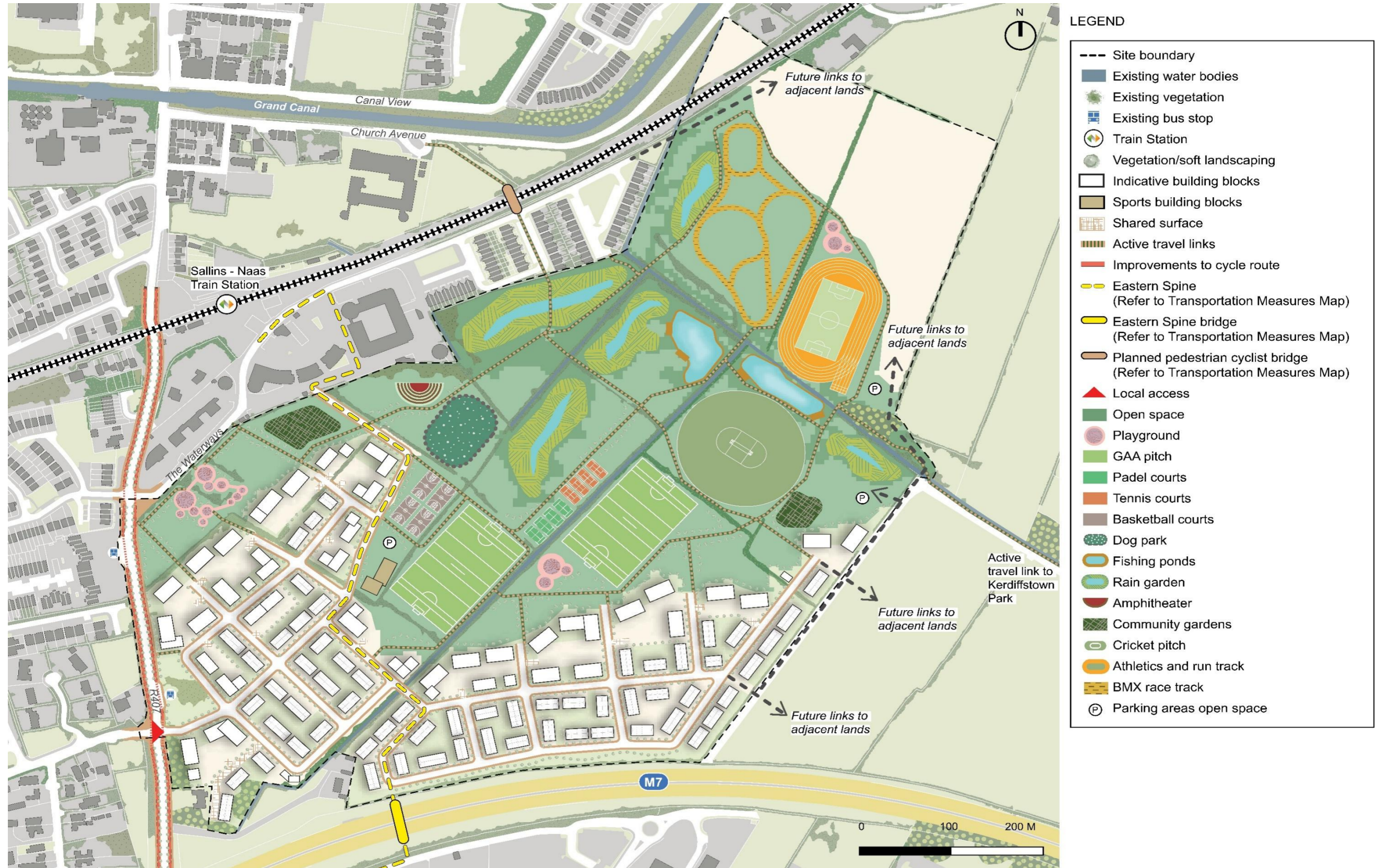
### **Boundaries and Entrance Treatments**

All entrances to the KDA should be clearly defined, with a sense of arrival created through the layout and orientation of the built form. The proposed buildings should establish a strong building line along streets and public space to offer a sense of enclosure.

All boundaries and interface areas should avoid creating a closed off or walled character. Instead, the boundary treatments should prioritise landscape-based solutions that incorporate a cohesive vegetation palette, these features can provide a clear transition of public and private spaces while supporting a welcoming and permeable streetscape, enhancing visual amenity.

The development should incorporate a vegetated berm along the southern boundary to mitigate noise and air quality impacts associated with the M7 Motorway, while contributing positively to the landscape structure.

Figure 10.4: The Willows KDA



## 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.

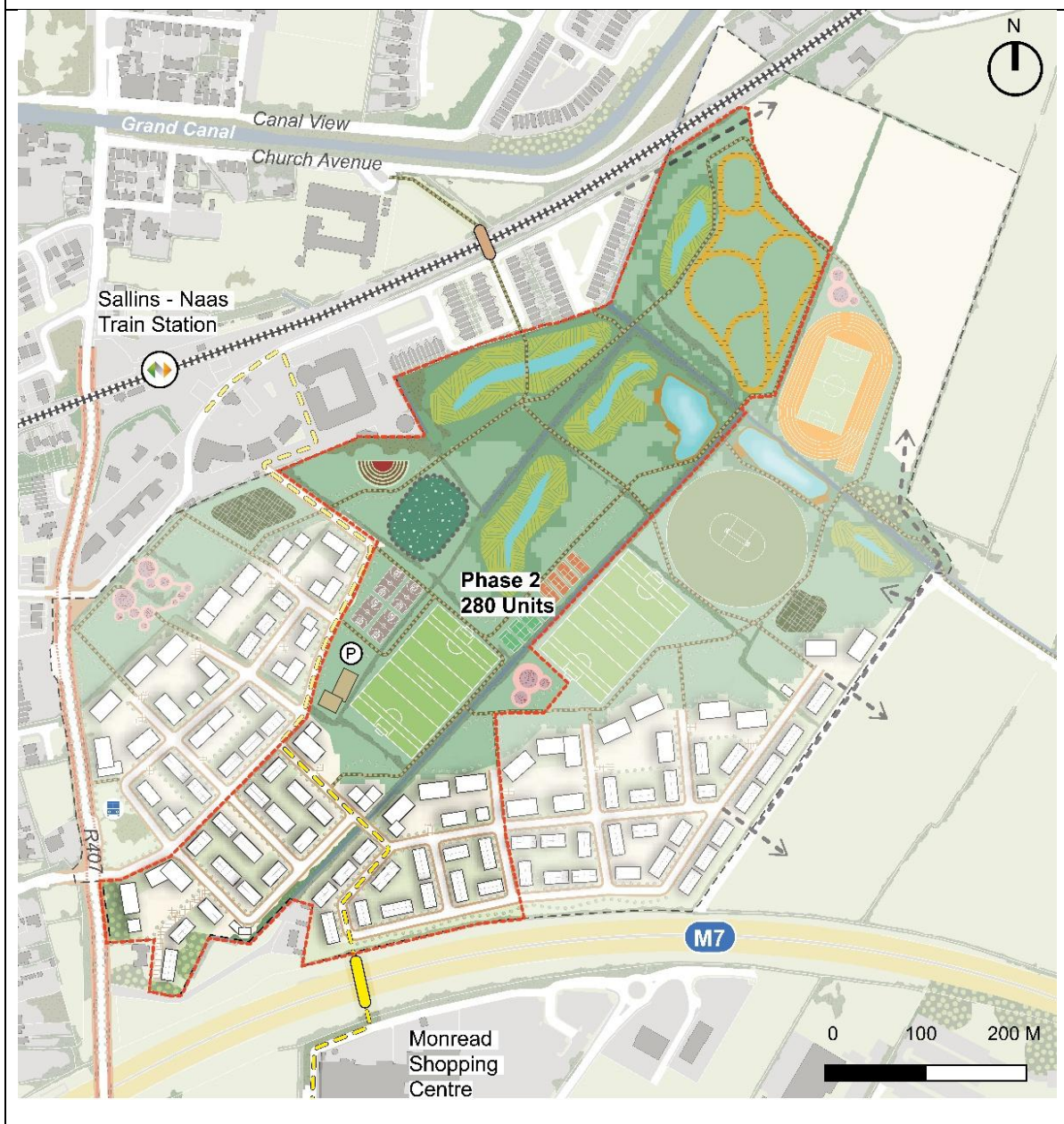
**Table 10.1:** Phasing Strategy - The Willows KDA

<b>Phase 1 – 240 residential units</b>
<p>The following infrastructure should be provided in tandem with Phase 1:</p> <ol style="list-style-type: none"> <li>i. Upgrade of R407 including widening the path and cycle route.</li> <li>ii. Dedicated active travel routes from the Waterways to the Phase 1 lands.</li> <li>iii. Upgrade of the existing bus stop 10063 on the R407 and enhance the setting in accordance with the National Transport Authority guidelines.</li> <li>iv. The provision of the new landscape open space adjoining the bus stop 10063.</li> <li>v. The provision of the new landscape parkland space adjoining the northern boundary including playground, basketball courts and community garden.</li> </ol>
<p>The map illustrates the layout of Phase 1, which consists of 240 residential units. Key features include the Grand Canal to the north, Church Avenue, and the Sallins - Naas Train Station. A bus stop (10063) is located near the residential units. The map also shows the M7 motorway and the Monread Shopping Centre to the south. A scale bar indicates distances up to 200 meters, and a north arrow is provided for orientation.</p>

### Phase 2 – 280 residential units

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

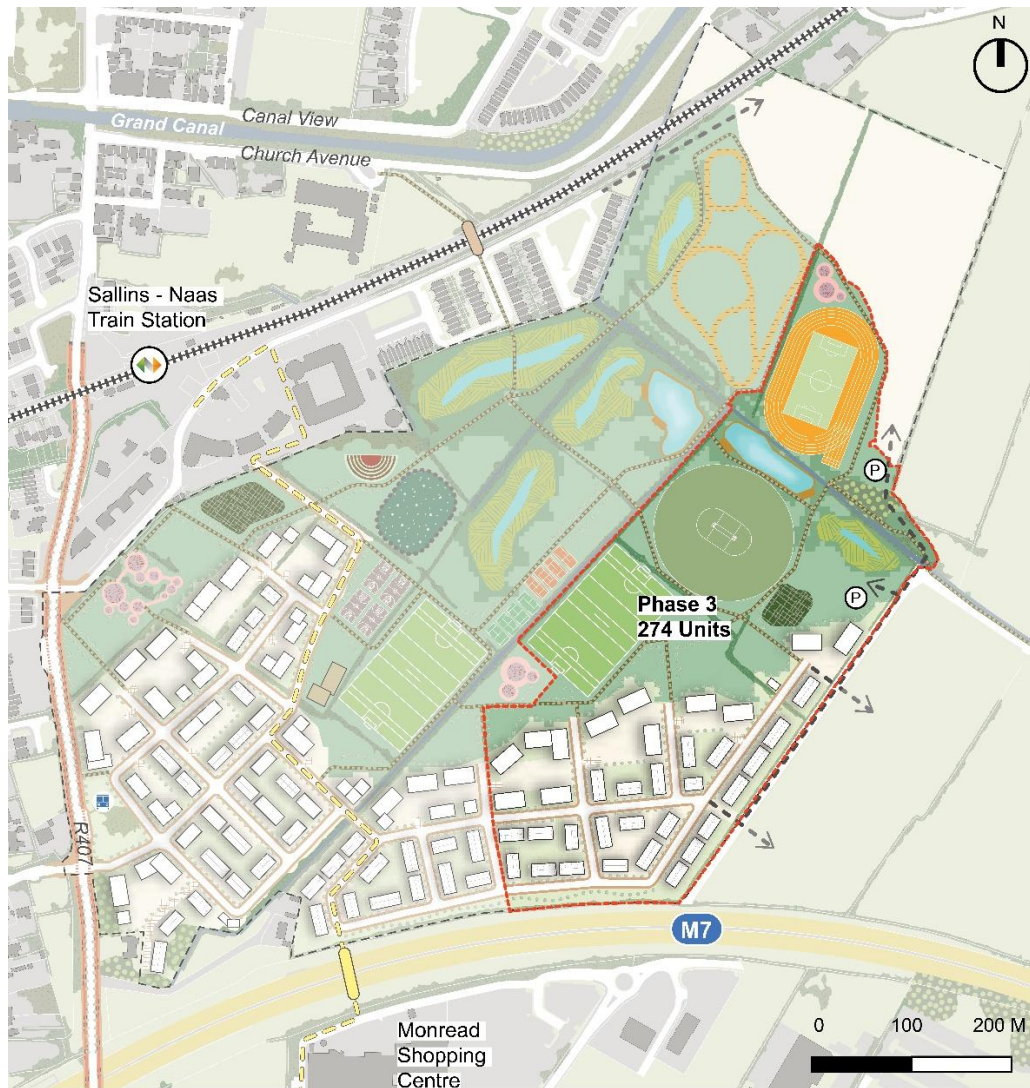
- i. The provision of the new active modes bridge, crossing over the railway line connecting the open space with the north of Sallins.
- ii. Support and facilitate the delivery of the Eastern Spine Bridge, crossing over the M7 Motorway connecting Sallins with Naas through the Monread Shopping Centre.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



### 10.1.5 Bodenstown Employment Area

<b>Site area:</b>	18.63 Hectares (zoned H: Industry and Warehousing)
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The Bodenstown Employment Area is located on the periphery of the built-up footprint of Sallins and comprises a substantial undeveloped and county-wide important landbank zoned 'H: Industry and Warehousing'.

Strategically positioned at the junction of the Sallins Bypass interchange and the R407 (Clane Road), the lands enjoy extensive road frontage and exceptional regional accessibility. Given its scale, profile, and proximity to established centres of employment, the site is ideally placed to leverage the strong logistics and manufacturing base already present in nearby settlements such as Naas and Newbridge. 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.

The Urban Design Framework (Figure 10.5) presents an indicative layout intended to maximise the long-term development potential of the site. While the layout of individual development blocks is illustrative, it can be adjusted to meet specific business requirements. The overall design aims to retain existing green infrastructure, respect archaeological heritage and reflect best practice urban design principles.

#### Vision

To facilitate the development of the Bodenstown landbank as a strategic employment area that could accommodate a diverse mix of small/medium enterprises, guided by high-quality urban design, high-quality landscaping and integrated mobility.

#### Urban Design Principles

- The urban form should be designed to integrate the existing green infrastructure features and archaeological heritage assets within the lands into the overall development (see Map V2B-6.1 and Map V2B-7.1), these features will help establish a sense of place.
- The proposal should ensure a coordinated design approach including the architectural treatment, public areas, landscaping, public lighting, and the selection of contextually appropriate materials.
- The development should provide focal points articulated through the architectural design at strategic locations including the Sallins Bypass and Clane Road (R407) roundabout and the buildings at the local access point.
- The building frontages should be designed to provide for a level of passive surveillance as far as practical to the internal street, active travel links and public areas.

- The proposal should not have a negative impact on residential properties located adjacent to the south and southwest boundary of the site.
- A landscape buffer should be provided between existing adjoining residential areas to the west and south and new development. The scale of the landscape buffer would be based on the height and massing of the proposed build form.

### **Access, Circulation and Permeability Principles**

- Vehicular access to the site should be provided via the Sallins Bypass and Clane Road (R407) roundabout, however a road extension will be required to incorporate a site entrance. Depending on the nature and scale of the development proposed further upgrades to the existing junction at the Sallins Bypass and Clane Road (R407) roundabout may be required.
- The proposal should promote movement through the site with a pedestrian and cycle friendly environment. In tandem with key active travel connection with the residential areas to the south.
- The proposal should make provision for future connections to adjoining lands to the east to facilitate potential future development.
- Vehicular parking shall be located to the rear or sides of the buildings to minimise visual impact in the public realm and to support sustainable modes of transport.
- The development should create a legible internal street layout with clear and intuitive wayfinding, supported by coordinated signage design that contributes positively to the visual identity and character of the area.

### **Green Infrastructure, Landscaping and Surface Water Drainage**

- Development should integrate, protect and enhance the existing natural features in the overall design, including hedgerows and treelines to safeguard the existing biodiversity and ecological networks.
- The new landscape should seek to enhance the long-term biodiversity potential by maximising connections with the surrounding green infrastructure network, this should be supported with appropriate planting species that enhance habitat quality.
- The landscaping should be an integral part of the overall urban design strategy. Open spaces must be planned as functional aesthetically coherent elements within the development, rather than becoming residual or leftover spaces.
- The proposed development should seek to incorporate appropriate urban tree planting along internal streets to define the street layout and provide visual separation between industrial units, while also contributing to an overall increase in urban tree canopy coverage in accordance with Action BI A29 of the CDP.

- Nature-based solutions (NBS) to surface water management within the site 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.

Figure 10.5: Bodenstown Employment Area



LEGEND

---	Site boundary	■	Open space
●	Existing vegetation	□	Indicative building blocks
—	Existing cycle route	▤	Active travel links
●	Sites and Monuments Record (SMR)	▲	Local access
●	Vegetation/soft landscaping	★	Focal point building

## 10.2 Implementation and Infrastructure Delivery Schedule

The Council acknowledges that one of the main factors in the successful implementation of the Plan is securing the necessary funding and partnerships to deliver key objectives such as those relating to infrastructure and services. The Settlement Capacity Audit (SCA), which accompanies the Plan provides an assessment of the necessary infrastructure that will be required for the development of lands which are zoned for residential and employment. The outputs of the Audit have informed the overall development strategy and objectives in the Plan, specifically the residential and employment land use zoning.

The following Table 10.2 represents the Implementation and Infrastructure Delivery Schedule for the key infrastructure necessary and funding sources in order to achieve the timely delivery of the objectives of this Plan. Appendix B also provides an overview of the site infrastructure requirements across the key areas for development within the Plan area.

The lifetime of this Plan is aligned with the Kildare County Development Plan (CDP) 2023-2029 (as varied), and the delivery schedule is divided into several phases to be carried out during the CDP plan period and beyond or in tandem with new development.<sup>44</sup>

<b>Short term:</b>	Year 1 and Year 2
<b>Medium term:</b>	Year 3 to Year 5
<b>Long term:</b>	6 to 10 Years.

**Table 10.2:** Implementation and Infrastructure Delivery Schedule – Sallins

<b>Home Farm House Key Development Area (KDA) – A:Town Centre</b>		
<b>Required Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Source</b>
<b>Movement and Active Travel</b>		
Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works.	In tandem with new development.	Developer/KCC/State
Support the provision a pedestrian/cycle bridge located west of the Sallins Canal Bridge to connect to the Odlum’s Mills site.		

<sup>44</sup> Please note that Odlum’s Site (‘A: Town Centre’) and Sallins Wharf / Sallins Pier [C(4)] were not included in the Implementation and Infrastructure Delivery as there are extant planning permissions on the lands.

Active travel links from Main Street and the Old Post Office Square through the KDA.		
<b>Social Infrastructure</b>		
Development of Home Farm House for a civic use.		Developer
<b>Open Space</b>		
Provision of a new public space on the site and adjacent to the Royal Canal Greenway.	In tandem with new development.	Developer
<b>Water Supply</b>		
No site-specific constraints envisaged	In tandem with new development.	Developer/KCC
<b>Wastewater</b>		
No site-specific constraints envisaged	In tandem with new development.	Developer/KCC
<b>Surface Water Drainage</b>		
No known flood risk.  Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowners/roads or retain surface water on site, subject to suitability e.g. infiltration tests.	In tandem with new development.	Developer/KCC

<b>Link Road Key Development Area (KDA) – C (1) and C (2)</b>		
<b>Required Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Source</b>
<b>Movement and Active Travel</b>		
Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works.  Pedestrian and cycle links connecting the existing Sallins Link Road cycle track to Clane Road to the north with all relevant stakeholders.	In tandem with new development	Developer/KCC
<b>Social Infrastructure/Open Space</b>		
Crèche Facility  Provision of public open space which includes a MUGA (multi-use games area) and a playground	In tandem with new development.  Crèche facility - provision of one facility providing for a minimum of 20	Developer

	childcare places per 75 dwellings.	
<b>Water Supply</b>		
C (1): Wayleaves required / diversion agreement. C (2): No site-specific constraints envisaged.	In tandem with new development.	
<b>Wastewater</b>		
No site-specific constraints envisaged.	In tandem with new development.	
<b>Surface Water Drainage</b>		
No known flood risk.  Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowners/roads or retain surface water on site, subject to suitability e.g. infiltration tests.		

<b>West Link Road Key Development Area (KDA) – C (3)</b>		
<b>Required Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Source</b>
<b>Movement and Active Travel</b>		
Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works.	In tandem with new development.	Developer/KCC
<b>Social Infrastructure</b>		
Provide for the development of a new post-primary school on south side of Sallins Link Road.  Provide for the development of a new primary school on the north side of the Sallins Link Road.  Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Post-primary and primary schools: medium to long term  Crèche facility – In tandem with development. Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	State/Developer

Open Space		
Enhance and protect existing wetland area.	In tandem with new development.	Developer/KCC
Water Supply		
Network extension from Millbank estate direction required. Third Party consents may be required.	In tandem with new development.	Developer
Wastewater		
Wayleave and/or build over agreement required.	In tandem with new development.	Developer
Surface Water Drainage		
<p>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.</p> <p>Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests.</p>	In tandem with new development.	Developer

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

Social Infrastructure		
Provision of crèche facilities.	Crèche facility - Provision of one facility providing for a minimum of 20 childcare places per 75 dwellings.	Developer / Sporting organisations / State / Semi-State
Provision of sports buildings.	In tandem with development of sports facilities on public open space.	
Open Space		
Provision of a multi-functional public open space providing for a range of recreational, social and ecological roles (refer to Section 10.1.4 of the Plan).	In tandem with development.	Developer
Water Supply		
Watermain on adjacent road. No site-specific constraints envisaged.	In tandem with development	Developer
Wastewater		
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
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.		

<b>Bodenstown Employment Area – H: Industry and Warehousing</b>		
<b>Required Infrastructure</b>	<b>Delivery Schedule</b>	<b>Funding Source</b>
<b>Movement and Active Travel</b>		
Appropriate access junction, associated pedestrian-crossing facilities, and other standard access-related works.  Possible fourth arm of the Sallins Bypass/Clane Road roundabout.  Support the provision of pedestrian and cycling infrastructure along the Clane Road (R407) with all relevant stakeholders.	In tandem with development.	Developer
<b>Water Supply</b>		
Watermain on adjacent road. No site-specific constraints envisaged.	In tandem with development.	Developer
<b>Wastewater</b>		
The subject site is not connected to the public sewer network. However, is in very close proximity to the public sewer network, i.e. <10m.	In tandem with development.	Developer
<b>Surface Water Drainage</b>		
No known flood risk.  Development would have to cross other land holdings to find outfall for surface water/outfall into road drainage. Agreement with adjoining landowner/roads or retain surface water on site, subject to suitability e.g. infiltration tests.	In tandem with development.	Developer.

### 10.3 Land Use Zoning Objectives

Land use zonings objectives identified in Table 10.3, have been formulated having regard to the existing pattern of development, the protection of the environment and the need to promote the proper planning and sustainable development of Sallins in accordance with national, regional and local policy objectives. This Table should also be read in conjunction with Table 10.4 (overleaf).

**Table 10.3:** Land Use Zoning Objectives

<b>Ref</b>	<b>Use</b>	<b>Land-Use Zoning Objective</b>
<b>A</b>	<b>Town Centre</b>	<b>To protect, improve and provide for the future development of the town centre.</b>

<b>B</b>	<b>Existing Residential/ Infill</b>	<b>To protect and enhance the amenity of established residential communities and promote sustainable intensification.</b>
<b>C</b>	<b>New Residential</b>	<p><b>To provide for new residential development.</b></p> <ul style="list-style-type: none"> <li>• C (1) – (C (5): Refer to Table 2.5 Estimated Residential Development Capacity.</li> <li>• Refer to Section 10 for Key Development Areas (KDAs).</li> </ul>
<b>E</b>	<b>Community and Education</b>	<p><b>To provide for community, recreation and educational facilities.</b></p> <p><b><u>Site Specific Objectives</u></b></p> <p>E (1) This site is identified for the expansion of the St. Laurence’s National School.</p> <p>E (2) This site is identified for the provision of new post-primary school.</p> <p>E (3) This site is identified for the provision of a new primary school.</p>
<b>F</b>	<b>Open Space and Amenity</b>	<p><b>To protect and provide for open space, amenity and recreation provision.</b></p> <p><b><u>Site Specific Objectives</u></b></p> <p>F (1) These lands are identified for the development of the Sallins Amenity Park (Phase One and Phase Two) catering for active and passive recreation.</p>
<b>H</b>	<b>Industry and Warehousing</b>	<p><b>To provide for manufacturing, warehousing and industrial development.</b></p> <p>Bodenstown Employment Area (refer to Section 10).</p>
<b>I</b>	<b>Agriculture</b>	<b>To retain and protect agricultural uses.</b>
<b>MU</b>	<b>Mixed Use</b>	<p><b>To provide for a mix of uses to include residential and commercial.</b></p> <p>This zoning allows for a wide range uses including residential, commercial, office and cultural.</p>

<b>R</b>	<b>Retail and Commercial</b>	<b>To support continued operation of existing retail and commercial uses.</b>
<b>SR</b>	<b>Strategic Reserve</b>	<p><b>To protect the integrity of the lands to provide for the future strategic expansion of the town over future plan period and ensure that development that would prejudice the future orderly expansion of the town will be resisted.</b></p> <p>The inclusion of these lands will not in any way infer a prior commitment regarding the nature of any future zoning. Such a decision will be considered within the framework of the need for additional zoned lands and the proper planning and sustainable development of the area.</p>
<b>U</b>	<b>Transport and Utilities</b>	<b>To provide for and improve public infrastructure utilities.</b>

**Table 10.4:** Definition of Terms

Term	Definition
Zoning Matrix	Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective. The Zoning Matrix (Refer to Table 10.5) illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. The land use zoning matrix is intended to provide guidance to landowners and developers and is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should not be taken to imply a granting of permission, or indeed that a planning application may necessarily be successful.
Permitted in Principle (Y)	Land uses designated under each zoning objective as 'Permitted in Principle' are generally acceptable, subject to compliance with those objectives set out in other chapters of this Settlement Plan and the policies, objectives and actions in Volume 1 of the Kildare County Development Plan 2023 – 2029 (as varied).
Open for Consideration (O)	Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.

<p>Not Normally Permitted (N)</p>	<p>Land uses which are indicated as 'Not Normally Permitted' in the Land Use Zoning Matrix (see Table 10.5) are uses which will not be permitted, except in very exceptional circumstances and where it can be demonstrated and justified that the development does not contravene Section 28 Ministerial Guidelines. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the objectives contained in this Plan or that it may be inconsistent with the proper planning and sustainable development of the area.</p>
<p>Other Uses</p>	<p>Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area.</p>
<p>Non-Conforming Uses</p>	<p>Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1<sup>st</sup> October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area.</p>
<p>Transitional Areas</p>	<p>While the zoning objectives indicate the different uses permitted in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity. In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties. Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.</p>

**Table 10.5:** Land Use Zoning Matrix

<b>LAND USE</b>	<b>A: Town Centre</b>	<b>B: Existing Residential / Infill</b>	<b>C: New Residential</b>	<b>E: Community and Education<sup>45</sup></b>	<b>F: Open Space and Amenity</b>	<b>H: Industry and Warehousing</b>	<b>I: Agriculture</b>	<b>MU: Mixed Use</b>	<b>R: Commercial and Retail</b>	<b>U: Transport and Utilities</b>
Agricultural Buildings	N	N	N	N	N	N	Y	N	N	N
Allotments	N	O	O	O	Y	N	O	N	N	N
Amusement Arcade / Casino	N	N	N	N	N	N	N	N	N	N
Betting Office	O	N	N	N	N	N	N	O	O	N
Car Park (other than ancillary) / Bus Parking	Y	N	N	N	N	N	N	O <sup>46</sup>	N	Y <sup>47</sup>
Cemetery	N	N	N	N	N	N	O	N	N	N
Childcare Facility	Y	O	Y	Y	N	N	N	Y	O	N
Community facilities and/or Sports buildings <sup>48</sup>	Y	O	O	Y	O	O	N	Y	O	N
Cultural Uses / Theatre / Library	Y	O	O	O	N	N	N	Y	O	N
Funeral Homes	Y	N	N	O	N	N	N	Y	O	N
Garage/Car Repairs	N	N	N	N	N	Y	N	N	O	N
Group / Older Persons and Special Needs Housing <sup>49</sup>	Y	Y	Y	O	N	N	N	Y	N	N
Guest House/ Hotel/Hostel	Y	O	N	N	N	N	N	Y	O	N

<sup>45</sup> Refer to the land-use zoning site-specific objectives for 'E: Community and Education' outlined in Section 10.

<sup>46</sup> Only 'Open for Consideration' on lands zoned MU-Mixed Use south of the railway station.

<sup>47</sup> Only 'Permitted in Principle' on lands zoned 'U: Transport and Utilities' south of the railway station.

<sup>48</sup> 'Sports buildings' may also include uses such as gyms, fitness centres, martial arts facilities, dance studios, yoga/pilates studios, indoor play centres.

<sup>49</sup> There are a number of groups with specific design and planning needs. These include people with disabilities, members of the travelling community, and older people such as retirement villages, nursing homes, supportive housing, and long-term care facilities.

LAND USE	A: Town Centre	B: Existing Residential / Infill	C: New Residential	E: Community and Education <sup>45</sup>	F: Open Space and Amenity	H: Industry and Warehousing	I: Agriculture	MU: Mixed Use	R: Commercial and Retail	U: Transport and Utilities
Heavy Commercial Vehicle Park	N	N	N	N	N	Y	N	N	N	N
Hot Food Takeaway	O	N	N	N	N	O	N	O	O	O
Industry (general)	N	N	N	N	N	Y	N	N	N	N
Industry (light)	O	O	N	N	N	Y	N	N	N	N
Medical Consultant/ Health Centre	Y	O	O	Y	N	N	N	Y	O	N
Motor Sales	O	N	N	N	N	O	N	N	O	N
Offices	Y	O <sup>50</sup>	O <sup>51</sup>	N	N	Y	N	Y	Y	N
Park / Playground	Y	Y	Y	O	Y	N	O	Y	N	N
Place of Worship	Y	O	O	O	N	O	N	O	N	N
Playing Fields	N	N	O	O	Y	N	N	N	N	N
Pub / Wine Bar	Y	O	O	N	N	N	N	Y	O	N
Residential unit(s)	Y	Y	Y	N	N	N	O <sup>52</sup>	Y	O	N
Restaurant/ Café	Y	O	O	O <sup>53</sup>	O <sup>54</sup>	O	N	Y	O	O
Retail Warehousing	Y	N	N	N	N	N	N	N	O	N
School	Y	O	O	Y	N	N	N	Y	N	N
Service Station	O	N	N	N	N	N	N	N	N	N
Shop-Comparison	Y	N	N	N	N	N	N	O	Y	N

<sup>50</sup> Proposals of this nature shall be restricted to a net floor area of 200 sqm.

<sup>51</sup> Proposals of this nature shall be restricted to a net floor area of 200 sqm.

<sup>52</sup> Subject to Rural Housing Policy as outlined in the Kildare County Development Plan 2023-2029 (as varied).

<sup>53</sup> Only open for consideration when ancillary to a community building facility.

<sup>54</sup> Only open for consideration in public parks owned and/or maintained by Kildare County Council.

<b>LAND USE</b>	<b>A: Town Centre</b>	<b>B: Existing Residential / Infill</b>	<b>C: New Residential</b>	<b>E: Community and Education<sup>45</sup></b>	<b>F: Open Space and Amenity</b>	<b>H: Industry and Warehousing</b>	<b>I: Agriculture</b>	<b>MU: Mixed Use</b>	<b>R: Commercial and Retail</b>	<b>U: Transport and Utilities</b>
Shop-Convenience	Y	O <sup>55</sup>	O <sup>56</sup>	N	N	N	N	Y	Y	O
Utility Structures	O	O	O	O	O	Y	O	O	O	Y
Veterinary Services	Y	O	O	N	N	O	O <sup>57</sup>	Y	O	N
Warehouse (wholesale) /Logistics /Depot	O	N	N	N	N	Y	N	N	N	O

<sup>55</sup> No single unit shall exceed 100 sqm. of net retail, unless subject to the sequential approach to retail development in accordance with the Retail Planning Guidelines or any subsequent guidelines.

<sup>56</sup> No single unit shall exceed 100 sqm. of net retail, unless subject to the sequential approach to retail development in accordance with the Retail Planning Guidelines or any subsequent guidelines.

<sup>57</sup> A large animal practice will only be considered.

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