

Chief Executive's Report

On submissions received to the
Draft Celbridge Local Area Plan 2017-2023



16th March 2017

Planning Department, Kildare County Council

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Part II

Summary of Submissions

1. INTRODUCTION

This report relates to submissions and observations received from the public and prescribed bodies following the publication of the Draft Celbridge Local Area Plan 2017-2023 (the Draft LAP) under Section 20 of the Planning and Development Act 2000 (as amended).

1.1 LEGISLATIVE REQUIREMENTS

Under the Planning and Development Act 2000 (as amended), the Chief Executive is required to prepare a report on the submissions and observations received in respect of the Draft LAP and to make recommendations in relation to the Draft LAP, taking into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and relevant policies or objectives of the Government or of any Minister of the Government.

1.2 PUBLIC CONSULTATION

The Draft LAP was placed on public display from the 13th December 2016 until 3rd February 2017. Copies were made available for inspection at Áras Chill Dara in Naas, and in Celbridge Library. The Draft LAP was also available on the County Council's website.

The following documents were also placed on public display alongside the Draft LAP:

- An Environmental Report on the likely significant effects on the environment of implementing the Local Area Plan - pursuant to the Planning and Development (Strategic Environmental Assessment) Regulations 2004 – 2011;
- Appropriate Assessment Screening Report - pursuant to the [EU Habitats Directive \(92/43/EEC\)](#); and
- Strategic Flood Risk Assessment – pursuant to Section 28 of the Planning and Development Act 2000 (as amended)

Copies of the Draft LAP and associated documents were also sent to prescribed bodies, including government departments and other agencies, as required by the Planning and Development Act 2000 (as amended).

In total 2742 no. submissions were received during the public consultation period, including 11 no. from government departments and agencies.

1.3 CONTENT OF CHIEF EXECUTIVE'S REPORT

The Chief Executive's Report is set out in two parts as follows:

Part I

- | | |
|------------|---|
| Section 1: | Introduction |
| Section 2: | List of persons or bodies who made submissions/observations. |
| Section 3: | Summary of issues raised in submissions and observations from prescribed bodies and the Chief Executive's response and recommendations in relation to the proposed LAP. |
| Section 4: | Summary of issues raised in submissions and observations from all other persons or bodies and the Chief Executive's response and recommendations in relation to the proposed LAP. |
| Section 5: | Recommended Material Alterations to Draft Celbridge Local Area Plan. |

Part II

Detailed summary of each submission

1.4 NEXT STEPS

Within six (6) weeks of receiving the Chief Executive's Report, the Members of the Celbridge-Leixlip Municipal District must consider the Draft Local Area Plan and the Chief Executive's Report. Following consideration, the Members may, as they consider appropriate, by resolution, make, amend or revoke the LAP.

If the Members decide to materially alter the Draft LAP, a further period of public consultation will be necessary and the planning authority must screen the proposed material alterations to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the Material Alterations. This screening, and if necessary the SEA or AA, must be carried out before proceeding to the public consultation period.

The public display period of any Material Alterations is a minimum of four (4) weeks. Submissions or observations with respect to the proposed Material Alterations will be taken into account, before the LAP is made. The Elected Members must consider proposed Material Alterations to the Draft LAP, any environmental reports and the Chief Executive's Report on any submissions received and decide whether to make the Draft LAP with or without the Material Alterations.

In making the LAP, the elected members, acting in the interests of the common good and the proper planning and sustainable development of the area, must, in accordance with the 'Code of Conduct for Councillors' (June 2004) prepared under the Local Government Act 2001, carry out their duties in a transparent manner, must follow due process and must make their decisions based on relevant considerations.

Section 20(3) of the Planning and Development Acts 2000 to 2014 (as amended) states that the Members of the Council are restricted to:

- Considering the proper planning and sustainable development of the area to which the development plan relates;
- The statutory obligations of the local authority; and
- Any relevant policies or objectives for the time being of the Government or any Minister of the Government.

2. LIST OF PERSONS / BODIES WHO MADE SUBMISSIONS

2742 no. submissions and observations were received during the prescribed public consultation period. A list of all persons/bodies that made submissions or observations on the Draft LAP during the prescribed public consultation period is set out in **Table 2.1**. A summary of the 2742 submissions received are included in **Part II** of this report.

Table 2.1 – List of Persons / Bodies that Made Submissions

1	Minister for Housing, Planning, Community & Local Government	38	Tara Croke
2	Department of Education & Skills	39	Alan Whelan
3	National Transport Authority	40	Marguerite Ellis
4	An Taisce	41	Richard Ellis
5	Dublin Airport Authority	42	David Ellis
6	Inland Fisheries Ireland	43	William Ellis
7	Transport Infrastructure Ireland	44	Cillian Byrne
8	Environmental Protection Authority	45	Ronan Byrne
9	Irish Water	46	Triona Byrne
10	Office of Public Works	47	Fergal Byrne
11	Health Service Executive	48	Josephine Byrne
12	Catherine Murphy TD & Cllr. A. Larkin	49	John Murphy
13	James Lawless T.D	50	Emer Murphy
14	Frank O'Rourke TD	51	Fintan Lavery
15	Cllr. Ide Cussen	52	Roisin Lavery
16	Ciara Wall (x 16)	53	Grace Egan
17	479 Residents of Oldtown Mill	54	J. Egan
18	Simmonstown Park Residents Association	55	Ian Kelly
19	Residents of The Orchard & The Court Oldtown Mill	56	Viv Crooks
20	Gary Corboy	57	Edel Bailey
21	Carol Corboy	58	Declan Bailey
22	Gerard Corboy	59	Patrick Heffernan
23	Stephen Corboy	60	Vera Heffernan
24	Amy Corboy	61	Samantha Heffernan
25	Alan Cooper	62	Janet O'Keeffe
26	Rowena Cooper	63	John O'Keeffe
27	Mary O'Connor	64	Philip McKenna
28	Kevin Meehan	65	Helen McKenna
29	Jennie Meehan	66	Fong Hayes
30	Imelda Ashe (nee Colclough)	67	Brian Hayes
31	Sheena Jackson (nee Colclough)	68	5 The Court
32	Maria Cunningham	69	53 The Orchard
33	Niall Abbott	70	Martin Donovan
34	Kristina Banas	71	Jennifer McGrane
35	Matus Banas	72	Terry Devine
36	Nadia Ravelli	73	Tony Maher
37	Declan Carey	74	Owen Murphy
		75	Anne McCartney
		76	Margaret O'Connor

77	Larry Hoey
78	Eleanor Kennedy
79	Robert Cronin
80	Rachel Cronin
81	Adrienne Kavanagh
82	Leslie Young
83	Scoil Na Mainistreach
84	Gabrielle Flynn
85	O'Flynn Construction Ltd
86	Adeline Butler
87	Breeda Brunswick
88	Catherine Byrne
89	Rodney Pepper
90	Tara Healy
91	Shane Butler
92	Daniel Kane
93	Greg Pluymers
94	Christine Kearney
95	Denise Geraghty
96	Dermot O'Brien
97	Paula Linnane
98	Tony Lawlor
99	Celine Lindsay
100	Cindy Bradley
101	Paul Mimmagh
102	Thomas Savage
103	Sarah Jane Egan
104	Eleanor Moriarty
105	Anthony Lee & Mary Quine
106	Ciara Finn
107	Joan Fitzgerald
108	Alan Glass
109	Martin Flynn
110	Diane Moroney Sammon
111	Gerard Sammon
112	Alison Blanchfield
113	Rachel O'Connell
114	Kathriona Dunne
115	Ms. McGrane
116	Jim Lynch & family
117	Peter Mangan
118	Colette Adanan
119	Christopher Lindsay
120	Emer Vennard

121	Ann Feehan
122	Maria Doyle
123	Donal Doyle
124	James Brady
125	Felicity Fitzsimons
126	Mary Walsh
127	Emma O'Friel
128	Michael Hodson
129	Mary Keating
130	Abbey Farm Residents Association
131	Martin & Hilary Heywood
132	Linda Kiernan
133	Eoghan Ryan
134	Andrea O'Reilly
135	Sandra Ronan
136	Declan & Louise Naughton
137	Stephen Ryan
138	Ben Donnelly
139	Nicola Gough & Alan Brady
140	Deirdre Dempsey
141	Dermot McCann
142	Stephen Brooks
143	Barry Doyle
144	John Keegan & Olivia Dowling
145	Kevin Kavanagh
146	Ron Murtagh
147	Patrick Behan
148	Evelyn Glass
149	Joe O'Neill
150	Nicky & Jerry Killian
151	Natalia Francis
152	Grainne Cassidy
153	Denise Carroll
154	Bridget Quille
155	Jane Wallace
156	Cathal Byrne
157	Eli Roche
158	Emma Wray
159	Matthew Black
160	Mark Whelan
161	Siobhan Walsh
162	Jacqueline Sexton
163	Helen O'Keeffe & Veronica Ryan
164	John McCartney

165	Keith & Fiona McGrath
166	Charles Nolan
167	Select Vestry of the Christ Church Celbridge
168	Des O'Boyle
169	Sean Carthy
170	Paul Brady
171	Nicola Brady
172	Noel Corrigan
173	John Small & Anita Burke
174	Lorraine Heffernan
175	Valerie McGrath
176	Neil & Noirin Mercer
177	Hilary Boylan
178	Louise Gibson
179	Kevin Murray
180	Annmarie Kane Smith
181	Nicola & Peter Wollmer
182	Julie Myers
183	Colin & Alicia Heaslip
184	Nessa Kavanagh
185	Caroline Leech
186	Andrew Hyland
187	Danielle McCarthy
188	Courtney Brooks
189	Lorna Hennessy
190	Carl McGrane
191	Margaret Carey
192	Paul Carey
193	Gary Collins
194	James Keenan
195	Roisin Doyle
196	Clodagh Doyle
197	Martin Ormonde
198	Gemma Irvine
199	Fiona O'Maille
200	Eamon, Nicola, Killian & Caoimhe Heffernan
201	David McDonald
202	Inge Nyhof
203	John Dolan & Claire Rush
204	Marianne Campbell
205	E. Spelman
206	D. Flynn
207	Briega McGovern

208	Annie McCartney
209	Alan Cooper & Rowena Cooper
210	Martina O'Kane
211	Maurice Eighan
212	Kozue Graham
213	Barry Graham
214	Lisa & Andrew McCormack
215	The Residents of The Walk Oldtown Mill
216	Wayne & Elaine Kelly
217	John Farrelly
218	Paulette Moran
219	The Residents of The Paddock, Oldtown Mill
220	Alice Fitzmaurice
221	A. Patricia Colclough
222	Aileen Ferguson
223	Ailis Aylward
224	Allison Austin-Murphy
225	An Claiomh Glass
226	Andrea Patterson
227	Andrew Murtagh & Caoimhe Murphy
228	Anitha Antony
229	Aoife Sheehan
230	Ashling Connolly
231	Ashling Walsh
232	Aterna Developments
233	Aubrey O'Reilly
234	Ballygoran Residents Association
235	Barry Cremin
236	Beatty Park Neighbourhood Group
237	Bernard Colclough
238	Bill Nicholson
239	Brian & Keith Talbot
240	Brian Miller & Suzanne Wensley
241	Bridgedale
242	Caroline Prendergast
243	Castletown Action Group
244	Castletown Foundation
245	Castletown Residents Assoc.
246	Catherine Doyle
247	Cathy Clarke
248	Celbridge Action Alliance
249	Celbridge Community Council
250	Celbridge Community School

251	Celbridge Estates
252	Celbridge GAA
253	Celbridge Tidy Towns
254	Celbridge Tourism & Heritage Forum
255	Celine Hanratty
256	Charlie Bannon
257	Sharon Lim
258	Wendy Shaw
259	Derrick Godson
260	Christina Hannon
261	Ciara O'Toole
262	Colette OhOgartaigh
263	Colin Mulkerrins
264	Corina Sheerin
265	Country Manor Hotels Ltd
266	Cristina Struna
267	Longport Ltd
268	Dara Mahady
269	Darren O'Donohoe
270	Darren Walsh
271	David Bean Mooretown Stud
272	David Byrne
273	David Redmond
274	Declan Malone
275	Deirdre Crooke
276	Deirdre Kiernan
277	Deirdre Whelan
278	Denis Nunan
279	Dennis Gamble
280	Derek Gilmartin
281	Derek O'Neill & Keith Monahan
282	Des Palmer
283	Devondale Ltd
284	Dympna Bennett
285	Ed Mullen
286	Eddie Fitzgerald
287	Elaine Byrne
288	Emma Hollingsworth
289	Emmet Stagg
290	Enda Martin
291	Estelle O'Toole
292	Eugene Matthews
293	Finola McDonald
294	Fiona Costello

295	Fiona Ennis
296	Fiona Kyle
297	Fiona Quinn
298	Frank & Violet Maher
299	Garret Smith
300	Gerry Dooley
301	Graham Kelly
302	Graham Sullivan
303	Hazel Kavanagh
304	Helen Rice & Simon Corbett
305	Helena Curley
306	Humeera Ali Butt
307	Ingrid Murray
308	Jane Beatty
309	Jean Auden
310	Jill Barrett
311	Jim McNamara
312	Joe Bean
313	Johanna Williams
314	John & Angela Moran
315	John Clarke
316	John Smith
317	June Stuart
318	Karin Duffy
319	Kathleen Scott
320	Kathy McLaughlin
321	Katrina Dillon
322	Ken Byrne
323	Ken Curley
324	Kevin & Noeleen Denner
325	Kevin O'Connor
326	Kildrought Developments Ltd
327	Laura Hoey
328	Laura keane
329	Laura Murtagh
330	Lee Devine
331	Lesley Kennedy
332	Lesley Thomson
333	Lida McCabe
334	Lidl Ireland GmbH
	Linda, Eugene, Eoghan Jackson-Ryan,
335	Heather & Stephanie Tizard
336	Lisa Palmer
337	Lorcan Shelley

338	Lorna Collins
339	Lorna Green
340	Lorraine O'Leary
341	Louise Condell
342	Lucy Monaghan
343	Maedhbh Ni Dhonaill
344	Mairead Byrne
345	Margaret Finan
346	Margaret Mannion
347	Marjorie MacNamara
348	Mark Byrne
349	Martin Duffy
350	Mary Cleary
351	Mary Coughlan
352	Mary Faherty & Dermot Mac Nabb
353	Mary Mahon
354	Maureen Rutledge
355	Michael Bane
356	Michael Donovan
357	Michael Madden & Michael Coyle Receivers
358	Michael Nugent
359	Miriam Breslin
360	Mrs. Galligan
361	Neil Mercer
362	Nellie Tattersall
363	Noel Feehan
364	Noel Vennard
365	Nora Flynn
366	O'Connor Family
367	Orlaith Nason
368	Pat Byrne
369	Pat Purcell
370	Patrick Hollingsworth
371	Paul & Julie Melia.pdf
372	Paul Bennett
373	Peter Connolly
374	Peter Finnegan
375	Philip Drew
376	Philip Duffy
377	Philip Slattery
378	Ray & Ann Crofton & John Brady
379	Ray Walker
380	Reps of Sarah Sheridan

381	Richard Kelly
382	Richard Killian
383	Robert & Sonia Murray
384	Robert Carty
385	Roger Murphy
386	Roisin Munroe
387	Ronan Donagher
388	Ross Carbery
389	Ruth Kennedy
390	S. Moore
391	Seamus Kelly
392	Seattle Construction Ltd
393	Shane Claffey
394	Shane Hunt
395	Sheena Lally
396	Sonia Rogers
397	Springwood Ltd
398	St. John of God (Ire)
399	St. John of God Community Services Ltd
400	St. Wolstans Community School & Nth Kildare Educate Together N.S
401	Staff St. Raphael's School
402	Stephanie Murray
403	Stephen Brennan
404	Stephen Condell
405	Stephen Johnston
406	Steven Duffy
407	Temple Lawns Primrose Hill Residents Association
408	Terri O'Brien
409	Tesco Ireland
410	Thelma Stronge
411	Theresa Collinge
412	Tom Carty
413	Tracey Mahady
414	Tracy McGinnis
415	Treasa Ni Dharsaigh
416	Turlough Boylan
417	Veronica Carty
418	Victoria Coogan
419	William & Mary Pierce
420	Carrie Martin
421	Nicola Roche

422	John Breslin
423	Daniel P O'Shea
424	Louise Gibson
425	Sonya Moore
426	Michael Flattery
427	Nancy Roe
428	Deirdre MacIntyre
429	Catherine Reilly
430	Laura Moore
431	Veronica Brady
432	Nathon Jackson
433	Marie McEvoy
434	James Sheridan
435	Lou McManhon
436	Anne Ryan
437	Frank Savino
438	Maurice Veale
439	Sinead Veale
440	Margaret O'Shea
441	Evelyn McDermott
442	Erika Murray
443	Liam Roe
444	Cormuc Dibbins
445	Paula Kenny
446	Margie Seery
447	Joseph Seery
448	Tracey Wall
449	M Wall
450	Maria Gioni-Ryan
451	John Ryan
452	Tony Donohoe
453	Caroline Donohoe
454	Chris Dunne
455	Mary Dunne
456	Susann Weir
457	Barry Weir
458	Julie Handley
459	Brian Handley
460	Louise Cunneely
461	Richard Kane
462	Derek Cunneely
463	Lorraine Moran
464	Katie Sweetman
465	Killian Doyle

466	Louise O'Gorman
467	Karl Mitchell
468	Brigitte Mitchell
469	Pia Mitchell
470	Tom O'Toole
471	Celine O'Toole
472	Jane Byrne
473	Dominick Byrne
474	Paul O'Gorman
475	Eamonn Rellis
476	Bernadette Rellis
477	Catherine Carragher
478	Peter Carragher
479	Hugh Gallagher
480	Sheila Gallagher
481	Evelyn Orange
482	Maura Clyne
483	Mary Lawlor
484	Thomas Lawlor
485	Mahon MacNamara
486	Catherina MacNamara
487	Niamh Coyne
488	Faron Coyne
489	John Daly
490	Gavin Daly
491	Denise Daly
492	Robert Daly
493	Daphne Blanc
494	Kerri Blanc
495	Clare Conlon
496	Brian Conlon
497	Daragh Murphy
498	Martina Murphy
499	Luke Murphy
500	Frank Malone
501	Imelda Malone
502	Brendan Norris
503	Caroline Maher
504	Joanne McElgunn
505	John Galvin
506	Jason & Pamela Harmon
507	Joe Newsome
508	Sharon Newsome
509	Teresa Kane

510	Paul Kane
511	Aidan Quinn
512	Deirdre Kearns
513	Chris Henney
514	Sheelagh McDonnell
515	Owen Byrne
516	orna Kiernan
517	Niamh Ryan
518	Karl Ryan
519	Adam Fuller
520	Aine Fuller
521	Fergus Elworthy
522	Sue Elworthy
523	Noel Langan
524	Francis Beere
525	Vera Beere
526	Pat Dowling
527	Victoria Stewart
528	John Stewart
529	Gwendoline Brennan
530	Colm Brennan
531	Joanne Lynam
532	Paul Harrington
533	Brian Staper
534	Jimmy McGrath & Teresa Quinn
535	Donal Doyle
536	Jacinta Gleeson
537	Ann & Paul Diffney
538	Therese Hogan
539	Aisling & Larry Egan
540	Frank Mee
541	Mark Castle
542	Luke Pubathan
543	The Occupier
544	David Stampol
545	John O'Neill
546	Nuala Whelan
547	L. Fennelly
548	Joseph Breslin
549	Brendan Cryan
550	Nora Flynn
551	Emma Phillips
552	S. Kirkwood
553	Denise O'Brien

554	C R O'Brien
555	Raymond Gahan
556	Linda O'Connell
557	Damian Farrell
558	Peter Kinsella
559	Teresa Bolger
560	Seamus Doherty
561	Mary Sexton
562	Irene O'Neill
563	Ger ryan
564	David O'Reilly
565	Deirdre O'Hanlon
566	Sandra Reilly
567	Ann D.
568	Bridgid Kirwan
569	Gerry Corbett
570	Rachel Whelan
571	C. C.
572	Mgt Harrison
573	F. Harrison
574	David Browne
575	Michael G.
576	Niall G.
577	F. B.
578	Bernie Plunkett
579	T. Reynolds
580	Paul Moran
581	Niamh Moran
582	Clair Robbins
583	Iavor Bacv
584	Paul Hancock
585	Deirdre Doherty
586	Robert Clarke
587	A. Clarke
588	Lorcan O'Eoghlu
589	Miriam Reynolds
590	Glenn Doyle
591	Linda Doyle
592	Patrick Doyle
593	Ena Giles
594	Andrea Lowry
595	David Lowry
596	P. Maher
597	Luke gartland

598	C. D.
599	The Occupier
600	A. D.
601	Paul Dolan
602	Oisin Donnellan
603	Alan Giles
604	Deirdre O'Donnell
605	Linda Maher
606	M. Maher
607	Eileen Mulligan
608	Linda McDonnell
609	J. Mulligan
610	G. Heeps
611	Chris Gegan
612	Audrey Kennedy
613	Brendan Kennedy
614	B. Clarke
615	M. Dwyer
616	David Dwyer
617	Rachel Dwyer
618	Gwen Mulcahy
619	Fergal Mulcahy
620	Colm Alan
621	C. O'Connor
622	Justine Tynan
623	Michael Tynan
624	Catherine Donnellan
625	Pat. Donnellan
626	Eleana Luca
627	John Costello
628	Becky O'Riann
629	Sean O'Riann
630	D. Gilmartin
631	Sandra Gilmartin
632	Kieran McDonnell
633	Melanie Claffey
634	Margaret Masterson
635	Michael Donovan
636	Matthew Dwyer
637	Lya Romano
638	Adam M.
639	S. Romano
640	L.S.
641	C.E.

642	Catherine O'Connell
643	D. Whelan
644	Brian Grant
645	Bernie Grant
646	Matthew Grant
647	James grant
648	Dara Spollen
649	Aoife Spollen
650	Michael Spollen
651	Ted Spollen
652	K. Fitzharris
653	Pauline Fitzharris
654	David Fitzharris
655	Val Costello
656	Caitriona Costello
657	Linda O'Flaherty
658	Jerome O'Flaherty
659	Melanie whelan
660	Elaine Wilson
661	Michael Wilson
662	Niall Kennedy
663	Michael Donachy
664	Sharon Donaghy
665	Yvonne Crotty
666	D. O'Donovan
667	The Occupier
668	The Occupier
669	The Occupier
670	B. Beirne
671	M. Cullen
672	S. Simon
673	Christy Dunleavy
674	Roslynn Shevlin
675	S. Claffy
676	Conan Donnellan
677	Fiachra Donnellan
678	Eugene Kearney
679	Aaron O;Reilly
680	Susan O'Reilly
681	Amy O'Reilly
682	Sinead Gegan
683	Wallace Moore
684	Sandra Foley
685	Adam Claffey

686	Ed Nyhof
687	Elizabeth Hayes
688	Enda & Carrie Martin
689	Brid connolly
690	James Stuart
691	Gary Finnegan
692	Nathan Jackson
693	Stephen Cullen & Family
694	S. Doyle
695	Sean McDonnell
696	Enda Reilly
697	Sonya Moore
698	Eric Power
699	Maebh Ni Fhalluin
700	Anne Ryan
701	Derek Bell
702	Frank Savino
703	Maurice Veale
704	Declan MacIntyre
705	Catherine Reilly
706	Liam Roe
707	Michael Flattery
708	Sinead Veale
709	Daniel P O'Shea
710	Eileen McDermott
711	Ashleen Cawley
712	Antoin McDermott
713	F Dunleavy
714	Lesley Ann Keogh
715	Caroline O'Shea
716	Andy Hanrahan
717	Grainne McGill
718	Dalia Muziniene
719	Arturas Muzuilees
720	Aidan Pearse
721	Occupier
722	A Nina
723	Daniel O'Farrell
724	Emma O'Farrell
725	Martin Dunne
726	S Dunne
727	Carol Moss
728	Bernard Weir
729	Vinny Slevin

730	Jennie Slevin
731	Patrick Brunt
732	G.M Donnell
733	Occupier
734	Patrick Russell
735	Alison Russell
736	B Roberts
737	L Quinn
738	Rodger Quinn
739	Ciara Brennan
740	Chris Madden
741	Anita Donlon
742	Roxana Ston
743	Occupier
744	Pamela Shiels
745	Michelle Blessing
746	A Meil
747	Sarah Byrne
748	Garry McGuane
749	Nicola & Nigel Kelly
750	B Muraola
751	Occupier
752	Valentina Tarasoo
753	Enda Byrne
754	Erin Cooney
755	Brigitte Kuehni
756	Abolaji Olawumi
757	Gemma Flood
758	Ann Flood
759	Occupier
760	Ann Doherty
761	Lindsey McElligott
762	Kevin Doherty
763	Cliona McNamee
764	Tomkova Gabriela
765	Patrick Bracken
766	Larry Cullen
767	Gerard Hanlan
768	Occupier
769	Occupier
770	Jurij Jutkevic
771	A Stewart
772	Brian Lead
773	Occupier

774	Occupier
775	Jeipa Valapleine
776	Tracey Nolan
777	Occupier
778	Stephen Gillespie
779	Graham Fitzgerald
780	Occupier
781	Occupier
782	Occupier
783	Occupier
784	John Mackey
785	A Mackey
786	D Mackey
787	Niall Keating
788	Sinead Flanagan
789	Paul Forde
790	Occupier
791	Michael Bello
792	Gina Halpin
793	David O'Toole
794	Mark Eluraney
795	Shane Carr
796	Elaine Dempsey
797	Michelle Mulraney
798	A Forde
799	Teresa Keegan
800	Mark Nolan
801	M Neville
802	Josephine Rogers
803	C O'Donnell
804	Karen Murphy
805	Occupier
806	Occupier
807	Rory O'Connell
808	Audrey Keegan
809	Aoife Somers
810	Occupier
811	Occupier
812	Leonie & Mark Francis
813	John Neville
814	S Gill
815	Miguel Magnus
816	Warren Lynam & Edel Feeney
817	S Pausclie

818	Sunilkuma Bhuskaren
819	Emma Hutton
820	Occupier
821	Alan Brennan
822	Ciara Brennan
823	Elaine Boyle
824	Fiona Dunne
825	Occupier
826	Monica Casabau
827	Fiona Ward Ryan
828	Mel Kiernan
829	Audrey Phillips
830	Kevin Mooney
831	A Lynch
832	Mary Greene
833	Emma McEvoy
834	Rachele Shaw
835	Lorna Phillips
836	Emily Gunn
837	Martin Phillips
838	Niamh McGinn
839	Occupier
840	Louise Fitzpatrick
841	Y Fisher
842	Marguerite Lynch & Mark Lynch
843	Cora Sharkey & T Sharkey
844	Sinead Ní Chorcoráin
845	Sonncha Ó Corcoráin
846	Linda Timpson
847	Occupier
848	Occupier
849	Caitiona McGinley
850	Jonathan Murphy
851	Occupier
852	Audrey Brophy
853	Richard Brophy
854	M Tiffer
855	Occupier
856	B Birch
857	Gerard Keogh
858	Barbara Keogh
859	Sinead Coakley
860	Jason McCarthy
861	Niamh McCarthy

862	Ciara O'Connor
863	Bairbre Sharkey
864	Y Smyth
865	Brian Smyth
866	Rosaleen McCarthy
867	Marie Beattie
868	E Keogh
869	Lori Downes
870	Jennifer O'Connor
871	Lisa Glasheen
872	Lee-Ann Mc Carthy
873	Elaine Condron
874	David Hyland
875	Patrick Byrne
876	Sabrina Foley
877	B Foley
878	Gemma Tobin Brown
879	Barbara Minolowska
880	Lindsay Currie
881	Keith Fagan
882	Roisin Lavery
883	R Lavery
884	Simon Clarke
885	Suzanne McBride
886	Lorraine Corr
887	Paula McDonald
888	Occupier
889	Laura Doody
890	Derry Hunt
891	Paulla Hunt
892	Robert Grendor
893	Nora Grendor
894	Occupier
895	K Mc Keever
896	Ciaran McAuley
897	Occupier
898	Shona O'Toole
899	Martin Carey
900	Stephen Kelly
901	Nichola Farrell
902	Occupier
903	Occupier
904	Eric Royal
905	Denise Boylan

906	Padraig Collins
907	Phillip Maher
908	David King
909	Deirdre Brady
910	Occupier
911	Niall Kavanagh
912	Sandra Walsh
913	Andy Murphy
914	Anthony C
915	D Connelly
916	Paul Birmingham
917	Sinead O'Connell
918	Occupier
919	Dearbhla Leahy
920	Occupier
921	Natalia Zakmarave
922	S Vqronik
923	Occupier
924	Donna Murray
925	Marc McAuliffe
926	Occupier
927	Ade Ronke
928	Occupier
929	Orla Maguire
930	Anita Balmer
931	Margaret Price
932	Josephine O'Grady
933	Lisa Smyth
934	Lisa Mc Keown
935	Occupier
936	Michael O' Welly
937	Keith Lloyd
938	Gerard Coyne
939	A Browne
940	Carmen Stan
941	G Meagher
942	Elaine Moynihan
943	A Kobam & B Laayinde
944	Occupier
945	Lisa Byrne
946	John & Sandra Connors
947	Corale Fitzpatrick
948	Occupier
949	Neil Horan

950	Eugene Mullan
951	Paul Davis
952	Niamh Kelly
953	Nikoletta Rekasi
954	Ivan Forban
955	Nora Skehan
956	Mark Flanery
957	Stephanie Farrell
958	Wayne Farrell
959	Mary Richmond
960	Mary Liscombe
961	Rory McDonough
962	Caitriona De Roiste
963	Peter Byrne
964	Siobhan Farrell
965	Mark Farrell
966	Donal Barry
967	Niamh Ryder
968	Wayne Cullen
969	Claire McDonough
970	Ray Walker
971	Sean Kavanagh
972	Fiona Walker
973	Claire Dunlea
974	Anna Thomas
975	Veronica McPartlin
976	Aileen Lynch
977	William Dunlea
978	Rossa Smith
979	John Whyte
980	Aimee Ferguson
981	Michael Crosbie
982	Ray Johnson
983	Thomas Johnson
984	Tom O'Leary
985	Inga Rudkiene
986	Aleksandras Budko
987	Paul Carey
988	Margaret Carey
989	Martin Duffy
990	Karin Duffy
991	Keith Keogh
992	Louise O'Leary
993	William Halloran

994	Rachel O'Connell
995	Elizabeth Cummins
996	Jackie de Lacey
997	Simon Connor
998	Ethne Connor
999	Shaun Connor
1000	Elizabeth Johnson
1001	Shane Bowler
1002	Katie Martin
1003	Dearbhaile McEvoy
1004	Bernadette Coffey
1005	Niall Gallagher
1006	Laura Gallagher
1007	Maura Duggan
1008	Clare Lee
1009	Aisling Marie Lee McBride
1010	Danielle Hendrick
1011	Mary Byrne
1012	Aoife O'Regan
1013	Joanne Huagh
1014	Kevina Dunne
1015	Shane Kennedy
1016	Claire O'Connor
1017	lesley Janssens
1018	Ingraid Murray
1019	Kevin Murray
1020	Sinead McCann
1021	Aubrey Walsh
1022	Marie Ryan
1023	Nuala Harris
1024	Declan Ryan
1025	Michael Langan
1026	James Kehoe
1027	Eleanor Kehoe
1028	David Bernard
1029	Bridget Carroll
1030	Gonne Barry
1031	Eileen Walsh
1032	Robert Jenkins
1033	Padraig O'Brien
1034	Vincent Walsh
1035	Patrick McCormack
1036	Alan O'Brien
1037	Larry Hoey

1038	Laura Hoey
1039	Brigid Burke
1040	Daniel O'Grady
1041	Violet Ogiden
1042	Simon Webster
1043	Neville Doyle
1044	Thelma Kearns
1045	Gemma Sheehan
1046	Adrienne Murray
1047	Sheila Hennessey
1048	Joe Rooney
1049	Jennie Doyle
1050	Claudia Murray
1051	Matthew Kane
1052	Mary Archibold
1053	Bronagh Kane
1054	Laura Murtagh
1055	Mary Murtagh
1056	Susanne Hoffmann
1057	Marcello Ferrano
1058	Brian Brehy
1059	Amy Donegan
1060	Aoife Burke
1061	Jamie Chellar
1062	John McLoughlin
1063	Patrick O'Reilly
1064	Ed Galligan
1065	Jim Galligan
1066	Kevin Meenaghan
1067	Margaret Meenaghan
1068	Mary Dowling
1069	Jennifer Rabe
1070	Miriam Fleming
1071	Maria Pollock
1072	Deirdre Sheehy
1073	John Small
1074	Eileen Doyle
1075	Siobhan Whyte
1076	Lar Whyte
1077	Fiona Stanley
1078	Trish Murphy
1079	Maureen Kelly
1080	Liam Dardis
1081	M. Goodburn

1082	James Kelly
1083	Marie Dardis
1084	John McInerney
1085	Michael Kelly
1086	Michael Kelly Junior
1087	Geraldine Nolan
1088	Stephen Ryan
1089	Catherine Molloy
1090	Alan Crean
1091	Louise Wheatley
1092	Sinead Heffernan
1093	Karen Kehoe
1094	Marianne Heffernan
1095	Dave Morley
1096	Rafal Wirkls
1097	Nicola Van Hout
1098	Stephen Corboy
1099	Amy Corboy
1100	Greta Yekimovich
1101	Liza Yakimovich
1102	Caitriona Costello
1103	Elizabeth Gregan
1104	Denis Geoghegan
1105	Eoin O'Sullivan
1106	Mary Fox
1107	Stephen McGowan
1108	Jackie McLoughlin
1109	Helena Kingston
1110	Mary Woods
1111	Kasper Zipsc
1112	Sean O'Keeffe
1113	Susan O'Riordan
1114	Michael Molloy
1115	Barbara Turley
1116	Jisha Joseph
1117	Anne Cavanagh
1118	John Blessing
1119	John O;Neill
1120	Ann Neill
1121	Eleanor Keating
1122	Philip O'Gorman
1123	Gemma Byrne
1124	Andre Goyvaerts
1125	Johann F Goyvaerts

1126	Shay Kirk
1127	Antoinette Kirk
1128	Shakira Marjara
1129	Deirdre O'Sullivan
1130	Placida Cawara
1131	G. McGowan
1132	Raymond Daly
1133	Frank Cavanagh
1134	Catherine Lynch
1135	Philo Kielty
1136	Derek Moffat
1137	Joseph McManus
1138	Pete Shinnors
1139	Bernadette Ryan-Shinnors
1140	Audrey White
1141	John Phelan
1142	Mary Heenan
1143	Alan King
1144	Tara Walsh
1145	Denis O'Shea
1146	Marion O'Shea
1147	Patrycja Krzemien
1148	Audrey Kirwan
1149	Shane Butler
1150	Adeline Butler
1151	Paddy Kenna
1152	Nuala Walker
1153	Cliff Lebioda
1154	Graeme Howard
1155	Alan Hall
1156	Elizabeth Doyle Higgins
1157	Lorraine Daly
1158	Sinead O'Keefe
1159	Neil MacDonough
1160	Ann Payne
1161	Catherine O'Neill
1162	Theresa O'Neill
1163	A. Shinnick
1164	Simon Rand
1165	Nicola Ward
1166	Ronnie Fleming
1167	Ann Sheeran
1168	Jim Somers
1169	Aoife Somers

1170	Colette Phillips
1171	Mary Hayes
1172	Stephen Horan
1173	Sean McCann
1174	Padraic Nolan
1175	Deirdre Soden
1176	Mary Murtagh
1177	Ross Murphy
1178	Bernadette Higgins
1179	Janice Fogarty
1180	Enda Kelly
1181	Richard Allen
1182	Robert Warren
1183	Julie O'Donohue
1184	Michael Phillips
1185	T. D. Taylor
1186	Donal Holly
1187	Darren O'Connor
1188	Fidelma Cotter
1189	Mary Tyrell
1190	Linda Walsh
1191	Catherine Fleming
1192	Dann Quinn
1193	Brendan White
1194	Vera McHugh
1195	Una O'Farrell
1196	Gerard Kenneally
1197	Olivia Fitzgerald
1198	Peter Andreucetli
1199	Sinead Quigley
1200	Cecilia Kehoe
1201	David Colgan
1202	Anne Shaw
1203	Amy O'Doherty
1204	F. Griffin
1205	Susan O'Doherty
1206	Michael Lavelle
1207	Marian Ryan
1208	Louise Houlihan
1209	Brendan Power
1210	Barry Power
1211	Geraldine Flanagan
1212	Mick Wright
1213	Laura McEvoy

1214	Triona Cantwell
1215	Jane Parsons
1216	Siobhan Denner
1217	William Elliffe
1218	Gayle Thompson
1219	Linda O'Shea
1220	Declan Counihan
1221	Emer Cahill
1222	Matt McEvoy
1223	Angela Cahill
1224	Patrick Moynan
1225	Gareth Moynan
1226	Clodagh Moynan
1227	Karen Scarlett
1228	Ian Doyle
1229	Ciara Nugent
1230	Avril Malcolm
1231	Donna Fisher
1232	Margaret Cavanagh
1233	Philip R. Malcolm
1234	Philip J. Malcolm
1235	Iryna Wright
1236	Bernadette Nolan
1237	Monica jay
1238	Margaret Allen
1239	Pat McBride
1240	James Cantwell
1241	Eileen Smyth
1242	Jean McGrory
1243	Helen Eustace
1244	Ann Marie Callana Wyatt
1245	Denise Daly
1246	Roisin Daly Shorten
1247	Rachel Anderson
1248	Aoibhin Goss
1249	Niall Conroy
1250	Carmen Ward
1251	Catriona Gardiner
1252	Peter Donohoe
1253	Noelle Corkery
1254	Ashleigh Tracey
1255	Robert Tracey
1256	Michael Rooney
1257	Laura Rooney

1258	Ian Deegan
1259	Una May
1260	Mark Homan
1261	Danielle Gray
1262	Paul McCarthy
1263	Ann Donohoe
1264	Maureen Cronin
1265	Mark Lynch
1266	Caroline Leech
1267	Patricia Quinn
1268	Thomas Quinn
1269	Fiona McBarron
1270	Jennifer Walsh
1271	Kris Brady
1272	Noeline Murtagh
1273	John Carey
1274	Michalina Mackiewir
1275	Aleksander Mackiewicz
1276	Louise Gibson
1277	Martin Boylan
1278	E. Shirley Gibson
1279	Bernadette Kavanagh
1280	Liam Woods
1281	Sean Kavanagh
1282	James Smith
1283	Tony Reid
1284	Anna Reid
1285	Sue Reid
1286	Lyn Rouch
1287	Niall McDonald
1288	Darren Morrison
1289	Bernard Kennedy
1290	Linda Taylor
1291	Bernard Taylor
1292	Richie Rankin
1293	Louis Stylianou
1294	Kamiza Jechorek
1295	Wendy Williamson
1296	Therese Kavanagh
1297	Aisling Byrne
1298	Fernaldo Lopez
1299	Lisa Byrne
1300	Nuala Keane
1301	Orla Kenny

1302	Louise Waldron
1303	Kathleen McIntyre
1304	Cyril McIntyre
1305	Maurice Veale
1306	Deirdre Johnston
1307	Valerie Drumm
1308	Caitriona O'Brien
1309	Anne Carroll
1310	Jennifer Halliday
1311	John O'Brien
1312	Frank Murtagh
1313	Collette Murtagh
1314	June Foxton
1315	Marie McEvoy
1316	Adele Martin
1317	Valentina Tarasco
1318	Mary Murtagh
1319	Aidan Maloney
1320	Anne O'Toole
1321	Audrey Doyle
1322	David Horan
1323	Naomi Gillis
1324	Sean Turley
1325	Niall Ferry
1326	Ann Kelleher
1327	Gatis Vanags
1328	Nadis Laisa
1329	Rebecca Eiffe
1330	Jamie Belton
1331	Bernadette Clyne
1332	Jom Dempsey
1333	Grainne Lawlor
1334	Sharon Lynch
1335	Robert Johnston
1336	Helen Corduff
1337	Orna Maguire
1338	Deirdre Johnston
1339	Lorna O'Doherty
1340	C O'Doherty
1341	Marie Henry
1342	Lucia Keogh
1343	Paul Hollywood
1344	Margaret Greene
1345	Anthony Greene

1346	Maura Power
1347	Caitrin Breen
1348	John Burke
1349	Declan Goulding
1350	Bernie Greene
1351	Mick Bernie
1352	Eileen Gorman
1353	Kenneth Quigley
1354	D. Champion
1355	G. O'Connor
1356	Joe O'farrell
1357	Frances Walsh
1358	Edivagnir da Silva Ribeiro
1359	Liliana Pereira
1360	Steven Dooley
1361	Felicity Dooley
1362	Eithne Nolan
1363	Ross Breen
1364	James Stuart
1365	Evelyn Mooney
1366	Neil Breslin
1367	Gerry O'Dwyer
1368	Louise Devlin
1369	Teresa O'Dwyer
1370	Danielle Considine
1371	Noel Gorman
1372	Alan Brennan
1373	Noel Storey
1374	Margaret M. Caffrey
1375	V. Cunningham
1376	Peter Roche
1377	Lisa Cunningham
1378	Mary Storey
1379	Maktha Matthews
1380	G. Mc Grillen
1381	Patricia O'Reilly
1382	Eileen Fennel
1383	Annette McGrath
1384	Edward Gavin
1385	Dolores Gavin
1386	Sarah Kenny
1387	Des Morrison
1388	Dylan Shortt
1389	Christine Kenny

1390	Emma Kenny
1391	Christopher Woods
1392	Margaret Loughman
1393	Brendan Rice
1394	Grace Curtis
1395	Niamh O'Dwyer
1396	Martina O'Dwyer
1397	Karen Muldoon
1398	Mary Mooney
1399	D. Mooney
1400	Mary Tarrant
1401	Patricia Neavyn
1402	Phil Davey
1403	Catherine Carragher
1404	John H Davey- Borresen
1405	Maria Davey-Borresen
1406	Peter Carragher
1407	Stephanie Jackson
1408	Valarie Jackson
1409	Eamor Hourihane
1410	Michal Wolnikowski
1411	Milena Wolnikowska
1412	William Holland
1413	Helen Rowntree
1414	Raymond Josephson
1415	Frances Tobin
1416	R. Byrne
1417	Alex Machon
1418	Timothy McHugh
1419	Lorraine McDonagh
1420	Aisling Kerr
1421	Jenny Kerr
1422	Paul McDonagh
1423	Dara Burke
1424	Roisin Burke
1425	Kara Dolan
1426	Ger Ryan
1427	Mattijs Bos
1428	Shannon McGee
1429	S Hussey
1430	K Hussey
1431	Sheena Tuohy
1432	Brian Aston
1433	Helen Flanagan

1434	Carmel Cullen
1435	Rosie Doherty
1436	Jeremie Mallet
1437	Grainne Cassidy
1438	Michelle Corrigan
1439	John Moriarty
1440	Mary Fitzgerald
1441	Vanessa Owens
1442	Denise Donlon
1443	Niall C. O'Boyle
1444	Philip McCabe
1445	Maura Sweeney
1446	Kim Murray
1447	Lisa Murray
1448	Kevin Sweeney
1449	C Quayle
1450	Emma Birchall
1451	James Price
1452	Glynis Isherwood
1453	Anthony Connolly
1454	Nina Price
1455	Elizabeth Wynne
1456	Pearse Crilly
1457	Teresa Crilly
1458	Orla Beechinur
1459	Derek McGrath
1460	Linda McGrath
1461	Robert Cummins
1462	Laura Moore
1463	Trish Kerr
1464	Gerry Kerr
1465	Vijay Gunna
1466	Ian Nelson
1467	Tanya Letmon
1468	Elaine Quayle
1469	Linda Foster
1470	Claire Farrell
1471	Patrick Farrell
1472	Eileen Devine
1473	Pauline Flanagan
1474	Aishling Dooley
1475	Orla Fitzgerald
1476	Anne Moylan
1477	Padraic Feeney

1478	Daragh Feeney
1479	Louise Allen
1480	Neil Smith
1481	E Malone
1482	Tom Brennan
1483	Sandra Carroll
1484	David Cumiskey
1485	Jean Mooney
1486	Fiona Kearney
1487	Daragh Doohan
1488	Aisling Brown
1489	Margaret Horrigan
1490	Violet Maher
1491	Michael Brown
1492	George Brown
1493	Patricia Foley
1494	Mary O'Dea
1495	Rosemarie Smith
1496	Joe Conefrey
1497	Jennifer Poole
1498	Arnold Hasa
1499	Kevin Murphy
1500	Bob Patton
1501	Kelley Lonergan
1502	Catherine Dallmon
1503	Robert Miller
1504	Colin Ashmore
1505	Barry Lonergan
1506	Charles Clement
1507	Sally Clements
1508	Adeline O'Dowd
1509	Jordan Grossman
1510	Liam Cronin
1511	Linda Lawlor
1512	Kacey Curedaie
1513	Danielle Maloney
1514	Ciara O'Reilly Crook
1515	Chantel Fitzgerald
1516	Peter Crook
1517	Alan Flanagan
1518	Kelly Fitzgerald
1519	S O'Brien Dunne
1520	Susan Reilly
1521	Maria Conway

1522	Fergus Cooper
1523	Aine Tobin
1524	Deborah Walsh
1525	Joe McHugh
1526	Margaret McGoldrick
1527	Caroline Byrne
1528	Ann Matthews
1529	Sam McHugh
1530	Cian Doyle
1531	Tom McHugh
1532	Oisin Bridges
1533	Enda Martin
1534	Liz Finegan
1535	Jennifer Sneyd
1536	Ann Manning
1537	Michael Curtin
1538	Caroline Cahill
1539	Joe Glasheen
1540	Yvonne Keville
1541	Caroline Leech
1542	Cecelia Hayes
1543	Nicole Gunning
1544	Aurelia Bridges
1545	Brendan Duggan
1546	Patricia White
1547	Noel Finnegan
1548	Denise Boylan
1549	Sheelagh McCarthy
1550	Anthony O'Keefe
1551	Stephen Eustace
1552	Jessica McCluskey
1553	Kathy McLaughlin
1554	Paul Bennett
1555	Kloczenko
1556	Mark W Flagler
1557	Philip March
1558	Christiana Higham Pender
1559	Mark Nolan
1560	Paul Kelly
1561	Colm O'Hanlon
1562	Michael O'Grady
1563	Mairiu T Hyland
1564	Grace Reynor
1565	Willian Coughlin

1566	Michael Monahan
1567	Catherine Murray
1568	Helena Murphy
1569	Tadhg Carey
1570	Siobhan Stoneham
1571	Therese Thynne
1572	Berndadette Kinsella
1573	Rose Noone
1574	Elizabeth Galvin
1575	Mary Kelly
1576	Billy Kelly
1577	Damien Clarke
1578	Mary Chambers
1579	James Adams
1580	Niamh Cunningham
1581	Melanie Claffey
1582	Roisin Kavanagh
1583	Vincent Murray
1584	Pat Flynn
1585	Aoife Buggy
1586	Niamh White
1587	Thomas O'Connell
1588	Graham Buggy
1589	Carol Corboy
1590	Brian Kenny
1591	Darren Blagburn
1592	Laura Connolly
1593	Leonie Ryan
1594	Donal Ryan
1595	Debra Mahood Pitt
1596	Mary Shaw
1597	Padraig Hourihan
1598	Breda Adams
1599	Claire Devereaux
1600	Gerard Corboy
1601	Simone Mulligan
1602	Martina Flynn
1603	Marion Dooley
1604	John Sheehan
1605	Shirley King
1606	Louise Mason
1607	Simone Furting-Rytterager
1608	Kevin McKenna
1609	Coby Sheridan

1610	Anna Mac Donough
1611	Donal Feehan
1612	Crina Heghedus
1613	Marie O'Connor
1614	Rachel Ward
1615	Seonan Ward
1616	Miriam Flynn
1617	Dermot Flynn
1618	Emma Brennan
1619	Betty Heraghty
1620	Des Ryan
1621	Stewart Kirkwood
1622	Donal Patrick Gilman
1623	Mary McVicker
1624	Eleanor Kennedy
1625	Richard O'Keefe
1626	Kevin Duffy
1627	Andrew King
1628	Sandra Cuffe
1629	Derek Cullen
1630	Sarah Cassidy
1631	Stephanie Timoney
1632	Melissa Harding
1633	Beatrice Ronan
1634	James Sheridan
1635	Nigel Plowman
1636	Brian Dooley
1637	Teresa McGrath
1638	Eugene McMahon
1639	Orlagh Keating
1640	Philip Baker
1641	Ann Baker
1642	Catherine Grace
1643	Monica Davis
1644	Richard Kenny
1645	Aine Kenny
1646	Ken Doyle
1647	Sharon Kirkwood
1648	Nailya Gumarova
1649	Paul Smart
1650	Paula Smart
1651	Anne Hanley
1652	Lisa O'Donovan
1653	Maeve Free

1654	Billy Free
1655	Marian Reeves
1656	Denis Reeves
1657	Aine Buggy
1658	Dr Kevin Byrne
1659	Lawrence Clifford
1660	Paul Kearns
1661	Nellie Tattersall
1662	Gerard McKeon
1663	Jim Tattersall
1664	Lisa Bain
1665	Fiona Kyle
1666	Evelyn McDermott
1667	Deirdre O'Neill
1668	Conor Plunkett
1669	Michael Walsh
1670	Robert Heffernan
1671	Nicole Blanc
1672	Scott Blanc
1673	Hazel Kate Cryan
1674	David Wogan
1675	Ricardas Gulbinas
1676	Caroline Ryan
1677	Eimear McManus
1678	Catherine Carragher
1679	Shirley Devine
1680	Kevin Devine
1681	Anne Mynes
1682	Gerard Costello
1683	Pauline Brady
1684	Gina McBride
1685	Jonathan Brennan
1686	Siobhan Brennan
1687	Nicholas Kelly
1688	Paul McBride
1689	Brid Jackson
1690	Barbara Scott
1691	Wiktoria Zurawska
1692	Paul Diffley
1693	Theresh Corbett
1694	Paul Cahill
1695	Esther McDonnell
1696	Ann Burke
1697	N Treacy

1698	Aine Towey
1699	Terri Porter
1700	Tracey Kenna
1701	Kieran Towey
1702	M Heavey
1703	James Lanagan
1704	Linda Lanagan
1705	Shane Tully
1706	Marcus Walsh
1707	Joseph Joyce
1708	Eamonn McGuirk
1709	Kevin Keegan
1710	Sarah Cunningham
1711	Liam Doyle
1712	Melanie Whelan
1713	Bernard Farrelly
1714	Niamh Smith
1715	David Lochrin
1716	Aoibhinn Lochrin
1717	Bairbre McCann
1718	Geraldine Behan
1719	Peter Plesnik
1720	Larry Mullen
1721	Gary Waldron
1722	Alizee Regnier
1723	Irene Greenalgh
1724	John Greenalgh
1725	Barbara Schmidt
1726	Ruth Rankin
1727	Ann Lebioda
1728	Dolores Fitzgerald
1729	Alison Blanchfield
1730	Margaret Jones
1731	Caitriona Foley
1732	Dermot O'Donnell
1733	Elizabeth Cleves
1734	Redzep Aboly
1735	Ann Murphy
1736	David Murphy
1737	Mary Anne Stokes
1738	Ross Ashby
1739	Chris Grehan
1740	Deirdre Nolan
1741	Rosie Warron

1742	Mustafa Cezaroglulari
1743	Tess O'Boyle
1744	Donna Rigney
1745	Moya O'Kennedy
1746	Claire Way
1747	Rita O'Kennedy
1748	Martina Kelly
1749	Ciara Horan
1750	Seamim Shaw
1751	Sarah-Louise Horan
1752	John Shaw
1753	David O'Beirne
1754	Caroline Molloy
1755	Marion Cawley
1756	Julie Hickey
1757	Paul Cotter
1758	Barry O'Neill
1759	Robyn O'Neill
1760	Michael Giblin
1761	Vera Timmons
1762	Anne Ryan
1763	Erica Kelly
1764	Robert Griffin
1765	Anne Griffin
1766	John Gillen
1767	Richard Millea
1768	Marie Beatric Armstrong
1769	Robert Armstrong
1770	Catherine Reilly
1771	Mary Miller
1772	Grainne Downey
1773	Lorna Boland
1774	Ailish O'Connell
1775	Ciaran Ennis
1776	Sheila Donlon
1777	S Hendrick
1778	Jennifer Morgan
1779	David King
1780	Patrick J McEvoy
1781	Josephine McEvoy
1782	Sarah Mullally
1783	Dorothy Evertson
1784	Catherine Keogh
1785	Aine Ni Chleirigh

1786	Brian Hayes
1787	Janice Stapleton
1788	Mary Grace
1789	Ena Campbell
1790	Mihcael Jordan
1791	Lynda Jordan
1792	Yvonne Rutherford
1793	Aoife Banbury
1794	John McFarlane
1795	Angela Mc Farlane
1796	Daithi O'Donoghue
1797	Margaret Clerkin
1798	Sheila Lambe
1799	Peggy Reilly
1800	Caroline Duke
1801	Conleth Dunne
1802	Eli Roche
1803	Gordon Bass
1804	Lisa Dixon
1805	Patrick Magennis
1806	Anthony Langtry
1807	Margaret Langtry
1808	Frank Savino
1809	Nathan Jackson
1810	Jeff Molloy
1811	Emma Kelly
1812	David O'Meara
1813	Mick McCullagh
1814	Dara Martin
1815	Jim Walsh
1816	Linda Earley
1817	Tony Hayes
1818	Robert Clarke
1819	Gary Connell
1820	Lisa Freeman
1821	Roy Wilson
1822	Mark Martin
1823	Jonathan Byrne
1824	Melanie Byrne
1825	Rory Wales
1826	Carrie R Martin
1827	Gerard Owens
1828	Michael Travers
1829	Simon Gilmour

1830	Mary Kenny
1831	Paul O'Reilly
1832	Kathleen Dolan
1833	Noeleen Richards
1834	Bernadette Dempsey
1835	Phil Moloney
1836	John Fitzgerald
1837	Philip Flanagan
1838	Sheila Gallagher
1839	Patricia Dolan
1840	Justin May
1841	Geraldine Broderick
1842	Stephen Jype
1843	Joanne Cooley
1844	Margaret Dardis
1845	Sarah Masterson
1846	Rebecca Matthews
1847	Alice Matthews
1848	Jackie Kilfoyle
1849	Grace Buggle
1850	Christina Condell
1851	Kathleen Scott
1852	Ann Kelly
1853	Dorothy Bolger
1854	Anne Sullivan
1855	Richard Hodson
1856	Martina Mulligan
1857	Angela Donnell
1858	Darragh Bowe
1859	Eszter Kis
1860	Clair Power
1861	Rob Carney
1862	Rosalyn Tamming
1863	Helen Kelly
1864	Andrew Clarke
1865	Fiona Burke
1866	Mary McNamee
1867	Patrick Curtin
1868	Donal Lyons
1869	Maeve Lyons
1870	Philip McKernan
1871	John McKernan
1872	Bernadette Poole
1873	Sinead Gregan

1874	Teresa Hendrick
1875	Carmel Corbett
1876	Maurice Hartigan
1877	John O'Connor
1878	Paula O'Connor
1879	Thomas O'Donnell
1880	Linda O'Donnell
1881	Seamus Cummins
1882	Denise Tuohy
1883	Catherine Smith
1884	Leonard Madden
1885	Susan Kelly
1886	Kim Farrelly
1887	Fergal Mulcahy
1888	Jarlath Daly
1889	Anne M Delaney
1890	Suzanne Beattie
1891	Katrina Dillon
1892	Michael Flattery
1893	Lia Flattery
1894	Deirdre Mac Intyre
1895	Saoirse Flattery
1896	Brian Beattie
1897	Alison Campbell
1898	Tatiana Lie Kumagi Yamamoto
1899	Cherith R Jupe
1900	Phil Dennehy
1901	Laura Nel Boland
1902	Sue Cassidy
1903	Sarah Jane Egan
1904	Jimmy Liscombe
1905	Damien Connor
1906	Adrian Kirwan
1907	Norma Kirwan
1908	Marek Bugaj
1909	Kelsey McCabe
1910	Olivia Roche
1911	Eoin Smith Hickey
1912	Simon Donnelly-Orr
1913	Patrick Duffy
1914	Marek Zaneta
1915	Una Bernard
1916	Martina Dunne
1917	Noreen Martin

1918	Neil McEvoy
1919	Celia Manley
1920	Oonagh King
1921	Gerald Darcy
1922	Gerard Higgins
1923	Rainer Konstantin
1924	Grace Egan
1925	Sharon Dunne
1926	Sharon Power
1927	Tony Powell
1928	Claire Powell
1929	Margaret Moriarty
1930	Ammar Al Haidary
1931	Marilyn Proctor
1932	Andrew Whiteside
1933	Jean Atkinson
1934	Martin Rankin
1935	Margaret E King
1936	Julie McMullan
1937	Ann McDonough
1938	Paddy Thornton
1939	Marie Molloy
1940	Declan Taaffe
1941	Jean Flanagan
1942	Lisa Taaffe
1943	Lindsay Cribben
1944	Greg Maxwell
1945	Una Barkett
1946	Ailis Aylward
1947	Irvin Vallescas
1948	Claire Kennedy
1949	Annette Nevin
1950	Rebecca Murphy
1951	Siobhan Whelan
1952	Sonja Moore
1953	Mary Molloy
1954	Peter Courtney
1955	Ann Doherty
1956	Sinead Pollock Orr
1957	Dean Richardson
1958	Ger Reddy
1959	Rosarie McCloskey
1960	John Byrne
1961	Darren Geraghty

1962	Tommy Nolan
1963	Emeline Callan
1964	Emma McCluskey
1965	Cathy Conlon
1966	Thomas Conlon
1967	Tadhg Dempsey
1968	Martina Ginty
1969	Desmond O'Boyle
1970	Brian Gormley
1971	Chris Moran
1972	Margaret O'Shea
1973	Laura Dunne
1974	Florence Clarke
1975	James Masterson
1976	Ivy Moloney
1977	Hugh Turley
1978	Pat Dunne
1979	Ger Caffrey
1980	Mark Shaw
1981	Derek Eustace
1982	Robert Habington
1983	Sinead Veale
1984	Andrew Deacon
1985	Kate Butler
1986	Elizabeth O'Sullivan
1987	Lorna McKeon
1988	John Daffy
1989	Ann Kelly
1990	Mark Champion
1991	Anna O'Leary
1992	Lorraine Murray
1993	Ark Szpunar
1994	Jennifer Fleming
1995	Matt McEvoy
1996	Louise Wallace
1997	Mary E Rynhart
1998	Dorothy O'Sullivan
1999	Breda Bryan
2000	Gary Murphy
2001	Noel McLoughlin
2002	Noel Byrne
2003	Irene R Reonal
2004	Cathy Murray
2005	Adam Gaire

2006	Callum Knight
2007	Ivan Rynhart
2008	Thomas Tone
2009	Aongus O'Regan
2010	Caterina MacNamara
2011	Anne Forster
2012	Anne Sherry
2013	Suzanne Hughes
2014	Emma Spain
2015	Aoife Hallissey
2016	James Sheridan
2017	Clara Malaniff
2018	Jeffrey Walsh
2019	Adam Ashburn
2020	Bernadette Hendrick
2021	Angela Kelly
2022	Diarmuid O'Donovan
2023	Deirdre McGuinness
2024	Colin Walsh
2025	Mark O'Donnell
2026	Emily Longworth
2027	Sonia O'Halloran
2028	Michael O'Halloran
2029	Noeleen Minnock
2030	Simone Clarke
2031	Teresa Freeman
2032	Goretti Slavin
2033	Stephen Herring
2034	Andrew Herring
2035	Robert Herring
2036	Ciaran Long
2037	Leisha Daly
2038	Hugh Pitt
2039	Karolina Gora
2040	Jean Cullen
2041	Olive Wardell
2042	Desmond O'Dowd
2043	Emily O'Donovan
2044	Keith Farrell
2045	Sheila Leydon
2046	Brian Leydon
2047	Eleanor Ahern
2048	Andrew Ahern
2049	Suzanne Bray

2050	Simon Jones
2051	Susan Moore
2052	Kevin Moore
2053	Gerard Towey
2054	Des Brown
2055	Antoinette Towey
2056	Niamh Sheehan Hammond
2057	Aidan Holohan
2058	Eddie Lyons
2059	Noramay McCullen
2060	N Farrell
2061	Ann Farrell
2062	Luke Burke
2063	Kevin Burke
2064	John Flynn
2065	John Cahill
2066	Debbie Thomas
2067	Stephen Thomas
2068	Paddy Brady
2069	Gay Murphy
2070	Deirdre Lowry
2071	Thomas Lowry
2072	Dympna Walsh
2073	David Carroll
2074	Linda Cullen
2075	Leo Long
2076	Sean Cook
2077	Paula Cullen
2078	R van der Ahher
2079	Caroline Meagher
2080	Ciaran Meagher
2081	Ciaran Philips
2082	Mary Dwyer
2083	Brendan Carey
2084	Maureen McHugh
2085	John Stanley
2086	Caitlin Neary
2087	Thomas Jones
2088	Kevin Lynch
2089	Bernadette Hickey
2090	Eamonn Dwyer
2091	Mairead Dwyer
2092	Gerard Hickey
2093	Robert Ardiffe

2094	Ruth Stafford
2095	Kent Johnson
2096	Denise Seery
2097	Tom Seery
2098	Helen Skidmore
2099	Sheila Byrne Brennan
2100	Sandra Nicholson
2101	Olivia O'Boyle
2102	Elaine Heffernan
2103	Maria Booyens
2104	W Booyens
2105	Tracey Jones
2106	Laura F Philips
2107	Niall O'Boyle
2108	Michaela Ruane
2109	William O'Neill
2110	Irene O'Neill
2111	Yvonne Magee
2112	Dominic Magee
2113	Bougon
2114	Tony Doohan
2115	Bridie Doohan
2116	Brian Wheatley
2117	William Cullen
2118	Fiona Ward Ryan
2119	Terri O'Brien
2120	Olive Cullen
2121	Martin Meaney
2122	Gerard Clarke
2123	David McKeown
2124	Emily McKeown
2125	Gretta Brien
2126	Gerard Harte
2127	Bridget Kirwan
2128	James Kirwan
2129	Deirdre Irving
2130	Patrick Leonard
2131	Cyril McCabe
2132	Patrick McStay
2133	Deborah Marsh
2134	Yuliya Dunne
2135	Rachael McStay
2136	Geraldine Doyle
2137	Desmond Doyle

2138	Martin Reilly
2139	Paul Folan
2140	Grainne Fleming
2141	David Pender
2142	Brenda Quinn
2143	Mary Condon
2144	M Markey
2145	Una Cluxton
2146	Marina Moore
2147	Louise McBride
2148	Ann Brady
2149	Bernadette O'Neill
2150	Anne McHugh
2151	Sharon Quill Power
2152	Angela Power
2153	Martin Pearse
2154	Emma Smith
2155	Lorraine Smith
2156	John Smith
2157	Neasa McConagill
2158	Seriica Natckei
2159	Leeren Natckei
2160	Kirsha Natckei
2161	Dianne Kavanagh
2162	Neethia Natckei
2163	Sandra Phipps
2164	Gary Phipps
2165	Ciaran Barry
2166	Gillian Duke
2167	Laureen McAuley
2168	Amber Byrne
2169	Paul Condell
2170	Martina Brady
2171	Beata Kopytko
2172	Krzysztof Kopytko
2173	Bridget Byrne
2174	Davinder Marjara
2175	Ciara Brennan
2176	Marion Ryan
2177	David Cunningham
2178	Conor Kearney
2179	Todd Prevost
2180	Lise O'Farrell
2181	Elain Collins Prevost

2182	Andrew Ahern
2183	Trevor McDonnell
2184	A G O'Farrell
2185	Louise Lesovitch
2186	Therese Maher
2187	Ena Fitzpatrick
2188	Catherine Plunkett
2189	Mary Watters
2190	Joe Newsome
2191	Peter Connell
2192	Jurgita Juozoitte
2193	Niall Grace
2194	Cathy Gannon
2195	Geraldine Costigan
2196	James Shore
2197	Laura Barrett
2198	Linda Daly
2199	Kenneth Devereaux
2200	Marion Gernon
2201	Brian Gallagher
2202	Liam Lynch
2203	Kathleen McDermott
2204	Matthew Berrigan
2205	Penny Smith
2206	Declan Byrne
2207	Mary Lawlor
2208	Aisling Gorman
2209	P J McLoughlin
2210	Sandra McLoughlin
2211	Brid Griffin
2212	Karen Hussey
2213	Lil Doran
2214	Daniel Lennon
2215	John Delaney
2216	Brendan O'Donoghue
2217	Donal Bolger
2218	Helen Murphy
2219	Fiona Donnelly
2220	Kathryn Donnelly
2221	Des Murphy
2222	Teresa Kennedy
2223	Mary Kennedy
2224	David Blagburn
2225	David Laird

2226	Duncan Barrett
2227	Daniel O'Rourke
2228	Jessica McKenna
2229	Emma Drohan
2230	Alan Drohan
2231	John Mounsey
2232	Donagh Walsh
2233	Helena Walsh
2234	Diane Byrne
2235	Andrew Purcell
2236	Cillian Walsh
2237	Ciaran Duffy
2238	Audrey Byrne
2239	Marion Freeman
2240	Johanna Williams
2241	Stephen Brett
2242	Alma Tallon
2243	Peter Callaghan
2244	Niamh Foster
2245	Stephen Williams
2246	Fiona Coghlan
2247	Eithne Bean
2248	Maire Connelly
2249	Lorraine Quirke
2250	Genevieve Casey
2251	Frances Burke
2252	Maree Kerwick
2253	Colette Clarke
2254	Sadhbh Daly
2255	Deirdre O'Donoghue
2256	Jayne Holmes
2257	Sharon Lawlor
2258	Edel McManus
2259	Cathal O'Brien
2260	Gemma Slattery
2261	Rosie Barrington
2262	Eoin Corcoran
2263	Dorly O'Sullivan
2264	Seamus Fitzgibbon
2265	Una Ni Bhroithe
2266	Ed Pernot
2267	Ciaran Scarlatt
2268	L Byrne
2269	John S Smith

2270	James Smith
2271	Marie Kirk
2272	Patrick Longworth
2273	Claire O'Rourke
2274	Bernadette Jordan
2275	Bernadette Stapleton
2276	Mabel Noonan
2277	Matt Black
2278	Marie Reidy
2279	Nessa Fitzgerald
2280	John Kelly
2281	Vivienne Kelly
2282	Nicola Sunderland
2283	Ciara Bermingham
2284	Paula Howard
2285	Michael Walsh
2286	Valerie Seymour
2287	Stefania Scott
2288	Rory Scott
2289	Stephen Scott
2290	Marguerite Ellis
2291	Joan Kelly
2292	June Galligan
2293	Richard Ellis
2294	William White
2295	Helen Gibson
2296	Paul Carey
2297	Andrew Shaw
2298	David Moulton
2299	Maureen Byrne
2300	Julie Byrne
2301	Mary Butler
2302	Niall Butler
2303	Niall Cahalan
2304	Jill Lonergan
2305	Sarah Kelly
2306	Lisa Fletcher
2307	Evelyn McHale
2308	Owen Fletcher
2309	Myles Canavan
2310	Esther Bayor
2311	Michael Gunn
2312	Alice Coffey
2313	Sonia Carey

2314	Peter Turner
2315	Clodagh Sherlock
2316	Katie Mayock
2317	Eadaoin Lucas
2318	Carol Greene
2319	William Frayne
2320	David Hill
2321	B Masterson
2322	Helen Boothman
2323	Alan Stirling
2324	Sharon Lynch
2325	Declan Greaney
2326	Celine Yearsley
2327	Niamh Harte
2328	Aine McCabe
2329	Sinead McCabe
2330	John Waters
2331	Emma Mulhern
2332	David Wolohan
2333	Darragh Toner
2334	Larissa Moran
2335	Marie Madsen
2336	Elaine Maher
2337	Majella Delaney
2338	Carol Duffy
2339	Eddie Doyle
2340	Helen Fox
2341	Anita Byrne
2342	Owen Byrne
2343	Olga Browne
2344	Veronica McCabe
2345	Catriona Heraghty
2346	Jean Brennan
2347	Ken Yearsley
2348	Michelle de Labre
2349	Jerry Hughes
2350	Grainne Ryan
2351	Gary Fanning
2352	Lucie Green
2353	Catherine Hatton
2354	Louise Callaghan
2355	Colleen Bowe
2356	John McLoughlin
2357	David Carroll

2358	George Carey
2359	Angela Carey
2360	Gerard Sherry
2361	Marion Lynch
2362	Amanda Ryan
2363	Declan Ryan
2364	Valerie Devaney
2365	Michelle Whelan
2366	Colin Brown
2367	James Carey
2368	Peter Fuller
2369	Margaret Fuller
2370	Niamh McNamara
2371	Brian McNamara
2372	Ann Murphy
2373	Cian Byrnes
2374	Anne Carney
2375	Stephanie Carroll
2376	Ruairi Gogan
2377	Tony Devaney
2378	John Gleeson
2379	David Connolly
2380	Patrick J Kehoe
2381	Angela McLoughlin
2382	Eamonn Farrell
2383	Miriam Taaffe
2384	Claire Stewart
2385	Erika Browne
2386	Jenna Corscadden
2387	Una Swinburne
2388	Jenny Corr
2389	Dermot Hunt
2390	Molly Doyle
2391	Patricia O'Dowd
2392	Camilla Hunt
2393	Ann Galvin
2394	Patrick O'Grady
2395	Dolores Carter
2396	Geraldine Maher
2397	Antoinette Maher
2398	Yvonne King
2399	Christopher Maher
2400	Eileen Colgan
2401	Joseph Maher

2402	Caitlin Maher
2403	Paul Sheridan
2404	Alison Hewitt Murphy
2405	Mark Geraghty
2406	Brendan McDonald
2407	April Walsh
2408	Aaron Murphy
2409	Betty Behan
2410	Roman Erika
2411	Margaret Lanigan
2412	Eric Royal
2413	Lou McManmon
2414	Frank O'Rourke
2415	Bernie Mullen
2416	Jessica Tutino
2417	Anne Carney
2418	Lucy Parameswaran
2419	Tony King
2420	Patricia Bolger
2421	Gretta Philips
2422	Carmel Noonan
2423	Sean Lanigan
2424	Martina Edelman Farrell
2425	Ed Longworth
2426	Matt Gough
2427	Rosemary Healy
2428	Carole Harte
2429	Patty King
2430	Bill Farrell
2431	Peter O'Grady
2432	Kathleen Farrell
2433	Nuala Kennedy
2434	Frank Bolger
2435	Paula Dunne
2436	Daniel O'Sullivan
2437	Aaron O'Sullivan
2438	Jamie Dunne
2439	Cartiona Flaherty
2440	Gillian Love
2441	Blinne McKenna
2442	Treasa Ni Choileain
2443	Colin Smyth
2444	Esther Denner
2445	Cathy Miskelly

2446	Sebastian Boes
2447	Eoin O'Riordan
2448	Aileen Glennon
2449	Dearbhaile De Buitleir
2450	Nina Freer
2451	Chessie
2452	Eimuin Ni Cionnaith
2453	Conall Mac Cionnaith
2454	Laura McGrillen
2455	Stephen Burke
2456	Maighread Ni Ealaithe
2457	Grainne Ui Chionnaith
2458	Monica Ni Ghionnain
2459	Marie Hughes
2460	Gearoidin Ni Dholain
2461	Sarah Devane
2462	Maria Purcell
2463	Gearoid O'Sullivan
2464	Kevin Miskelly
2465	Dolores Gough
2466	Evelyn Cleary
2467	Patricia Parameswaran
2468	Sita Parsmeswaran
2469	Colum O'Gorman
2470	Kay McCarthy
2471	Celine Gaffney- Walker
2472	Aisling Quirke
2473	Patricia Darlington
2474	Cindy Turner
2475	John O'Sullivan
2476	Desmond Egan
2477	Robert Stevens
2478	Mary Fitzsimons
2479	Seamus Irving
2480	Rachel Malone
2481	Rob Murphy
2482	Stanislava Trajlor
2483	Finbarr Byrne
2484	Rita McDermott
2485	Max Perry
2486	Susan Geraghty
2487	Ann Waters
2488	Mick Matthews
2489	Aislinn Finegan

2490	Majella Martin
2491	John Martin
2492	Anita Breheny
2493	Mr & Mrs Hearst
2494	Marie Lally
2495	Bernadette Doherty
2496	John Phelan
2497	Stefania Csatho
2498	Deirdre Colreavy
2499	Nathan Beatley
2500	Josh Payne
2501	John Dredge
2502	Margaret Dredge
2503	Laura McGillen
2504	Cara Power
2505	David Trost
2506	Lorcan Madson
2507	Leo Hyland
2508	Rebecca Murphy
2509	Martina Gibbons
2510	Orna Kiernan
2511	Sean McNamee
2512	Eileen Dunne
2513	Claudio Galantanu
2514	Gavin Errity
2515	Lorraine Davidson
2516	Grace Davitt
2517	Maria Shore
2518	Kate Kenna
2519	Rosanna Madden
2520	Geraldine O'Brien
2521	Brian McCarthy
2522	Philip Slattery
2523	June Fitzgibbon
2524	Caroline O'Connor
2525	Goretti Slavin
2526	Pat Dunne
2527	Theckla Dunne
2528	David White
2529	Pauline Kehoe
2530	Jimmy Kehoe
2531	Geraldine Capel
2532	Mark Ryder
2533	Clodagh McLoughlin

2534	Mary Maher
2535	Sinead Cooney
2536	M Fitzgerald
2537	Marie Sampson
2538	Helen Muller
2539	Shane O'Brien
2540	Luke Ecock
2541	Eimear Deering
2542	Keelan Byrne
2543	Michael Deering
2544	Brendan Osborne
2545	Valerie Gaynor
2546	Marie Carberry
2547	Noeleen Egan
2548	Anthony Phipps
2549	Sarah Phipps
2550	Rita O'Connor
2551	Mary Phipps
2552	Roisin ni Mhidheach
2553	Cathy Mangan
2554	Patrick Casserly
2555	Paul Collins
2556	Bronagh Early
2557	Amanda Harvey
2558	Otavio Antonio de Camargo Filho
2559	Paul Harvey
2560	Ana Paula Camargo
2561	Carmel Wynne
2562	Anne McNamara
2563	Kevin McNamara
2564	Jacinta Loftus
2565	Karen Kyne
2566	Karen Campbell
2567	Anthony Campbell
2568	Ciaran Kavanagh
2569	Patricia Kavanagh
2570	Graham Wood
2571	Roy Galvin
2572	Thomas Lysaght
2573	Alina Przibylek
2574	Therese Shortall
2575	Margaret Leahy
2576	Matt Leahy
2577	Louise Parkes
2578	Linda Casey

2579	Christina Mullaney
2580	Jay Bennett O'Hare
2581	Derek O'Bell
2582	Gordon O'Hare
2583	Aoife Bell
2584	Paul Cullen
2585	Paul Trofimon
2586	Toma Romanoiych
2587	Michael Ryan
2588	Volodyreyr Romanoiych
2589	Dermot Clarke
2590	Anne Clarke
2591	Ken Davis
2592	Janet Nolan
2593	Sylvia O'Neill
2594	Anna Hogan
2595	Paul O'Neill
2596	Carla Gunning
2597	Terence McKeon
2598	Max Stedanov
2599	Catherine McDonagh
2600	Colin Heaslip
2601	Noelle Keatinge
2602	Iris Trujillo Laleres
2603	Tony Keatinge
2604	Mary Cummins
2605	Caroline Maher
2606	Brendan Norris
2607	Denis O'Connor
2608	Joan Evans
2609	Deirdre Sweeney
2610	Helena Burke
2611	William Evans
2612	Neill Blessing
2613	Emily McTiernan
2614	Liz McEvoy
2615	Noel Gernon
2616	Mary Collins
2617	Elaine Jackson
2618	Maureen Rutledge
2619	Sinead McCabe
2620	Ann Lawlor
2621	Jean Fitzsimons
2622	Stephanie O'Sullivan

2623	Hugh Gallagher
2624	Joan Ryan
2625	Kathleen Duggan
2626	Madeline Martin
2627	Josephine Byrne
2628	Inga Rimselyte
2629	Lucy Jones
2630	Anne Nevin
2631	Joan O'Sullivan
2632	Triona McElligott
2633	Ron Durkin
2634	Nicole Gernon
2635	Patrick Lynch
2636	Kyron McLoughlin
2637	Jim Byrne
2638	Sinead O'Reilly
2639	Lena Timoney
2640	Mark Grant
2641	Kate Grant
2642	Naomi Martin
2643	Neville John
2644	Laura Kearney
2645	Elaine Kilduff
2646	Celine Dwyer
2647	Vera Tully
2648	Karen Gernon
2649	Kyle Barry
2650	Sarah Critchley
2651	F Harding
2652	Monika Haitzmann
2653	Aideen Emdadian
2654	Barry McDaid
2655	John Tully
2656	Grace Haughian
2657	Ger O'Connor
2658	Stephanie Timoney
2659	Anthony Timoney
2660	Kevin Coffey
2661	Sarah Claffey
2662	Jean Egan
2663	Barry Graham
2664	Amy Barry
2665	Richard Barry
2666	Kozue Graham

2667	Fergal Finnegan
2668	Jean Claude
2669	Jermie Plunkett
2670	Deborah Hogan
2671	Brian Murray
2672	Andrew Jackson
2673	Michael Byrne
2674	Norah Byrne
2675	Carmel Marshall
2676	Rob Aherne
2677	Tracey Harmon
2678	Derval Browne
2679	Bianco Palldo
2680	Fernando Palldo
2681	Louise O'Reilly
2682	Brendan O'Reilly
2683	Camilla Donnelly
2684	Linda Cooney
2685	Marian Wheatley
2686	James Meary
2687	Niamh Hogan
2688	Christina Byrne
2689	Alession Gemma
2690	Catherine McGee
2691	Elena Diaconu
2692	Susan Hosty
2693	Joseph Moran
2694	J O'Mahony
2695	Kelly Anderson
2696	Crystal Donnan
2697	Claire Moore
2698	Gillian Moore
2699	Iwona Boins
2700	Kystian Bois
2701	Paul Wheatley
2702	Laura McManus
2703	Nicholas Griffin
2704	Dermot Condon
2705	M. Forde
2706	Aideen Kealy
2707	Gavin Doyle
2708	Liam Murray
2709	Eimear Carey
2710	Denis Kenny

2711	Michaela Gonzales
2712	Danielle Jordan
2713	Gemma Walsh
2714	Cathy Dignam
2715	Bernard Hickey
2716	Armas Zidomis
2717	Lila Scott
2718	Evelina Lewczuk
2719	Ann Hickey
2720	Betty Kelleher
2721	Susan Slevin
2722	James Ginty
2723	Emer Gallagher
2724	Greg Young
2725	James Kelleher
2726	James Heavey
2727	Joy Smith
2728	Maria O'Reilly
2729	Cami McAvine

2730	Nealis O'Sullivan
2731	Patricia Mendoza
2732	Eoin Kealy
2733	Ian McManus
2734	Marian Curley
2735	Tracy Tierney
2736	Brian Ward
2737	Patrick Ruane
2738	David O'Rourke
2739	Colin Underwood
2740	John Canavan
2741	M Aherne
2742	Alan Scott

3. SUMMARY OF SUBMISSIONS FROM PRESCRIBED BODIES AND CHIEF EXECUTIVE'S RESPONSE TO THE ISSUES RAISED

The following is a summary of the issues raised in the submissions received from the Prescribed Bodies to the Draft Local Area Plan (Submissions 1-11). In this section, the Chief Executive's response and recommendations are set out under each submission. Recommended deletions to the Draft Local Area Plan are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*.

3.1 DEPARTMENT OF HOUSING, PLANNING, COMMUNITY AND LOCAL GOVERNMENT¹

Main Issues Raised

The Department states that the content and broad approach of the Draft Celbridge Local Area Plan 2017-23 provides a framework for the future growth of this fast growing town over the next six year period.

The submission states that while many aspects of the plan constitute a reasonable and well considered framework for future development, there are aspects of the draft plan requiring amendment to meet statutory and legislative obligations specifically in relation to the focus of development to the north of the town, where additional housing is likely to add to additional car based commuting, and suggests more growth should be planned to the south of the town where there is a higher degree of public transport accessibility.

The submission notes that Hazelhatch Train station is located on the Kildare Route rail investment project (€400m+ investment) and further enhancement, including electrification of the line, is planned; and the focus for new development should be proximate to public transport nodes such as this. The submission references government policy supporting this planning policy principle and notes that parts of the Draft LAP do not appropriately respond to this by focusing growth in these areas. The submission specifically references KDA's 4 and 5 of the plan as being at a significant distance from the train station.

The submission, whilst highlighting this issue, does accept that the Strategic Flood Risk Assessment that accompanies the LAP indicates that certain lands in the vicinity of the train station are not appropriate for zoning for residential development. However, the submission requests that other lands positioned between the existing built form of the town and the train station at Hazelhatch - both to the east of the R405 road and also at Simmonstown Stud (east of KDA 6) are considered to capitalise on the extent of existing public transport infrastructure.

In addition, there are concerns regarding the analysis of constraints in the local water services network in the Draft LAP and it is stated that commentary on the planned/required infrastructure to serve their substantial new development areas around the town is required and states that there is significant housing development proposed in the LAP and it is necessary for the availability of waste supply and water services to inform the zoning of lands for housing which are intended to be developed over the plan period.

The submission notes that an additional crossing of the River Liffey is identified as a strategic transport objective for the Draft LAP, but appears not to have been provided for in the overall phasing of new housing development.

¹ See Part II of this report for full summary of Submission No. 1.

The Department notes that the draft LAP features limited commercial/business zoning – primarily the zoned lands adjoining the M4 and Maynooth Road north of the town for light industry and warehousing. In the wider context however, the Draft Kildare CDP 2017-23 includes proposed Objective EO16:

'To carry out a strategic assessment of employment lands in the County to inform the Regional Spatial and Economic Strategy, and in particular to assess the need for new employment sites in the economic growth centres of County Kildare'.

The submission states that this study is significant from the perspective of the acknowledged shortfall in zoned employment lands in Celbridge (section 5.3.2 of the Kildare CDP 2017-23) and states that it is important that the Draft LAP is coordinated with this wider study on employment lands in order to ensure that Celbridge develops strategically as part of the metropolitan area of County Kildare.

The submission concludes by requesting a number of alterations to the Draft LAP (outlined below);

- Provide for relocation of appropriate zoning of housing lands on the south eastern environs of the town in the vicinity of the train station.
- Removal of residential zoning to the west of the town.
- Amend chapter 13 of the Draft LAP to ensure that new development is clearly phased on the basis of the timely delivery of identified new strategic infrastructure for the overall town including in particular:
 - Road and bridge infrastructure
 - Water services infrastructure
- Review the availability of additional employment/ business lands in the LAP to ensure that Celbridge develops strategically as part of the metropolitan area of County Kildare.

Chief Executive's Response

The Chief Executive notes that the submission states that there are aspects of the Draft LAP, which require amendment in order to meet statutory and legislative obligations with specific reference to the focus of development to the north and west of the town, at a remove from the existing public transport facility at Hazelhatch.

The extent of investment in the rail line through Kildare is noted and plans for further enhancement of this service are welcome.

The request to *'switch the identification of future residential development lands from the north side of Celbridge to the south side of Celbridge to capitalise on the extent of existing public transport infrastructure'* and *'to delete proposed residential zonings on the western periphery of Celbridge'* is noted.

In response to the request set out in the Department's submission (and reflected in submissions from the NTA, TII and a number of other submissions) it is proposed to reduce the extent of residentially zoned lands to the north and west of the town by reducing the quantum of residential zoning in KDA 4 and omitting KDA 5 in its entirety. It is proposed to increase the quantum of residential zoned lands in KDA 6 Simmonstown and to increase minimum density in KDA 6 Simmonstown and KDA 3 Ballyoulster to 35 units per hectare.

- The zoning strategy of the Draft LAP and as revised, seeks to balance national policy on the sequential zoning of land from the urban centre, the efficient use of existing transport and water services infrastructure, the guidance set out in Circular PL 8/2016 APH 2/2016 with regard to housing delivery and ready to go sites, with government policy that seeks to maximise access to and encourage the use of public transport.
- The revised zoning strategy seeks to ensure that zoned lands maintain an adequate buffer from lands with an identified flood risk. In this regard, it is noteworthy that the OPW have indicated that they will appoint consultants in 2017 to carry out a detailed investigation into the flooding issues in the Hazelhatch area.
- The revised zoning strategy seeks to protect the long term potential for development in the vicinity of the rail station at Hazelhatch, should further planned enhancements of the regional rail network proceed with particular reference to the proposal to electrify the line to Hazelhatch and to develop an interconnector in Dublin City. The rail node is at a remove from the town, situated c. 2.5 kilometres south of Celbridge Main Street and c. 1.2 kilometres from the current built edge of the town. It also straddles the administrative boundaries of Kildare County Council and South Dublin County Council. It will therefore be important to plan carefully for this area and to look at the potential for an integrated approach across both administrative areas.

In relation to comments regarding the analysis of constraints in the local wastewater services network, Kildare County Council has engaged in consultation with Irish Water throughout the plan preparation process. Irish Water advises that it intends to prepare a Drainage Area Plan (DAP) for the Lower Liffey Regional Sewerage Scheme (LLVRSS), which includes Celbridge. It is envisaged that this DAP will be complete by the end of 2019. There are significant network constraints in Celbridge at present associated with the Castletown pumping station and Irish Water will seek to resolve identified constraints in advance of the completion of the DAP. Irish Water has indicated that it is reviewing options to divert wastewater from south Celbridge away from the Castletown Pumping Station and Leixlip WWTP to Ringsend WWTP. This would create capacity at Castletown to cater for development to the west/north of the Liffey and at Primrose Hill to cater for development to the south/east of the Liffey. Locally, future development may require local network upgrades as necessary. (See also submission from Irish Water).

In relation to the comments regarding the delivery of the additional crossing of the River Liffey, which has been identified as a strategic transport objective in the Draft LAP, a number of submissions raise concerns in relation to the capacity of the existing transport network and the absence of a strategic transport assessment to ascertain the impact of development on the local and strategic transport network (inc. the M4). The DHPCLG submission requests that new development is clearly phased on the basis of the timely delivery of identified strategic infrastructure for the overall town, with a specific reference to road and bridge infrastructure.

A new crossing of the River Liffey will be critical to support all major development proposals in Celbridge and this is reflected in Chapter 8 Movement and Transport and Map 8.1 of the LAP. Having regard to the range and depth of issues raised in submissions and observations in relation to transportation, it is proposed to insert an objective into the LAP to prepare a Transport Management Plan (including a Public Transport Accessibility Strategy) to support the sustainable growth and development of Celbridge. The Transport Management Plan will include recommendations for the phasing of development on the basis of the timely delivery of strategic infrastructure. It is considered that no development should occur in KDA 5 Simmonstown until such time as a new

bridge crossing is under construction as this infrastructure will be required to support the extent of development now proposed at this location². All other major development proposals will require a Traffic Impact Assessment to assess the capacity of the transport network to support the proposed development.

The Council will also consider the feasibility of preparing a Special Development Contribution Scheme under Section 48 / Section 49 of the Planning and Development Act 2000 (as amended) to support the preparation and implementation of the Traffic Management Plan.

It is considered that the revised zoning strategy, which refocuses growth from north-west to south-east negates the requirement for the Western Link Road and as such, it is proposed to omit objective MTO3.9 from the LAP.

The Department's comments in relation to the limited commercial /business zoning are noted and it is acknowledged that the Kildare County Development Plan 2017 – 2023 identifies a shortfall in zoned employment lands in Celbridge. The County Development Plan states that economic clusters are promoted as part of the overall economic strategy for the County and in this regard Maynooth and Leixlip are clustered with Celbridge and Kilcock. The County Plan advocates that 'clusters are to be developed in a mutually dependent way, so that the amenities and economies of the whole cluster are greater than the sum of the individual parts'. In this respect, attention is drawn to the following: town centre extension zonings that can facilitate high tech employment uses that capitalise on the town's proximity to high tech industry and a university; to the focus on tourism related employment that capitalises on the unique built and natural heritage assets of the town; and to existing and proposed employment sites adjoining or adjacent to the LAP boundary (Intel, HP and Collinstown) which are strategically located in the context of North Kildare at a location which is highly accessible and has the potential to facilitate a critical mass of higher order employment uses for existing and new business investment.

² Refer to RPS, Celbridge River Crossing Feasibility Report 2015 for details of network constraints in this area.

Chief Executive's Recommendation**Proposed Alteration**

Amend Table 4.1

Location of Development	Quantum of Land for Housing (HA)	Estimated Residential Capacity*	Estimated Density
KDA 1 St. Raphael's: Town Centre Extension	9	100**	Mixed use site
KDA 2 Donaghcumper: Town Centre Extension	6.4	150**	Mixed use site
KDA 3 Ballyoulster: New Residential Area	29.5	885 1032	30 35
KDA 4 Oldtown: New Residential Area	47.5 13.7	1425 411	30
KDA 5 Crodaun: New Residential Area	15	450	30
KDA 6 Simmonstown: New Residential Area	13.1 35	393 1225	30 35
Other Sites	8.5 12.3	225 355	30 Infill
TOTAL	129 105.9 ³	3,658 3273	30

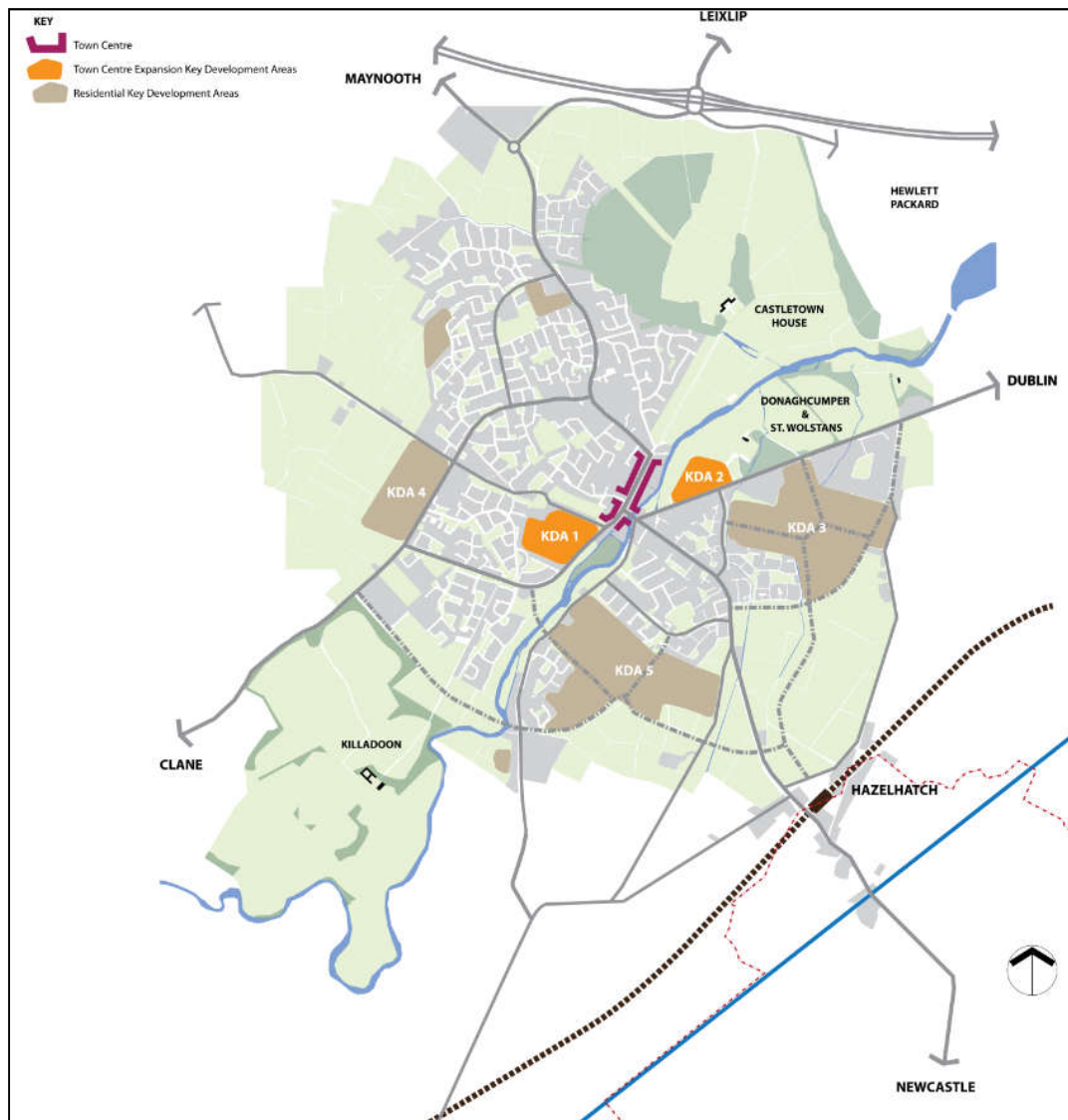
Proposed Alteration

Amend Figure 4.1 Core Strategy Map to reflect proposed alterations above.

Proposed Alteration

Amend Figure 4.1 Core Strategy Map to reflect proposed alterations above.

³ Consequential amendments occur throughout the LAP as a result



Proposed Alteration

Amend Land Use Zoning Map as follows;

1. KDA 5: Delete "C" New Residential zoning on lands on the north side of the town of Celbridge and replace with zoning objective "G" Green Belt.
2. KDA 4: Reduce "C" New Residential zoning to 13.7 hectares on the western periphery of Celbridge and replace with zoning objective "I" Agricultural.
3. KDA 6: Increase "C" New Residential zoning to east and south of KDA 6 to 35 hectares and extend LAP boundary accordingly.
4. Delete 'New Roads Objective' MTO3.9
5. Amend LAP boundary on all maps to reflect revised development strategy. See Maps A & B attached to this report.

Proposed Alteration

Amend text of Section 4.1 to reflect amendments to table 4.1

The draft LAP identifies ~~129~~ 105.9 hectares of land with a residential or mixed use zoning (excluding proposed ~~arterial~~ link roads). The housing capacity of zoned lands, including new residential zonings, mixed use zonings and of infill sites within the built up area is estimated to be ~~3658~~ 3273 (approx.) residential units (Table 4.1 refers).

KDA 1 and KDA 2 are town centre ~~expansion~~ extension sites that have the potential to accommodate the mix of retail, commercial, community and residential uses. KDA 3, KDA 4, ~~and~~ KDA 5 ~~and KDA 6~~ are Greenfield sites at the edge of the existing built up area of the town that have the capacity to accommodate new housing and support physical and social infrastructure.

Proposed Alteration

Replace final paragraph of Section 4.4 with the following:

~~The absence of vehicular and pedestrian and cycle crossings of the River Liffey; and of a western link to the north Celbridge are also serious constraints to future development. All major traffic generating development proposals will require a Traffic Impact Assessment to assess the capacity of the transport network to support the development. While the Council will seek to maximise the capacity of the existing network in the short to medium term through active traffic management, new bridge crossings and a western link will be required to accommodate growth in the longer term.~~

The capacity of the transportation network will be a critical determinant for growth. In particular, a new vehicular crossing of the River Liffey is required to support the extent of development proposed.

It is proposed to prepare a Transport Management Plan (inc. Public Transport Accessibility Strategy) to support the sustainable growth and development of Celbridge. The proposed Transport Management Plan will include recommendations for the phasing of development on the basis of the timely delivery of strategic infrastructure. In the interim it is considered appropriate that KDA 5 Simmonstown be dependent on the delivery of the new vehicular bridge and that all other major development proposals will require a Traffic Impact Assessment to assess the capacity of the existing transport network to support the proposed development.

The Council will consider the feasibility of preparing a Special Development Contribution Scheme under Section 48 of the Planning and Development Act 2000 (as amended) to support the preparation and implementation of the Traffic Management Plan.

Proposed Alteration

Insert new objective in Chapter 4 CSO 1.5

CSO1.5: To prepare a Transport Management Plan (inc. Public Transport Accessibility Strategy) to support the sustainable growth and development of Celbridge. Future development in the LAP area shall be phased in accordance with the recommendations of the Transport Management Plan.

Proposed Alteration

Insert new phasing requirements in Chapter 13

Section 13.5 Phasing

Amend Table for KDA 5 – Simmonstown to limit development pending the delivery of a new vehicular bridge over the River Liffey.

Proposed Alteration

Amend Figure 5.1 Town Centre Concepts Map to address proposed alterations above

Proposed Alteration

Include New Objective under MT3 as follows:

To prepare a Transport Management Plan and Public Transport Strategy for Celbridge to support the sustainable growth and development of the town and to identify strategic connections for pedestrian, cyclist, bus and vehicle movement in consultation with statutory agencies and key stakeholders.

Omit MTO 3.9 (Western Link Road)

Proposed Alteration

Amend Section 12.2.5 to address alterations item 2 above

Amend Section 12.2.7 to address alterations item 3 above

Proposed Alteration

Amend Figure 12.3 to address alterations item 2 above

Amend Section 12.2.7 to address alterations item 3 above

Proposed Alteration

Amend Map 12.1 Key Development Areas to reflect consequential changes arising from above.

3.2 DEPARTMENT OF EDUCATION AND SKILLS

Main Issues Raised

The Department acknowledges that it has worked closely with the Council in relation to securing sites for educational infrastructure and will continue to work closely with the Council in relation to the provision of new schools and the development of existing schools. It emphasises the critical importance of the Council ensuring sufficient land is zoned for this purpose and specifically states that the Department has made the Council aware of the need for school sites for Scoil Naomh Pdraig and Celbridge Community School.

The Department requests that the Council, when identifying suitably located lands to meet educational infrastructure needs within a Local Area Plan, consider favourable implementation strategies and phasing in the order to ensure ready access to existing infrastructure and to avoid the risk of disproportionate costs by the Department. The submission requests that any site reservations are made, where possible, close to community facilities such as sports complexes and libraries etc to allow for shared services.

The Department specifically states that they are open to the concept of multi campus school sites, which have the effect of reducing the land, take for school development. The Department also requests that sufficient lands be made available adjacent to schools to allow for future expansion. The Department notes that the LAP clearly states that the realisation of the plans objective is

dependent on supporting infrastructure and requests that the Council consider the threshold requirements for all schools in the LAP and the barriers to the delivery.

The submission notes that the Draft LAP addresses Flood Risk within the town, and requests that the Council in conjunction with the OPW consider a solution to unlock the planning potential of the Department's site on the Hazelhatch Road.

The Department notes that provision has been made in the draft LAP for 3 primary and 1 post-primary school site reservations. The Department has also provided a table outlining the potential number of primary and post primary school places, which would be required to meet the projected increase in population as 4 primary and 1 post primary site.

Chief Executive's Response

The content of the submission from the Department of Education and Skills is noted and particularly the Departments requests in relation to reserving land in close proximity to existing community facilities such as sports complexes and libraries etc to allow for shared services and notes the detail regarding multi campus school sites, which have been provided for at KDA 3 Ballyoulster.

The Department's request in relation to the issue of flood risk in the town, specifically lands at the Departments site on the Hazelhatch Road is also noted.

It is considered that Chapters 6 and 12 of the Draft LAP provides a satisfactory indication of the requirement for additional schools for the town of Celbridge with a multi-campus school at Ballyoulster (KDA 3) and additional land reservation at Simmonstown and Oldtown KDA's. The lands at Hazelhatch Road also remain reserved for Community and Educational use, should solutions to the flood risk become available.

Chief Executive's Recommendation

No change recommended.

3.3 NATIONAL TRANSPORT AUTHORITY

Main Issues Raised

The NTA's submission raises concerns regarding the quantum and location of the residential zonings proposed in the draft LAP. In terms of quantum the NTA note that the Sustainable Residential Development in Urban Areas Guidelines state that the greatest efficiency in land usage on greenfield lands is provided in the range of 35-50 dwellings per hectare, and notes that the draft plan, excluding arterial roads, proposes an average density of 30 dwellings to the hectare. In terms of location, the NTA states that the plan does not take sufficient account of the future transport network and services set down in the 'Transport Strategy for the Greater Dublin Area 2016-2035'.

The NTA requests that the Draft Plan should aim to provide the higher end of the guidelines density range in areas served by public transport. The submission also states that having regard to the significant improvements to public transport accessibility which have been delivered to Celbridge through the re-introduction of services from Hazelhatch to the City Centre via the Phoenix Park tunnel, coupled with future improvements to be delivered by DART expansion, the NTA is of the view that the development of Celbridge would be most efficiently undertaken in a southward direction, towards Hazelhatch.

The submission raises concerns regarding the extent of housing lands identified to the west of the town in KDA 4 Oldtown and states that development here would be primarily car based and would not align with the objectives of the Transport Strategy, and the zoning in Oldtown be reconsidered.

The NTA also request that Policy MT3 – Transportation be named Roads and that MTO 3.6 includes reference to the National Cycle Manual and that a new objective be provided for in the LAP which states that all road development in Celbridge be undertaken in accordance with the 'Principles of Road Development' as set out in Section 5.8.3 of the Transport Strategy.

Chief Executive's Response

The content of the submission from the NTA is noted and the concerns outlined in respect of the location of new residentially zoned lands, at a location, which is remote from the train station at Hazelhatch. The Authority's comments in relation to the future transport network and services set down in the 'Transport Strategy for the Greater Dublin Area 2016-2035 is also noted. It is considered that the concerns of the NTA in relation to KDA 4 and the Authority's request that the zoning in Oldtown be reconsidered is addressed by the revised zoning strategy detailed in response to Submission No. 1 DHPCLG. The Chief Executive also accepts the Authority's suggestion that higher densities be considered subject to high quality design. A detailed response to these issues is addressed in response to Submission 1 (DHPCLG).

It should also be noted that it is also proposed to introduce a new objective to develop a Transport Management Plan for the town, to include a Public Transport Accessibility Strategy in response to the issues raised in Submission No. 1 DHPCLG.

In relation to Policy MT3 - Transportation, it is proposed to amend same to 'MT3 – Roads' and to amend MTO 3.6 to include reference to the National Cycle Manual. In relation to the Authority's request to include a new objective to require all road development to be undertaken in accordance with the 'Principles of Road Development' as set out in Section 5.8.3 of the Transport Strategy, this shall be provided as a new objective under MT3.

Chief Executive's Recommendation

See also proposed alterations in response to Submission No. 1 DoHPCLG.

Proposed Alteration

Amend table 4.1 to provide for minimum densities of 35/ha for KDA 3 and KDA 6.

Proposed Alteration

Amend Policy MT3 - ~~Transportation~~ *Roads*

Proposed Alteration

MTO3.6: To require all new developments to comply with the recommendations of the Design Manual for Urban Roads and Streets (DMURS) *and National Cycle Manual*, or any subsequent relevant publication.

Proposed Alteration

Insert new objective

MTO 3.17; To require all road development to be undertaken in accordance with the 'Principles of Road Development' as set out in Section 5.8.3 of the Transport Strategy for the Greater Dublin Area 2016-2035.

3.4 AN TAISCE

Main Issues Raised

An Taisce notes the zoning at Donaghcumper and that the site has been designated as a 'Key Development Area' [KDA2] under the draft Celbridge LAP. KDA2 zoning is located adjacent to the demesne of Donaghcumper House and in close proximity to the historic Main Street of Celbridge and in the vicinity of Castletown House and its historic grounds, which are significant elements of an 18th century designed landscape. An Taisce state that the KDA2 zoning and town centre extension development would have detrimental impacts on the historical landscape, and architectural importance of the environs and the setting of Donaghcumper Demesne. An Taisce notes that the lands at Donaghcumper were previously identified for town centre expansion under the Celbridge Development Plan 2002 and in the 2010 LAP and that the current draft LAP proposes a reduced town centre extension area in response to environmental sensitivities associated with the historic landscape and the River Liffey. This reduction has opened up space between the KDA2 zoned site and the River Liffey. However, the submission states that despite a set back from the River Liffey, town centre development on the site would result in a degree of encroachment into the Liffey Valley lands which, as set out in the current Kildare County Development Plan (Section 14.5.3), are significant in terms of landscape character and are of high amenity value and sensitive to development.

An Taisce also address sustainable transport and land use patterns and states that the LAP needs to place an emphasis on slow modes of transport. The National Cycle Policy Framework includes practical measures to help achieve the key objective of this policy, which should be reference in the LAP.

The submission also states that the LAP must have the overall objective of significantly reducing transport demand by creating compact walkable settlement patterns and include detailed policies on walking and cycling. All new housing developments and mixed use development should be based on reducing car dependency, which is key in creating more sustainable urban areas and improved quality of life. Land being zoned for residential development must be located in close proximity and/or well connected by public transport corridors, walking/cycling routes to existing and/or proposed services and due regard should be given to the design of transportation and to the permeability and layout of proposals for walking and cycling.

An Taisce, in the submission, state that the LAP should include policies for the prohibition of out-of-centre retail development and state that the Council must take an active role in site assembly for new retail development on brown field and infill sites, including using CPO power where necessary to provide for the sensitive revitalisation of town centres. The submission suggests that the Council require the introduction of car parking charges for out-of-centre retail development and introduce a corresponding S.48 waiver for development contribution levies in lieu of off-street parking for new retail development in town centre location.

An Taisce consider that the draft LAP lacks clear policies and objectives in relation to Climate Change and state that it is imperative that the LAP contains clear objectives to reduce Green House Gases emissions and to promote renewable energy.

The submission concludes by stating that a designated implementation officer must be appointed to oversee the implementation of the LAP and ensure joined up thinking between development management, forward planning, environment, service infrastructure provision etc.

Chief Executive's Response

The Draft Local Area Plan has been prepared and displayed in accordance with the requirements of the Planning and Development Act 2000 (as amended) and relevant Section 28 Guidance. The LAP will be adopted by the elected representatives of the Municipal District following consideration of the Chief Executive's Report on submission and observations received from interested parties.

An Taisce concerns regarding the lands at KDA 2 - Donaghcumper and their request for same to be removed in its entirety are noted. The proposed town centre extension zoned lands at Donaghcumper (KDA 2) and St. Raphael's (KDA 1) have been identified in the draft LAP in order to protect and enhance the retail and commercial function of the historic town centre. The Donaghcumper lands are considered an appropriate location in this regard given their proximity to the Main Street and the potential to provide a pedestrian link and a new street connecting the Main Street to St. Wolstan's Shopping Centre (Supervalu).

The extent of the town centre extension lands has been informed by a review of the historic landscape of Castletown, Donaghcumper and St. Wolstan's demesnes, the boundary of the River Liffey Valley character area as defined in the Kildare County Development Plan and the characteristics of the site. It is noted that whilst the town centre extension lands form part of the Donaghcumper demesne, they do not form part of the designed parkland / pleasure grounds historically associated with Donaghcumper House. Equally, the lands are not considered a key part of the 'gothic' landscape along the River Liffey or the landscape setting of the historic houses at Castletown and Donaghcumper. As such, it is considered that the lands to the west of Donaghcumper House have the capacity to absorb development without undermining the character of the town and the surrounding demesnes.

The strategic open space proposed along the River Liffey is largely consistent with the River Liffey Landscape Character Area as defined in the Kildare County Development Plan whilst having been rationalised with regard to site-specific characteristics at Donaghcumper such as contours and gradient. Access to the River Liffey including opportunities for recreation and amenity along the river bank and improved biodiversity are provided for. The proposed strategic open space also provides for tree planting in order to integrate new development areas into the landscape.

It is considered that there is adequate emphasis in the Draft LAP on improved provision for cyclist and pedestrians and that the longer term implementation of projects will result in lower traffic levels. The strategic objectives in the Draft LAP, when realised, will also significantly reduce transport demand by creating compact walkable settlement patterns and include detailed policies on walking and cycling. In this regard, it should be noted that it is proposed to include a new objective to require the preparation of a Transport Management Plan for the town, to include a Public Transport Accessibility Strategy. A number of measures in the plan seek to reduce traffic speeds at various locations and to design to achieve lower speeds in new areas (e.g. through DMURS) and that due regard has been given to the design of transportation and to permeability and layout of proposals for walking and cycling. It is therefore considered that the provisions in the LAP area adequate and no change is proposed.

In relation to out of centre retail development, it is considered that the draft LAP seeks to support the primacy of the town centre as the focus for retail and commercial activity and community life and to attract activity back to the Main Street. No change is recommended.

In relation to An Taisce's issues regarding Climate Change the Chief Executive notes that a robust policy objective is set out under CS 16 of the Kildare County Development Plan 2017 -2023, which states that the Council will '*Support the implementation of the National Climate Change Strategy and the National Climate Change Adaption Framework Building Resilience to Climate Change 2012 through the County Development Plan and through the preparation of a Climate Change Adaptation Plan in conjunction with all relevant stakeholders*'. It is considered that the issue of Climate Change is a county wide issue and that the provision in the LAP is adequate.

The allocation of a designated officer to oversee the implementation of the LAP is an operational matter and not a policy matter.

Chief Executive's Recommendation

No change recommended.

3.5 DUBLIN AIRPORT AUTHORITY

Main Issues Raised

This submission states that the DAA has no observations in relation to the Draft LAP.

3.6 INLAND FISHERIES IRELAND

Main Issues Raised

Inland Fisheries Ireland (IFI) is a statutory body whose principal function is the protection, management and conservation of the inland fisheries resource and the submission states that Celbridge is traversed by some of the more productive and important salmonid systems in the region i.e. River Liffey and several of its tributaries including the Shinkeen and Donaghcumper Rivers are exceptional in supporting a number of Annex II species.

It is submitted that the LAP, in considering the protection of the quality of the aquatic environment must address not only water quality but also include the protection of the physical environment, hydrological processes and biodiversity and must recognise that protection of the aquatic environment/habitat not only requires the protection of water quality but also necessitates the protection and maintenance of physical habitat and hydrological processes/regimes.

IFI highlights the importance of building a comprehensive and robust assessment of both local infrastructural needs and Local Authority capacity to meet those needs into the plan. Should WWTPs fail to provide expected capacities during the life of the plan, IFI highlights the risk of associated significant environmental impacts which may result from local development. While advancing policies in line with sustainable water management it is imperative that the development plan works in harmony with the Water Services Programme of Irish Water.

IFI welcomes the policy in the LAP to improve connectivity along the Liffey and the potential for the development of the Liffey Valley Regional Park and notes that river corridors and buffer zones are an ideal and natural way to link areas to attain a high quality Green Infrastructure network for Celbridge. It is also noted in the LAP, the intention to build new bridges across the Liffey. When structures are being designed for crossing fisheries waters, consideration must be given to the following biological criteria:

- Species of fish required to safely pass;

- Size of fish required to pass (life stage);
- Time of year in which fish passage is required; and,
- High and low design passage flows etc.

Bridges and bottomless culverts have the least impact on fish passage and therefore the IFI recommends that the LAP should include a clear policy on the use of clear span structures on fisheries waters and that IFI should be consulted on any such proposed developments.

IFI welcomes the recognition of the importance of buffer zones and the IFI requests that they are consulted when determining the full extent of the buffer zone in relation to any development that could potentially impact on the aquatic ecosystems and associated riparian habitat.

IFI considers that the inclusion in the LAP of SUDS for surface water disposal is a positive indicator of the Council's intention for the sustainable development of the area and should, in conjunction with good management of the site, aid in flooding and pollution management.

In conclusion the LAP should create the policy framework for sustainable development, be consistent with River Basin Management(s) and comply with the requirements of the EU Water Framework Directive, while promoting the integration and improvement of natural watercourses in urban renewal and development proposals.

Chief Executive's Response

The Chief Executive notes the recommendations that the LAP should include a clear policy on the use of clear span structures on fisheries waters and that IFI should be consulted in relation to development that could potentially impact on the aquatic ecosystems and associated riparian habitat. It is considered that the Draft Local Area Plan incorporates a range of safeguards to protect aquatic ecosystems and associated riparian habitats. Detailed design matters will be assessed on a case by-case basis in accordance with relevant policies and objectives of the LAP, CDP and national environmental policy and guidance. Statutory bodies such as the IFI will have the opportunity to comment on potential impacts, if any, on same.

In addition the Chief Executive notes that the IFI recognise the Councils intentions in relation to the requirement for SUDS which, should, in conjunction with good management of the site, aid in flooding and pollution management.

The Draft LAP is consistent with River Basin Management Plan and the Council will comply with the requirements of the EU Water Framework Directive, while promoting the integration and improvement of natural watercourses in urban renewal and development proposals.

Chief Executive's Recommendation

No change recommended.

3.7 TRANSPORT INFRASTRUCTURE IRELAND

Main Issues Raised

The TII acknowledges the Core Strategy Objectives to facilitate sustainable intensification in the town centre and in established residential areas, and welcomes this approach. However, the submission raises concern with KDA 4 and 5 and associated roads objectives have the potential to generate significant traffic movements onto the junction of the R 405/R409 in proximity to junction 6 of the M4. The TII also reference comments in relation to similar issues regarding the Leixlip LAP and raise concerns regarding the cumulative impact on the operation of the national road network.

While the TII acknowledges the requirement for a Traffic and Transport Assessment for all applications within the KDAs and the associated phasing requirements, they also state that this approach should not be taken as a substitute for undertaking a more strategic assessment of the capacity of the road network and its capacity to accommodate the extent of development proposed in the plan, which, the submission states, appears to be absent. The TII recommends that an evidence based transport assessment be undertaken to support development proposals and phasing set out for the KDAs.

The LAP should reference the National Roads Guidelines for Planning Authorities (DECLG, 2012) and the critical need to safeguard the strategic function of the national road network in the area and states that consideration should be given to including the requirements of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines into the Local Area Plan concerning specific objectives relating to Traffic and Transport Assessment, Road Safety Audit, Environmental Noise requirements and Signage, etc. The Draft LAP should also reference the TII Traffic & Transport Assessment Guidelines (2014) in relating to development proposals with implications for the national road network. Thresholds advised in the TII Traffic & Transport Assessment Guidelines (2014), including sub-threshold TIA requirements, relate specifically to development proposals affecting national roads.

Chief Executive's Response

The Chief Executive notes the content of the submission from the TII and the concerns outlined in respect of the location of new residentially zoned lands and the potential for such development and associated roads objectives to generate significant traffic movements onto the junction of the R 405/R409 in proximity to junction 6 of the M4. A detailed response to these issues is addressed in response to Submission 1 (DHPCLG).

It is important to note, the recommendation contained in response to Submission No. 1 (DHPCLG) to include a new objective in the LAP to require the preparation of a Transport Plan for Celbridge to include a Public Transport Accessibility Strategy for the town.

The recommendation to include reference to the National Roads Guidelines for Planning Authorities (DoECLG, 2012) is noted. While the list of National, Regional and Local policy documents included in section 1.6 is not intended to be exhaustive, the Chief Executive recommends it be referred to in section 1.6. The recommendation to refer to Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines and TII's Traffic & Transport Assessment Guidelines (2014) in relation to development proposals with implications for the national road network is noted. The Kildare County Development Plan 2017-2023, the overriding policy document, includes reference to both documents. It is considered that the detailed requirements of these guidelines are more appropriately considered at development management level where specific proposals can be

assessed on a case-by-case basis. In this regard, statutory bodies such as the TII will have the opportunity to comment on potential impacts, if any, on same.

Chief Executive's Recommendation

Proposed Alteration:

Add bullet point to end of Section 1.6:

- *Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)*

Proposed Alteration:

Amend Policy Objective MTO3.4:

~~MTO3.4: To require a Traffic Impact Assessment (inc. Mobility Management Plan) for all major traffic generating developments~~

To ensure that all significant development proposals for the KDAs are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014. The requirement for TIA will be determined on a case-by-case basis.

3.8 ENVIRONMENTAL PROTECTION AGENCY

Main Issues Raised

The EPA acknowledges that the plan takes into account environmental consideration including the protection / enhancement of green infrastructure, protection of designated sites and protected species etc and notes a number of relevant policy objectives and commitments in the Draft LAP. It also notes the proposals for the construction of additional bridges within the Plan area, crossing the River Liffey. The Plan should ensure that the requirements of the Habitats, Water Framework, Floods and EIA directives are taken into account, as appropriate and relevant.

The submission states that the Plan should ensure that the natural resources and environmental conditions that are fundamental to the economic and social wellbeing of future generations are protected and are not degraded or exhausted. Seven Key Actions for Ireland are identified in the EPA's recent state of the environment report Ireland's Environment 2016 - An Assessment' (EPA, 2016) and should be taken into account in the Plan.

In relation to the SEA Environmental Report the EPA notes that in Section 5.2 Environmental Objectives, there is merit in including the protection of key ecological corridors/linkages in the objective for "Biodiversity including Flora and Fauna". The associated indicator for Biodiversity, Flora and Fauna should also consider the status of protected sites, in addition to their extent and number. The SEA ER should include information, where available, on the monitoring frequency of the proposed monitoring programme.

Chief Executive's Response

The Draft Plan contains provisions in the form of policies and objectives which will ensure that the requirements of the cited legislation are taken into account in the construction of any additional bridges in the town which include support for the protection of species and habitats that are designated under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive 1992 as well as areas of high local biodiversity value and to ensure development with potential to impact the integrity of the Natura 2000 network will be subject to Appropriate Assessment. The EPA's recommendation to include in section 4.2 key recommendations of the SEA, Habitats, Water Framework and Floods Directives is noted. It is considered that relationships between SEA, AA and SFRA are matters addressed at section 1.3, section 1.4 and section 9.3. It is noted that the Plan makes reference to the four priority challenges outlined in the EPA report 'Ireland's Environment 2016- An Assessment' in its discussion of the current state of the environment and no further reference is required.

In relation to the comments regarding the SEA Environmental Report, mitigation measures have been outlined in Table 8.1 *Mitigation Measures* in Section 8 and development related mitigation measures will be considered at project level. In addition, Table 9.1 Monitoring Programme includes information on the frequency on monitoring to be implemented.

Chief Executive's Recommendation

No change recommended.

3.9 IRISH WATER

Main Issues Raised

The submission from Irish Water (IW) notes the housing growth and target population for the town, including the identification of 129 hectares of undeveloped residentially and mixed use (town centre extension) zoned land located adjacent to established commercial or residential areas (in the KDAs). In relation to wastewater services, IW advises:

- The preparation of a Drainage Area Plan (DAP) for the Lower Liffey Regional Sewerage Scheme, which includes Celbridge, which will identify solutions to provide capacity for future residential development and meet environmental compliance requirements. This is to be completed by 2019.
- There are significant network constraints in Celbridge and IW will seek to resolve identified constraints associated with the Castletown Pumping Station in advance of the completion of the DAP.

In relation to Water Supply, IW, suggest the following amendment to Section 9.1.1 of the Draft LAP. 9.1.1 Celbridge is connected to the water supply scheme servicing the North Kildare Region. The water supply scheme is serviced by the Ballygoran Reservoir, which can be supplied by both the Ballymore Eustace and Leixlip Water Treatment Plants.

The submission includes a list of appropriate objectives / policies for water services in development plans.

Chief Executive's Response

Kildare County Council will continue to work in close collaboration with Irish Water to ensure the satisfactory delivery of Irish Water's Water Service Programme as it relates to Kildare (including Celbridge). There are strong policies contained in the Kildare County Development Plan 2017 - 2023 that ensure proposed developments can only proceed where there are adequate wastewater services available. In relation to Irish Waters suggestion regarding amendment to Section 9.1.1 of the Draft LAP, the Chief Executive agrees.

Chief Executive's Recommendation

Proposed Alteration

Amend Section 9.1.1

Celbridge is connected to the *water supply scheme servicing the North Kildare Region* ~~North Regional Water Supply scheme.~~ *The water supply scheme which* is serviced by the Ballygoran Reservoir *which can be supplied by both the Ballymore Eustace and Leixlip Water Treatment Plants.* ~~The upgraded Water Treatment Plant (WTP) in Leixlip provides the water supply for Celbridge. The Leixlip Plant is the second largest in the country and supplies 30% of the region's water.~~

3.10 OFFICE OF PUBLIC WORKS

Main Issues Raised

The OPW, in its submission, welcomes the Draft Celbridge LAP and its approach towards Castletown House and Demesne and the specific objectives to deliver a cohesive vision to ensure the continuation of the lands in its ownership around Castletown House, as both a local amenity and as a tourism destination whilst protecting and enhancing its heritage importance.

The OPW, particularly welcomes;

- ❖ EDO2.2 to support the ongoing development of Castletown House and Demense for Leisure and tourism purposes, subject to the protection of architectural heritage and natural amenities.
- ❖ SRVO1.1 To protect the visual amenity and character of scenic routes and views in Celbridge and Castletown as identified in the CDP.
- ❖ SRVO1.2 To require a Visual Impact Assessment of proposals for development that may impact on the special character and visual amenity of scenic routes and views as part of any planning application process.
- ❖ OSO1.5 To pursue the creation of a Liffey Valley Regional Park together with Dublin City Council, Fingal and South Dublin County Councils and the OPW.

The OPW state that these objectives both support and facilitate the enhancement of Castletown as a tourism asset while also ensuring other developments in the LAP area. The OPW also notes that the draft LAP identifies the intention to preserve the special landscape character of the historic landscapes within Celbridge as set out on Map 13.1, which includes Castletown Demesne.

The submission also advises that the OPW is currently preparing a Conservation Management Plan for Castletown.

Chief Executive's Response

The Chief Executive notes the content of the OPW submission and confirms Kildare County Councils commitment to supporting and facilitating the enhancement of Castletown as a tourism asset for the town of Celbridge and for County Kildare.

Chief Executive's Recommendation

No change recommended.

3.11 HEALTH SERVICE EXECUTIVE

Main Issues Raised

No comment.

4. SUMMARY OF ALL OTHER SUBMISSIONS AND CHIEF EXECUTIVE'S RESPONSE

The following is a summary of the issues raised in submissions and observations from all other persons or bodies (non-prescribed bodies) and the Chief Executive's response and recommendation in relation to the Local Area Plan⁴. The issues are considered in the context of the relevant chapters as they appear in the Draft LAP, i.e. from Chapter 1 Introduction – Chapter 13 Implementation.

Recommended deletions to the Draft Local Area Plan are shown ~~in strikethrough blue~~ and recommended new text is shown *in italics red*.

4.1 CELBRIDGE IN CONTEXT (CHAPTER 2)

Main Issues Raised

A number of submissions raise concerns regarding the designation of Celbridge within the County Settlement Strategy, stating that the town is underestimated and is not afforded the respect it deserves. One submission suggests that Celbridge should not be a third tier town in the Settlement Hierarchy given its large population when compared to others in the County. Another submission states that Celbridge represents an anomaly amongst the 15 towns in the Greater Dublin Area designated as "Moderate Sustainable Growth Towns" (5th tier in GDA Settlement Typology and Hierarchy) as it suffers from deficits in physical and social infrastructure, and benefits from neither high quality linkages, nor a high quality public transport service.

It is suggested that the reference to "capacity of high quality public transport connections and the capacity of social infrastructure" in Chapter 2 does not take into account long standing problems of traffic congestion in the town.

It is suggested that the plan should include up to date figures from the 2016 Census rather than an estimate.

Chief Executive's Response

Kildare County Council is statutorily obliged to ensure that the Celbridge Local Area Plan complies with the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 and the Core Strategy of the Kildare County Development Plan 2017-2023. Celbridge is designated as a Moderate Sustainable Growth Town in the RPG's for the GDA and this designation is reflected in the Kildare County Development Plan 2017-2023 and this LAP. No change recommended.

Section 2.1 of the Draft LAP states: "Preliminary results from Census 2016 indicate that the population in 2016 has grown to approximately 20,000". The preliminary figure for the two Electoral Divisions of Celbridge in 2016 is 21,857. This figure relates to the urban settlement of Celbridge and a large rural hinterland, and therefore would not reflect the population within the LAP boundary. The CSO advise that the Preliminary Results published in July 2016 at ED level are subject to revision, and as such have not been finalised⁵. The final Small Area Population Statistics (SAPS), including statistics at town level are to be published in July 2017. No change recommended.

Chief Executive's Recommendation

No change recommended.

⁴ A summary of each submission / observation received is set out in Part II of this Report.

⁵ <http://www.cso.ie/en/releasesandpublications/ep/p-cpr/censusofpopulation2016-preliminaryresults/bgn/>

4.2 VISION FOR CELBRIDGE (CHAPTER 3)

Main Issues Raised

Section 3.1

The vision statement and strategic objectives are fundamentally at odds with the existing challenges already faced by Celbridge residents and miss the requirement to fix existing problems before proposing further expansion based on existing weak infrastructure, particularly access to and from the town centre. It is suggested that the Vision Statement be amended as follows: “to support and enhance quality of life for existing and future populations, to protect....”

Section 3.2

It is requested that the growth estimates for Celbridge be revised as a Variation to the LAP in line with the proposed new National Planning Framework and Regional strategy. The rate of growth projected for Celbridge (46% increase in dwelling units over 9 years) cannot be described as sustainable as the enhancement of non-residential elements are not convincingly stated in the plan. If the NPF determines Celbridge should continue to grow on the current trajectory, then funding should be made available to rectify infrastructural deficits.

Suggested alterations to the Strategic Objectives listed in Section 3.2. of the Plan were suggested as follows:

- Housing & Community: “To support and facilitate the development of high quality, integrated residential neighbourhoods and deliver social and community infrastructure and facilities ~~in tandem with~~ as a prerequisite for new housing in line with the ISP Celbridge Plan 2016-2020 objective to consider community facilities and amenities as a central component of town planning.”
- Economic Development: “To promote and support economic development that is consistent with ~~the role of Celbridge as a Moderate Sustainable Growth Town. The town’s location in the North Kildare Economic Cluster and its heritage and tourism assets are identified as key economic strengths.~~ Celbridge’s location in the North Kildare Economic Cluster and the ISP Celbridge Plan 2016-2020 objectives for development of key tourist sites and a Celbridge Tourism and Heritage Strategy. Training and employment will be encouraged in particular in the knowledge based economy in line with the vision for the North Kildare Economic Cluster but also in any sector consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The safeguarding of Celbridge’s ability to develop as a key tourist destination will underpin all planning decisions for the town.”
- Movement & Transport: “To enhance the existing transport network by increasing permeability and connectivity for pedestrians, cyclists and vehicles, in order to provide access to key land uses such as community facilities, public transport nodes, strategic open spaces and the town centre, as well as the crossing of the River Liffey with priority being given to a new vehicular bridge in the near term as per the conclusions of the 2015 Celbridge River Crossing Feasibility Report. These enhancements will prioritise the preservation of existing residential roads free from rat runs to ensure continued safety and tranquillity where through traffic was never an objective in the original design for the housing area.”

- Infrastructure follows: “To enhance the infrastructural assets of Celbridge in advance of new development to ensure the town is well positioned to accommodate growth.
- Green Infrastructure & Strategic Open Spaces: “To protect and enhance Green Infrastructure assets and create an interconnected network of parks, open spaces, demesne lands and watercourses in Celbridge ensuring that all members of the community can access them at a convenient distance from their homes and places of work”.
- Implementation: “To phase new development to ensure that it occurs in an orderly and efficient manner in accordance with proper planning and sustainable development. Provision of all infrastructure required by town centre extension Key Development Areas will be enforced prior to commencement of any commercial or residential development on the sites and provision of infrastructure for the residential Key Development Areas will be enforced in pro-rata portions with each portion relating to at most 50 houses being completed before construction can commence on the next 50 houses”.

In relation to the strategic objective for economic development, it is suggested that the economic role of Celbridge should be clarified and the types of employment that would be considered most appropriate in Celbridge. Greater detail should be provided regarding how economic clusters should develop. Most references to the North Kildare Economic Cluster in the Draft Plan lack intention. If a strategy does exist then it should be interwoven into the LAP. If no strategy currently exists, then an objective needs to be added committing to defining one.

Chief Executive's Response

It is agreed to amend the Strategic Vision of the LAP to include reference to “support and enhance” quality of life for the existing and future population of the town.

On adoption of the new National Planning Framework and subsequent Regional Spatial and Economic Strategy, the Kildare County Development Plan and the Celbridge Local Area Plan may need to be reviewed, if required. No change recommended.

Text changes are suggested to the strategic objectives for Housing & Community, Economic Development, Movement & Transport, Green Infrastructure & Strategic Open Spaces and Implementation. The suggested changes generally relate to the integration of the ISP Plan, access and phasing of infrastructure. It is considered that the ISP Plan and Phasing are already contained within the plan in Sections 6.5 and 13.5. It is an objective of the Kildare County Development Plan 2017-2023, the overarching land use plan for Celbridge, to carry out a strategic assessment of employment lands in the county to inform the Regional Spatial and Economic Strategy, and in particular to assess the need for new employment sites in the economic growth centres of County Kildare (EO16). Therefore no change is recommended to the Draft Local Area Plan at this time.

Chief Executive's Recommendation

Proposed Alteration

Amend the strategic vision as follows:

To promote the sustainable growth of Celbridge as a Moderate Sustainable Growth Town, recognising its strategic position in North Kildare within the Metropolitan area of Dublin. In this context, the plan will seek to support population growth that is based on the capacity of

physical and social infrastructure in a plan led approach; to support *and enhance* quality of life for existing and future populations, to protect and enhance the significant built and natural heritage assets of the town; to support economic development that is based on local strengths including heritage and tourism; to promote sustainable movement and identify opportunities to enhance connectivity; and to identify opportunities for the delivery of supporting infrastructure, facilities and amenities.

4.3 COMPLIANCE WITH CORE STRATEGY (CHAPTER 4)

Main Issues Raised

A large number of submissions raise concerns regarding the proposed quantum of housing and population increase for Celbridge over the lifetime of the plan, with the following reasons being given: the allocated growth is a gross overestimation and needs to be greatly reduced; the scale of growth at 10% of the County's growth is high; concern regarding lack of essential infrastructure and services to accommodate this population increase (such as roads, bridges, public transport, sanitary services, schools); the negative impact of growth on the amenity of the town; scale and timeline is inappropriate/ unsustainable/ unrealistic; it will make the town dysfunctional; there is currently no capacity for further growth; it will exacerbate traffic congestion; this will not ensure healthy, productive and self sustainable communities for north-east Kildare.

It is suggested that only 10% of the proposed housing should be developed, otherwise Celbridge will become an artificial, dormitory, satellite town and not a sustainable settlement with its own self-sufficiency and individuality, which would be contradictory to NDP, NSS, GDA RPGs and NPF.

Section 4.1

There is concern with the designation of Celbridge as a Moderate Sustainable Growth Town. The NDP and NSS vision of achieving spatially balanced national growth cannot be possible if construction continues at rapid, unsustainable pace across the GDA region. Growth cannot be sustained without facilities and services being put in place in advance of the delivery of housing e.g. pro-rata public transport connections, social infrastructure as identified by the ISP, etc. The phasing and delivery of necessary infrastructure and amenities must be clear in the Plan.

Population figures /CSO

Many submissions seek clarification on the population projections contained in the Draft LAP. Submissions state that the core strategy projections are inaccurate; they do not add up; it is implausible that an additional 3,250 units will contribute just 2000 additional residents in the town; population increase would be expected to be in the range of 6,500-9,425 persons (with an occupancy rate of 2 to 2.9 persons/unit). An explanation of how the population figures are arrived at must be included in the plan to make it credible. The proposed increase in housing stock and expected net population growth infers a reduction in occupancy from 2.8 persons to 2.2 persons per unit by 2023 (21% reduction). This suggests that the growth allocation in the plan would be a significant oversupply of housing stock in excess of expected population growth, even considering the impact of births/deaths on net population data and vacant units in housing stock. It is submitted that the overall requirements for housing stock should be significantly reduced given the anomalies in the draft Plan.

It is important that Celbridge is not portrayed in a way that obscures the reality of its size, rate of growth and density of population. Up-to-date CSO figures must be used in order to assess the impact of growth on existing infrastructure and to correctly predict required infrastructure such as additional education and commercial zoned lands. It is suggested that the projected housing unit provision (3,658) and associated zoning should be reduced to conform with the appropriate and sustainable population target (22,801).

A broader national plan for housing is required to provide low cost housing for single and two person households.

One submission suggests that the following clause be inserted into Section 4.1:

"The lands zoned under the 2010 LAP have been reviewed and updated in so far as is deemed necessary to ensure compliance with *the strategic vision and objectives to protect and enhance the built and natural heritage as the defining character of the town*, a sequential approach to zoning, the promotion and development of underutilised lands, the achievement of a compact urban form and the avoidance of flood risk. The submission states that without the proposed insertion, this statement makes no reference to the strategic vision or objectives for Celbridge.

Table 4.1

The Draft CDP indicates an allocation of 4,224 housing units for Celbridge. Table 4.1 of the draft LAP shows an estimated capacity of 3,385 units which is 566 units short of the CDP allocation.

Concerns are raised regarding the excessive densities proposed for new housing in the Plan and that they are not reflective of the established pattern of development in Celbridge or of what the market wants. It has not been explained how this higher density will be achieved without significantly undermining the infrastructure and aesthetic of the town. Based on an extract from the Residential Land Availability Survey 2014, 2442 dwelling units can be provided on 73.8 HA of zoned lands in Celbridge. As historically only 50% of zoned lands get development within the lifetime of a Plan KCC would need to double the 129 hectares which are zoned in the draft LAP.

Some submissions suggest changes to Table 4.1 as follows:

- Omit the indicative/estimated dwelling capacities for the KDAs. The actual provision can be assessed at masterplan and development management stages.
- Omit the estimated residential development capacity of '100 dwellings' for KDA1 as this could be used as a target. The masterplan may find the land should be developed for more than 100 units. The capacity figure could result in under-development of a town centre site, contrary to a sequential approach.
- Omit KDA 2 Donaghcumper in its entirety.
- The units applicable to the 2nd and 4th columns are not specified (hectares/dwellings).

Location of Development	Quantum of Land for Housing (ha)	Estimated Residential Capacity* (dwellings)	Estimated Density
KDA 1 St Raphael's: Town Centre Extension	9	100**	Mixed use site
KDA 2 Donaghcumper: Town Centre Extension	6.40	150**	Mixed use site 0
KDA 3 Ballyoulster: New Residential Area	29.5	885	30-35
KDA 4 Oldtown: New Residential Area	47.5	1425	30-40
KDA 5 Crodaun: New Residential Area	15	450	25-30
KDA 6 Simmonstown: New Residential Area	13.1	393	30-35
Other sites	8.5	255	30
TOTAL	129 122.6	3,668 3,508	30

Figure 4.1

The land use strategy and the sustainable development policy of the LAP are diametrically opposite. It is noted that 60% of all development provided for is on the Maynooth side of the River Liffey. The LAP does not address issues of urban sprawl, traffic congestion, and the lack of facilities in Celbridge.

Numerous submissions suggest locating new housing at Hazelhatch for the following reasons: it is close to a train station; the OPW has confirmed that there are lands which are not subject to flooding; there are many sporting facilities east of the river; better integration of the train station

into the town; it would remove the need to travel through existing estates; the lands do not require the same amount of road infrastructure as other KDAs; the lands benefit from good access to Dublin/N7. It is suggested that 50% of the proposed residential development on the west side of the town should be moved to the east side of the river as there is a need to counterbalance the development shift west, east and north and provide some proportion of the additional residential quotient to the south of the town close to the train station. New residential areas north of the Liffey are removed from the railway station at Hazelhatch and will place increased pressure on the existing road network. The majority of residential development has been focused on the west side of the town where existing schools, an industrial estate and access to the motorway generate a significant amount of traffic.

Some submissions raise concern regarding the development of new residential areas on the Hazelhatch Road due to existing traffic congestion on this road and because of risk of flooding.

The plan for Celbridge seems to be driven by developers (two areas for high intensity sites KDA4 and Donaghcumper belong to developers) and not by the needs of people living in Celbridge.

KDA1

The St. John of God Trust (Ire.) welcomes the proposal to zone 10.5 ha of land at St. Raphael's 'Town Centre Expansion' and to designate it as KDA1. St. John of God Community Services in Kildare is to decongregate the campus at St. Raphael's and re-integrate residents into their community at appropriate locations in the county. The campus is likely to be used in part for provision for more suitable, modern, residential accommodation. The St. John of God services will remain strongly represented in Celbridge as they continue to provide health and social care services for children and adults in the form of day services, respite and residential services.

One submission objects to the development of buildings on Oakley Park and Church Road until such time as the traffic flows at the bridge crossing have been addressed.

KDA4 Oldtown

There are objections to KDA4 Oldtown and the associated arterial road as follows: an additional 1400 units in this area is excessive; it will have a negative impact on the quality of life of existing residents; the area already has significant traffic problems; KDA 4 should be removed from the LAP until further scoping is carried out that gives a masterplan with a higher level of detail; facilities would have to be significantly expanded to support this; there are objections to the proposed road connection to the Oldtown Mill estate; The Shackleton Road is at capacity and is already difficult to access from the Oldtown Mill estate; properties in the area would be devalued; a number of traffic related accidents have occurred on the Shackleton Road; during off peak times traffic travels at high speed along this road making it difficult to exit adjoining estates; the proposed arterial road / street connecting to the Oldtown Mill estate spine road would generate a through route and compromise the safety of residents; additional noise pollution would be generated and would negatively impact existing houses on the Oldtown Mill spine road in particular. The number of houses proposed here should be reduced.

One submission states that residents of the Oldtown Mill estate are in negotiations with Kildare County Council regarding the taking in charge of the estate and that further development at Oldtown will prolong this process.

KDA5 Crodaun

There are objections to the quantum and location of new housing at Crodaun for the following reasons: it is premature; traffic generation on the Maynooth Road; there is inadequate infrastructure for any additional housing; the lands regularly experience flooding; it will have a negative visual impact on the area; generate noise and light pollution and will destroy the amenity value and habitats associated with the area. One submission suggests all the lands at KDA 5 should be developed for housing as the proposed large park will cause anti-social behaviour due to its remote location. The new residential zoned lands to the north of the Crodaun Forest Park estate is premature given the extent of existing undeveloped new residential zoned land on the west side of the Maynooth Road. It is suggested that residential development be focussed on the west side of the Maynooth Road only. It is suggested that additional housing should be provided south of the river Liffey and at Donaghcumper instead.

Section 4.2

One submission raises the concern that an analysis of why the large Spar has not been put to another successful use would be useful, in the context of KDA 1 and KDA2 and how these will make any difference to the situation.

Section 4.3

The strategy for supporting, maintaining and improving a sustainable economic base and creating new employment must be clear in the plan. Celbridge's role in the North Kildare Economic Growth Cluster and forms of employment should be made clear in the plan. If Celbridge's role is not an employment centre, but as a support to the growth cluster as a place of residence for workers, then priority must be given to spending on social infrastructure and high quality transport networks (with Leixlip in particular). The CDP (Section 2.12) suggests that Celbridge would also have a role in supporting the knowledge based economy focusing on manufacturing/office based industry and logistics.

Section 4.4

It is suggested in one submission that Section 4.4 be changed as follows: *"The capacity of the water supply and wastewater network will be a critical determinant for significant new development in Celbridge so remedial works to resolve issues relating to capacity, low water pressure and sewerage spills will be prioritised before any additional developments are permitted to increase demands on the network."* And furthermore, *"The absence of vehicular and pedestrian and cycle crossings of the River Liffey; and of a western link to the north of Celbridge are also serious constraints to future development. All town centre or residential major traffic generating development proposals on a scale of the Key Development Areas (KDAs) identified in this LAP will require a Traffic and Transport Impact Assessment to assess the capacity of the transport network to support the development. While the Council will seek to ~~maximise the capacity of~~ ease congestion within the existing network in the short term through active traffic management, a new vehicular bridge crossing ~~crossings and a western link will be required to accommodate growth in the longer term~~ is required to support the existing population in the near future as advised by the Celbridge River Crossing Feasibility Report (2015), and a ring-road is required as a prerequisite to growth and to decrease traffic levels within residential areas.*

In section 4.4, what is meant by 'active traffic management'?

Section 4.4 states that the "absence of vehicular and pedestrian cycle crossings of the River Liffey, and of a western link to the north of Celbridge are also serious constraints to future development" but does not address how these deficiencies will be remedied, which is unsustainable. Necessary

infrastructure and new transport services should be provided in advance of new residential areas being zoned for development. The Celbridge West interchange is heavily congested at peak times and no new development should be permitted until such time as the proposed western link road and bridge crossings are constructed. One submission states that a train connection to either Hazelhatch or Maynooth should be considered to facilitate the proposed population increase.

Section 4.5

Environment and Heritage Protection (p.14) acknowledges the unique character of the town centre, Castletown House and the linked demesnes. However, Core Strategy Policy CS1 makes no reference to these factors.

Section 4.6

Development near Hazelhatch needs to be prioritised due to its high quality public transport corridor and should be safeguarded for the next plan period. It is suggested that Section 4.6 be amended as follows: "It is envisaged that the potential of lands in the vicinity of Hazelhatch/Celbridge rail station will be explored during the life of this LAP but that no development will commence until solutions for flooding in the area are identified."

It is suggested that the Core Strategy Objectives be amended / added to as follows:

- CSO1.2 "To support phasing of new residential development ~~in Key Development Areas (KDAs) in tandem with~~ only after the delivery of supporting physical and social infrastructure".
- CSO1.3: "To support economic and social development that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town and appropriate for the scale of the town".
- CSO1.4 is welcomed.
- New objective: To enhance the physical and social infrastructure in Celbridge addressing deficits identified in the ISP Celbridge Plan 2016-2020 (Section 11–Infrastructure and Transport) to enhance quality of life for existing and future populations.
- New objective: To protect and enhance built and natural heritage as the defining character of the town and a pillar for sustainable growth, by promoting the enhancement, management and understanding of these assets.

Chief Executive's Response

In response to concerns in relation to the level of growth, the County Development Plan Core Strategy allocates growth targets⁶ to all towns, villages, settlements in County Kildare based on the Regional Planning Guidelines⁷ growth allocation for the County. The 10% growth allocation for Celbridge (3250 units), as established in the recently adopted Kildare County Development Plan 2017-2023, is based on its status as a Moderate Sustainable Growth Town under the Regional Planning Guidelines and its position within the Metropolitan Area of Dublin. No change.

⁶ Population and dwelling targets are set by the Regional Planning Guidelines. The Planning and Development (Amendment) Act 2010 places an obligation on the planning authority to prepare a Core Strategy for the County (inc. Settlement Hierarchy, Housing and Population Targets) that is consistent with the National Spatial Strategy and Regional Planning Guidelines.

⁷ Regional Planning Guidelines for the Greater Dublin Area 2010-2022.

In terms of the Census data, while more up to date Census data and regional allocations would be desirable to support the preparation of the County Development Plan Core Strategy and LAPs, the plan review periods operate on a 6 year cycle and are prescribed in legislation. No change.

In response to concerns regarding the population forecast for the town of 22,801, this forecast is based on the housing allocation for Celbridge to 2023 and the housing vacancy and household occupancy rates⁸ used in the Regional Planning Guidelines. It is noted that the RPG assumptions appear outdated when compared against preliminary results from Census 2016 for County Kildare, which show a lower level of vacancy and a higher household occupancy rate in 2016 than anticipated by the RPGs. The publication of results at town level in 2017 will provide a more up to date picture. Notwithstanding this, the actual level of population growth in Celbridge over the plan period will be determined by a range of variable factors, including the level of take up of zoned lands, housing vacancy rates and household size.

The concerns raised in relation to the provision of 100 units at KDA 1 St Raphael's and the masterplan may find the land should be developed for more than 100 units are noted. In this regard, table 4.1 of the Draft LAP states that the 'Estimated Residential Capacity' *figures represent an estimate only and the density of development and balance of uses (residential/community/commercial) and number of units permissible will be determined at detailed design stage based on a full assessment of site characteristics and local sensitivities.* Furthermore, the Draft LAP highlights that, the estimated residential capacity of Town Centre extension sites is indicative only. It should be noted however, that the indicative number of dwellings for KDA 1 has been increased to 150 units in the Chief Executive's response and recommendation for Submission No. 1 (DHPCLG).

In relation to issues regarding the concentration of New Residentially zoned lands to the north and west of the LAP area, this issue is addressed in detail under the Chief Executive's response and recommendation for Submission No. 1 (DHPCLG).

The issues regarding the Western Link Road (MTO 3.9) are noted. A detailed response to same has been provided under the Chief Executive's response and a recommendation to omit this road objectives from the LAP is outlined under the response to Submission No. 1 (DHPCLG).

The proposed densities in the draft plan are at the lower end of the density bands recommended in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009 and in Table 4.2 of the CDP, and will be subject to high quality detailed design proposals at development management stage.

In response to requests to determine the needs of the current and expected population (including the older population), the LAP sets out policies and objectives in relation to the distribution of land uses including community infrastructure and phasing requirements for infrastructure and facilities that are required to directly support development in KDA's. The Local Economic and Community Plan (LECP) adopted in December 2015 has a more significant role in terms of identifying broader community needs and identifying investment in order to deliver infrastructure and community facilities at a local level. The 'Socio-Economic Baseline Report' published with the LECP 2016-2021

⁸ 2011 stock + allocated growth, less 6.5% for vacancy and multiplied by 2.4 for household occupancy across the entire housing stock.

sets out a detailed profile of the county based on an extensive set of economic and community indicators. No change.

Chief Executive's Recommendation

Refer to Chief Executive's Response and recommendation to Submission No. 1 (DHPCLG) under Section 3.1 above.

4.4 URBAN CENTRE AND RETAILING (CHAPTER 5)

Main Issues Raised

5.1 Town Centre

It is suggested that Section 5.1 be amended as follows: "In recent years new retail developments on the periphery of the town centre, on the Maynooth Road (Tesco, Lidl and Aldi) and Dublin Road (Supervalu) coupled with increased traffic congestions in the town centre have altered the dynamic of the town centre and drawn activity away from the main street." And "In order to ~~reinforce~~ establish the town centre as a viable and vibrant centre, a mix of retail and commercial, civic, social and cultural uses, in addition to residential development will be encouraged."

It is suggested to replace reference to "town centre" with "village". The town centre will require expansion with the provision of a variety of shops, cafes and restaurants. It is suggested that a specific commitment be included to encourage the development of tourism-related activities in the context of reinforcing the viability and vibrancy of the village. Unless access to the Main Street is improved, proposals to strengthen the established retail function of Celbridge Town Centre cannot be realised.

It is suggested that an analysis of retail development issues and the requirement for and impact of the proposed town centre extensions should be undertaken and included in the plan. If the land in Town Centre Extension KDAs is appropriately used, the concept of town centre extensions may be a positive thing but it is not obvious that there is a clear understanding of the reasons why the town centre lacks vitality to reassure that the town centre extensions will actually redress the issues. It is argued that Chapter 5 does not reflect the reality of existing arrangements or impact proposed developments would have in the future.

It is suggested that the heritage and tourism objectives outlined elsewhere in the LAP should be specifically expressed at Policy TC1, in the form of appropriate heritage and tourism related objectives for the Village / Main Street area, supported by appropriate actions to ensure that such objectives are realised. Specific provision should be made for the completion of a comprehensive Village Enhancement Scheme, embracing streetscape, good quality street furniture and infrastructure.

In relation to Town Centre Objectives, the following issues are raised:

- It is suggested that TCO1.2 should be changed to: "To create vibrancy and vitality in Celbridge Town Centre whilst protecting the quality, heritage and ambience by promoting an appropriate mix of uses".
- It is suggested that the following be added to TCO1 3: "To safeguard the existing urban form and river Liffey setting including the designed historic open landscape character of Donaghcumper, which is part of the architectural and natural heritage of Celbridge".
- It is suggested that TCO1.1, TCO1.3 and TCO1.5 are largely incompatible with the objective to harness the heritage and tourism potential of the town. The proposed town centre extensions will draw footfall away from the town centre.
- It is suggested a new objective be included at TC1 regarding the protection and enhancement of the historic character of the village/Main Street area.

5.2 Town Centre Extension

It is suggested adding new text to Section 5.2 as follows: “New retail development to serve the growing population has occurred on the periphery of the town along the Maynooth Road and Dublin Road. This along with traffic bottlenecks has drawn activity away from the town centre....”.

KDA2 Donaghcumper/TCEO1.1

A significant number of submissions (1800 approx.) object to proposals for KDA 2 at Donaghcumper and suggest that it be removed entirely. It is put forward that the lands in the demesne, as defined by the boundary wall and the River Liffey, should be rezoned Open Space and Amenity and the 150 residential units should be redistributed within the plan area. Objective TCEO1.1 should be amended accordingly by deleting reference to lands “to the east of Main Street at Donaghcumper”.

The reasons for objecting to KDA 2 Donaghcumper includes that it will be incompatible with the preservation of the Liffey Valley, its ecology, historic landscapes, views and prospects; the visual impact, noise and light pollution will destroy the amenity value of the walks around Castletown; it is contrary to the vision expressed in the plan to protect and enhance built and natural heritage and green infrastructure assets; it will be an eyesore when viewed from Castletown House; impact on rural character; vistas will be lost; the lands form part of Celbridge's tourism product; is at odds with the historic demesnes of Castletown, Donaghcumper and St. Wolstan's; the largely intact condition of these demesnes presents an opportunity to deliver a regional park (aim of RPGs); there are existing vacant units on the Main Street and at St. Wolstan's Shopping Centre; residential areas are better served by the convenience shopping developments and associated car parking facilities located outside the retail core; mixed use development would detract from the landscape setting to the historic town and adjoining demesnes; it will give rise to increased traffic which cannot be facilitated on the existing road network; previous An Bord Pleanála refusal for development here on grounds of principle; modern development at Donaghcumper will detract from the character of Kildrought House; it will undermine the viability of the historic town centre; the construction stage impacts on mammals and bird populations; the proposed landscape screening of development is considered inappropriate; potential flooding of historic buildings near Donaghcumper as a result of new development on a flood plain; it would draw commercial activity away from the Main Street; The World Health Organisations connection between good design and health- in this context it does not make sense to the amenity of the KDA 2 lands.

One submission states that the KDA2 at Donaghcumper is the most important element of the plan and is key to the delivery of a proper town centre in Celbridge.

5.3 Retailing

One submission welcomes the provisions for additional retail units in Celbridge. Boutique, niche or specialist retail outlets are considered more appropriate to 'town centre' type uses subject to provision of necessary car parking facilities. One submission raises concerns that new retail spaces will take business away from an already 'half deserted' main street.

It is suggested that Section 5.3 be amended as follows:

“When considering proposals for retail development, the Council will:

- Require adequate parking provisions be made and connectivity be improved in the town centre to handle the additional traffic that will be attracted by new retail facilities”.

Planning decisions for retail offerings should be made on the basis of the needs of the community and size of population rather than on the basis of protection of other retail locations from sustainable retail growth. It is suggested that RO1.3 be amended as follows: “To ensure that the

scale and type of retail offer is appropriate to the Tier 1, Level 3 status of Celbridge and is sufficient to serve the local catchment without adversely impacting upon higher order retail centres.

It is suggested that a new objective be inserted as RO1.7 as follows: "To support optimisation of existing parking facilities and the provision of strategically sited additional parking to support new retail developments and tourism activities".

5.4 Town Centre Public Realm

This submission welcomes the town centre public realm policy and objectives of the draft LAP providing that the amenities of residential properties on the Main Street including car parking and privacy are safeguarded. The importance of high quality public spaces is noted subject to the protection of the historic character of the town. The enforcement of regulations regarding signage, shop front renewal works and the undergrounding of wires is encouraged.

In relation to Town Centre Public Realm objectives, the following issues are raised:

- It is suggested that policy PRO1.1 be amended as follows: "To ensure that all new development in the town centre seeks to preserve the historic fabric, and in both town and neighbourhood centres contributes positively to and enhances the streetscape and public realm and presents a positive edge to streets and the public roadway".
- It is suggested that the Public Realm Actions be included as additional objectives as follows:
PRO1.2: To enforce that all signage on display in Celbridge is authorised.
PRO1.3: To develop a public realm enhancement plan for Celbridge".

5.5 Shopfronts & Advertising

This submission suggests a structured programme to give effect to the commitment by the Council to use enforcement powers to address unauthorised signage. Celbridge Tidy Towns offer their services in this regard.

5.6 Undesirable Uses

This submission welcomes the management / prevention of undesirable uses in the town centre and notes the concentration of shops selling alcohol and fast food take outlets on the Main Street. Undesirable uses are not confined to the town centre, for example at the area adjacent to the Maynooth Road /Aghards Road junction. The local authority should masterplan for sub-standard areas of town, such as the Maynooth Road / Aghards Road.

In relation to 'Undesirable Uses' Objectives, the following issues are raised:

- It is suggested that the wording of UUO1.1 be amended to read "particularly in Celbridge Town Centre" and that a commitment be added to address other existing problem areas as far as possible.
- It is suggested that the wording of UUO1.2 be amended as follows: 'To manage the distribution and concentration of non-retail uses in the town centre while taking account of the residents there, and close by, with regard to noise at late hours and at high volumes, in order to support active uses and activities that promote vibrancy and vitality in the town centre'.

Chief Executive's Response

The Chief Executive notes the content of the submissions and the concerns as they relate to the town centre designation as opposed to a village centre and proposals for town centre extensions at KDA 1 and 2. In this regard, Celbridge is designated as a Moderate Sustainable Growth Town by the RPGs and as a Tier 1 Level 3 Retail Centre in the Regional and County Retail Hierarchies. The policies and objectives of this LAP recognise the town's status and seeks to strengthen the established retail function of Celbridge town centre by promoting an appropriate range of uses, renewal and appropriate infill development in the town centre and town centre extension to identified opportunity sites at Donaghcumper and St Raphael's.

The extent of opposition to the development of lands at KDA 2 Donaghcumper is acknowledged. In this regard, the extent of the town centre extension lands has been informed by a review of the historic landscape of Castletown, Donaghcumper and St. Wolstan's demesnes, the boundary of the River Liffey Valley character area as defined in the Kildare County Development Plan and the characteristics of the site. It is noted that whilst the town centre extension lands form part of the Donaghcumper demesne, they do not form part of the designed parkland / pleasure grounds historically associated with Donaghcumper House. Equally, the lands are not considered a key part of the 'gothic' landscape along the River Liffey or the landscape setting of the historic houses at Castletown and Donaghcumper. As such, the lands to the west of Donaghcumper House have the capacity to absorb development without undermining the character of the town and the surrounding demesnes whilst providing potential for the delivery of the strategic open space along the River Liffey. These lands will also provide pedestrian access to the Strategic Open Space and amenity lands (some of which is in public ownership) along the banks of the River Liffey.

Suggestions regarding the integration of heritage and tourism objectives outlined elsewhere in the LAP with Policy TC1 are noted and it is considered that many of the policies and objectives within the plan are interdependent, and it is therefore unnecessary to duplicate same in this regard.

In relation to requests for amendments to the policies and objectives regarding 'Town Centre Public Realm', it is considered that adequate provision has been made under Policy PR1 Public Realm and associated objectives to facilitate and encourage a series of incremental measures through new development and other Local Authority projects. Such measures will enhance the town centre through improved access, shop front design, signage, paving materials, street furniture and building finishes, that will yield significant improvements over time.

It is noted that the Council has established the KCC Shop Front / Town Centre Improvement Grant Scheme 2017. Kildare County Council's Shop front Guidelines and County Development Plan (section 17.14.1) also provide guidelines for applications for new shop fronts. The specific promotion and increase the use of the Irish Language in shop fronts is addressed in Chapter 17 of the CDP.

In relation to undesirable uses and the suggestion that same are not confined to the town centre, and the example of the area adjacent to the Maynooth Road /Aghards Road junction. It should be noted that the proposed land use zoning of these lands is Neighbourhood Centre, which provides adequate scope for the evolutionary renewal of established neighbourhood centres.

Chief Executive's Recommendation

Proposed Alteration

Amend Figure 5.1 Town Centre Extension Concept to reflect the revised development strategy.

4.5 HOUSING & COMMUNITY (CHAPTER 6)

Main Issues Raised

6.2.1 Residential Development: Capacity and Delivery

A large number of submissions raise concerns regarding the quantum of new housing proposed when there is already a lack of essential services/ facilities/ amenities. Additional housing will create further pressure which is unsustainable. Without a plan to address this, there should be no expansion of the population.

It is suggested that the wording of RD1 be amended as follows: "It is the policy of the Council to ensure that sufficient zoned land continues to be available at appropriate locations in Celbridge to satisfy the housing needs of the town ~~and~~ as a part of the growing metropolitan area, that each household has access to good quality housing that is appropriate to its circumstance and that the necessary infrastructure is in place."

One submission supports Objective RDO1.1, but expresses concern regarding the removal of the residentially zoned lands to the east of Donaghcumper House which undermines the development potential of the overall landholding and the financial viability of facilitating a town centre extension at KDA 2.

It is suggested that the objectives listed under RD1 be amended as follows:

- RDO1.1 be amended as follows: "To promote and facilitate the phased development of ~~identified~~ Key Development Areas that are either identified by the LAP already or that may be identified during the lifetime of this LAP in accordance with the guidance set out in Chapter 12 ensuring that enough critical mass is built in each Key Development Area to support completion of physical and social infrastructure, open space and recreational facilities to a very high standard before focus diverts to another Key Development Area".
- RDO1.2 be amended as follows: "To secure the provision of social infrastructure and community and recreational facilities ~~in tandem with~~ as a prerequisite for any future residential development, in accordance with the implementation strategy described in Chapter 13."
- It is suggested RDO1.4 be amended as follows: "To focus ~~the majority of~~ all new housing in Celbridge within walking or cycling distance of a school cluster, ~~the town centre or transport routes~~ and either the town centre or a neighbourhood centre. Distances to be enforced are as follows:
 - No property in a new development should be further than a 10 minute walk (800m) from a bus stop.
 - Densities of 35 units per hectare or higher will only be permitted in sections of the development that are within a 5 minute walk (400m) from a bus stop.
 - Properties should either be within 800m walking distance of the town centre or within 400m walking distance from a neighbourhood centre.

6.2.2 Residential Density, Mix and Design

One submission seeks clarification on what is meant in Section 6.2.2 by "location characteristics" to support higher density on KDA4 Oldtown given its poor access to public transport. For example, KDA 5 Crodaun is on the 67 Dublin Bus route and has the lowest density of the KDAs. Clarification is also required on what is meant by "emerging demand for smaller units" and what it is based on.

It is suggested that the 10% social housing provision should be spread throughout developments and not clustered. Housing development should be high density not necessarily high rise. Social housing should not be provided in blocks. There is a lack of sheltered housing / housing for the elderly in the plan served by public transport. The draft LAP does not address issues of urban sprawl.

One submission welcomes the housing allocation for Celbridge at an average density of 30 units per hectare as it is in line with the established character of housing in Celbridge. Another submission suggests that the LAP would benefit from more explicit guidelines regarding an appropriate housing mix for Celbridge. It is suggested that a new table be included in Section 6.2.2. to provide guidance on dwelling sizes (1, 2, 3, 4, 5+ bedrooms) and an indicative percentage of each dwelling size which should be made available for social and affordable housing to cater for the housing list backlogs.

It is suggested that RDO2.3 be amended as follows: "To require the submission of a Design Statement (CDP Section 17.3 refers) that addresses the design concept outlined in Section 12.2 and Housing Mix Statement (CDP 17.4.3 refers) that meets housing mix goals outlined in (New table) with applications for residential development in accordance with the provisions of the County Development Plan.

6.3 Community Facilities

It is suggested that the text in Section 6.3 be amended as follows: "Celbridge has a ~~wide variety~~ range of community-driven facilities ~~services~~ and active community groups ~~spread throughout the town~~ that provide an important support network to the residential population. Existing community facilities in Celbridge are identified in Table ~~6.1~~ 6.2."

6.3.1 Education

Many submissions state that existing primary and secondary schools are under significant pressure or are at capacity and cannot cater for the population growth. Two schools are currently located in prefabricated buildings. Permanent sites for the existing temporary schools should be identified. Timeframes should be given for the delivery of new schools, with ample parking and traffic planning. The inclusion of a site for a secondary school in the plan is welcomed, provided the site can accommodate indoor and outdoor sports facilities, parking etc.

The submission raises concerns with the new primary school site on the Shackleton Road. There are concerns regarding a new school in close proximity to Scoil Na Mainistreach as same will increase traffic congestion on an already congested network. There are concerns regarding the provision of a ring road adjoining two schools. The submission states the Council should ensure parents and residents in Celbridge are consulted on designation of new primary schools i.e. Gael Scoil, non-denominational etc.

6.3.2 Early Childcare and Education

Childcare facilities are not conveniently located at present and it is suggested that they should be located in neighbourhoods on important access routes. The accuracy of the numbers quoted in Table 6.2 should be verified. The requirement to provide 20 childcare spaces per 150 dwellings is at odds with the Childcare Guidelines (2001). Currently there is a high demand for childcare within Celbridge and evidence shows parents seeking childcare outside of Celbridge due to high demand. It is suggested that the rate of childcare provision should be changed as follows: "It is considered that a rate of 20 childcare spaces per 150 dwellings (0.13 childcare spaces per dwelling) represents an adequate level of provision in conjunction with new housing development at this time but regular analysis of demand for childcare spaces in Celbridge will inform the appropriate rate".

It is suggested that objective COMO1.2 be changed as follows: "To require the provision of a minimum of 0.13 childcare spaces per dwelling on a pro-rata basis in the Key Development Areas, in accordance with the phasing requirements set out in Chapter 13. *This rate of provision will be revised where high demand for childcare spaces prevails.*"

6.3.4 St. John of Gods

The proposed redevelopment of St. Raphael's (KDA 1) will result in the loss of a swimming pool, which provides for the physiotherapy needs of its clients at a local level. The leisure facilities and residential accommodation here should be safeguarded to cater for residents who are unable to live independently. Children with special needs have complex requirements, and it is proposed that the current location close to the town centre is preferable. The draft LAP should make provision for the replacement/relocation of the St. John of God / St. Raphael schools. One submission seeks the provision of a community facility / cultural hub at St. Raphael's in the vicinity of Oakley House.

6.4 Additional Social Infrastructure

Numerous submissions raise concern regarding the lack of community facilities and amenities in Celbridge for the existing and planned community. It is suggested that a needs assessment must be carried out regarding the existing and future population, and that the development of new residential areas must be contingent upon the provision of essential infrastructure and facilities.

The range of services and facilities referenced in the submission include: crèches, schools, existing and new community facilities, healthcare, playgrounds, cinema, town centre public square, afterschool care, primary and secondary schools, GP's, pharmacies, supermarkets, shops and services, parks, leisure centre, hospital, improved library service, community centre (accessible for all/fit for purpose), theatre/arts centre, football pitches, meeting places, facilities for 12-17 year olds, skate park, local employment agency, cultural facilities, broadband, public lighting. Numerous submissions refer to the fact that Celbridge has no swimming pool and consider this to be a key piece of infrastructure for the town. Many submissions query the lack of amenities for children and young people, stating that there is nothing for children to do in the town. Providing separate services for children, youths and teenagers is a key to crime prevention.

A significant number of submissions refer to the deficit in police service, fire brigade and ambulance. It is suggested that Celbridge needs a full time Garda station as crime and anti-social behaviour has risen. The Department of Justice must be consulted on this plan to address shortcomings. Celbridge has a larger population than Leixlip/Maynooth who have these services, and a similar population to Naas/Newbridge which have stronger physical and social infrastructure provision. The Plan states that there is a full manned Garda Station in the town, which is incorrect.

Numerous submissions request that the Derrybeg Community Supported Farm is added to the list of community facilities operating in Celbridge in Section 6.4 of the draft LAP.

Some submissions note that the Mill Centre is a great social and community resource for the town, but there is limited availability for the activities provided, it is not accessible for all and it can no longer cater for the town's requirements and extra population. Therefore new community centres will need to be developed. One submission clarifies that the Mill is in the ownership of Celbridge Community Centre Company Ltd., not Celbridge Community Council Limited.

There is a need for a central, fully accessible, purpose built civic, cultural, educational (community, adult, further education and back to work training) facility with parking open to all. Celbridge is missing a 'Cultural Centre' and St. Raphael's would be suitable to accommodate cultural inclusion.

One submission would like to see Policy COM2 expanded on how it is proposed to provide for new community services noting the demographic profile of the population.

It is suggested that objective COMO2.2 be changed as follows: *"To ensure that adequate and safe amenity and recreational open spaces are available for all groups of the population at a convenient walking distance from their homes and places of work. Convenient walking distance are 5 minutes (400m) wherever possible but never anymore than 10 minutes (800m)".*

It is suggested a new objective be included as follows: *"To investigate suitable sites for the provision of a Fire / Ambulance Station, a Swimming Pool, a Theatre/Cinema, a Skate Park, and sites that would be suitable for community facilities and amenities".*

6.5 Celbridge Integrated Services Programme

The Plan should commit to supporting the ISP in delivering facilities for children and teenagers. It is suggested that Section 6.5 be changed as follows: *"While many elements of the ISP will be implemented through complementary initiatives and programmes, it is important that the LAP recognises the ISP goals. In particular, the LAP will support tourism and heritage development and the delivery of facilities for children and young people, and a service for older people, which the ISP has identified as being undersupplied in Celbridge. The LAP will also support other initiatives as identified by the ISP, and commit to post-ISP support and operational presence."*

It is suggested that objective COMO3.1 be changed as follows: *"To promote and facilitate ~~where appropriate~~ the realisation of the goals and objectives of the Celbridge Integrated Services programme".*

Chief Executive's Response Housing

In response to concerns in relation to the number of housing units proposed, the County Development Plan Core Strategy allocates growth targets to all towns, villages, settlements in County Kildare based on the Regional Planning Guidelines growth allocation for the County. The 10% growth allocation for Celbridge (3250 units) is based on its status as a Moderate Sustainable Growth Town under the Regional Planning Guidelines and its position within the Metropolitan Area of Dublin. In terms of the Census data, while more up to date Census data and regional allocations would be desirable to support the preparation of the County Development Plan Core Strategy and LAPs, the plan review periods operate on a 6-year cycle and are prescribed in legislation. In response to concerns regarding the population forecast for the town, this forecast is based on the housing allocation for Celbridge to 2023 and the housing vacancy and household occupancy rates used in the Regional Planning Guidelines. RPG assumptions appear to be outdated when compared against preliminary results from Census 2016 for County Kildare, which show a lower level of vacancy and higher household occupancy rate in 2016 than anticipated by the RPGs. The publication of results at town level in 2017 will provide a more up to date picture. Notwithstanding this, the actual level of population growth in Celbridge over the plan period will be determined by a range of variable factors, including the level of take up of zoned lands, housing vacancy rates and household size. In relation to the densities proposed, it is considered that the Draft LAP applies density bands, which are recommended in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, and subject to high quality urban design can be provided appropriately within the identified KDAS.

Community & Social Infrastructure

Concerns regarding the potential impact of new development on the existing social infrastructure of the town are noted. As set out in Chapter 12 of the Draft LAP, a framework for the provision of housing includes focusing new development and associated facilities into a number of key areas within the town (Key Development Areas (KDAs)). Furthermore, Chapter 13 identifies the social and physical infrastructure to be phased in conjunction with the new development including *inter alia* open space, recreational facilities and childcare provision and road infrastructure. It is considered that the LAP provides for the integrated delivery of essential social infrastructure in tandem with new development. In this regard, the draft LAP identifies a significant quantity of Strategic Open Space along the River Liffey with associated policies to encourage the development of a park at this location and in addition, a number of new school sites have been identified with a multi-campus site forming part of KDA 3.

In response to significant number of submissions raising concerns about the adequacy of existing community services, it is noted that this is a matter for the relevant service provider. However, the LAP is required to support and promote the delivery of national policies and can promote the delivery of community infrastructure, such as schools, through the zoning of land, phasing etc. The LAP addresses the requirement for schools in Celbridge in Section 6.3.1. In relation to the provision of a new swimming pool, it is noted that Under Goal 10 of the Local Economic and Community Plan (LECP) (Community, Recreation, Heritage, Arts & Culture) it is an objective to continue to plan sustainable community facilities and amenity spaces across the county. Furthermore, it is an identified action (10.1.5) to progress plans to establish a swimming pool in North Kildare. The lead agency will be Kildare County Council, along with other key stakeholders in North Kildare such as Maynooth University. This action is to be overseen by the Local Community Development Committee. While the role of the Council in the direct provision of other communities facilities and services is limited; the LAP provides a range of land use zoning objectives and policy objectives which promote and support the development of community facilities such as COMO1.1 and 1.2 and COMO 2.1 (multi-functional community facilities) and 2.2. It is further noted that more localised community infrastructure such as crèches, open space, playgrounds etc. are required in accordance with the phasing requirements set out in Section 13 of the Plan for the key development areas.

It is also noted that a number of submissions raise concerns regarding the lack of Garda resources in the town. Garda Resources are not an issue for the LAP. Nonetheless, it is proposed to amend table 6.2 to delete reference to opening hours.

In relation to the promotion of the Celbridge ISP, it is considered appropriate that the Draft Plan sets out a policy to support the vision of the Celbridge Integrated Services Programme to encourage a sustainable and socially cohesive community, which meets the needs of all residents and promotes and facilitates, where appropriate, the realisation of the goals and objectives of the Celbridge Integrated Services Programme.

The Chief Executive notes that a number of submission have requested the inclusion of Derrybeg Community Supported Farm on the list of community facilities operating in Celbridge in Section 6.4 of the draft LAP, and proposes to include same.

The Chief Executive notes the concerns and sensitivities regarding the St Raphael's (St John of God) Complex in Celbridge and acknowledges the orders history with the town. In this regard, it should be noted that the Draft LAP, whilst identifying the site as a KDA with potential for Town Centre Expansion, also states that the Council will continue to work with service providers and key stakeholders, including the St. John of Gods Trust, to support their operations in Celbridge. In

addition, it is considered that the LAP supports the continued use of this site for community and educational purposes and also supports new retail, office, residential, community and amenity uses on this site, in conjunction with the consolidation of the community and educational uses on the site.

Chief Executive's Recommendation

Proposed Alteration

Category of Community Facilities	List of Existing Facilities
Garda Station	Maynooth Road (Mon – Sat 9.00 – 1.00 & 2.00 – 9.00)
Other Community Facilities and Organisations	<p><i>Derrybeg Community Supported Farm</i></p> <p>The Mill Community Centre</p> <p>Slip Hall</p> <p>The ACRE</p>

4.6 ECONOMIC DEVELOPMENT (CHAPTER 7)

Main Issues Raised

Strategic Objective

One submission suggests a number of amendments to the strategic objective for Economic Development as follows: “To promote and support economic development that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The town’s location in the North Kildare Economic Cluster and its heritage and tourism assets are identified as key economic strengths. Celbridge’s location in the North Kildare Economic Cluster and the ISP Celbridge Plan 2016-2020 objectives for development of key tourist sites and a Celbridge Tourism and Heritage Strategy. Training and employment will be encouraged in particular in the knowledge based economy in line with the vision for the North Kildare Economic Cluster but also in any sector consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The safeguarding of Celbridge’s ability to develop as a key tourist destination will underpin all planning decisions for the town. The submission then suggests that the strategic objective for Economic Development be changed to clarify Celbridge’s role in the North Kildare Economic Growth Cluster as follows: “To promote and support economic development for Celbridge that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The town’s location appropriate for towns located in the North Kildare Economic Growth Cluster and to leverage its heritage and tourism assets as a driver for economic activity are identified as key economic strengths”.

7.2 ECONOMIC PROFILE

Submission recommends the prioritisation of Celbridge to attract new industries and employment.

7.3 ECONOMIC DEVELOPMENT

One submission states that efforts should be made to develop businesses and industry in Celbridge so it does not become a commuter town and others state that there has been little economic development in Celbridge other than supermarkets, pharmacies and pubs.

Submission states that the draft LAP envisages the continued development of a dormitory town serving Dublin and fails to provide business and work opportunities within the catchment of the town.

Policy ED1 – Enterprise and Economic Development

EDO1.2:

One submission suggests the consideration of inclusion of a more specific commitment to the development of some knowledge-based /ICT-related enterprise within Celbridge and suggests KDA1 and recommends a role is envisaged for Celbridge as an active participant in the North Kildare Economic Cluster. It is also suggested that in developing the Masterplan for the KDA1 area as indicated in 12.2.1, consideration be given to the possibility of providing for some element of knowledge – based / digital enterprise for examples in the area of research or software development, possibly related to the key tourism and heritage objectives for the town and linked to strong ICT and academic resources in the hinterland.

Another submission suggests the exploration of applying digital techniques to tourism industry and requests policy EDO1.2 to be expanded to provide for this

7.4 TOURISM

Submission states that it is vital that no actions are proposed in the LAP, which would serve to undermine the basis for heritage-based tourism and states that it is essential that the proposed

KDA2 be dropped from the plan as development of mixed-use town centre activities at Donaghcumper would be hugely detrimental to tourism resources of Celbridge.

One submission highlights the importance to tourism potential of Celbridge's close association with major historical figures, notably the globally recognised Arthur Guinness and literary figures, particularly Jonathan Swift and the need to capitalise on this as much as possible.

One submission requests the specific recognition of the importance to tourism development of the enhancement of the Village/Main Street area. The submission requests that a stronger emphasis be placed on the "village" character of the area from the Castletown Gates / Slip area to the Mill, which offers the main focus for Celbridge to benefit from tourism and heritage-related potential and more specific proposals to realise that potential.

One submission supports the objective to extend the visitor experience of Celbridge and welcomes the opportunity to open Donaghcumper Demesne to the public through the development of KDA 2.

One submission queries the documentary evidence for the statement that the Collegiate College was designed by Thomas Burgh and notes that the draft LAP incorrectly states that the school was founded by Louisa Conolly.

One submission states that the inclusion of tourism in relation to the Liffey Valley Park is commendable.

Policy ED2 – Tourism

Submission states that policy ED2 is welcomed and requests that a specific requirement in the LAP states that an important criterion in considering proposals for residential and commercial development generally will be the implications of such proposals for heritage and tourism.

EDO2.1

Submission received highlighting the tourism related activities that could be considered in Celbridge and suggests the town becomes a "centre of excellence" for horse riding considering Kildare is known as the "thoroughbred County". This could also perhaps be the theme for a possible visitors centre in Long Shed.

EDO2.3

Submission suggests that EDO 2.3 be amended as follows:

"To support and facilitate the development of an integrated network of Greenways and Heritage Trails along suitable corridors in Celbridge, including pathways along the River Liffey corridor and the Grand Canal Greenway, subject to relevant environmental assessments".

EDO2.4

Submission suggests amendment to EDO2.4 insert following text after open space

Except where such activities would detract from the historic designed landscape of Castletown as it is not appropriate to promote the development of outdoor leisure activities on the restored 18th century parklands of this historic landscape other than recreation such as walking, canoeing etc. Which requires no additional infrastructure.

EDO2.5

One submission requests that the Council commit to exploring the development of a heritage centre, in the context of objective EDO2.5 with the emphasis on the possible application of digital technology to enhance the value of local heritage and history assets to visitors.

EDO2.6

One submission requests that the Council commit to the establishment of an annual event to make the most of the strong historical and cultural associations of Celbridge and suggests that same could form a natural extension of objective EDO2.6 such as a heritage and cultural festival having the potential to evolve into an event of national and international significance and showcase the areas tourism offering and become a visitor attraction.

EDO2.10

The Submission states that the objectives as contained in Policy ED2 could be strengthened and outlines a number of suggestions including, the inclusion of specific reference at EDO2.10 to the improvement of linkage and access between Castletown and Celbridge Village.

A number of submissions suggests new tourism objectives as follows:

A new objective EDO2.11 is suggested as follows: *"To support attracting those visiting Castletown House into the town centre through provision of sensitively positioned parking on the Celbridge side of Castletown House"*.

A new objective EDO2.12 is suggested as follows: *"To support access to trails within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey"*. This objective should be included in the Transport and Movement Map also.

The inclusion as an important objective of the local authority *'to support the development of an additional hotel in Celbridge to maximise tourism potential in the area'*, a requirement which is recognised by Failte Ireland.

7.5 DERELICT SITES AND VACANT SITES

Policy DVS1 – Derelict Sites and Vacant Sites

Submission suggests that in relation to Section 7.5, a new objective be included as follows: *"Kildare County Council will compile a list of derelict sites and vacant sites in Celbridge by the end of 2017 and apply (in other words) the full rigours of the law thereafter"*.

Chief Executives Response

The suggested changes to the Strategic Objective for Economic Development relate to the integration of the ISP Plan. It is considered that the ISP Plan is adequately addressed and supported within the Draft LAP in Sections 6.5 and the policies and objectives of the plan will assist in achieving and delivering the aims of same. No change proposed.

In relation to the prioritisation of Celbridge to attract new industries and employment and submissions suggesting the inclusion of a more specific commitment to the development of some knowledge-based /ICT-related enterprise within Celbridge. In this regard it is proposed to amend Objective EDO1.2 to include reference to knowledge – based / digital enterprise to support the tourism industry. The Chief Executive also notes that the Kildare County Development Plan 2017 – 2023 identifies that economic clusters are promoted as part of the overall economic strategy for the County and in this regard Maynooth and Leixlip are clustered with Celbridge and Kilcock. The County

Plan advocates that 'clusters are to be developed in a mutually dependent way, so that the amenities and economies of the whole cluster are greater than the sum of the individual parts'. In this respect, the Chief Executive draws attention to the town centre expansion objectives where employment uses that capitalise on the proximity to high tech industry and Maynooth University can be accommodated, the focus on tourism related employment that capitalises on the unique built and natural heritage assets of the town and to existing and proposed employment sites adjoining or adjacent to the LAP boundary (Intel, HP and Collinstown) which are strategically located in the context of North Kildare at a location which is highly accessible and has the potential to facilitate a critical mass of higher order employment uses for existing and new business investment. It is also noted that it is an objective of the Kildare County Development Plan 2017-2023 under EO16 to carry out a strategic assessment of employment lands in the county to inform the preparation of the Regional Spatial and Economic Strategy, and in particular to assess the need for new employment sites in the economic growth centres of County Kildare. In this regard, no change is recommended to the Draft Local Area Plan.

All observations on how the LAP should promote economic activity are noted and policy ED 1 and the associated objectives support same. Furthermore, it is considered that the Draft LAP supports tourism as a significant economic driver for the town, and draws attention to the extent of ED 2 – Tourism and the associated objectives.

Concerns regarding the impact of the development of KDA 2 as a town centre extension area acknowledged and the concerns highlighted in a number of submissions regarding the potential to undermine heritage based tourism in the town. In this regard, it is advised that the extent of the town centre extension lands has been informed by a review of the historic landscape of Castletown, Donaghcumper and St. Wolstan's demesnes, the boundary of the River Liffey Valley character area as defined in the Kildare County Development Plan and the characteristics of the site. It is noted that whilst the town centre extension lands form part of the Donaghcumper demesne, they do not form part of the designed parkland / pleasure grounds historically associated with Donaghcumper House. Equally, the lands are not considered a key part of the 'gothic' landscape along the River Liffey or the landscape setting of the historic houses at Castletown and Donaghcumper. As such, the lands to the west of Donaghcumper House have the capacity to absorb development without undermining the character of the town and the surrounding demesnes and the town centre extension at this location will support the sustainable development of the town's tourism product and objective to extend the visitor experience of Celbridge.

In relation to submissions regarding the importance of global figures, it is noted that Section 7.4 of the Draft LAP highlights Celbridge's proud association with some of Ireland's most important political and industrial history and specifically notes Arthur Guinness, the Connolly and Grattan Families and Jonathan Swift. It is noted that the draft LAP incorrectly states that the Collegiate College was founded by Louisa Conolly and proposes to amend same.

In respect of suggested changes relating to other tourism objectives such as the development of sensitively positioned car parking, access to trails and supporting a new hotel in the town, it is considered that Policy ED 2 and objectives EDO 2.1-2.10 adequately support the sustainable development of tourism in Celbridge.

In relation to the issue of Derelict sites, it is considered that the Draft LAP, Kildare County Development Plan 2017-2023 and the Derelict Sites Act provide adequate provision for managing Derelict Sites within the town of Celbridge.

Chief Executives Recommendation

Proposed Alterations

Amend Section 7.4 TOURISM

The Celbridge Manor Hotel is the former Collegiate School (~~founded as a charity school by Louisa Conolly~~) designed in 1732 by architect Thomas Burgh who also designed the Royal Barracks and library building at Trinity College in Dublin.

Proposed Alteration

Amend Objective EDO1.2 as follows;

EDO1.2: To promote and support enterprise and employment uses, including professional services, public administration, research and development, *knowledge – based / digital enterprise to support the tourism industry* and other commercial activities, on town centre expansion sites.

4.7 MOVEMENT & TRANSPORT (CHAPTER 8)

Main Issues Raised

Traffic & Congestion

The following key issues were raised in numerous submissions:

- Severe traffic congestion is experienced in Celbridge on a daily basis. The current road network in, and surrounding Celbridge, is beyond capacity. This is not addressed in the Draft LAP. It is suggested that a traffic management study be carried out for Celbridge in response to additional traffic congestion as the economy improves.
- The Liffey Bridge is the single greatest cause of traffic congestion. Existing deficiencies with the bridge must be addressed by carrying out the works outlined in the RPS report to give some relief. The town needs a second river crossing, and same should be prioritised before additional residential units are developed.
- There are serious concerns regarding the quantum of housing proposed and the additional pressures this will place on the road network and inadequate public transport. Some submissions suggest that no new development should be permitted until improvement works to infrastructure and transport services are completed. The LAP should include a stipulation that a comprehensive public transport plan be implemented before any development takes place.
- There is concern that Celbridge is becoming a commuter town only and that the LAP does not address this.

8.1 WALKING AND CYCLING

A number of submissions state that the LAP must include an objective to significantly reduce transport demand by creating compact walkable settlement patterns and include detailed policies on walking and cycling. All new developments should be based on reducing car dependency, which is key in creating sustainable urban areas and improved quality of life.

Submissions have suggested that land zoned for residential development must be located in close proximity to, or well connected by, public transport corridors, walking/cycling routes to existing and/or proposed services.

A number of submissions state that children attending the schools at Moortown must cross a busy road which will endanger child safety. Ensure all new roads have cycle and walking paths, designed in a safe and secure way to facilitate use by families and children. Ensure traffic calming in residential areas and ensure cycle paths are cleaned of debris and maintained regularly, ensure train stations, sports grounds and new educational centres in particular are served by cycle and walking paths.

MT1 - Pedestrian and Cycle

A number of submissions query the provision of cycle lanes in the town and state that there is a requirement for additional cycle lanes throughout Celbridge.

A number of submissions note that a cycle link is proposed through the Crodaun Forest Park estate to Castletown House and states that this route passes through private property at 53 Crodaun Forest Park and seeks to have same amended.

One submission requests a boardwalk type facility at the existing Liffey Bridge in the interest of both pedestrian safety and public amenity.

MTO1.2

Many submissions commend the vision for cycle/walking paths in the Draft LAP.

Many submissions suggest amendments to MTO1.2 to add the following text

- To support Waterways Ireland and South Dublin County Council in completion of the Grand Canal Greenway.
- To develop a dedicated cycle lane along the Clane Road with the path diverting into the grounds of Celbridge Abbey as provision for pedestrians and cyclists becomes more difficult with the narrowing of the road.
- To develop a dedicated cycle lane along Church Road.
- To develop a dedicated cycle lane along Willowbrook Road.
- To develop greenways within Castletown Demesne.
- Cycle path to Hazelhatch train station and to the station at Louisa Bridge in Leixlip should be extended.

Numerous submissions states that cycle lanes should be planned and designed in consultation with cyclists and note that a number of existing cycles lanes in Celbridge do not function well. Copenhagen and Amsterdam are suggested as good examples, where they have huge numbers of cyclists despite their weather. A number of submissions states that there is a requirement for additional cycle lanes in the town and school children/parents should be encouraged to walk and cycle to school. The Council should seek to encourage Government to develop a national school bus transport system.

MTO1.6

Conflicting views have been expressed in relation to this objective, which is to facilitate a new pedestrian / cycling bridge across the Liffey at Donaghcumper. A number of submissions state that the new bridge is unsuitable and that no further consideration should be given to this location in order to avoid costly delays as there are better suited, less contentious sites identified in the RPS Feasibility Report. Concern is also expressed regarding the impact of the construction of a pedestrian bridge within proximity of Christ Church on the structural integrity of the church and the drainage and run-off in the area surrounding the slip and adjacent to the church. Another submission requests the omission of MTO1.6 from the plan.

Numerous submissions support the provision of a footbridge and state that same will bring walkers and tourists to the Main Street enhancing tourist experience and tourist business. Another submission suggests the inclusion of public squares at Donaghcumper (KDA 2) and St. Raphael's (KDA 1). Another similar submission welcomes the proposed pedestrian bridge at Donaghcumper and suggests improved access to Celbridge Abbey and the rock bridge is sought.

Another submission also suggests the provision of a pedestrian bridge between Celbridge Abbey and St. Raphael's (crossing the Clane Road).

MTO1.7

A significant number (ca. 150) of submissions raise concerns regarding MTO1.7 for 'Improved Pedestrian Permeability' at the various locations identified on Map 8.1. The submissions outline issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues as rationale for their objection. Many of these submissions also reference previous locations where permeability has been trialled and has proven to be a nuisance to residents in the area, leading to anti-social behaviour and crime. Such proposals should only be initiated with the agreement of the residents of the area.

A number of submissions state that proposals for permeability is favoured where pedestrians/cyclists can access facilities and services without having to rely on cars, which can help address acute traffic problems. Any permeability changes for existing residential areas need to be well planned and happen in consultation with local residents associations and be rolled out in a manner that addresses anti social behaviour. In relation to MTO1.7e (Ballymakealy Grove to North Kildare Educate Together National School) one submission states that same would be a valuable permeability enhancement as the number of children attending the school is due to grow over the next 6 years (presumably if the gate is opened in morning and afternoons only to facilitate children arriving/departing school).

One submission states that proposals for improved permeability in the town are welcomed and the following additional pedestrian links recommended:

- St. Raphael's Manor to Bus Eireann stop on Clane Road.
- Primrose Gate to GAA club / St. Patrick's national School.
- St. Wolstan's Abbey to St. Wolstan's Secondary School.
- St. Wolstan's Abbey to Primrose Forge.

One submission states the new pedestrian access points from Oldtown Mill to the Aghards Road is welcomed, as it will make it easier to get to bus stops and nearby schools without using the car, thus reducing traffic in the town.

Another submission suggests the inclusion of a specific reference to enable access between Celbridge Village and key heritage sites, notably Castletown house.

8.2 PUBLIC TRANSPORT

The 3 northern towns of Maynooth, Leixlip and Celbridge have a combined population in excess of 50,000 with no integrated public transport network. For example, a journey from Celbridge to Leixlip involves taking two buses. There is no direct Dublin Bus service to Dublin throughout the day. Specific targets such as a direct Dublin Bus route to Dublin and direct routes to areas of employment such as Blanchardstown and Sandyford should be incorporated and a regular circular bus service connecting Celbridge, Leixlip and Maynooth. Creative solutions to reduce our dependency on cars should be prioritised.

The feeder bus service to Hazelhatch is poor and only serves the southern side of the town. While the new train service from Hazelhatch to Grand Canal Dock is welcome, traffic congestion remains a factor in journey time through Celbridge town centre to reach Hazelhatch train station and states that traffic congestion needs to be addressed to ensure that residents can avail of this train line and to ensure that the service continues to operate. The Council should investigate whether a more frequent, extended route for feeder bus services to Hazelhatch train station would be feasible.

As all schools have staggered opening hours, the Council should investigate the feasibility of a shared school bus service. Designated parking and drop-off zones should be a requirement for all educational centres to avoid traffic congestion in these areas.

MT2

A number of submissions propose that the train line between Louisa Bridge and Maynooth be extended to Celbridge as commuters to Dublin City Centre rely on bus based public transport or the train service from Hazelhatch, which requires the use of a feeder bus and other forms of public transport to get directly to the city centre.

A number of submissions also seek improvements in the provision of a two way cycle lanes and specifically identify the link from Hazelhatch Bridge to Adamstown in conjunction with South Dublin County Council as being a route for improvement.

A number of submissions encourage the development of a national school bus transport system.

A number of submissions have suggested support for additional public transport, along the following lines: (i) local bus routes within the North Kildare metropolitan area including a route that connects Louisa Bridge and Hazelhatch train stations via Celbridge, and (ii) orbital bus routes between North Kildare and key destinations in West Dublin.

A number of submissions state that a train connection to either Hazelhatch or Maynooth should be considered to facilitate the proposed population increase and state that priority should be given to rail based development and recommends a rail connection between Maynooth and Celbridge .

Numerous submissions state that public transport infrastructure also needs to be upgraded to cater for new development and notes that the existing bus route does not serve estates on the Ardclough Road and the Hazelhatch Road, the estates on the Clane Road are served during peak times only and the shuttle bus service to the train station is limited.

One submission also queries the lack of dedicated bus lanes at Lucan Road, Maynooth Rd and Hatch Road to the train station.

A number of submissions raise concerns with the public transport service and state that same is poor and any further housing development within the town should be prefaced with an explicit requirement to improve and extend the existing bus services and submissions states that the current service is so poor that many residents who work in the city centre must drive.

The submission also states that permanent bus lanes would be welcomed along the Maynooth Rd, Lucan Road and Newcastle Road, which would also encourage the use of public transport and many submission suggest the provision of bus lanes on the Lucan (Dublin) and Hazelhatch Roads.

A number of submissions should seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system.

MTO 2.5

Numerous submissions note a deficit in bus services and states that the Hazelhatch train station is removed from the town and serves Dublin City only.

The current feeder bus system to Hazelhatch Station was identified as being inadequate and submissions have raised concerns regarding Celbridge becoming a dormitory town and to avoid this should have its own feeder line off the main Hazelhatch line or the Maynooth line (similar to LUAS).

A number of submissions have suggested the feasibility of a feeder bus to Leixlip train station and state the same should be assessed and regular bus service connecting Celbridge, Hazelhatch, Ardclough, Straffan, Clane, Maynooth, Leixlip to all existing rail and bus services is also suggested.

MTO 2.6

A number of submissions request that the Council make provision for regular feeder bus service serving Celbridge feeding Hazelhatch train station.

Numerous submissions also raises the issue regarding access to Hazelhatch Train Station from the town and states that the submission also states that new housing should be developed around the train station at Hazelhatch. The submission identifies the need for an upgrade to Celbridge / Hazelhatch bus connection to provide regular, clearly timetabled, connector bus service to Hazelhatch station and also a bus feeder service timed to connect with the new train routes to Connelly and Docklands stations in Dublin since the opening of the Phoenix Park tunnel. The submission identifies the need for a dedicated Dublin Bus Celbridge Route. The submission urges that improved public transport means are implemented before a further increase in the population of Celbridge.

A number of submissions note the importance of Hazelhatch train station to the town of Celbridge and state that a higher-level train usage will be evidenced if the promotion of alternative routes for the feeder bus occurs, and states that areas such as Main Street, Maynooth Rd, Clane Rd and Shackleton Rd should be serviced.

A number of submissions request that more specific expression to the connectivity principle is given. The submission provides examples such as serious lack of transport facilities within Celbridge, and the wider Celbridge – Leixlip Municipal District, the limited feeder service to Hazelhatch station, lack of linkages to Louisa Bridge, reiteration of suggestions of a shuttle bus in each direction between Hazelhatch and Louisa Bridge Stations by way of extension of Objective MTO2.6 in the LAP. The submission states that this would be consistent with MTO2.1, MTO2.4, MTO2.5.

A number of submissions highlight that the train service at Hazelhatch now extends to Connolly station with direct access to the DART service. This submission also highlights the increased connectivity that will be provided for by the LUAS cross-city project. In this regard, this submission objects to the proposed western link road on the grounds that it will encourage car based travel.

A large number of submissions states that the Council should take a key role in encouraging the use of Hazelhatch train station as the feeder buses are poorly advertised and the car parking costs are prohibitive.

8.3 Roads and Street Network

A submission notes specifically KDA 5 which will result in additional 450 units with access onto the Maynooth Road which will result in further congestion at this location.

One submission queries the potential for a through road at the Hewlett Packard site should be investigated.

One submission identifies the Clane and Maynooth Road as problem areas and states that these routes are at a standstill on a daily basis and also states that the bridge is the most problematic caused by traffic accessing the Hazelhatch and Ardclough Roads. The submission suggests restricted access to the Liffey bridge, with alternatives incorporated into a new road layout for the town.

A number of submissions argue that of the three river crossings, the subject crossing is the only one which causes serious concerns and danger within a densely populated housing estate and therefore the other crossing should be considered first.

A number of submissions states that the pinch point at the vehicular bridge crossing the river Liffey is acknowledged but traffic levels are considered acceptable. The provision of a second bridge crossing should not negatively impact the natural and built heritage of the town.

Submissions also raised issues regarding the Celbridge West interchange and states that same is heavily congested at peak times and no new development should be permitted until such time as the proposed western link road and bridge crossings are constructed.

Traffic generation: A number of submissions raise concerns regarding the development of the lands to the rear of the Aldi Store on the Aghards Road and the extent of traffic generated by same, adding more traffic to an already congested network.

A number of submissions request the relocation of pedestrian traffic lights to the entrance of Crodaun Forest Park estate.

MT3

Many submissions suggest that the town needs a second river crossing.

A number of submissions recommend provision of an independent ring road between Crodaun and Oldtown KDAs not linking into the existing congested road network.

A number of submissions recommend improvement of local links between Leixlip, Maynooth and Naas.

A number of submissions states that a new bridge crossing with many identifying new locations for same

1. The widening of the existing Liffey bridge and states that 2 roundabouts are required at either side of same.
2. The 2nd bridge is required at Simmonstown Estate with entrance onto the Ardclough Road and onto the Clane Road.
3. The 3rd bridge at the slip at Castletown Gates to the Shinkeen/Dublin Road

Various submissions also state that a one-way system is required between the main bridge and bridge no. 2 at English Row and Newtown Road and another submission states that the existing bridge should be expanded and a one way system introduced with no right turns either side of the bridge.

Many submissions suggest the provision of a new road, which would link the Barnhall roundabout to the Celbridge Interchange road, which currently only serves HP.

MTO3.3

It is suggested that MTO3.3 should be amended as follows: "To secure the provision of the strategic road objectives identified on Map 8.1, which provides will divert traffic away from the most congested junctions and provide access to new communities and Key Development Areas within the town.

MTO 3.7

A significant number of submissions object to the construction of any bridge within the town that links through to Callendars Mill/Hazelhatch Park estates and state that the existing road network through these estates do not have the capacity to deal with any substantial increase in through traffic. The submissions conclude by outlining a number of alternatives for a new bridge and clearly

sets out that they do not oppose the development of KDA 6, however, alternative access and traffic routes are required.

A significant number of submissions state that the development proposed for KDA 6 is approx 400 units which has the potential to generate an additional 800 cars, and this figure does not account for additional traffic generated by the an additional school. The submission states that Simmonstown Manor is currently a development of 51 houses, which are broken into 2 no. quiet cul de sacs with green areas which are maintained by the residents through private funds. The current road is stated to only serve this small number of houses and is not of adequate width to facilitate large volumes of traffic, which is proposed to use these roads. The submission states that, at present, the children of Simmonstown Manor estate play in the quiet cul de sacs and any changes to this would result in these areas becoming unsafe for children as the areas would become a main road with continuous large volumes of traffic passing throughout the day. The submission states that the proposals outlined will result in a new estate, which is 8 times the size of the existing estate and raises concerns regarding the capacity of the existing infrastructure to support the current traffic levels in Celbridge, without any additional traffic.

A number of submissions object to the provision of a second vehicular bridge crossing the River Liffey and the roads objective in the Simmonstown / Newtown area on the grounds that the Hazelhatch Road is already at capacity and the safety of children, pedestrians and cyclists would be compromised. The submissions state that the lands surrounding the ringfort should be left undisturbed and not be destroyed by a new road.

MTO 3.8

One submission suggests that MTO3.8 be amended as follows: "To facilitate the construction of a road from Primrose Hill to Loughlinstown Road with adequate provision for its use as a bus route in tandem with the development of KDA3 and in the interim to protect this route from development".

One submission queries the proposals for development of lands at Ballyoulster and states that it appears the entrance to the rear of their property is the location for the access to KDA 3 (no map was submitted) and states that they are currently in the process of preparing a planning application for these lands and the submission highlights concerns regarding the potential to change the entire landscape of this rural area. The submission states that the Loughlinstown Road is rural and proposals such as those detailed in the Draft Plan will cause havoc and add to the congestion on the Dublin Road.

MTO3.9

A significant number (ca. 180) of submissions object to the Western Link Road in KDA 4 and state that access from KDA 4 should not be permitted through the Oldtown Mill Estate as such proposals would act as a thoroughfare to the M4, Maynooth and Clane Roads and would pose a threat to the safety of children within the estate. The 'Western Outer Link Road' should be relocated to the periphery of the designated housing area.

Other reasons given for objecting to MTO3.9 include: resulting traffic impact on an already congested system particularly at the Celbridge West Interchange; the road traverses lands located within a flood risk zone and if constructed may give rise to the flooding of existing dwellings adjoining this area; impact on Kilwogan bog; the mechanism for financing the construction of the proposed link road is unclear as it traverses agriculture zoned lands; the proposed link road would devalue the Denner's property / lands; a traffic survey was not undertaken prior to the identification of the proposed roads objective; the proposed link route should be designed to link with potential future development areas as well as identified new residential areas; and the proposed link road facilitates development in part (KDA 4) and functions as a bypass elsewhere.

Some submissions welcome a connection to the western link road from the Oldtown Mill estate as it will provide for through traffic and security but should be subject to the following modifications: traffic calming measures being put in place on the Oldtown Mill spine road, boundaries should be provided between green areas and roads, cycle paths should be provided through the estate to further separate green areas from adjoining roads, traffic calming measures should be undertaken to discourage the use of the road as a rat run, signal controlled junctions should be provided at both ends of the arterial road.

One submission raises concern regarding the proposed Western Link Road and its impact on the Castlevillage Estate the issues of concern include: Noise and light pollution; Visual impact; Security; Impact on habitats and associated wildlife; and Loss of trees. Concerns are expressed also about the proposed road across Kilwogan bog and surrounding natural wet lands, questioning if the proposal has been subject to EIA. It will traverse lands at Kilwogan which may inhibit their ability to develop these lands.

Numerous submissions seek to have the proposed western link road prioritised as an action of the plan in order to divert through-traffic away from the town centre and built-up areas and toward the M4 and Louisa Bridge Station.

A number of submissions welcome the policy relating to a western link road, a new vehicular river crossing between the Clane Road and Newtown Road and new road (including new bridge) between Clane Road and Hazelhatch Park. Another submission states that they are in favour of the access road from back of Oldtown Mill to new ring road route to Applegreen M4 (Western Outer Link Road) as it will ease traffic congestion on to the Shackleton Road and reduce tailbacks getting out of the main entrance to Oldtown Mill during peak times.

One submission proposes the amendment of the alignment of the proposed link road with changes to the arterial road alignment and road hierarchy / network to be delivered also. This submission outlines the benefit of the proposed realignment which would result in what would be a more legible road hierarchy and the provision of a bend in the road as opposed to a 90-degree left turn at a T-junction improving traffic flow.

One submission suggested that MTO3.9 be amended as follows: "To facilitate the construction of a Western Link road from Maynooth Road to the Oldtown Road with adequate provision for its use as a bus route in tandem with the development of KDA4 and associated lands and to protect this route from development in the interim.

Another submission welcomes the objective to deliver a western link road but seeks to have the Kilwogan Bog protected. Another submission supports the provision of the Western Link Road as it might ease traffic on the Shackleton Road and states that traffic calming on the Oldtown Mill Spine Road would be required to prevent this becoming a through-road for non-residents.

The submission considers it imperative to construct MTO3.9/MTO3.10, additional river crossings including a pedestrian and cycle bridge and an additional vehicular bridge prior to the residential construction.

MTO 3.10

A submission from the St. John of God Trust sets out details regarding the 2 hectares of land on the Clane Road in Celbridge under their ownership and states that the Board of Management of St.

Raphael's Special School has been preparing plans for a school on this site for the last 12 years and capital funding was recently approved by the Department of Education and Skills. The submission states that the westernmost route option of MTO3.10 significantly affects this land, insofar as the land will not accommodate the proposed road and a new school and notes that the Board of Management is entirely opposed to any proposal that will conflict with well-advanced school facilities on this site. Another submission suggests that the westernmost option for MTO3.10 should only be exercisable when a satisfactory alternative site for the school has been made available to St. John of God.

A number of submissions also states that the location for 'possible construction of 2 new bridges' identified in the Plan are inadequate and fail to recognise and alleviate the major locations of traffic congestion.

Many submissions states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development.

Numerous submissions raise concerns regarding the decision between the two routes options for a river crossing and queries whether they are subject to an environmental assessment. It is suggested that the social benefit of the proposed school to those with special needs, as well as environmental factors, should be considered when making this decision. There is also concern about the impact that the route selection process might have on the programme for delivery of the school.

One submission suggests that MTO3.10 should be reworded as follows:

"To facilitate construction of a new vehicular river crossing between the Clane Road and the Oldtown Road within either of two protected corridors, as indicated on Map 8.1, subject to environmental assessment; the westernmost option to become available for designation as an alternative route only on the making available of an agreed, equitable and suitable alternative site for the provision of its proposed school to St. John of God Trust (Ire.) such that proposals for provision of the school can be progressed".

A significant number of submissions received from residents of the Abbey Farm Estate object to MTO3.10 for a new bridge over the Liffey which would impact on the Abbey Farm Estate. The submission states that the proposal would endanger the children and residents of the estate and would have a negative effect through traffic congestion and noise pollution.

Numerous submissions states that the second river crossing as indicated in KDA6 is more appropriate, however there are issues with objective MTO3.7 as existing road infrastructure is already congested and concerns in relation to the access through the Simmonstown Manor section of this road are raised and submissions state that same is not of sufficient design to cope with increased volumes of traffic. The submission states that for this second crossing to work, MTO3.7 needs to directly link with MTO3.8 and not via the existing road infrastructure, which has pinch points and safety issues.

One submission states that the proposed western link road would negate the requirement for a second bridge crossing the River Liffey and proposed roads through existing housing estates (MTO3.10 and MTO3.11).

MTO 3.11

Concerns were raised regarding the use of the entrance road to Wolstans Community School and North Kildare Educate Together National School as an access road from the new river crossing at the

Newtown Road to the Clane Road would have a severe detrimental impact on the students of both schools - both in terms of pollution and of health and safety.

Many submissions state that MTO3.11 for the location of a new road and bridge over the Liffey should be seriously considered and should exit onto the Hazelhatch Road past Hazelhatch Park housing estate.

A number of submissions state that MTO3.11 is a prime location for a river crossing as it will create a proper ring road and river crossing and states that same needs to connect with MTO3.8 and not via existing road infrastructure which has pinch points and safety issues.

A submission from St. Wolstan's Community School and North Kildare Educate Together National School raises concerns regarding MTO3.11 and states that the schools are accessed via a private roadway which has never been accessible to the public and has been in their control since 1999. The proposed use of this road as a public through-road would materially change the environment of these schools bringing additional traffic volumes close to the schools, causing noise and air pollution, with additional health, safety and security concerns as a significant portion of children walk and/or cycle to these schools. The submission also states that the opening up of the schools will increase the security risk to both, making them susceptible to break-ins, vandalism and assault. Should the Council decide to retain MTO3.11, the St. Wolstan's Community School and North Kildare Educate Together National School suggest that the following mitigation measures be included: provision of an upgraded junction at the Clane Road with roundabout to provide controlled access into the schools; significant additional and secure off-street parking in the vicinity of both schools; significant mitigation measures against noise and air pollution (particularly along eastern elevation of St. Wolstan's); provision of additional pedestrian and cycle routes along the roadway and additional pedestrian priority crossing points on the roadway; and provision of multiple traffic speed calming measures along the existing and proposed roadway. Full, detailed and meaningful consultation with the schools should be carried out beforehand and with their express agreement.

MTO 3.12b

It is suggested that a new objective be included in MTO3.12 as follows:

- Improve the junction of Shackleton Road and Oldtown Road / Church Road and provide school drop-off facilities on Shackleton Road for pupils attending Scoil na Mainistreach in a manner that does not obstruct other traffic as part of the development of KDA4.

One submission requests a measured approach to the provision of traffic lights with regard to MTO3.14 suggesting the use of small roundabouts as an alternative.

Various submissions regarding MTO3.12a, MTO3.13 and MTO 3.14 states that same should be amended to specifically address traffic congestion and pedestrian safety risk on the Maynooth Road, which have intensified since the provision of traffic lights at the Aghards Road/Maynooth Road and the development of Lidl, Primary Care Centre and housing developments.

A number of specific traffic / roads related objectives are suggested

- Relocate and replace walls on Ardclough and Lucan Road to facilitate bus lanes, wider carriageways and footpaths
- Provision of roundabouts at junction of Lucan Road and Loughlinstown Road and Shackleton Road and Aghards Road
- Replace traffic lights at Celbridge Inn public house with roundabout

Suggested MTO's

One submission suggests that a new objective be inserted as MTO3.17 as follows: "To ensure that strategic road developments allow sufficient space for bus routes including provision for turning circles and dedicated bus stops which do not cause traffic delay where a bus route might reasonably be expected to run in the future".

MT4

One submission suggests that a tourism-based economy cannot get off the ground in the town when visitors approach and leave Castletown from the motorway and never enter Celbridge town.

Another submission suggests that there should be a car park near Main Street/Castletown Parklands. One submission suggests further investigation for provision of car parking and suggests off street car parking at KDA1, St. Raphael's (Oakley Park) and further concerns are highlighted regarding inadequate parking near Main Street for people to use the shops.

A number of submissions suggest the provision of additional car parking within the town centre and inside Castletown gates to attract tourists to the town as well as Castletown House.

MTO 4.1

It is suggested that the requirement of MTO4.1 for 'permanent durable surfaces to all public and private car parking facilities' may not be necessary in all cases. For example, grass protection mesh is used as a surface at Farmleigh House, which would be appropriate.

It is also suggested that objective MTO4.1 be amended to read as follows; 'To ensure the provision of permanent, durable and permeable surfaces to all public road and private car-parking facilities'.

Chief Executive's Response

Constraints in the transportation network that are highlighted in submissions and observations are acknowledged. Celbridge has grown significantly over the last two decades around a historic road and bridge network. While a number of significant upgrades and improvements have been delivered in tandem with new development (inc. enhanced bus and rail services and a number of important local road connections) the capacity of the transportation network to support significant future growth is limited.

The Local Area Plan seeks to provide a framework that will support the development of an enhanced transport network to support sustainable growth and a transition towards more sustainable modes of travel, such as walking, cycling and public transport.

A number of submissions raise concerns in relation to the capacity of the existing transport network to accommodate growth. Chapter 8 and Map 8.1 Transport and Movement set out a framework to support the sustainable growth and development of the town, enhanced connectivity between north and south and a transition towards more sustainable modes of travel by identifying a number of strategic connections for pedestrians, cyclists, buses and vehicles. A new crossing of the River Liffey will be critical to support all major development proposals in Celbridge and this is reflected in Chapter 8 Movement and Transport and Map 8.1 of the LAP.

Having regard to the range and depth of issues raised in submissions and observations, it is proposed to include an objective in the LAP for the preparation of a Transport Management Plan (including a Public Transport Accessibility Strategy) to support the sustainable growth and development of the

town. The Transport Management Plan will include recommendations for the phasing of development on the basis of the timely delivery of strategic infrastructure. It is considered that no development should occur in KDA 5 Simmonstown until such time as a new bridge crossing is under construction as this infrastructure required to support the extent of development now proposed at this location⁹. All other major development proposals will require a Traffic Impact Assessment to assess the capacity of the transport network to support the proposed development. This is addressed in the recommendations listed under Submission No. 1.

New street connections shown on Map 8.1 will be phased in conjunction with new development to provide access to new communities and increase connectivity in the transport network. Local Permeability Improvements will be considered in existing areas to improve walking and cycle access to local services and public transport stops. It is proposed to omit reference to projects identified on Map 8.1, and to insert a new overarching objective that supports the delivery of improvements, in consultation with the community.

The Council will also consider the feasibility of preparing a Special Development Contribution Scheme under Section 48 of the Planning and Development Act 2000 (as amended) to support the preparation and implementation of the Traffic Management Plan. This is addressed in the recommendations listed under Submission No. 1 also.

In relation to submissions in relation to the quality of public transport services, the Council is not responsible for the provision of public transport services. Census 2011 data¹⁰ indicates that of those commuting for employment 12% travel within Celbridge, 20% travel to Dublin City Centre, 11 % travel to South Dublin, while 22% travel to employment locations on the western periphery of Dublin along the M50. This pattern is replicated in a number of settlements in west Dublin and north Kildare. The Council will engage with the NTA as the Public Transport Licensing authority in relation to the provision of public transport services that enhance access to the existing rail stations and serve major employment destinations.

In relation to the future bridge location, Chapter 8 Objective MTO 3.10 seeks to facilitate the construction of a new vehicular crossing between the Clane Road and Newtown Road within either of the two protected corridors shown on Map 8.1. There are limited crossing options available in Celbridge and the corridors on Map 8.1 have been protected over the previous LAP period (2010 LAP refers). While the proposal outlined in one submission to locate a school site within the protected corridor is noted, the omission of this objective from the LAP is premature pending the completion of a route selection option for the roadway and bridge and would seriously prejudice the delivery of an integrated transport solution for town of Celbridge. It is proposed to insert an objective into the LAP to initiate a route selection process for the bridge.

The revised zoning strategy proposed in response to the issues raised in the statutory submissions from DHPCLG, NTA and TII (including a reduced quantum of New Residential zoning at KDA 4 Oldtown, omission of New Residential zoning at KDA 5 Crodaun and omission of the objective for a Western Link Road) address issues raised in relation to the extent of development to the west / north of Celbridge and the possible impacts of development and of the proposed Western Link Road on the area.

⁹ Refer to RPS, Celbridge River Crossing Feasibility Report 2015 for details of network constraints in this area.

¹⁰ POWSCAR

In relation to issues raised in relation to traffic management and car parking, these issues will be considered as part of the proposed Transport Management Plan.

In response to issues raised in relation to local road objectives, the objectives shown on Map 8.1 are considered necessary to support the future growth and development of Celbridge and to provide for a more connected street network. New connections must be designed in accordance with DMURS, with a preference for "streets" that accommodate cars, pedestrians and cyclists within residential areas. The alignments shown are indicative and will be subject to detailed design at a later stage.

Chief Executive's Recommendation

Proposed Alteration No. : Delete objective MTO1.7

~~**MTO1.7:** To improve permeability for pedestrians and cyclists between existing residential areas and key destinations within the town particularly at the following locations:~~

- ~~a. The Glade towards Willowbrook Park~~
 - ~~b. The Walk towards Willowbrook Grove~~
 - ~~c. The Walk towards Willowbrook Lawns~~
 - ~~d. Priory View and Grove to Church Road~~
 - ~~e. Ballymakealy Grove to North Kildare Educate Together School~~
- ~~Additional locations as part of the development of the KDAs have also been identified. For the detail and specific location of these see KDA briefs included in Chapter 12.~~

Proposed Alteration No. : Insert new Objective under MT1:

To deliver "Local Permeability Improvements" in consultation with the community, to improve access to local shops, schools, public transport services and other amenities.

Proposed Alteration No. : Amend Policy MT3

MT3 - ~~Transportation~~ **Roads**

Proposed Alteration No. : Amend Policy Objective MTO3.4:

~~To require a Traffic Impact Assessment (inc. Mobility Management Plan) for all major traffic generating developments~~ *To ensure that all significant development proposals for the KDAs are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014. The requirement for TIA will be determined on a case-by-case basis.*

Proposed Alteration No. : Amend objective MTO3.6:

To require all new developments to comply with the recommendations of the Design Manual for Urban Roads and Streets (DMURS) *and National Cycle Manual*, or any subsequent relevant publication.

Proposed Alteration No. : Delete MTO3.9

~~To facilitate the construction of a Western Link road from Maynooth Road to the Oldtown Road in tandem with the development of KDA 4 and associated lands and to protect this route from development in the interim.~~

Proposed Alteration No. : Include New Objective under MT3:

To initiate a route selection process for a new vehicular bridge crossing of the River Liffey.

Proposed Alteration No. : Insert new objective under MT3

To require all road development to be undertaken in accordance with the 'Principles of Road Development' as set out in Section 5.8.3 of the Transport Strategy for the Greater Dublin Area 2016-2035.

4.8 INFRASTRUCTURE (CHAPTER 9)

Main Issues Raised

Infrastructure

It is suggested that the strategic objective for Infrastructure should be changed as follows: “To enhance the infrastructural assets of Celbridge *in advance of new development* to ensure the town is well positioned to accommodate growth”.

It is stated in numerous submissions that infrastructure in Celbridge cannot cope with the current population and adding to this would only further burden the community. The existing deficits must be addressed prior to any new development, with a proper plan in place for water, wastewater, roads and public transport. If not, no new development should occur. Numerous submissions indicate the need for additional infrastructure to be delivered before or in tandem with new houses (including KDAs) – in particular water, wastewater, public transport and roads. New development should be self-sufficient in terms of infrastructure. One submission states that there is a lack of any guarantee that improvements to services and infrastructure will happen in tandem with the delivery of new housing. Will water and wastewater infrastructure and traffic impact assessment be carried out prior to new development?

9.1 Water

Low water pressure and water supply is raised as an issue in numerous submissions. A large number of submissions (approx. 130) raise concerns regarding low water pressure specifically in Ballygoran and that this must be addressed in advance of proposals for new housing and a school. Residents suffer from water stoppages annually and low water pressure will be exacerbated by new development.

KCC must be committed to supporting the successful delivery of water services including remedial works to existing networks and to say that the Council is ‘supporting Irish Water’ is detached from the real matter. Irish Water has indicated there are limitations in Celbridge. There should be no new connections until a review has been carried out. Recent reductions in water pressure seemed to be as a result of construction at Oldtown Mill and on the Maynooth Road.

In light of the high abstraction rate from the River Liffey for the region, any proposed housing and industry would only increase the occurrence of ‘stressed conditions’ with consequential high water abstractions in this low capacity, water fragile region. Until such time as a new water abstraction project is approved and completed for the region, water abstraction from the Liffey to cater for additional houses and industry would be unsustainable and detrimental to the natural habitat of the upper Liffey environment.

One submission states that there is too much fluoride in the water.

9.1.2 Wastewater

The Waste Water Treatment Plant at Leixlip is overloaded. Planned upgrades must be carried out in advance of new development. A clearer plan needs to be outlined regarding capacity levels and quality of the wastewater networks in each local area to support projected development. The existing water supply and sewerage network is under pressure and capacity for the allocated increase in housing units should be confirmed. Can the waste infrastructure cope with the new development in KDA4? Clarity is sought regarding what the identified constraints within the local waste water network are. Sewage spills have also occurred.

One submission states that Policy INF 1 should be strengthened to beyond ‘encouraging’.

The Action listed under Policy INF1 should be changed to an objective, i.e. pre-planning application consultation with Irish Water should be 'required' not 'encouraged'.

9.2 Surface Water Drainage

Any discharge to the Toni River is objected to.

9.3 Flood Risk Management

Numerous submissions raise concerns regarding flood risk in the town, stating that flood risk issues and flood prevention measures must be put in place before new development commences. There should be no development on flood plains.

The issue of potential flooding of historic buildings near Donaghcumper is raised and it is suggested that flooding in the Donaghcumper area has not been reflected on the flood risk assessment maps.

It is stated in some submissions that lands at Crodaun Forest Park regularly experience flooding and reduction in water pressure. Two submissions seek to have the property at 53 Crodaun Forest Park removed from Flood Zone B, a zone requiring a flood risk assessment of development proposals, as the property is elevated and is unlikely to be affected by flooding.

The proposed link road traverses flood plains in Kilwogan/Moortown. The alignment of the proposed western link road traversing lands located within a flood risk zone is objected to, and if constructed may give rise to the flooding of existing dwellings adjoining this area.

Building houses on existing flood plain/alleviation works along the Shackleton Road will result in devastating flooding in Oakley Park/Oldtown Road/Vanessa Close such as that of 2008. Extra surface/storm waters entering already overloaded systems would be a cause for concern.

9.4 Energy Supply and Communications

INFO4.2 should be updated to insist that all Broadband suppliers undertake a study of what is available and plan for any deficits. This study should be completed before the end of 2018.

Celbridge Tidy Towns welcomes INFO4.3 seeking the undergrounding of cables. Another submission states that overhead lines that pass through residential and recreational lands should be undergrounded before the end of 2019 and that INFO4.3 should be amended to clarify this.

One submission proposes that the Action under INF4 ('To liaise with EirGrid in relation to the rationalisation of transmission infrastructure and/or underground routing of overhead power lines in Celbridge') should be worded as per policy of T3 of the Celbridge LAP 2010 ('To liaise with the ESB to investigate and encourage where possible the ducting and continued underground routing of overhead power lines in Celbridge, in tandem with other work programmes, such as road resurfacing and footpath construction works') as it actively encourages underground routing rather than rerouting of overhead power lines.

This submission queries what the LAP proposes in relation to upgrading the current electricity supply to support the additional housing proposed.

9.5 Solid Waste

It is suggested that Section 9.4 be amended as follows: "Recycling facilities for glass and cans are located at Tesco car park, Supervalu and Celbridge GAA Club. ~~Other suitable sites will be identified~~

over time. Kildare County Council will commence a project before the end of 2017 to identify other suitable sites, as current facilities are already working over capacity”.

One submission raises concern regarding a recycling facility being located near Castletown Demesne near Exit 4, M4.

Chief Executive's Response

Water and Wastewater

Kildare County Council intends to work in close collaboration with Irish Water in ensuring the satisfactory delivery of Irish Water's Service Programme as it relates to Kildare including Celbridge (see also Chief Executive's Response and recommendation in relation to Submission No. 1). There are strong policies contained in the County Development Plan that ensure proposed developments can only proceed where there is adequate wastewater services available and the issue of discharge are a matter for Irish Water. Applicants for multi-unit developments are advised to consult with Irish Water regarding available capacity prior to applying for planning permission. A land use plan cannot 'require' this consultation to take place as it relates to third parties. Irish Water took over responsibility for public water and wastewater services from local authorities with effect from 1st January 2014 and it is now the responsible body for the operation of public water services, including abstraction from the River Liffey. A new water supply for the Eastern and Midlands Region has been identified by Irish Water and this is undergoing its own public consultation process (See Section 142(v) of the County Development Plan 2017-2023). Fluoride in public water is not a matter for a land use plan. No change recommended.

Flood Risk Management

Regarding submissions, which recommend not building within flood plains, guidance is taken from the Planning System and Flood Risk Management: Guidelines for Planning Authorities. The Guidelines recommend that a Flood Risk Assessment be carried out to identify the risk of flooding to land, property and people. Accordingly, a Strategic Flood Risk Assessment was carried out for Celbridge (based on the most up to date and best available flood data) and informed the contents of the plan. The SFRA includes justification for any zoning which reflects development which for historical reasons is within the flood plain and proposals to rezone land within the floodplain. The SFRA also recommended the inclusion of policy objectives to manage flood risk in Celbridge. No change recommended.

Energy Supply and Communications

The Local Area Plan is not in a legal position to require Eirgrid to underground existing overhead cables, nor to place a timeframe on this to happen. The Council can liaise with Eirgrid to encourage this and it is a policy of the Council to pursue same. No change recommended.

Solid Waste

Objective INFO4.2 (to provide a civic amenity recycling centre) adequately addresses the requirements for new solid waste facilities over the lifetime of the plan. The location of the 'U' zoned land at the M4 exit is not within the Historic Landscape Area as designated in the Draft LAP and considered to be a suitable distance from Castletown House to avoid any visual impact. In this regard, any Part 8 development will be subject to a public consultation process. No change recommended.

Chief Executive's Recommendation

No change recommended.

4.9 BUILT AND NATURAL HERITAGE (CHAPTER 10)

10.1 HISTORICAL BACKGROUND

A significant number of submissions oppose any development, which will impact negatively on Castletown House which include the lands looking onto Castletown as these lands are a tourist asset to the town and its heritage and many state that Oakley Park and Donaghcumper should be protected with no new buildings to be proposed.

Numerous submissions identify the importance of the historical town of Celbridge for tourism, green belt, views and suggest the development of Castletown as an amenity for the town. Suggestions for rewording for Section 10.1 is made and states that it would be more accurate to reword along the following lines: 'William Connolly acquired the Dongan estate of over 1700 acres in 1709 and in 1722 Conolly built a Palladian styled mansion on a part of those lands, the 550 acre Castletown Demesne, in close proximity to the location of the 17th century Dongan house.

One submission states that the largely intact condition of the demesnes of Castletown House, Donaghcumper and St. Wolstan's presents an opportunity to deliver the aim of the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 to deliver a regional park.

A modern development at Donaghcumper will detract from the character of Kildrought House, a structure identified as being of regional importance in the National Inventory of Architectural Heritage.

10.3 ARCHITECTURAL HERITAGE

10.3.1 Record of Protected Structures

TABLE 10.2

A number of submissions raise concerns regarding the composition of Table 10.2 and states that there is no logical structure to the location of entries.

One submission identifies listed monuments within Castletown that have been omitted from Table 10.2 Record of Protected Structures, these are:

1. Louisa Temple (B11-14)

3. The submission also objects to the removal of the Gazebo from the list while the remains of the Gazebo still await rebuilding (which was a condition of its demolition).

One submission requests that for 2023, the Conolly Arms gate to the Steward's House in Castletown Estate Woods be added to the list of protected structures.

One submission requests the reformulation of the entry in the Record of Protected Structures as the description as a former school has ceased.

The submission requests the following entry:-

Manor Hotel: -

'Structure and Location: 'Celbridge Manor Hotel (Former Collegiate School), Clane Road, Celbridge. 'Description': Hotel (Former School)'.

Policy BH2 – Protected Structures

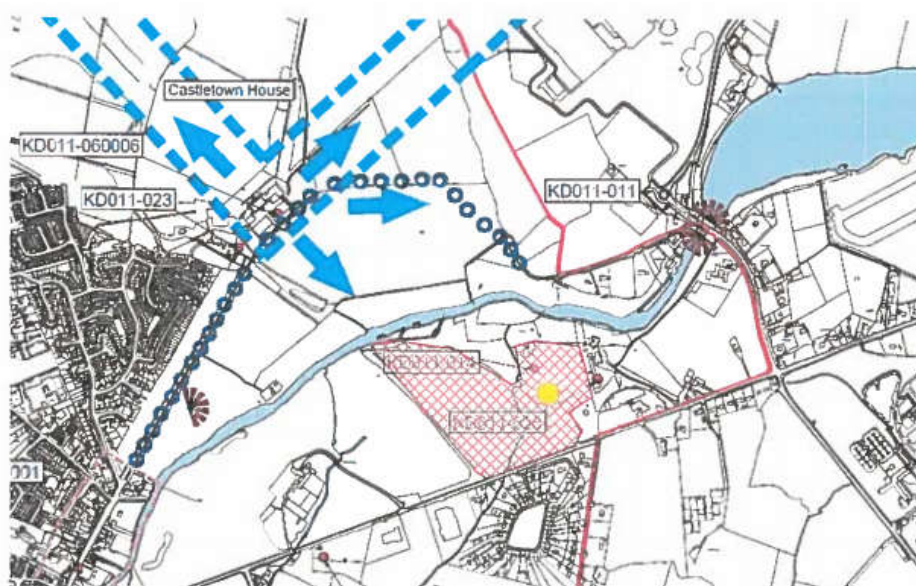
Celbridge Tidy Towns welcomes policy set out in BH2 and highlights inconsistency with KDA2.

The submission notes the RPS review for Celbridge in 2015 and notes the decision to omit the Demesne from the RPS. The submission states that this should have been replaced in the register by the inclusion of the attendant grounds. The attendant grounds are omitted from policy BH2 on p.51 but are included in the objectives BH2.

One submission, in relation to BH 2, highlights the potential through the collaboration with Celbridge Community Council / Community Centre and leveraging assistance from relevant sources, for improvement of the Mill building (known as the Long Shed) adjacent to the Main Street.

A number of submissions reference the wording of policy BH2 – Protected Structures and Objective BH02.1 and requests the reformulation of the written objective to allow a degree of flexibility with regard to development that may take place within the curtilage of and attendant grounds of protected structures. One submission states that structure reference B11.23 and B11.40 for part of one house and states that Kildrought House should have the walls, railings; pedimented carriage entrances and garden listed and structures relating to Castletown are dispersed across the table.

One submission states there is a Protected Structure located on the ground of St. Wolstan's which is not indicated in the LAP. A letter accompanies the submission from the Development Applications Unit of the DAHG, which refers to a Recorded Monument KD011-014.



BH02.2:

BBH02.1 and BH02.2 are welcomed.

A number of submissions requests the inclusion of the following objective *'To actively carry out maintenance of listed monuments in the ownership of Kildare County Council to correct the decay into which they have fallen and to prevent further decay'*.

10.3.2 Architectural and Landscape Conservation

A number of submissions contend that the designation for KDA 2 proposed are inconsistent with and contradict the overall objectives of the plan namely, the statement at 10.3.2 of the plan.

10.3.2 (i) Candidate Architectural Conservation Area's

Policy BH3 – Architectural Conservation Areas

A number of submissions suggest the best form of protection for the single landscape of heritage value is to designate it as an ACA and the submission recommends to amend BHO 3.1 and suggest the inclusion of *'The collective demesnes of Castletown, Donaghcumper, and St. Wolstan's, including all associated buildings, gates and walls, which in the case of Castletown includes the Church at the entrance gates, the gate lodges, former school buildings on the Slip and the associated Gates and railings. (ii) The Main Street....etc'*. Many more seek to have the composite designed landscape as

defined by the historic demesnes of Castletown, St. Wolstan's and Donaghcumper designated as an Architectural Conservation Area as the proposed Historic Landscape Area as identified in the draft LAP is considered to have no statutory basis and would not provide the same level of protection as an ACA.

A number of submissions welcomes policy set out in BH3 and the proposed action under Policy BH3 to work with and assist owners of buildings within the proposed ACAs is welcomed.

BHO3.1:

A number of submissions welcome the designation of the proposed ACA and suggest that the Council should accelerate the proposals to designate the ACA.

10.3.2 (ii) Historic Landscape Areas

A number of submissions raise concerns regarding proposals to build on the historical designed landscape of Donaghcumper at KDA2, which comprises historic landscape areas and character areas identified in KCC's own study (undertaken by Dr. Finola O'Kane Crimmins and Dr. John Olley in 2006) would directly contradict and undermine this important recognition of the collective integrity of the landscapes and demesnes of Donaghcumper, St Wolstan's and Castletown as a whole and meriting protection in their entirety. The O'Kane/Olley study further noted the importance of 'panoramic views' and the 'visual connections to the wider landscape'. Concerns were also raised regarding the SEA's own assertion in 4.9.2 Landscape and Visual: *'The historic demesnes of Castletown, St Wolstan's and Donaghcumper to the east of the town centre comprise designed landscapes made up of parklands, river walks, ruins and structures which collectively form the landscape setting of Castletown House and its associated riverside walks. ... These historic landscapes are connected by the Main Street and the River Liffey, which unifies these landscape elements so that they form a single landscape of heritage value. While the houses and associated structures are protected through inclusion on the RPS, the composite landscape setting of the historic houses, the town centre and the River Liffey warrants protection in its own right'*.

A significant number of submissions (1800 approx.) object to proposals for KDA 2 at Donaghcumper and suggest that it be removed entirely. It is put forward that the lands in the demesne, as defined by the boundary wall and the River Liffey, should be rezoned Open Space and Amenity and the 150 residential units should be redistributed within the plan area and state that no statutory protection has been afforded to the demesnes surrounding the town. Objective TCEO1.1 should be amended accordingly by deleting reference to lands "to the east of Main Street at Donaghcumper".

One submission states that the current draft LAP has considerably reduced the amount of developable land with the removal of the entire residential zoning objective to the east of Donaghcumper House and significant reduction of the lands zoned to facilitate the town centre extension. The submission states that the draft LAP imposes further restrictions on the future development of the lands through the inclusion of a Historic Landscape Area Specific Zoning Objective and an exceptionally wide area of Strategic Open Space along the banks of the River Liffey. The submission requests that a compromise be achieved in order to facilitate the viable development of Donaghcumper Demesne and respond to the national policy imperative to bring forward housing sites.

In relation to Policy HLA 1 – Historic Landscape Areas HLAO 1.1 footnote 9 a number of submissions suggest that same be omitted as there is no rationale for its inclusion.

The reasons for objection to KDA 2 are, it is argued, incompatible with the preservation of the Liffey Valley, its ecology, historic landscapes, views and prospects; the visual impact, noise and light pollution will destroy the amenity value of the walks around Castletown; it is contrary to the vision expressed in the plan to protect and enhance built and natural heritage and green infrastructure assets; it will be an eyesore when viewed from Castletown House; impact on rural character; vistas will be lost; the lands form part of Celbridge's tourism product; is at odds with the historic demesnes of Castletown, Donaghcumper and St. Wolstan's; the largely intact condition of these demesnes presents an opportunity to deliver a regional park (aim of RPGs); there are existing vacant units on the Main Street and at St. Wolstan's Shopping Centre; residential areas are better served by the convenience shopping developments and associated car parking facilities located outside the retail core; mixed use development would detract from the landscape setting to the historic town and adjoining demesnes; it will give rise to increased traffic which cannot be facilitated on the existing road network; previous An Bord Pleanála refusal for development here on grounds of principle; modern development at Donaghcumper will detract from the character of Kildrought House; it will undermine the viability of the historic town centre; the construction stage impacts on mammals and bird populations; the proposed landscape screening of development is considered inappropriate; potential flooding of historic buildings near Donaghcumper as a result of new development on a flood plain; it would draw commercial activity away from the Main Street; The World Health Organisations connection between good design and health- in this context it does not make sense to undermine the amenity value of the KDA 2 lands.

It would also impact detrimentally on the development of a Liffey Park Valley from Leixlip towards Newbridge and beyond. The submission recommends that this area be used exclusively as an amenity area connected by footbridge to the town centre and with the provision of a supervised playground close to the town centre with playing fields / recreational amenities on the higher area while retaining the integrity of a walk / cycle-way along the riverbank.

It is suggested that Celbridge Abbey and Oakley Park be included within the ACA area as these are historic buildings, which contribute strongly to the heritage of the town.

Policy HLA1- Historic Landscapes Areas

HLA01.1:

A number of submissions contend that the designation for KDA 2 proposed is not consistent and are contradictory with the overall objectives of the plan namely, the statement at 10.3.2 of the plan which refers to Historic Landscape Area.

10.3. 2 (iii) Scenic Routes & Views

In relation to 10.3.2(iii) Scenic Routes and Views a number of submissions propose the inclusion of the additional views to maintain the views from Castletown House to the River Liffey and across the Liffey to the linked demesnes of Donaghcumper and St. Wolstan's, and to maintain views from the paths within the curtilage and attendant grounds of Castletown House.

- Axial views between Castletown House and the Connolly Folly;
- Views between Castletown House and the Wonderful Barn;
- Views from the House to the river and across the back parterre;
- Views from the House and demesne across the river and to the linked demesnes of Donaghcumper and St. Wolstans;
- Views from the main avenue to the river, up and down the river to Celbridge and New Bridges (sic) and across the river to the linked demesne of Donaghcumper;
- Views from the paths within the demesne to the river and across to the linked demesnes of Donaghcumper and St. Wolstans;

- Views from the house to the river and beyond and across the back parterre'
- 'Views across the river upstream and downstream and to the linked demesnes of Donaghcumper and St. Wolstan's
- 'Views from the main avenue to the river towards Castletown and Celbridge village and across to the related demesne of Donaghcumper, and from the main avenue up and down the river to Celbridge and New Bridge'

Chief Executive's Response

As noted previously in this report, a significant number of submissions were received in relation to the protection of the historic designed landscapes associated with Celbridge, specifically Donaghcumper. Research has been undertaken in relation to the review of the historic landscape of Castletown, Donaghcumper and St. Wolstan's demesnes, the boundary of the River Liffey Valley character area as defined in the Kildare County Development Plan and the characteristics of the site. It is important to note that whilst the town centre expansion lands form part of the Donaghcumper demesne, they do not form part of the designed parkland / pleasure grounds historically associated with Donaghcumper House. Equally, the lands are not considered a key part of the 'gothic' landscape along the River Liffey or the landscape setting of the historic houses at Castletown and Donaghcumper. As such, it is considered that the lands to the west of Donaghcumper House have the capacity to absorb development without undermining the character of the town and the surrounding demesnes whilst providing potential for the delivery of the strategic open space along the River Liffey. The character areas that inform the ACA boundary are described in Appendix 1 of the Draft LAP and include the Main Street, Celbridge Mill and surrounds, English Row, Tea Lane and Big Lane. These areas are made up of a collection of buildings, many of which are not worthy of inclusion on the Record of Protected Structures but contribute to the character of an area that is of value. In this regard, the proposed ACA boundary seeks to protect the character of these areas specifically. The Architectural Heritage Protection Guidelines published by the Department of the Environment, Heritage and Local Government advise that *'the boundaries of a candidate ACA should make physical, visual and planning-control sense. It may be necessary to refer back to the core characteristics of the area in order to establish the most appropriate boundary lines. The choice of boundary may be influenced by considering the importance of the various views into and out of the area, but it is not necessary to include all territory encompassed by such views.* The boundary of the proposed ACA as indicated in the LAP is not finalised and will be subject to review prior to formal designation by way of variation of the County Development Plan. This review will include a more detailed analysis of the character areas identified and their boundaries and will involve a further period of public consultation.

In relation to concerns regarding the level of protection provided under the draft LAP by the proposed Historic Landscape Areas and the non-statutory nature of the policies and objectives in relation to same, it is considered that HLA1 provides adequate protection for these special landscape areas whilst planning for the sustainable future of the town of Celbridge. It should be noted that both Castletown House, St Wolstans House and Abbey and Donaghcumper House are Protected Structures and all of these structures including their associated service buildings and structures and their attendant grounds are afforded appropriate protection by way of their protected structure status.

It is suggested that the lands in the vicinity of Celbridge Abbey and Oakley Park be included in the proposed ACA. Attention is drawn to the inclusion of both Celbridge Abbey and Oakley Houses on the Record of Protected Structures and in this regard, both houses and their attendant grounds are

afforded appropriate protection by way of their protected structure status. In addition, their inclusion in the Historic Landscape Area with specific policy and associated objectives within the plan will ensure appropriate protection.

It is acknowledged that a number of submissions highlight issues regarding potential visual impact of development at KDA 2 on the landscape and properties in the vicinity of Donaghcumper. In this regard, the Draft LAP under objective SRVO1.2 requires the preparation of a Visual Impact Assessment for developments that may affect the special character and visual amenity of scenic routes and views as part of the planning application process.

In relation to requests for additional views to be listed in the Draft LAP, the Council recognises the need to protect the character of the county by protecting views and Table 14.5 of the County Development Plan lists the specific scenic routes, which provide views of the landscape of the county. In this regard, it is not considered appropriate to list additional views as part of the Local Area Plan process.

The concerns raised in relation to the format of Table 10.2 (Extract from the RPS) are noted. In this regard, the table is presented in numeric order as structures in Celbridge appear in the Record of Protected Structures in the County Development Plan. It should also be noted that the statutory process for making additions and deletions to the RPS is undertaken through the County Development Plan and not through the LAP process. In relation to the submissions regarding errors and omissions in the RPS extract, the list as presented is consistent with the record of Protected Structures in the County Development Plan and no alterations are proposed at this time. Furthermore, it should be noted that the Record of Protected Structures and the RMP (Record of Monuments and Places) are independent records and KD011-014 appears on the RMP listed in table 10.4 of the Draft LAP.

In relation to the suggestion, to include provision in the Draft LAP for collaboration with local stakeholders in relation to policy BH2 to protect and enhance protected structures, it is considered that the plan provides adequate support for such projects and channels such as LEADER funding or Conservation or Heritage Grants are the appropriate mechanisms for such collaboration.

Chief Executive's Recommendation

No change recommended.

4.10 GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES (CHAPTER 11)

Main Issues Raised

It is suggested that the strategic objective for Green Infrastructure & Strategic Open Spaces be changed as follows: "To protect and enhance Green Infrastructure assets and create an interconnected network of parks, open spaces, demesne lands and watercourses in Celbridge ensuring that all members of the community can access them at a convenient distance from their homes and places of work".

11.1 GREEN INFRASTRUCTURE

Many submissions support the protection and management of habitats along the River Liffey and state that KCC should protect the environment.

A number of submissions quote Green Infrastructure and Open Space Objectives within the LAP and raise concerns that the proposed zoning of KDA 2 to Town Centre is in conflict with these objectives and suggest that the zoning of land for amenity and open space would go some way to redressing a shortfall of amenity space for proposed population growth in the town.

One submission welcomes objective Policy GI1 and section 11.3. One submission also states that green infrastructure must be protected and augmented in proportion with future residential and industrial development in the town.

11.2 HABITAT MAPPING

A submission opposes the removal of the large portions of hedgerows bounding the Oldtown Mill estate which would result in the destruction of the wild plant and animal species and their habitats. Another submission addresses a portion of land to the rear of Ballygoran Court, which forms part of KDA 4 Oldtown. The submission notes that the lands have been identified for housing and requests that same be reconsidered given the ecological value of the wooded area which is located within KDA 4. The submission highlights that this is an area, which is of historic value and states that there are many species evident in the area.

One submission requests the inclusion of the following objective in the Celbridge LAP as follows: *'Preparation and implementation of a management plan for Castletown Estate Woods in compliance with the national Code of Best Forest Practice.*

GIO 1.5:

It is suggested that GIO1.5 label should be added to the 'New Pedestrian / Cycle' Objectives' marked on Map 8.1 to correlate the text of the LAP with the map. It is noted there are no maps for Sections 7 or 11 of the LAP.

11.3 OPEN SPACES

A number of submissions state that public parks need a Parks Department in KCC, as currently there aren't sufficient services to maintain parks in the Celbridge Leixlip area.

A large number of submissions state that Castletown provides a wonderful open space resource for Celbridge and state that Castletown is not sufficient on its own as the main area of open space as it comprises an extremely important demesne landscape much of which has been restored by the OPW at considerable cost to the State. Donaghcumper forms part of the landscape setting for Castletown and is an important designed historic landscape in its own right. Donaghcumper should be zoned for open space and amenity to complement Castletown and provide scope for a greater range of outdoor activity in keeping with preservation of its historic features.

Celbridge Community Council supports opening up the River Liffey for enjoyment by the population as stated in Section 4.5 but there does not seem to be a correlating objective.

Numerous submissions states that the green area around Liffey Valley, Castletown, St Wolstans and Donaghcumper should be maintained and the Council should ensure these areas are protected from development, through their use as green space for allotments and / or community gardens.

A large number of submissions suggest that development of amenity uses such as playing pitches, a playground and riverside walkway and cycle track are required in Celbridge.

Policy OS1 - Open Spaces

One submission requests the addition of a statement of commitment by KCC to pursue proactively the provision of additional public space. A number of submissions ask that consideration be given to the potential to develop the quarry area adjacent to the Hazelhatch Road as an amenity.

One submission recommends the inclusion of a dog park in the plan.

Objectives

Celbridge Tidy Towns welcomes policy OSO1.3, OSO 1.5 and OSO1.6 and asks that the word 'inappropriate' is removed from OSO1.6

It is suggested that a new objective be included in relation to Open Spaces as follows:

- OSO1.7: To liaise with St. John of Gods to secure access to the existing paths in the grounds of Celbridge Abbey for the public and with other stakeholders to secure access to other grounds bordering on the Liffey.
- OSO1.8: To require playgrounds, outdoor fitness equipment and other play spaces and equipment in accordance with the advices of the play & recreation survey performed by Kildare County Council.

The submission from Castletown Action Group refers to various sections of the Draft LAP as they relate to Castletown House, Tourism and Open Spaces within the town. The submission suggests that in support of the policies and objectives outlined in the Draft Plan that an additional objective be included under MT1 of the plan as follows;

'To maintain the existing public right of way through Castletown Demesne along the River Liffey from Parsonstown, Newbridge area at Batty Langley Lodge to Celbridge Main Street as marked in yellow on accompanying maps '.

Chief Executive's Response

The proposal to provide access-for-all in relation to green infrastructure and open space is generally supported. However, it is inappropriate to include reference to access in the strategic vision for Green Infrastructure as access-for-all may not be possible in every instance for reasons relating to health & safety, topography, protection of habitats, trespass etc and same is generally addressed at a project level.

The masterplan for KDA2 includes the integration of a public open space along the southern side of the River Liffey, which promotes access to this green infrastructure route. The extent of the town centre expansion lands has been informed by a review of the historic landscape of Castletown, Donaghcumper and St. Wolstan's demesnes, the boundary of the River Liffey Valley character area

as defined in the Kildare County Development Plan and the characteristics of the site. Castletown Demesne is a significant public amenity for Celbridge and surrounding area. The policies and objectives of Chapter 11 and the Design Concepts for KDAs contained in Chapter 12 provide for the protection of green infrastructure in future developments.

In relation to the woodlands to the rear of Ballygoran Court and the request to protect same, as a result of amendments outlined in the response to the Submission No. 1 DHPCLG, proposals for KDA 4 have been amended and it is now proposed to zone the woodland 'Agriculture'. No further change recommended.

The suggestion regarding the inclusion of an objective to maintain the public right of way through Castletown Demesne along the River Liffey from Parsonstown, Newbridge area at Batty Langley Lodge to Celbridge Main Street is noted. The inclusion of an objective relating to the preservation of a specific public right of way is provided for under Section 14 of the Planning & Development Act, as amended. The procedure is specifically linked to the review of the County Development Plan, not a Local Area Plan. The Kildare County Development Plan 2017- 2023 includes an objective RAO 12 "To seek to identify, list and map public rights of way in County Kildare that give access to seashore, mountain, lake shore, riverbank or other places of natural beauty or recreational utility over the lifetime of the plan and to provide for the preservation of such public rights of way". Similarly, access into private property at Celbridge Abbey is not an issue for the local area plan and whilst the Council supports same, it is not proposed to include an objective in this regard.

While the Council would be supportive of the preparation of a Castletown Estate Woods management plan, the land in question is in the ownership of the OPW and therefore Kildare County Council would not be in a position to implement such a plan. No change recommended.

In relation to requests for an objective regarding playgrounds and outdoor fitness equipment to be in accordance with the advices of the play & recreation survey performed by Kildare County Council, it is considered that adequate provision has been made in Chapter 14 of the Kildare County Development Plan 2017-2023.

The establishment of a Parks Department is an operational matter and not one to be addressed in a land use plan.

The Plan provides for the integration of public open space throughout the KDAs and therefore it is considered that provision will be made for new communities and the Council will pursue opportunities to expand and enhance the Strategic Open Spaces network separately. It is further considered that the zoning objectives for Castletown House, Donaghcumper and St. Wolstan's are specific to the character and uses of each demesne and no change is recommended.

In the interests of clarity, it is agreed that OSO1.6 be amended to avoid duplication of phrases.

Chief Executive's Recommendation

Proposed Alteration

To amend OSO1.6:

To maintain and protect, from inappropriate development, the greenbelt between Leixlip, Celbridge and Maynooth ~~from inappropriate development.~~

4.11 URBAN DESIGN & KEY DEVELOPMENT AREAS (CHAPTER 12)

Main Issues Raised

12.2.1 KDA 1 – St. Raphael's (Oakley Park) Master Plan

Public consultation is sought as part of the masterplanning process intended for this KDA. Suggestions were also made to develop a cultural hub at this location and to reserve new housing for the elderly / provide sheltered housing only as well as the pedestrianisation of this KDA.

12.2.2 KDA 2 – Donaghcumper

A significant number of submissions (ca. 1800) are opposed to the proposed KDA / Town Centre Expansion zoned lands at Donaghcumper on the grounds that development would negatively impact on the setting / views of Donaghcumper House, the town centre, Castletown House and the River Liffey. (See also Sections 4, 5 & 10 of this report)

Several submissions sought the restriction of building height in this KDA to two storeys whilst one submission sought clarification on the permissible density of development on these lands.

12.2.4 KDA 3 – Ballyoulster

Submissions relating to this KDA sought provision for the expansion of the cemetery at Donaghcumper to include car parking facilities due to the traffic congestion generated on the Dublin Road during funerals, the omission of the vehicular access to the primary and post primary school from the Shinkeen Road and the omission of the residential area to the north of the Primrose Hill estate. Access to the Primrose Gate estate from this KDA is also opposed. The need for a park and playground in this area was also highlighted in submissions.

Agents for the receivers of Maplewood Developments sought modifications to the KDA Design Concept to include a larger area for the school site and to show lands between the new road objective and the Loughlinstown road as being residential on the Design Concept graphic in accordance with the land use zoning map. This submission also noted that the area of the local parks shown in the Design Concept graphic exceeded the public open space requirements of the County Development Plan. This submission sought to have the title of the KDA Design Concept in figure 12.2 of the Draft LAP amended to *Indicative* KDA Design Concept.

12.2.5 KDA 4 – Oldtown

The majority of submissions relating to this section are opposed to building heights, densities and house types (courtyard / duplex housing) permissible within the Oldtown Key Development Area (KDA 4) on the grounds that they are inconsistent with the established pattern of residential development in the town and would give rise to overshadowing and overlooking of existing properties and security issues. The negative impact of the western link road on the rural character of the area was also raised as an issue.

Construction traffic associated with the development of KDA 4 was also cited as a cause for concern in submissions.

A number of submissions were also opposed to the development of a new primary school at Oldtown as it would give rise to increased traffic congestion in the area.

Agents for O'Flynn Construction welcome the urban design objectives for KDA 4. However, agents for Aterna Developments seek the reconfiguration of the proposed local park to the north of the

Oldtown Road to facilitate a more equal distribution of the local park between landholdings. Agents for the representatives of the late Sarah Sheridan sought to have the alignments of the proposed western link road modified to align with the R403. The possibility of undergrounding / rerouting overhead power lines is also sought to provide for more rational development blocks.

12.2.6 KDA 5 - Crodaun (Maynooth Road Gateway)

Submissions sought the omissions of KDA 5 from the plan on the grounds that new development would give rise to noise and light pollution, negatively impact habitats and views, and would not conform to the objective to develop a landscaped edge on the Maynooth Road.

Submissions regarding the proposed parks in the Crodaun KDA (KDA 5) sought commitment within the text of the LAP that 3 no. parks are proposed at Crodaun as well as locating the open space away from back of existing housing to discourage anti-social behaviour.

A submission on behalf of the landowners of the lands at Crodaun states that the public park to the east of the Maynooth Road should not extend to the lands to the west where it would be traversed by the proposed western link road. This submission seeks the provision of centrally located open space incorporating existing hedges and tree lines and a buffer along the Maynooth Road.

12.2.7 KDA 6 – Simmonstown

This KDA was welcomed by one submission whilst another submission sought a reduction in the density and building heights permissible in this KDA.

Chief Executive's Response

KDA 1 – St. Raphael's (Oakley Park) Master Plan

The draft LAP outlines a requirement for a masterplan to provide an overarching context for redevelopment in KDA 1 and sets out broad parameters for a masterplan for St. Raphael's (KDA 1). The Planning Authority, as part of the development management process will consider the detail of the masterplan and opportunities for the public to engage will be afforded as part of the statutory planning application process.

The town centre land use zoning objective for KDA 1 provides for a range of appropriate uses on these lands. It is not considered appropriate to require the development of a cultural hub / housing for the elderly at this location as this would be unduly specific. Cultural uses and housing for the elderly are permissible in principle within town centre zoned lands.

KDA 2 – Donaghcumper

The Donaghcumper Key Development Area (KDA 2) provides for the development of public parkland between the town centre expansion zoned lands and the River Liffey. The development of KDA 1 will be contingent upon landscape proposals that integrate new development into the landscape setting of the town, the River Liffey and adjoining demesnes. It is a requirement of the plan that development proposals are subject to a visual impact assessment. Proposals which would have a negative visual impact on the landscape will not be permitted. The plan also identifies a building height parameter of 2–3 storeys generally. Buildings in excess of 2 storeys will be subject to careful consideration by the Planning Authority. It is not considered appropriate to prescribe residential densities on town centre zoned lands as flexibility will be required in order to achieve a mix of uses.

A significant area has been identified in the plan for the expansion of Donaghcumper cemetery. It is noted that additional lands are required by the Department of Education to deliver primary and post primary schools in KDA 3. It is considered appropriate to provide for road connections from the

primary and post-primary school site to the Shinkeen Road in order to integrate proposed new schools and the overall Key Development Area into the town. Residential development north of the Primrose Gate residential estate is also considered appropriate given the proximity of the lands to the town centre. Whilst connections from the Primrose Gate estate to new residential areas are desirable in order to integrate existing and new development they are not a specific objective of the LAP.

KDA 3 – Ballyoulster

Requests to have minor modifications made to the KDA 3 Design Concept to reflect the land use zoning map as regards the requirement for a larger school site than that indicated on figure 12.2 are accepted and amendments to facilitate same are proposed. The local parks as shown on the KDA graphics are indicative of appropriate locations only. Such local parks are strategic in nature and independent of the requirement for the provision of public open space. Any planning application for development within the designated KDA shall be in accordance with the Kildare County Development Plan standards as it relates to public open space in addition to the delivery of the local park.

KDA 4 – Oldtown

The densities permissible in KDA 4 - Oldtown are consistent with the Guidelines for Sustainable Residential Urban Areas (published by the Department of the Environment, Heritage and Local Government: 2009) and provide for traditional housing typologies for the greatest part. Courtyard and duplex typologies are encouraged along Priory Square Road only in order to ensure appropriate building frontage along this route. As KDA 4 has now been reduced to an area south of the Oldtown Road the provision for 2-3 storey building heights in this KDA will not negatively impact on existing residential areas. However, the provision for residential densities of 35-40 units per hectare is no longer appropriate as it is recommended to reduce the quantum of residential zoned land at Oldtown and omit objectives for a new school and parks. Concerns regarding the proposed western link in KDA 4 are noted and will be addressed through the omission of same. Construction traffic associated with KDA 4 will be restricted to the main road network and subject to appropriate conditions as part of the development management process.

Submissions regarding the alignment of the Western Link Road and the configuration of proposed parks are no longer relevant as it is recommended to omit the proposed western link road and reduce the extent of KDA 4 as a result of the Chief Executives response and recommendation in relation to Submission No. 1 DHPCLG.

The issue regarding the undergrounding of overhead power cables are noted and the Chief Executive draws attention to Section 17.7.5 .

KDA 5 - Crodaun (Maynooth Road Gateway)

Concerns regarding the negative impact of development at KDA 5 – Crodaun are noted. Whilst the impact of this KDA on the local environment is not considered significant, the lands within KDA 5 are proposed to be rezoned as 'Green Belt' as a result of the Chief Executives response and recommendation in relation to Submission No. 1 DHPCLG.

KDA 6 – Simmonstown

The range of building heights permissible in the Simmonstown KDA is considered appropriate for suburban areas. The impact of increased building heights on existing residential properties shall be

subject to detailed assessment as part of the development management process at which stage further restrictions on building height may be imposed as necessary.

Chief Executive's Recommendation

Proposed Alteration

Amend Figure 12.2 to include lands southeast of Donaghcumper cemetery as part of the primary and post primary school site.

Proposed Alteration

Omit KDA 5 at Crodaun from the plan (as a result of the Chief Executive's response and recommendation in relation to Submission No. 1 DHPCLG).

Proposed Alteration

Consequential text amendments relating to the proposed alterations to key development areas are as follows;

12.2. KEY DEVELOPMENT AREAS

~~Six~~ Five Key Development Areas (KDAs) have been identified in Celbridge as follows:

- KDA 1 St. Raphael's (Oakley Park): Town Centre ~~Extension~~ Expansion
- KDA 2 Donaghcumper: Town Centre ~~Extension~~ Expansion
- KDA 3 Ballyoulster: New Residential Area
- KDA 4 Oldtown: New Residential Area
- ~~KDA 5 Crodaun: New Residential Area~~
- KDA ~~6~~ 5 Simmonstown: New Residential Area

Design briefs have been prepared to guide development in KDA's 2, 3, 4 and ~~5~~ ~~and 6~~.

Proposed Alteration

12.2.53 KDA 3 – BALLYOULSTER

Built Form

The development of this KDA should reflect the established pattern of development in the area. Site layouts should seek to fully integrate the identified primary and post primary school sites. School buildings should be designed to front onto new streets and spaces so that they contribute to the streetscape and the character of this KDA.

A mix of housing types that range from two to three storeys in height is encouraged. Landmark / feature buildings should be provided along prominent routes and at key junctions in order to provide for legibility and variety in the urban environment and to reinforce the proposed hierarchy of streets and spaces. *This site will accommodate a minimum density of 35 units per hectare.* ~~This site will accommodate medium density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable.~~

Proposed Alteration

12.2.54 KDA 4 – OLDTOWN

The Oldtown KDA is located to the west of the town and is bound by the R403/~~Shackleton Road~~ ~~Priority Square distributor road~~ and the ~~Oldtown Mill housing estate~~ to the east, ~~the Ballygoran Court housing estate~~ ~~the Oldtown Road~~ to the north and agricultural lands to the south and west. ~~The Oldtown Road traverses this KDA.~~ This KDA is approximately ~~59.1~~ 15.7 hectares (*including a 2ha site identified for Community and Educational Uses*) in area and is currently in agricultural use. An overhead power line traverses the southern portion of the KDA.

Vision

A new residential community area, including a primary school site with local parks that integrates with its surroundings whilst having its own unique character and a strong sense of place.

Connectivity/Movement

This KDA is traversed by a proposed 'Western Outer Link Road' that will link the R403 (Clane Road) to the R405 (Maynooth Road) and R449 (Leixlip Road) at Crodaun. The sections of the proposed link road through KDA 4 shall be provided in conjunction with development. The primary means of vehicular access to this KDA will be via this arterial street. Secondary access roads should be provided from the established road network. Site layouts should provide for the integration of new streets with existing and future developments on adjoining lands. *Access to this KDA shall be from the Shackleton and Oldtown Road and should provide for an extension of the street network into lands west of this KDA in the long term.*

Streets and spaces should provide for a cycle and pedestrian friendly environment with designated cycle lanes along the proposed arterial street. The Oldtown Road also presents an opportunity to develop a connection back to the town centre that prioritises cycle and pedestrian movement. A permeable and integrated street network shall be a key requirement of development proposals.

Built form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the Draft Kildare County Development Plan 2017-2023). Site layouts should seek to fully integrate the identified primary school site into the urban structure of the neighbourhood. School buildings should be designed to front onto new streets and spaces so that they contribute to the streetscape and the character of this KDA. ~~Local retail units of a scale appropriate to a local centre will be required along the proposed arterial street as part of phase 2 of the overall development of the site.~~

A mix of housing types that range from two to three storeys in height is encouraged. Landmark /feature buildings should be provided along prominent routes and at key junctions to provide for legibility and variety in the urban environment and to reinforce the proposed hierarchy of streets and spaces.

~~Development fronting onto the proposed arterial street should provide for continuity and enclosure across the different landholdings. Three storey terraces are considered particularly appropriate along this route. Development along the Shackleton Road Priory Square Road and Oldtown Road should also provide for good road frontage and an appropriate set back. Innovative design solutions such as courtyard housing, duplex typologies and end of terrace units with frontage onto both a local street and Priory Square Road are encouraged.~~

This site will accommodate a minimum density of 35 units per hectare. This site will accommodate medium density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable.

Landscape and Open Spaces

~~Neighbourhood parks can make a significant contribution to the amenity value and identity of a place. A minimum of 6 hectares of the Oldtown KDA lands shall be reserved for neighbourhood parks. At least one park should be provided on the lands to the north and the south of the Oldtown Road. These parks should provide for both passive and recreational activities and should be well integrated into the urban structure of the neighbourhood.~~

Public open space shall be provided in accordance with the open space standards of the Kildare

County Development Plan 2017-2023. Existing landscape features such as tree lines and streams should be integrated into open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.

Proposed Alteration

12.2.75 KDA 65 – SIMMONSTOWN

The KDA at Simmonstown is located between Hazelhatch Park and Temple Manor residential estates to the north east and south west respectively. The lands measure approximately ~~16.8~~ 39 hectares in area and are currently in agricultural use. The lands are accessible from the Newtown / Ardclough Road. An overhead power line traverses the ~~southern~~ northern portion of the KDA.

Vision

A residential area including a primary school that consolidates the southern environs of Celbridge ~~and~~, establishes an attractive edge to the town *and provides for improved access to the Hazelhatch Road and train station.*

Connectivity/ Movement

Vehicular access to this KDA should comprise ~~an arterial~~ *a link* street that connects the Newtown / Ardclough Road to the R405 (Hazelhatch Road) via Callenders Mill. A second point of access off the Newtown / Ardclough Road is desirable. Provision should *also* be made for a *future road* connection to the ~~lands to the south west of the KDA with a view to providing access onto the~~ Newtown / Ardclough Road, south of ~~the~~ Chelmsford *residential* estate, ~~in the longer term~~. New streets and spaces should provide for a cycle and pedestrian friendly environment with designated cycle routes along ~~arterial~~ *link* streets. A permeable and integrated street network shall be a key requirement of development proposals. All roads and streets should be designed in accordance with DMURS.

Built Form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. Development proposals shall safeguard the remains of ~~an existing ringfort~~ *discovered* and ~~any~~ undiscovered archaeology on the lands located within this KDA. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the ~~Draft~~ Kildare County Development Plan 2017-2023).

A primary school site shall be reserved to the ~~south east~~ *centre* of this KDA and should be integrated into the site layout of future development proposals. Design proposals for a new school should ~~provide frontage onto the proposed arterial street and~~ should make a positive contribution to the character of this area.

A mix of housing types that range from two to three storeys in height is encouraged. Landmark / feature buildings should be provided along prominent routes and at key junctions to provide for variety and legibility in the urban environment and to reinforce a hierarchy of streets and spaces. This site will accommodate medium to low-density residential development in the order of ~~30~~ 35 units per hectare. ~~However, where the quality of the design and layout is particularly high, a maximum density of 35 40 units per hectare may be achievable.~~

Landscape and Spaces

It is a key requirement of this KDA that the site of the ringfort identified on the Record of Monuments and Places be integrated into a public open space and that an appropriate buffer is established around the ringfort (Department of Arts, Heritage, Rural, Regional and Gealtacht Affairs will advise at detailed design stage). This space will provide a unique focus for this new residential area.

Development proposals should maintain the established building set back on the Newtown / Ardclough Road with areas of public open space being provided to the front of the site. A landscaped edge should be provided to the south ~~east~~ of the site with a view to integrating new development into the landscape.

Existing landscape features such as tree lines should be incorporated into public open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.

Proposed Alteration

Minor Text Amendments to KDA Design Concept Graphics

Amend all legends for KDA Design Concepts as follows:

~~Arterial Road / Street~~ *Link Road / Street*

~~Secondary Road / Street~~ *Local Road / Street*

~~Pedestrian / Cycle Route~~ *Pedestrian & Cycle Route*

~~Local Park / Strategic Open Space~~ *Local Park / Open Space*

Include *Road Bridge* and associated graphic in legend

4.12 IMPLEMENTATION (CHAPTER 13)

Main Issues Raised

One submission raises concern regarding the implementation of the Planning & Development (Housing) Act 2016 and how phasing and masterplan areas will be addressed through this process.

It is suggested that there should be a mid-term status report in 2020 for the LAP and an Evaluation Report at the end of the plan period. A review in light of the National Planning Framework – Ireland 2040 strategy would also be worthwhile.

It is suggested that the wording in Section 13.5 be changed as follows: “The purpose of the phasing is to ensure that infrastructure, facilities and amenities are provided together with new residential development *before any new residential development, or at a minimum before any new dwelling units can be populated*”.

13.4 LAND USE ZONING MATRIX

The submission made on behalf of the owners of Celbridge Manor Hotel states that the hotel lands are zoned ‘Commercial and Tourism–*To support established commercial and tourism / leisure related uses*’. There is no objection in principle to the zoning objective, however there are concerns with regards to categorisation of uses proposed in the new Land Use Zoning Matrix and the changes made from the previous zoning Objective K *Residential / Commercial – “To encourage a mix of residential and commercial uses”*. No uses are “permitted in principle” in the zone. The submission requests those uses that are tourist related e.g. Hotel, restaurant, pub, tourist related facility, cultural uses/library be reclassified. The submission highlights that uses which are currently ‘open for consideration’ are now ‘not permitted’ under the new proposed zoning. The submission requests ‘nursing home’, ‘residential’ and ‘school’ should be reclassified ‘open for consideration’. Objective ED02.8 is *“To promote and support tourist led diversification on sites that are zoned for commercial and tourism development”* and the potential of these lands for development could be constrained by absence of any uses being ‘permitted in principle’ and ‘open for consideration’.

One submission references lands at the Glen in Oldtown Mill, which are zoned agricultural, and queries whether these can now be used for residential/commercial/retail use.

Another submission states that the ‘Commercial and Tourism’ zoning objective for The Orchard is welcomed along with the policies and objectives (BHO2.2 and EDO2.5) reflecting a flexible attitude to the future uses for St. Wolstan’s House as part of any restoration. However, it is suggested that the land use matrix be adjusted to allow for ‘Retail Comparison’ and ‘Restaurant’ to be permitted in principle rather than open for consideration under ‘Commercial and Tourism’ zoning. This is suggested to allow The Orchard to be expanded into the grounds of St. Wolstan’s to create a lifestyle destination. It is also suggested that the zoning matrix should be adjusted to include an additional column to reflect uses allowable under the Historic Landscape Area (HLA) zoning objective to bring clarity to the type of land uses allowed to encourage sustainable use of St. Wolstan’s House by including more commercially viable development compatible with sensitive landscape setting. Specifically, it is further suggested that hotel/guesthouse/hostel, workshop/craft use, restaurant and shop (comparison) would be permissible use under the HLA zoning objective and warehouse/store/depot should be open for consideration.

Many submissions refer to the zoning of land at Donaghcumper. It is suggested that the lands at Donaghcumper be zoned Open Space / Amenity to serve the recreational needs of the town and the land use zoning objective for the Donaghcumper and St. Wolstan’s demesnes changed to Open

Space and Amenity as per Castletown demesne. One submission objects to the provision for residential development at Donaghcumper and suggests a 'Commercial and Tourism' or a 'Community and Educational' land use zoning objective for the lands. Another submission seeks to have lands behind the Donaghcumper cemetery reserved for the future expansion of the cemetery and car parking. One submission, made in respect of lands at Donaghcumper and St. Wolstan's Shopping Centre on the Dublin Road (Supervalu), welcomes the zoning of the subject lands as "N – Neighbourhood Centre", and requests that this zoning objective remain in the adopted Celbridge Local Area Plan 2017 – 2023.

The land use zoning matrix should be amended for the 'Agriculture' zoning to include Low Density Residential Housing and Age Friendly and Dementia Friendly Housing as 'Permitted in Principle' or 'Open for Consideration'.

The proposed designation of a Neighbourhood Centre at Celbridge Shopping Centre (Tesco) is not reflective of its role in the retail hierarchy of Celbridge and this matter should be reviewed with the Celbridge Shopping Centre being designated as a District Centre or provided with a site specific objective. The removal of comparison uses the Celbridge Shopping Centre would be contrary to the Retail Planning Guidelines, 2012 which encourages the provision of small units, including comparison uses in locations such as this where they are located adjacent to a convenience retailer. There are permitted comparison uses in the Celbridge Shopping Centre and the proposed amendments will have the effect of creating a non-conforming use at this location which is contrary to good planning practice. It should also be acknowledged that the flood risk issues associated with the Town Centre zoned lands has resulted in the situation whereby it may be difficult to deliver any medium or high order comparison uses in the Town Centre zoned lands. As such comparison uses should be permitted on sites outside of the Town Centre with a requirement for a sequential test.

13.5 PHASING

A large number of submissions state that development must take place on a phased basis. Numerous submissions seek to have major infrastructure including a second vehicular bridge crossing delivered in advance of new development.

In relation to KDA 3 Ballyoulster, one submission welcomes the proposed land use objectives for new residential and community and education uses. However, the following issues are highlighted: the phased development of KDA 3 is contingent upon the provisions of a pedestrian and cycle bridge over the River Liffey on third party lands; the lands which form KDA 3 are proximate to the town centre and will not benefit significantly from the provision of the proposed bridge in this regard; this phasing requirement could give rise to undue delay in the provision of housing on these lands; and the requirement for pro-rata childcare is inconsistent with ministerial guidelines and is potentially more onerous. The submission requests the following changes to the draft LAP:

- Omission of the phasing requirement for 'a new pedestrian and cycle link from Celbridge Main Street to the Dublin Road including a pedestrian and cycle bridge crossing of the River Liffey in KDA 2 to be completed prior to the commencement of development of dwelling units 350+ in KDA 3'
- Omission of the phasing requirement for 'pro-rata childcare provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101' in KDA 3. Pro-rata provision for remainder to be completed prior to the completion of development in KDA

There are concerns about the proposed public park located on the Maynooth Road and the link road to the M4 motorway as follows: it is adjacent to lands which are classified as 'protected views';

Castletown estate is already within walking distance of the proposed park; it has an isolated location on the periphery of the town which may lend itself to anti-social behaviour; there is already a park/cycleway/ walkway along the link road to the M4 which is utilised throughout the day and evening.

Another submission seeks that the draft LAP makes provision for the replacement, relocation or redevelopment of the St. John of God / St. Raphael schools.

A submission from the representatives of the late Mrs. Sarah Sheridan states that approximately 13.3 hectares of lands at Ballymakealy Upper are located within the proposed Oldtown KDA 4 and are zoned New Residential. The submission seeks to have the proposed phasing requirements for KDA 4 omitted from the plan or alternatively the inclusion of all of the Sheridan lands within Phase 1 of the phasing schedule.

13.5.1 KDAS

In KDA3 Ballyoulster, open space should be provided sooner than commencement of dwelling units 350+ as there is already an absence of accessible parklands, playgrounds and play space generally. It is suggested that a pro-rata portion of the required infrastructure be put in place for every 50 dwellings.

In KDA4 Oldtown it is suggested that the link road from the Clane Road to the Maynooth Road should be required to be completed before commencement of phase 1 (first 450 dwellings) as there is already traffic gridlock in Celbridge.

In KDA 5 Crodaun it is suggested that no more than 200 dwelling units be built before the link road from the Clane Road to the Maynooth Road is completed.

In KDA6 Simmonstown, one submission outlines agreement that the vehicular bridge is a prerequisite for development at this location.

Chief Executive's Response

On enactment of the Planning & Development (Housing) Act 2016, planning applications for 100 or more houses will be considered in the first instance by An Bord Pleanála. The Board must consult with the local authority on each planning application. The Celbridge Local Area Plan 2017-2023 will be a statutory land use plan, and An Bord Pleanála will be required to have regard to the policies and objectives of same.

The extent and quantum of residential zoning at Oldtown KDA4 has been amended in the Chief Executive's response and recommendation in relation to Submission No. 1 from the DHPCLG. No further change recommended.

On publication of the National Planning Framework and subsequent RSES, the County Development Plan Core Strategy will be reviewed where required.

The use of infrastructure as a threshold for housing commencement is considered a reasonable and measurable standard that will ensure the timely delivery of infrastructure in tandem with housing. No change recommended to Section 13.5.

Zoning Matrix

It is agreed that the 'R: Commercial and Tourism' zoning objective should be amended having regard to the issues raised in the submissions. Guesthouse/Hotel/Hostel will be listed as 'Permitted in Principle'. There is sufficient land zoned 'Community and Education' and 'Residential/New Residential' to provide for schools and dwellings in the plan area. It is considered most appropriate to encourage Comparison Retail uses to Town Centre Expansion sites and therefore it is preferable that comparison retail remain as Open for Consideration in the R zone. Storage is considered reasonable where this is ancillary to a primary use and a note to this effect will be included in the zoning matrix.

The Historic Landscape Area is not a land use zoning objective and therefore it is not considered appropriate to include it in Table 13.3. No change recommended.

It is considered that the Open Space zoning at Castletown House provides a significant recreational amenity for Celbridge and its hinterland. Donaghcumper and St. Wolstan's have a different character and different existing land uses. On balance, it is considered that the zoning objectives proposed in the Draft LAP are appropriate. It is considered that the 'Town Centre' zoning objective for lands at Donaghcumper is appropriate sequentially and it provides for a range of appropriate uses on these lands. The Draft LAP provides land zoned 'E Community and Educational' to facilitate an extension to the cemetery at Donaghcumper in addition to schools provision. No change recommended.

It is agreed that nursing homes/housing for the elderly could be 'Open for Consideration' on lands zoned Agriculture where this involves the reuse or restoration of existing protected structures **only**. It is recommended to amend the zoning matrix to include a footnote to address same.

The Neighbourhood Centre zoning objective is considered appropriate at the Celbridge Shopping Centre. The plan seeks to encourage the location of comparison retailing on lands zoned 'Town Centre'. No change recommended.

Phasing

Phasing requirements for each KDA are set out in Section 12 of the Draft LAP.

In relation to KDA 3 Ballyoulster, it is considered important that later phases of development are supported by improved access to the services and facilities to the north / west of the town, and in particular to the Main Street area. In this regard it is considered that the phasing requirement for the new pedestrian / cycle connection should be altered so that development over 350 units is dependent on a new Pedestrian / Cycle Bridge or enhanced Pedestrian / Cycle facilities on the existing Liffey Bridge. In this regard, the proposed Transport Management Plan and Public Transport Accessibility Strategy will investigate pedestrian, cycle permeability within the town, and identify possible improvements for same.

The provision in relation to childcare as contained in the Draft Plan is considered reasonable, however, it is considered that the provision should be revised to pro-rata provision for dwellings 1-150 to be completed prior to the commencement of dwelling no 151 in KDA 3.

In relation to lands on the Maynooth Road at KDA 5, it is proposed to zone this area 'G Green Belt' in response to Submission No. 1. No further change recommended.

The concerns and sensitivities regarding the St Raphael's (St John of God) Complex in Celbridge and the services history with the town are noted. In this regard, it should be noted that the Draft LAP, whilst identifying the site as a KDA with potential for Town Centre Expansion, also states that the Council will continue to work with service providers and key stakeholders, including the St. John of Gods Trust, to support their operations in Celbridge. In addition, it is considered that the LAP supports the continued use of this site for community and educational purposes and also supports new retail, office, residential, community and amenity uses on this site, in conjunction with the consolidation of the community and educational uses on the site.

In relation to lands at Ballymakealy Upper, and in response to Submission No. 1 from the DHPCLG, KDA 4 has been significantly reduced (See Revised Zoning Map).

KDAs

The local park referred to in KDA3 is envisaged as a neighbourhood park additional to the public open space requirement within new housing estates. A case may be put forward at planning application stage to offset some of the 15% public open space requirement for development proximate to the park.

Having regard to the response to submission No. 1 from the DHPCLG, the phasing requirements for the Western Link Road and a Neighbourhood Park in KDA4 will be deleted.

In response to Submission No. 1 from the DHPCLG, it is recommended that KDA 5 Crodaun be removed from the Draft LAP. The phasing requirements set out in section 13.5.1 for KDA5 should be deleted.

Chief Executive's Recommendation

Proposed Alteration: Amend Table 13.3. Land Use Zoning Matrix as follows:

Land Use	A – Town Centre	B - Existing Residential / Infill	C – New Residential	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	G - Green Belt	N- Neighbourhood Centre	H - Light Industry and Warehousing	I - Agricultural	R – Commercial and Tourism	U – Utilities and Services
Amusement Arcade	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	N	O	N	O	Y	N	N
Car Park (other than ancillary car parking)	Y	N	N	O	N	N	N	O	O	N	N	O
Betting Office	O	N	N	N	N	N	N	O	N	N	N	N
Cemetery	N	N	N	Y	O	N	N	N	N	N	N	N
Community / Recreational/ Sports buildings	Y	O	O	Y	Y	N	N	O	N	N	O	N
Crèche/Playschool	Y	O	Y	Y	O	N	N	O	O	N	O	N
Cultural Uses/Library	Y	O	O	Y	O	O	N	O	N	N	N	N
Dancehall/Disco	O	N	N	N	N	N	N	N	N	N	N	N
Dwelling	Y	Y	Y	O ¹¹	N	N	N	Y	N	O ¹²	N	N

¹¹ Ancillary to health / community use to meet special accommodation needs

¹² In accordance with the Rural Housing Policy set out in the County Development Plan save structures addressed under BHO2.2

Land Use	A – Town Centre	B - Existing Residential / Infill	C – New Residential	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	G - Green Belt	N- Neighbourhood Centre	H - Light Industry and Workshops	I - Agricultural	R – Commercial and Tourism	U – Utilities and Services
Funeral Homes	Y	N	N	Y	N	N	N	O	N	N	N	N
Garage / Car Repairs	N	N	N	N	N	N	N	N	Y	N	N	N
Guest House/Hotel/Hostel	Y	O	O	Y	N	N	N	N	N	O ¹³	⊕ Y	N
Heavy Commercial Vehicle Park	N	N	N	N	N	N	N	N	Y	N	N	N
Hot Food take away	O	N	N	N	N	N	N	O	N	N	N	N
Light Industry	O	N	N	N	N	N	N	N	Y	N	N	N
Medical Consultancy / Health Centre	Y	O	O	Y	N	N	N	Y	N	N	N	N
Motor Sales	N	N	N	N	N	N	N	N	Y	N	N	N
Nursing Home/Housing for the Elderly	Y	Y	Y	Y	N	N	N	O	N	N	N ¹⁴	N
Offices	Y	O ¹⁵	O	O	N	N	N	O	N	N	O	N
Park / Playground	Y	Y	Y	Y	Y	Y	Y	Y	N	O	O	N
Petrol Station	N	N	O	N	N	N	N	O	Y	N	N	N
Place of Worship	Y	O	O	Y	N	N	N	O	N	N	N	N
Playing Fields	O	O	O	Y	Y	Y	Y	O	N	O	O	N
Pub	Y	N	O	N	N	N	N	O	N	N	N	N
Restaurant	Y	O	O	N	N	N	N	O	N	N	O	N
School	Y	O	O	Y	N	N	N	N	N	N	N	N
Shop (Comparison)	Y	N	N	N	N	N	N	N	N	N	O	N
Shop (Convenience)	Y	O	O	N	N	N	N	Y	N	N	O	N
Utility Structures	O	O	O	O	O	O	O	O	Y	O	O	Y
Warehouse/Store ¹⁶ /Depot	N	N	N	N	N	N	N	N	Y	N	N	N
Workshops /Small Scale Craft	O	O	N	N	N	N	N	N	Y	O	O	Y

¹³ Proposals of this nature shall be restricted to restoration projects and/or reuse of historic buildings subject to compliance with Development Management Standards of the CDP

¹⁴ *Save where proposals consist of projects that involve the restoration and/or reuse of existing protected structures*

¹⁵ Proposals of this nature shall be restricted to circa 100sqm

¹⁶ *Storage, which is ancillary to a primary use, will be considered on a case by case basis having regard to the zoning objective pertaining to the area.*

Proposed Alteration:

Amend Phasing for KDA3 in Section 13.5.1 as follows:

KDA 3 – Ballyoulster		
Type of Infrastructure	Description	Phasing
Town Centre pedestrian / cycle link	New pedestrian and cycle link from Celbridge Main Street to Dublin Road including bridge crossing of the River Liffey in KDA 2 <i>or improved pedestrian and cycle facilities on the existing Liffey Bridge.</i>	To be completed prior to the commencement of development occupation of dwelling units 350+ 351 in KDA 3.
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development in KDA3.
Local Park	Local Park to include landscaping, play facilities and green links.	To be completed prior to the commencement of development occupation of dwelling units 350+ 351 in KDA 3.

Proposed Alteration

Amend phasing for KDA4 in Section 13.5.1 as follows:

KDA 4 - Oldtown		
Type of Infrastructure	Description	Phasing
Western Link Road (Objective MTO3.7)	Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)	To be completed prior to the commencement of development on Phase 2 lands (c. unit 451+).
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in KDA4.
Open Space (Amenity and Recreation)	Completion of public park on lands zoned Open Space and Recreation including landscaping, footpaths and pitches.	To be completed prior to the commencement of dwelling no. 151 in KDA 4.

Proposed Alteration

Delete Phasing for KDA5 in Section 13.5.1 as follows:

KDA 5 – CRODAUN (MAYNOOTH ROAD GATEWAY)		
Type of Infrastructure	Description	Phasing
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development in KDA2.
Public Open Space	Completion of public park on lands zoned open space to the east of the R405 (Maynooth Road) to include playing pitches and landscaping.	To be completed prior to the completion of development to the east of the R405 (Maynooth Road).

Proposed Alteration

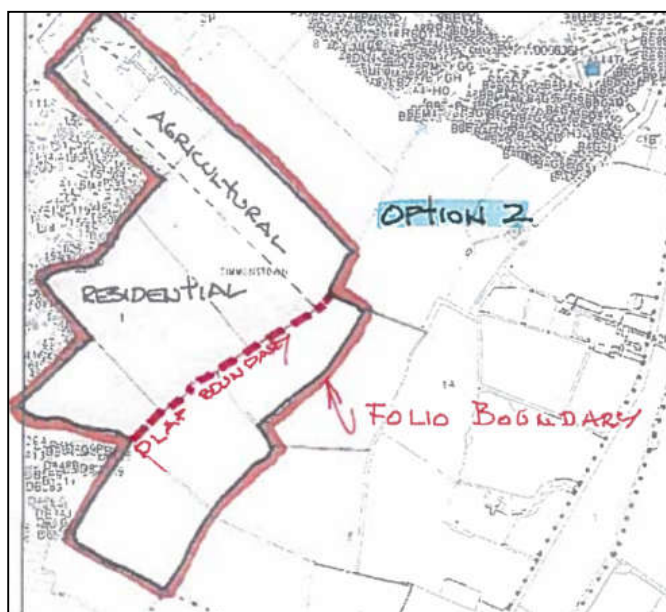
Amend Phasing for KDA6 5 in Section 13.5.1 as follows;

KDA 6 5 - Simmonstown		
Type of Infrastructure	Description	Phasing
River Liffey Vehicular Bridge and link road.	New vehicular bridge over the River Liffey and link road from the bridge to Simmonstown KDA .	To be completed prior to the commencement occupation of any development in KDA 5 .
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA6 5 . Pro-rata provision for remainder to be completed prior to the completion of development in KDA6 5 .
Open Space (Amenity and Recreation)	Local Park including play areas, footpaths and landscaping.	To be completed prior to the commencement of dwelling no. 151 in KDA 6 5 .

5. SUMMARY OF SUBMISSIONS THAT SEEK AMENDED ZONING AND CHIEF EXECUTIVE'S RESPONSE

The following is a summary of the submissions received, which specifically refer to the zoning of land.

5.1 KDA 6 SIMMONSTOWN (SUB. 70)



This submission refers to lands within and adjoining KDA 6 Simmonstown, as outlined in red. It is suggested that the lands zoned 'Agriculture' be zoned 'Residential' and that the land zoned 'New Residential' be zoned 'Agricultural'. This would facilitate the new roads objective, there would be no significant increase in the amount of land for new residential and the 'developable' lands would be in single ownership.

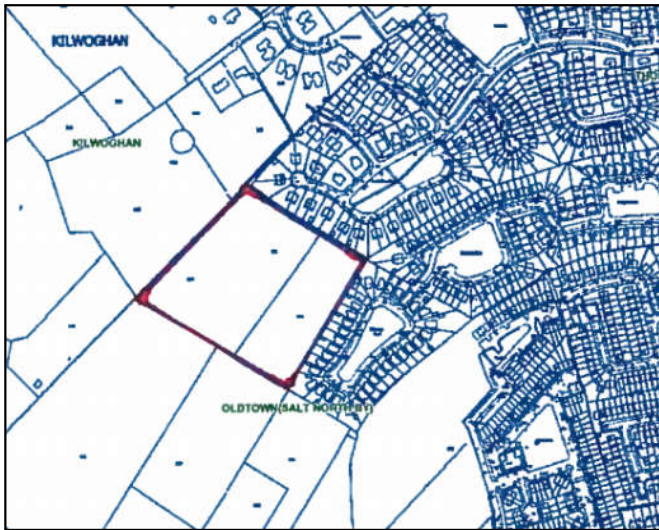
Chief Executive's Response

The revised zoning strategy outlined in response to Submission No. 1 refocuses development to the south and east of Celbridge. It is proposed to zone a significant portion (c. 7.8 ha) of the lands identified in Submission No. 70 "C" New Residential as part of the extended KDA 5 (Simmonstown). The quantum of land identified in the revised KDA is considered adequate to meet the Core Strategy growth allocation for Celbridge. It is noteworthy that lands identified in the submission to south of the Draft LAP boundary include lands that have an identified flood risk.

Chief Executive's Recommendation

Material Alteration addressed under response to Submission No. 1.

5.2 KILWOGHAN (1)/OLDTOWN (SUB. 74)



This submission requests the rezoning of lands (ca. 8 acres) at Kilwoghan/Oldtown from I – Agriculture to C – New Residential (as outlined in red). No rationale for this request was expressed in the submission.

Chief Executive's Response

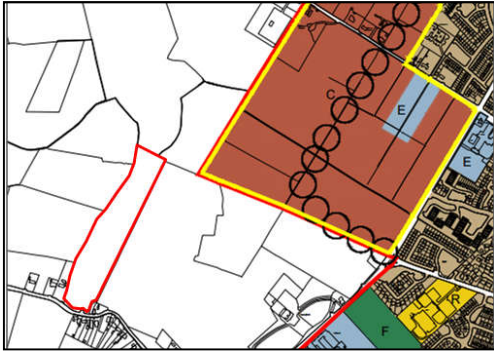
A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone lands at Kilwoghan/Oldtown from I – Agriculture to C – New Residential would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to the west of the town to meet the Core Strategy growth allocation for Celbridge over the Plan period. The subject lands are relatively peripheral to the settlement and it is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.3 BALLYMACKEALY UPPER (SUB. 82)



It is requested that ca. 5.68ha of land at Ballymakealy Upper, which is located outside of the LAP boundary, be zoned for New Residential purposes, Commercial or Light Industrial use. The major upgrades to services and road infrastructure required to facilitate development at this location could be addressed by a special contribution for same.

Chief Executive's Response

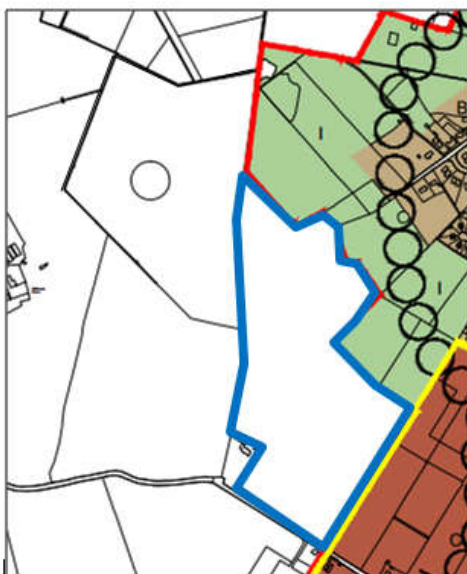
A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone lands at Ballymakealy Upper for New Residential purposes, Commercial or Light Industrial use would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to the west of the town to meet the Core Strategy growth allocation for Celbridge over the Plan period. The subject lands are relatively peripheral to the settlement and it is considered that there are adequate lands for residential and commercial development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.4 OLDTOWN ROAD (SUB. 105)



It is suggested that ca. 80 acres of land at Oldtown Road to the West of Celbridge town should be zoned for New Residential purposes as they are located close to existing residential areas, the traffic and access situation is advantageous with road frontage on the Oldtown Road, and existing mains services are located in the vicinity.

Chief Executive's Response

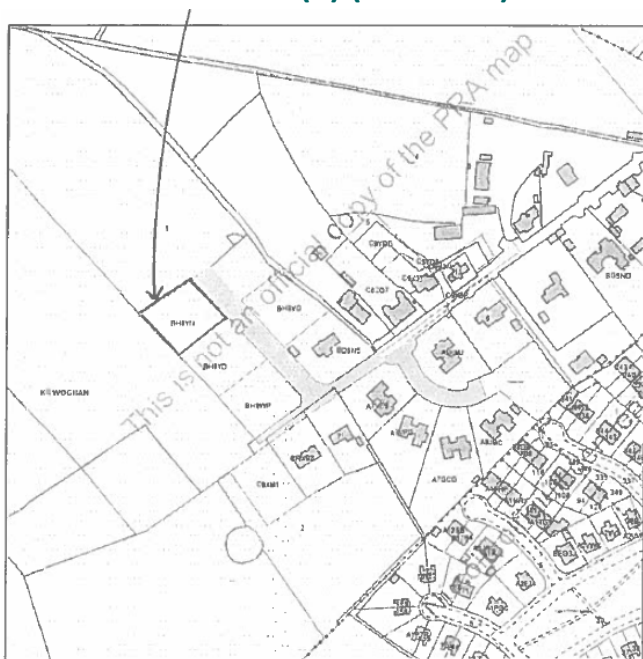
A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone lands at Oldcastle Road New Residential would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to the west of the town to meet the Core Strategy growth allocation for Celbridge over the Plan period. The subject lands are relatively peripheral to the settlement and it is considered that there are adequate lands for residential and commercial development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.5 KILWOGAN (2) (SUB. 177)



This submission seeks to have lands at Kilwogan that are located within the LAP boundary and traversed by a proposed road objective zoned 'New Residential'. The landowner has the intention to build a family home on the identified lands.

Chief Executive's Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town.

It is now proposed to omit lands at Kilwogan from the LAP area reflecting the revised focus to south. The proposed New Residential zoning on the subject lands would directly conflict with the revised

zoning strategy. It is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development. Proposals for family dwellings at this location will be assessed under Section 4.12 of the Kildare County Development Plan 2017 – 2023.

Chief Executive’s Recommendation

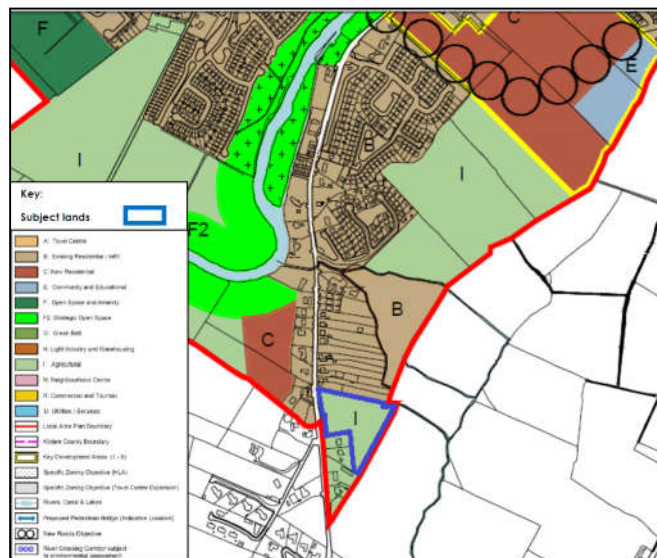
No change recommended.

5.6 NEWTOWN (SUB. 373)

This submission refers to lands located at Newtown to the south of Celbridge. It is suggested that these lands be zoned ‘New Residential’ (as per 2010 LAP) and not ‘Agriculture’ (as per 2017 Draft LAP). The reasons put forward for this zoning change are:

- The rationale for the proposed rezoning is unclear, having regard to the development context and the proposed residential zoning of other, less suitable sites.
- The site is fully serviced and has an extensive road frontage. It is located close to the town centre along a major approach road and, is suitable for residential development.
- The site adjoins residentially zoned land to the north and western boundaries and it bound by extensive residential development to the south
- The site has the potential to deliver approx. 50 no. dwellings as per the 30 units to the ha density standard.

The submission comprises an extensive case for maintaining a residential zoning on the lands under the following headings; rationale for de-zoning, appropriateness of current zoning, suitability of the site for development, strategic objectives of LAP and government policy. The submission contains a written statement and associated maps including site location map, zoning maps, Irish water drainage maps and map extracts from the LAP.



Chief Executive’s Response

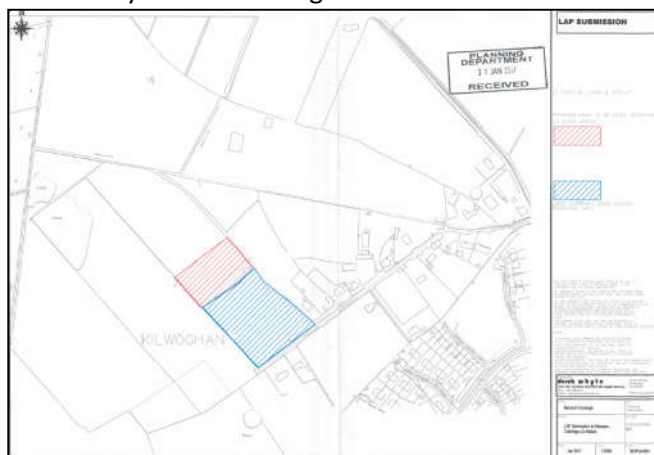
The subject lands are considered to be relatively peripheral to the settlement and to the rail node at Hazelhatch based on the current transport network. It is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.7 KILWOGAN (3) (SUB. 237)

It is sought to have 1.5 acres of land (as outlined in red below) zoned 'Residential'. The lands in blue are already zoned 'Existing Residential'. These lands are affected by MTO3.9.



Chief Executive's Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

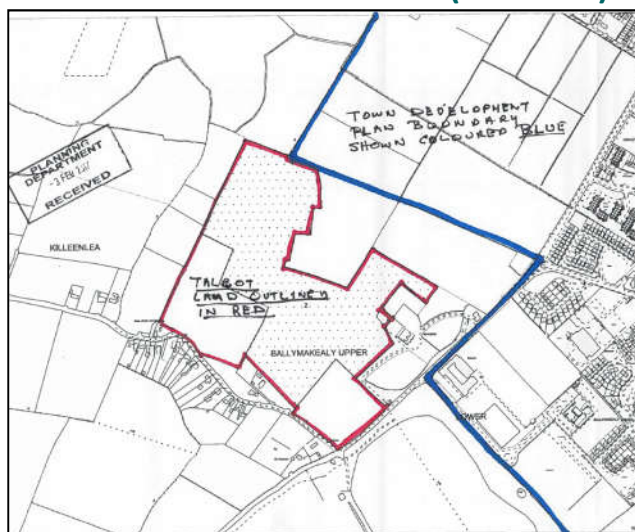
A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town.

It is now proposed to omit lands at Kilwogan from the LAP area reflecting the revised focus to south. The proposed Existing Residential zoning on the subject lands would directly conflict with the revised zoning strategy. It is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development. Proposals for family dwellings at this location will be assessed under Section 4.12 of the Kildare County Development Plan 2017 – 2023.

Chief Executive's Recommendation

No change recommended.

5.8 BALLYMAKEALY UPPER (SUB. 239)



This submission requests the inclusion of 22 ha of land at Ballymakealy Upper to be included within Celbridge Town Boundary and zoned Residential. The submission states the land is good quality land not subject to flooding. Access to the lands could be provided via an extension of the MTO3.9 objective.

Chief Executive's Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is proposed in response to the statutory submissions that significantly reduces the extent of residentially zoned lands to the north and west of the town and increased growth allocation to the south at Simmonstown and Ballyoulster. The request to zone lands at Ballymakealy Upper New Residential would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to the west of the town to meet the Core Strategy growth allocation for Celbridge over the Plan period. The subject lands are relatively peripheral to the settlement and it is considered that there are adequate lands for residential and commercial development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.9 ABBEY FARM (ADJACENT) (SUB. 241)



This submission relates to lands to the south and west of the Abbey Farm estate. The lands comprise approximately 17ha which are currently zoned 'I – Agricultural' and 'F2 – Strategic Open Space' in the draft LAP. This submission seeks to have approximately 7.3ha of these lands zoned 'C – New Residential' on the following grounds:

- The core strategy does not provide sufficient headroom with respect to the provision of residential zoned land in Celbridge as provided for by departmental guidelines on development plans and core strategies
- The majority of new housing provided for in the draft LAP is located within 4 key development areas which is considered prohibitive in terms of delivering the core strategy
- The lands are considered a more suitable location for residential development than the more peripheral KDAs identified in the draft LAP given their proximity to the town centre, existing schools and Hazelhatch train station
- The development of the lands would provide for approximately 150 dwellings and would help in alleviating the current housing crisis
- The development of the lands would provide for social housing as required under Part V of the Planning and Development Act and a crèche facility
- The planned development of the DART service to Hazelhatch station should be supported by accessible development
- The lands are accessible by road and environmental services and ready for development
- Provision has already been made for the extension of an existing distributor road through the Abbey Farm estate to the lands
- The development of the lands would facilitate the delivery of a roads objective and a bridge crossing the River Liffey to the west of the town and ultimately improved connections to Hazelhatch train station
- Bridgedale is proposing to construct and provide the section of the new link road from the junction with the North Kildare Educate Together School to the location at which it will meet a future bridge over the River Liffey or as much of this route as the Council wishes to have provided at this time
- The development of the lands would provide for improved pedestrian and cycle access to nearby schools from existing residential areas
- Reports prepared by consulting engineers indicate that the development of the lands would not add to current traffic congestion or require the upgrading of existing roads

- The development of the lands will facilitate the delivery of a linear park along the River Liffey
- Bridgedale are willing to transfer lands along the River Liffey bank to Kildare County Council for the development of a linear park
- Flood risk is restricted to the south eastern corner of the overall land holding where the affected lands can be incorporated into a linear park and continue to have a Strategic Open Space land use objective
- KDA 4 is at greater risk of flooding than the subject lands

The submission is accompanied by a copy of the submission made at pre-draft stage and an engineering report for the subject site.

Chief Executive's Response

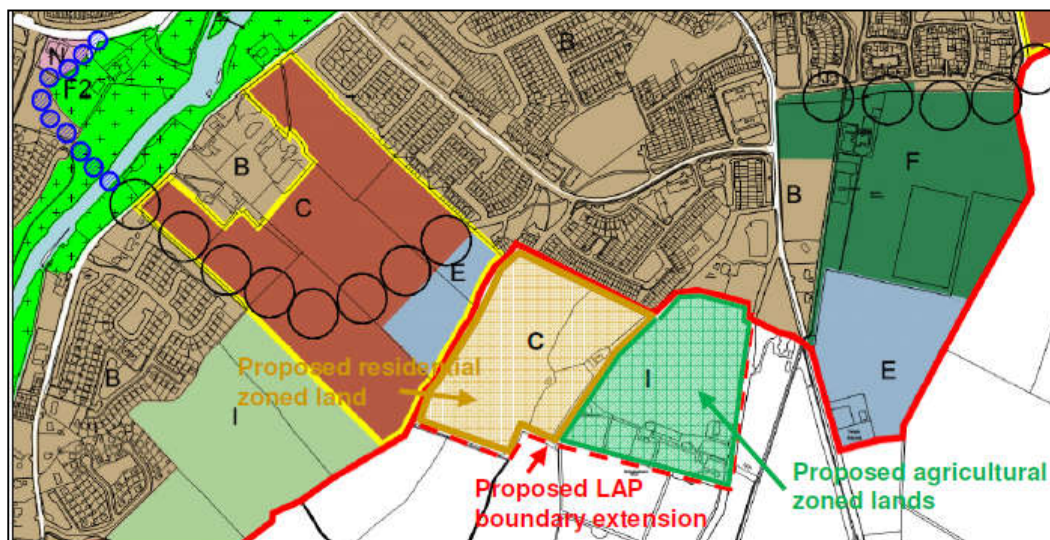
The subject lands are considered to be relatively peripheral to the settlement and it is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development. There are also concerns that residential zoning at this location would be premature prior to the completion of a route selection process for a new bridge crossing or crossings of the River Liffey and that the zoning of these lands, would prejudice the delivery of an integrated transport solution for town of Celbridge.

Chief Executive's Recommendation

No change recommendation.

5.10 LANDS AT SIMMONSTOWN (SUB. 251)

The submission requests that the LAP boundary be extended by including 7.9ha of land as 'New Residential' and additional 6.7ha of land as 'Agriculture' at Simmonstown as illustrated in the figure below.



Celbridge Estates are the owners of Simmonstown Stud and associated lands. The lands are currently located outside of the boundary of the LAP and are traversed by the Simmonstown Manor Road. A review of the stud and farm business has identified that there is capacity to restructure it to enable the lands to be incorporated into the LAP boundary. The subject lands are 1.1km from the town centre and within walking distance of Hazelhatch train station.

These lands could be incorporated into KDA 6. The three RMPs on this land (KD011-029, KD011-030 and KD011 – 16) can be incorporated into public open space in any future planning application. The submission raises a question of lack of clarity as to why these lands were not incorporated into the LAP boundary considering their proximity to public transport connections.

The drainage ditch at the southern extend of the lands subject to the residential rezoning have been subject to some minor historical flooding at the perimeter of the site. This area has been recently drained, and therefore does not preclude the land from being considered for rezoning.

These lands are serviced, have access from the public road network, are within single ownership, are closer to the town centre than KDA 3, 4 or 5, have excellent access to Hazelhatch railway, have pedestrian access to the town centre, access to the amenity of the river, are close to lands identified for educational purposes.

Chief Executive's Response

In order to provide an adequate housing supply over the Plan period to implement the core strategy, new housing lands needs to be brought forward. The lands (ca. 14.5ha) identified in the submission are strategically located relative to Celbridge Town Centre and Hazelhatch Train Station through the existing KDA 6 lands and are considered to have potential to accommodate a new residential district in accordance with the principles of sustainable development. In this regard, the additional land immediately south of KDA 6 has merit in terms of consolidation and the transition of development towards Hazelhatch Train Station in a logical manner having due regard to the extent of flood risk in the area. In this regard, it is considered reasonable to extend the KDA to include these lands in the KDA and zone same for New Residential development.

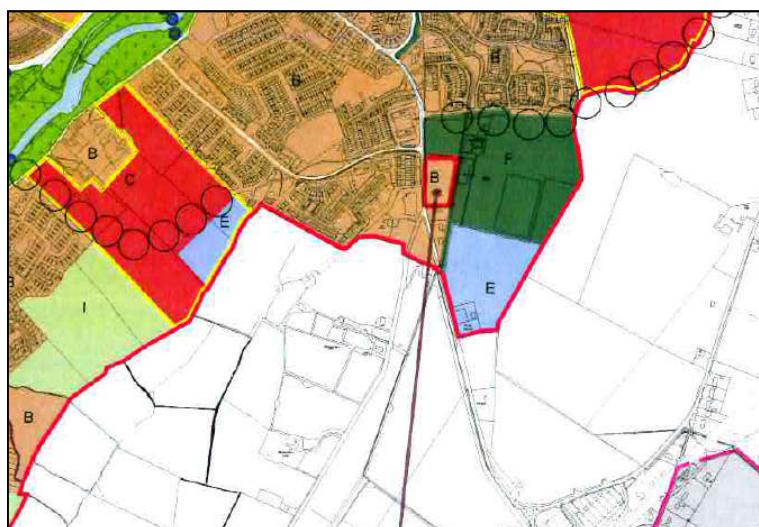
Chief Executive's Recommendation

Proposed Alteration:

Material Alteration addressed under response to Submission No. 1.

5.11 LANDS AT HAZELHATCH ROAD (SUB. 252)

The submission requests the parcel of land marked X be zoned amenity for the following reasons: It is critical that sufficient lands are made available around sporting clubs such as Celbridge GAA to allow sustainable development to meet future population demands; the land is currently the only vacant land adjoining the club within the local area plan boundary; the entire parcel of land if zoned amenity provides a more viable area for sporting activities. The existing zoned area (amenity) is limited in its potential; there is a projected increase of 3,658 residential units during the lifetime of the plan which will increase the demand on Celbridge GAA to provide facilities to accommodate this growth into the future; the current plans for the school campus adjoining the club grounds envisage the school using the GAA grounds for field sports; and there is potential that the long term growth of Celbridge will be, in part, concentrated towards the Hazelhatch / Celbridge rail station which will put pressure on existing amenity facilities.



Chief Executive's Response

This submission relates to lands that are not in the ownership of the GAA. The new residential zoning at this location does not preclude recreational and sporting uses and as such, there is no necessity to alter the zoning at this time.

In addition, lands in the area are subject to an identified flood risk. The OPW have indicated that they will appoint consultants in 2017 to carry out a detailed investigation of the flooding issues. In the event that there are no engineering solutions to address all flood risk lands may need to be reserved for water compatible uses, which includes open space and amenity uses. It is therefore considered premature to alter zonings at this location pending the outcome of the OPW study.

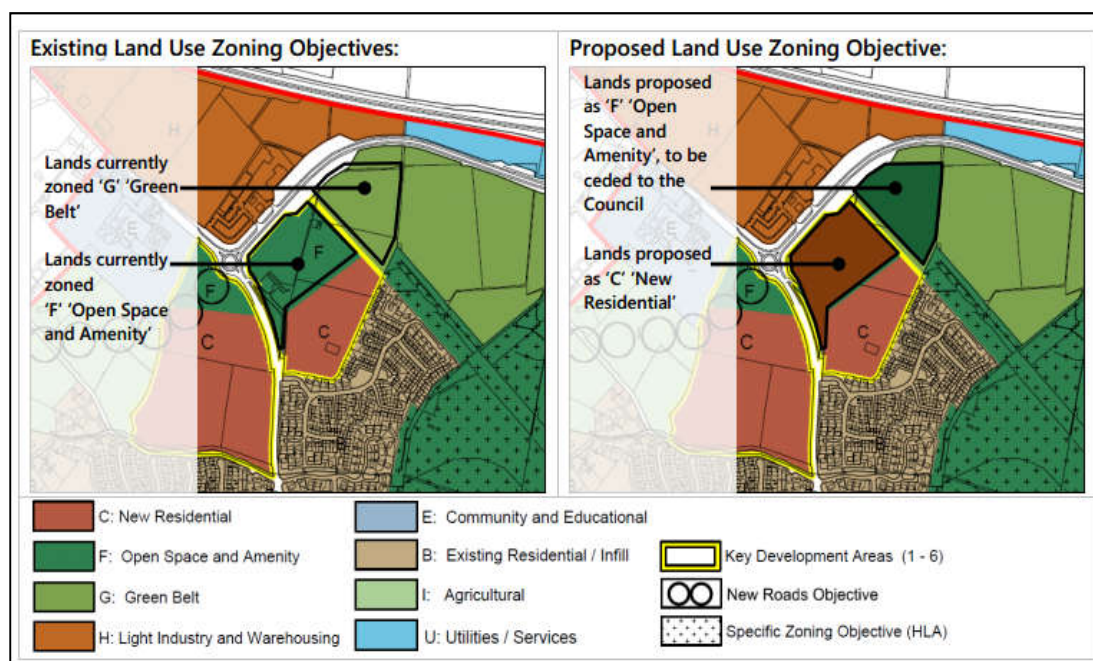
Chief Executive's Recommendation

No change recommended.

5.12 KDA 5 (SUB. 267)

The submission requests amendments to zoning in KDA5 to the area currently designated 'F' Open Space and Amenity' at the junction of the Maynooth Road and the R449 be rezoned to 'C' 'New Residential' (4.87ha) and an area of 3.7ha on the northern part of the site currently zoned Objective 'G' 'Green Belt' be rezoned Objective 'F' Open Space and Amenity'.

The submission states subject to the proposed rezoning of the proposed additional area of 4.87ha for residential use, the proposed relocated 'Open Space and Amenity' lands to the north of the site would be ceded to the Council. The submission proposed an amended design concept for KDA5 and states that the subject lands are unique amongst the KDA's in that it is unconstrained by deficiencies in road infrastructure and flooding issues, and are readily serviced.



Chief Executive's Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

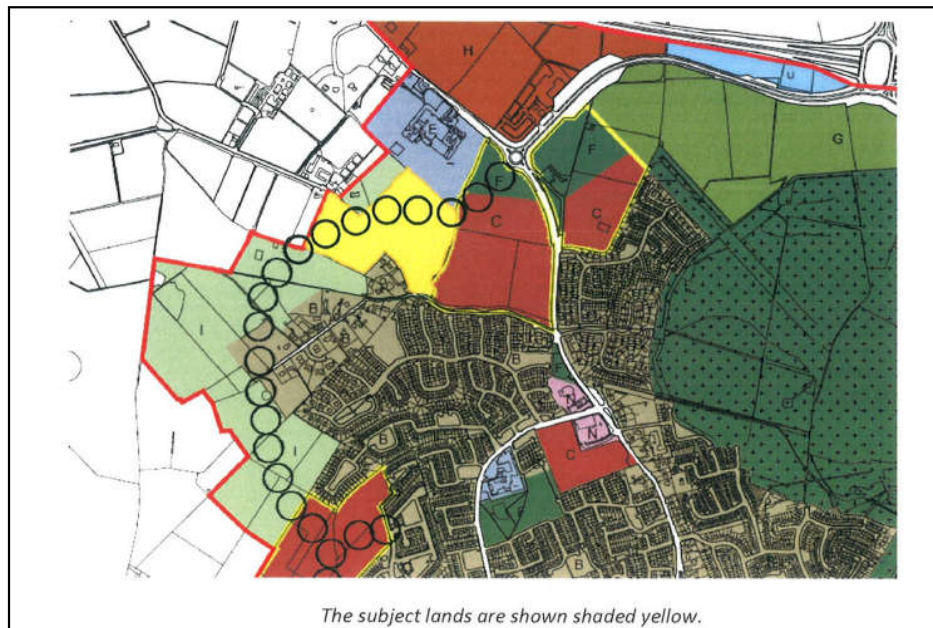
A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town including the omission of KDA 5 Crodaun. The request to extend the New Residential lands and reconfigure the KDA directly conflicts with the revised zoning strategy. In addition, the Draft LAP sought to maintain a buffer off the busy road junction to north – through the use of the “F” zoning to protect residential amenity and present a landscaped buffer at the edge of Celbridge. In this context, it is not considered appropriate to extend residential development further north.

Chief Executive's Recommendation

No change recommended.

5.13 MOORTOWN (SUB. 271)

This submission seeks to have lands located at Moortown, to the west of Crodaun (KDA 5), zoned 'New Residential' (as highlighted in yellow below). The lands comprise approximately 22 acres (8.9ha) and are currently used for training horses. The lands are located within the draft LAP boundary and are zoned 'Agricultural'. This submission states that residential development in Celbridge should commence at Crodaun and continue southwards towards the Oldtown Road. This submission objects to the extent of new residential zoned lands identified at Oldtown in the draft LAP as they are contingent upon the delivery of a link road.



Chief Executive's Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

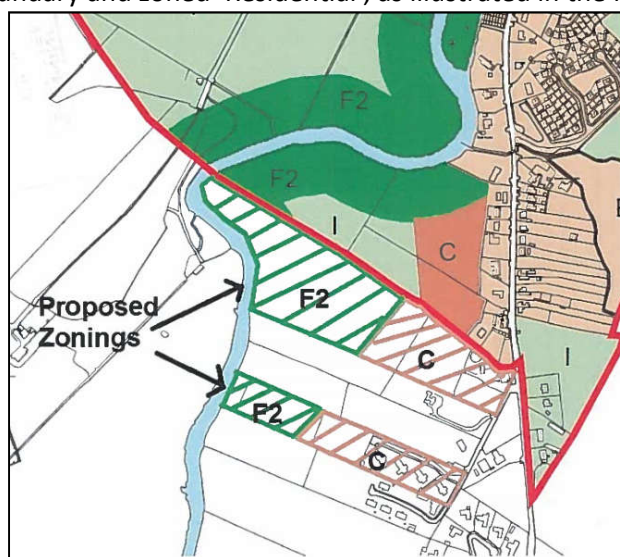
A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone 8.9 hectares of land at Mooretown New Residential would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to the west of the town to meet the Core Strategy growth allocation for Celbridge over the Plan period. The subject lands are relatively peripheral to the settlement and it is considered that there are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.14 NEWTOWN ROAD (SUB. 292)

It is suggested that 7.7ha of land located to the west of the Newtown Road should be included within the Draft LAP boundary and zoned 'Residential', as illustrated in the figure below.



The submission states that the subject lands are located ca. 3km from Hazelhatch train station which would equate to 4 minutes drive, 30 minute walk or 9 minute cycle and states that the zoning of the subject lands for residential development would accord with the principles of promoting and encouraging greater public transport use. The submission acknowledges that Celbridge is designated as a Moderate growth Town in the RPG's and also acknowledges the Strategic Objectives of the Draft LAP in terms of accommodating 10% of the County's housing growth over the plan period and states that having regard to the location of the subject lands relative to the train station at Hazelhatch, the subject lands accord with the core strategy requirements as it relates to the promotion of residential development in close proximity to high quality public transport connections. The submission concludes by stating that the current zoning of residential land in the Draft LAP appears to continue the pattern of road based dependency with the majority of the newly zoned lands being located to the north and northwest of the town, which will be dependent on the construction of a new road to facilitate such development. The submission states that the zoning of the lands as suggested in this submission would accord with policy of promoting more sustainable means of transport such as cycling/public transport and would take advantage of the significant investment and upgrading that has been made at Hazelhatch station with increased parking and quality of service.

Chief Executive's Response

The subject lands are located outside of the development boundary identified in the Draft LAP and are peripheral to the settlement and to the public transport node at Hazelhatch. There are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

The subject lands are relatively inaccessible from the transport network, and are located at the southern periphery of the settlement beyond the existing footpath network serving the town. It is considered that the development potential of these lands for residential use is not appropriate at this time having regard to the revised development strategy outlined in Section 3.1 of this report in response to the Chief Executives recommendation in relation to Submission No. 1 (DHPCLG).

Chief Executive's Recommendation

No change recommended.

5.15 MAYNOOTH ROAD (REAR OF THE PRIMARY CARE CENTRE) (SUB. 325)

This submission seeks to have 1.3 acres of land located to the north of General Paints Ltd. (located in the former Celbridge workhouse) and to the rear of the Celbridge Primary Care Centre zoned either R – Commercial and Tourism or N – Neighbourhood Centre. These lands are currently zoned E – Community and Educational. A map was not provided.

Chief Executives Response

The Draft LAP makes provision through policies and objectives in the written statement and land use zoning to support established commercial and tourism/leisure related uses. The introduction of this new land use is unique to the town of Celbridge and relates to particular tourism related uses, which enhance the visitor experience and history of Celbridge. The lands at the Maynooth Road are considered to be a natural extension of the existing Community and Educational use (Primary Care Centre) on the site to the east and therefore should be retained as such to allow for expansion or complimentary uses.

Chief Executive's Recommendation

No change recommended.

5.16 LIDL/MAYNOOTH ROAD (REAR OF THE PRIMARY CARE CENTRE) (SUB. 334)

This submission from Lidl Ireland GmbH welcomes the designation of their store on the Maynooth Road as Neighbourhood Centre and notes the positive contribution of the Primary Health Centre on the lands adjoining the Lidl Store. The submission requests that the green field lands to the south of the store and rear of the Primary Care Centre be included in this zoning in order to provide opportunities for evolutionary renewal of the neighbourhood centre. The submission also suggests (although stating that they have no commercial interest in the property) that it would be appropriate, given the complementary nature of the uses that the Primary Care Centre site be included in the Neighbourhood Centre zoning, with appropriate amendments to the zoning objective and matrix.

Chief Executives Response

The lands at the Maynooth Road are considered to be a natural extension of the existing Community and Educational use (Primary Care Centre) on the site to the east and therefore should be retained as such to allow for expansion or complimentary uses.

Chief Executive's Recommendation

No change recommended.

5.17 M4 BUSINESS PARK (SUB. 326)

This submission relates to the existing corner building located at the junction of the Maynooth Road (R405) and the Leixlip Road (R449), which forms part of the M4 Business Park. This building has largely remained unoccupied since its construction in 2007 despite much interest from potential commercial tenants. The current Light Industry and Warehousing land use zoning objective for this building is not consistent with its form. It is sought to have the H – Light Industry and Warehousing land use objective changed to objective R – Commercial and Tourism in order to facilitate the occupation of this building and the generation of employment.

Chief Executives Response

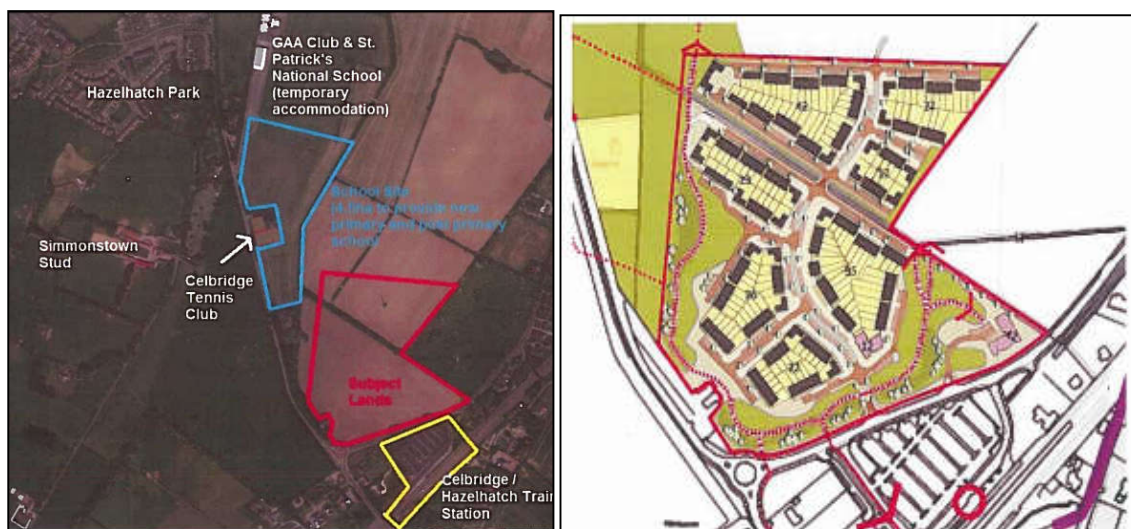
The Draft LAP makes provision through policies and objectives in the written statement and land use zoning to support established commercial and tourism/leisure related uses. The introduction of this new land use is unique to the town of Celbridge and relates to particular tourism related uses, which enhance the visitor experience and history of the town of Celbridge. The lands at the M4 business park form part of an existing complex of light industrial uses and as such are not considered to be intrinsically linked to the tourism industry in the town. It is considered that any intensification of the historic H – Light Industry and Warehousing zoning would be inappropriate at this location. In this regard the Chief Executive draws attention to the range of permissible uses under this land use zoning in Table 13.3 of the Draft LAP.

Chief Executive's Recommendation

No change recommended.

5.18 HAZELHATCH (SUB. 336)

This submission requests that the LAP boundary be extended to include 9.72 ha of land (as outlined in red below) adjacent to Celbridge and Hazelhatch Train Station and that 6.86 ha should be zoned 'C' New Residential and 2.86 ha zoned 'F' Open Space for the following reasons: the proposed zoning accords with policies and objectives of national Guidelines, the Regional Planning Guidelines and the County Development Plan; the train station is well served with car parking/cycle parking and 64 trains each weekday to Dublin; it is a grossly underused resource in Celbridge and the town is overly reliant on private car usage; it will provide for a more sustainable integration of land use zoning and public transport accessibility and usage; it will provide a strategic opportunity to achieve exemplar residential community with direct access to high quality public transport; the planned DART Expansion Programme will provide fast high frequency electrified services to Celbridge/Hazelhatch as part of the NTA Transport Strategy for the GDA; it will encourage public transport use; sequentially the location of the land is suitable for development as set out in the Development Plan Guidelines; a significant band of open space will provide an attractive route for pedestrians and cyclists for permeability to the train station and to the town centre; advances in CFRAM identification of flood zones provides greater certainty in identifying lands suitable for residential purposes and for amenity areas; 70% of the landholding is located in Flood Zone C and 30% in Flood Zone B; 240 units could be achieved at 35/hectare. It is suggested that these lands should include specific objectives requiring (i) a new public park with dedicated cycleway and pedestrian routes between the train station and school lands on Hazelhatch Road, and (ii) a site specific Flood Risk Assessment appropriate to the type and scale of the development being proposed.



Chief Executives Response

The potential of lands in the vicinity of Hazelhatch/Celbridge rail station will be explored during the life of this LAP. Section 4.6 and Objective CSO1.4 of the Draft LAP refers to the intention of the Council to consider the longer-term growth of Celbridge and in particular the potential of lands in the vicinity of Hazelhatch Rail Station in consultation with the NTA, Irish Rail, South Dublin County Council, the OPW and other statutory agencies and stakeholders.

The revised zoning strategy seeks to:

- Ensure that zoned lands maintain an adequate buffer from lands with an identified flood risk at Hazelhatch pending the outcome of a detailed investigation into the cause and extent of the risk and possible solutions to address the risk. In this regard, it is noteworthy that the OPW have indicated that they will appoint consultants in 2017 to carry out a detailed investigation into the flooding issues in the Hazelhatch area.
- To avoid piecemeal development at locations that are remote to the settlement of Celbridge and that would prejudice the long term potential for development in the vicinity of the rail station at Hazelhatch, should further planned enhancements of the regional rail network proceed.
- The Hazelhatch area also straddles the administrative boundaries of Kildare County Council and South Dublin County Council, and as such, it will be important to plan carefully for this area and to look at the potential for an integrated approach across both administrative areas.
- At present the lands are located outside of the development boundary identified in the Draft LAP and are peripheral to the settlement. There are adequate lands for residential development, which are sequentially closer to the town centre and more suitable for residential development.

The zoning of lands at this location is therefore considered to be premature pending clarification in relation to a number of matters.

Chief Executive's Recommendation

No change recommended.

5.19 CROFTON & BRADY (WEST OF SALESIANS) (SUB. 378)

This submission requests 5.42 hectares of land immediately north of the Salesians College to be zoned for 'New Residential' development. An indicative layout for the lands forms part of the submission. The submission outlines:-

- The favourable context of the site in that the lands are
 - close to Aldi, Lidl, Tesco without having to pass through the town centre,
 - can be accessed from the Celbridge West Interchange and is not reliant on the congested Liffey bridge adjacent Main Street and the congested Old Dublin Road
 - close to several schools including Salesians College, Educate Together, Scoil Mochua, Gaelscoil Ui Fhiach and Cenit College,
 - close to the M4 Business Park and HP, Intel and Maynooth Business Park,
 - close to Base Entertainment Centre,
 - served by Dublin Bus and a feeder bus to HazelHatch
 - within the Dublin Metropolitan Area and Celbridge is a Metropolitan Town in the CDP, and
 - the next available site to the north of Celbridge, using the sequential approach.
- That there are acute housing shortages in the GDA and metropolitan area, and a shortage of available suitable land. The subject lands could accommodate medium density executive housing which would relieve pressure for urban generated rural housing. This would support policy LDO 4 of the draft CDP.
- The transport context of the town, including its good rail and bus service and objectives for the extension of the DART service and increased capacity for Hazelhatch station.
- The employment opportunities in the town and close to the site including Intel, HP, the DoAFM Laboratory, M4 Business Park, Maynooth Business Campus, Cenit College and the Teaching Council of Ireland HQ, which make the site ideal for 'executive housing'.
- The water infrastructure serving the site, nearby wastewater infrastructure, which could easily be extended to the site. Electrical lines cross the site however; they are not high voltage and could be carried under or over ground.
- The planning policy context for the site including designations under the CDP.
- That should the site be re-zoned it is intended to make it ready for development immediately in accordance with government policy.



Chief Executives Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone the subject lands for New Residential purposes would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to meet the Core Strategy growth allocation for Celbridge over the Plan period.

The subject lands are located outside of the development boundary identified in the Draft LAP, are relatively inaccessible and are located beyond the existing footpath network serving the town. There are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

5.20 KILMACREDOCK UPPER (SUB. 396)

Sonia Rogers, the owner of lands at Kilmacredock Upper, is in favour of this land being included within the Local Area Plan boundary but objects to the land being zoned 'G' Green Belt. The land is currently in agricultural use and it is suggested that it should be zoned 'Agriculture' for the foreseeable future. The lands are located immediately adjacent to the link roundabout and slip road onto the N4 (the submission does not include a map clarifying the extent of the landholding). It is suggested that these lands are ideally located for future job creation/industrial and commercial development for the population of Celbridge. The current County Development Plan encourages employment in Maynooth and Leixlip. Celbridge should have land available for zoning in the future for employment creation for its own population. It is the perception that 'Green Belt' zoning has that status in perpetuity, whereas 'Agriculture' zoning in the interim will make any subsequent change to zoning simpler. There is sufficient open space in Celbridge as most areas of Castletown Estate are open to the public.

Chief Executives Response

The Draft LAP provides for the identification of a greenbelt, which shall remain free from development to protect the character of each town. The use of these lands for agricultural purposes is not affected by this land use zoning and it should also be noted that the provision of agricultural buildings are open for consideration. Attention is drawn to the response in relation to Submission No. 1 (DHPCLG) insofar as it relates to the provision of lands for future job creation and industry.

Chief Executive's Recommendation

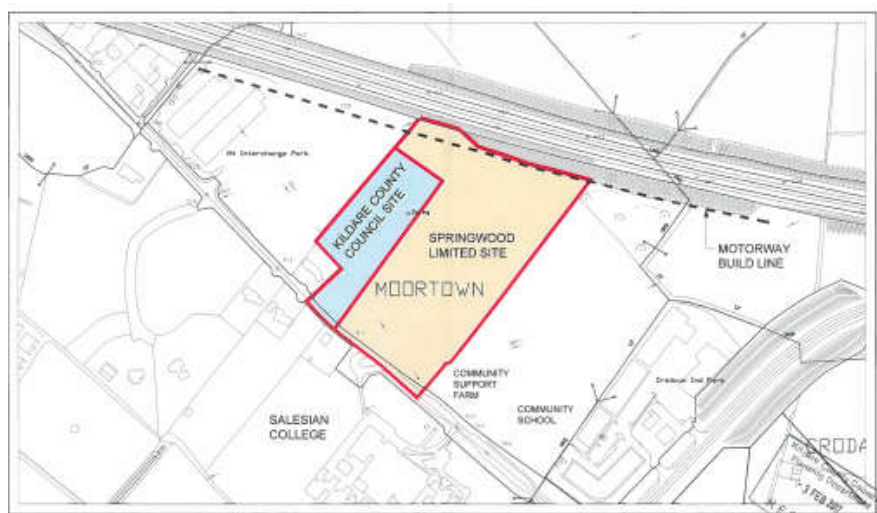
No change recommended.

5.21 MOORTOWN (SUB. 397)

It is suggested by Springwood Ltd that the 13 acres of land at Mooretown (as shown in the extract below) zoned 'Light Industry and Warehousing' in the Draft Plan should be zoned 'New Residential'.

The reasons put forward in support of this are: the housing crisis has continued and little or no units are available in Celbridge; 'Rebuilding Ireland' has been published; the County Development Plan 2017-2023 has been published and this would comply with the Core Strategy; Kildare County Council has advertised for expressions of interest for delivery of social housing (discussions held with Housing Department in Sept 2016 about building houses on Council owned land at this location); completion of house building in Celbridge on available zoned land; the foul sewer on the Maynooth Road has been taken in charge; there is little demand for light industry in Celbridge; the timeframe for delivering on other residential zoned lands as set out in the Draft LAP is 10-20 years; there is no flood risk at this location; it is proximate to public transport corridor (bus); there is adequate road, footpath & cycle path infrastructure; proximity to schools, retailing, health centre/primary care centre and large employers (HP/Intel); and houses can be delivered expediently here.

The submission is accompanied by copies of submissions made to the Strategic Issues Paper for the pre-draft Celbridge LAP and the Draft Kildare County Development Plan.



Chief Executive's Response

A number of statutory submissions question the extent of growth proposed in the Draft LAP to the west and north of Celbridge and seek a refocusing of development to the south to capitalise on the extent of existing public transport infrastructure and the omission of proposed residential zonings on the western periphery of Celbridge. (See response to Submission No. 1).

A revised zoning strategy is now proposed that significantly reduces the extent of residentially zoned lands to the north and west of the town. The request to zone the subject lands for New Residential purposes would directly conflict with the revised zoning strategy. In addition, the Draft LAP identified sufficient lands to meet the Core Strategy growth allocation for Celbridge over the Plan period.

The subject lands are located on the periphery of the LAP on an isolated site that is adjacent to the M4 Motorway. There are adequate lands for residential development, which are sequentially closer to the town centre, closer to public transport nodes, and more suitable for residential development.

Chief Executive's Recommendation

No change recommended.

6. RECOMMENDED MATERIAL ALTERATIONS TO DRAFT CELBRIDGE LOCAL AREA PLAN 2017-2023

The following are the Chief Executive's recommended Material Alterations to the Draft Celbridge Local Area Plan 2017-2023.

The recommended alterations have emerged from consideration of the submissions received and an internal review.

Recommended deletions to the Draft Local Area Plan are shown ~~in strikethrough blue~~ and recommended new text are shown *in italics red*.

For ease of reference, the recommended material alterations are set out in the order they will appear in the plan, i.e. Chapter 1 – Chapter 13.

NOTE: The revised zoning strategy and proposed material alterations set out in the preceding chapters have been presented in 2 maps.

Map A – Draft LAP Land Use Zoning Maps as per public consultation with Proposed Material Alterations.

Map B – Revised development strategy¹⁷ arising from Proposed Material Alterations

Chapter 1

Proposed Alteration No. 1:

Add bullet point to end of Section 1.6:

- *Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012)*

Chapter 3

Proposed Alteration No. 2:

Amend the strategic vision:

To promote the sustainable growth of Celbridge as a Moderate Sustainable Growth Town, recognising its strategic position in North Kildare within the Metropolitan area of Dublin. In this context, the plan will seek to support population growth that is based on the capacity of physical and social infrastructure in a plan led approach; to support *and enhance* quality of life for existing and future populations, to protect and enhance the significant built and natural heritage assets of the town; to support economic development that is based on local strengths including heritage and tourism; to promote sustainable movement and identify opportunities to enhance connectivity; and to identify opportunities for the delivery of supporting infrastructure, facilities and amenities.

¹⁷ Revised development strategy in response to Chief Executives response and recommendation to Submission No. 1 DHPCLG

Chapter 4

Proposed Alteration No. 3:

Amend Section 4.1 Function, Population and Scale of Celbridge

The draft LAP identifies ~~129~~ 105.9 hectares of land with a residential or mixed use zoning (excluding proposed arterial roads). The housing capacity of zoned lands, including new residential zonings, mixed use zonings and of infill sites within the built up area is estimated to be ~~3658~~ 3273 (approx.) residential units (Table 4.1 refers).

KDA 1 and KDA 2 are town centre extension sites that have the potential to accommodate the mix of retail, commercial, community and residential uses. KDA 3, KDA 4, ~~and~~ KDA 5 ~~and~~ ~~KDA 6~~ are Greenfield sites at the edge of the existing built up area of the town that have the capacity to accommodate new housing and support physical and social infrastructure.

Proposed Alteration No. 4:

Replace final paragraph of Section 4.4:

~~The absence of vehicular and pedestrian and cycle crossings of the River Liffey; and of a western link to the north Celbridge are also serious constraints to future development. All major traffic generating development proposals will require a Traffic Impact Assessment to assess the capacity of the transport network to support the development. While the Council will seek to maximise the capacity of the existing network in the short to medium term through active traffic management, new bridge crossings and a western link will be required to accommodate growth in the longer term.~~

The capacity of the transportation network will be a critical determinant for growth. In particular, a new vehicular crossing of the River Liffey is required to support the extent of development proposed.

It is proposed to prepare a Transport Management Plan (inc. Public Transport Accessibility Strategy) to support the sustainable growth and development of Celbridge. The proposed Transport Management Plan will include recommendations for the phasing of development on the basis of the timely delivery of strategic infrastructure. In the interim it is considered appropriate that KDA 5 Simmonstown be dependent on the delivery of the new vehicular bridge and that all other major development proposals will require a Traffic Impact Assessment to assess the capacity of the existing transport network to support the proposed development.

The Council will consider the feasibility of preparing a Special Development Contribution Scheme under Section 48 of the Planning and Development Act 2000 (as amended) to support the preparation and implementation of the Traffic Management Plan.

Proposed Alteration No. 5:

Amend table 4.1 Estimated Residential Capacity:

Location of Development	Quantum of Land for Housing (HA)	Estimated Residential Capacity*	Estimated Density
KDA 1 St. Raphael's: Town Centre Extension	9	100**	Mixed use site
KDA 2 Donaghcumper: Town Centre Extension	6.4	150**	Mixed use site
KDA 3 Ballyoulster: New Residential Area	29.5	885 1032	30 35
KDA 4 Oldtown: New Residential Area	47.5 13.7	1425 411	30
KDA 5 Crodaun: New Residential Area	15	450	30
KDA 6 Simmonstown: New Residential Area	13.1 35	393 1225	30 35
Other Sites	8.5 12.3	225 355	30 Infill
TOTAL	129 105.9 ¹⁸	3,658 3273	30

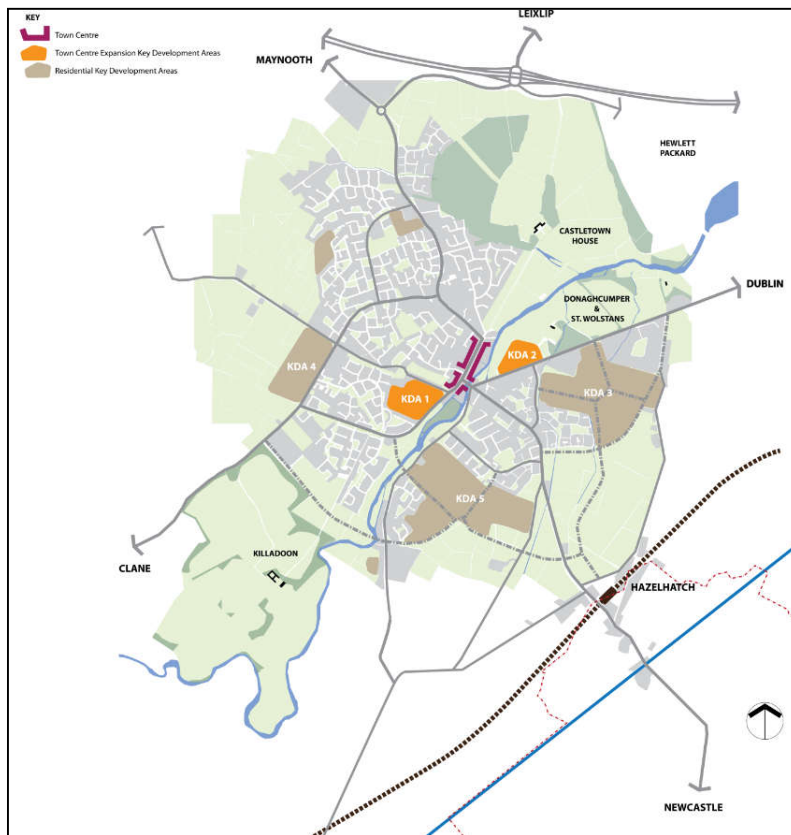
Proposed Alteration No. 6:

Amend LAP boundary¹⁸ to reflect revised development strategy in response to Chief Executives response and recommendation to Submission No. 1 DHPCLG. See Maps A & B attached to this report.

¹⁸ Consequential amendments occur throughout the LAP as a result

Proposed Alteration No. 7:

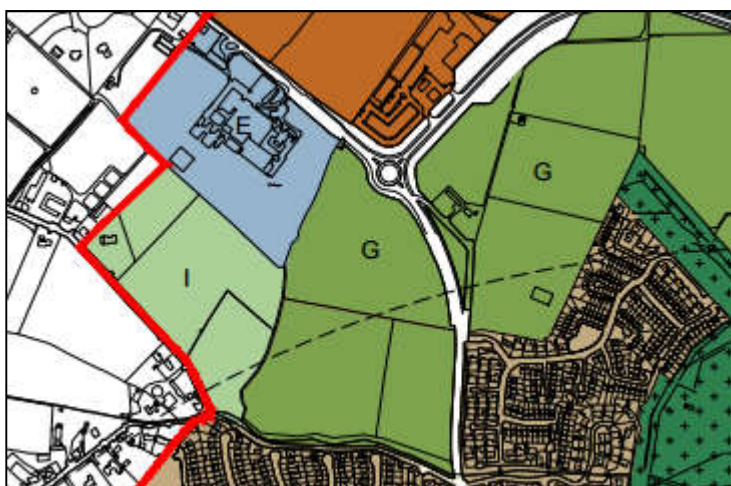
Amend Figure 4.1 Core Strategy Map



Proposed Alteration No. 8:

Amend Map 13.1 Land Use Zoning Map (See also attached Maps A & B¹⁹)

Delete "C" New Residential zoning (KDA5) on lands on the north side of Celbridge Road and replace with zoning objective "G" Green Belt.

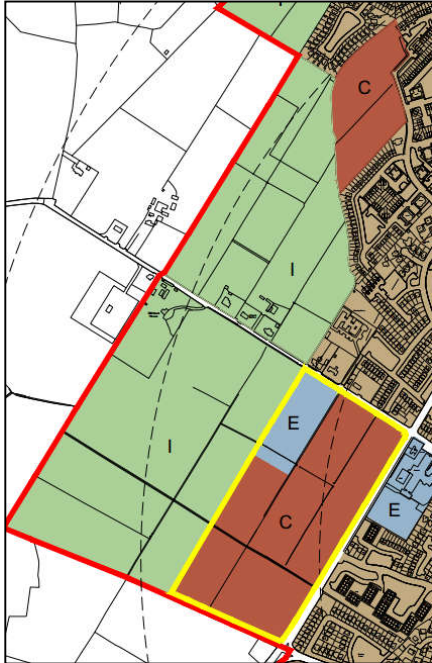


¹⁹ Map A – Draft LAP Land Use Zoning Maps as per public consultation with **Proposed Material Alterations** and Map B – Revised development strategy arising out of **Proposed Material Alterations**

Proposed Alteration No. 9:

Amend Map 13.1 Land Use Zoning Map (See also attached Maps A & B²⁰)

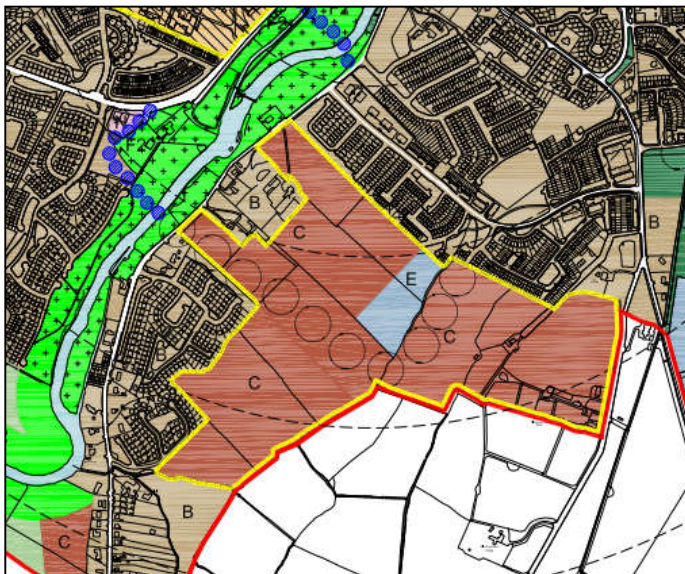
KDA 4: Reduce "C" New Residential zoning to 10 hectares on the western periphery of Celbridge and replace with zoning objective "I" Agricultural.



Proposed Alteration No. 10:

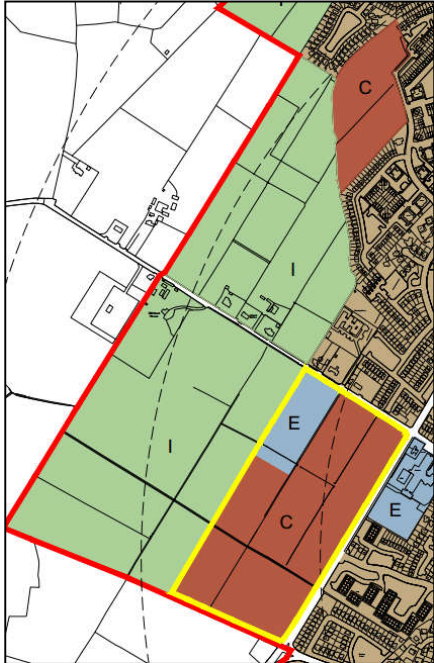
Amend Map 13.1 Land Use Zoning Map (See also attached Maps A & B²⁰)

KDA 6: Increase "C" New Residential zoning to east and south of KDA 6 to 35 hectares and extend LAP boundary accordingly.



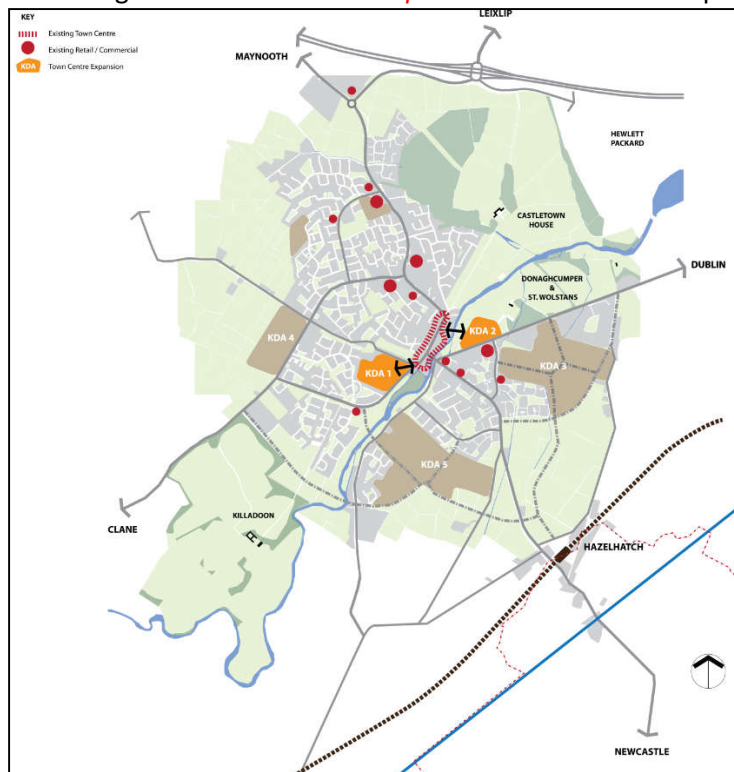
²⁰ Map A – Draft LAP Land Use Zoning Maps as per public consultation with **Proposed Material Alterations** and Map B – Revised development strategy arising out of **Proposed Material Alterations**

Proposed Alteration No. 11:
Amend Map 13.1 Land Use Zoning Map
Delete 'New Roads Objective' MTO3.9



Chapter 5

Proposed Alteration No. 12:
Amend Figure 5.1 Town Centre ~~Expansion~~ ~~Extension~~ Concepts Map



Chapter 6

Proposed Alteration No. 13:

Amend Table 6.2 Community Facilities in Celbridge

Category of Community Facilities	List of Existing Facilities
Garda Station	Maynooth Road (Mon – Sat 9.00-1.00 & 2.00-9.00)
Other Community Facilities and Organisations	<i>Derrybeg Community Supported Farm</i> The Mill Community Centre Slip Hall The ACRE

Chapter 7

Proposed Alteration No. 14:

Amend Objective EDO1.2:

To promote and support enterprise and employment uses, including professional services, public administration, research and development, *knowledge – based / digital enterprise to support the tourism industry* and other commercial activities, on town centre expansion sites.

Proposed Alteration No. 15:

Amend Section 7.4 Tourism

The Celbridge Manor Hotel is the former Collegiate School (~~founded as a charity school by Louisa Conolly~~) designed by architect Thomas Burgh in 1732 who also designed the Royal Barracks and library building at Trinity College in Dublin.

Chapter 8

Proposed Alteration No. 16:

Delete objective MTO1.7

~~**MTO1.7:** To improve permeability for pedestrians and cyclists between existing residential areas and key destinations within the town particularly at the following locations:~~

~~f. The Glade towards Willowbrook Park~~

~~g. The Walk towards Willowbrook Grove~~

~~h. The Walk towards Willowbrook Lawns~~

~~i. Priors View and Grove to Church Road~~

~~j. Ballymakealy Grove to North Kildare Educate Together School~~

~~Additional locations as part of the development of the KDAs have also been identified.~~

~~For the detail and specific location of these see KDA briefs included in Chapter 12.~~

Proposed Alteration No. 17:

Insert new Objective under MT1:

It is the policy of the Council to promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities.

Proposed Alteration No. 18:

Amend Policy MT3

MT3 - ~~Transportation~~ *Roads*

Proposed Alteration No. 19:

Amend Policy Objective MTO3.4:

~~To require a Traffic Impact Assessment (inc. Mobility Management Plan) for all major traffic generating developments~~ *To ensure that all significant development proposals for the KDAs are subject to a Traffic Impact Assessment (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014. The requirement for TIA will be determined on a case-by-case basis.*

Proposed Alteration No. 20:

Amend objective MTO3.6:

To require all new developments to comply with the recommendations of the Design Manual for Urban Roads and Streets (DMURS) *and National Cycle Manual*, or any subsequent relevant publication.

Proposed Alteration No. 21:

Delete MTO3.9

~~To facilitate the construction of a Western Link road from Maynooth Road to the Oldtown Road in tandem with the development of KDA 4 and associated lands and to protect this route from development in the interim.~~

Proposed Alteration No. 22:

Include New Objective under MT3:

To prepare a Transport Management Plan and Public Transport Strategy for Celbridge to support the sustainable growth and development of the town and to identify strategic connections for pedestrian, cyclist, bus and vehicle movement in consultation with statutory agencies and key stakeholders.

Proposed Alteration No. 23:

Insert new objective under MT3

To require all road development to be undertaken in accordance with the 'Principles of Road Development' as set out in Section 5.8.3 of the Transport Strategy for the Greater Dublin Area 2016-2035.

Chapter 9

Proposed Alteration No. 24:

Amend Section 9.1.1 Water Supply

Celbridge is connected to the *water supply scheme servicing the North Kildare Region* ~~North Regional Water Supply scheme.~~ *The water supply scheme which* is serviced by the Ballygoran Reservoir *which can be supplied by both the Ballymore Eustace and Leixlip Water Treatment Plants. The upgraded Water Treatment Plant (WTP) in Leixlip provides the water supply for Celbridge. The Leixlip Plant is the second largest in the country and supplies 30% of the region's water.*

Chapter 11

Proposed Alteration No. 25

Amend objective OSO1.6:

To maintain and protect, from inappropriate development, the greenbelt between Leixlip, Celbridge and Maynooth. ~~from inappropriate development.~~

Chapter 12

Proposed Alteration No. 26:

Amend Section 12.2 Key Development Areas

~~Six~~ Five Key Development Areas (KDAs) have been identified in Celbridge as follows:

- KDA 1 St. Raphael's (Oakley Park): Town Centre ~~Extension~~ Expansion
- KDA 2 Donaghcumper: Town Centre ~~Extension~~ Expansion
- KDA 3 Ballyoulster: New Residential Area
- KDA 4 Oldtown: New Residential Area
- ~~KDA 5 Crodaun: New Residential Area~~
- KDA ~~6~~ 5 Simmonstown: New Residential Area

Design briefs have been prepared to guide development in KDA's 2, 3, 4 and 5, ~~and 6.~~

Proposed Alteration No. 27:

Amend Map 12.1 Key Development Areas

Proposed Alteration No. 28:

Amend 12.2.4 KDA3 Ballyoulster and Figure 12.2 Design Concept for KDA3 Ballyoulster

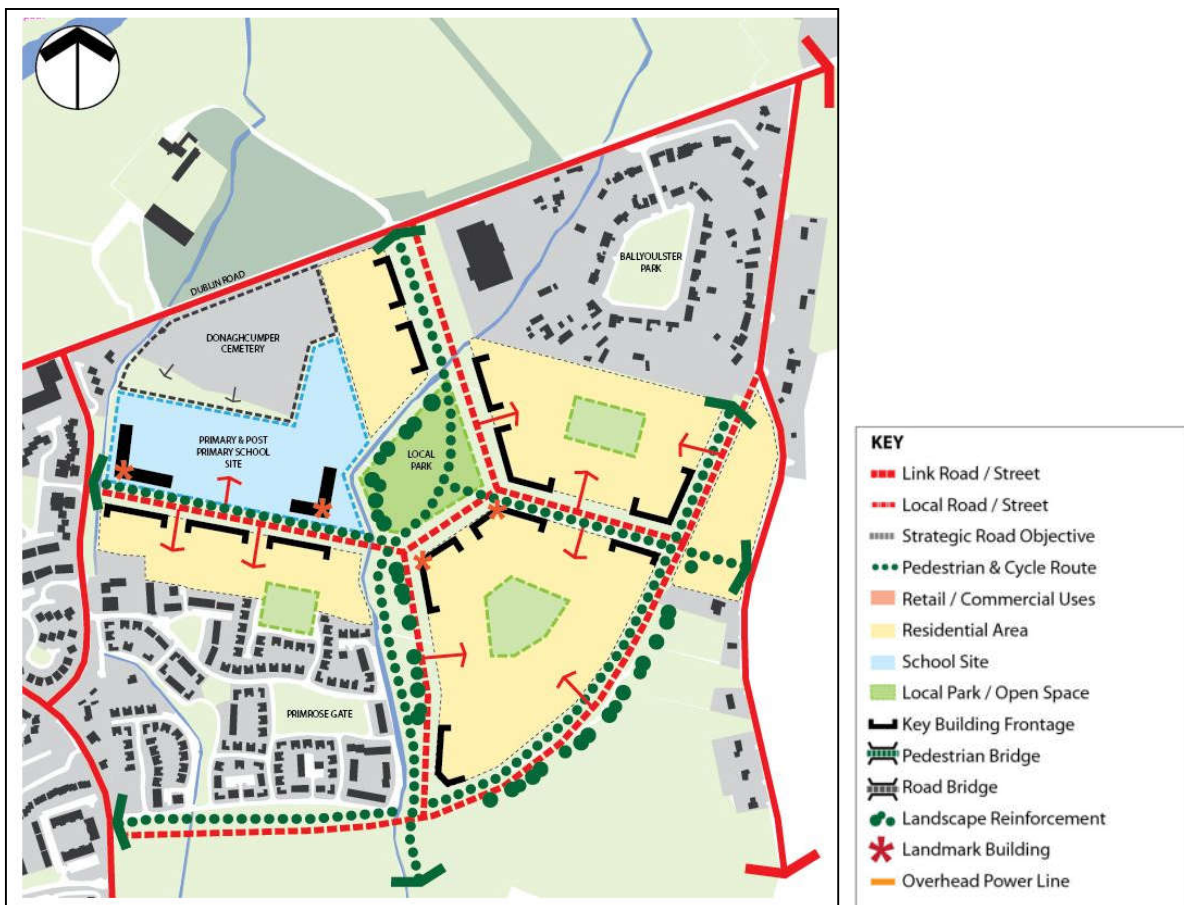


Figure 12.2 Design Concept for KDA 3 Ballyoulster

12.2.43 KDA 3 –BALLYOULSTER

Proposed Alteration No. 29:

Amend Section 12.2.5 and Figure 12.3 Design Concept for KDA 4 Oldtown

12.2.54 KDA 4 – OLDTOWN

The Oldtown KDA is located to the west of the town and is bound by the R403/*Shackleton Road* ~~Priory Square distributor road and the Oldtown Mill housing estate~~ to the east, ~~the Ballygoran Court housing estate~~ *the Oldtown Road* to the north and agricultural lands to the south and west. ~~The Oldtown Road traverses this KDA.~~ This KDA is approximately ~~59.1~~ *15.7* hectares (*including a 2ha site identified for Community and Educational Uses*) in area and is currently in agricultural use. An overhead power line traverses the southern portion of the KDA.

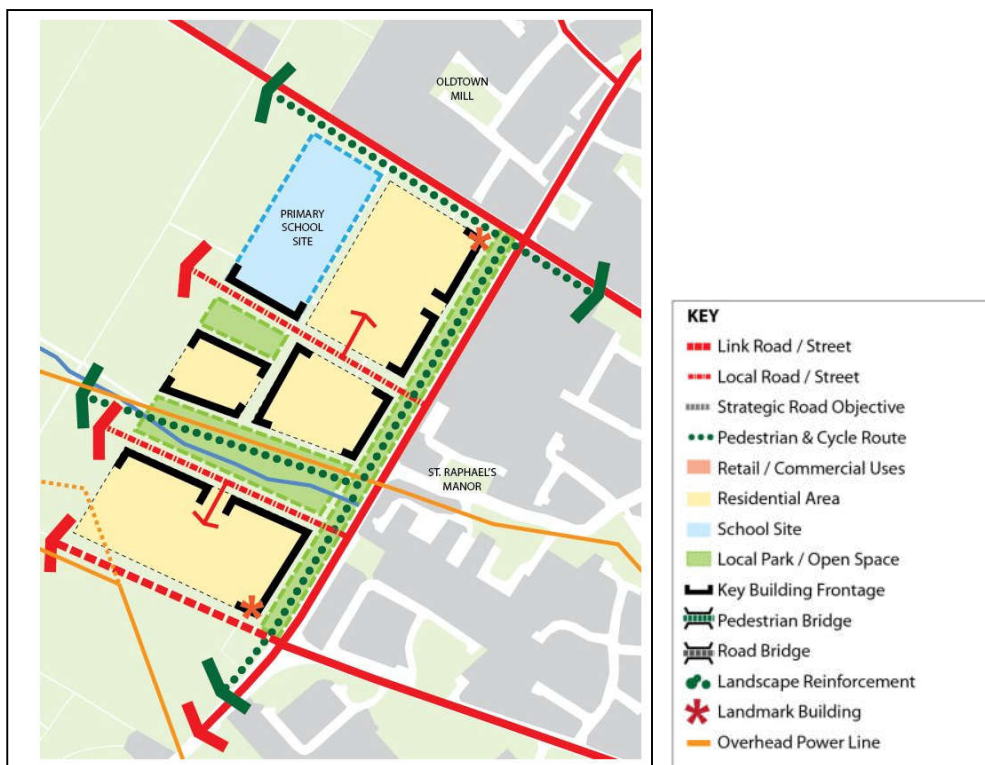


Figure 12.3: Design Concept for KDA 4 Oldtown

Vision

A new residential community area, including a primary school site with local parks that integrates with its surroundings whilst having its own unique character and a strong sense of place.

Connectivity/Movement

This KDA is traversed by a proposed 'Western Outer Link Road' that will link the R403 (Clane Road) to the R405 (Maynooth Road) and R449 (Leixlip Road) at Crodaun. The sections of the proposed link road through KDA 4 shall be provided in conjunction with development. The primary means of vehicular access to this KDA will be via this arterial street. Secondary access roads should be provided from the established road network. Site layouts should provide for the integration of new streets with existing and future developments on adjoining lands. *Access to this KDA shall be from the Shackleton and Oldtown Road and should provide for an extension of the street network into lands west of this KDA in the long term.*

Streets and spaces should provide for a cycle and pedestrian friendly environment with designated cycle lanes along the proposed arterial street. The Oldtown Road also presents an opportunity to

develop a connection back to the town centre that prioritises cycle and pedestrian movement. A permeable and integrated street network shall be a key requirement of development proposals.

Built form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the Draft Kildare County Development Plan 2017-2023). Site layouts should seek to fully integrate the identified primary school site into the urban structure of the neighbourhood. School buildings should be designed to front onto new streets and spaces so that they contribute to the streetscape and the character of this KDA. ~~Local retail units of a scale appropriate to a local centre will be required along the proposed arterial street as part of phase 2 of the overall development of the site.~~

A mix of housing types that range from two to three storeys in height is encouraged. Landmark /feature buildings should be provided along prominent routes and at key junctions to provide for legibility and variety in the urban environment and to reinforce the proposed hierarchy of streets and spaces.

~~Development fronting onto the proposed arterial street should provide for continuity and enclosure across the different landholdings. Three storey terraces are considered particularly appropriate along this route. Development along the *Shackleton Road* ~~Priory Square Road~~ and Oldtown Road should also provide for good road frontage and an appropriate set back. Innovative design solutions such as courtyard housing, duplex typologies and end of terrace units with frontage onto both a local street and Priory Square Road are encouraged.~~

This site will accommodate a minimum density of 35 units per hectare. This site will accommodate medium density residential development in the order of 30 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 35 units per hectare may be achievable.

Landscape and Open Spaces

~~Neighbourhood parks can make a significant contribution to the amenity value and identity of a place. A minimum of 6 hectares of the Oldtown KDA lands shall be reserved for neighbourhood parks. At least one park should be provided on the lands to the north and the south of the Oldtown Road. These parks should provide for both passive and recreational activities and should be well integrated into the urban structure of the neighbourhood.~~

Public open space shall be provided in accordance with the open space standards of the Kildare County Development Plan 2017-2023. Existing landscape features such as tree lines and streams should be integrated into open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.

Proposed Alteration No. 30:

Delete Section 12.2.6 KDA 5 Crodaun (Maynooth Road Gateway)

~~The Crodaun KDA comprises approximately 21.9 hectares of land on the northern outskirts of the town on both the east and west side of the Maynooth Road. The M4 Business Park and the Salesian secondary school are located to the north of the KDA. The Castle Village and Crodaun Forest Park housing estates are located to the south of these lands.~~



Figure 12.4 Design Concept for KDA 5 Crodaun

Vision

A residential area and public park that consolidates development to the north of the town and presents a landscaped edge to the Maynooth Road.

Connectivity/ Movement

This KDA is traversed by a proposed 'Western Outer Link Road' that will link the R403 (Clane Road) to the R405 (Maynooth Road) and R449 (Leixlip Road) at Crodaun. The section through KDA 5 shall be provided in conjunction with any new developments west of the Maynooth Road. The primary means of vehicular access to this KDA will be off the Maynooth Road. New streets and spaces should provide for a cycle and pedestrian friendly environment with connections to the Maynooth Road and Kilwogan Lane. A permeable and integrated street network shall be a key requirement of development proposals.

Built Form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. A 5 hectare public park is required on lands to the east of the Maynooth Road. A mix of housing types that range from two to three storeys in height is encouraged. Landmark/feature buildings should be provided along prominent routes and at key junctions to provide for variety and legibility in the urban environment and to reinforce a hierarchy of streets and spaces. This site will accommodate medium to low density residential development in the order of 25 units per hectare. However, where the quality of the design and layout is particularly high, a maximum density of 30 units per hectare may be achievable.

Landscape and Spaces

New residential areas at Crodaun should comprise a hierarchy of open spaces. Larger open spaces

should provide a focus for the developments on both sides of the road with smaller areas of open space being utilised to provide a landscape buffer to the Maynooth Road and incidental open spaces within the site. Existing landscape features such as tree lines should be integrated into open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.

Proposed Alteration No. 31:

Amend Section 12.2.7 and Figure 12.5 Design Concept for KDA6 Simmonstown

12.2.75 KDA 65 – SIMMONSTOWN

The KDA at Simmonstown is located between Hazelhatch Park and Temple Manor residential estates to the north east and south west respectively. The lands measure approximately 16.839 hectares in area and are currently in agricultural use. The lands are accessible from the Newtown / Ardclough Road. An overhead power line traverses the southern northern portion of the KDA.

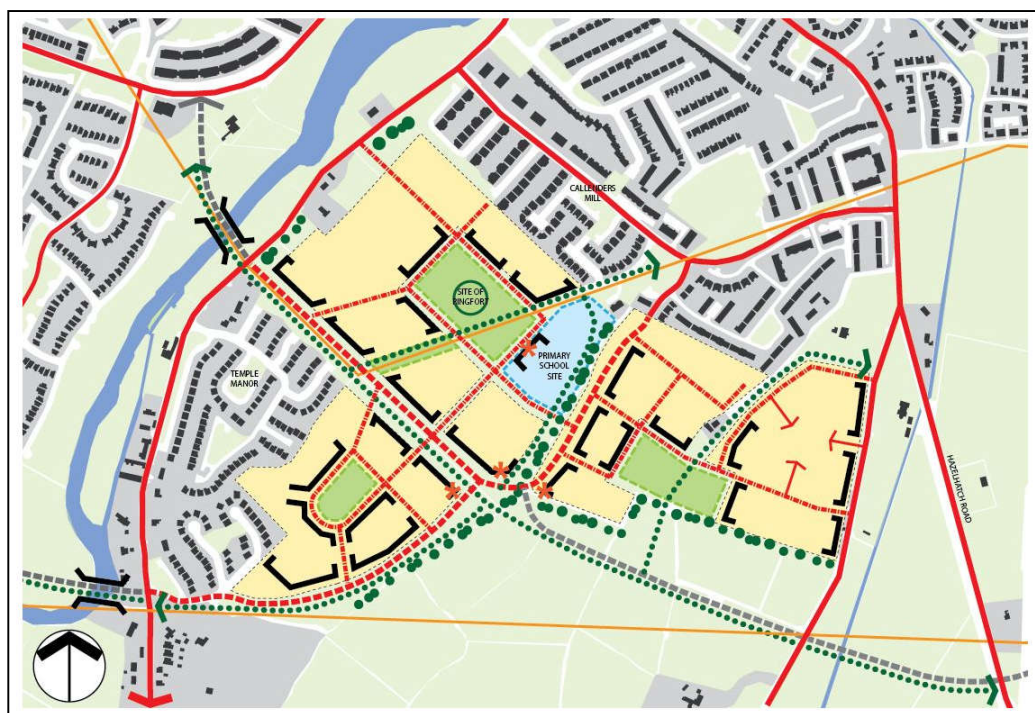


Figure 12.5 Design Concept for KDA 6 Simmonstown

Vision

A residential area including a primary school that consolidates the southern environs of Celbridge and, establishes an attractive edge to the town and provides for improved access to the Hazelhatch Road and train station.

Connectivity/ Movement

Vehicular access to this KDA should comprise an arterial link street that connects the Newtown / Ardclough Road to the R405 (Hazelhatch Road) via Callenders Mill. A second point of access off the Newtown / Ardclough Road is desirable. Provision should also be made for a future road connection to the lands to the south west of the KDA with a view to providing access onto the Newtown / Ardclough Road, south of the Chelmsford residential estate, in the longer term. New streets and spaces should provide for a cycle and pedestrian friendly environment with designated cycle routes

along ~~arterial~~ *link* streets. A permeable and integrated street network shall be a key requirement of development proposals. All roads and streets should be designed in accordance with DMURS.

Built Form

The development of this KDA should reflect the established pattern of development in the area and should protect the amenity of adjoining residential estates. Development proposals shall safeguard the remains of ~~an existing ringfort~~ *discovered* and ~~any~~ undiscovered archaeology on the lands located within this KDA. Where overhead transmission cables traverse the site, proposed layouts shall comply with the recommended clearance distances identified by the ESB (ref. Section 17.11.2 of the ~~Draft~~ Kildare County Development Plan 2017-2023).

A primary school site shall be reserved to the ~~south-east~~ *centre* of this KDA and should be integrated into the site layout of future development proposals. Design proposals for a new school should ~~provide frontage onto the proposed arterial street and~~ should make a positive contribution to the character of this area.

A mix of housing types that range from two to three storeys in height is encouraged. Landmark / feature buildings should be provided along prominent routes and at key junctions to provide for variety and legibility in the urban environment and to reinforce a hierarchy of streets and spaces. This site will accommodate medium to low-density residential development in the order of ~~30~~ *35* units per hectare. ~~However, where the quality of the design and layout is particularly high, a maximum density of 35-40 units per hectare may be achievable.~~

Landscape and Spaces

It is a key requirement of this KDA that the site of the ringfort identified on the Record of Monuments and Places be integrated into a public open space and that an appropriate buffer is established around the ringfort (Department of Arts, Heritage, Rural, Regional and Gealtacht Affairs will advise at detailed design stage). This space will provide a unique focus for this new residential area.

Development proposals should maintain the established building set back on the Newtown / Ardclough Road with areas of public open space being provided to the front of the site. A landscaped edge should be provided to the south ~~east~~ of the site with a view to integrating new development into the landscape.

Existing landscape features such as tree lines should be incorporated into public open spaces. Open space networks that incorporate pedestrian and cycle routes, provide for passive and active recreation, promote ecology and integrate Sustainable Urban Drainage Systems are promoted.

Proposed Alteration No. 32:

Amend Key/legend in KDA Design Concepts Figures 12.1, 12.2, 12.3, 12.4 and 12.5

KEY	
	Link Road / Street
	Local Road / Street
	Strategic Road Objective
	Pedestrian & Cycle Route
	Retail / Commercial Uses
	Residential Area
	School Site
	Local Park / Open Space
	Key Building Frontage
	Pedestrian Bridge
	Road Bridge
	Landscape Reinforcement
	Landmark Building
	Overhead Power Line

~~Arterial Road / Street~~ *Link Road / Street*
~~Secondary Road / Street~~ *Local Road / Street*
~~Pedestrian / Cycle Route~~ *Pedestrian & Cycle Route*
~~Local Park / Strategic Open Space~~ *Local Park / Open Space*

Include *Road Bridge* and associated graphic in legend

Proposed Alteration No. 33:

Amend Table 13.3. Land Use Zoning Matrix:

Land Use	A – Town Centre	B - Existing Residential / Infill	C – New Residential	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	G - Green Belt	N- Neighbourhood Centre	H - Light Industry and Warehousing	I - Agricultural	R – Commercial and Tourism	U – Utilities and Services
Amusement Arcade	N	N	N	N	N	N	N	N	N	N	N	N
Agricultural Buildings	N	N	N	N	N	N	O	N	O	Y	N	N
Car Park (other than ancillary car parking)	Y	N	N	O	N	N	N	O	O	N	N	O
Betting Office	O	N	N	N	N	N	N	O	N	N	N	N
Cemetery	N	N	N	Y	O	N	N	N	N	N	N	N
Community / Recreational/ Sports buildings	Y	O	O	Y	Y	N	N	O	N	N	O	N
Crèche/Playschool	Y	O	Y	Y	O	N	N	O	O	N	O	N
Cultural Uses/Library	Y	O	O	Y	O	O	N	O	N	N	N	N
Dancehall/Disco	O	N	N	N	N	N	N	N	N	N	N	N
Dwelling	Y	Y	Y	O ²¹	N	N	N	Y	N	O ²²	N	N
Funeral Homes	Y	N	N	Y	N	N	N	O	N	N	N	N
Garage / Car Repairs	N	N	N	N	N	N	N	N	Y	N	N	N
Guest House/Hotel/Hostel	Y	O	O	Y	N	N	N	N	N	O ²³	⊖ Y	N
Heavy Commercial Vehicle Park	N	N	N	N	N	N	N	N	Y	N	N	N
Hot Food take away	O	N	N	N	N	N	N	O	N	N	N	N
Light Industry	O	N	N	N	N	N	N	N	Y	N	N	N
Medical Consultancy / Health Centre	Y	O	O	Y	N	N	N	Y	N	N	N	N
Motor Sales	N	N	N	N	N	N	N	N	Y	N	N	N
Nursing Home/Housing for the Elderly	Y	Y	Y	Y	N	N	N	O	N	⚡ O ²⁴	N	N
Offices	Y	O ²⁵	O	O	N	N	N	O	N	N	O	N
Park / Playground	Y	Y	Y	Y	Y	Y	Y	Y	N	O	O	N
Petrol Station	N	N	O	N	N	N	N	O	Y	N	N	N
Place of Worship	Y	O	O	Y	N	N	N	O	N	N	N	N
Playing Fields	O	O	O	Y	Y	Y	Y	O	N	O	O	N
Pub	Y	N	O	N	N	N	N	O	N	N	N	N

²¹ Ancillary to health / community use to meet special accommodation needs

²² In accordance with the Rural Housing Policy set out in the County Development Plan save structures addressed under BHO2.2

²³ Proposals of this nature shall be restricted to restoration projects and/or reuse of historic buildings subject to compliance with Development Management Standards of the CDP

²⁴ *Proposals of this nature shall be restricted to restoration projects and/or reuse of existing buildings to accommodate such uses.*

²⁵ Proposals of this nature shall be restricted to circa 100sqm

Land Use	A – Town Centre	B - Existing Residential / Infill	C – New Residential	E – Community and Educational	F – Open Space and Amenity	F2 – Strategic Open Space	G - Green Belt	N- Neighbourhood Centre	H - Light Industry and Warehousing	I - Agricultural	R – Commercial and Tourism	U – Utilities and Services
Restaurant	Y	O	O	N	N	N	N	O	N	N	O	N
School	Y	O	O	Y	N	N	N	N	N	N	N	N
Shop (Comparison)	Y	N	N	N	N	N	N	N	N	N	O	N
Shop (Convenience)	Y	O	O	N	N	N	N	Y	N	N	O	N
Utility Structures	O	O	O	O	O	O	O	O	Y	O	O	Y
Warehouse/Store ²⁶ /Depot	N	N	N	N	N	N	N	N	Y	N	N	N
Workshops /Small Scale Craft	O	O	N	N	N	N	N	N	Y	O	O	Y

Proposed Alteration No.34:

Amend Phasing for KDA3 in Section 13.5.1 as follows:

KDA 3 – Ballyoulster		
Type of Infrastructure	Description	Phasing
Town Centre pedestrian / cycle link	New pedestrian and cycle link from Celbridge Main Street to Dublin Road including bridge crossing of the River Liffey in KDA 2 <i>or improved pedestrian and cycle facilities on the existing Liffey Bridge.</i>	To be completed prior to the commencement of development occupation of dwelling units 350+ <i>351</i> in KDA 3.
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 <i>150</i> to be completed prior to the commencement of dwelling no. 101 <i>151</i> in KDA3. Pro-rata provision for remainder to be completed prior to the completion of development in KDA3.
Local Park	Local Park to include landscaping, play facilities and green links.	To be completed prior to the commencement of development occupation of dwelling units 350+ <i>351</i> in KDA 3.

²⁶ *Storage, which is ancillary to a primary use, will be considered on a case by case basis having regard to the zoning objective pertaining to the area.*

Proposed Alteration No. 35:

Delete Phasing for KDA4 in Section 13.5.1 as follows:

KDA 4 - Oldtown		
Type of Infrastructure	Description	Phasing
Western Link Road (Objective MTO3.7)	Strategic link road from R403 (Clane Road) to junction of R405 (Maynooth Road) and R449 (Leixlip Road)	To be completed prior to the commencement of development on Phase 2 lands (c. unit 451+).
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 150 to be completed prior to the commencement of dwelling no. 101 151 in KDA4. Pro-rata provision for remainder to be completed prior to the completion of development in KDA4
Open Space (Amenity and Recreation)	Completion of public park on lands zoned Open Space and Recreation including landscaping, footpaths and pitches.	To be completed prior to the commencement of dwelling no. 151 in KDA.

Proposed Alteration No. 36:

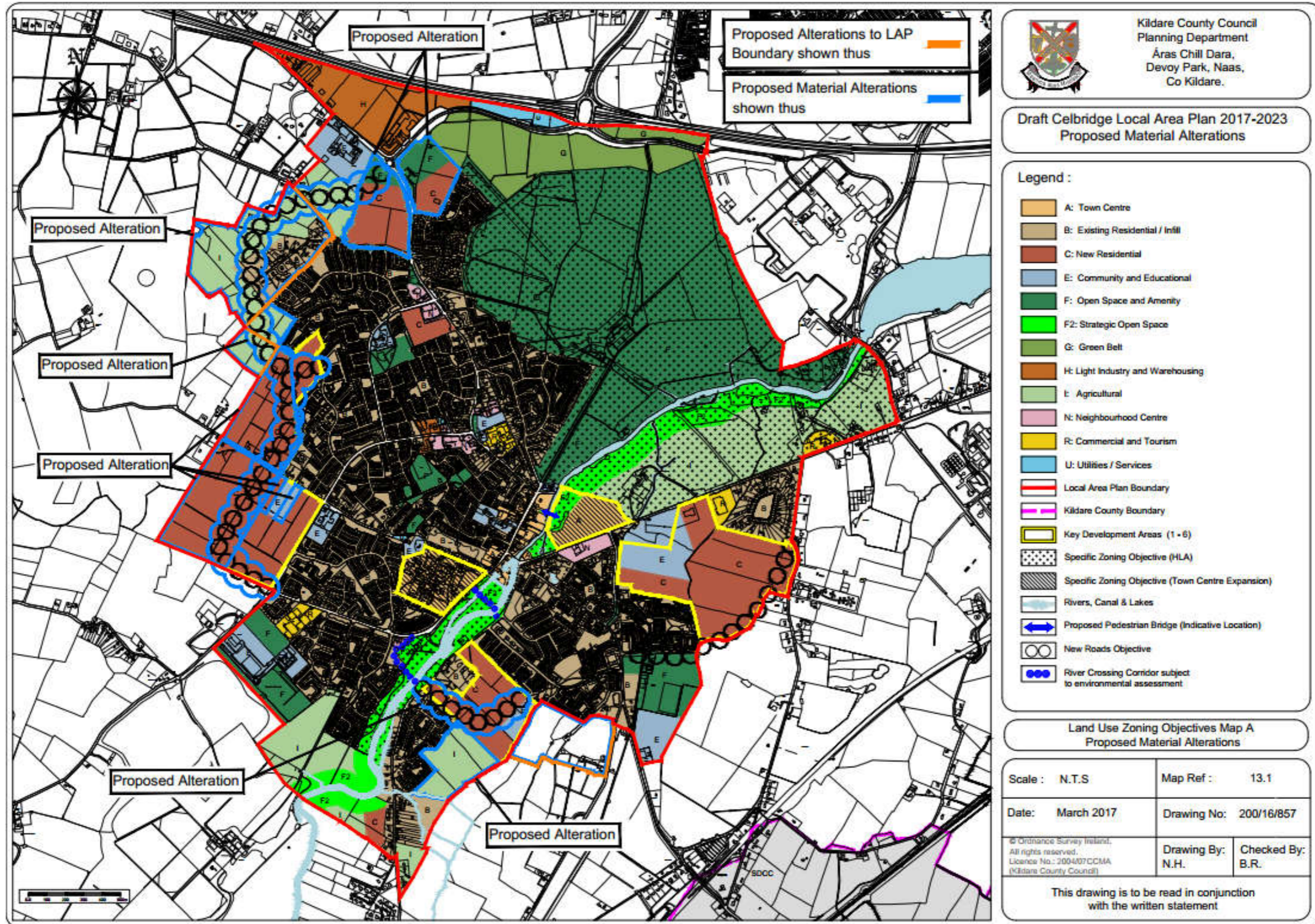
Delete Phasing for KDA5 in Section 13.5.1 as follows:

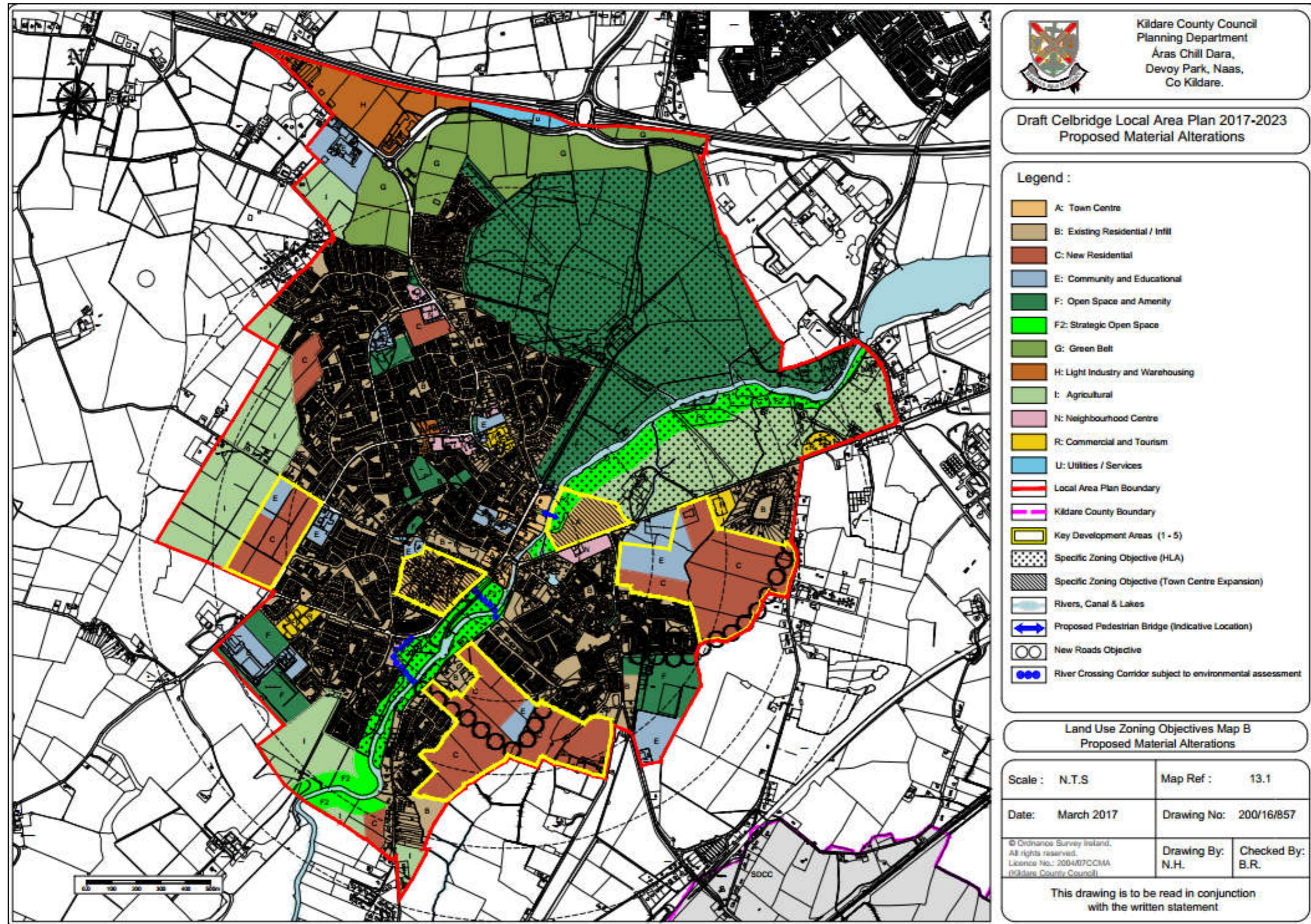
KDA 5 — Maynooth Road Gateway		
Type of Infrastructure	Description	Phasing
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA2. Pro-rata provision for remainder to be completed prior to the completion of development in KDA2.
Public Open Space	Completion of public park on lands zoned open space to the east of the R405 (Maynooth Road) to include playing pitches and landscaping.	To be completed prior to the completion of development to the east of the R405 (Maynooth Road).

Proposed Alteration No. 37:

Amend Phasing for KDA 6.5 in Section 13.5.1 as follows;

KDA 6.5 - Simmonstown		
Type of Infrastructure	Description	Phasing
River Liffey Vehicular Bridge and link road.	New vehicular bridge over the River Liffey and link road from the bridge to Simmonstown <i>KDA</i> .	To be completed prior to the commencement <i>occupation</i> of <i>any</i> development in <i>KDA 5</i> .
Childcare	Pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling.	Pro-rata provision for dwellings 1- 100 <i>150</i> to be completed prior to the commencement of dwelling no. 101 <i>151</i> in <i>KDA 6.5</i> . Pro-rata provision for remainder to be completed prior to the completion of development in <i>KDA 6.5</i> .
Open Space (Amenity and Recreation)	Local Park including play areas, footpaths and landscaping.	To be completed prior to the commencement of development occupation of dwelling units 350+ <i>351</i> in <i>KDA 6.5</i> .





Screening for Strategic Environmental Assessment and Appropriate Assessment

The proposed Material Alterations have been provisionally screened with regard to Strategic Environmental Assessment and Appropriate Assessment. It was concluded that the proposed alterations are unlikely to have significant impacts, or will have positive impacts, in terms of SEA and AA. Formal screening will be carried out to determine if a Strategic Environmental Assessment (SEA) or Appropriate Assessment (AA) or both are required for any of the Material Alterations, once agreed by elected members.

PART II

SUMMARY OF SUBMISSIONS



Submission No.	Name	Summary of Issues Raised
1	Dept. of Housing, Planning, Community & Local Government	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- Contents and broad approach of the Draft Celbridge Local Area Plan (LAP) 2017-23, provides a framework for the future growth of this fast growing town over the next six-year period.- Many aspects of the plan constitute a reasonable and well considered framework, there are also significant aspects of the draft plan requiring amendment to meet statutory and legislative obligations specifically in relation to the focus of development to the north of the town, where additional housing is likely to add to additional car based commuting,- Suggests more growth is planned to the south of the town where there is a higher degree of public transport accessibility.- States that Hazelhatch Train station is located on the Kildare Route rail investment project (€400m+ investment) and further enhancement including electrification of the line is planned and focuses for new development should be proximate to public transport nodes such as this.- References government policy supporting this planning policy principle and notes that parts of the Draft LAP do not appropriately respond to this by focusing growth in these areas. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none">- Notes LAP features limited commercial/business zoning – primarily the zoned lands adjoining to the M7 and Maynooth Road north of the town for light industry and warehousing.- In the wider context however, the Draft Kildare CDP 2017-23 includes proposed Objective EO16: ‘To carry out a strategic assessment of employment lands in the County to inform the Regional Spatial and Economic Strategy, and in particular to assess the need for new employment sites in the economic growth centres of County Kildare’. The submission states that this study is significant from the perspective of the acknowledged shortfall in zoned employment lands in Celbridge (section 5.3.2 of the Draft Kildare CDP 2017-23) and states that is important that the Draft LAP is coordinated with this wider study on employment lands in order to ensure that Celbridge develops strategically as part of the metropolitan area of County Kildare. <p>Movement & Transport – Chapter 8</p> <ul style="list-style-type: none">- Submission notes an additional crossing of the River Liffey is identified as a strategic transport objective for the Draft LAP, but appears not to have been provided for in the overall phasing of new housing development. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Submission raises concerns regarding the analysis of constraints in the local water services network in the Draft LAP and states that commentary on the planned/required infrastructure to serve their substantial new development areas around the town is required.- States significant housing development proposed in the LAP and it is necessary for the availability of waste supply and water services to inform the zoning of lands for housing intended to be developed over the plan period. <p>KDA 4 and KDA 5 – Chapter 12</p> <ul style="list-style-type: none">- Specifically references KDA’s 4 and 5 as being at a significant distance from the train station.- Whilst highlighting this issue, does accept that the Strategic Flood Risk Assessment that accompanies the LAP indicates that certain lands in the



Submission No.	Name	Summary of Issues Raised
		<p>vicinity of the train station are not appropriate for zoning for residential development. However, the submission requests that other lands positioned between the existing built form of the town and the train station at Hazelhatch - both to the east of the R405 road and also at Simmonstown Stud (east of KDA 6) are considered to capitalise on the extent of existing public transport infrastructure.</p> <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Concludes by requesting a number of alterations to the Draft LAP (outlined below) during the material amendment stage of the LAP process including to amend chapter 13 of the Draft LAP to ensure that new development is clearly phased on the basis of the timely delivery of identified new strategic infrastructure for the overall town including in particular Road and bridge infrastructure and Water services infrastructure. • Provide for relocation of appropriate zoning of housing lands on the south eastern environs of the town in the vicinity of the train station. • Removal of residential zoning to the west of the town. • Review the availability of additional employment/ business lands in the LAP to ensure that Celbridge develops strategically as part of the metropolitan area of County Kildare.
2	Department of Education & Skills	<p>Education– Chapter 6</p> <ul style="list-style-type: none"> - Department acknowledges that it has worked closely with the Council in relation to securing sites for educational infrastructure and will continue to work closely with the Council in relation to the provision of new schools and the development of existing schools. - Emphasises the critical importance of the Council ensuring sufficient land is zoned for this purpose and - Specifically states the Department have made the Council aware of the need for school sites for Scoil Naomh Pdraig and Celbridge Community School. - Requests Council, when identifying suitably located lands to meet educational infrastructure needs within LAP, consider favourable implementation strategies and phasing in the order to ensure ready access to existing infrastructure and to avoid the risk of disproportionate costs by the Department. - The submission requests that any site reservations are made, where possible, close to community facilities such as sports complexes and libraries etc to allow for shared services. - Open to the concept of multi campus school sites which have the effect of reducing the land take for school development. - Requests that sufficient lands be made available adjacent to schools to allow for future expansion. - Notes that the LAP clearly states that the realisation of the plans objective is dependent on supporting infrastructure and requests that the Council consider the threshold requirements for all schools in the LAP and the barriers to the delivery. - Note provision made in the draft LAP for 3 primary and 1 post-primary school site reservations. The Department provides a table outlining the potential number of primary and post primary school places which would be required to meet the projected increase in population as 4 primary and 1 post primary sites. <p>Flood Risk – Chapter 9</p> <ul style="list-style-type: none"> - Submission notes that the Draft LAP addresses Flood Risk within the town, and requests that the Council in conjunction with the OPW consider a



Submission No.	Name	Summary of Issues Raised
		<p>solution to unlock the planning potential of the DoE&S site on the Hazelhatch Road.</p> <p>-</p>
3	National Transport Authority (NTA)	<p>Transport Strategy for the GDA – Chapter 8</p> <ul style="list-style-type: none"> - NTA states that the plan does not take sufficient account of the future transport network and services set down in the ‘Transport Strategy for the Greater Dublin Area 2016-2035. - Requests Draft Plan should aim to provide the higher end of the guidelines density range in areas served by public transport. - Submission states having regard to the significant improvements to public transport accessibility which have been delivered to Celbridge through the re-introduction of services from Hazelhatch to the City Centre via the Phoenix Park tunnel, coupled with future improvements to be delivered by DART expansion, the NTA is of the view that the development of Celbridge would be most efficiently undertaken in a southward direction, towards Hazelhatch. <p>MT3</p> <ul style="list-style-type: none"> - Requests Policy MT3 – Transportation be named Roads - Requests MTO 3.6 includes reference to the National Cycle Manual - Requests new objective be provided for in the LAP which states that all road development in Celbridge be undertaken in accordance with the ‘Principles of Road Development’ as set out in Section 5.8.3 of the Transport Strategy. <p>Density - Chapter 12</p> <ul style="list-style-type: none"> - Submission raises concerns regarding the quantum and location of the residential zonings proposed in the draft LAP. - Note that Sustainable Residential Development in Urban Areas Guidelines state that the greatest efficiency in land usage on greenfield lands is provided in the range of 35-50 dwellings per hectare. - Notes draft plan, excluding arterial roads, proposes an average density of 30 dwellings to the hectare. <p>KDA 4</p> <ul style="list-style-type: none"> - Raises concerns regarding the extent of housing lands identified to the west of the town in KDA 4 Oldtown - States development here would be primarily car based and would not align with the objectives of the Transport Strategy, - Submits zoning in Oldtown be reconsidered.
4	An Taisce	<p>Retailing – Chapter 5</p> <ul style="list-style-type: none"> - LAP should include policies for the prohibition of out-of-centre retail development - Council must take an active role in site assembly for new retail development on brown field and infill sites, including using CPO powers where necessary to provide for the sensitive revitalisation of town centres. - Suggests Council introduce car parking charges for out-of-centre retail development and introduce a corresponding S.48 waiver for development contribution levies in lieu of off-street parking for new retail development in town centre location. <p>Movement & Transport – Chapter 8</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Addresses sustainable transport and land use patterns - States LAP needs to place emphasis on slow modes of transport. - The National Cycle Policy Framework includes practical measures to help achieve the key objective of this policy which should be reference in the LAP. - States LAP must have the overall objective of significantly reducing transport demand by creating compact walkable settlement patterns and include detailed policies on walking and cycling. New housing developments and mixed use development should be based on reducing car dependency, which is key in creating more sustainable urban areas and improved quality of life. Land being zoned for residential development must be located in close proximity and/or well connected by public transport corridors, walking/cycling routes to existing and/or proposed services and due regard should be given to the design of transportation and to the permeability and layout of proposals for walking and cycling. <p>Energy Supply - Chapter 9</p> <ul style="list-style-type: none"> - Draft LAP lacks clear policies and objectives in relation to Climate Change - Imperative that the LAP contains clear objectives to reduce GHG emissions and to promote renewable energy. <p>Heritage – Chapter 10</p> <ul style="list-style-type: none"> - States that the KDA2 zoning and town centre extension development would have detrimental impacts on the historical landscape, and architectural importance of the environs and the setting of Donaghcumper Demesne. - Notes lands at Donaghcumper were previously identified for town centre expansion under the Celbridge Development Plan 2002 and in the 2010 LAP and that the current draft LAP proposes a reduced town centre extension area in response to environmental sensitivities associated with the historic landscape and the River Liffey. This reduction has opened up space between the KDA2 zoned site and the River Liffey. However, the submission states that despite a set back from the River Liffey, town centre development on site would result in a degree of encroachment into the Liffey Valley lands which, as set out in the current Kildare County Development Plan (Section 14.5.3), are significant in terms of landscape character and are of high amenity value and sensitive to development. (Sub 4, ch 10 (12)) <p>Town Centre Extension – Chapter 12</p> <ul style="list-style-type: none"> - Submission addresses zoning at Donaghcumper - Notes that site has been designated as a ‘Key Development Area’ [KDA2] - KDA2 zoning is located adjacent to the demesne of Donaghcumper House and in close proximity to the historic Main Street of Celbridge and in the vicinity of Castletown House and its historic grounds, which are significant elements of an 18th century designed landscape. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Concludes by stating that a designated implementation officer must be appointed to oversee the implementation of the LAP and ensure joined up thinking between development management, forward planning, environment, service infrastructure provision etc.
5	Dublin Airport Authority (DAA)	<ul style="list-style-type: none"> - This submission states that the DAA has no observations in relation to the Draft LAP.



Submission No.	Name	Summary of Issues Raised
6	Inland Fisheries Ireland (IFI)	<p>Infrastructure Water – Chapter 9</p> <ul style="list-style-type: none">- Highlights importance of building comprehensive and robust assessment of both local infrastructural needs and Local Authority capacity to meet those needs into the plan.- Should WWTPs fail to provide expected capacities during the life of the plan, IFI highlights the risk of associated significant environmental impacts which may result from local development.- While advancing policies in line with sustainable water management it is imperative that the development plan works in harmony with the Water Services Programme of Irish Water. <p>Infrastructure Surface Water Drainage – Chapter 9</p> <ul style="list-style-type: none">- Considers the inclusion in LAP of SUDS for surface water disposal is a positive indicator of the Council’s intention for the sustainable development of the area and should, in conjunction with good management of the site, aid in flooding and pollution management. <p>Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- IFI is statutory body with principal function of protection, management and conservation of the inland fisheries resource- Celbridge is traversed by some of the more productive and important salmonoid systems in the region i.e. Rivers Liffey and several of its tributaries including the Shinkeen and Donaghcumper Rivers are exceptional in supporting a number of Annex II species.- LAP, in considering the protection of the quality of the aquatic environment must address not only water quality but also include the protection of the physical environment, hydrological processes and biodiversity and must recognise that protection of the aquatic environment/habitat not only requires the protection of water quality but also necessitates the protection and maintenance of physical habitat and hydrological processes/regimes. <p>Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- It is also noted in the LAP, the intention to build new bridges across the Liffey. When structures are being designed for crossing fisheries waters, consideration must be given to the following biological criteria:<ul style="list-style-type: none">➤ Species of fish required to safely pass;➤ Size of fish required to pass (life stage);➤ Time of year in which fish passage is required; and,➤ High and low design passage flows etc.- Bridges and bottomless culverts have the least impact on fish passage- IFI recommends LAP have clear policy on the use of clear span structures on fisheries waters- IFI should be consulted on any such proposed developments. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- Welcomes policy to improve connectivity along the Liffey- Potential for the development of the Liffey Valley Regional Park



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Notes River corridors and buffer zones are an ideal and natural way to link areas to attain a high quality Green Infrastructure network for Celbridge. - Welcomes recognition of importance of buffer zones - Requests that they are consulted when determining the full extent of the buffer zone in relation to any development that could potentially impact on the aquatic ecosystems and associated riparian habitat. (Sub 6, ch 11) <p>Conclusion</p> <ul style="list-style-type: none"> - LAP should create the policy framework for sustainable development, be consistent with River Basin Management (s) and comply with the requirements of the EU Water Framework Directive, while promoting the integration and improvement of natural watercourses in urban renewal and development proposals.
7	Transport Infrastructure Ireland (TII)	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Acknowledges the Core Strategy Objectives to facilitate sustainable intensification in the town centre and in established residential areas, and welcomes this approach. - Raises concern with KDA 4 and 5 and associated roads objectives have the potential to generate significant traffic movements onto the junction of the R 405/R409 in proximity to junction 6 of the M4. - Reference made to comments in relation to similar issues regarding the Leixlip LAP and raise concerns regarding the cumulative impact on the operation of the national road network. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Acknowledges requirement for Traffic and Transport Assessment for all applications within the KDA’s and the associated phasing requirements. - This approach should not be taken as a substitute for undertaking a more strategic assessment of the capacity of the road network and its capacity to accommodate the extent of development proposed in the plan, which, the submission states, appears to be absent. - The TII recommends that an evidence based transport assessment be undertaken to support development proposals and phasing set out for the KDAs. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - LAP should reference the National Roads Guidelines for Planning Authorities (DoECLG, 2012) and the critical need to safeguard the strategic function of the national road network in the area. - Consideration should be given to including the requirements of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines into the Local Area Plan concerning specific objectives relating to Traffic and Transport Assessment, Road Safety Audit, Environmental Noise requirements and Signage, etc. The Draft LAP should also reference the TII Traffic & Transport Assessment Guidelines (2014) in relating to development proposals with implications for the national road network. Thresholds advised in the TII Traffic & Transport Assessment Guidelines (2014), including sub-threshold TIA requirements, relate specifically to development proposals affecting national roads. (Sub 7, Ch 8)
8	Environmental	Environmental Assessment – General



Submission No.	Name	Summary of Issues Raised
	Protection Agency (EPA)	<ul style="list-style-type: none"> - EPA acknowledges plan takes into account environmental consideration including the protection/enhancement of green infrastructure, protection of designated sites and protected species etc - Notes a number of relevant policy objectives and commitments in the Draft LAP. - Notes proposals for construction of additional bridges within the Plan area, crossing the River Liffey. - The Plan should ensure that the requirements of the Habitats, Water Framework, Floods and EIA directives are taken into account, as appropriate and relevant. - States Plan should ensure that the natural resources and environmental conditions that are fundamental to the economic and social wellbeing of future generations are protected and are not degraded or exhausted, - Seven Key Actions for Ireland are identified in the EPA’s recent state of the environment report Ireland’s Environment 2016 - An Assessment’ (EPA, 2016) and should be taken into account in the Plan. <p>Strategic Environmental Assessment – Environmental Report</p> <ul style="list-style-type: none"> - In relation to SEA ER, EPA noted that in Section 5.2 Environmental Objectives, there is merit in including the protection of key ecological corridors/linkages in the objective for “Biodiversity including Flora and Fauna”. The associated indicator for Biodiversity, Flora and Fauna should also consider the status of protected sites, in addition to their extent and number. The SEA ER should include information, where available, on the monitoring frequency of the proposed monitoring programme.
9	Irish Water	<p>Infrastructure – Water Chapter 9</p> <ul style="list-style-type: none"> - Submission notes housing growth and target population including the identification of 129 hectares of undeveloped residentially & mixed use (town centre extension) zoned land located adjacent to established commercial or residential areas (in the KDAs). - Re waste water services, IW advises the preparation of a Drainage Area Plan (DAP) for the Lower Liffey Regional Sewerage Scheme, which includes Celbridge, which will identify solutions to provide capacity for future residential development and meet environmental compliance requirements. This is to be completed by 2019. - Re waste water services, IW advises there are significant network constraints in Celbridge and IW will seek to resolve identified constraints associated with the Castletown Pumping Station in advance of the completion of the DAP. - In relation to Water Supply, IW, suggests the following amendment to Section 9.1.1 of the Draft LAP. 9.1.1 Celbridge is connected to the water supply scheme servicing the North Kildare Region. The water supply scheme is serviced by the Ballygoran Reservoir, which can be supplied by both the Ballymore Eustace and Leixlip Water Treatment Plants. - The submission includes a list of appropriate objectives / policies for water services in development plans.
10	OPW	<p>Economic Development – Tourism – Chapter 7</p> <ul style="list-style-type: none"> - Particularly welcome, EDO2.2 to support the ongoing development of Castletown House and Demesne for Leisure and tourism purposes, subject to the protection of architectural heritage and natural amenities. <p>Built and Natural Heritage – Chapter 10</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Welcomes the Draft Celbridge LAP and its approach towards Castletown House and Demesne and the specific objectives to deliver a cohesive vision to ensure the continuation of the lands in their ownership around Castletown House, as both a local amenity and as a tourism destination whilst protecting and enhancing its heritage importance. - Particularly welcome, SRVO1.1 To protect the visual amenity and character of scenic routes and views in Celbridge and Castletown as identified in the CDP. - Particularly welcome, SRVO1.2 To require a Visual Impact Assessment of proposals for development that may impact on the special character and visual amenity of scenic routes and views as part of any planning application process. <p>Advises OPW are currently preparing a Conservation Management Plan for Castletown.</p> <p>Green Infrastructure & Strategic Open Spaces - Chapter 11</p> <ul style="list-style-type: none"> - Particularly welcome, OSO1.5 To pursue the creation of a Liffey Valley Regional Park together with Dublin City Council, Fingal and South Dublin County Councils and the OPW. - The OPW state that these objectives both support and facilitate the enhancement of Castletown as a tourism asset while also ensuring other developments in the LAP area. - Notes draft LAP identifies intention to preserve the special landscape character of the historic landscapes within Celbridge as set out on Map 13.1 which includes Castletown Demesne.
11	Health Service Executive (HSE)	No further comments.
12	Social Democrats Submission (Catherine Murphy TD, Cllr Anthony Larkin)	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Outlines content of the Draft LAP and identifies number of areas of concern. - Raises concern with designation of Celbridge as a Moderate Sustainable Growth Town - Notes town has been identified for significant growth i.e. 10% of the County growth. - States growth cannot be sustained without facilities and services being put in place in advance of the delivery of this extent of housing. - States facilities and services have not kept pace with growth to date and are at breaking point. <p>Garda Resources</p> <ul style="list-style-type: none"> - References Garda resources as a deficiency. - Notes that the ISP identifies many other gaps in social infrastructure. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - The requirement for an audit of Sports & Leisure facilities in the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission raises issues with Public transport provision between Leixlip and Celbridge namely HP & Intel. - Submission notes that the road network does not have the capacity for additional traffic.



Submission No.	Name	Summary of Issues Raised
		<p>Urban Design and Key Development Areas – Chapter 12 The submission addresses each of the KDA's in the Draft LAP and raises concerns regarding the individual concepts for same.</p> <p>Implementation – Chapter 13</p> <ul style="list-style-type: none">- Raises concerns regarding the implementation of the Planning & Development (Housing) Act 2016 and how the phasing and masterplan areas will be addressed through this process. <p>KDA 1 – St Raphael's</p> <ul style="list-style-type: none">- States not immediately obvious how existing community who reside or depend on the services provided at this facility, will be catered for and for same needs to be addressed in a more substantial way in this plan.- Raises concerns regarding the Celbridge Abbey nurseries site which is owned and operated by the St John of God Order and earmarked as a new school site.- States that the plan stays silent on plans for the Playground within the grounds of the Abbey and states this is valuable asset to the area. <p>KDA 2 – Donaghcumper</p> <ul style="list-style-type: none">- States Draft LAP not clear how views from Donaghcumper House or demesnes of Castletown and Donaghcumper can be preserved with the intrusion of a modern mixed use development the height and density of which have not been outlined.- Notes congestion at the bridge is referred to in the plan, however, traffic movements to and from the development proposed for KDA 2 is likely to be significant and add greatly to the congestion currently being experienced in the town.- Submission states that there are issues regarding vacancy on the main street at present and therefore there is no commercial rationale for additional retail at this location.- Submission addresses issues with Town centre extension locations and the requirement for same. <p>KDA 3 – Ballyoulster</p> <ul style="list-style-type: none">- Concerns regarding the number of units proposed and capacity of the roads infrastructure in vicinity to carry additional loadings.- Submission states an obvious need for a park and playground at this location and any school building needs to precede the development of houses.- Submission notes densities, building heights and boundary treatments are a concern given proximity to existing housing. <p>KDA 4 Oldtown</p> <ul style="list-style-type: none">- States accommodating an additional 1,425 housing units at this location, even on a phased basis, will place considerable demands on existing services, infrastructure and facilities- States safe guards must be incorporated into plan regarding the delivery of necessary services. <p>KDA 5 Crodaun</p> <ul style="list-style-type: none">- Concerns regarding design of the new developments adjacent to existing and well established housing estates.- Submission states consideration should be given to traffic movements on the Maynooth Road and proposals to address congestion in this area.



Submission No.	Name	Summary of Issues Raised
		<p>KDA 6 Simmonstown</p> <ul style="list-style-type: none"> - Comments relate to condition of Ardclough Road - States a new river crossing should be a prerequisite to any development in this area.
13	James Lawless TD	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises concerns regarding severe traffic congestion in Celbridge on daily basis - States Liffey Bridge is the single greatest cause. - Notes upgrade works to this bridge are an objective of the Draft LAP, however, states this objective is given the highest priority. - Notes objective MTO3.4 which requires the preparation of a Traffic Impact Assessment for all major traffic generating developments and again submits that this objective be given the highest priority. - Notes importance of Hazelhatch train station to the town of Celbridge - States a higher level train usage will be evidenced if the promotion of alternative routes for the feeder bus occurs - States areas such as Main Street, Maynooth Rd, Clane Rd and Shackleton Rd should be serviced. <p>Town Centre Extension</p> <ul style="list-style-type: none"> - Indicates awareness of concerns of locals regarding Donaghcumper and the future potential plans for same - States KCC should be aware of these concerns when considering the Draft Plan.
14	Frank O'Rourke TD & Cllr Michael Coleman	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Submission states lack of facilities for 12-17 year olds and inadequate Garda Resources committed to the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - States deficit in road and bridge infrastructure, public transport and social infrastructure in Celbridge. - States must be an increase in public transport use and an improved service to Hazelhatch Station. - LAP fails to address development opportunities at Hazelhatch adjacent to the train station. - Hazelhatch is underutilised and the LAP does not promote use of public transport. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Notes growing problems with water supply and waste water systems. <p>MTO3.9</p> <ul style="list-style-type: none"> - Specifically addresses the proposals for a link road from KDA 4 to Oldtown Mill and states that same should not be open during the construction phase, however, provisions should be put in place so that it may be opened in the future with the agreement of the residents. (Sub 14, Ch 12) <p>MTO1.7</p> <ul style="list-style-type: none"> - References the proposals for improved pedestrian permeability in the Plan and states that same should only be initiated with the agreement of the residents of the area. - References previous locations where permeability has been trialled and has proven to be a nuisance to residents in the area, leading to anti-



Submission No.	Name	Summary of Issues Raised
		<p>social behaviour and crime.</p> <p>MTO3.10</p> <ul style="list-style-type: none"> - The submission states that any second river crossing must be diverted away from settled residential estates. <p>KDA 2</p> <ul style="list-style-type: none"> - States that in relation to KDA 2 Donaghcumper, any development along the banks of the Liffey would be totally inappropriate.
15	Cllr Íde Cussen	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Notes that Celbridge is a Moderate Sustainable Growth Town in the RPG’s. - States that there is a pro-rata entitlement to public transport connections and social infrastructure with that designation. - States a fear among residents that housing will be developed without the delivery of necessary infrastructure. <p>Chapter 5</p> <ul style="list-style-type: none"> - Insert an amendment: Shop fronts in the Irish Language to be encouraged as per County Development Plan Chapter 15 (15.3.2). - Insert an amendment: TC01.8: to support the continued use of the Mill Centre. And to work to ensuring that the Mill Centre is accessible to all. <p>Chapter 6</p> <ul style="list-style-type: none"> - Add an Objective COMO1.3. under 6.3.3 Healthcare ‘that the Primary Care Centre on the Maynooth Road become a diagnostics centre (X-ray ; MRI etc). - Insert an amendment: COMO2.3 that a site for a new playground that is sufficient to provide appropriate entertainment for various ages of children and teenagers is sourced and the playground delivered. This playground to be developed as per CDP Chapter 11 (11.8.6). - To add an additional Objective. “To cooperate with Celbridge Access Group, to ensure Celbridge is accessible for all. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Insert an amendment: MT1; To ensure all footpaths in the town provide adequate access for persons with a disability - Insert an amendment: MTO1.4 To provide a footpath on Loughlinstown Road. - To add an additional Objective “To restore/upgrade the existing Pedestrian Bridge across the Liffey”. - To REMOVE MT01.7 as per CDP Chapter 15 (15.8.1, permeability through existing housing estates must go to public consultation in each instance). - To REMOVE MT01.8 as per MT01.7 and amend Actions: The Council will investigate the feasibility..... add the following text ‘<i>subject to public consultation in each instance</i>’. <p>Chapter 10</p> <ul style="list-style-type: none"> - Add an Objective: To support the implementation of a conservation and management plan for Donaghcumper Medieval Church Ruins. <p>Chapter 11</p> <ul style="list-style-type: none"> - Add an Objective Policy GI 1 – Green Infrastructure: To provide community land for Edible Gardening Community Projects in Celbridge - Concludes by stating that public parks need a Parks Department in KCC, as currently there aren’t sufficient services to maintain parks in the



Submission No.	Name	Summary of Issues Raised
		<p>Celbridge Leixlip area.</p> <p>Urban Design and Key Development Areas – Chapter 12</p> <ul style="list-style-type: none"> - States LAP requires more definitive master plans for each of the KDAs to include for more specific details in relation to house types/densities, location of childcare facilities etc. - States that the level of detail in the draft LAP is insufficient. - Suggests that KDA 4 be removed from the LAP until further scoping is carried out that gives a masterplan with a higher level of detail. Further states that in lieu of these being removed lands in the vicinity of Hazelhatch Train Station should be explored. <p>Phasing – Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Phasing in the Draft Plan needs to be clear and comprehensive.
16	Ciara Wall	<p>KDA 6</p> <ul style="list-style-type: none"> - Submission is from 9 year old Ciara Wall, signed by 32 of her friends - Regarding proposals for new housing in KDA 6. - submission states that Ciara and her friends currently play outside and if proposals set out in KDA 6 go ahead then she and her friends will no longer be able to do so.
17	Residents of Oldtown Mill Estate (479 signatures – Sandra Whelan)	<p>KDA 4</p> <ul style="list-style-type: none"> - Submission from the Residents of Oldtown Mill and is signed by 479 residents. - Sets out a number of issues which are of concern to the residents. - Opposes any further housing within the Oldtown Mill estate. - Opposes any proposals for access through either vehicular or pedestrian through the existing estate. - The submission states that the densities proposed for KDA 4 are not in keeping with the existing densities of adjoining estates. <p>MTO3.9</p> <ul style="list-style-type: none"> - New housing should be separate to the existing estate <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding the existing deficiencies in infrastructural provision and the capacity to address additional loadings.
18	Simmonstown Park Residents Association	<ul style="list-style-type: none"> - Commends KCC on the draft plan and acknowledges opportunity to make submission. - States plan sets out strategic objectives that are to be welcomed and if achieved would address many deficiencies that currently exists, however, does suggest caution of repeating past failures. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - No social infrastructure such as a public pool to support the population. - Proposals for additional housing should be suspended until the necessary facilities, amenities, transport links and infrastructure are provided. <p>Movement and Transport – Chapter 8</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Raises issues surrounding traffic congestion. - State of the Liffey Bridge and states that the 3 northern towns of Maynooth, Leixlip and Celbridge have a combined population in excess of 50,000 with no integrated public transport network. - States journey from Celbridge to Leixlip involves taking two buses yet two large employers Intel and HP are based there. - States that Celbridge has and will continue based on the proposals outlined in this plan continue to be adversely impacted by its proximity to Dublin and there is no direct Dublin bus service to Dublin throughout the day. - Specific targets such as a direct Dublin Bus route to Dublin and direct routes to areas of employments such as Blanchardstown and Sandyford should be incorporated and a regular circular bus service connecting Celbridge, Leixlip and Maynooth be considered and recommends that creative solutions towards reducing our dependence on private cars needs to be prioritised. <p>KDA 2</p> <ul style="list-style-type: none"> - Opposes development of further residential and commercial development at KDA 2 including vehicular bridge <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Would destroy the integrity of the Donaghcumper Estate forever. - A critical heritage amenity of and for the town. - Detrimental on the development of a Liffey Park Valley from Leixlip towards Newbridge and beyond. - Recommends this area be used exclusively as an amenity area connected by footbridge to the town centre and with the provision of a supervised playground close to the town centre with playing fields / recreational amenities on the higher area while still retaining the integrity of a walk / cycle-way along the river bank. <p>KDA 3</p> <ul style="list-style-type: none"> - The area behind the graveyard should be retained for future graveyard enlargement and parking for the graveyard - Proposed entrance/exit to Primary and Post-Primary Schools would be better placed further East with bus, cycle and pedestrian access from the Dublin Road thereby removing the need for vehicular access to the schools from the Shinkeen Road.
19	Residents of The Orchard & The Court, Oldtown Mill	<p>General</p> <ul style="list-style-type: none"> - submission on behalf of the Residents of the Orchard and the Court, Oldtown Mill - Raises concerns around a number of issues. <p>KDA 4</p> <ul style="list-style-type: none"> - Residents oppose any mix of housing types which differ from the existing Oldtown Mill Estate and state that any 3 storey developments would result in overlooking of existing houses. - The submission states that the densities set out in the KDA design concepts and vision exceed the existing densities within the Oldtown Mill Estate and states that any new development should reflect the existing pattern of development. - Oldtown Mill estate has been closed since the original phase 1 was constructed and



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Any proposals for permeability through the existing estates would lead to an increase in crime, break ins and anti-social behaviour.- Refers to the state of the existing infrastructure within the estate.- States that any new development should be self-sufficient in terms of infrastructure provision and all services should be in place prior to the commencement of any housing development.- Opposes the removal of the large portions of hedgerows bounding the Oldtown Mill estate which would result in the destruction of the wild plant and animal species and their habitats. <p>MTO3.9</p> <ul style="list-style-type: none">- States proposals for new housing within KDA 4, including the proposed Western Outer Link Road is too close to the existing houses and will bring increased dust, noise and pollution levels.- Raises concerns regarding the health and safety of residents should the proposed connection from KDA 4 through Oldtown Mill go ahead.
20	Gary Corboy	<p>MTO3.9 and MTO1.7</p> <p>Objects to the proposed access through Oldtown Mill from KDA 4, either pedestrian or vehicular and states that such proposals would endanger residents.</p>
21	Carol Corboy	<p>MTO3.9 and MTO1.7</p> <p>Objects to the proposed access through Oldtown Mill from KDA 4, either pedestrian or vehicular and states that such proposals would endanger residents.</p>
22	Gerard Corboy	<p>MTO3.9 and MTO1.7</p> <p>Objects to the proposed access through Oldtown Mill from KDA 4, either pedestrian or vehicular and states that such proposals would endanger residents.</p>
23	Stephen Corboy	<p>MTO3.9 and MTO1.7</p> <p>Objects to the proposed access through Oldtown Mill from KDA 4, either pedestrian or vehicular and states that such proposals would endanger residents.</p>
24	Amy Corboy	<p>MTO3.9 and MTO1.7</p> <p>Objects to the proposed access through Oldtown Mill from KDA 4, either pedestrian or vehicular and states that such proposals would endanger residents.</p>
25	Alan Cooper	<p>This submission raises concerns regarding the following</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- Housing unit figures are not in line with CSO figures. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- Lack of infrastructure.



Submission No.	Name	Summary of Issues Raised
		<p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Issues regarding water pressure. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- Destruction of hedgerows. <p>KDA 4 - MTO3.9</p> <ul style="list-style-type: none">- Impact of a large road through the Oldtown Mill Estate from KDA 4. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none">- Phasing and how same will be implemented.
26	Rowena Cooper	<p>This submission raises concerns regarding the following</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- Housing unit figures are not in line with CSO figures. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- Lack of infrastructure. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Issues regarding water pressure. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- Destruction of hedgerows. <p>KDA 4 - MTO3.9</p> <ul style="list-style-type: none">- Impact of a large road through the Oldtown Mill Estate from KDA 4. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none">- Phasing and how same will be implemented.
27	Mary O'Connor	<p>This submission raises concerns regarding the following</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- Housing unit figures are not in line with CSO figures. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- Lack of infrastructure. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Issues regarding water pressure. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- Destruction of hedgerows. <p>KDA 4 - MTO3.9</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Impact of a large road through the Oldtown Mill Estate from KDA 4. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Phasing and how same will be implemented.
28	Kevin Meehan	<p>KDA 4</p> <ul style="list-style-type: none"> - Raises concerns regarding KDA 4. - Objects to proposals for 3 storey dwellings in new developments and states that such proposals will affect the natural light and privacy of existing residents of Oldtown Mill. <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to proposed penetrability within the existing estate and states that such proposals will result in anti-social behaviour and other associated issues. <p>MTO3.9</p> <ul style="list-style-type: none"> - States that for access from KDA 4 should not be permitted through the Oldtown Mill Estate and states that such proposal would act as a thoroughfare through to the M4 and Maynooth and Clane Roads and would pose a threat to the safety of children within the estate.
29	Jennie Meehan	<p>KDA 4</p> <ul style="list-style-type: none"> - Raises concerns regarding KDA 4. - Objects to proposals for 3 storey dwellings in new developments and states that such proposals will affect the natural light and privacy of existing residents of Oldtown Mill. <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to proposed penetrability within the existing estate and states that such proposals will result in anti-social behaviour and other associated issues. <p>MTO3.9</p> <p>States that for access from KDA 4 should not be permitted through the Oldtown Mill Estate and states that such proposal would act as a thoroughfare through to the M4 and Maynooth and Clane Roads and would pose a threat to the safety of children within the estate.</p>
30	Imelda Ashe	<p>MTO3.9 Western Outer Link Road</p> <ul style="list-style-type: none"> - Raises concerns regarding the location of MTO3.9 Western Outer Link Road which will traverse family lands at Kilwogan which may inhibit their ability to develop these lands for their own housing.
31	Sheena Jackson nee Colclough	<p>MTO3.9 Western Outer Link Road</p> <p>Raises concerns regarding the location of MTO3.9 Western Outer Link Road which will traverse family lands at Kilwogan which may inhibit their ability to develop these lands for their own housing.</p>
32	Maria	<p>KDA 4</p>



Submission No.	Name	Summary of Issues Raised
	Cunningham	<ul style="list-style-type: none"> - Concerns to the overall density of proposed units and will result in an overdevelopment of Oldtown Mill. - Development of phase 2 of KDA 4 will cause disruption to Oldtown Mill during construction. <p>MTO3.9</p> <ul style="list-style-type: none"> - Concerns regarding proposals for a through road from KDA 4 through Oldtown Mill which will increase traffic and increase risk to children and change the nature of the existing estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding any permeability through the existing estate and opposes the construction of 3 storey dwellings or duplexes within phase 2 of the development of KDA 4 and references overlooking and loss of privacy for reasons for opposition to same.
33	Niall Abbott	<p>KDA 4</p> <ul style="list-style-type: none"> - Concerns to the overall density of proposed units and will result in an overdevelopment of Oldtown Mill. - Development of phase 2 of KDA 4 will cause disruption to Oldtown Mill during construction. <p>MTO3.9</p> <ul style="list-style-type: none"> - Concerns regarding proposals for a through road from KDA 4 through Oldtown Mill which will increase traffic and increase risk to children and change the nature of the existing estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding any permeability through the existing estate and opposes the construction of 3 storey dwellings or duplexes within phase 2 of the development of KDA 4 and references overlooking and loss of privacy for reasons for opposition to same.
34	Kristina Banas	<p>Community Facilities – Chapter 6 Suggests that the plan addresses new housing only without addressing providing additional community facilities or social and recreational services for the future.</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises concerns regarding the extent of housing proposed in the plan and the additional pressures that this will place on the currently congested road network in Celbridge and - States that the bus service is currently poor. - Suggests that the plan addresses new housing only without addressing the existing traffic issues. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - States that the plan does not propose improvements to infrastructure and quality of an area or town and the way it functions.
35	Matus Banas	<p>Community Facilities – Chapter 6 Suggests that the plan addresses new housing only without addressing providing additional community facilities or social and recreational services for the future.</p> <p>Movement and Transport – Chapter 8</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Raises concerns regarding the extent of housing proposed in the plan and the additional pressures that this will place on the currently congested road network in Celbridge and - States that the bus service is currently poor. - Suggests that the plan addresses new housing only without addressing the existing traffic issues. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - States that the plan does not propose improvements to infrastructure and quality of an area or town and the way it functions.
36	Nadia Ravelli	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Raises concerns regarding the social infrastructure in the town and the lack of Garda resources, Fire Services, a public swimming pool and notes that a number of the schools in the town are nearing capacity. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises concerns regarding the extent of housing proposed in the plan and the additional pressures that this will place on the currently congested road network in Celbridge. - Draft LAP does not sufficiently address traffic congestion in the town and does not provide for greater connectivity through to town the train station at Hazelhatch. (Sub 36 Ch 8) <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission also states that the physical infrastructure deficits need to be addressed prior to any new development in the town. (Sub 36 Ch 9) <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - States that the average densities applied to the new housing lands in the plan are excessive and are not compatible with the established pattern in Celbridge. <p>KDA 2 – Town Centre Expansion and Built and Natural Heritage</p> <ul style="list-style-type: none"> - Raises concerns regarding the development of KDA 2 at Donaghcumper and states that such proposals are inconsistent with the preservation of the Liffey Valley, its ecology, historic landscapes and views and prospects. <p>KDA 5</p> <ul style="list-style-type: none"> - Notes KDA 5 will result in additional 450 units with access onto the Maynooth Road which will result in further congestion at this location.
37	Declan Carey	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Raises concerns regarding the social infrastructure in the town and the lack of Garda resources, Fire Services, a public swimming pool and notes that a number of the schools in the town are nearing capacity. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises concerns regarding the extent of housing proposed in the plan and the additional pressures that this will place on the currently congested road network in Celbridge. - Draft LAP does not sufficiently address traffic congestion in the town and does not provide for greater connectivity through to town the train



Submission No.	Name	Summary of Issues Raised
		<p>station at Hazelhatch. (Sub 36 Ch 8)</p> <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission also states that the physical infrastructure deficits need to be addressed prior to any new development in the town. (Sub 36 Ch 9) <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - States that the average densities applied to the new housing lands in the plan are excessive and are not compatible with the established pattern in Celbridge. <p>KDA 2 – Town Centre Expansion and Built and Natural Heritage</p> <ul style="list-style-type: none"> - Raises concerns regarding the development of KDA 2 at Donaghcumper and states that such proposals are inconsistent with the preservation of the Liffey Valley, its ecology, historic landscapes and views and prospects. <p>KDA 5</p> <ul style="list-style-type: none"> - Notes KDA 5 will result in additional 450 units with access onto the Maynooth Road which will result in further congestion at this location.
38	Tara Cooke	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would compromise the safety of existing residents and raise concerns regarding the proposed densities. <p>Movement and Transport – Chapter 8, Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - States that there is a lack of any guarantees regarding improvements to services and infrastructure in tandem with the delivery of new housing, the submission lists schools, water services and sewerage upgrades as infrastructure which requires additional works and improvements to the existing bus services.
39	Alan Whelan	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would compromise the safety of existing residents and raise concerns regarding the proposed densities. <p>Movement and Transport – Chapter 8, Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - States that there is a lack of any guarantees regarding improvements to services and infrastructure in tandem with the delivery of new housing, the submission lists schools, water services and sewerage upgrades as infrastructure which requires additional works and improvements to the existing bus services.
40	Marguerite Ellis	<p>KDA 4 and KDA 5</p> <ul style="list-style-type: none"> - Raises concerns regarding the scale of the development proposed for KDA 4 Oldtown and KDA 5 Crodaun. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - States that the existing road network is at capacity and additional pressures from new development will lead to excessive delays in the town and the link road through KDA 4 and KDA 5 to the Maynooth Road Junction will exacerbate the problem as it is currently problematic existing Crodaun at peak times.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - States that children attending the 2 schools at Moortown will be required to cross this busy road which will endanger child safety. (Sub 40, Ch 8) <p>Infrastructure – Water, Wastewater – Chapter 9</p> <ul style="list-style-type: none"> - Raised issues including loss of water pressure and waste water disposal systems.
41	Richard Ellis	<p>KDA 4 and KDA 5</p> <ul style="list-style-type: none"> - Raises concerns regarding the scale of the development proposed for KDA 4 Oldtown and KDA 5 Crodaun. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - States that the existing road network is at capacity and additional pressures from new development will lead to excessive delays in the town and the link road through KDA 4 and KDA 5 to the Maynooth Road Junction will exacerbate the problem as it is currently problematic existing Crodaun at peak times. - States that children attending the 2 schools at Moortown will be required to cross this busy road which will endanger child safety. (Sub 40, Ch 8) <p>Infrastructure – Water, Wastewater – Chapter 9</p> <p>Raised issues including loss of water pressure and waste water disposal systems.</p>
42	David Ellis	<p>KDA 4 and KDA 5</p> <ul style="list-style-type: none"> - Raises concerns regarding the scale of the development proposed for KDA 4 Oldtown and KDA 5 Crodaun. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - States that the existing road network is at capacity and additional pressures from new development will lead to excessive delays in the town and the link road through KDA 4 and KDA 5 to the Maynooth Road Junction will exacerbate the problem as it is currently problematic existing Crodaun at peak times. - States that children attending the 2 schools at Moortown will be required to cross this busy road which will endanger child safety. (Sub 40, Ch 8) <p>Infrastructure – Water, Wastewater – Chapter 9</p> <p>Raised issues including loss of water pressure and waste water disposal systems.</p>
43	William Ellis	<p>KDA 4 and KDA 5</p> <ul style="list-style-type: none"> - Raises concerns regarding the scale of the development proposed for KDA 4 Oldtown and KDA 5 Crodaun. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - States that the existing road network is at capacity and additional pressures from new development will lead to excessive delays in the town and the link road through KDA 4 and KDA 5 to the Maynooth Road Junction will exacerbate the problem as it is currently problematic existing Crodaun at peak times. - States that children attending the 2 schools at Moortown will be required to cross this busy road which will endanger child safety. (Sub 40, Ch 8) <p>Infrastructure – Water, Wastewater – Chapter 9</p> <ul style="list-style-type: none"> - Raised issues including loss of water pressure and waste water disposal systems.
44	Cillian Byrne	<p>Celbridge in Context – Chapter 2</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Raises concerns regarding the designation of Celbridge within the County Settlement Strategy- States town is underestimated and is not afforded the respect it deserves. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- States resources given to community facilities are inadequate- Notes lack of a swimming pool for the town as example.- Submission lack of full time Garda resources as issues for the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- Raises issue of traffic and congestion of the existing network and- Notes feeder bus service to Hazelhatch is poor and only serves the southern side of the town. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Submission notes water supply as issues for the town.
45	Ronan Byrne	<p>Celbridge in Context – Chapter 2</p> <ul style="list-style-type: none">- Raises concerns regarding the designation of Celbridge within the County Settlement Strategy- States town is underestimated and is not afforded the respect it deserves. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- States resources given to community facilities are inadequate- Notes lack of a swimming pool for the town as example.- Submission lack of full time Garda resources as issues for the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- Raises issue of traffic and congestion of the existing network and- Notes feeder bus service to Hazelhatch is poor and only serves the southern side of the town. <p>Infrastructure – Chapter 9</p> <p>Submission notes water supply as issues for the town. The submission also notes water supply and lack of full time Garda resources as issues for the town.</p>
46	Triona Byrne	<p>Celbridge in Context – Chapter 2</p> <ul style="list-style-type: none">- Raises concerns regarding the designation of Celbridge within the County Settlement Strategy- States town is underestimated and is not afforded the respect it deserves. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- States resources given to community facilities are inadequate- Notes lack of a swimming pool for the town as example.- Submission lack of full time Garda resources as issues for the town.



Submission No.	Name	Summary of Issues Raised
		Movement and Transport – Chapter 8 <ul style="list-style-type: none">- Raises issue of traffic and congestion of the existing network and- Notes feeder bus service to Hazelhatch is poor and only serves the southern side of the town. Infrastructure – Chapter 9 <ul style="list-style-type: none">- Submission notes water supply as issues for the town.
47	Fergal Byrne	Celbridge in Context – Chapter 2 <ul style="list-style-type: none">- Raises concerns regarding the designation of Celbridge within the County Settlement Strategy- States town is underestimated and is not afforded the respect it deserves. Community Facilities – Chapter 6 <ul style="list-style-type: none">- States resources given to community facilities are inadequate- Notes lack of a swimming pool for the town as example.- Submission lack of full time Garda resources as issues for the town. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- Raises issue of traffic and congestion of the existing network and- Notes feeder bus service to Hazelhatch is poor and only serves the southern side of the town. Infrastructure – Chapter 9 <ul style="list-style-type: none">- Submission notes water supply as issues for the town.
48	Josephine Byrne	Celbridge in Context – Chapter 2 <ul style="list-style-type: none">- Raises concerns regarding the designation of Celbridge within the County Settlement Strategy- States town is underestimated and is not afforded the respect it deserves. Community Facilities – Chapter 6 <ul style="list-style-type: none">- States resources given to community facilities are inadequate- Notes lack of a swimming pool for the town as example.- Submission lack of full time Garda resources as issues for the town. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- Raises issue of traffic and congestion of the existing network and- Notes feeder bus service to Hazelhatch is poor and only serves the southern side of the town. Infrastructure – Chapter 9 <ul style="list-style-type: none">- Submission notes water supply as issues for the town.
49	John Murphy	Urban Design and Key Development Areas - Chapter 12



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This submission raises issues in relation to housing and community and urban design and KDAs and in particular Oldtown Mill. <p>KDA 4</p> <ul style="list-style-type: none"> - States that the proposals for development to the rear of the Oldtown Mill estate will result in overlooking and overshadowing, increased security issues, noise pollution and traffic issues. <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - The submission specifically states that the connection through KDA to the Oldtown Mill estate will increase traffic through the estate and increase the risk to residents and children.
50	Emer Murphy	<p>Urban Design and Key Development Areas - Chapter 12</p> <ul style="list-style-type: none"> - This submission raises issues in relation to housing and community and urban design and KDAs and in particular Oldtown Mill. <p>KDA 4</p> <ul style="list-style-type: none"> - States that the proposals for development to the rear of the Oldtown Mill estate will result in overlooking and overshadowing, increased security issues, noise pollution and traffic issues. <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - The submission specifically states that the connection through KDA to the Oldtown Mill estate will increase traffic through the estate and increase the risk to residents and children.
51	Fintan Lavery	<p>This submission raises a number of issues.</p> <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Lack of essential infrastructure and services to accommodate the allocated 10% growth. - Social housing should not be provided in blocks. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The town of Celbridge is focused on the car and as a result the town needs more pedestrian crossings. - There is a requirement for additional cycle lands in the town. - The Council should seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. - The town needs a second river crossing. - The Council should take a key role in encouraging the use of Hazelhatch train station as the feeder buses are poorly advertised and the car parking costs are prohibitive. (Sub 51, Ch 8) <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The River Liffey is slightly polluted and no additional discharge should impact on this quality. - The WWTP at Leixlip is overloaded and upgrades are required. - Flood Risk issues must be addressed. <p>Built and Natural Heritage – Chapter 10</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - The Council should accelerate the proposals to designate the ACA. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - All development must take place on a phased basis.
52	Roisin Lavery	<p>This submission raises a number of issues.</p> <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Lack of essential infrastructure and services to accommodate the allocated 10% growth. - Social housing should not be provided in blocks. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The town of Celbridge is focused on the car and as a result the town needs more pedestrian crossings. - There is a requirement for additional cycle lands in the town. - The Council should seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. - The town needs a second river crossing. - The Council should take a key role in encouraging the use of Hazelhatch train station as the feeder buses are poorly advertised and the car parking costs are prohibitive. (Sub 51, Ch 8) <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The River Liffey is slightly polluted and no additional discharge should impact on this quality. - The WWTP at Leixlip is overloaded and upgrades are required. - Flood Risk issues must be addressed. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The Council should accelerate the proposals to designate the ACA. <p>Implementation – Chapter 13</p> <p>All development must take place on a phased basis.</p>
53	Grace Egan	<p>KDA 4 and MTO1.7</p> <ul style="list-style-type: none"> - Submission objects to MTO1.7b and MTO1.7c for ‘<i>Improved Pedestrian Permeability</i>’ from the Walk in Oldtown Mill to the Aghards Road. - Outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was opened. - Strongly objects to the proposed pedestrian permeability proposals.
54	John Egan	<p>KDA 4 and MTO1.7</p> <ul style="list-style-type: none"> - Submission objects to MTO1.7b and MTO1.7c for ‘<i>Improved Pedestrian Permeability</i>’ from the Walk in Oldtown Mill to the Aghards Road. - Outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was opened. - Strongly objects to the proposed pedestrian permeability improvements.
55	Ian Kelly	<p>KDA 4 and MTO1.7</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Objects to MTO1.7a, MTO1.7b and MTO1.7c for 'Improved Pedestrian Permeability' from a The Glade towards Willowbrook Park b The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns.- Provides examples of pedestrian entrances historically not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road.- Outlines concerns regarding potential anti-social activity, littering, criminal behaviour, car theft and burglaries.- Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge.- States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
56	Viv Crooks	<p>KDA 4 and MTO1.7</p> <ul style="list-style-type: none">- Objects to MTO1.7a, MTO1.7b and MTO1.7c for 'Improved Pedestrian Permeability' from a The Glade towards Willowbrook Park b The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns.- Provides examples of pedestrian entrances historically not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road.- Outlines concerns regarding potential anti-social activity, littering, criminal behaviour, car theft and burglaries.- Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge.- States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
57	Edel Bailey	<p>KDA 4 and MTO1.7</p> <ul style="list-style-type: none">- Objects to MTO1.7b and MTO1.7c for 'Improved Pedestrian Permeability' from a The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns onto the Aghards Road.- Outlines details of a dispute between the developer and house owners regarding the opening of an unauthorised entrance at the locations identified under MTO1.7b and MTO1.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed.- Outlines issues regarding anti-social behaviour, safety when the pedestrian link was open.- Strongly objects to the proposed pedestrian permeability improvements. <p>MTO3.9</p> <ul style="list-style-type: none">- Objects to the proposed new road (MTO3.9) linking to the existing Oldtown Road Spine Road.- Recommends a separate road for new housing <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none">- Objects to duplex houses and higher density housing citing a resulting reduction in quality of life for existing residents and serious problems with



Submission No.	Name	Summary of Issues Raised
		<p>regards to anti social behaviour.</p> <p>Housing and Community, Chapter 6, Movement and Transport – Chapter 8 and Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Submission strongly objects to new housing developments for Oldtown Mill and Celbridge due to a current lack of facilities, including buses, recreation, parks, child care, road lighting, paths, and Gardai.
58	Declan Bailey	<p>Urban Design KDA 4</p> <ul style="list-style-type: none"> - Objects to new housing beyond The Glen. - Raises concerns regarding high density leading to anti-social behaviour, road safety and lack of community facilities and new housing should be compatible with existing surrounding developments. <p>MTO3.9</p> <ul style="list-style-type: none"> - Submission relates to the portion of the western link road from KDA 4 linking to the existing Oldtown (or Spine Road). - States that such a connection will result in increased traffic volumes, increased traffic hazard for users due to poor sight lines, increase through traffic leading to road safety risks for residents, children, pedestrians and motorists. - Recommends a separate access road onto the new proposed link road. <p>Housing and Community - Chapter 6</p> <ul style="list-style-type: none"> - Objects to new housing developments for Oldtown Mill and Celbridge due to a current lack of facilities, including local soccer clubs and gymnastics clubs.
59	Patrick Heffernan	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7a, MTO1.7b and MTO1.7c for 'Improved Pedestrian Permeability' from a The Glade towards Willowbrook Park b The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns. - Provides examples of pedestrian entrances historically not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road. - Outlines details of a dispute between the developer and house owners regarding the opening of an unauthorised entrance at the locations identified under MTO1.7b and MTO1.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed. - Outlines issues regarding anti-social behaviour, theft and criminal damage, tree damage, car vandalism, graffiti, litter, unauthorised car parking when the links were open. - Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge. - States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
60	Vera Heffernan	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7a, MTO1.7b and MTO1.7c for 'Improved Pedestrian Permeability' from a The Glade towards Willowbrook Park b The Walk



Submission No.	Name	Summary of Issues Raised
		<p>towards Willowbrook Grove and c The Walk towards Willowbrook Lawns.</p> <ul style="list-style-type: none">- Provides examples of pedestrian entrances historically not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road.- Outlines details of a dispute between the developer and house owners regarding the opening of an unauthorised entrance at the locations identified under MTO1.7b and MTO1.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed.- Outlines issues regarding anti-social behaviour, theft and criminal damage, tree damage, car vandalism, graffiti, litter, unauthorised car parking when the links were open.- Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge.- States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
61	Samantha Heffernan	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none">- Objects to MTO1.7a, MTO1.7b and MTO1.7c for 'Improved Pedestrian Permeability' from a The Glade towards Willowbrook Park b The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns.- Provides examples of pedestrian entrances historically not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road.- Outlines details of a dispute between the developer and house owners regarding the opening of an unauthorised entrance at the locations identified under MTO1.7b and MTO1.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed.- Outlines issues regarding anti-social behaviour, theft and criminal damage, tree damage, car vandalism, graffiti, litter, unauthorised car parking when the links were open.- Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge.- States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
62	Janet O'Keefe	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none">- Submission relates to the portion of the western link road through from KDA 4to the Oldtown Mill estate.- Objects to such a connection due to safety concerns and increased traffic congestion.- Disagrees with any additional pedestrian access to Oldtown Mill.
63	John O'Keefe	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none">- Submission relates to the portion of the western link road through from KDA 4to the Oldtown Mill estate.- Objects to such a connection due to safety concerns and increased traffic congestion.



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64	Philip McKenna	<ul style="list-style-type: none"> - Disagrees with any additional pedestrian access to Oldtown Mill. <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Submission disagrees with pedestrian links onto main roads citing safety issues, security risk leading to anti social behaviour. - Submission relates to the portion of the western link road through from KDA 4to the Oldtown Mill estate. - Objects to such a connection due to safety concerns and increased traffic congestion <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - New housing should reflect the existing established pattern and not lead to overlooking. <p>Housing and Community, Chapter 6, Movement and Transport – Chapter 8 and Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Need for increased services such as public transport, infrastructure, schools, water and sewerage in conjunction with new housing.
65	Helen McKenna	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Submission disagrees with pedestrian links onto main roads citing safety issues, security risk leading to anti social behaviour. - Submission relates to the portion of the western link road through from KDA 4to the Oldtown Mill estate. - Objects to such a connection due to safety concerns and increased traffic congestion. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - New housing should reflect the existing established pattern and not lead to overlooking. <p>Housing and Community, Chapter 6, Movement and Transport – Chapter 8 and Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Need for increased services such as public transport, infrastructure, schools, water and sewerage in conjunction with new housing.
66	Fong Hayes	<p>Housing and Community, Chapter 6, Movement and Transport – Chapter 8 and Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Does not object to new housing units but recommend early delivery of new infrastructure and services. (Sub 66, Ch 9) <p>KDA 4</p> <ul style="list-style-type: none"> - Objects to housing development at KDA 4with high density, objecting to 3 storey units, potential overlooking, privacy issues, daylight and views. Submission has preference for 2 storey units. <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to traffic in Oldtown Mill. - Objects to a new link road (MTO3.9) due to potential creation of through road, traffic safety and traffic volumes. - Objects to the proposed local pedestrian permeability improvements for reasons of risk to children, traffic safety and anti-social behaviour.
67	Brian Hayes	<p>Housing and Community, Chapter 6, Movement and Transport – Chapter 8 and Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Does not object to new housing units but recommend early delivery of new infrastructure and services. (Sub 66, Ch 9) <p>KDA 4</p> <ul style="list-style-type: none"> - Objects to housing development at KDA 4with high density, objecting to 3 storey units, potential overlooking, privacy issues, daylight and views. Submission has preference for 2 storey units.



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		<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to traffic in Oldtown Mill. - Objects to a new link road (MTO3.9) due to potential creation of through road, traffic safety and traffic volumes. <p>Objects to the proposed local pedestrian permeability improvements for reasons of risk to children, traffic safety and anti-social behaviour.</p>
68	5 The Court	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Objects to the plan on general grounds criticising lack of, Gardai presence, recreational facilities, public transport, sports facilities, primary schools, secondary school. <p>KDA 4</p> <ul style="list-style-type: none"> - Objects to housing development at KDA 4 in terms of high density. <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to a new link road (MTO3.9) due to air pollution, noise pollution, antisocial behaviour, burglaries, increased road traffic, traffic safety and quality of living. - Objects to connection from KDA 4 to the existing Oldtown Mill Estate due to air pollution, noise pollution, antisocial behaviour, burglaries, increased road traffic, traffic safety, quality of living. - Suggests new estates (KDA4) should have own separate new access.
69	53 The Orchard	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Objects to the plan on general grounds criticising lack of, Gardai presence, recreational facilities, public transport, sports facilities, primary schools, secondary school. <p>KDA 4</p> <ul style="list-style-type: none"> - Objects to housing development at KDA 4 in terms of high density. <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to a new link road (MTO3.9) due to air pollution, noise pollution, antisocial behaviour, burglaries, increased road traffic, traffic safety and quality of living. - Objects to connection from KDA 4 to the existing Oldtown Mill Estate due to air pollution, noise pollution, antisocial behaviour, burglaries, increased road traffic, traffic safety, quality of living. - Suggests new estates (KDA4) should have own separate new access.
70	Martin Donovan	<ul style="list-style-type: none"> - Submission raises issues regarding the lands within and adjoining KDA 6 – Simmonstown, namely the lands to along the south western boundary of the KDA and lands to the immediate south west (zoned I – Agriculture in Draft LAP). - Submission states that the short/medium and possibly long term plan is to retain the agricultural use of his lands, - Submission states that it is his preference (of 3 options submitted) that the zoning on the lands be <i>switched</i>, as indicated above for a number of reasons including, facilitating the new roads objective, no significant increase in the amount of land proposed for new residential and the



Submission No.	Name	Summary of Issues Raised
		‘developable’ lands would be in single ownership.
71	Jennifer McGrane	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Raises issues regarding the connection from KDA 4 to the existing Oldtown Mill Estate. - States that such a connection will result in a significant increase in ‘through’ traffic to the Maynooth Road and the M4. - Connector road will increase speeding and the risk of joy riding which endangers children. - Through road does not ‘reflect the established pattern of development of the area’. - Does not ‘protect the amenity of adjoining residential estates’ as required in the brief for KDA 4. - The existing pattern in the Oldtown Mill estate is cul de sacs and this should be maintained. - 2nd phase of development in KDA 4 should not have access through existing estates. <p>KDA 4 - Urban Design</p> <ul style="list-style-type: none"> - Submission objects to the construction of 3 storey terraces or duplexes in the 2nd phase of development of KDA 4. - Such development will affect the natural light and privacy of residents in the existing Oldtown Estate. - 3 storey developments do not respect the ethos of Celbridge as a historical town.
72	Terry Divine	<p>KDA 4, MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate - Delays in the Oldtown Mill estate in the early mornings and at other busy times are quite bad. - If the spine road of the Oldtown Mill estate and the entrance/exit of the estate becomes the arterial road as proposed, existing resident will experience even more significant delays. - Proposal will also result in safety issues for children and access for emergency services. - References lands at the Glen in Oldtown Mill which are zoned agricultural, and queries whether these can now be used for residential/commercial/retail use.
73	Tony Maher	<p>Movement and Transport – Chapter 8</p> <p>Submission states that Celbridge needs 3 new bridges</p> <ol style="list-style-type: none"> 1. The widening of the existing Liffey bridge and states that 2 roundabouts are required at either side of same. 2. The 2nd bridge, is required at Simmonstown Estate with entrance onto the Ardclough Road and onto the Clane Road. 3. The 3rd bridge at the slip at Castletown Gates to the Shinkeen/Dublin Road <p>States that a one-way system is required between the main bridge and bridge no. 2 at English Row and Newtown Road.</p>
74	Owen Murphy	<p>Zoning of Land at Kilwogan/Oldtown</p> <ul style="list-style-type: none"> - Requests the rezoning of lands ca. 8 acres at Kilwogan/Oldtown from I – Agriculture to C – New Residential.



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75	Anne McCartney	KDA 4, MTO3.9 and MTO1.7 <ul style="list-style-type: none">- Submission relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate.- Submission states that such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road network.- The connector road will increase the risk of safety to children.
76	Margaret O’Connor	Core Strategy – Chapter 4 <ul style="list-style-type: none">- Submission raises concerns regarding the ‘Estimated Residential Capacity’ outlined in table 4.1 of the Draft LAP. Housing and Community – Chapter 6 <ul style="list-style-type: none">- States that an additional 3,500 houses is excessive given the lack of Garda resources in the town. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- Additional 3,500 houses is excessive in relation to traffic issues on an already congested network in the town which will experience further pressures with the additional housing units proposed.
77	Larry Hoey	MTO1.7 <ul style="list-style-type: none">- Objects to MTO1.7b and MTO1.7c for ‘<i>Improved Pedestrian Permeability</i>’ from the Walk in Oldtown Mill to the Aghards Road.- Outlines details of a dispute between the developer and house owners regarding the opening of an unauthorised entrance at the locations identified under MTO1.7b and MTO1.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed.- Outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was opened and the submission strongly objects to the proposed pedestrian permeability improvements.- Submission goes into significant details regarding incidents which have occurred on the ‘green areas’ when the unauthorised openings were formed.
78	Eleanor Kennedy	MTO3.9 <ul style="list-style-type: none">- Raises concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that the existing estate will become a ‘rat run’. Census <ul style="list-style-type: none">- The submission also states that using census data from 2011 for a 2017 plan will result in outdated information. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- States that the transport infrastructure in Celbridge is insufficient at present for the current population with no mention of upgrades to this in the plan and an improved feeder service needs to be put in place to Hazelhatch station.
79	Robert Cronin	Core Strategy – Chapter 4 <ul style="list-style-type: none">- Raises concerns regarding the extent of housing proposed for Celbridge (Leixlip & Maynooth) in the Draft LAP. Community Facilities – Garda <ul style="list-style-type: none">- States that the additional houses proposed for the town is excessive given the lack of Garda resources in the town.



Submission No.	Name	Summary of Issues Raised
		<p>Movement and Transport</p> <ul style="list-style-type: none"> - In addition to traffic issues on an already congested network in the town which will experience further pressures with the additional housing units proposed. <p>MTO1.7 and MTO3.9</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove in St Raphael's Manor to Church Road. The submission outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem. The submission also references crime rates and Garda Resources in the town.
80	Rachel Cronin	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove in St Raphael's Manor to Church Road. The submission outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will exaggerate the problem.
81	Adrienne Kavanagh	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Current situation with traffic in Celbridge needs to be addressed before additional houses and schools are proposed. - Identifies the Clane and Maynooth Road as problem areas and states that these routes are at a standstill on a daily basis. - The bridge is the most problematic caused by traffic accessing the Hazelhatch and Ardclough Roads. - Suggests restricted access to the Liffey bridge, with alternatives incorporated into a new road layout for the town.
82	Leslie Young	<p>Zoning of Land at Ballymackealy Upper</p> <ul style="list-style-type: none"> - Relates to a request for the zoning of lands of ca. 5.68ha at Ballymackealy Upper to the South West of Celbridge town. - Acknowledges that the lands are currently outside of the Draft LAP boundary, however, - Submission sets out a number of rationale for the zoning of the lands for New Residential purposes or commercial or light industrial use. - States that major upgrades to services and road infrastructure will be required to facilitate development at this location, and the submission suggests a special contribution for same.
83	Scoil na Mainistreach	<p>KDA 4 and Education Community</p> <ul style="list-style-type: none"> - Submission from the Principal of Scoil na Mainistreach on behalf of the Board of Management - Requests clarification regarding the zoning of lands on the Oldtown Road (as part of KDA 4) for Community and Educational use.
84	Gabrielle Flynn	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road. - Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem. <p>Garda Resources</p>



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		<ul style="list-style-type: none"> - References crime rates and Garda Resources in the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises issues regarding road safety for their children.
85	O’Flynn Construction	<p>Rezoning of Lands at KDA 4 Oldtown</p> <ul style="list-style-type: none"> - Submission from McCutcheon Halley on behalf of O’Flynn Construction relates to lands within KDA 4 Oldtown. - Generally welcomes the inclusion of their lands within the KDA and the rezoning from I - Agricultural to New Residential and E - Community and Educational uses. - States that the delivery of a scheme on these lands will contribute significantly towards achieving the housing targets identified in the Kildare County Development Plan 2017-2023. - States that the inclusion of lands for Community and Educational use is welcomed. <p>Strategic Flood Risk Assessment</p> <ul style="list-style-type: none"> - Highlights a number of typing anomalies in the SFRA which accompanies the Draft LAP. - Notes lands subject to flood risk to the south of the landholding. - Concludes by stating that O’Flynn Construction is confident that they can deliver within the parameters outlined in Section 12.2.5 of the Draft LAP including the delivery of the Western Outer Link Road. - Requests that the proposed zoning at KDA 4 Oldtown is including in the adopted Celbridge Local Area Plan 2017-2023.
86	Adeline Butler	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to the proposed access through Oldtown Mill from KDA 4, either pedestrian or vehicular and objects to any proposals for high density houses within the estate.
87	Breeda Brunswick	<p>Movement and Transport – Chapter 8</p> <p>This submission objects to the Permeability plans which will mean that residents will not live and enjoy the lives we are making but merely exist as a number in an area that will have lost its credentials and sense of community.</p>
88	Catherine Byrne	<p>KDA 4 - Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Relates to the design concepts set out in the Draft LAP for KDA 4. - No objection to the rezoning of lands from Agricultural to New Residential. - No objection to the Western Outer Link Road proposed for KDA 4. - No objection to the proposed permeability through Oldtown Mill to the new development in KDA 4 or the proposal for 'Local Pedestrian Permeability Improvement' as set out in Objective MTO1.7 (b & d). - No objection to the opening of the ‘Spine Road’ through runs through Oldtown Mill to link same with the new Western Outer Link Road. - No objection to the lands identified for a new school on the Oldtown Road. - No objection to the proposed new parks within these lands.



Submission No.	Name	Summary of Issues Raised
89	Rodney Pepper	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Queries plans regarding new amenities for residents and states that there is nothing for children to do within the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises concerns regarding the lack of plans for improved infrastructure within the plan and the traffic issues currently experienced on the Liffey Bridge. - The submission states that these issues need to be addressed prior to any additional housing. <p>Garda Resources</p> <ul style="list-style-type: none"> - Questions what plans are in place regarding additional Garda resources for the growing population.
90	Tara Healy	<p>MTO3.9</p> <ul style="list-style-type: none"> - Objects to the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would compromise the safety of existing residents.
91	Shane Butler	<p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Objects to the overall proposals for lands at KDA 4 Oldtown and the Western Outer Link Road. - States that the proposal will have a negative effect on vehicular and pedestrian traffic within the existing Oldtown Mill estate and will lead to an increase in anti social behaviour and crime and will encourage the use of the existing Oldtown Mill estate as a ‘rat-run’ to the surrounding area. - No additional vehicular or pedestrian access points should be created. - Raises concerns regarding the potential for increasing traffic volumes at normal and peak times within the estate. (Sub 91 Ch 8) <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Opposes the development of high density houses within KDA 4 - Proposals for these lands should be prepared to decrease proposed densities. <p>School Site</p> <ul style="list-style-type: none"> - Concludes by stating that the proposed school site identified on the Oldtown Road (within KDA 4) will have major negative effects to traffic congestion within the area as there is an existing Primary School within this area which already contributes to major traffic congestion at peak times.
92	Daniel Kane	<p>MTO 3.10</p> <ul style="list-style-type: none"> - Objects to the construction of any bridge within the town that links through to Callenders Mill/Hazelhatch Park estates. - States that the existing road network through these estates do not have the capacity to deal with any substantial increase in through traffic. - Outlines a number of alternatives for a new bridge. <p>KDA 6</p> <ul style="list-style-type: none"> - Do not oppose the development of KDA 6, however, alternative access and traffic routes are required.
93	Greg Pluymers	<p>Infrastructure – Chapter 9</p>



Part II: Summary of Submissions – Draft Celbridge LAP 2017-2023

Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Queries what the LAP proposes in relation to upgrading the current electricity and water supplies in order to support the additional housing proposed within the plan.- If no proposals for upgrades in advance of new housing being completed, then the Draft LAP should be opposed as it will effectively plan for an inadequate supply of essential amenities affecting both current and future house holders.
94	Christina Kearney	KDA 4, MTO3.9 and MTO1.7 <ul style="list-style-type: none">- Raises issues regarding the connection from KDA 4 to the existing Oldtown Mill Estate.- States does not object to the building of additional housing in Celbridge.- Does object to the connection through the Oldtown Mill estate resulting in a shortcut to the M4.
95	Denise Geraghty	MTO1.7 <ul style="list-style-type: none">- Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road.- Outlines current issues regarding anti-social behaviour and safety to pedestrians and any proposals for permanent openings will increase the problem.- References fencing put in place by Kildare County Council which has more or less stopped anti-social behaviour.
96	Dermot O'Brien	MTO1.7 <ul style="list-style-type: none">- Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road.- Outlines current issues regarding anti-social behaviour and health and safety issues for residents and any proposals for permanent openings will increase the problem with a risk to children also.- References fencing put in place by Kildare County Council as a result of these issues.-
97	Paula Linnane	MTO1.7 <ul style="list-style-type: none">- Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road.- Outlines current issues regarding drug activity, vandalism, general anti-social behaviour and safety to pedestrians and any proposals for permanent openings will increase the problem.
98	Tony Lawlor	MTO1.7 and MTO3.9 <p>This submission objects to connection between new development at KDA 4 and Oldtown Mill Estate, both vehicular and pedestrian.</p>
99	Celine Lindsay	MTO1.7 and MTO3.9 <ul style="list-style-type: none">- Raises concerns regarding proposals for access through the Oldtown Mill estate from the Western Link Road through KDA 4.- Such a proposal will result in a short cut to for other traffic and the avenue was not originally designed for such use.- New housing should be served by an independent access and not included in the Oldtown Mill development.- Objects to any proposals for improved pedestrian permeability through Oldtown Mill Estate.



Submission No.	Name	Summary of Issues Raised
		<p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Concerns regarding housing densities within the plan. <p>School Site</p> <ul style="list-style-type: none"> - New Primary School site on the Oldtown Road will create even more traffic and parking problems.
100	Cindy Bradley	<p>MTO1.7 and MTO3.9</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove in St Raphael's Manor to Church Road. - Outlines current issues regarding anti-social behaviour and states that new openings cause more trouble than they are worth. - Raises concerns regarding additional traffic which will be generated by the housing proposed in the LAP. (Sub 100 Ch 8)
101	Paul Mimmagh	<p>Movement and Transport, MTO3.9 –Chapter 8</p> <ul style="list-style-type: none"> - In favour of the access road from back of Oldtown Mill to new ring road route to Applegreen M4 (Western Outer Link Road) as it will ease traffic congestion on to the Shackleton Road and reduce tailbacks getting out of the main entrance to Oldtown Mill during peak times. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raise issues with the objectives regarding '<i>Local Pedestrian Permeability Improvements</i>' set out in MTO1.7 - main issues with these proposed pedestrian access points are: <ul style="list-style-type: none"> - safety for young children, - security from criminals, and - protection from anti-social behaviour. - Requests that these proposals are reconsidered to maintain the integrity and character of quiet cul-de-sacs. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns regarding the density of development for Phase 2 in KDA 4 Oldtown, - Densities of new developments should be similar to that in Oldtown Mill. - Queries why the KDA in Oldtown is expected to facilitate 1300 of the 3000 new houses planned for Celbridge. - Why same has not be more evenly distributed across the town. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Raises the issue of phasing the delivery of infrastructure in line with provision of housing is also raised in this submission.
102	Thomas Savage	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate. - States that such a connection will result in a significant increase in 'through' traffic on an already congested residential road network with particular reference to the junction from Oldtown Estate with the Clane Road. - Connector road will also increase the risk of safety to children, security and noise. - Concerns regarding the capacity of the transport infrastructure to deal with the additional housing proposed in the Plan.



Submission No.	Name	Summary of Issues Raised
103	Sarah Jane Egan	<p>KDA 3, Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission objects to any proposed road through Willow Grove, Primrose Gate as part of KDA 3.
104	Eleanor Moriarty	<p>Garda Resources</p> <ul style="list-style-type: none"> - Celbridge needs a full time Garda Station.
105	Anthony Lee & Mary Quine	<p>Zoning of land at Oldtown Upper (Outlined in blue on map extract below)</p> <ul style="list-style-type: none"> - Request for the zoning of lands of ca. 80acres at Oldtown Road to the West of Celbridge town. - Acknowledges that a portion of the lands are currently outside of the Draft LAP boundary and the remainder of the lands are zoned for Agriculture in the Draft LAP. - Sets out a number of rationale for the zoning of the lands for New Residential purposes use.
106	Ciara Finn	<p>Housing and Community</p> <ul style="list-style-type: none"> - Raises issues in relation to housing and community.
107	Joan Fitzgerald	<p>MTO3.9</p> <ul style="list-style-type: none"> - This submission relates to lands at Mooretown, Celbridge which form part of the Western Outer Link Road. - The submission notes that the proposed route would traverse their lands and raised concern regarding access to the town as a result. - Requests clarification regarding how this infrastructure will proceed.
108	Alan Glass	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Opposes the proposals for additional housing - States that the following is required before any new housing is planned: <p>Community Facilities – Chapter 6 Strong Garda presence, New Library, New Swimming Pool.</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - New ring road required to deal with new housing. - The submission also states that any new housing should be located on the eastern side of the town in close proximity to the railway station. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Infrastructure and Water supply.
109	Martin Flynn	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/Priory View in St Raphael's Manor to Church Road. - Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will exaggerate the problem.



Submission No.	Name	Summary of Issues Raised
110	Diane Moroney Sammon	<ul style="list-style-type: none"> - Raises concerns regarding additional traffic and the road safety implications associated with same like child safety and rat-runs. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding guarantees that services and infrastructure will be delivered in tandem with new housing <p>KDA 4</p> <ul style="list-style-type: none"> - Relates to KDA 4– Oldtown <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises issues regarding the proposal for 1400 units within the KDA and the density of same. <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises issue of the connection from KDA 4to the existing Oldtown Mill Estate. - Such a connection will result in a significant increase in ‘through’ traffic to the Maynooth Road and the M4 which will increase traffic congestion on the spine road through Oldtown Mill. - Increase speeding and endangers children. <p>MTO1.7</p> <ul style="list-style-type: none"> - Highlights concerns regarding MTO1.7b and MTO1.7c for ‘<i>Improved Pedestrian Permeability</i>’ from the Walk/the Glade in Oldtown Mill to the Aghards Road.
111	Gerard Sammon	<p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding guarantees that services and infrastructure will be delivered in tandem with new housing <p>KDA 4</p> <ul style="list-style-type: none"> - Relates to KDA 4– Oldtown <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises issues regarding the proposal for 1400 units within the KDA and the density of same. <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises issue of the connection from KDA 4to the existing Oldtown Mill Estate. - Such a connection will result in a significant increase in ‘through’ traffic to the Maynooth Road and the M4 which will increase traffic congestion on the spine road through Oldtown Mill. - Increase speeding and endangers children. <p>MTO1.7</p> <ul style="list-style-type: none"> - Highlights concerns regarding MTO1.7b and MTO1.7c for ‘<i>Improved Pedestrian Permeability</i>’ from the Walk/the Glade in Oldtown Mill to the Aghards Road.
112	Alison Blanchfield	<p>KDA 2 Town Centre Extension</p> <ul style="list-style-type: none"> - Objects to the proposal for any sort of development at Donaghcumper.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Existing town centre is more than adequate considering its proximity to Liffey Valley SC. - Any additional housing proposed for this site at Donaghcumper, can be facilitated elsewhere in the plan area.
113	Rachel O'Connell	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises issues regarding the connection from KDA 4to the existing Oldtown Mill Estate. - States that such a connection will result in a significant increase in 'through' traffic through the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises issues regarding permeability through existing estates which will result in anti-social behaviour and damage to property. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding the proposals for 1500 new units in addition to a further 1500 units within the plan area and the increase pressures on already pressured services.
114	Kathriona Dunne	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises issues regarding the connection from KDA 4to the existing Oldtown Mill Estate. - States that such a connection will result in a significant increase in 'through' traffic through the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises issues regarding permeability through existing estates which will result in anti-social behaviour and damage to property. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns regarding the proposals for 3 storey developments within the KDA.
115	Ms McGrane	<p>MTO1.7 and MTO3.9</p> <ul style="list-style-type: none"> - Opposes proposals for development of KDA 4 Oldtown with particular reference to penetrability through the Oldtown Mill Estate. - States that such penetrability leads to anti-social behaviour, vandalism and noise. - Through road does not 'reflect the established pattern of development of the area' - Does not 'protect the amenity of adjoining residential estates' as required in the brief for KDA 4. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The existing pattern in the Oldtown Mill estate is cul de sacs and this should be maintained.
116	Jim Lynch & Family	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Raises concerns regarding the 'Estimated Residential Capacity' outlined in table 4.1 of the Draft LAP. - States that an additional 3000 houses is excessive given the existing traffic issues on an already congested network in the town which will experience further pressures with the additional housing units proposed. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Highlights existing deficiencies with the Liffey Bridge - The works outlined in the RPS report should be carried out to give some relief to all pedestrians, cars, buses and trucks.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - No building should be permitted until such works are completed. - Lack of dedicated bus lanes at Lucan Road, Maynooth Rd and Hatch Road to the train station. <p>KDA 2 Town Centre Extension</p> <ul style="list-style-type: none"> - Oakley Park and Donaghcumper should be protected with no buildings to be proposed.
117	Peter Mangan	<p>MTO3.10, Movement and Transport</p> <ul style="list-style-type: none"> - Opposes any proposals for a vehicular bridge through the Abbeyfarm Estate.
118	Colette Adanan	<p>Flood Risk, Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Objects to the additional housing proposed for the Shackleton Road and the discharge to the Toni River. The submission states that a blockage at a screen in this river caused flooding at houses in Vanessa Lawns.
119	Christopher Lindsay	<p>COMO1.2 Education – Chapter 6 New Primary School site on the Oldtown Road will create even more traffic and parking problems.</p> <p>MTO3.9 and MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding proposals for access through the Oldtown Mill estate from the Western Link Road through KDA 4. - Such a proposal will result in a short cut to for other traffic and the avenue was not originally designed for such use. - New housing should be served by an independent access and not included in the Oldtown Mill development. - Objects to any proposals for improved pedestrian permeability through Oldtown Mill Estate. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns regarding housing densities within the plan.
120	Emer Vennard	<p>MTO1.7 and MTO3.9</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for ‘Improved Pedestrian Permeability’ at Prior Grove/View in St Raphael’s Manor to Church Road. - Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem. - States that the residents do not want this area becoming a rat-run which endangers the safety for their children.
121	Ann Feehan	<p>MTO1.7 and MTO3.9</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for ‘Improved Pedestrian Permeability’ at Prior Grove/View in St Raphael’s Manor to Church Road. - Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem. - States that the residents do not want this area becoming a rat-run which endangers the safety for their children and provides an easy escape route for burglars and opportunists.
122	Maria Doyle	<p>KDA 4, MTO1.7</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road. - Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem. <p>School Site</p> <ul style="list-style-type: none"> - Concerns with the new primary school site on the Shackleton Road and proposed housing numbers for the town. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Castletown should be protected.
123	Donal Doyle	<p>KDA 4, MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road. <p>COMO1.2 – Chapter 6</p> <ul style="list-style-type: none"> - Raises concerns with the new primary school site on the Shackleton Road <p>KDA 2, Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Raises concerns to any development at Castletown and Donaghcumper.
124	James Brady	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road. - Outlines current issues regarding anti-social behaviour, crime levels and property damage and any proposals for permanent openings will increase the problem and also raises issues regarding road safety for their children. - KCC should protect the environment and not dig up any green areas.
125	Felicity Fitzsimmons	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for '<i>Improved Pedestrian Permeability</i>' at Prior Grove/View in St Raphael's Manor to Church Road - Such openings cause anti-social behaviour and property damage.
126	Mary Walsh	<p>MTO3.10</p> <ul style="list-style-type: none"> - Objects to the proposal (MTO3.10) for a new bridge over the Liffey which would impact on the Abbey Farm Estate. - Proposal would endanger the children and residents of the estate and would have a negative effect through traffic congestion and noise pollution. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Opposes the 3500 new houses planned for Celbridge. The allocation of 35% to Celbridge is not correct or fair; Leixlip, Maynooth and Kilcock have better infrastructure and services. The additional houses will represent a 50% population rise. - Clarification is requested on where the "Other Sites" listed in Table 4.1 are located. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> ▪ Infrastructure must be in place before any new housing in Celbridge is planned; Celbridge has inadequate services and facilities in terms of



Submission No.	Name	Summary of Issues Raised
		<p>fire/ambulance, garda station, primary schools, doctors, dentists, public transport, traffic flow/infrastructure, community facilities, playgrounds and water and sewerage capacity, which cannot cope with additional population. Further investment in all these services and infrastructure is required before new housing can be built.</p> <p>Infrastrucutre – Chapter 9</p> <ul style="list-style-type: none"> ▪ Celbridge has a recognised history of flooding. The amount of building work and increase in population would would endanger the already fragile eco-system and result in increased flooding. <p>Built and Natural Heritage - Chapter 10</p> <ul style="list-style-type: none"> ▪ It is of concern that many of the area marked for development in the LAP are heritage areas.
127	Emma O’Friel	<p>MTO3.10</p> <ul style="list-style-type: none"> - Objects to the proposal (MTO3.10) for a new bridge over the Liffey which would impact on the Abbey Farm Estate.
128	Michael Hodson	<p>MTO3.10</p> <ul style="list-style-type: none"> - Objects to the proposal (MTO3.10) for a new bridge over the Liffey which would impact on the Abbey Farm Estate. - States that the estate would be severely impacted through the loss of green areas, increase in traffic and loss of tranquil setting of the existing houses.
129	Mary Keating	<p>MTO3.10</p> <ul style="list-style-type: none"> - Objects to the proposal (MTO3.10) for a new bridge over the Liffey which would impact on the Abbey Farm Estate. - Such a proposal would be entirely inappropriate and would result in a loss of green areas used by all residents, noise pollution and safety issues regarding children etc.
130	Abbey Farm Residents Association	<p>MTO3.10</p> <ul style="list-style-type: none"> - LAP represents significant and exciting developments for Celbridge, many of which are extremely positive. - Raises serious concerns in relation to the proposal (MTO3.10) for a new bridge over the Liffey which would impact on the Abbey Farm Estate. - Proposal would impact on privacy, endanger the children and residents of the estate and would have a negative effect through traffic congestion and noise pollution. - According to the drawings the estate will stand to lose a significant portion of their green areas in order for the road to be facilitated.
131	Martin & Hilary Heywood	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7b and MTO1.7c for ‘Improved Pedestrian Permeability’ from the Glade in Oldtown Mill to the Aghards Road. - Outlines details regarding the opening of an unauthorised entrance at the locations identified under MTO1.7b and MTO1.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed. - Outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was opened.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Strongly objects to the proposed pedestrian permeability improvements. <p>MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate - States that such a proposal would compromise the safety of existing residents and would lead to increased traffic congestion within the estate.
132	Linda Kiernan	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate - Such a proposal would create a through road through the estate to the M4 motorway. <p>MTO1.7</p> <ul style="list-style-type: none"> - Opposes proposals for '<i>Improved Pedestrian Permeability</i>' from the Glade/Walk in Oldtown Mill to the Aghards Road. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Opposes proposals for an additional 451 units being built without supporting infrastructure to address the additional traffic associated with the development of new housing.
133	Eoghan Ryan	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate - Proposal would create a short cut through the estate to the M4 motorway. - Security is a major concern in the estate and opposes multiple entry points to the estate, particularly to the Willowbrook/Aghards Rd. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Raises the issue regarding access to Hazelhatch Train Station from the town.
134	Andrea O'Reilly	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate - Such a proposal would create a short cut through the estate to the M4 motorway and would increase traffic congestion within the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Multiple entry points to the estate, particularly to the Willowbrook/Aghards Rd for pedestrian's poses a security concern to properties and children.
135	Sandra Ronan	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would create a short cut through the estate to the M4 motorway and would increase traffic congestion within the estate.
136	Declan & Louise Naughton	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Objects to overall proposal for KDA 4 to develop 400+ units without proper infrastructure.



Submission No.	Name	Summary of Issues Raised
		<p>KDA4, MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would create a short cut through the estate to the M4 motorway. <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to proposals for '<i>Improved Pedestrian Permeability</i>' from Oldtown Mill to the Aghards Road.
137	Stephen Ryan	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would result in increased danger to the residents and would cause further traffic congestion. <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to proposals for any additional pedestrian access from new developments.
138	Ben Donnelly	<p>KDA4, MTO3.9</p> <ul style="list-style-type: none"> - This submission highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would result in increased danger to the residents and would cause further traffic congestion.
139	Nicola Gough & Alan Brady	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Opposes the proposals for an additional 451 units being built without supporting infrastructure to address the additional traffic associated with the development of new housing. <p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would create a through road through the estate to the M4 motorway. <p>MTO1.7</p> <ul style="list-style-type: none"> - Opposes proposals for '<i>Improved Pedestrian Permeability</i>' from the Glade/Walk in Oldtown Mill to the Aghards Road.
140	Deirdre Dempsey	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises issues regarding the connection from KDA 4 to the existing Oldtown Mill Estate. - Such a connection will result in a significant increase in 'through' traffic to the Maynooth Road and the M4. - Connector road will also increase speeding and increase the risk of joy riding which endangers children. - Does not 'reflect the established pattern of development of the area' and does not 'protect the amenity of adjoining residential estates' as required in the brief for KDA 4. - 2nd phase of development in KDA 4 should not have access through existing estates. (Sub 140 Ch 8) <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Existing pattern in the Oldtown Mill estate is cul de sacs and this should be maintained. - Objects to the construction of 3 storey terraces or duplexes in the 2nd phase of development of KDA 4.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- Such development will affect the natural light and privacy of residents in the existing Oldtown Estate.- This type of development does not 'reflect the established pattern of development of the area'- Does not 'protect the amenity of adjoining residential estates'.- 3 storey developments do not respect the ethos of Celbridge as a historical town.
141	Dermott McCann	KDA 4, MTO3.9 <ul style="list-style-type: none">- Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate- Such a proposal would create a short cut through the estate to the M4 motorway and would increase traffic congestion within the estate and would pose a threat to safety of residents of the estate. Education and Garda Resources – Chapter 6 <ul style="list-style-type: none">- Schools are currently at capacity in Celbridge.- There is a significant lack of Garda presence in the town.
142	Stephen Brooks	KDA4, MTO3.9 <ul style="list-style-type: none">- Highlights concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that such a proposal would create a short cut through the estate and would increase traffic congestion within the estate and would pose a threat to safety of residents of the estate. Community Facilities – Chapter 6 <ul style="list-style-type: none">- States those facilities are of concern. Urban Design – Chapter 12 <ul style="list-style-type: none">- Issues regarding the proposed density of development and its lack of consistency with the existing development in the area. (Sub 142 Ch 12) Phasing – Chapter 13 <ul style="list-style-type: none">- States that phasing is a concern.- additional units should not be considered before basic services are improved.
143	Barry Doyle	MTO1.7 <ul style="list-style-type: none">- Objects to proposals for '<i>Improved Pedestrian Permeability</i>' from the Walk in Oldtown Mill to the Aghards Road.- States that this was never proposed as part of the parent permission for the development and in cases where openings have been created illegally, numerous issues have arisen such as anti-social behaviour, security of property and damage to landscaping. Phasing and Implementation – Chapter 13 <ul style="list-style-type: none">- States proposal for the development of an additional 451 units in KDA 4 should be sanctioned contingent on the delivery of key supporting infrastructure in tandem with the housing delivery.
144	John Keegan & Olivia Dowling	KDA 4, MTO3.9 <ul style="list-style-type: none">- Raises issues regarding the connection from KDA 4 to the existing Oldtown Mill Estate and the resultant increase in traffic and the submission



Submission No.	Name	Summary of Issues Raised
		<p>states that the estate should not become a shortcut to the M4 from the Clane Road.</p> <ul style="list-style-type: none">- The submission states that there are serious concerns regarding the multiple points of entry to the existing estate and how this will affect the safety of children and property. <p>MTO1.7</p> <ul style="list-style-type: none">- The plans to open and reopen gates and gaps within the estate to allow pedestrians and cyclist entry is opposed- Submission states that such a proposal would negatively impact on the residential amenity of the area.
145	Kevin Kavanagh	<p>KDA 5</p> <ul style="list-style-type: none">- Objects to the additional housing proposed for KDA 5 Crodaun <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- Raises issues regarding traffic volumes and the associated road safety issues, particularly to children with the 2 schools in the vicinity. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none">- States that allowing housing to back on to existing units, will reduce the value of existing properties. <p>Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- Notes that there are bat species known to reside in the Crodaun Forest Park- Their habitat should not be disturbed.
146	Ron Murtagh	<p>KDA 2, Town Centre Extension</p> <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- Lands at Donaghcumper which form KDA 2 are important habitats for wildlife and heritage of the town.- States that these lands should be zoned agricultural or amenity to preserve and protect Castletown House and its parkland from inappropriate development. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- Raises concerns regarding the additional zoning in the draft LAP and the resultant traffic congestion on roads which lead to the M4 and M50.- States that there is no reference in the LAP for improvements to Public Transport and states that the current services are currently strained and additional development without improvements will only add to the strain.
147	Patrick Behan	<p>St Raphael's/Abbeylands</p> <ul style="list-style-type: none">- Raises concerns regarding the proposals for development at the 5 acre site on the Clane Road (adjacent to the existing Filling Station)- Currently occupied by St Raphael's (St John of God).- States that there are plans for a new school at this location and the proposals set out in the draft LAP do not facilitate same.- States that no provision has been made for the service users of the St Raphael's complex.
148	Evelyn Glass	<p>Hazelhatch</p> <p>The submission also states that new housing should be developed around the train station at Hazelhatch.</p>



Submission No.	Name	Summary of Issues Raised
		<p>Water Pressure</p> <ul style="list-style-type: none"> - States that there are issues regarding low water pressure in the town of Celbridge for a number of years, - Proposals for additional housing will only add to the problem. <p>Traffic Congestion and Capacity of the Bridge</p> <ul style="list-style-type: none"> - States that traffic congestion and the capacity of the bridge are also issues. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Queries lack of provision of amenities such as recreational facilities for the youth population which is leading to increase in anti-social behaviour.
149	Joe O’Neill	<p>Traffic Congestion</p> <ul style="list-style-type: none"> - Raises concerns regarding the development of the lands to the rear of the Aldi Store on the Aghards Road and the extent of traffic generated by same, adding more traffic to an already congested network.
150	Nicky & Jerry Killian	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Raises concerns regarding the extent of housing proposed for Celbridge. - States figure high and may rise at detailed design stage. <p>MTO3.10</p> <ul style="list-style-type: none"> - States they note that there are proposals for a new river crossing to the south of the town, - States that this is flawed as same should not be channelled through existing estates. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Queries provision of social infrastructure particularly schools. <p>Traffic Congestion</p> <ul style="list-style-type: none"> - Raises issues with the existing Liffey Bridge and traffic congestion on Main Street - This issue should be resolved in advance of any new bridge. - Proposals for a 4 lane access in and out of the town should be considered as same works well between Newbridge and Naas. - Car parking and congestion is also encouraging people to shop elsewhere. <p>Public Transport</p> <ul style="list-style-type: none"> - Permanent bus lanes would be welcomed along the Maynooth Rd, Lucan Road and Newcastle Road, which would also encourage the use of public transport. <p>KDA 2 Town Centre Expansion</p> <ul style="list-style-type: none"> - Opposes the development of any houses at Donaghcumper and states that the lands should be used as a public park.
151	Natalia Francis	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to KDA 4– Oldtown and raises issues regarding the connection from KDA 4to the existing Oldtown Mill Estate - Concerns that such a connection will result in a significant increase in ‘through’ traffic to the Maynooth Road and the M4 and will add to the



Submission No.	Name	Summary of Issues Raised
		already congested network around the Oldtown estate.
152	Grainne Cassidy	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to KDA 4– Oldtown and raises issues regarding the connection from KDA 4to the existing Oldtown Mill Estate - States concerns that such a connection will result in a significant increase in traffic congestion along the existing Oldtown Mill spine road.
153	Denise Carroll	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to KDA 4– Oldtown and raises issues regarding the connection from KDA 4to the existing Oldtown Mill Estate and states concerns that such a connection will result in a significant increase in traffic congestion along the existing Oldtown Mill spine road. <p>KDA2 Town Centre Expansion</p> <ul style="list-style-type: none"> - Opposes any development which will impact negatively on Castletown House which include the lands looking onto Castletown as these lands are a tourist asset to the town and its heritage.
154	Bridget Quille	<p>Leisure Facilities</p> <ul style="list-style-type: none"> - Queries the provision of leisure facilities for the people of Celbridge and notes the lack of same in the area.
155	Jane Wallace	<ul style="list-style-type: none"> - Submission does not raise any specific issues.
156	Cathal Byrne	<p>Swimming pool</p> <ul style="list-style-type: none"> - Queries the provision of leisure facilities – specifically a swimming pool for Celbridge and notes the lack of same in the area.
157	Eli Roche	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Objects to proposals for access from the Western Outer Link Road through from KDA 4 to the Oldtown Mill Estate. - States such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road and will also increase the risk of safety to children, security and noise. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns regarding the densities proposed for the additional housing in the Plan.
158	Emma Wray	<p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Overall plan for the town is too large for a small area. - Amenities such as playgrounds are of greater importance to young families and proposing more estates with poor services will create even more problems. <p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none"> - New road proposals will disrupt the village and will divert traffic away from local businesses and will ruin the country feel of Celbridge. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - New road proposals will cause massive disruption.
159	Matthew Black	KDA 2



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Seeks to have the proposed Town Centre Extension at Donaghcumper rezoned Amenity / Open Space for the benefit of the community. - Seeks to have the residential development provided for at Donaghcumper / KDA 2 reallocated to other proposed residential areas. <p>Flood Risk – Chapter 9</p> <ul style="list-style-type: none"> - Raises the issue of the potential flooding of historic buildings near Donaghcumper as a result of new development on a flood plain at this location. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Objective for a Town Centre Extension at Donaghcumper is at odds with the objectives of the plan relating to the unique character, heritage and tourism product of Celbridge, the River Liffey Valley and the historic demesnes of Castletown, Donaghcumper and St. Wolstan’s. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - States that maintaining a green belt is key to the integrity of village communities <p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Objects to proposals to make a road connection from new residential zoned lands at Oldtown (KDA 4) to the Oldtown Mills estate on the grounds that the road is not able to cater for existing traffic and a rat-run would be generated through the estate should a connection be made. <p>MTO1.7</p> <ul style="list-style-type: none"> - Permeability access points are also objected to on the grounds that they will generate anti-social behaviour.
160	Mark Whelan	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate. - States that such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road network with particular reference to the junction from Oldtown Estate with the Clane Road. - The connector road will also increase the risk of safety to children, security and noise. <p>Density – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns regarding the densities proposed for the additional housing in the Plan.
161	Siobhan Walsh	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for ‘<i>Improved Pedestrian Permeability</i>’ from the Walk in Oldtown Mill to the Aghards Road. - Outlines issues regarding anti-social behaviour, car and house theft and child safety as reasons for their objection.
162	Jacqueline Sexton	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for ‘<i>Improved Pedestrian Permeability</i>’ at Prior Grove in St Raphael’s Manor to Church Road. - Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem.
163	Helen O’Keeffe & Veronica	<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7 for ‘<i>Improved Pedestrian Permeability</i>’ at Prior Grove in St Raphael’s Manor to Church Road.



Submission No.	Name	Summary of Issues Raised
	Ryan	<ul style="list-style-type: none">- Outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will increase the problem. Garda Resources <ul style="list-style-type: none">- The submission also references concerns expressed by Gardai in relation to same.
164	John McCartney	KDA4, MTO3.9 <ul style="list-style-type: none">- Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate.- Such a connection will result in a significant increase in 'through' traffic on an already congested residential road network and will result in traffic safety issues and noise pollution.- The connector road will also increase the risk to security of homes. Density – Chapter 4 <ul style="list-style-type: none">- States that the densities outlined in the Draft LAP are excessive and are not reflective of what the market wants. Public Transport <ul style="list-style-type: none">- Public transport service is poor and any further housing development within the town should be prefaced with an explicit requirement to improve and extend the existing bus services.
165	Keith & Fiona McGrath	KDA 4, MTO3.9 <ul style="list-style-type: none">- States Oldtown Mill spine road should not have vehicle access from KDA 4 through the Western Outer Link Road. MTO1.7 <ul style="list-style-type: none">- The submission supports pedestrian and cycle access. Garda Resources <ul style="list-style-type: none">- States that the Plan states that there is a full manned Garda Station in the town, and this is incorrect and the plan should be amended to reflect same.
166	Charles Nolan	KDA 4, MTO3.9 <ul style="list-style-type: none">- Relates to KDA 4– Oldtown and raises issues regarding the connection from KDA 4to the existing Oldtown Mill Estate.- States such a connection will result in a significant increase in 'through' traffic to the Maynooth Road and the M4.- The connector road will also increase speeding and increase the risk of joy riding which endangers children.
167	Rev. Stephen Neill	MTO1.6 <ul style="list-style-type: none">- Submission expresses concern regarding the impact of the construction of a pedestrian bridge within proximity of Christ Church, Celbridge- Due to the structural integrity of the church;- The drainage and run-off in the area surrounding the slip and adjacent to the church. Flood Risk – Chapter 9 <ul style="list-style-type: none">- This submission also expresses concern regarding the provision of housing developments on or adjacent flood plains.



Submission No.	Name	Summary of Issues Raised
168	Des O’Boyle	KDA 2 <ul style="list-style-type: none">- Objects to the proposed development at KDA 2 Donaghcumper. Heritage and Habitat <ul style="list-style-type: none">- States that such a proposal will destroy a beautiful amenity. MTO1.6 <ul style="list-style-type: none">- States that the proposal for a pedestrian footbridge over the Liffey is another attempt to destroy the entrance to Castletown estate.
169	Sean Carthy	Traffic Congestion <ul style="list-style-type: none">- States that the proposed plan will increase traffic in the town, and the proposals within the plan to relieve traffic will not achieve this from the Dublin Road into Celbridge. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- The submission states that the existing bridge should be expanded and a one way system introduced with no right turns either side of the bridge.- Suggests the provision of a new road which would link the Barnhall roundabout to the Celbridge Interchange road which currently only serves HP. KDA2 Built and Natural Heritage – Chapter 10 <ul style="list-style-type: none">- Objects to any development at KDA 2 Donaghcumper as it will ruin a very scenic and historical site and would be an eyesore when viewed from Castletown.-
170	Paul Brady	KDA 4 Urban Design – Chapter 12 <ul style="list-style-type: none">- Objects to the proposed density for development of housing at KDA 4.- States that such a development will block natural light at certain times- Raises concerns regarding the potential for balconies in lieu of rear gardens which would also impact on privacy of the existing homes in Oldtown Mill and result in noise issues at night time.- States those proposals for such high density will devalue properties in Oldtown Mill. MTO3.9 <ul style="list-style-type: none">- States that the Oldtown Mill estate will become a short cut to the M4 if the access for KDA 4 is provided through the estate.
171	Nicola Brady	KDA 4 Urban Design – Chapter 12 <ul style="list-style-type: none">- Objects to the proposed density for development of housing at KDA 4.- States that such a development will block natural light at certain times



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Raises concerns regarding the potential for balconies in lieu of rear gardens which would also impact on privacy of the existing homes in Oldtown Mill and result in noise issues at night time. - States those proposals for such high density will devalue properties in Oldtown Mill. <p>MTO3.9</p> <ul style="list-style-type: none"> - States that the Oldtown Mill estate will become a short cut to the M4 if the access for KDA 4 is provided through the estate.
172	Noel Corrigan	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate. - States that such a connection will result in the estate becoming a through road and a shortcut to the M4 increasing congestion in the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding plans for any permeability through to the current estate and notes that there will be heightened security issues regarding multiple entry points and the safety risks associated with same. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Concerns have also been raised in relation to phasing of new infrastructure with new development.
173	John Small & Anita Burke	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Primarily relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate and which will run to the rear of houses in the Oldtown Mill estate. - States that such a connection will result in the estate becoming a through road and a shortcut to the M4 increasing congestion in the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding plans for any permeability through to the current estate and notes that there will be heightened security issues regarding multiple entry points and the safety risks associated with same. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Concerns have also been raised in relation to phasing of new infrastructure with new development specifically water and sewerage. <p>Traffic Congestion</p> <ul style="list-style-type: none"> - Submission also raises the issue of traffic congestion generally across the town of Celbridge and suggests that the road structure be reviewed in light of the potential increase in traffic.
174	Lorraine Heffernan	<p>KDA 4</p> <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposals for duplex units to the rear of the existing Oldtown Estate which will infringe on privacy of existing houses. <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that the existing estate will



Submission No.	Name	Summary of Issues Raised
		<p>become a through estate with a resultant increase in congestion.</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - Submission raises issues regarding proposals for permeability within estates for pedestrians and cyclists with specific reference to the safety of children and security of properties. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Questions, mitigation measures for noise levels during construction.
175	Valerie McGrath	<p>KDA 4</p> <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposals for duplex units to the rear of the existing Oldtown Estate which will infringe on privacy of existing houses. <p>MTO3.9</p> <ul style="list-style-type: none"> - Submission raises concerns regarding the proposed access from KDA 4 through the existing Oldtown Mill estate and states that the existing estate will become a through estate with a resultant increase in congestion. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises issues regarding proposals for permeability from the Glade and the Walk in Oldtown Mill to the Aghards Road and states that such proposals will lead to antisocial behaviour and serious security issues. <p>Public Transport – Chapter 8</p> <ul style="list-style-type: none"> - Highlights concerns regarding public transport provision in relation to the increased new houses for the town, - Service and frequency must be improved and upgraded. - Current service is so poor that many residents who work in the city centre must drive. - Requests clarity on the traffic congestion issue within the town of Celbridge with specific reference to the bridge. <p>Phasing and Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Raises concerns regarding the provision of infrastructure in tandem with new housing and states that same should be delivered at the same time as any new housing.
176	Neil & Noirin Mercer	<p>MTO3.10</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposals for a new bridge and roads infrastructure for the town and states that same should be completed in advance of new housing. <p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns regarding proposals for the access from the Western Link Road as it will cause further congestion. <p>MTO1.7</p> <ul style="list-style-type: none"> - Opposes proposals for Improved Pedestrian Permeability through the Glade/Walk in Oldtown Mill to the Aghards Road and states that same will



Submission No.	Name	Summary of Issues Raised
		<p>affect security and lead to anti-social behaviour.</p> <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns in relation to proposals for 3-storey high density housing within the plan and states that same would not be in keeping with the current housing in Oldtown and surrounding areas.
177	Hilary Boylan	<p>Land at Kilwogan</p> <ul style="list-style-type: none"> - Submission seeks to have lands at Kilwogan that are located within the LAP boundary and traversed by a proposed road objective zoned for new residential development. <p>MTO3.9</p> <ul style="list-style-type: none"> - States that the proposed road joining the Maynooth Road roundabout and the Oldtown Road would sever the landholding at Kilwogan and requests that details of alternative routes considered by Kildare County Council be published.
178	Louise Gibson	<p>Built and Natural Heritage & Green Infrastructure – Chapter 10 & 11</p> <ul style="list-style-type: none"> - This submission supports the protection and management of habitats along the River Liffey. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission states that the proposed quantum of new housing provided for would put further undue pressure on existing water, waste, traffic, healthcare infrastructure and that no provision has been made for arts and culture. <p>KDA2 Town Centre Expansion</p> <ul style="list-style-type: none"> - This submission states that no additional housing or retail uses are required at Donaghcumper and seeks provision for a community facility / cultural hub at St. Raphael’s in the vicinity of Oakley House. <p>Miscellaneous</p> <ul style="list-style-type: none"> - Protection and support for the Derrybeg Community Farm is sought.
179	Kevin Murray	<p>KDA 5</p> <ul style="list-style-type: none"> - Proposed new residential zoned lands (previously zoned public open space), to the north of the Crodaun Forest Park estate, is premature given the extent of existing undeveloped new residential zoned land on the west side of the Maynooth Road. - Residential development at this location will have a negative visual impact on the area, generate noise and light pollution and will destroy the amenity value and habitats associated with the area. It is proposed that residential development is focussed on the west side of the Maynooth Road only. - Scale of the proposed development including building height and density is cited as being incompatible with the surrounding area and will give rise to traffic issues on the Maynooth Road. - A traffic management strategy is sought prior to the rezoning of land at this location.
180	Ann Marie Kane Smith	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposals for access from KDA 4 through the existing Oldtown Mill estate and states that the existing estate



Submission No.	Name	Summary of Issues Raised
		<p>will become a through estate with a resultant increase in congestion.</p> <p>Community Facilities and Garda Resources</p> <ul style="list-style-type: none"> - Raises concerns regarding lack of facilities in the town for existing residents and states that there is a lack of Garda Resources in the town.
181	N & P Wollmer	<p>KDA 4</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - Highlights concerns regarding the proposals for access from KDA 4 through the existing Oldtown Mill estate and states that the existing estate will become a through estate with people using same as a short cut to the M4 which will make the estate unsafe for children to play. <p>MTO1.7</p> <ul style="list-style-type: none"> - Opposes proposals for Improve Pedestrian Permeability between the Glade and the Walk in Oldtown Mill to the Aghards Road. The submission cites a previous opening at one of these locations which was ultimately closed due to anti-social behaviour, littering and safety issues. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding lack of infrastructure to support new housing and states that the existing services are currently under pressure.
182	Julie Myers	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns regarding KDA 4 and states that for access from KDA 4 should not be permitted through the Oldtown Mill Estate. - Such proposal would act as a thoroughfare through to the M4 and Maynooth and Clane Roads and would pose a threat to the safety of children within the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission also expresses objection to proposed penetrability within the existing estate and states that such proposals will result in anti-social behaviour and other associated issues. <p>Density</p> <ul style="list-style-type: none"> - Objects to proposals for 3 storey dwellings in new developments and states that such proposals will affect the natural light and privacy of existing residents of Oldtown Mill.
183	Colin Heaslip	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Objects to proposals for access from the Western Outer Link Road through from KDA 4 to the Oldtown Mill Estate. - Such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road and will also increase the risk of safety to children, security and noise. <p>Density</p> <ul style="list-style-type: none"> - The submission also raises concerns regarding the densities proposed for the additional housing in the Plan and proposals to back these new 3 storey units to the rear of existing low density houses. <p>MTO1.7</p> <ul style="list-style-type: none"> - States that the second phase of the development at Oldtown should have an entirely separate entrance



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Raises concerns regarding proposals for Improved Local Pedestrian Permeability from the Glade/Walk to the Aghards Road. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Plan provides no guarantees for services and infrastructure will be developed in tandem with housing. <p>Garda Resources</p> <ul style="list-style-type: none"> - Notes lack of Garda Resources within the town.
184	Nessa Kavanagh	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns regarding KDA 4 and states that for access from KDA 4 should not be permitted through the Oldtown Mill Estate. - States that there entrance to and exit from Oldtown Mill is currently problematic without increasing pressure. - States that adequate traffic calming should be provided on any routes through existing estates and suggests the provision of traffic lights or similar at the entrance to alleviate the current problem.
185	Caroline Leech	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding KDA 4 and states that for access from KDA 4 should not be permitted through the Oldtown Mill Estate. - Such proposal would pose a threat to the safety of children within the estate. <p>Density</p> <ul style="list-style-type: none"> - Objects to proposals for 3 storey dwellings in new developments.
186	Andrew Hyland	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns proposals for access through the Oldtown Mill Estate and states that it will result in an unsafe estate with increased traffic volumes and the associated safety risks. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - Proposal would eliminate green spaces within the existing estate.
187	Danielle McCarthy	<p>KDA 4</p> <ul style="list-style-type: none"> - Raises concerns proposals for access through the Oldtown Mill Estate and states that it will result in an unsafe estate with increased traffic volumes and the associated safety risks. - Plans will increase traffic, crime and pressure on resources. (Sub 187 Ch 8) <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - Proposal would also eliminate green spaces within the existing estate. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - States that these plans will destroy heritage in Celbridge
188	Courtney Brooks	<p>MTO1.7</p> <ul style="list-style-type: none"> - Concerns regarding proposals for planned pedestrian access through the Glade in Oldtown Mill and states that there would be serious security



Submission No.	Name	Summary of Issues Raised
		<p>concerns associated with such a proposal.</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns proposals for access through the Oldtown Mill Estate from KDA 4 and states that it will result in an unsafe estate with increased traffic volumes and the associated safety risks and references the existing traffic congestion issues associated with the estate.
189	Lorna Hennessy	<p>MTO1.7</p> <ul style="list-style-type: none"> - Submission notes concerns regarding proposals for planned pedestrian access through the Glade in Oldtown Mill and states that there would be serious security concerns associated with such a proposal. <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns regarding proposals for access through the Oldtown Mill Estate from KDA 4 and states that it will result in an unsafe estate with increased traffic volumes and the associated safety risks and references the existing traffic congestion issues associated with the estate. <p>MTO3.10</p> <ul style="list-style-type: none"> - The submission also states that the location for ‘possible construction of 2 new bridges’ identified in the Plan are inadequate and fail to recognise and alleviate the major locations of traffic congestion.
190	Carl McGrane	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns proposals for access through the Oldtown Mill Estate from KDA 4 and states that it will result in an unsafe estate with increased traffic volumes and the associated safety risks and references the existing traffic congestion issues associated with the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Concerns regarding proposals for planned pedestrian access through the Glade in Oldtown Mill and states that there would be serious security concerns associated with such a proposal.
191	Margaret Carey	<p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - This submission raises concerns regarding loss of green belt. <p>MTO3.9</p> <ul style="list-style-type: none"> - The submission also specifically objects to the link road through Oldtown Mill. <p>KDA2 Town Centre Expansion</p> <ul style="list-style-type: none"> - This submission raises concerns regarding any work on lands at Donaghcumper. <p>Density – Chapter 12</p> <ul style="list-style-type: none"> - This submission raises concerns regarding density of new housing.
192	Paul Cary	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns about the access from KDA 4 through the Oldtown Mill Estate. <p>Infrastructure and Roads</p> <ul style="list-style-type: none"> - Queries the provision of infrastructure such as roads and amenities for an additional 1700 units.



Submission No.	Name	Summary of Issues Raised
193	Gary Collins	KDA 4, MTO3.9 <ul style="list-style-type: none">- Submission notes concerns regarding proposals for a through road from KDA 4 through Oldtown Mill which will increase traffic and increase risk to children and change the nature of the existing estate. COMO1.2 <ul style="list-style-type: none">- Raises concerns regarding proposals for a new school site in close proximity to Scoil Na Mainistreach and states that same will increase traffic congestion on an already congested network. KDA 2 Built Heritage – Chapter 10 <ul style="list-style-type: none">- The submission also objects to ‘planned apartments’ at Donaghcumper and raises concerns regarding their impact on Castletown and the natural history.
194	James Keenan	KDA 4, MTO3.9 <ul style="list-style-type: none">- Raises concerns proposals for access through the Oldtown Mill Estate from KDA 4 and states that it will result in an unsafe estate with increased traffic volumes and the associated safety risks to children living in the estate. MTO1.7 <ul style="list-style-type: none">- Notes concerns regarding proposals for ‘penetrability’ and states that there would be serious security concerns associated with such a proposal.
195	Roisin Doyle	Movement and Transport – Chapter 8 <ul style="list-style-type: none">- Raises concerns regarding the transport infrastructure in place in Celbridge and its capacity to deal with additional pressure created by the additional housing proposed in the plan.- The issue of a bridge needs to be addressed in advance of additional housing being proposed.
196	Clodagh Doyle	Movement and Transport – Chapter 8 <ul style="list-style-type: none">- Raises concerns regarding the transport infrastructure in place in Celbridge and its capacity to deal with additional pressure created by the additional housing proposed in the plan.- The issue of a bridge needs to be addressed in advance of additional housing being proposed. Garda Resources <ul style="list-style-type: none">- States that there is also a lack of Garda presence in the town.
197	Martin Ormonde	MTO1.7 <ul style="list-style-type: none">- Objects to MTO1.7 for ‘Improved Pedestrian Permeability’ at Prior Grove in St Raphael’s Manor to Church Road.- The submission outlines current issues regarding anti-social behaviour and property damage and any proposals for permanent openings will exaggerate the problem.
198	Dr. Gemma	KDA 4, MTO3.9



Submission No.	Name	Summary of Issues Raised
	Irvine	<ul style="list-style-type: none"> - Notes concerns regarding the proposed access from KDA 4 via the proposed Western Outer Link Road through the existing Oldtown Mill estate. - Such a proposal would compromise the safety of existing residents and would create a shortcut through the estate to the M4. - States that encouraging development of this nature conflicts with Jakes Law which requires a speed limit of 30kmph in all housing estates. - The submission states that the existing estate is highly congested at peak morning hours and any additional traffic will increase this. <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission also raises concerns regarding the security issues regarding multiple entries and exits from the estate and states that the plans for increased permeability within the Draft LAP are also of concern given that previous access through estates have been closed due to the issues surrounding same in relation to anti-social behaviour. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - States that proposals for 3 storey units within KDA 4 does not reflect the established pattern of development of the area and may result in overlooking etc of existing properties. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - The submission also raises a number of concerns regarding general development proposals within the plan in relation to proposed housing unit figures and the additional pressure same will place on existing infrastructure, without any guarantees that new infrastructure will be delivered with new housing. <p>Garda Resources</p> <ul style="list-style-type: none"> - Raises issues regarding the provision of social activity facilities for teenagers and also Garda Resources.
199	Fiona O’Maille	<p>MTO1.7</p> <ul style="list-style-type: none"> - Highlights concerns in relation to MTO1.7b and MTO1.7c for ‘Improved Pedestrian Permeability’ from the Walk in Oldtown Mill to the Aghards Road. - Details a historic issue regarding an opening at Oldtown Mill to the Aghards Road, which was eventually closed and outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was open.
200	Eamon, Nicola, Killian & Caoimhe Heffernan	<p>MTO1.7</p> <ul style="list-style-type: none"> - highlights concerns in relation to MTO1.7 a-c for ‘Improved Pedestrian Permeability’ from the Walk in Oldtown Mill to the Aghards Road. - Details a historic issue regarding an opening at Oldtown Mill to the Aghards Road, which was eventually closed and outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was open. <p>MTO3.9</p> <ul style="list-style-type: none"> - Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate and states that any new development at KDA 4 should be accessed independently and not through the existing estate. - The submission states that any new access would endanger the safety of children living in the estate.
201	David McDonald	<p>MTO1.7</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Highlights concerns in relation to MTO1.7 for 'Improved Pedestrian Permeability' from the Walk in Oldtown Mill to the Aghards Road. - Details issues regarding an previous opening at Oldtown Mill to the Aghards Road, which was eventually closed and outlines issues regarding anti-social behaviour etc.
202	Inge Nyhof	<p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - Wants guarantees given on all services such as schools, playgrounds and sporting facilities. <p>Fire Station and Garda Station</p> <ul style="list-style-type: none"> - States that Celbridge has no Fire Station or Garda Station, - Has a larger population than other towns who have these services - States that no development should take place before a needs service analysis takes place <p>MTO3.9</p> <ul style="list-style-type: none"> - Highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange. - States that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. <p>Hazelhatch</p> <ul style="list-style-type: none"> - Queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. - The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - States that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development. <p>Water Pressure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding the issue of water pressure in Ballygoran - States that such issues should be addressed in advance of proposals for new housing and a school.
203	John Dolan & Claire Rush	<p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Highlights concerns regarding the delivery of infrastructure in a timely manner with new developments. - As with the requirement for the delivery of the Western Link Road, the provision of water and waste water infrastructure should be in advance of new development. <p>INF1 – Chapter 9</p> <ul style="list-style-type: none"> - The submission also states that Policy INF 1 should be strengthened to beyond encouraging. <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission also raises specific issues in relation to MTO1.7 for 'Improved Pedestrian Permeability' from the Glade and the Walk in Oldtown Mill to the Aghards Road. The submission states that this would be a 'retrograde' step and entirely inappropriate. - Sets out that the reasons for opposing such proposals are in relation to pedestrian and child safety and anti-social behaviour. <p>MTO3.9</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Refers to the overall proposals for access from KDA 4 Oldtown and the Western Outer Link Road. - Notes that same will be a pedestrian and cycle friendly route, however, no details are given on how this will be achieved. - States that appropriate traffic calming measures will be required to avoid the Oldtown Mill estate becoming a 'rat-run' to the surrounding areas.
204	Marianne Campbell	<p>MTO1.7</p> <ul style="list-style-type: none"> - Highlights concerns regarding '<i>Improved Pedestrian Permeability</i>' from the Glade and Walk in Oldtown Mill to the Aghards Road. - The submission outlines issues regarding anti-social behaviour, and security issues with such pedestrian links. <p>MTO3.9</p> <ul style="list-style-type: none"> - The submission also raises the proposal for the link from KDA 4 through to Oldtown Mill as a concern as it will increase traffic volumes on the existing spine road and will create a through road.
205	Claire & Eamon Spelman	<p>KDA 4</p> <ul style="list-style-type: none"> - Highlights concerns regarding the rezoning of lands at Oldtown in KDA 4. - Objects to proposals for an additional 1400 units as it will have a negative impact on the quality of life of existing residents. <p>MTO3.9</p> <ul style="list-style-type: none"> - Outlines objections to the Oldtown Estate becoming a short cut to other areas of Celbridge from the M4 through the proposal for access through the estate from KDA 4 <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - States that services and infrastructure are currently inadequate for the existing houses.
206	D. Flynn	<p>Lack of Amenities</p> <ul style="list-style-type: none"> - Highlights concerns regarding the extent of housing proposed when there is already a lack of amenities. (Sub 206 Ch 6) <p>MTO3.9</p> <ul style="list-style-type: none"> - Outlines their issues regarding proposals to provide a connection through Oldtown Mill Estate from KDA 4. - States that such a proposal will result in increased traffic congestion within the estate. <p>MTO1.7</p> <ul style="list-style-type: none"> - Opposes any proposed access or permeability through existing estates and cites anti-social behaviour and litter as the rationale for such opposition.
207	Briega McGovern	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate. - States that such a connection will result in a significant increase in 'through' traffic on an already congested residential road network. - The connector road will also increase the risk of safety to children and provide a quick getaway for break ins. - The submission states that proposals for a through road would not reflect the established pattern of development in the area and does not protect the amenity of adjoining residential estates.



Submission No.	Name	Summary of Issues Raised
		<p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to proposals for increased permeability within the Draft LAP are also of concern given that previous access through estates have been closed due to the issues surrounding same in relation to anti-social behaviour. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - States that proposal for 3 storey units within KDA 4 does not reflect the established style of the adjoining estates - Submission requests that any new houses are in keeping with the current style. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Raises concerns that the additional housing will be delivered to address the housing crisis but the required facilities and amenities would be a long term plan.
208	Annie McCartney	<p>MTO3.9</p> <ul style="list-style-type: none"> - Relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate. - States that such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road network. - The connector road will also increase the risk of safety to children. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns regarding proposals for pedestrian access from the Oldtown estate to the Aghards Road and states that this will cause distress for people living in these areas. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - States that any new dwellings be of a height that does not cause overshadowing at a later date.
209	Alan & Rowena Cooper	<p>This submission raises concerns regarding the following</p> <p>Core Strategy- Chapter 4</p> <ul style="list-style-type: none"> - Housing unit figures are not in line with CSO figures. <p>MTO3.9</p> <ul style="list-style-type: none"> - Impact of a large road through the Oldtown Mill Estate from KDA 4. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Lack of infrastructure. - Issues regarding water pressure. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - Destruction of hedgerows. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - Phasing and how same will be implemented.
210	Martina O’Kane	<p>KDA 4</p>



Submission No.	Name	Summary of Issues Raised
		<p>Urban Design – Chapter 13</p> <ul style="list-style-type: none"> - Objects to the construction of 3 storey terraces or duplexes for reasons of privacy, natural light, that 3 storey development does not respect the historical town. - Recommends maintenance of existing pattern of development including cul de sacs. <p>MTO3.9</p> <ul style="list-style-type: none"> - Objects to a new link road (MTO3.9) for reasons of thoroughfare creation, increased traffic, traffic congestion, anti-social behaviour, traffic safety for children. <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to connection from KDA 4 into Oldtown Mill for reasons of anti-social behaviour, robberies, vandalism and noise.
211	Maurice Eighan	<p>Movement and Transport</p> <ul style="list-style-type: none"> - Welcomes new bridges across the river. <p>MTO3.9</p> <ul style="list-style-type: none"> - Objects to a the portion of the western link road connecting into the Oldtown Mill estate for reasons of shortcut creation, increased traffic, being out of line with the “Jake’s Law” speed limit for housing estates of 30km, traffic congestion, security concerns, traffic safety for children. - Supports the construction of the Western Link Road prior to the delivery of new houses at Oldtown and associated noise reduction measures. <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to plans for permeability because previous access points caused antisocial behaviour, increased break-ins, litter, late night noise before access points were closed. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Recommends building a wall between proposed new development to guard against anti-social behaviour. - Objects to the construction of 3 storey units for reasons of overlooking. <p>Community Facilities and Infrastructure</p> <ul style="list-style-type: none"> - Raises concerns in relation to services and infrastructure to accommodate new development in Celbridge, including crèches, schools, water and sewerage. <p>Garda Resources</p> <ul style="list-style-type: none"> - Raises concerns lack of Garda presence.
212	Kozue Graham	<p>KDA 4</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns the portion of the western link road connecting into the Oldtown Mill estate for reasons of shortcut creation, traffic safety, and increased traffic volumes. - Suggests new estates should have their own separate access.



Submission No.	Name	Summary of Issues Raised
		<p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns that new development will not be in compliance with established patterns of development. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns that increased permeability will lead to security risks and safety for children. <p>Garda Resources</p> <ul style="list-style-type: none"> - Identifies issues with lack of Gardai.
213	Barry Graham	<p>KDA 4</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns the portion of the western link road connecting into the Oldtown Mill estate for reasons of shortcut creation, traffic safety, and increased traffic volumes. - Suggests new estates should have their own separate access. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns that new development will not be in compliance with established patterns of development. <p>MTO1.7</p> <ul style="list-style-type: none"> - Raises concerns that increased permeability will lead to security risks and safety for children. <p>Garda Resources</p> <ul style="list-style-type: none"> - Identifies issues with lack of Gardai.
214	Lisa and Andrew McCormack	<p>KDA 4</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7a, MTO1.7b and MTO1.7c for <i>'Improved Pedestrian Permeability'</i> from a The Glade towards Willowbrook Park b The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns. The submission provides examples of pedestrian entrances historically not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road. - Outlines concerns regarding potential anti-social activity, littering, criminal behaviour, car theft and burglaries. - Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge. - States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
215	The Residents of the Glade and the Walk, Oldtown Mill	<p>KDA 4</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to MTO1.7a, MTO1.7b and MTO1.7c for <i>'Improved Pedestrian Permeability'</i> from a The Glade towards Willowbrook Park b The Walk towards Willowbrook Grove and c The Walk towards Willowbrook Lawns. The submission provides examples of pedestrian entrances historically



Submission No.	Name	Summary of Issues Raised
		<p>not working namely Whitethorn Grove to Beatty Park, Ballygoran View to Thornhill and Oldtown Mill onto Aghards road.</p> <ul style="list-style-type: none"> - Outlines concerns regarding potential anti-social activity, littering, criminal behaviour, car theft and burglaries. - Outlines concerns that residents could have to pay for maintenance of these new entrances, potential car parking issues at pedestrian links and safety concerns for children on the path on Aghards road being narrow with no grass verge. - States that An Garda Siochana are not in favour of the pedestrianisation of the Glade and The Walk as if there was an incident on either of these cul de sacs, two Garda cars are needed to cover all exits putting a strain on Garda resources.
216	Wayne and Elaine Kelly	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none"> - Raises concerns that the portion of the western link road connecting into Oldtown Mill estate for reasons of shortcut creation, increased traffic through the estate, new development adding to congestion and increased permeability causing security issues. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises issues of services and infrastructure required for support new builds. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Raises concerns that new development will not follow established patterns of development in terms of height and design.
217	John Farrelly	<p>KDA 4</p> <ul style="list-style-type: none"> - Raises concerns that infrastructure is not in place to accommodate development. - Raises concerns that Oldtown Mill already has 600 units and an additional 1,400 will impact on quality of life. - The submission raises issues of increased traffic from new development.
218	Paulette Moran	<p>KDA 4</p> <ul style="list-style-type: none"> - Raises concerns that infrastructure is not in place to accommodate development. - Raises concerns that Oldtown Mill already has 600 units and an additional 1,400 will impact on quality of life. - The submission raises issues of increased traffic from new development.
219	Residents of The Paddock	<p>KDA 4</p> <ul style="list-style-type: none"> - This submission is signed by 72 residents of The Paddock. <p>MTO3.9</p> <ul style="list-style-type: none"> - The submission objects to new housing development within the Oldtown Mill estate. - New estates should have separate road, pedestrian and cycle access. <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission opposes permeability measures for Oldtown Mill due to potential antisocial behaviour. The submission provides an example of a local access point historically not working (The Glade to Willowbrook Road). <p>Urban Design – Chapter 12</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The submission raises concerns that new development will not be in compliance with established patterns and should not exceed 2 stories for reasons of privacy, sunlight on existing residents.- Recommends building a wall with hedgerow between proposed new development. Implementation – Chapter 13 <ul style="list-style-type: none">- The submission raises concerns regarding construction traffic through Oldtown Mill.
220	Alice Fitzmaurice	KDA 4 MTO3.9 <ul style="list-style-type: none">- Raises concerns regarding the portion of the western link road connecting into the Oldtown Mill estate for reasons of shortcut creation, traffic safety, and traffic congestion. MTO1.7 <ul style="list-style-type: none">- Raises concerns that increased permeability will create security concerns, children safety and property safety. Water Services – Chapter 9 <ul style="list-style-type: none">- Raises concerns in relation to adequate services and infrastructure to accommodate new development in Celbridge, citing an indication from Irish Water of limitations in Celbridge. Garda Resources <ul style="list-style-type: none">- Raises concerns regarding lack of full-time Garda station.
221	Patricia Colclough	MTO3.9 <ul style="list-style-type: none">- Includes a letter and map identifying a portion of land located along the route of the proposed MTO3.9.- Explains that she is landowner and has the intention to build a family home on the identified lands.- Requests the opportunity to discuss further.-
222	Aileen Ferguson	INF5 <ul style="list-style-type: none">- This submission raises concerns regarding providing a recycling facility being located near Castletown Demesne near exit 4. KDA5 Crodaun (Maynooth Road Gateway) <ul style="list-style-type: none">- This submission objects to housing development at KDA5 due to traffic congestion. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- The submission raises concerns with traffic congestion, traffic safety, and requirements for road improvements such as road widening, requirement for bus lanes. Built and Natural Heritage – Chapter 10 and Tourism – Chapter 7 <ul style="list-style-type: none">- Identifies the importance of the historical town of Celbridge for tourism, green belt and views.



Submission No.	Name	Summary of Issues Raised
		<p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission raises concerns regarding development of Crodaun causing flooding. - The submission raises concerns regarding reduction in existing water pressure. <p>Fire</p> <ul style="list-style-type: none"> - The submission identifies issues with fire.
223	Ailis Aylward	<p>Accessibility for All</p> <ul style="list-style-type: none"> - The submission raises concerns that the Mill Centre is not an accessible facility. - The submission identifies the need for a central fully accessible, purpose built civic, cultural, educational (community, adult, further education and back to work training) facility with parking open to all. - The submission identifies the need for a swimming pool with facilities accessible to all.
224	Allison Austin – Murphy	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none"> - This submission supports MTO3.9. - This submission objects to the portion of the western link road connecting into the Oldtown Mill estate for reasons of increased traffic, increased noise, air pollution, safety, provision of speed bumps, anti-social activity. - Suggests new estates should have their own separate access. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission requests new housing development to be in keeping with established patterns of development.
225	Justin Byrne, Chair, ACG	<p>KDA 2 Consultation</p> <ul style="list-style-type: none"> - This submission criticises the consultation process of the LAP, cites obligations under Art 7, in conjunction with Art 6 of the Aarhus Convention and request further consultation. (Sub 225 MISC) <p>KDA 2 Tourism – Chapter 7 Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The submission raises concerns regarding the development of KDA 2 – Donaghcumper for reasons including built and natural heritage, tourist amenity, bisecting the Valley irrevocably, maintenance of green areas, impact on rural character, historic setting. (Sub 225 Ch 5) - The submission raises concerns that the development of Donaghcumper will lead to urbanisation, impact on wildlife, barriers to river, erosion, pollution, sensory intrusion. <p>TCEO1.1</p> <ul style="list-style-type: none"> - The submission identifies concerns that TCEO1.1 is incompatible with the KDA2 and requests the lands be de-zoned. The submission requests a new zoning to protect the Donaghcumper lands from development.



Submission No.	Name	Summary of Issues Raised
		<p>Appropriate Assessment</p> <ul style="list-style-type: none"> - The submission raises concerns with the inadequacies of the LAP in terms of AA screening, waste water issues, premature pending updated River Basin Management Plans, failure to consider case c-461/13. <p>MTO1.6</p> <ul style="list-style-type: none"> - The submission requests the omission from the plan of MTO1.6. <p>Strategic Environmental Assessment</p> <ul style="list-style-type: none"> - The submission outlines a number of shortcomings with regards to the SEA accompanying the plan. <p>Smarter Travel</p> <p>The submission raises concerns of lack of consideration in the plan of climate impacts and the requirements of Government Policy in Smarter Travel.</p>
226	Andrea Patterson	<p>Community Facilities, public transport, Garda Resources – Chapter 6</p> <ul style="list-style-type: none"> - The submission raises concerns regarding the lack of public transport, existing and new community facilities, lack of full Garda station. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the extent of housing proposed in the plan for the town and the additional pressures that this will place on the currently congested road network increasing traffic congestion, pressure on limited water supply. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The submission suggests the development of Castletown as an amenity.
227	Andrew Murtagh and Caoimhe Murphy	<p>MTO3.9</p> <ul style="list-style-type: none"> - This submission contains a written letter and location map identifying a portion of land owned by those making the submission, located along the route of the proposed MTO3.9. - The submission raises concerns that the indicative alignment of the road would have serious and negative impact on the current and future valuation of property rendering impossible to mortgage/re-mortgage or to sell.
228	Anitha Anthony	<p>KDA 4, MTO3.9</p> <ul style="list-style-type: none"> - Submission relates to the portion of the western link road through from KDA 4to the Oldtown Mill estate. - Objects to such a connection due to safety concerns and increased traffic congestion. - The submission recommends a separate road for new development. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission objects to the construction of 3 storey buildings. <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission disagrees with pedestrian links citing safety issues, increased vandalism and crime.
229	Aoife Sheehan	<p>KDA 4, MTO3.9</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- This submission objects to a through road running through the Oldtown Mill estate for reasons of increased levels of traffic, traffic congestion, safety for children, increased risk of joy riding.- The submission suggests a separate new estate and access. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none">- The submission requests the maintenance of the existing pattern of development including cul de sacs.- The submission objects to 3 storey housing, terraces or duplexes for reasons of maintenance of natural light, privacy for Oldtown Mill estate residents and that this form of development does not comply with the historic town of Celbridge.
230	Aishling Connolly	<p>KDA 4</p> <ul style="list-style-type: none">- This submission contains a written statement and associated maps including site location map, zoning maps, Irish water drainage maps and map extracts from the LAP.- The submission includes a sample housing layout for the subject site.- The existing zoning on the lands is 'C' – <i>New Residential</i>.- The proposed draft zoning is 'I' – <i>Agricultural</i>.- The submission outlines the case for maintaining the existing zoning as opposed to the new proposed zoning. because:<ul style="list-style-type: none">• The rationale for the proposed rezoning is unclear, having regard to the development context and the proposed residential zoning of other, less suitable sites.• The site is fully serviced and has an extensive road frontage. It is located close to the town centre along a major approach road and, is suitable for residential development.• The site adjoins residentially zoned land to the north and western boundaries and it bound by extensive residential development to the south• The site has the potential to deliver approx. 50 no. dwellings as per 30 units to the ha density standard.- The submission comprises an extensive case for maintaining a residential zoning on the lands under the headings, rationale for de-zoning, appropriateness of current zoning, suitability of the site for development, strategic objectives of LAP and government policy.
231	Ashling Walsh	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none">- This submission relates to the portion of the western link road through from KDA 4to the Oldtown Mill estate.- The submission objects to such a connection due to safety concerns and increased traffic congestion.- The submission recommends a separate road for new development. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none">- The submission objects to the construction of 3 storey buildings.



Submission No.	Name	Summary of Issues Raised
		<p>MT01.7</p> <ul style="list-style-type: none"> - The submission disagrees with pedestrian links citing safety issues, increased vandalism and crime.
232	Aterna Developments.	<p>KDA 4</p> <ul style="list-style-type: none"> - This submission was made by Declan Brassil & Company Ltd on behalf of Aterna Developments. - This submission relates to a site of 6.7ha Site (outlined in blue hatch on location map below) within the KDA 4lands and is identified in the submission. - Requests the relocation of the Park zoning from the subject lands to another area within the KDA 4lands the reason to facilitate an equitable distribution of open space within KDA 4 which is consistent with and facilitates the urban design objectives of the LAP. - States there are 3 landowners in the KDA 4and each should have a 12% distribution of open space within their landholding. - Outlines a breakdown of figures as to how to achieve an equitable breakdown. <p>MT03.9</p> <ul style="list-style-type: none"> - This submission proposed the amendment of the alignment of the proposed link road with changes to the arterial road alignment and road hierarchy / network to be delivered by the site. - A benefit of the proposed realignment would be a more legible road hierarchy and the provision of a bend in the road as opposed to a 90-degree left turn at a T-junction improving traffic flow. - Requests the amendment of Figure 12.3 Design Concept for KDA 4 Oldtown to clearly demarcate the phase 1 and phase 2 areas to remove any potential ambiguity regarding the demarcation of Phase 1 and Phase 2 lands with the KDA. The submission provides proposed Design Concept drawings with the submission.
233	Aubrey O'Reilly	<p>KDA 4</p> <p>MT03.9</p> <ul style="list-style-type: none"> - This submission objects to the portion of the western link road linking from KDA 4into the Oldtown Mill estate for reasons of the creation of a 'rat run'. <p>Urban Centres and Retailing – Chapter 5 The submission raises concerns that new retail spaces will take business away from an already 'half deserted' main street.</p> <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - The submission criticises the plan for lack of amenities to cater for the planned population growth.
234	Ballygoran Residents Association	<p>KDA 4</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission raises issues with increased road traffic on the Celbridge / Leixlip West interchange and planned population growth and lack of prioritisation of an objective for a second bridge for Celbridge.



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		<p>Water – Chapter 9</p> <ul style="list-style-type: none"> - The submission raises issues with Low water pressure in Ballygoran. - The submission raises issues Services – infrastructure for clean water supply and waste water disposal. <p>Hazelhatch</p> <ul style="list-style-type: none"> - The submission raises issues with lack of zoned land adjacent to Celbridge / Hazelhatch Rail station. <p>Environmental Impact</p> <ul style="list-style-type: none"> - This submission raises concerns with the location of the proposed connecting road from Clane Road to Maynooth across Kilwogan bog and surrounding natural wet lands, questioning has EIA. <p>Garda Resources</p> <ul style="list-style-type: none"> - This submission raises concerns regarding Garda service in Celbridge. <p>Fire Tender</p> <ul style="list-style-type: none"> - This submission raises concerns with regard to Celbridge having a Fire Tender.
235	Barry Cremin	<p>KDA 5 Crodaun</p> <ul style="list-style-type: none"> - This submission would rather see all the lands at KDA 5 – Crodaun developed for housing as opposed to a large park citing potential anti social behaviour due to remote location and having to move out of Celbridge due to the lack of housing.
236	Beatty Park Neighbourhood Group	<p>Economic Development – Chapter 7</p> <p>The submission recommends the prioritisation of Celbridge to attract new industries and employment.</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission recommends provision of an independent ring road between Crodaun and Oldtown KDAs not linking into the existing congested road network. - The submission recommends improvement of local links between Leixlip, Maynooth and Naas. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission identifies issues in Celbridge with infrastructural deficit, ring-road, sewerage, water supply, child minding facilities and playgrounds. <p>KDA 2 Town Centre Extension</p> <ul style="list-style-type: none"> - The submission recommends the zoning of KDA2 to amenity and parkland.
237	Bernard Colclough	<p>KDA 4 MT03.9</p> <ul style="list-style-type: none"> - The submission includes a letter and map identifying a portion of land located along the route of the proposed MTO3.9. - The submission explains that he is landowner requests the opportunity to discuss further to secure an agreement that safeguards the family



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		<p>lands and ensures that road can go ahead with support.</p> <ul style="list-style-type: none"> - The enclosed map illustrates proposed lands to be zoned “residential” in red, and lands currently zoned “existing residential infill” in blue.
238	Bill Nicholson	<p>KDA2 Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The submission proposes the KDA2 zoning be removed and zoned Amenity / Open Space due to the impact of development of KDA 4lands on the Liffey Valley, ecology, historic landscapes, views and prospects, visual impact, noise and light pollution, amenity, unique character of Celbridge. <p>Relocation of traffic lights The submission requests the relocation of pedestrian traffic lights to the entrance of Crodaun Forest Park estate as they could still serve as pedestrian lights, and also function as an escape mechanism for the majority of Crodaun residents.</p>
239	Brian and Keith Talbot	<p>Zoning of lands Lands at Ballymakealy Upper</p> <ul style="list-style-type: none"> - This submission identifies 22 ha of land located in the townland of Ballymakealy Upper. - The submission request KCC to include the land within Celbridge Town Boundary and zoned residential. - The submission states the land is good quality land not subject to flooding. - Access to the lands could by via an extension of the MTO3.9 objective.
240	Brian Miller & Suzanne Wensley	<p>Urban Centres & Retailing – Chapter 5</p> <ul style="list-style-type: none"> - The submission raises concerns that zoning the lands Town Centre would draw activity away from the Main Street. <p>KDA 2</p> <ul style="list-style-type: none"> - The submission objects to the zoning of 12.2.3 Donaghcumper Demesne Land as Town Centre. - The submission suggests the residential unit allocation on the Town Centre could be accommodated elsewhere in the plan area. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Suggests that all lands of the Donaghcumper Demesne as defined by the boundary wall and the River Liffey, be re-zoned as Open Space and Amenity - For reasons of protecting ecology, historic landscapes, views and prospects, wildlife, fragmentation with other demesnes in the town, lack of proposed green spaces for residents and conflict with other objectives in the plan including 3.2 Strategic objectives p. 10; GIO1.1 p. 57; 11.3 Open Spaces p.58, 10 Built and Natural Heritage p. 47, NHO1.2 p. 55. (Sub 240 Ch 5) <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - The submission quotes a number of Green Infrastructure and Open Space Objectives within the LAP. - The submission raises concerns that the proposed zoning of KDA 2 to Town Centre is at conflict with these objectives. The submission suggests that the zoning of land for amenity and open space would go some way to redressing a shortfall of amenity space for proposed population



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		<p>growth in the town.</p> <ul style="list-style-type: none"> - The submission references a number of objectives in the plan relating to built and natural heritage and itemises a number of natural heritage features of the River Liffey. - The submission raises concerns for the development and construction stage development of the KDA 2 lands on these mammals and bird populations. - The submission raises concerns in relation to noise and light on these natural heritage features. <p>Request</p> <ul style="list-style-type: none"> - The submission concludes with the request that the KDA 2 lands are zoned Open Space and Amenity.
241	Stephen Little & Associates on behalf of Bridgedale	<p>Zoning of lands at the south and west of the Abbey Farm estate.</p> <p>The lands comprise approximately 17ha which are currently zoned ‘I – Agricultural’ and ‘F2 – Strategic Open Space’ in the draft LAP. This submission seeks to have approximately 7.3ha of these lands zoned ‘C – New Residential’ on the following grounds:</p> <ul style="list-style-type: none"> ▪ The core strategy does not provide sufficient headroom with respect to the provision of residential zoned land in Celbridge as provided for by departmental guidelines on development plans and core strategies ▪ The majority of new housing provided for in the draft LAP is located within 4 key development areas which is considered prohibitive in terms of delivering in the core strategy ▪ The lands are considered a more suitable location for residential development than the more peripheral KDAs identified in the draft LAP given their proximity to the town centre, existing schools and Hazelhatch train station ▪ The development of the lands would provide for approximately 150 dwellings and would help in alleviating the current housing crisis ▪ The development of the lands would provide for social housing as required under Part V of the Planning and Development Act and a crèche facility ▪ The planned development of the DART service to Hazelhatch station should be supported by accessible development ▪ The lands are accessible by road and environmental services and ready for development ▪ Provision has already been made for the extension of an existing distributor road through the Abbey Farm estate to the lands ▪ The development of the lands would facilitate the delivery of a roads objective and a bridge crossing the River Liffey to the west of the town and ultimately improved connections to Hazelhatch train station ▪ Bridgedale is proposing to construct and provide the section of the new link road from the junction with the North Kildare Educate Together School to the location at which it will meet a future bridge over the River Liffey or as much of this route as the Council wishes to have provided at this time ▪ The development of the lands would provide for improved pedestrian and cycle access to nearby schools from existing residential areas ▪ Reports prepared by consulting engineers indicate that the development of the lands would not add to current traffic congestion or require the upgrading of existing roads



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		<ul style="list-style-type: none"> ▪ The development of the lands will facilitate the delivery of a linear park along the River Liffey ▪ Bridgedale are willing to transfer lands along the River Liffey bank to Kildare County Council for the development of a linear park ▪ Flood risk is restricted to the south eastern corner of the overall land holding where the affected lands can be incorporated into a linear park and continue to have a Strategic Open Space land use objective ▪ KDA 4 is at greater risk of flooding than the subject lands <p>Movement and Transport - Chapter 8 The amendment of objective MTO3.11 is sought as follows: <u>'To protect from development a route for a potential new road (including a new bridge over the River Liffey) between Clane Road (near the Celbridge North Kildare Educate Together School) and Hazelhatch Park. To construct a new road (including a new bridge over the River Liffey) between the Clane Road (near the Celbridge North Kildare Educate Together School) and Hazelhatch Park'.</u></p> <p>This submission includes a prospective site layout plan and a copy of a pre-draft submission and consulting engineer's report with respect to the subject lands.</p>
242	Caroline Prendergast	<p>MTO3.10</p> <ul style="list-style-type: none"> - This submission objects to the building of a bridge river crossing instead of the provision of a new school for St. Raphael's Special School as children have been waiting years for a new school.
243	Castletown Action Group	<p>Movement and Transport - Chapter 8</p> <ul style="list-style-type: none"> ▪ The submission from Castletown Action Group refers to various sections of the Draft LAP as they relate to Castletown House, Tourism and Open Spaces within the town. The submission suggests that in support of the policies and objectives outlined in the Draft Plan that an additional objective be included under MT1 of the plan as follows; <p><u>'To maintain the existing public right of way through Castletown Demesne along the River Liffey from Parsonstown, Newbridge area at Batty Langley Lodge to Celbridge Main Street as marked in yellow on accompanying maps'.</u></p> <p>The submission also references previous enforcement cases in relation to the reestablishment of the right of way and documentation to support same accompanies the submission.</p>
244	Castletown Foundation	<p>Castletown Foundation</p> <ul style="list-style-type: none"> - This submission is made by the Castletown Foundation, who, since handing Castletown House over to the state in 1994, has maintained an



Submission No.	Name	Summary of Issues Raised
		<p>advisory role in respect of the house and demesne.</p> <ul style="list-style-type: none"> - The submission argues that the open character of the historic demesnes of Castletown, Donaghcumper and St. Wolstan’s must be retained to conserve the historic landscapes and to allow Celbridge to benefit from tourism and local amenity potential. - The submission quotes the strategic objective on pp. 9 & 10. ‘To protect and enhance the built and natural heritage as the defining character of the town as a pillar for sustainable growth, by promoting the enhancement, management and understanding of these assets. <p>KDA2</p> <ul style="list-style-type: none"> - The submission requests that the proposed KDA 2 be removed from the plan due to detrimental impacts on the natural and built heritage resources of Celbridge. <p>Core Strategy – Chapter 4 Compliance with Core Strategy</p> <ul style="list-style-type: none"> - The submission requests that the following clause be inserted into the LAP on p.11 section 4.1 Function, Population and Scale of Celbridge “The lands zoned under the 2010 LAP have been reviewed and updated in so far as is deemed necessary to ensure compliance with <u>the strategic vision and objectives to protect and enhance the built and natural heritage as the defining character of the town,</u> a sequential approach to zoning, the promotion and development of underutilised lands, the achievement of a compact urban form and the avoidance of flood risk. The submission states that without the proposed insertion, this statement makes no reference to the strategic vision or objectives for Celbridge. <p>Section 4.5 Environment and Heritage Protection</p> <ul style="list-style-type: none"> - Section 4.5 Environment and Heritage Protection (p.14) acknowledges the unique character of the town centre, Castletown House and the linked demesnes. - However, the submission raises concerns that the Core Strategy, Policy CS1 makes no reference to these factors. <p>Urban Centres and Retailing – Chapter 5 TCO1 3 – Chapter 5</p> <ul style="list-style-type: none"> - The submission requests the following Insertion before TCO1 3: To safeguard the existing urban form and river Liffey setting including the designed historic open landscape character of Donaghcumper, which is part of the architectural and natural heritage of Celbridge. <p>TCE1.1 – Town Centre Expansion</p> <ul style="list-style-type: none"> - This submission also recommends the omission of TCE1.1 all text after Oakley Park. (i.e. referring to town centre uses at Donaghcumper). - The submission notes that the LAP states on p.17 that the lands to the east of the River Liffey have the potential to allow for town centre expansion. This submission objects to the development of these lands citing a previous An Bord Pleanála refusal for development here on grounds of principle. <p>Tourism – Chapter 7</p> <ul style="list-style-type: none"> - Amend Policy ED2 – Tourism - Reword ED02.4:p.34 insert after open space <u>Except where such activities would detract from the historic designed landscape of Castletown.</u>



Submission No.	Name	Summary of Issues Raised
		<p>Reason: In summary, it is not appropriate to promote the development of outdoor leisure activities on the restored 18th century parklands of this historic landscape other than recreation such as walking, canoeing etc. which requires no additional infrastructure.</p> <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The submission suggests rewording for Section 10.1 Historical background With reference to the second paragraph 47, it would be more accurate to reword along the following lines: ‘William Connolly acquired the Dongan estate of over 1700 acres in 1709 and in 1722 Connolly built a Palladian styled mansion on a part of those lands, the 550 acre Castletown Demesne, in close proximity to the location of the 17th century Dongan house. - BBH02.1 and BH02.2 are welcomed. - The submission notes the RPS review for Celbridge in 2015. The submission notes the decision to drop the Demesne from the RPS. The submission states that this should have been replaced in the register by the inclusion of the attendant grounds. The attendant grounds are omitted from policy BH2 on p.51 but are included in the objectives BH2. - The submission notes that Table 10.2 is very confusing because there is no logical structure to the location of entries. For example entries relating to Castletown do not appear in sequential order. - The inclusion of proposed ACAs for Celbridge is greatly welcomed. The submission suggests the best form of protection for the single landscape of heritage value is to designate it as an ACA and the submission recommends: - BHO 3.1: Insert new (i) before the Main Street, as follows:The collective demesnes of Castletown, Donaghcumper, and St. Wolstan’s, including all associated buildings, gates and walls, which is the case of Castletown includes the Church at the entrance gates, the gate lodges, former school buildings on the Slip and the associated Gates and railings. (ii) The Main Street....etc. - In relation to Policy HLA 1 – Historic Landscape Areas HLAO 1.1 footnote 9 the submission suggests that same be omitted as there is no rationale for its inclusion. - In relation to 10.3.2(iii) Scenic Routes and Views the submission proposes the inclusion of the following views to maintain the views from Castletown House to the River Liffey and across the Liffey to the linked demesnes of Donaghcumper and St. Wolstan’s, and to maintain views from the paths within the curtilage and attendant grounds of Castletown House. - Axial views between Castletown House and the Connolly Folly; - Views between Castletown House and the Wonderful Barn; - Views from the House to the river and across the back parterre; - Views from the House and demesne across the river and to the linked demesnes of - Donaghcumper and St. Wolstans; - Views from the main avenue to the river, up and down the river to Celbridge and New - Bridges (sic) and across the river to the linked demesne of Donaghcumper; - Views from the paths within the demesne to the river and across to the linked demesnes of Donaghcumper and St. Wolstans;



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		<p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - The submission states that Castletown provides a wonderful open space resource for Celbridge. - However Castletown is not sufficient on its own as the main area of open space as it comprises an extremely important demesne landscape much of which has been restored by the OPW at considerable cost to the state. - Donaghcumper forms part of the landscape setting for Castletown and is an important designed historic landscape in its own right. Donaghcumper should be zoned for open space and amenity to complement Castletown and provide scope for a greater range of outdoor activity in keeping with preservation of its historic features. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - The submission notes the contradiction between objective KDA 2 and statement on p.52 relating to the landscape being much greater than the sum of its individual parts. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission recommends the omission of KDA 2 Donaghcumper as the development of this area will impact significantly on the views across the river Liffey from Castletown and would have a significant impact on the character and integrity of Donaghcumper demesne. It will not protect the amenity value of the River Liffey and the landscape setting of Donaghcumper House as stated. It would be contrary to the County Development Plan 2017 - 2023, which requires all of this area to be protected. - The submission notes that it is proposed to zone Castletown open space and amenity, however the linked demesnes of Donaghcumper and St. Wolstan’s are zoned agricultural with the town centre extension area (KDA2) zoned for mixed-use development. - The submission states that all of Donaghcumper and St Wolstan’s should be zoned Open Space and Amenity in accordance with the vision articulated in Chapter 11 of the plan and in accordance with the protected status of this area in the County Development Plan and states that it has already been argued extensively that zoning part of Donaghcumper for Mixed Use development contradicts all of the important principles of the plan with respect to open space, protection of designed historic landscapes of acknowledged importance, and heritage assets, including the principal component of the tourism resource, Castletown itself.
245	Castletown Residents Association	<p>KDA2</p> <p>The submission summarises that:</p> <ul style="list-style-type: none"> - There are some internal conflicts between the overall core objective and some specific provisions of the plan and - There are some serious omissions. - The submission opposes the zoning for development of the KDA 2 lands and supports a change of zoning from A (Town Centre) to F (Open Space and Amenity) as the Draft County Development Plan 2017 – 2023 (Map Ref. V1 -12.13, drawing no. 200/15/790) proposes to: “Extend the ‘Boundary Area to be Protected’ to include all of the Donaghcumper, St Wolstan’s and Castletown demesnes and the panoramic views therein” and the Draft Celbridge LAP and Strategic Environment Assessment are out of conformity with this in proposing to zone KDA2 for building development.



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		<ul style="list-style-type: none">- The submission raises concerns that the biggest draw to Celbridge is its historical demesne and that the development of the KDA 2 lands is in conflict with this.- The submission quotes the World Health Organisations recommendations in relation to the connection between good design and health. The submission states in this context it does not make sense to the amenity of the KDA 2 lands. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none">- The submission raises concerns that trying to create a town centre away from the positioning of Lidl, Aldi, Tesco schools etc. Is “like closing the stable door after the horse has bolted”. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The submission raises concerns that the objectives relating to public transport in the draft plan are inadequate and urges a clearer policy for public transport to correct the inadequacy of the public transport system in Celbridge to cater for expected growth.- The submission identifies the need for an upgrade to Celbridge / Hazelhatch bus connection to provide regular, clearly timetabled, connector bus service to Hazelhatch station and also a bus feeder service timed to connect with the new train routes to Connelly and Docklands stations in Dublin since the opening of the Phoenix Park tunnel.- The submission identifies the need for a dedicated Dublin Bus Celbridge Route. The submission urges that improved public transport means are implemented before a further increase in the population of Celbridge.- The submission supports the provision of a footbridge and zoning the Donaghcumper lands to F Amenity and Open Space will bring walkers and tourists to the Main Street enhancing tourist experience and tourist business. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- The submission states that it is risky for KCC to re-zone land for building at KDA2 where the necessary information in relation to flooding is not available.- The submission wishes to alert the council officials and the county councillors that, according to the objectives of this proposed LAP, the zoning of KDA2 as a town centre is completely conflicting with The Planning System and Flood Risk Management Guidelines for planning authorities (Section 3) which states that 'development plans should avoid new developments increasing flood risk elsewhere, including that which may arise from surface water runoff. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- The submission identifies listed monuments within Castletown that have been neglected:- 1. Louisa Temple (B11 1 4) which is not indicated on the draft development plan map and should be.- 2. The south wall (we call it the Green Lane) of the Walled Gardens (B11 1 4) is listed but is in urgent need of capping to stop decay of the bricks. There is no mention of this in the proposed LAP .- 3. We also object to the removal of the Gazebo from the list while the remains of the Gazebo still await rebuilding (which was a condition of its demolition). This lack of enforcement undermines the authority of the KCC’s listing of heritage monuments and gives a green light to anyone



Submission No.	Name	Summary of Issues Raised
		<p>wishing to demolish listed buildings.</p> <ul style="list-style-type: none"> - The submission requests the inclusion of the following objective: - 'To actively carry out maintenance of listed monuments in the ownership of Kildare County Council to correct the decay into which they have fallen and to prevent further decay'. - The submission also requests that for 2023, the Connolly Arms gate to the Steward’s House in Castletown Estate Woods be added to the list of protected structures. - The submission states that the proposal to rezone the KDA2 Donaghcumper area is in contradiction of the SEA’s own assertion in 4.9.2 Landscape and Visual: <i>‘The historic demesnes of Castletown, St Wolstan’s and Donaghcumper to the east of the town centre comprise designed landscapes made up of parklands, river walks, ruins and structures which collectively form the landscape setting of Castletown House and its associated riverside walks. ... These historic landscapes are connected by the Main Street and the River Liffey, which unifies these landscape elements so that they form a single landscape of heritage value. While the houses and associated structures are protected through inclusion on the RPS, the composite landscape setting of the historic houses, the town centre and the River Liffey warrants protection in its own right’.</i> - The submission states to build on the historical designed landscape of Donaghcumper at KDA2, which comprises historic landscape areas and character areas identified in KCC’s own study (undertaken by Dr. Finola O’Kane Crimmins and Dr. John Olley in 2006) would directly contradict and undermine this important recognition of the collective integrity of the landscapes and demesnes of Donaghcumper, St Wolstan’s and Castletown as a whole and meriting protection in their entirety. The O’Kane/Olley study further noted the importance of ‘panoramic views’ and the ‘visual connections to the wider landscape’. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - The submission requests the inclusion of the following objective in the Celbridge LAP as follows: - <i>‘Preparation and implementation of a management plan for Castletown Estate Woods in compliance with the national Code of Best Forest Practice (Section 9: Forest maintenance).</i> - The submission identifies issues of potential flooding from the Kilwogan stream and requests the inclusion of the following objective: - <i>‘To create a through conservation and drainage plan which will include dredging the lake and thus safeguarding the waterway impacting on the drainage of Castletown Woods, the fields behind Castletown House, Crodaun (Forest Park) Estate, Woodview in Castletown Estate and Kilwogan Bog.</i> <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - The submission concludes with the request that the KDA 2 lands be changed from A, Town Centre to F, Open Space and Amenity. <p>Strategic Environmental Assessment</p> <ul style="list-style-type: none"> - The submission states that the Strategic Environmental Assessment (SEA) that informs the Celbridge Draft Local Area Plan 2017 - 2023 contradicts its own objective to <i>protect and enhance built and natural heritage as the defining character of the tow’ and ‘to protect and enhance green infrastructure assets.</i>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Figure 18 in the SEA depicts protected views as the narrow, tunnel-vision prospects that would be perceived if viewing the landscape through binoculars, (or even blinkers). - In reality the human eye takes in a viewing sweep of 180 degrees, so we urge that wider, more ‘real-life’ views than those shown as protected views be expanded and encompass a wider, more realistic prospect.
246	Catherine Doyle	<p>KDA 4</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - Objects to permeability plans for openings at the Glade and The Walk. There is an illegal gap at the moment and there is an increase in anti social behaviour, cars being damaged and broken into and littering. <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission objects to a through road through the existing Oldtown Mill estate for reasons that it would create a short cut / rat run, increased traffic and speeding and making it less safe for children. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - This submission objects to new 3 storey developments as it would affect natural light and privacy of existing residents.
247	Cathy Clarke	<p>KDA 4 Oldtown and KDA 5 Crodaun</p> <ul style="list-style-type: none"> - The submission raises concerns to the development of KDA 4 and KDA 5 and resulting population growth and traffic impact on an already congested system particularly at the Celbridge West Interchange. <p>MTO3.9 and MTO3.10</p> <ul style="list-style-type: none"> - The submission considers it imperative to construct MTO3.9/MTO3.10, additional river crossings including a pedestrian and cycle bridge and an additional vehicular bridge prior to the residential construction. <p>Water Pressure</p> <ul style="list-style-type: none"> - The submission raises concerns with an existing water pressure issue eg. Ballygoran Court, and submits that no development should take place that results in low water pressure for new or existing residents. (Sub 247 Ch 9) <p>Garda Resources</p> <ul style="list-style-type: none"> - The submission recommends a review of the Garda presence in Celbridge to include a comparison study. - The submission raises concerns regarding a vandalism issue in the playground beside the Aghards Primary School (Scoil Mochua). <p>Fire Services</p> <ul style="list-style-type: none"> - The submission recommends a study of the Fire Services to ensure resources are available to accommodate population growth. <p>Community Services</p> <ul style="list-style-type: none"> - The submission raises concerns with regards to the lack of community services. - The submission would like to see Policy COM2 expanded how it is proposed to provide for new community services noting the demographic profile of the population.



Submission No.	Name	Summary of Issues Raised		
248	Celbridge Action Alliance	<p>- The submission reminds that providing services for children and youths and teenagers is a key tool in crime prevention.</p> <p>KDA 2 - Proposed Town Centre Expansion at Donaghcumper</p> <ul style="list-style-type: none"> - This submission was prepared by the Celbridge Action Alliance which seeks to <i>‘protect and conserve the exceptional environmental and built heritage of Celbridge for the enjoyment of all, residents and visitors alike’</i>. - This submission primarily seeks the removal of the town centre expansion objective for lands at Donaghcumper (KDA 2) from the draft LAP on the following grounds: <ul style="list-style-type: none"> - The open character of the historic landscape including Donaghcumper demesne should be conserved in order to realise the full tourism potential of Celbridge and in accordance with the built and natural heritage objectives of the plan - The core strategy does not reflect strategic objectives to protect and enhance the built and natural heritage of the town - Existing and proposed residential areas are better served by the convenience shopping developments and associated car parking facilities located outside the retail core - Mixed use development would detract from the landscape setting to the historic town and adjoining demesnes - The proposed town centre will give rise to increased traffic which cannot be facilitated on the existing road network - Planning applications for development at this location have been refused by An Bord Pleanala - The proposed town centre expansion forms part of the landscape setting of Castletown and would be visible from Castletown - The proposed landscape screening of development is considered inappropriate and would have a negative impact on the open parkland landscape character of the lands - In this regard, this submission requests an open space and amenity land use zoning objective for all of the lands at St. Wolstan’s and Donaghcumper. - This submission also seeks to have the composite designed landscape as defined by the historic demesnes of Castletown, St. Wolstan’s and Donaghcumper designated as an Architectural Conservation Area as the proposed Historic Landscape Area as identified in the draft LAP is considered to have no statutory basis and would not provide the same level of protection as an ACA. - This submission welcomes the town centre public realm policy and objectives of the draft LAP providing that the amenities of residential properties on the Main Street including car parking and privacy are safeguarded. <p>This submission seeks a number of specific changes to the draft LAP which are listed below with respect to the relevant section of the plan. These changes primarily relate to the protection of the demesnes at Castletown, Donaghcumper and St. Wolstan’s and the river Liffey.</p> <table border="1" data-bbox="465 1225 1697 1391"> <tr> <td data-bbox="474 1232 667 1295">Section 4.1 (Paragraph 5)</td> <td data-bbox="676 1232 1688 1391"> <p>Insert text highlighted in bold:</p> <p>The lands zoned under the 2010 LAP have been reviewed and updated in so far as is deemed necessary to ensure compliance with the strategic vision and objectives to protect and enhance the built and natural heritage as the defining character of the town, a</p> </td> </tr> </table>	Section 4.1 (Paragraph 5)	<p>Insert text highlighted in bold:</p> <p>The lands zoned under the 2010 LAP have been reviewed and updated in so far as is deemed necessary to ensure compliance with the strategic vision and objectives to protect and enhance the built and natural heritage as the defining character of the town, a</p>
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Submission No.	Name	Summary of Issues Raised	
			<p>sequential approach to zoning, the promotion and development of underutilised lands, the achievement of a compact urban form and the avoidance of flood risk. (Sub 248 Ch 4)</p>
		<p>Section 5.1</p>	<p>Insert the following Town Centre objective before TCO1.3:</p> <p>To safeguard the existing urban form and river Liffey setting including the designed historic open landscape character of Donaghcumper which is part of the architectural and natural heritage of Celbridge to be protected under the strategic objectives listed on page 9. (Sub 248 Ch 5)</p>
		<p>Section 5.2 (Objective TCEO1.1)</p>	<p>Omit text struck through:</p> <p>To support town centre uses on identified opportunity sites to the south of Main Street at St. Raphael's (Oakley Park) and to the east of Main Street at Donaghcumper, subject to the protection of the architectural and landscape character of the area. (Sub 248 Ch 5)</p>
		<p>Section 5.3 (Objective RO1.2)</p>	<p>Omit text struck through:</p> <p>To support and facilitate the development of retail, retail services and niche retailing in the town centre area, including infill development and redevelopment of an appropriate scale subject to the preservation of architectural heritage and new development on town centre expansion sites. (Sub 248 Ch 5)</p>
		<p>Section 6.5</p>	<p>Insert the following paragraph:</p> <p>The LAP will also support the aims and objectives of the ISP Tourism Forum and ensure that no measures are included in the plan which would undermine the achievement of those objectives. (Sub 248 Ch 6)</p>
		<p>Section 6.5 (Policy COM3)</p>	<p>Insert the text highlighted in bold:</p> <p>It is the policy of the Council to support the vision of the Celbridge Integrated Services Programme to encourage a sustainable and socially cohesive community which meets the needs of all residents and visitors. (Sub 248 Ch 6)</p>



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		Section 7.4 (Paragraph 3)	<p>Omit text struck through:</p> <p>The Celbridge Manor Hotel is the former Collegiate School (founded as a charity school by Louisa Connolly) built in 1732 and designed architect Thomas Burgh who also designed the Royal Barracks and the library building at Trinity College in Dublin. (Sub 248 Ch 7)</p>
		Section 7.4 (Policy ED2)	<p>Omit text struck through:</p> <p>It is a policy of the Council to promote the significant heritage and tourism potential of Celbridge and to support sustainable tourism development except where such activities would detract from the historic designed landscape of Castletown. (Sub 248 Ch 7)</p>
		Section 8.1 (Objective MTO1.6)	<p>Amend text as follows:</p> <p>To facilitate a new pedestrian / cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at KDA2 – Donaghcumper and new residential development to the south.</p> <p>To facilitate linkage to the lands already in public ownership at Donaghcumper. (Sub 248 Ch 8)</p>
		Section 10.3.2 (Objective BHO3.1)	<p>Insert text highlighted in bold (text changes highlighted in red arise from proposed changes):</p> <p>To initiate a process to designate two three ACAs in Celbridge that encompasses (i) the collective demesnes of Castletown, Donaghcumper, and St. Wolstan’s, including all associated buildings, gates and walls, which in the case of Castletown includes the Church at the entrance gates, the gate lodges, former school buildings on the Slip and the associated Gates and railings (i) (ii) the Main Street of Celbridge, Celbridge Mill and surrounds, English Row, Tea Lane and Big Lane; and (ii) (iii) the Temple Mill buildings and associated workers cottages. (Sub 248 Ch 10)</p>
		Section 10.3.2	<p>Omit footnote 9:</p> <p>This will not preclude the development of lands for Town Centre Extension within KDA 2 – Donaghcumper as same were considered to be outside of the ‘Designed’ areas of the</p>



Submission No.	Name	Summary of Issues Raised	
			landscape. (Sub 248 Ch 10)
		Section 10.3.2	<p>Insert text highlighted in bold:</p> <p>In addition to the above, it is also an objective of the current and draft County Development Plan to protect the following views from Castletown House (Ref. Section 12.4.2 of the Draft County Development Plan 2017-2023):</p> <ul style="list-style-type: none"> • Axial views between the Castletown House and Conolly’s Folly • Views between Castletown House and the Wonderful Barn • Views from the House to the river and across the back parterre • Views across the river and to the linked demesnes of Donaghcumper and St. Wolstan’s • Views from the main avenue to the river towards Castletown, and up and down the river to Celbridge and New Bridges and across the river to the linked demesne of Donaghcumper • Views from the paths within the demesne to the river and across to the linked demesnes of Donaghcumper and St. Wolstan’s <p>(Sub 248 Ch 10)</p>
		Section 10.3.2 (Objective SRVO1.1)	<p>Insert text highlighted in bold:</p> <p>To protect the visual amenity and character of the identified scenic routes in Celbridge and Castletown as identified in the County Development Plan and in the LAP for Celbridge (Sub 248 Ch 10)</p>
		Section 12.2	<p>Omit text struck through:</p> <p>Six Key Development Areas (KDAs) have been highlighted as follows:</p> <p>KDA 1 St. Raphael’s (Oakley park): Town Centre Extension KDA 2 Donaghcumper: Town Centre Extension (Sub 248 Ch 12) KDA 3 Ballyoulster: New Residential Area</p>



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			KDA 4 Oldtown: New Residential Area KDA 5 Crodaun: New Residential Area KDA 6 Simmonstown: New Residential Area
249	Celbridge Community Council	Section 12.2.3	<p>Omit entire section (Sub 248 Ch 12)</p> <p>Summary Chapter 2 Section 2.2 Celbridge represents an anomaly amongst the 15 towns in the Greater Dublin Area designated as “Moderate Sustainable Growth Towns” (5th tier in GDA Settlement Typology and Hierarchy). It suffers from notable deficits in physical and social infrastructure, and benefits from neither high quality linkages, nor a high quality public transport service. The proposed housing and population targets for Celbridge cannot be described as being on a “sustainable scale in line with natural increase, growth in economic activity in the area and the quality and capacity of public transport available to existing and future populations”. (Sub 249, ch 2)</p> <p>Chapter 3 Section 3.1 The rate of growth projected for Celbridge (46% increase in dwelling units over 9 years) cannot be described as sustainable as the enhancement of non-residential elements are not convincingly stated in the plan. It is suggested that the Vision Statement be amended as follows: “to support <i>and enhance</i> quality of life for existing and future populations, to protect....” (Sub 249, ch 3)</p> <p>It is requested that Kildare County Council revise the growth estimates for Celbridge as a variation to the LAP in line with the proposed new strategy. If the NPF determines Celbridge should continue to grow on current projectory, then funding should be made available to rectify infrastructural deficits. (Sub 249, ch 3).</p> <p>Section 3.2 It is suggested that the strategic objective for Housing & Community be changed as follows: “To support and facilitate the development of high quality, integrated residential neighbourhoods and deliver social and community infrastructure and facilities in tandem with <i>as a prerequisite for</i> new housing <i>in line with the ISP Celbridge Plan 2016-2020 objective to consider community facilities and amenities as a central component of town planning.</i> (Sub 249, Ch 3 & 6)</p> <p>Most references to the North Kildare Economic Cluster in the Draft Plan lack intention. If a strategy does not exist then it should be interwoven into the LAP. If no strategy currently exists, then an objective needs to be added committing to defining one. (Sub 249, ch 3).</p> <p>It is suggested that the strategic objective for Economic Development be changed as follows: “To promote and support economic development that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The town’s location in the North Kildare Economic Cluster and its</p>



Submission No.	Name	Summary of Issues Raised
		<p>heritage and tourism assets are identified as key economic strengths. <i>Celbridge’s location in the North Kildare Economic Cluster and the ISP Celbridge Plan 2016-2020 objectives for development of key tourist sites and a Celbridge Tourism and Heritage Strategy. Training and employment will be encouraged in particular in the knowledge based economy n line with the vision for the North Kildare Economic Cluster but also in any sector consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The safeguarding of Celbridge’s ability to develop as a key tourist destination will underpin all planning decisions for the town.</i> (Sub 249, ch. 3 & 7).</p> <p>It is suggested that the strategic objective for Movement & Transport should be changed as follows: “To enhance the existing transport network by increasing permeability and connectivity for pedestrians, cyclists and vehicles, in order to provide access to key land uses such as community facilities, public transport nodes, <i>strategic open spaces</i> and the town centre, as well as the crossing of the River Liffey <i>with propriety being given to a new vehicular bridge in the near term as per the conclusions of the 2015 Celbridge River Crossing Feasibility Report. These enhancements will prioritise the preservation of existing residential roads free from rat runs to ensure continued safety and tranquillity where through traffic was never an objective in the original design for the housing area.</i>” (Sub 249, ch 3 & 8).</p> <p>It is suggested that the strategic objective for Infrastructure should be changed as follows: “To enhance the infrastructural assets of Celbridge <i>in advance of new development</i> to ensure the town is well positioned to accommodate growth. (Sub 249, ch 3 & 9)</p> <p>It is suggested that the strategic objective for Green Infrastructure & Strategic Open Spaces be changed as follows: “To protect and enhance Green Infrastructure assets and create an interconnected network of parks, open spaces, demesne lands and watercourses in Celbridge <i>ensuring that all members of the community can access them at a convenient distance from their homes and places of work</i>”. (Sub 249, ch 3 & 11).</p> <p>It is suggested that the strategic objective for Implementation be changed as follows: “To phase new development to ensure that it occurs in an orderly and efficient manner in accordance with proper planning and sustainable development. <i>Provision of all infrastructure required by town centre extension Key Development Areas will be enforced prior to commencement of any commercial or residential development on the sites and provision of infrastructure for the residential Key Development Areas will be enforced in pro-rata portions with each portion relating to at most 50 houses being completed before construction can commence on the next 50 houses</i>”. (Sub 249, ch 3 & 13).</p> <p>Chapter 4</p> <p>The population projections for 2023 do not add up. If 3,250 dwellings are to be built by 2023, then population increase would be expected to be in the range of 6,500 to 9,425 persons (occupancy rate of 2 to 2.9 persons). The population forecast figure should be between 28,131 and 31,056. An explanation of how the population figures are arrived at must be included in the plan to make it credible. For example, is it proposed that 3250 dwellings are to be built up to 2026 and therefore only 2/3’s of this (i.e 2,170 units) is to be constructed by 2023? It is important that Celbridge is not portrayed in a</p>



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		<p>way that obscures the reality of its size, rate of growth and density of population. (Sub 249, ch. 4).</p> <p>It is suggested that Table 4.1 be amended as follows:</p> <table border="1" data-bbox="501 488 1637 842"> <thead> <tr> <th>Location of Development</th> <th>Quantum of Land for Housing (ha)</th> <th>Estimated Residential Capacity* (dwellings)</th> <th>Estimated Density</th> </tr> </thead> <tbody> <tr> <td>KDA 1 St Raphael's: Town Centre Extension</td> <td>9</td> <td>100**</td> <td>Mixed use site</td> </tr> <tr> <td>KDA 2 Donaghcumper: Town Centre Extension</td> <td>6.40</td> <td>450**</td> <td>Mixed use site 0</td> </tr> <tr> <td>KDA 3 Ballyoulster: New Residential Area</td> <td>29.5</td> <td>885</td> <td>30-35</td> </tr> <tr> <td>KDA 4 Oldtown: New Residential Area</td> <td>47.5</td> <td>1425</td> <td>30-40</td> </tr> <tr> <td>KDA 5 Crodaun: New Residential Area</td> <td>15</td> <td>450</td> <td>25-30</td> </tr> <tr> <td>KDA 6 Simmonstown: New Residential Area</td> <td>13.1</td> <td>393</td> <td>30-35</td> </tr> <tr> <td>Other sites</td> <td>8.5</td> <td>255</td> <td>30</td> </tr> <tr> <td>TOTAL</td> <td>122.6</td> <td>2,6683,508</td> <td>30</td> </tr> </tbody> </table> <p>(Sub 249, ch 4).</p> <p>Section 4.2 An analysis of why the large Spar has not been put to another successful use would be useful, in the context of KDA 1 and KDA2 and how these will make any difference to the situation. (Sub 249, ch 4).</p> <p>Section 4.3 The strategy for supporting, maintaining and improving a sustainable economic base and creating new employment must be clear in the plan. Celbridge's role in the North Kildare Economic Growth Cluster and forms of employment should be made clear in the plan. If Celbridge's role is not an employment centre, but as a support to the growth cluster as a place of residence for workers, then priority must be given to spending on social infrastructure and high quality transport networks (with Leixlip in particular). The CDP (Section 2.12) suggests that Celbridge would also have a role in supporting the knowledge based economy focusing on manufacturing/office based industry and logistics. (Sub 249, ch 4)</p> <p>Section 4.4 It is suggested that Section 4.4 be changed as follows: "The capacity of the water supply and wastewater network will be a critical determinant for significant new development in Celbridge <u>so remedial works to resolve issues relating to capacity, low water pressure and sewerage spills will be prioritised before any additional developments are permitted to increase demands on the network.</u>" And furthermore, "The absence of vehicular and pedestrian and cycle crossings of the River Liffey; and of a western link to the north of Celbridge are also serious constraints to future development. All <u>town centre or residential</u> major traffic generating development proposals <u>on a scale of the Key Development Areas (KDAs) identified in this LAP</u> will</p>	Location of Development	Quantum of Land for Housing (ha)	Estimated Residential Capacity* (dwellings)	Estimated Density	KDA 1 St Raphael's: Town Centre Extension	9	100**	Mixed use site	KDA 2 Donaghcumper: Town Centre Extension	6.40	450**	Mixed use site 0	KDA 3 Ballyoulster: New Residential Area	29.5	885	30-35	KDA 4 Oldtown: New Residential Area	47.5	1425	30-40	KDA 5 Crodaun: New Residential Area	15	450	25-30	KDA 6 Simmonstown: New Residential Area	13.1	393	30-35	Other sites	8.5	255	30	TOTAL	122.6	2,668 3,508	30
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		<p>require a Traffic and Transport <u>Impact</u> Assessment to assess the capacity of the transport network to support the development. While the Council will seek to maximise the capacity of <u>ease congestion within</u> the existing network in the short term through active traffic management, <u>a new vehicular bridge crossing crossings and a western link will be required to accommodate growth in the longer term is required to support the existing population in the near future as advised by the Celbridge River Crossing Feasibility Report (2015), and a ring-road is required as a prerequisite to growth and to decrease traffic levels within residential areas.</u> (Sub 249, ch 4).</p> <p>What is meant by ‘active traffic management’? (Sub 249, ch 4).</p> <p>Section 4.5 Celbridge Community Council supports opening up the River Liffey for enjoyment by the population as stated in Section 4.5 but there doesn’t seem to be a correlating objective. (Sub 249, ch. 11).</p> <p>Section 4.6 Development near Hazelhatch needs to be prioritised due to its high quality public transport corridor and should be safeguarded for the next plan period. It is suggested that Section 4.6 be amended as follows: “It is envisaged that the potential of lands in the vicinity of Hazelhatch/Celbridge rail station will be explored during the life of this LAP <u>but that no development will commence until solutions for flooding in the area are identified.</u>” (Sub 249, ch 4).</p> <p>It is suggested that CSO1.2 be changed as follows: “To support <u>phasing of</u> new residential development in Key Development Areas (KDAs) in tandem with <u>only after</u> the delivery of supporting physical and social infrastructure”. (Sub 249, ch 4)</p> <p>It is suggested that CDO1.3 be changed as follows: “To support economic and social development that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town <u>and appropriate for the scale of the town</u>”. (Sub 249, ch 4)</p> <p>It is suggested that new strategic objectives be included under Policy CS1 as follows:</p> <ul style="list-style-type: none"> • <u>To enhance the physical and social infrastructure in Celbridge addressing deficits identified in the ISP Celbridge Plan 2016-2020 (Section 11 – Infrastructure and Transport) to enhance quality of life for existing and future populations.</u> • <u>To protect and enhance built and natural heritage as the defining character of the town and a pillar for sustainable growth, by promoting the enhancement, management and understanding of these assets.</u> (Sub 249, ch. 4) <p>Chapter 5</p> <p>If the land in Town Centre Extension KDAs is appropriately used, the concept of town centre extensions may be a positive thing but it is not obvious that there is a clear understanding of the reasons why the town centre lacks vitality to reassure that the town centre extensions will actually redress the</p>



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		<p>issues. (Sub 239, ch. 5).</p> <p>It is suggested that Section 5.1 be amended as follows: “In recent years new retail developments on the periphery of the town centre, on the Maynooth Road (Tesco, Lidl and Aldi) and Dublin Road (Supervalu) <u>coupled with increased traffic congestions in the town centre</u> have altered the dynamic of the town centre and drawn activity away from the main street.” And “This LAP seeks to support the primacy of the town centre as the focus for retail and commercial activity and community life and to attract activity back to the Main Street. In order to reinforce <u>establish</u> the town centre as a viable and vibrant centre, a mix of retail and commercial, civic, social and cultural uses, in addition to residential development will be encouraged.” (Sub 249, ch 5).</p> <p>It is suggested that TCO1.2 should be changed to: <u>“To create vibrancy and vitality in Celbridge Town Centre whilst protecting the quality, heritage and ambience by promoting an appropriate mix of uses”</u>. (Sub 149, ch 5).</p> <p>It is suggested adding new text to Section 5.2 as follows: “New retail development to serve the growing population has occurred on the periphery of the town along the Maynooth Road and Dublin Road. This <u>along with traffic bottlenecks</u> has drawn activity away from the town centre...” (Sub 149, ch 5).</p> <p>It is suggested adding new text in Section 5.3 as follows: “When considering proposals for retail development, the Council will:</p> <ul style="list-style-type: none"> • <u>Require adequate parking provisions be made and connectivity be improved in the town centre to handle the additional traffic that will be attracted by new retail facilities”</u>. (Sub 149, ch 5). <p>Planning decisions for retail offerings should be made on the basis of the needs of our community and size of population rather than on the basis of protection of other retail locations from our sustainable retail growth. It is suggested that RO1.3 be amended as follows: “To ensure that the scale and type of retail offer is appropriate to the Tier 1, Level 3 status of Celbridge and is sufficient to serve the local catchment <u>without adversely impacting upon higher order retail centres</u>.” (Sub 149, ch 5).</p> <p>It is suggested that a new objective be inserted as RO1.7 as follows: <u>“To support optimisation of existing parking facilities and the provision of strategically sited additional parking to support new retail developments and tourism activities”</u>. (Sub 249, ch 5).</p> <p>It is suggested that the ‘Public Realm’ Actions be included as additional objectives as follows: <u>PRO1.2: To enforce that all signage on display in Celbridge is authorised.</u> <u>PRO1.3: To develop a public realm enhancement plan for Celbridge”</u>. (Sub 249, ch 5).</p>



Submission No.	Name	Summary of Issues Raised
		<p>Chapter 6</p> <p>RD1: It is suggested that the wording of RD1 be amended to recognise housing demand is not organic and to drive home the importance of infrastructural provision as follows: “It is the policy of the Council to ensure that sufficient zoned land continues to be available at appropriate locations in Celbridge to satisfy the housing needs of the town and <i>as a part of the growing metropolitan area</i>, that each household has access to good quality housing that is appropriate to its circumstance <i>and that the necessary infrastructure is in place.</i>” (Sub 149, ch 6).</p> <p>It is suggested that RDO1.1 be amended to avoid a scattergun approach to the KDAs being developed as follows: “To promote and facilitate the phased development of identified Key Development Areas <i>that are either identified by the LAP already or that may be identified during the lifetime of htis LAP</i> in accordance with the guidance set out in Chapter 12 <i>ensuring that enough critical mass is built in each KEY Development Area to support completion of physical and social infrastructure, open space and recreational facilities to a very high standard before focus diverts to another Key Development Area</i>” (Sub 249, ch 6).</p> <p>It is suggested that RDO1.2 be amended as follows: “To secure the provision of social infrastructure and community and recreational facilities in tandem with <i>as a prerequisite for any future</i> residential development, in accordance with the implementation strategy described in Chapter 13.” (Sub 249, ch 6).</p> <p>It is suggested RDO1.4 be amended as follows: “To focus the majority of <i>all</i> new housing in Celbridge within walking or cycling distance of a school cluster, the town centre or transport routes <i>and either the town centre or a neighbourhood centre. Distances to be enforced are as follows:</i></p> <ul style="list-style-type: none"> • <i>No property in a new development should be further than a 10 minute walk (800m) from a bus stop.</i> • <i>Densities of 35 units per hectare or higher will only be permitted in sections of the development htat are within a 5 minute walk (400m) from a bus stop.</i> • <i>Properties should either be within 800m walking distance of the town centre or within 400m walking distance from a neighbourhood centre.</i> (Sub 249, ch 6). <p>The housing allocation for Celbridge at an average density of 30 units per hectare is welcomed as it is in line with the established character of housing in Celbridge. (Sub 249, ch 6).</p> <p>In Section 6.2.2, it is not clear what is meant by “location characteristics” to support higher density on KDA4 Oldtown (up to 40 units per hectare) given its poor access to public transport. KDA 5 Crodaun is on the 67 Dublin Bus route and this has the lowest density of the all the KDAs. Clarification is also required on the “emerging demand for smaller units” and what this means and what it is based on. (Sub 149, ch 6).</p> <p>The LAP would benefit from more explicit guidelines regarding an appropriate housing mix for Celbridge. It is suggested that a new table be included in</p>



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		<p>Section 6.2.2. to provide guidance on dwelling sizes (1, 2, 3, 4, 5+ bedrooms) and an indicative percentage of each dwelling size which should be made available for social and affordable housing to cater for the housing list backlogs. It is suggested that RDO2.3 be amended as follows: “To require the submission of a Design Statement (CDP Section 17.3 refers) <u>that addresses the design concept outlined in Section 12.2</u> and Housing Mix Statement (CDP 17.4.3 refers) <u>that meets housing mix goals outlined in (New table)</u> with applications for residential development in accordance with the provisions of the County Development Plan”. (Sub 249, ch 6).</p> <p>It is suggested that the text in Section 6.3 be amended as follows: “Celbridge has a wide variety <u>range</u> of community-<u>driven</u> facilities services and active community groups spread throughout the town that provide an important support network to the residential population. Existing community facilities in Celbridge are identified in Table 6.1 <u>6.2</u>.” (Sub 249, ch 6).</p> <p>There is a lack of important community facilities, amenities and infrastructure in Celbridge which is a cause for concern. It is suggested a new objective be included as follows: “<u>To investigate suitable sites for the provision of a Fire / Ambulance Station, a Swimming Pool, a Theatre/Cinema, a Skate Park, and sites that would be suitable for community facilities and amenities</u>”. (Sub 249, ch. 6).</p> <p>In Section 6.3.2, the accuracy of the numbers quoted in Table 6.2 should be verified. The requirement to provide 20 childcare spaces per 150 dwellings is at odds with the Childcare Facilities Guidelines for Planning Authorities 2001. Currently there is a high demand for childcare within Celbridge and evidence shows parents seeking childcare outside of Celbridge due to high demand. It is suggested that the rate of childcare provision should be changed as follows: “It is considered that a rate of 20 childcare spaces per 150 dwellings (0.13 childcare spaces per dwelling represents an adequate level of provision in conjunction with new housing development <u>at this time but regular analysis of demand for childcare spaces in Celbridge will inform the appropriate rate</u>”. (Sub 249, ch 6).</p> <p>It is suggested that objective COMO1.2 be changed as follows: “To require the provision of a minimum of 0.13 childcare spaces per dwelling on a pro-rata basis in the Key Development Areas, in accordance with the phasing requirements set out in Chapter 13. <u>This rate of provision will be revised where high demand for childcare spaces prevails.</u>” (Sub 249, ch 6).</p> <p>The Celbridge ISP Plan 2016-2020 highlights a number of deficits in recreational facilities in the town, in particular for teenagers. The Plan should commit to supporting the ISP in delivering facilities for children and teenagers. It is suggested that objective COMO2.2 be changed as follows: “To ensure that adequate and safe amenity and recreational open spaces are available for all groups of the population at a convenient <u>walking</u> distance from their homes and places of work. <u>Convenient walking distance are 5 minutes (400m) wherever possible but never anymore than 10 minutes (800m)</u>”. (Sub 249, ch 6).</p> <p>It is suggested that Section 6.5 be changed as follows: “While many elements of the ISP will be implemented through complementary initiatives and</p>



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		<p>programmes, it is important that the LAP recognises the ISP goals. In particular, the LAP will support <u>tourism and heritage development and</u> the delivery of facilities for children and young people, and a service for older people which the ISP has identified as being undersupplied in Celbridge. <u>The LAP will also support other initiatives as identified by the ISP, and commit to post-ISP support and operational presence.</u> (Sub 249, ch 6)</p> <p>It is suggested that objective COMO3.1 be changed as follows: “To promote and facilitate where appropriate the realisation of the goals and objectives of the Celbridge Integrated Services programme”. (Sub 249, ch 6).</p> <p>Chapter 7</p> <p>It is suggested that the strategic objective for Economic Development be changed to clarify Celbridge’s role in the North Kildare Economic Growth Cluster as follows: “To promote and support economic development <u>for Celbridge</u> that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The town’s location <u>appropriate for towns located</u> in the North Kildare Economic <u>Growth</u> Cluster and <u>to leverage</u> its heritage and tourism assets <u>as a driver for economic activity</u> are identified as key economic strengths”. (Sub 249, ch 7)</p> <p>The proposed KDA2 at Donaghcumper is not in line with the content of Section 7.4 Tourism of the plan. (Sub 249, ch 7)</p> <p>It is suggested that the Tourism objectives be amended and added to as follows:</p> <ul style="list-style-type: none"> • EDO2.3 “To support and facilitate the development of an integrated network of Greenways and Heritage Trails along suitable corridors in Celbridge, including pathways along the River Liffey corridor <u>and the Grand Canal Greenway</u>, subject to relevant environmental assessments”. • A new objective EDO2.11 is suggested as follows: “<u>To support attracting those visiting Castletown House into the town centre through provision of sensitively positioned parking on the Celbridge side of Castletown House</u>”. • A new objective EDO2.12 is suggested as follows: “<u>To support access to trails within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey</u>”. This objective should be included in the Transport and Movement Map also. (Sub 249, ch 7) <p>In relation to Section 7.5, it is suggested that a new objective be included along the lines of: “<u>Kildare County Council will compile a list of derelict sites and vacant sites in Celbridge by the end of 2017 and apply (in other words) the full rigours of the law thereafter</u>”. (Sub 249, ch 7)</p> <p>Chapter 8</p> <p>Permeability is favoured where pedestrians/cyclists can access facilities and services without having to rely on cars, which can help address acute traffic problems also. Concerns about antisocial behaviour must also be understood. The permeability enhancements proposed in MTO1.7 appear well thought</p>



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		<p>out. However, any permeability changes for existing residential areas need to be well planned, happen in consultation with local residents associations and be rolled out in a manner that addresses anti social behaviour. (Sub 249, ch 8).</p> <p>It is suggested that MTO1.2 should be extended by adding the following text: <i>"Particular focus should be given to the following:</i></p> <ul style="list-style-type: none">• <i>To support Waterways Ireland and South Dublin County Council in completion of the Grand Canal Greenway.</i>• <i>To develop a dedicated cycle lane along the CLane Road with the path diverting into the grounds of Celbridge Abbey as provision for pedestrians and cyclists becomes more difficult with the narrowing of the road.</i>• <i>To develop a dedicated cycle lane along Church Road.</i>• <i>To develop a dedicated cycle lane along Willowbrook Road.</i>• <i>To develop greenways within Castletown Demesne.</i> <p>(Sub 249, ch 8).</p> <p>MTO1.7e (Ballymakealy Grove to North Kildare Educate Together National School) would be a valuable permeability enhancement as the number of children attending the school is due to grow over the next 6 years (presumably if the gate is opened in morning and afternoons only to facilitate children arriving/departing school). (Sub 249, ch 8).</p> <p>Objectives should be added in the LAP for the construction of paths for pedestrians and cyclists to reinforce the routes marked on the transport and movement map 8.1. (Sub 249, ch 8).</p> <p>Support for additional public transport is required, along the following lines: (i) local bus routes within the North Kildare metropolitan area including a route that connects Louisa Bridge and Hazelhatch train stations via Celbridge, and (ii) orbital bus routes between North Kildare and key destinations in West Dublin. (Sub 249, ch 8).</p> <p>Extensive residential development should be carefully timed to be completed only after the new bridge in Celbridge has been built, which would ensure the existing bridge would not be further inundated with commuter traffic. (Sub 249, ch 8).</p> <p>The Donaghcumper location for the new bridge is unsuitable and no further consideration should be given to this location in order to avoid costly delays. Better suited and less contentious sites have been identified in the RPS Feasibility Report. The provision of a ring-road is also a crucial pre-requisite for any significant housing growth, which should be located on the town boundary running from the roundabout at Crodaun to the north to the Lucan Road avoiding existing residential estates. (Sub 249, ch 8).</p>



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		<p>It is suggested that MTO3.3 should be amended as follows: “To secure the provision of the strategic road objectives identified on Map 8.1, which provides <u>will divert traffic away from the most congested junctions and provide</u> access to new communities and Key Development Areas within the town.” (Sub 249, ch 8).</p> <p>It is suggested that MTO3.8 be amended as follows: “To facilitate the construction of a road from Primrose Hill to Loughlinstown Road <u>with adequate provision for its use as a bus route</u> in tandem with the development of KDA3 and in the interim to protect this route from development. (Sub 249, ch 8).</p> <p>It is suggested that MTO3.9 be amended as follows: “To facilitate the construction of a Western Link road from Maynooth Road to the Oldtown Road <u>with adequate provision for its use as a bus route</u> in tandem with the development of KDA4 and associated lands and to protect this route from development in the interim. (Sub 249, ch 8).</p> <p>It is suggested that a new objective be inserted as MTO3.17 as follows: “<u>To ensure that strategic road developments allow sufficient space for bus routes including provision for turning circles and dedicated bus stops which do not cause traffic delay where a bus route might reasonably be expected to run in the future</u>”. (Sub 249, ch 8).</p> <p>It is suggested that a new objective be included in MTO3.12 as follows: <u>h. Improve the junction of Shackleton Road and Oldtown Road / Church Road and provide school drop-off facilities on Shackleton Road for pupils attending Scoil na Minstreach in a manner that does not obstruct other traffic as part of the development of KDA4.</u> (Sub 249, ch 8).</p> <p>It is suggested that a further traffic management study be carried out for Celbridge in response to additional traffic congestion as the economy improves. Reporting should be based on rush hours on a Tue, Wed or Thu during winter months. (Sub 249, ch 8).</p> <p>A tourism based economy cannot get off the ground when visitors approach and leave Castletown from the motorway and never enter Celbridge town. There should be a car park near Main Street/Castletown Parklands. (Sub 249, ch 8).</p> <p>The requirement of MTO4.1 which requires ‘permanent durable surfaces to all public and private car parking facilities’ may not be necessary in all cases. For example, grass protection mesh is used as a surface at Farmleigh House which would be appropriate. (Sub 249, ch 8).</p> <p>Chapter 9 Low water pressure and sewerage spills have been issues in Celbridge. KCC must be committed to supporting the successful delivery of water services including remedial works to existing networks. ‘Supporting Irish Water’ is somewhat detached from the real matter. (Sub 249, ch 9).</p>



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		<p>A clearer plan needs to be outlined regarding capacity levels and quality of the wastewater networks in each local area to support projected development. (Sub 249, ch 9).</p> <p>The Action listed under Policy INF1 should be changed to an objective, i.e. pre-planning application consultation with Irish Water should be ‘required’ not ‘encouraged’. (Sub 249, ch 9).</p> <p>INFO4.2 should be updated to insist that all Broadband suppliers undertake a study of what is available and plan for any deficits. This study should be completed before the end of 2018. (Sub 249, ch 9).</p> <p>The overhead lines that pass through residential and recreational lands should be undergrounded before the end of 2019. INFO4.3 should be amended to clarify this. (Sub 249, ch 9).</p> <p>It is suggested that Section 9.4 be amended as follows: “Recycling facilities for glass and cans are located at Tesco car park, Supervalu and Celbridge GAA Club. Other suitable sites will be identified over time. <u>Kildare County Council will commence a project before the end of 2017 to identify other suitable sites, as current facilities are already working over capacity</u>”. (Sub 249, ch 9).</p> <p>Chapter 10 It is suggested that Celbridge Abbey and Oakley Park be included within the ACA area as these are historic buildings which contribute strongly to the heritage of the town. (Sub 249, ch 10).</p> <p>Chapter 11 It is suggested that GIO1.5 label should be added to the ‘New Pedestrian / Cycle’ Objectives’ marked on Map 8.1 to correlate the text of the LAP with the map. It is noted there are no maps for Sections 7 or 11 of the LAP. (Sub 249, ch 11).</p> <p>Developers should be compelled to deliver landscaped open space, play areas and parks that are safe, permeable and easily accessible on a pro rata basis with delivery of dwellings in, for example, blocks of 50 dwelling units. (Sub 249, ch 11).</p> <p>It is suggested that a new objective be included in relation to Open Spaces as follows:</p> <ul style="list-style-type: none"> • <u>OS01.7: To liaise with St. John of Gods to secure access to the existing paths in the grounds of Celbridge Abbey for the public and with other stakeholders to secure access to other grounds bordering on the Liffey.</u>



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		<ul style="list-style-type: none"> • <u>OSO1.8: To require playgrounds, outdoor fitness equipment and other play spaces and equipment in accordance with the advices of the play & recreation survey performed by Kildare County Council.</u> (Sub 249, ch 11). <p>Chapter 12</p> <p>Too much development is being proposed for the north-west of the town. Essential infrastructure like the link the road and vehicular bridge are unlikely to be delivered in a timely manner. (Sub 249, ch 12).</p> <p>It is suggested that Development in KDA1 should be supported by a Masterplan and that public consultation should be an integral part of the preparation of that masterplan. (Sub 249, ch 12).</p> <p>It is suggested that KDA2 Donaghcumper Town Extension be removed entirely from the plan and that all lands of the demesne be re-zoned ‘Open Space & Amenity’. The 150 units from KDA2 can be located close to other areas of new residential zoning that have been identified on Map 13.1 of the Plan. The river-walk trail should be preserved from development and made accessible to community. (Sub 249, ch 12).</p> <p>KDA3 is least likely to exacerbate traffic in the town centre provided the schools are available at an early stage. (Sub 249, ch 12).</p> <p>KDA 4 should be supported by a Masterplan and public consultation must be integrated into the preparation of this plan. This KDA is least well positioned in terms of public transport, and higher densities are expected to be achieved here. The Clane Road to the Maynooth Road is an essential component of this proposal and should be provided much earlier than is suggested in the implementation section. (Sub 249, ch 12).</p> <p>It is suggested that in KDA5 no more than 200 dwelling units should be built before connectivity to Clane Road has been achieved via the proposed new link road. Widening the Maynooth Road at access points to the estate would be beneficial. (Sub 249, ch 12).</p> <p>In KDA6, the road connecting into Hazelhatch Park may prove to be difficult. Consideration might be given to running objective MTO3.7 south of Hazelhatch Park to keep commuter traffic out of the residential area. (Sub 249, ch 12).</p> <p>Chapter 13</p> <p>It is suggested that there should be a mid-term status report in 2020 for the LAP and an Evaluation Report at the end of the plan period. A review in light of the National Planning Framework – Ireland 2040 strategy would also be worthwhile. (Sub 249, ch 13).</p> <p>It is suggested that the wording in Section 13.5 be changed as follows: “The purpose of the phasing is to ensure that infrastructure, facilities and</p>



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		<p>amenities are provided together with new residential development <i>before any new residential development, or at a minimum before any new dwelling units can be populated</i>". (Sub 249, ch 13).</p> <p>In KDA3, open space should be provided sooner than commencement of dwelling units 350+ as there is already an absence of accessible parklands, playgrounds and play space generally. It is suggested that a pro-rata portion of the required infrastructure be put in place for every 50 dwellings. (Sub 249, ch 13).</p> <p>In KDA4, it is suggested that the link road from the Clane Road to the Maynooth Road should be required to be completed before commencement of phase 1 (first 450 dwellings) as there is already traffic gridlock in Celbridge. (Sub 249, ch 13).</p> <p>In KDA 5 it is suggested that no more than 200 dwelling units be built before the link road from the Clane Road to the Maynooth Road is completed. (Sub 249, ch 13).</p> <p>In KDA6, it is agreed that the vehicular bridge is a prerequisite for development at this location. (Sub 249, ch 13).</p> <p>NOTE: THIS SUBMISSION IS ACCOMPANIED BY AN ADDITIONAL 7 PAGES OF 'CORRECTIONS' TO THE DRAFT LAP</p>
250	Celbridge Community School	<p>Moortown Community Facilities – Chapter 6</p> <ul style="list-style-type: none"> - This submission welcomes the inclusion of a site for a secondary school in the plan and states that while the temporary accommodation at Moortown is very good, it will not meet the needs of the school beyond the academic year 2018 – 2019. - There will be in excess of 270 students in the school year by September 2017. Projected enrolments are full capacity of 450 by September 2018. - The Board welcome the location of the post primary school provided the site can fully accommodate all the needs of a modern secondary school including indoor and outdoor sports facilities.
251	Celbridge Estates	<p>Rezoning submission Simmonstown</p> <p>The submission requests the following changes are implemented as part of the review of the LAP:</p> <ul style="list-style-type: none"> • Extension of the LAP boundary to include the northern part of our clients lands • Inclusion of lands measuring 7.9ha to be zoned for new residential development • Inclusion of lands to be zoned agricultural to north-east quadrant of our client’s lands. • This will also enable these lands to be considered for rezoning in the future under the 2023 LAP Review.



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		<ul style="list-style-type: none">- Celbridge Estates are the owners of Simmonstown Stud and associated lands. The submission identifies land the subject of the submission and also identifies adjacent lands owned by Celbridge Estates. The lands are located outside of the boundary of the LAP and are divided by the Simmonstown Manor Road. A review of the stud and farm business has identified that there is capacity to restructure it to enable the lands to be incorporated into the LAP boundary.- The submission requests the incorporation of part of the lands into the LAP boundary and zoned as follows:- (c.7.9ha) Objective C – to provide for new residential development. (Sub 251 Ch 4/13)- (c.6.7ha) Objective I – to retain and protect agricultural uses.- Or the incorporation of the lands into KDA 6.- The lands incorporate records of monuments and places- KD011-029 – Earthwork possible site- KD011-030 – Earthwork possible site- KD011 – 16 – Castle site- The submission suggests the potential of incorporating these into public open space in any future planning application.- The submission raises a question of lack of clarity as to why these lands were not incorporated into the LAP boundary considering their location to public transport connections.- The submission highlights the unbalanced development of Celbridge and notes the further accentuation of this by KDA 3,4 and 5 being located away from the town centre, the subject lands being 1.1km from the town centre and within walking distance of Hazelhatch train station.- In relation to the subject lands the submission states it is notable that the drainage ditch at the southern extend of the lands subject to the residential rezoning have been subject to some minor historical flooding at the perimeter of the site.- This submission states area has been recently drained, and therefore does not preclude the land from being considered for rezoning.- The submission provides a town planning rationale for the zoning of the lands including they are serviced and have access from the public road network, are within single ownership, are closer to the town centre than KDA 3, 4 or 5, have excellent access to Hazelhatch railway, have pedestrian access to the town centre, access to the amenity of the river, close to lands identified for educational purposes, have the capacity for 237 housing units.
252	Cumann Luthchleas Gael Chill Droichid	<p>The submission requests the parcel of land marked X be zoned amenity for the following reasons:</p> <ul style="list-style-type: none">- It is critical that sufficient lands are made available around sporting clubs such as Celbridge GAA to allow sustainable development to meet future population demands;- The land is currently the only vacant land adjoining the club within the local area plan boundary;- The entire parcel of land is zoned amenity provides a more viable area for sporting activities. The existing zoned area (amenity) is limited in its potential.



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		<ul style="list-style-type: none"> - There is a projected increase of 3,658 residential units during the lifetime of the plan. This will increase the demand on Celbridge GAA to provide facilities to accommodate this growth into the future. - The current plans for the school campus adjoining the club grounds envisage the school using the GAA grounds for field sports. <p>There is a potential that the long term growth of Celbridge will be part concentrated towards the Hazelhatch / Celbridge rail station which will put pressure on existing amenity facilities.</p>
253	Mary Cummins, Secretary, Celbridge Tidy Towns	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission submits that the housing unit provision (3,658) and associated zoning needs to be reduced to conform with the appropriate and sustainable population target (22,801). <p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none"> - The submission asks that reference to “lands to the east of the River Liffey at Donaghcumper” on p.17 at the second bullet point and Policy TCEO1.1 in the context of the Town Centre Expansion be omitted. - This submission proposes a minor amendment at 4.5, 5.1, the panel dealing with Policy TC1 on p.17, to replace reference “town centre” with “village”. - This submission proposes the addition of a specific objective to Policy TC1 regarding the protection and enhancement of the historic character of the village/Main Street area. - This submission proposes the inclusion of a specific commitment to encouraging the development of tourism-related activities in the context of reinforcing the viability and vibrancy of the village (“town centre”) - This submission suggests a structured programme to give effect to the commitment by the Council to use enforcement powers to address unauthorised signage. Celbridge Tidy Towns offer their services in this regard. - This submission refers to section 5.6 and comments that undesirable uses are not confined to the town centre and refers to the area adjacent to the Maynooth Road /Aghards Road junction. - The submission suggests the wording of Policy UUO1.1 to read “particularly in Celbridge Town Centre” and that a commitment is added to address other existing problem areas as far as possible. - The submission suggests the formulation of a comprehensive plan for the village / main street area, in conjunction with relevant organisations such as Celbridge Business Association, Celbridge Community Council, Celbridge Tidy Town and Celbridge Tourism and Heritage Forum. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none"> - The submission supports the policy DVS1. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission proposes a specific objective be included referencing “ a linkage between the village and castletown”



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		<ul style="list-style-type: none">- This submission welcomes the policy relating to a western link road, a new vehicular river crossing- Between the Clane Road and Newtown Road and new road (including new bridge) between Clane Road and Hazelhatch Park.- The submission requests a boardwalk type facility at the existing Liffey Bridge in the interest of both pedestrian safety and public amenity.- The submission requests a measured approach to the provision of traffic lights with regard to MTO3.14 suggesting the use of small roundabouts as an alternative.- The submission hopes that the approach road signs will be considered for removal. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Celbridge Tidy Towns welcomes INFO4.3 seeking the undergrounding of cables. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- The submission believes that objective HLAO1.1 needs to be strengthened and inconsistent with objective 10.3.2(iii) of the Kildare County Development Plan.- Celbridge Tidy Towns welcomes policy set out in BH2 and highlights inconsistency with KDA2.- Celbridge Tidy Towns welcomes policy set out in BH3.- Celbridge Tidy Towns welcomes policy set out in NH1. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- The submission requests the addition of a statement of a commitment by KCC to pursue proactively the provision of additional public space.- The submission suggests the Castletown Gates/Slip area as a consideration for a small public “plaza”.- The submission asks that the Tidy Town Committees proposals for a centennial garden at Maynooth Road should be progressed as soon as possible.- The submission identifies the potential of a significant element of open space to be provide at KDA1.- The submission asks for consideration is given to the potential to develop the quarry area adjacent to the Hazelhatch Road as an amenity.- Celbridge Tidy Towns welcomes policy OSO1.3, OSO 1.5 and OSO1.6 and asks that the word ‘inappropriate’ is removed from OSO1.6 (sub 253, ch. 11). <p>Urban Design – Chapter 12</p> <p>KDA2</p> <ul style="list-style-type: none">- This submission objects to the draft zoning of KDA 2.- This submission recommends that the KDA 2 lands are zoned either amenity or open space.- The submission contends the designation for KDA 2 proposed is not consistent and are contradictory with the overall objectives of the plan namely, the statement at 10.3.2 of the plan.- The submission requests the deletion of item 12.2.3 from the list of KDA’s at 12.2.- The submission requests the lands between the ridge where the land begins to slope down to the River Liffey and the river is developed as public



Submission No.	Name	Summary of Issues Raised
		<p>parkland and landscaped to include the KDA 2 lands.</p> <ul style="list-style-type: none"> - Celbridge Tidy Towns welcomes policy set out in Section 9 and specific objective Policy GI1 and section 11.3 and highlights inconsistency with KDA2. - The submission notes observations of section 11.3 and urges the strategic open space zoning to be extended to encompass the KDA2 area. - The submission notes that figure 12.4 indicates 3 parks in the Crodaun area. The submission requests that this should be confirmed in the text. - The submission requests that the LAP should contain a commitment that the ‘western outer link road’ does not impact adversely on rural type lands along the route. - Celbridge Tidy Towns welcomes 12.2.7 KDA 6 – Simmonstown.
254	Celbridge Tourism and Heritage Forum	<p>Introduction</p> <ul style="list-style-type: none"> - The submission welcomes the LAP and the commitment to tourism and heritage in the plan and the submission lists examples of these from the plan. - The submission attaches a summary of key points made in their pre-draft submission. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission identifies a discrepancy between the target population of 22,801 and addition of housing units 3,250 suggesting the number of housing units is too high based on an average of 3 per household. <p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none"> - The submission suggests that the heritage and tourism objectives outlined elsewhere in the LAP should be specifically expressed at Policy TC1 – Town Centre, in the form of appropriate heritage and tourism related objectives for the Village / Main Street area, supported by appropriate actions to ensure that such objectives are actually realised, as far as possible. - In particular, specific provision should be made for the completion of a comprehensive Village Enhancement Scheme, embracing all relevant aspects of streetscape, good quality street furniture and infrastructure. - The submission recommends that the local authority use its powers eg. Masterplanning for sub – standard areas of town eg. The Maynooth Road / Aghards Road. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none"> - The Forum welcomes policy ED2 and asks that a specific requirement in the LAP that an important criterion in considering proposals for residential and commercial development generally will be the implications of such proposals for heritage and tourism. - The submission that the objectives at Policy ED2 could be strengthened and outlines a number of suggestions. - The submission requests the inclusion of specific reference at EDO2.10 to the improvement of linkage and access between Castletown and Celbridge Village. - The submission highlights the importance to tourism potential of Celbridges’s close association with major historical figures, notably the globally – recognised Arthur Guinness and literary figures, particularly Jonathan Swift and the need to capitalise on this as much as possible.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The submission requests the specific recognition of the importance to tourism development of the enhancement of the Village / Main Street area.- The submission requests that a stronger emphasis be placed on the “village” character of the area from the Castletown Gates / Slip area to the Mill which offers the main focus for Celbridge to benefit from tourism and heritage-related potential and more specific proposals to realise that potential.- The submission requests a commitment to explore the development of a heritage centre, eg. In the context of objective EDO2.5 (with the emphasis on the possible application of digital technology to enhance the value of local heritage and history assets to visitors).- The submission requests the commitment to the establishment of an annual event to make the most of the strong historical and cultural associations of Celbridge.- This could form a natural extension of objective ED02.6 eg. A heritage and cultural festival having the potential to evolve into an event of national and international significance and showcase the areas tourism offering and become a visitor attraction.- The submission requests the inclusion as an important objective of the local authority to support the development of an additional hotel in Celbridge to maximise tourism potential in the area, a requirement which is recognised by Failte Ireland.- The submission highlights tourism related activities that could be considered in Celbridge eg. Becoming a “centre of excellence” for horse riding considering Kildare is known as the “thoroughbred County”. This could also perhaps be the theme for a possible visitors centre in Long Shed.- This submission suggests the consideration of inclusion (possibly at Policy ED01.2)of a more specific commitment to the development of some knowledge-based /ICT-related enterprise within Celbridge. Eg. At KDA1and recommends a role is envisaged for Celbridge as an active participant in the North Kildare Economic Cluster.- It is suggested that in developing the Masterplan for the KDA1 area as indicated in 12.2.1, consideration be given to the possibility of providing for some element of knowledge – based / digital enterprise eg. In the area of research or software development, possibly related to the key tourism and heritage objectives for the town and linked to strong ICT and academic resources in the hinterland.- The submission recommends the exploration of applying digital techniques to tourism industry and policy Edo1.2 to be expanded to provide for this. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The submission asks that more specific expression to the connectivity principle is given. The submission provides examples i.e. The serious lack of transport facilities within Celbridge, and the wider Celbridge – Leixlip Municipal District, the limited feeder service to Hazelhatch station, lack of linkages to Louisa Bridge, reiteration of suggestions of a shuttle bus in each direction between Hazelhatch and Louisa Bridge Stations by way of extension of Objective MTO2.6 in the LAP.- The submission states that this would be consistent with MTO2.1, MTO2.4, and MTO2.5.- The submission suggests the inclusion of a specific reference to enable access between Celbridge Village and key heritage sites, notably Castletown house.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - The submission suggests further investigation for provision of car parking and suggests off street car parking at KDA1, St. Raphael’s (Oakley Park). <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The Forum supports BH1 and associated objectives particularly BH01.2. - The Forum within the context of BH2 highlights the potential through the collaboration with Celbridge Council / Community Centre and leveraging assistance from relevant sources, for improvement of the Mill building (known as the Long Shed) adjacent to the Main Street. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The Forum wishes to submit a number of further suggestions: - This submission objects to the draft zoning of KDA 2 and suggests that the zoning of KDA 2 be Open Space / Amenity. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - The submission welcomes the plan but criticises the lack of specific proposals for action to implement or achieve them. <p>Summary</p> <ul style="list-style-type: none"> - The submission includes a summary of the main points made in the submission in March 2015.
255	Celine Hanratty	<p>KDA 2</p> <ul style="list-style-type: none"> - This submission objects to the zoning of KDA 2. <p>Community Facilities</p> <ul style="list-style-type: none"> - This submission recommends the inclusion of a dog park in the plan. <p>Garda Resources</p> <ul style="list-style-type: none"> - The submission raises concerns with regards to the lack of Garda presence in Celbridge - Recommends the identification for a site for a new station.
256	Charlie Bannon	<p>KDA 4</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - Submission objects to the links into the existing Oldtown Mill estate. - This submission suggests new estates should have their own separate access. - This submission objects to a road joining the current Oldtown Mill estate to the newly proposed road that will cut through the newly proposed buildings up to the Applegreen roundabout accessing the M4 motorway. (western link road) for reasons of traffic safety, especially children and traffic congestion, parking issues. <p>-</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission does not want permeability links between Oldtown Mill estate for reasons of anti-social behaviour. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - This submission objects to 2 or 3 story buildings at the back of ‘The Orchard’ for reasons of overlooking, loss of privacy.



Submission No.	Name	Summary of Issues Raised
		<p>Infrastructure, Housing and Community</p> <ul style="list-style-type: none"> - This submission raises concerns with a lack of infrastructure to accommodate population growth in terms of crèches, afterschool care, primary and secondary schools, gps, pharmacies, supermarkets, shops and services, water and sewage upgrades.
257	Sharon Lim	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none"> - Submission objects to the links into the existing Oldtown Mill estate. - This submission suggests new estates should have their own separate access. - This submission objects to a road joining the current Oldtown Mill estate to the newly proposed road that will cut through the newly proposed buildings up to the Applegreen roundabout accessing the M4 motorway. (western link road) for reasons of traffic safety, especially children and traffic congestion, parking issues. - <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission does not want permeability links between Oldtown Mill estate for reasons of anti-social behaviour. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - This submission objects to 2 or 3 story buildings at the back of ‘The Orchard’ for reasons of overlooking, loss of privacy. <p>Infrastructure, Housing and Community</p> <ul style="list-style-type: none"> - This submission raises concerns with a lack of infrastructure to accommodate population growth in terms of crèches, afterschool care, primary and secondary schools, gps, pharmacies, supermarkets, shops and services, water and sewage upgrades.
258	Wendy Shaw	<p>MTO 3.10</p> <ul style="list-style-type: none"> - The submission raises concerns to position a bridge and approach roadway in close proximity to Abbey Farm and across existing green areas in the estate because of homeowner’s choice of house due to the location away from busy roads, concern about increasing traffic congestion along the Clane Road, traffic safety and children, existing traffic congestion, existing difficulty exiting Abbey Farm. - Addition of a bridge will add to traffic congestion, concerns regarding the movement of large vehicles through residential estate posing a risk to children, players, walkers, cyclists and road users, loss of open space and amenity, potential for graffiti on new road wall, potential for litter from road users, loss of amenity for pre-schools who use the area, increased noise pollution and the negative impact of road noise on those living in close proximity. - The submission argues that of the three road crossings, the subject crossing is the only one which causes serious concerns and danger within a densely population housing estate and therefore the other crossing should be considered first.
259	Derek Godson	<p>MTO 3.10</p> <ul style="list-style-type: none"> - The submission raises concerns to position a bridge and approach roadway in close proximity to Abbey Farm and across existing green areas in the estate because of homeowner’s choice of house due to the location away from busy roads, concern about increasing traffic congestion along



Submission No.	Name	Summary of Issues Raised
		<p>the Clane Road, traffic safety and children, existing traffic congestion, existing difficulty exiting Abbey Farm.</p> <ul style="list-style-type: none"> - Addition of a bridge will add to traffic congestion, concerns regarding the movement of large vehicles through residential estate posing a risk to children, players, walkers, cyclists and road users, loss of open space and amenity, potential for graffiti on new road wall, potential for litter from road users, loss of amenity for pre-schools who use the area, increased noise pollution and the negative impact of road noise on those living in close proximity. - The submission argues that of the three road crossings, the subject crossing is the only one which causes serious concerns and danger within a densely population housing estate and therefore the other crossing should be considered first.
260	Christina Hannon	<p>MTO 3.10</p> <ul style="list-style-type: none"> - Objects to the bridge on the Clane Road going into the ground of St. John of God grounds. - Objects to the St. John of God current site which houses the current primary school for St. Raphael’s Special School and adult residents to be made into a retail outlet. - Opposes these plans as children with special needs have complex requirements. - The current location close to the town centre could be used by teachers and SNA’s for outings, the special schools proximity to other schools, and the negative impact on adult service users.
261	Ciara O’Toole	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none"> - This submission objects to any new housing being developed within the current walls of Oldtown Mill estate. - This submission suggests new estates (KDA 4) should have own separate access for cars, pedestrians and cyclists. <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission opposes permeability for reasons of risk to children, traffic safety and anti social behaviour. <p>Infrastructure</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the adequacies of services for the development of KDA 4. <p>Construction Traffic</p> <ul style="list-style-type: none"> - and objects to construction traffic using the Oldtown Mill estate during the construction of KDA4. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - New boundaries should reflect existing boundaries at The Paddock and The Glen and include new hedgerows. - New housing where they connect with the existing Oldtown Mill estate should not exceed 2 stories or density over 30 to ensure no negative impact eg. Privacy, sunlight etc.
262	Colette OhOgartaigh (nee Colclough)	<p>MTO3.9</p> <ul style="list-style-type: none"> - Submission includes a letter and maps identifying lands in the author’s family land ownership which is located along the route of the proposed MTO3.9.



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		<ul style="list-style-type: none"> - The submission explains that she is landowner and has the intention to build a family home on the identified lands. - The submission requests the opportunity to discuss further with Kildare County Council.
263	Colin Mulkerrins	<p>Infrastructure and Movement and Transport</p> <ul style="list-style-type: none"> - This submission raises concerns with regards to the capacity of Celbridge to accommodate growth due to limitations in transport infrastructure. - The submission raises concerns that Celbridge is becoming a commuter town only and that the LAP does not address this as an issue and as such the LAP should be shelved and a new plan initiated taking into consideration the spatial plan.
264	Corina Sheerin	<p>MTO 3.10</p> <ul style="list-style-type: none"> - Submission raises concerns with regards to the proposed River Crossing Corridor at the Abbey Farm estate on the Clane Road because of reduction in property value, unfairness, increase traffic congestion, traffic safety, increased traffic volumes, especially at Topaz Services Station, impact on child safety; movement of heavy vehicles during construction, risks to children playing, walkers, cyclists and road users in Abbey Farm estate, loss of green space in the estate, graffiti on road walls, potential litter, negative impact on wildlife and plants, noise and its impact on health. - The submission states that the addition of a bridge at this location will exacerbate the concerns at this location. - The submission indicates preference for other river crossing options ahead of that located at Abbey Farm estate.
265	Country Manor Hotels Limited	<p>Zoning</p> <ul style="list-style-type: none"> - The submission is made on behalf of the owners of Celbridge Manor Hotel, Clane Road. - Hotel lands are draft zoned 'Commercial and Tourism' – <i>To support established commercial and tourism / leisure related uses.</i> - No objective in principle to zoning objective. <p>Categorisation of Land Uses</p> <ul style="list-style-type: none"> - Raises concerns with regards to categorisation of land uses proposed in the new Land Use Zoning Matrix with the categories and the changes made from the previous zoning Objective K <i>Residential / Commercial – “To encourage a mix of residential and commercial uses”.</i> - No uses are “permitted in principle” in the zone. - The submission requests those uses that are tourist related eg. Hotel, restaurant, pub, tourist related facility, cultural uses/library be reclassified. - The submission requests that uses which are currently ‘open for consideration’ are now ‘not permitted’ under the new proposed zoning. - The submission requests ‘nursing home’, ‘residential’ and ‘school’ should be reclassified ‘open for consideration’. - Submission references Objective ED02.8 is <i>“To promote and support tourist led diversification on sites that are zoned for commercial and tourism development.”</i> - States the lands have development potential but could be constrained by absence of any uses being ‘permitted in principle’ and limited uses



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		<p>being 'open for consideration'.</p> <ul style="list-style-type: none"> - The submission requests the LAP to elaborate on examples of diverse tourism development opportunities. <p>Record of Protected Structures</p> <ul style="list-style-type: none"> - The submission requests the reformulation of the entry in the Record of Protected Structures as the description as a former school has ceased. - The submission requests the following entry:- - Manor Hotel: - 'Structure and Location: 'Celbridge Manor Hotel (Former Collegiate School), Clane Road, Celbridge. 'Description': Hotel (Former School)'. <p>Policy BH2 and Objective BH 02.1</p> <ul style="list-style-type: none"> - The submission references the wording of policy BH2 – Protected Structures and Objective BH02.1 - Requests the reformulation of the written objective to allow a degree of flexibility with regard to development that may take place within the curtilage of and attendant grounds of protected structures.
266	Cristina Struna	<p>MTO3.10</p> <ul style="list-style-type: none"> - The submission raises concerns that MTO3.10 bridge crossing runs through the site of a school allocated by the Order of St. John of God.
267	Mr. Damien Donegan, Longport Ltd.	<p>KDA 5 Zoning</p> <ul style="list-style-type: none"> - The submission is made on behalf of Damien Donegan by Declan Brassil & Co. - The submission requests amendments to zoning in KDA5 to the area currently designated 'F' Open Space and Amenity' at the junction of the Maynooth Road and the R449 be rezoned to 'C' 'New Residential' (4.87ha). - And an area of 3.7ha on the northern part of the site currently zoned Objective 'G' 'Green Belt' is rezoned Objective 'F' Open Space and Amenity'. - The submission states subject to the proposed rezoning of the proposed additional are of the additional area of 4.87ha for residential use, the proposed relocated 'Open Space and Amenity' lands to the north of the site would be ceded to the Council. <p>Design Concept</p> <ul style="list-style-type: none"> - The submission proposed an amended design concept for KDA5 and states that the subject lands are unique amongst the KDA's in that it is unconstrained by deficiencies in road infrastructure and flooding issues, and are readily serviced.
268	Dara Mahady	<p>Community Resources</p> <p>The submission states the following requirements for Celbridge:</p> <ul style="list-style-type: none"> - a full time garda station in Celbridge.



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		<ul style="list-style-type: none"> - Access to ambulance services on a Thursday. - Amenities for the whole population of Celbridge. <p>Movement and Transport</p> <ul style="list-style-type: none"> - A proper ring road.
269	Darren O'Donohoe	<p>MTO1.7d</p> <ul style="list-style-type: none"> - The submission objects to the proposed new pedestrian opening at Church Road / Priory Lodge because there is already an entrance onto Church Road from Priory way c.100m from proposed new entrance, potential increase in opportunistic crime, already anti social behaviour and graffiti, Council have spent money repairing a wall at this location, safety for children. <p>Lighting</p> <ul style="list-style-type: none"> - The submission recommends money is spent improving lighting in the estate particularly where Priory Drive meets the large green.
270	Darren Walsh	<p>KDA 4</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission relates to the portion of the western link road through from KDA 4 to the Oldtown Mill estate. This submission objects to such a connection due to increased levels of traffic, safety and crime. The submission suggests new estates should be separate. <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to local permeability proposals for reasons of crime, vandalism, children safety. <p>Urban Design</p> <ul style="list-style-type: none"> - This submission objects to the construction of 3 storey houses which do not reflect the existing pattern of development.
271	David Bean	<p>Zoning at Moortown</p> <ul style="list-style-type: none"> - This submission seeks to have lands located at Moortown, to the west of Crodaun (KDA 5), zoned 'New Residential'. - The lands comprise approximately 22 acres (8.9ha) and are currently used for training horses. - The lands are located within the draft LAP boundary and are zoned 'Agricultural'. - This submission states that residential development in Celbridge should commence at Crodaun and continue southwards towards the Oldtown Road. <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission objects to the extent of new residential zoned lands identified at Oldtown in the draft LAP as they are contingent upon the delivery of a link road. - This submission states that the delivery of the proposed link road will dissect the landholding at Moortown and undermine the current equestrian use. - In this regard, this submission seeks to have the proposed link road diverted further north onto the Maynooth Road in the event that the lands are not rezoned 'New Residential'.



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272	David Byrne	KDA 4 MTO3.9 <ul style="list-style-type: none">- This submission relates to the proposed road connection to the Oldtown Mill estate from the Oldtown Key Development Area (KDA4).- This submission objects to the road connection on the following grounds:<ul style="list-style-type: none">- Increase in road traffic on an already congested spine road- Safety of children will be compromised due to an increase in traffic through the estate- Security issues arising from multiple points of entry to the estate- Negative impact on the value of properties in the estate- Uncertainty regarding the mix of tenure in new residential areas at Oldtown
273	David Redmond	Core Strategy – Chapter 4 <ul style="list-style-type: none">- This submission seeks clarification regarding the projections included in the core strategy and the correlation between increased population projections (14%) and allocated new housing units (46%) specifically. Urban Centres and Retailing – Chapter 5 <ul style="list-style-type: none">- This submission states that unless access to the Main Street is improved, proposals to strengthen the established retail function of Celbridge Town Centre cannot be realised. Hazelhatch, Movement and Transport – Chapter 8 <ul style="list-style-type: none">- This submission states that the new residential areas north of the Liffey are removed from the railway station at Hazelhatch and will place increased pressure on the existing road network. Infrastructure – Chapter 9 <ul style="list-style-type: none">- This submission notes that the existing water supply and sewerage network is under pressure and seeks clarification regarding the capacity for the allocated increase in housing units.
274	Declan Malone	Core Strategy – Chapter 4 <ul style="list-style-type: none">- This submission seeks clarification regarding the figures included in the core strategy and the correlation between additional housing units and the projected population increase.- This submission states that the additional population provided for in the draft LAP would negate road infrastructure proposals contained within the plan, require significant additional school places and be contrary to the sustainable growth of Celbridge as a moderate sustainable growth town. Urban Centres and Retailing – Chapter 5 <ul style="list-style-type: none">- This submission welcomes the provision of a pedestrian footbridge at Donaghcumper.



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		<ul style="list-style-type: none"> - Suggests the inclusion of public squares at Donaghcumper (KDA 2) and St. Raphael’s (KDA 1). - A pedestrian bridge is also suggested between Celbridge Abbey and St. Raphael’s (crossing the Clane Road). - This submission states that the key development area at Donaghcumper (KDA 2) is the most important element of the plan and is key to the delivery of a proper town centre in Celbridge. <p>Community and Housing – Chapter 6</p> <ul style="list-style-type: none"> - This submission highlights deficiencies in the provision of services and amenities in Celbridge including a full-time Garda Station, fire brigade, public swimming pool, cinema and town centre / public square.
275	Deirdre Crooke	<p>MTO3.9</p> <ul style="list-style-type: none"> - This submission states that the proposed road connection to the Oldtown Mill estate will give rise to significant through traffic and make the estate less safe for residents. - This submission seeks to provide for direct access off the proposed thoroughfare to new houses and guaranteed improvements to existing infrastructure and services in tandem with development.
276	Deirdre Kieran	<p>MTO 3.10</p> <ul style="list-style-type: none"> - This submission is opposed to the option to development a vehicular bridge connecting the Newtown Road to the Clane Road via lands that form part of the Celbridge Abbey site. - This submission states that a new school that caters for people with special needs is planned at this location.
277	Deirdre Whelan	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none"> - This submission is opposed to the provision of a road connection to the Oldtown Mill estate on the following grounds: - The privacy and security of the estate will be compromised - Through traffic poses a safety issue for children - The proposed western link road is welcomed. - However access to same form the Oldtown Mill estate is considered unnecessary.
278	Denis Nunan	<p>KDA 4 MTO3.9</p> <ul style="list-style-type: none"> - This submission welcomes the proposed western link road. - Suggests that it be delivered prior to additional houses being developed to alleviate current traffic congestion. - This submission also welcomes a connection to the western link road from the Oldtown Mill estate subject to traffic calming measures being put in place on the Oldtown Mill spine road. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - This submission raises concern regarding the density and permissible height within new residential areas.



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		<p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none">- New schools and parks are welcomed subject to design and management safeguards.- A greater mix of town centre uses, a swimming pool and a cinema are encouraged to cater for the population of the town. <p>MTO 3.10</p> <ul style="list-style-type: none">- This submission welcomes new bridge crossings and linkages to new developments.
279	Denis Gamble	<p>Movement and Transport – Chapter 8</p> <p>Extension of Train Line</p> <ul style="list-style-type: none">- This submission proposes that the train line between Louisa Bridge and Maynooth be extended to Celbridge as commuters to Dublin City Centre rely on bus based public transport or the train service from Hazelhatch, which requires the use of a feeder bus and other forms of public transport to get directly to the city centre.
280	Derek Gilmartin	<p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none">- Celbridge Garda Station is currently unmanned. <p>The Mill Community Centre</p> <ul style="list-style-type: none">- This submission states that The Mill Community Centre can no longer cater for the town's requirements and seeks to have a new leisure centre developed. (Sub 280 Ch 6) <p>Movement and Transport - Chapter 8</p> <ul style="list-style-type: none">- Existing town centre bridge crossing is inadequate. <p>Hazelhatch</p> <ul style="list-style-type: none">- This submission seeks to have residential development focussed on lands surrounding the train station at Hazelhatch in order to integrate the station into the town.- This submission also seeks the provision of a two way cycle link from Hazelhatch Bridge to Adamstown in conjunction with South Dublin County Council. <p>Fire Station</p> <ul style="list-style-type: none">- Celbridge does not have a fire station. <p>Water Pressure</p> <ul style="list-style-type: none">- Water pressure at Ballygoran is inadequate.
281	Derek O'Neill & Keith Monahan	<p>Ballyoulster KDA 3</p> <ul style="list-style-type: none">- This submission queries the proposals for development of lands at Ballyoulster and states that it appears the entrance to the rear of their property is the location for the access to KDA 3 (no map was submitted).- The submission states that they are currently in the process of preparing a planning application for these lands and the submission highlights concerns regarding the potential to change the entire landscape of this rural area.



Submission No.	Name	Summary of Issues Raised
		<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that the Loughlinstown Road is rural and proposals such as those detailed in the Draft Plan will cause havoc and add to the congestion on the Dublin Road. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission also highlights concerns regarding potential from overlooking and raise issues regarding noise pollution and loss of light into private gardens.
282	Des Palmer	<p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission opposes all development as the current infrastructure does not have the capacity for an increase in population.
283	Devondale Ltd	<p>KDA 2 Donaghcumper Historic Landscape Areas</p> <p>This submission is made on behalf of Devondale Ltd in respect of lands at Donaghcumper, Celbridge of ca. 26.8 ha. The submission outlines the history of the lands in terms of heritage, policy and planning context and general chronology of the lands which form part of KDA 2.</p> <p>The submission states that Devondale welcomes the publication of the Draft Celbridge LAP and states that since 2002 the LAPs for Celbridge have been relatively consistent in their policies and objectives for the future development of Donaghcumper Demesne, however states that the current draft LAP has considerably reduced the amount of developable land with the removal of the entire residential zoning objective to the east of Donaghcumper House and significant reduction of the lands zoned to facilitate the town centre extension. The submission states that the draft LAP imposes further restrictions on the future development of the lands through the inclusion of a Historic Landscape Area Specific Zoning Objective and an exceptionally wide area of Strategic Open Space along the banks of the River Liffey. The submission requests that a compromise be achieved in order to facilitate the viable development of Donaghcumper Demesne and respond to the national policy imperative to bring forward housing sites. (Sub 283, Ch 10/5)</p> <p>The submission addresses each chapter individually and addresses relevant policies, objectives and actions therein.</p> <p>Introduction – Chapter 1 Celbridge in Context – Chapter 2 Vision for Celbridge – Chapter 3 Core Strategy – Chapter 4</p> <p>The submission acknowledges the content of chapters 1-4 and outlines their general support for same, whilst welcoming the designation of their lands as KDA 2 and support the provision of the pedestrian/cycle crossing of the River Liffey by recognising its vital role in creating an accessible town centre in Celbridge. (Sub 283, Ch 4)</p>



Submission No.	Name	Summary of Issues Raised
		<p>Urban Centres and Retailing – Chapter 5 In relation to Chapter 5 Urban Centres and Retailing, the submission agrees with the Draft Lap insofar as it acknowledges that the lands at Donaghcumper are strategically located and well suited to accommodate a town centre extension, however, contends that the reduction of this area is not necessary and will limit the potential for a well connected, compact and vibrant urban core. Notwithstanding this, the submission supports Policy TCE 1 and objectives TCEO1.1, TCEO1.2 and TCEO1.3. (Sub 283, Ch 5)</p> <p>Housing and Community – Chapter 6 In relation to Chapter 6 Housing and Community the submission supports objective RDO1.1, however, expresses concern regarding the removal of the residentially zoned lands to the east of Donaghcumper House, which will have a significant impact on the Councils ability to cater for the high demand for new residential units in Celbridge. Furthermore, the submission states that as the lands have been zoned for residential purposes since the 2002 plan, significant amounts of time and financial resources have been made in developing a scheme that would provide a high quality residential development on the subject lands. The submission also advises that a full conservation and heritage appraisal of the wider area was commissioned (accompanied the submission) which identifies a net deliverable footprint footprint which ensures the shared objectives to provide appropriate levels of development on the lands whilst protecting Donaghcumper House and its attendant grounds. The submission states that the removal of these lands in the eastern demesne has contributed to undue uncertainty in the development potential of the overall landholding and will impact on the financial viability of facilitating a town centre extension at KDA 2. The submission states that should these residentially zoned lands be removed, the development potential of the town centre extension lands must be maximised and a strong element of higher density residential development be encouraged at this location. (Sub 283, Ch 6)</p> <p>Economic Development – Chapter 7 The submission, as it relates to chapter 7 of the Draft LAP, is generally supportive of the objective to extend the visitor experience of Celbridge and welcomes the opportunity to open Donaghcumper Demesne to the public through the development of KDA 2. (Sub 283, Ch 7)</p> <p>Movement and Transport – Chapter 8 The submission states that the proposed cycle and pedestrian link will provide a vital connection between Main Street and the Dublin Road and will ensure the vitality and viability of new retail and commercial uses in this area and support sustainable residential development. The submission states that the development of lands at Donaghcumper represents a unique opportunity to provide for upgrades to the Dublin Road as part of the overall town centre extension. (Sub 283, Ch 8)</p> <p>Infrastructure – Chapter 9 The submission supports the Draft LAPs policies in relation to infrastructure and phasing and advises that the landowner will work with the Council to</p>



Submission No.	Name	Summary of Issues Raised
		<p>ensure relevant objectives are met in the development of lands at Donaghcumper. (Sub 283, Ch 9)</p> <p>Built and Natural Heritage – Chapter 10</p> <p>The submission, in relation to chapter 10, regarding Donaghcumper House, states that the provision of a Special Local Objective would be the most suitable mechanism to facilitate the appropriate and sensitive development at Donaghcumper House and its attendant outbuildings and grounds. In this regard, the submission suggests the inclusion of the following specific local objective in the Draft LAP;</p> <p><i>‘To support the sustainable protection of Donaghcumper House and Farm Complex through a development which will facilitate the repair and adaptive reuse of the historic building, including a limited extent of new residential development within the general area occupied by the existing buildings and structure. Proposed uses will be assessed against overall impact on the protected structure and landscape heritage values’.</i></p> <p>The submission details a number of locations across the country where similar projects have been completed. (Sub 283, Ch 10)</p> <p>The submission also notes HLAO 1.1 which seeks to protect the historic landscape areas and ensures that new development enhances the special character and visual setting of the historic landscapes outlined in the Draft LAP and also notes the footnote which states that <i>‘this will not preclude the development of lands for Town Centre Extension within KDA 2 – Donaghcumper as same were considered to be outside of the ‘Designed’ areas of the landscape’</i>. The submission outlines general support for this and welcomes the provisions that allow for the development of the town centre extension in KDA 2. However, the submission contends that the historic value of the lands to the west of Donaghcumper House are not significant enough to justify protection of such a wide portion of river corridor, particularly as this will result in the loss of much needed high quality urban extension to the town centre. The submission states that the lands to the west of Donaghcumper House have historically been less well-defined than the remainder of the demesne lands and have primarily supported agriculture. The submission states that the protection of the HLA between the River Liffey and KDA 2 must be balanced against the need to provide a strong connection between the existing town centre and the future town centre extension and the extent of the HLA and Strategic Open Space along the River Liffey should be reduced. The submission states that the use of Donaghcumper House as a single dwelling will not be viable and suggest provisions in the Draft LAP for a sensitively designed scheme which would allow the subdivision of the structure and its outbuildings to accommodate a number of large, high quality residential units. The submission states that such a provision would ensure the viable renovation and continued use of this protected structure. The submission also requests a balanced approach between the protection of heritage and the appropriate development of strategically located town centre sites in a sensitive manner. The submission states that the protection of Donaghcumper House can be achieved while maintaining the development boundary line of the 2010 LAP. The 2014 Donaghcumper Conservation Strategy proposed a landscape/natural heritage approach of treatment for the river boundary which provided a softer transition zone between the development and the Strategic Open Space lands and allowed for the riparian character along the river to be retained and enhanced. The submission also outlines that the implications of the wider development set back and KDA 2 objectives may challenge the objective to deliver a successful connection between the Main Street and the future town centre extension. The submission states that regarding the loss of residentially zoned lands to the east of</p>



Submission No.	Name	Summary of Issues Raised
		<p>the Donaghcumper House, the landowner is willing to consider an alternative solution to the lands. The submission suggests that there is potential for development on these lands that might support an agricultural, horticultural or amenity use. (Sub 283, Ch 10)</p> <p>Green Infrastructure – Chapter 11 The submission addresses the content of Chapter 11 in detail and highlights a number of issues which relate directly to the lands at Donaghcumper. The submission states that the Draft LAP has significantly reduced the quantum of developable land through the inclusion of an excessively wide corridor of Strategic Open Space. The submission states that the width of this open space will have a serious impact on the urban form and structure of the town centre extension and suggests that same will read as an extension to the St Wolstans shopping centre to the south rather than the main street and will effectively result in the creation of two disconnected and competing town centres rather than a single unified compact urban area. (Sub 283, Ch 11)</p> <p>Urban Design – Chapter 12 The issues raised in the submission in relation to Chapter 12 Urban Design and Key Development Areas relate primarily to the reduction in the developable footprint at Donaghcumper through the provision of Strategic Open Space along the Liffey and through the rezoning of lands to the east of Donaghcumper House. The submission states that there is an opportunity to provide for a more organic transition between the KDA and the parkland to the north and suggests that a permeable approach should be taken and suggests reduction in the width of the open space corridor. In addition the submission states that the provision of a small development of high quality detached houses on large plots within a sylvan setting which, the submission suggests would better integrate the new town centre extension with Donaghcumper House and allow for a sensitive connection between the higher density urban core and historic setting of the house The submission states that such an approach would avoid the production of a harsh edge to the town centre extension. (Sub 283, Ch 12)</p> <p>Implementation – Chapter 13 The submission agrees that the early delivery of the pedestrian/cycle bridge between Main Street and the Dublin Road and the provision of adequate childcare facilities should be delivered prior to the completion of the town centre extension development and the submission states that it is the landowners intention to ensure the provision of the public parkland will be delivered alongside the ‘viable’ development of the town centre extension. (Sub 283, Ch 13)</p> <p>The submission concludes by stating that it is agreed that it is important to protect lands for open space and amenity along the River Liffey, it is respectfully submitted that this should be balanced with other principles of urban design that contribute to success of town centres.</p>
284	Dympna Bennett	<p>Core Strategy – Chapter 4 - The submission queries the scale of development proposed for Celbridge i.e. to accommodate 10% of the growth for the County.</p> <p>Movement and Transport – Chapter 8</p>



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		<ul style="list-style-type: none"> - The submission states that Celbridge is entirely geared towards the private car and the town needs move pedestrian crossings particularly on the Shinkeen Road connecting Primrose Gate and St Wolstans and another on the Hazel Hatch Road. - The submission also states that there is also a requirement for additional cycle lanes in the town and school children and their parents should be encouraged to walk and cycle to school. - The submission suggests that the Council seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. <p>MTO 3.10</p> <ul style="list-style-type: none"> - The submission also states that the town needs a second river crossing, and same should be prioritised before additional residential units are developed. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding the lack of essential infrastructure and services to accommodate growth.
285	Ed Mullen	<p>KDA 4</p> <ul style="list-style-type: none"> - This submission addresses a portion of land to the rear of Ballygoran Court which forms part of KDA 4 Oldtown. - The submission notes that the lands have been identified for housing. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission also queries the population allocation for Celbridge and the calculation for same with back up from CSO figures. - The submission requests that this figure be reduced. <p>Community and Housing – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has a larger population than other towns in the area but lacks facilities such as Fire Station, full manned Garda Station, centrally located train station Gaelscoil etc. - The submission requests that a proposal be put in place to address the lack of facilities in addition to school and crèche places and to include sporting clubs and facilities. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that the current transport infrastructure in Celbridge does not have the capacity to absorb additional pressure. - The submission states that adding a further 2000+ houses to the west side of the town will put huge pressure on a currently overloaded network. - The submission states that the train station at Hazelhatch is not a viable option for people from the west side due to the difficulty crossing the town in traffic at peak times. - The submission suggests relocating proposed housing closer to the train station to assist in alleviating the issue. - The submission requests that a stipulation be put into the plan that a comprehensive public transport plan be implemented before any development takes place. <p>Infrastructure – Chapter 9</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - The submission also raises concerns regarding water pressure, sewerage and general services within the town. - The submission states that water pressure in the Ballygoran area is very low with outages recently. - The submission states that adding 1400 houses to Oldtown Mill in close proximity to Ballygoran will further impact this issue. - The submission requests that the issues in Ballygoran be addressed before additional units are developed in Oldtown. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Requests that same be reconsidered given the ecological value of the wooded area which is located within KDA 4. - The submission highlights that this is an area which is of historic value to the area and states that there are many species evident in the area. <p>MTO3.9</p> <ul style="list-style-type: none"> - The submission states that access from KDA 4 through Oldtown Mill will add further pressures to the current traffic situation at that location during peak times.
286	Eddie Fitzgerald	<p>KDA 5</p> <p>Open Space Zoning</p> <ul style="list-style-type: none"> - This submission objects to the location of the park and local amenity planning proposal for KDA 5, whereby the park area will adjoin or be very adjacent existing vista which runs through Crodaun Forest Park. - The submission welcomes the provision of a park, however, suggests same be located between the new housing and the link road. - The submission states that by locating same to the back of existing housing, there is a risk of anti-social behaviour and will facilitate and exacerbate vandalism and make life intolerable for residents.
287	Elaine Byrne	<p>Housing and Community – Chapter 6 – New Schools</p> <ul style="list-style-type: none"> - The submission states the Council should ensure parents and residents in Celbridge are consulted on designation of new primary schools i.e. Gael scoil, non-denominational etc. <p>Movement and Transport – Chapter 8</p> <p>MTO 3.10</p> <ul style="list-style-type: none"> - The submission states that the issue of traffic congestion in the town centre must be given priority through the delivery of a second bridge crossing the Liffey, in advance of building new houses on either side of the river. <p>Traffic Congestion and Hazelhatch</p> <ul style="list-style-type: none"> - The submission states that while the new train service from Hazelhatch to Grand Canal Dock is welcome, traffic congestion remains a factor in journey time through Celbridge town centre to reach Hazelhatch train station. - States that traffic congestion needs to be addressed to ensure that residents can avail of this train line and to ensure that the service continues to operate. <p>Feeder Bus</p> <ul style="list-style-type: none"> - The submission requests that the Council investigate whether a more frequent, extended route for feeder bus services to Hazelhatch train



Submission No.	Name	Summary of Issues Raised
		<p>station would be feasible, serving access roads to the larger housing estates in Celbridge (similar to 67x Dublin Bus route).</p> <ul style="list-style-type: none"> - As all schools have staggered opening hours investigate feasibility of a shared school bus service to drop student to schools, in particular when students need to travel across the main town centre to school (second level schools and some primary schools are located on outskirts of town). <p>Cycle and Walking Paths</p> <ul style="list-style-type: none"> - Ensure all new road infrastructure have cycle and walking path, designed in a safe and secure way to facilitate use by families and children. <p>Traffic Calming</p> <ul style="list-style-type: none"> - Ensure traffic calming in residential areas and ensure cycle paths are cleaned of debris and maintained regularly, ensure train stations, sports grounds and new educational centres in particular are served by cycle and walking paths. <p>Car Parking and Drop off zones</p> <ul style="list-style-type: none"> - Designated parking and drop off zones should be a requirement for all educational centres to avoid traffic congestion in these areas. <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission suggests that the ‘Western Outer Link Road’ be relocated to the periphery of the designated housing area rather than it being a ‘through’ road dividing the new housing estate and causing concern for safety and security of residents and states that if the Oldtown area is to remain one housing estate it will require other access points, designed in a way to prevent its use a shortcut through a resident areas. - Access routes should be designed in the interest of residents of the estate. If the Oldtown area is to remain one housing estate, it needs to have better amenities in terms of parks and safe areas for children to play. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - This submission states that the green area around Liffey Valley, Castletown, St Wolstans and Donaghcumper be maintained and the Council should ensure these areas are protected from development, through their use as green space for allotments and / or community gardens.
288	Emma Hollingsworth	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to MTO1.7 for ‘Improved Pedestrian Permeability’ at Prior Grove in St Raphael’s Manor to Church Road. - The submission outlines current issues regarding anti-social behaviour, increase the risk of safety to children and property damage and any proposals for permanent openings will exaggerate the problem.
289	Emmett Stagg	<p>Movement and Transport – Chapter 8</p> <p>Celbridge River Crossing Feasibility Study</p> <ul style="list-style-type: none"> - This submission highlights the content of the Celbridge River Crossing Feasibility Study and the options for a bridge over the River Liffey at Celbridge. <p>Option 6</p> <ul style="list-style-type: none"> - Option 6 of this report for the Eastern Link Road would direct all traffic using the new bridge through Simmonstown Manor, Callenders Mills and HazelHatch Park housing estates - The submissions states that although the road is wider than standard estate roads it would still pose a serious safety issue, in an area which is



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		<p>populated by families with young children.</p> <p>Option 4</p> <ul style="list-style-type: none"> - The submission also queries the rationale behind option 4, which also directs traffic through existing and established estates. <p>Eastern Link Road</p> <ul style="list-style-type: none"> - The submission states that an Eastern Link Road should be included in the LAP as a transportation objective (and detailed on Map 8.1 Movement & Transport), the route of which should skirt the southern boundary of KDA 6 to link up with the Hazelhatch Road, which would avoid directing traffic through existing estates. - The submission states that additional zoning will be required to the south of the town to facilitate the delivery of this road infrastructure. The submission also states that the Western Link Road should not be routed through existing housing estates. <p>KDA 2</p> <ul style="list-style-type: none"> - The submission also raises concerns regarding the lands at Donaghcumper in KDA 2. - The submission states that given previous An Bord Pleanála decisions relating to development of this site, the proposed town centre extension on these lands is neither warranted nor required. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The submission states that this area of high amenity needs to be preserved and zoning would damage the area forever. <p>MT01.7</p> <ul style="list-style-type: none"> - The submission also notes that the proposals for Improved Pedestrian Permeability from the Glade and the Walk in Oldtown Mill to the Aghards Road and states that, previously, unauthorised openings were made at these locations which caused anti-social behaviour and the submission states that reopening same will negatively impact on residents in the immediate vicinity and proposes that same be removed. - The submission also raises concerns regarding the proposed permeability from KDA 4 through the Oldtown Estate and states that the residents have expressed concerns in this regard.
290	Enda Martin	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the scale of development proposed for Celbridge i.e. to accommodate 10% of the growth for the County and raises concerns regarding the lack of essential infrastructure and services to accommodate same. (Sub 290, Ch 4) <p>Housing – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that the 10% social housing provision should be spread throughout developments and not clustered. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission states that the use of the entrance road to Wolstan Community School and North Kildare Educate Together National School as an access road from the new river crossing at the Newtown Road to the Clane Road would have a severe detrimental impact on the students of both schools - both in terms of pollution and of health and safety. - The submission states that Celbridge is entirely geared towards the private car and the town needs move pedestrian crossings particularly on the



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		<p>Shinkeen Road connecting Primrose Gate and St Wolstans and another on the Hazel Hatch Road.</p> <ul style="list-style-type: none"> - The submission also states that there is also a requirement for additional cycle lanes in the town and school children and their parents should be encouraged to walk and cycle to school. - The submission suggests that the Council seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. - The submission also states that the town needs a second river crossing, and same should be prioritised before additional residential units are developed. <p>Hazelhatch Train Station</p> <ul style="list-style-type: none"> - The submission states that the Council should take a key role in encouraging the use of Hazelhatch Train Station, and notes that feeder bus services are poorly advertised and steps should be taken to urge Irish Rail to remove car parking charges for commuters holding TaxSaver tickets. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission states that the Leixlip Waste Water Treatment Plant is overloaded and planned upgrades must be carried out in advance of new development. <p>Flood Risk</p> <ul style="list-style-type: none"> - The submission raises concerns regarding flood risk in the town and states that there can be no development on flood plains. (Sub 290, Ch 9) <p>Architectural Conservation Areas – Chapter 10</p> <ul style="list-style-type: none"> - This submission states that the Council should accelerate proposals for the designation of the ACA. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission also states that development should be high density not necessarily high rise. (Sub 290, Ch 6/12) <p>Phasing and Implementation – Chapter 13</p> <ul style="list-style-type: none"> - The submission states that development must take place on a phased basis.
291	Estelle O’Toole	<p>MTO1.7</p> <ul style="list-style-type: none"> - In regards to the proposed opening at Priory Grove / View and Church Road, this submission objects to this on the grounds that it is likely to give rise to drug dealing, vandalism, additional break-ins to private property and motor vehicles in that area.
292	Eugene Matthews & Dermot Carrol	<p>Zoning of land on Newtown Road, Celbridge</p> <ul style="list-style-type: none"> - This submission from Mr Matthews and Mr Carrol. - Relate to 2 portions of land to the south of Celbridge town on the Newtown Road. - The lands equate to 7.7ha and are situated to the west of the Newtown Road. - The submission outlines the planning rationale for including the lands within the Draft LAP boundary and for zoning of lands to facilitate residential development with Strategic Open Space. - The submission states that the subject land as are located ca. 3km from Hazelhatch train station which would equate to 4 minutes drive, 30



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		<p>minute walk or 9 minute cycle and states that the zoning of the subject lands for residential development would accord with the principles of promoting and encouraging greater public transport use.</p> <ul style="list-style-type: none"> - The submission acknowledges that Celbridge is designated as a Moderate growth Town in the RPG's and also acknowledges the Strategic Objectives of the Draft LAP in terms of accommodating 10% of the County's housing growth over the plan period and states that having regard to the location of the subject lands relative to the train station at Hazelhatch. - The subject lands accord with the core strategy requirements as it relates to the promotion of residential development in close proximity to high quality public transport connections. - The submission concludes by stating that the current zoning of residential land in the Draft LAP appears to continue the pattern of road based dependency with the majority of the newly zoned lands being located to the north and northwest of the town which will be dependent on the construction of a new road to facilitate such development. - The submission states that the zoning of the lands as suggested in this submission would accord with policy of promoting more sustainable means of transport such as cycling/public transport and would take advantage of the significant investment and upgrading that has been made at Hazelhatch station with increased parking and quality of service.
293	Finola McDonald	<p>LAP Boundary – inconsistencies</p> <ul style="list-style-type: none"> - This submission seeks clarification regarding the draft LAP boundary as there are inconsistencies between Map Ref. 10.2 and 12.1 and the remaining maps included in the plan. (Sub 293 Ch 13) <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission states that new residential development would be better accommodated on the eastern side of the river Liffey. <p>Movement and Transport – Chapter 8</p> <p>Train Service</p> <ul style="list-style-type: none"> - This submission highlights that the train service at Hazelhatch now extends to Connolly station with direct access to the DART service. - This submission also highlights the increased connectivity that will be provided for by the LUAS cross city project. <p>MTO3.9</p> <ul style="list-style-type: none"> - In this regard, this submission objects to the proposed western link road on the grounds that it will encourage car based travel. <p>MTO3.9 Environmental Impacts</p> <ul style="list-style-type: none"> - This submission states that the proposed link road will give rise to a reduction in air quality, loss of habitats, flora and fauna and will traverse lands at risk of flooding.
294	Fiona Costello	<p>This submission expresses concern regarding:</p> <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - the lack of sheltered housing / housing for the elderly. <p>Ring Road – Movement and Transport - Chapter 8</p>



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		<ul style="list-style-type: none"> - the provision of a ring road adjoining two schools. <p>Flood Risk – Chapter 9</p> <ul style="list-style-type: none"> - proposed new residential areas on flood plains.
295	Fiona Ennis	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission seeks to provide for improved pedestrian and cycle infrastructure and identifies locations for additional pedestrian crossings in order to address over dependency on car based movement. - A second bridge over the Liffey is also sought. - This submission encourages the development of a national school bus transport system and initiatives that promote the use of the Hazelhatch train station. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission highlights deficits in services infrastructure such as the waste water treatment plant at Leixlip and seeks to have these upgraded before new development commences. - This submission seeks to have flood risks in the town addressed and to keep flood plains free from development. (Sub 295 Ch 9) <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - With regard to housing, this submission encourages high density (not necessarily high rise) development and seeks to have social housing distributed rather than concentrated at one location. - This submission also seeks the delivery of substantial, high quality green spaces in all new developments before new homes are occupied.
296	Fiona Kyle	<p>Movement and Transport – Chapter 8</p> <p>Pedestrian and cycle movement</p> <ul style="list-style-type: none"> - This submission seeks improvements to the pedestrian and cycle environment of Celbridge and access to and along Main Street in particular. - This submission also highlights congestion on the bridge and seeks the provision of a second bridge crossing before new housing areas are developed. <p>Community and Housing – Chapter 6</p> <ul style="list-style-type: none"> - This submission seeks to have provision made for housing for the elderly and recreational facilities for teenagers. <p>KDA 2</p> <p>Views</p> <ul style="list-style-type: none"> - This submission is opposed to the scale of development proposed at Donaghcumper on the grounds that it would negatively impact on views from the Castletown Estate.
297	Fiona Quinn	<p>Lack of Infrastructure and Movement and Transport – Chapter 8 & 9</p> <ul style="list-style-type: none"> - This submission is opposed the quantum of additional new houses provided for in the draft LAP on that grounds that there is insufficient infrastructure in place to cater for the additional traffic and school going population that would be generated.



Submission No.	Name	Summary of Issues Raised
		<p>Community and Housing– Chapter 6</p> <ul style="list-style-type: none"> - This submission also notes the deficit in leisure facilities in the town and states that the proposed redevelopment of St. Raphael’s (KDA 1) will result in the loss of a swimming pool. - This facility is of significant importance to the St. Raphael’s community as it provides for the physiotherapy needs of its clients at a local level. - This submission seeks to safeguard the leisure facilities and residential accommodation at St. Raphael’s to cater for residents who are unable live independently.
298	Frank and Violet Maher	<p>MTO3.9</p> <ul style="list-style-type: none"> - This submission is opposed to the proposed western link road on the grounds that it would give rise to noise and light pollution. <p>Urban Design</p> <ul style="list-style-type: none"> - This submission states that the proposed link road would give rise to housing development that would detract from the rural character of the area and isolate existing residents from the town. <p>Flood Risk – Kilwogan / Moortown</p> <ul style="list-style-type: none"> - This submission notes that the proposed link road traverses flood plains in Kilwogan / Moortown.
299	Garret Smith	<p>Proposed road connection at Callenders Mill</p> <p>MTO 3.7</p> <ul style="list-style-type: none"> - This submission is opposed to the proposed road connection from the residential estate at Callenders Mill to the Ardclough / Newtown Road via the Key Development Area at Simmonstown (KDA6). - This submission cites the following reasons for objecting to this road connection: - The road at Callenders Mill is residential in nature having limited carrying capacity - The lighting and footpaths along this road are inadequate for the purposes of a main road - The increase in noise levels and the impact on existing houses given their proximity to the road - The proximity of Callenders Mill to existing pylons - Alternative locations for road connections at Simmonstown Manor estate - There are issues regarding speeding within the estate where children are playing.
300	Gerry Dooley	<p>Zoning Matrix - St. Wolstan’s House</p> <ul style="list-style-type: none"> - Mr. Dooley’s combined landholding is 11.87 hectares, comprising of St. Wolstan’s House (a vacant, protected structure falling into disrepair, outbuildings and Priory) and The Orchard which is a large home and lifestyle retail building with 107 staff and 800,000 customers in 2014. - The ‘Commercial and Tourism’ zoning objective for The Orchard is welcomed along with the policies and objectives (BHO2.2 and EDO2.5) reflecting a flexible attitude to the future uses for St. Wolstan’s House as part of any restoration. - It is suggested that the land use matrix be adjusted to allow for ‘Retail Comparison’ and ‘Restaurant’ to be Permissible uses rather than open for consideration under ‘Commercial & Tourist’ zoning. This is suggested to allow for The Orchard to be expanded into the grounds of St. Wolstan’s



Submission No.	Name	Summary of Issues Raised
		<p>to create a lifestyle destination along the scale of Rathwood, Powerscourt or Mount Usher.</p> <ul style="list-style-type: none"> - It is suggested that the zoning matrix should be adjusted to include an additional column to reflect uses allowable under the Historic Landscape Area (HLA) zoning objective to bring clarity to the type of land uses allowed to encourage sustainable use of St. Wolstan’s House by including more commercially viable development compatible with sensitive landscape setting. - Specifically, it is suggested that hotel/guesthouse/hostel, workshop/craft use, restaurant and shop (comparison) would be permissible use under the HLA zoning objective. - Warehouse/store/depot should be open for consideration.
301	Graham Kelly	<p>MTO3.9</p> <ul style="list-style-type: none"> - This submission raises concern regarding the proposed western link road and its impact on the Castlevillage Estate the issues of concern include: - Noise and light pollution - Visual impact - Security - Impact on habitats and associated wildlife - Loss of trees - This submission suggests that the proposed link road by located further outside the built up area of the town. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - This submission also seeks the delivery of facilities including playgrounds, a swimming pool and leisure facilities in tandem with the development of new residential areas.
302	Graham Sullivan	<p>MTO3.10</p> <ul style="list-style-type: none"> - This submission objects to the option to provide a bridge connecting the Newtown Road and the Clane Road via Celbridge Abbey on the grounds that St. Raphael’s intends to develop a special needs school at this location.
303	Hazel Kavanagh	<p>Flood Risk – Chapter 9</p> <ul style="list-style-type: none"> - This submission objects to the extent of additional new residential areas planned on the Hazelhatch side of Celbridge on the grounds that the lands at this location are at risk of flooding. <p>MTO3.7</p> <ul style="list-style-type: none"> - This submission also objects to proposed road connections at Callenders Mill, Hazelhatch Park and Primrose Gate. - This submission seeks to have proposed new roads diverted around existing residential estates.
304	Helen Rice and Simon Corbett	<p>Education – Chapter 6</p> <ul style="list-style-type: none"> - This submission states that permanent sites for the existing temporary schools in Celbridge should be identified in the LAP. <p>MTO 3.7</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This submission states that the proposed roads objective which was previously proposed and rejected will give rise to a significant increase in traffic and compromise the safety and quality of life of the residents of the existing estates at Callenders Mill and Hazelhatch Park. <p>MTO 3.10</p> <ul style="list-style-type: none"> - This submission objects to the option to develop a vehicular bridge connecting the Newtown / Ardclough Road and the Clane Road via lands east of the Topaz service station on the Clane Road and the diversion of traffic across this bridge through the proposed Key Development Area at Simmonstown (KDA6), Callenders Mill and Hazelhatch Park.
305	Helena Curley	<p>Traffic Congestion</p> <ul style="list-style-type: none"> - This submission highlights traffic movement / congestion issues at regional and local levels and states that the current road network in and surrounding Celbridge is beyond capacity. <p>Bus and Train Public Transport</p> <ul style="list-style-type: none"> - This submission states that the bus services in and out of Celbridge are inadequate and that the train station at Hazelhatch will not address the issue associated with car dependency due to its remote location and the limited destinations that it serves. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission states that there is currently no capacity for further growth in Celbridge and seeks a reduction in the amount of residential zoned land proposed. <p>Cycle Link at Crodaun Forest Park – Route and private property – Chapter 8</p> <ul style="list-style-type: none"> - This submission notes that a cycle link is proposed through the Crodaun Forest Park estate to Castletown House. - This route passes through private property at 53 Crodaun Forest Park. - This submission seeks to have this route amended. <p>Flood Risk at 53 Crodaun Forest Park – Chapter 9</p> <ul style="list-style-type: none"> - This submission states that the flood risk assessment maps included in the draft LAP indicate the property at 53 Crodaun Forest Park within flood risk area B and within a zone requiring a flood risk assessment of development proposals. - This submission states this property is elevated such that it is unlikely to be affected by flooding and seeks to have the aforementioned designations removed. <p>Weston Airport – Noise</p> <ul style="list-style-type: none"> - This submission states that the air traffic from Weston Airport and the noise generated by same is not addressed in the draft LAP. - This submission seeks the preparation of an air traffic management plan for Weston Airport prior to the zoning of land under the airport’s flight path.
306	Humeera Ali Butt	<p>MTO3.10</p> <ul style="list-style-type: none"> - This submission objects to the option to provide a vehicular bridge crossing between the Newtown Road and the Clane Road via lands east of the Topaz service station on the grounds that it is the intended location of a new school.



Submission No.	Name	Summary of Issues Raised
307	Ingrid Murray	<p>KDA 5</p> <ul style="list-style-type: none"> - This submission states the objective for new residential development at Crodaun and east of the Maynooth Road is premature and will give rise to traffic congestion on the Maynooth Road. <p>KDA 5 Movement and Transport</p> <ul style="list-style-type: none"> - This submission proposes that a traffic management strategy be undertaken prior to the rezoning of lands at Crodaun. - This submission notes that there is a significant area of new residential zoned land at Crodaun to the west of the Maynooth Road. <p>KDA 5 Environmental Impact</p> <ul style="list-style-type: none"> - This submission states that the visual impact, noise and light pollution will detract from the natural landscape of this area. <p>KDA 5 Urban Design</p> <ul style="list-style-type: none"> - This submission also states that the building heights and densities permissible are not consistent with the established pattern of development in the area and the objective to develop a landscaped edge on the Maynooth Road.
308	Jane Beatty	<p>MTO1.7e</p> <ul style="list-style-type: none"> - This submission states that the proposed pedestrian link (MTO1.7e) to the Educate Together School should be via the football grounds and should comprise daytime access only (Sub. 308: Chapter 8). <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission notes that there is a demand for shorter access from Priory View to Church Road but draws attention to safety issues and suggests a gate opening similar to that at Oldtown mill. <p>Traffic Management Plan</p> <ul style="list-style-type: none"> - This submission highlights the need for a robust traffic management plan with respect to new residential areas given the existing traffic issues in Celbridge. <p>Education – Chapter 6</p> <ul style="list-style-type: none"> - This submission also highlights the requirement for primary school places as new housing developments are being delivered.
309	Jean Auden	<p>MTO3.9</p> <ul style="list-style-type: none"> - This submission objects to the proposed road connection to the Oldtown Mill estate as it will give rise to increased traffic and safety concerns.
310	Jill Barrett	<p>KDA 2</p> <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - This submission objects to the proposed town centre extension at Donaghcumper (KDA 2) on the grounds that it is incompatible with the preservation of the ecology, historic landscapes, views and prospects of the Liffey valley and will give rise to noise and light pollution. - This submission states that the proposed town centre extension is inconsistent with many of the policies and objectives of the draft LAP. <p>Flood Risk on KDA 2 Lands – Chapter 9</p> <ul style="list-style-type: none"> - This submission states that there are flooding issues in the Donaghcumper area that have not been reflected on the flood risk assessment maps



Submission No.	Name	Summary of Issues Raised
		<p>and that new development in the area would be at risk of flood damage.</p> <ul style="list-style-type: none">- In this regard, this submission proposes the omission of KDA2, the identification of new residential zoned lands elsewhere and the zoning of the lands at Donaghcumper as amenity / open space.
311	Jim MacNamara	<p>New Bridge Crossing – Chapter 8 Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- This submission seeks the provision of necessary infrastructure including a second bridge crossing in advance of future development.
312	Joe Bean	<p>LAP Boundary – inconsistencies</p> <ul style="list-style-type: none">- This submission highlights discrepancies between the draft LAP boundary (adjoining Moortown / Kilwoghan Bog) as indicated on the Map Ref. 12.1 and the remaining maps in the draft LAP. <p>MTO3.9 This submission objects to the proposed western link road on the following grounds:</p> <ul style="list-style-type: none">- The proposed link road passed through lands zoned for Open Space and Amenity uses;- The proposed link road will give rise to loss of amenity and privacy and generate noise and air pollution;- Local access to surrounding areas via the L5054 will be restricted;- The proposed road passes through lands prone to flooding;- Residential development would be better located on lands to the south of the Liffey as they are closer to the train station and do not require the same amount of road infrastructure;- Improved rail services are now being operated between Hazelhatch, Connolly, and Pearse Stations via the Phoenix Park tunnel.
313	Johanna Williams	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- This submission objects to the quantum of proposed new residential areas given existing deficiencies in public transport services and traffic congestion. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- This submission proposes that new transport services are provided in advance of future development. <p>Education – Chapter 6</p> <ul style="list-style-type: none">- This submission also states that there is a deficiency in school places in Celbridge.
314	John and Angela Moran	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- This submission states that there are inconsistencies in the population projections contained in the draft LAP and proposes that additional education and commercial zoned lands area identified in this regard. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- This submission states that a second bridge over the Liffey should be prioritised before any expansion of the town is allowed to occur.- This submission also states that proposed arterial routes should not be zoned residential.



Submission No.	Name	Summary of Issues Raised
		<p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- Sites intended for local parks / amenities should be zoned as such to ensure their delivery. <p>MTO1.7</p> <ul style="list-style-type: none">- This submission states that the proposed pedestrian and cycle links at The Glade and The Walk (MTO1.7) should be omitted as they will give rise to an increase in crime and reduced safety. <p>MTO3.9</p> <ul style="list-style-type: none">- This submission requests that the proposed road connection objective at Oldtown Mill should be maintained as it will provide for through traffic and security but should be subject to the following modifications:- Boundaries should be provided between green areas and roads- Cycle paths should be provided through the estate to further separate green areas from adjoining roads- Traffic calming measures should be undertaken to discourage the use of the road as a rat run- Signal controlled junctions should be provided at both ends of the arterial road- This submission requests that in the event that the objective for a road connection to Oldtown Mill is not included in the LAP, desire lines between new and existing areas should be avoided as they give rise to undesirable openings such as that at The Glade being made.
315	John Clarke	<p>Garda and Fire Services</p> <ul style="list-style-type: none">- This submission states there is currently a deficit in police and fire brigade services in Celbridge and a review of these services should be undertaken having regard to the existing and future population of the town. <p>Community Facilities – Chapter 6</p> <ul style="list-style-type: none">- Attention is also drawn to deficits in community facilities and detail is sought as to how the proposed population will be served. <p>Traffic Congestion</p> <ul style="list-style-type: none">- This submission states that the Celbridge West interchange is heavily congested at peak times and no new development should be permitted until such time as the proposed western link road and bridge crossings are constructed. <p>Water Pressure and Service – Chapter 9</p> <ul style="list-style-type: none">- This submission highlights existing water pressure issues in the area and states that no additional water connections should be made until such time as a review and required works are undertaken.
316	Dr. John Smith	<p>KDA 2</p> <p>Town Centre Extension</p> <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- This submission states that the proposed town centre extension at Donaghcumper (KDA 2) is inconsistent with the objective of the plan to protect and enhance built and natural heritage and green infrastructure assets.- This submission seeks the omission of Key Development Area 2 on the following grounds:



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		<ul style="list-style-type: none"> - The proposed town centre extension will undermine the viability of the historic town centre - A modern development at Donaghcumper will detract from the character of Kildrough House, a structure identified as being of regional importance in the National Inventory of Architectural Heritage - The Dublin Road is already heavily trafficked as a result of the Shopping Centre and new housing developments accessed from same <p>Amenity / Open Space Zoning</p> <ul style="list-style-type: none"> - This submission seeks to have the Donaghcumper demesne rezoned amenity / open space for the benefit of the wider community and the residential area currently proposed in the draft LAP relocated elsewhere.
317	June Stuart	<p>KDA 2</p> <p>Town Centre Extension</p> <ul style="list-style-type: none"> - This submission objects to the proposed town centre extension at Donaghcumper on the following grounds: - The development of these lands is inconsistent with the built and natural heritage objectives of the draft LAP - The largely intact condition of the demesnes of Castletown House, Donaghcumper and St. Wolstan’s presents an opportunity to deliver the aim of the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 to deliver a regional park.
318	Karin Duffy	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission objects to the level of population growth provided for in the draft LAP on the following grounds: - Up to date population figures have not been provided and should be determined in order to assess the impact of growth on existing infrastructure. - The scale and timeline for the projected population growth is inappropriate. - The core strategy projections are inaccurate. - The majority of residential development has been focussed on the west side of the town where existing schools, an industrial estate and access to the motorway generate a significant amount of traffic. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Two schools are currently in temporary accommodation. - Existing community services such as policing, fire and ambulance services are inadequate. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The existing road network is inadequate. - The draft plan does not identify how deficiencies in road infrastructure will be addressed. - The limitations of the existing vehicular bridge crossing the Liffey are not addressed. <p>Infrastructure – Chapter 8 & 9</p> <ul style="list-style-type: none"> - Development should only occur when the necessary road, water, power, sewage and public transport infrastructure has been put in place. <p>Built and Natural Heritage – Chapter 10</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - The proposed density of development will negatively impact upon existing infrastructure and the built and natural heritage of the town. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - This submission also states that green infrastructure must be protected and augmented in proportion with future residential and industrial development in the town.
319	Kathleen Scott	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the quantum of new housing provided for in the draft LAP. - This submission states that a broader nation plan for housing is required to provide low cost housing for single and two person households. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - This submission also states that there are inadequate local amenities and services to cater for the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission notes that the existing road network is at capacity and that despite improvements, public transport services remain inadequate. <p>Green Infrastructure – Chapter 10</p> <ul style="list-style-type: none"> - That the plan will give rise to a reduction in green space and detract from the Castletown Estate.
320	Kathy McLaughlin	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission objects to the quantum of housing provided for in the draft LAP on the grounds that the existing road network is at capacity and public transport services are inadequate. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - This submission also states that existing community services and facilities in Celbridge including health care services and play grounds are inadequate. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - This submission objects to the building of duplex houses in the proposed new residential area at Oldtown on the grounds that they are not consistent with the established pattern of development in the area. <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission is opposed to the proposed road connection to the Oldtown Mill estate as it will give rise to a significant increase in through traffic and will compromise the safety of residents. - Cul-de-sac layouts are sought on the basis that they reduce traffic and provide for safe living and playing environments.
321	Katrina Dillon	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission objects to the quantum of residential development proposed in the draft LAP. <p>Traffic Congestion</p> <ul style="list-style-type: none"> - On the grounds that the town suffers from heavy traffic congestion.
322	Ken Byrne	<p>Traffic Congestion</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- This submission seeks to have traffic issues in the town addressed as a matter of priority. MTO1.7 <ul style="list-style-type: none">- This submission also objects to the proposed pedestrian connection at Priory Grove / View and Church Road on the grounds that it would give rise to theft and anti social behaviour.
323	Ken Curley	Core Strategy – Chapter 4 <ul style="list-style-type: none">- This submission states that the quantum of housing provided for will negatively impact the amenity of the town and seeks to have the quantity of housing proposed reduced. Movement and Transport – Chapter 8 Traffic Congestion <ul style="list-style-type: none">- This submission states that the draft LAP makes no provision to address traffic congestion in Celbridge or to provide a second bridge crossing the river Liffey.- This submission also notes a deficit in bus services and states that the Hazelhatch train station is removed from the town and serves Dublin City only.- This submission states that regional traffic issues need to be addressed before future development is delivered.- This submission notes that a cycle route is proposed through the Crodaun Forest Park and the Castletown Estate. This route traverses a property at 53 Crodaun Park.- This submission seeks to have this route amended accordingly. Weston Airport <ul style="list-style-type: none">- This submission states that no reference has been made in the draft LAP to the air traffic associated with Weston airport and highlights the need for an air traffic plan. Built and Natural Heritage – Chapter 10 <ul style="list-style-type: none">- This submission states that the rural character of the approaches to the town should be protected from development. Flood Risk – Chapter 9 <ul style="list-style-type: none">- This submission also seeks to have the flood risk maps updated to exclude 53 Crodaun Forest Park from the flood risk areas identified as this property is elevated and is therefore unlikely to flood in the future.
324	Kevin and Noeleen Denner	Lands at Kilwogan Lane MTO3.9 <ul style="list-style-type: none">- This submission relates to a dwelling house and associated lands located at Kilwogan Lane, to the north west of Celbridge.- The aforementioned lands are currently used for rearing horses.- The lands are zoned existing residential / infill and agricultural use in the draft LAP. An objective to provide a western link road traverses the lands.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This submission objects to the alignment of the proposed western link road on the following grounds: - The proposed road traverses lands located within a flood risk zone and if constructed may give rise to the flooding of existing dwellings adjoining this area. - The mechanism for financing the construction of the proposed link road is unclear as it traverses agriculture zoned lands. - The proposed link road would devalue the Denner’s property / lands. - A traffic survey was not undertaken prior to the identification of the proposed roads objective. - The proposed link route should be designed to link with potential future development areas as well as identified new residential areas. - The proposed link road facilitates development in part (KDA 4) and functions as a bypass elsewhere. - This submission seeks to have the proposed western link road realigned in order to facilitate the continued use of the Denner lands for keeping horses and to protect the amenity of their dwelling. - The proposed realignment would also provide for the longer term development of lands at Kilwogan if required.
325	Kevin O’Connor	<p>Land Use Zoning Objective for lands north of General Paints Ltd. (c. 1.3 acres)</p> <ul style="list-style-type: none"> - This submission seeks to have lands located to the north of General Paints Ltd. (located in the former Celbridge workhouse) and to the rear of the Celbridge Primary Care Centre zoned either R – Commercial and Tourism or N – Neighbourhood Centre. - These lands are currently zoned E – Community and Educational.
326	Pat Purcell for Kildrough Developments Ltd.	<p>Land use zoning objective for building at M4 Business Park</p> <ul style="list-style-type: none"> - This submission relates to a corner building (Building A) located at the junction of the Maynooth Road (R405) and the Leixlip Road (R449). - This building forms parts of the M4 Business Park. - This submission states that this building has largely remained unoccupied since its construction in 2007 despite much interest from potential commercial tenants. - This submission states that the current Light Industry and Warehousing land use zoning objective for this building is not consistent with its form. - This submission seeks to have the present H – Light Industry and Warehousing land use objective changed to land use zoning objective R – Commercial and Tourism in order to facilitate the occupation of this building and the generation of employment.
327	Laura Hoey	<p>MT01.7</p> <ul style="list-style-type: none"> - This submission objects to MT01.7b and MT01.7c for ‘Improved Pedestrian Permeability’ from the Walk in Oldtown Mill to the Aghards Road. - The submission outlines details of a dispute between the developer and house owners regarding the opening of an unauthorised entrance at the locations identified under MT01.7b and MT01.7c from The Walk, Oldtown Mill to the Aghards Road, which was eventually closed. - The submission outlines issues regarding anti-social behaviour, car and house theft, traffic safety and car parking issues when the pedestrian link was opened.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- The submission strongly objects to the proposed pedestrian permeability improvements.- The submission goes into significant details regarding incidents which have occurred on the 'green areas' when the unauthorised openings were formed.
328	Laura Keane	Proposed bridge connection via Celbridge Abbey lands MTO3.10 <ul style="list-style-type: none">- This submission seeks to have the proposed bridge crossing via the Celbridge Abbey lands relocated as this site is the intended location for St. Raphael's new school.
329	Laura Murtagh	Proposed new residential areas on Hazelhatch Road Movement and Transport – Chapter 8 <ul style="list-style-type: none">- This submission raises concern regarding the development of new residential areas on the Hazelhatch Road due to the existing levels of traffic congestion on this road.
330	Lee Devine	Quantum of housing provided for and transport infrastructure Core Strategy – Chapter 4 <p>This submission objects to the quantum of new housing provided for in the draft LAP.</p> Education – Chapter 6 <ul style="list-style-type: none">- Existing schools in Celbridge are full.- Two schools are currently located in prefabricated buildings. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- A new river crossing has yet to be provided.- The existing road network is heavily congested.- This submission also objects to the development buildings on Oakley Park and Church Road until such time as the traffic flows at the bridge crossing have been addressed.- This submission objects to the objective for a new road connecting the Ardclough Road to the Hazelhatch Road through existing residential areas. A ring road and new bridge crossing are sought prior to new residential areas being developed.- A number of specific traffic / roads related objectives are suggested:- Provision of bus lanes on the Lucan (Dublin) and Hazelhatch Roads to facilitate public transport.- Relocate and replace walls on Ardclough and Lucan Road to facilitate bus lanes, wider carriageways and footpaths.- Provision of roundabouts at junction of Lucan Road and Loughlinstown Road and Shakelton Road and Aghards Road.- Replace traffic lights at Celbridge Inn public house with roundabout.- Provision of additional car parking within the town centre and inside Castletown gates. Infrastructure and Community Facilities – Chapter 6 and 9



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This submission requests that all necessary infrastructure including water, waste water, power, broadband, schools, crèches, public buses, improved connections to the train station, additional green areas and playing fields be provided in advance of development. <p>KDA 2 Town Centre Extension Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - This submission seeks to have Donaghcumper developed as a public park with a footbridge connection to the town centre.
331	Lesley Kennedy	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to MTO1.7 for ‘Improved Pedestrian Permeability’ at Prior Grove in St Raphael’s Manor to Church Road. - The submission outlines current issues regarding anti-social behaviour, increase risk to children who recreate in these areas and property damage and any proposals for permanent openings will exaggerate the problem.
332	Lesley Thomson	<p>Movement and Transport – Chapter 8 MTO 3.10</p> <ul style="list-style-type: none"> - This submission welcomes proposals for a new road bridge across the Liffey from the Clane Road to Simmonstown and states that the junction at the existing road bridge across the river is badly congested and dangerous for pedestrians. - The submission also states lorries and HGVs should be banned from using Celbridge as a short cut from Barberstown to the M4.
333	Lida McCabe	<p>Submission No. 333 Name: Main Issue: ACA Movement & Transport Infrastructure Core Strategy Allocation Housing & Community Phasing & Implementation</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the scale of development proposed for Celbridge i.e. to accommodate 10% of the growth for the County and raises concerns regarding the lack of essential infrastructure and services to accommodate same. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that Celbridge is entirely geared towards the private car. - The town needs move pedestrian crossings particularly on the Shinkeen Road connecting Primrose Gate and St Wolstans and another on the Hazel Hatch Road. - The submission also states that there is also a requirement for additional cycle lanes in the town and school children and their parents should be



Submission No.	Name	Summary of Issues Raised
		<p>encouraged to walk and cycle to school.</p> <ul style="list-style-type: none"> - The submission suggests that the Council seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. - The submission also states that the town needs a second river crossing, and same should be prioritised before additional residential units are developed. - The submission states that the Council should take a key role in encouraging the use of Hazelhatch Train Station, and notes that feeder bus services are poorly advertised and steps should be taken to urge Irish Rail to remove car parking charges for commuters holding tax saver tickets. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission states that the Leixlip Waste Water Treatment Plant is overloaded and planned upgrades must be carried out in advance of new development. - The submission raises concerns regarding flood risk in the town and states that there can be no development on flood plains. <p>Architectural Conservation Area – Chapter 10</p> <ul style="list-style-type: none"> - This submission states that the Council should accelerate proposals for the designation of the ACA. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission also states that the 10% social housing provision should be spread throughout developments and not clustered. - The submission also states that development should be high density not necessarily high rise. <p>Phasing – Chapter 13</p> <ul style="list-style-type: none"> - The submission states that development must take place on a phased basis.
334	Lidl Ireland GmbH	<p>Zoning Request</p> <ul style="list-style-type: none"> - This submission from Lidl Ireland GmbH welcomes the designation of their store on the Maynooth Road as Neighbourhood Centre - Notes the positive contribution of the Primary Health Centre on the lands adjoining the Lidl Store. - The submission requests that the green field lands to the south of the store and rear of the Primary Care Centre be included in this zoning in order to provide opportunities for evolutionary renewal of the neighbourhood centre. - The submission also suggests (although stating that they have no commercial interest in the property) that it would be appropriate, given the complementary nature of the uses that the Primary Care Centre site be included in the Neighbourhood Centre zoning, with appropriate amendments to the zoning objective and matrix.
335	Linda, Eugene, Eoghan Jackson Ryan & Stephanie &	<p>Movement and Transport – Chapter 8 MTO3.10</p> <ul style="list-style-type: none"> - This submission is written on behalf of the residents of No. 3 River view, Abbey Farm - Objects to the proposal for an additional bridge crossing from the Clane Road providing vehicular access directly adjoining the River View estate.



Submission No.	Name	Summary of Issues Raised
	Heather Tizard	<ul style="list-style-type: none"> - The submission states that the proposal will result in a loss of privacy, noise pollution, safety of children, loss of green area and the health impacts of a road in close proximity to homes. - The submission states that there are other possible routes which should be considered, through areas which are not as densely populated as Abbey Farm.
336	Lisa Palmer	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission also states that Celbridge cannot cope with the population that currently existing and to add to this would only further burden the community. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - This submission states that the plan does not represent ‘objectives for the enhancement of the historic integrity of Celbridge and will destroy the unique character of the town.
337	Lorcan Shelley	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that the roads infrastructure throughout the town currently cannot cope at peak times and any additional traffic would make it chaotic for the town and the M4/N4. <p>New Pedestrian / Cycle Objective</p> <ul style="list-style-type: none"> - This submission states the proposal for a walkway/cycleway from Ballygoran through the existing estates at Crodaun and through to the gates of Castletown House will result in antisocial behaviour. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission also states that planning such high densities will result in a repeat of problems experienced in Dublin in the 70s and 80s. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none"> - The submission states that efforts should be made to develop businesses and industry in Celbridge so it does not become a commuter town. <p>Community and Housing – Chapter 6</p> <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - Infrastructure such as parks, playgrounds, leisure centres, youth services and community facilities should be delivered prior to any new housing development.
338	Lorna Collins	<p>Movement & Transport- Chapter 8</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission objects to proposals for the new bridge crossing on the lands which have been earmarked for a new school for St Raphael’s on the Clane Road. - Such proposals would impact on the well being of children attending the proposed school, and issues such as noise and congestion area source of added stress for parents and children.
339	Lorna Green	KDA 5



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none">- This submission objects to proposals in the plan for an additional 450 houses at Crodaun Forest Park.- There is inadequate infrastructure for any additional housing.- The submission states that traffic currently using the Maynooth Road to and from the M4 is very heavy at peak times and more housing will only add to this.- The submission also states that the lands regularly experience flooding. (Sub 339, Ch 4/9)- The submission also states that the lands identified for additional housing are a haven for wildlife. (Sub 339, Ch 11) <p>KDA 2</p> <ul style="list-style-type: none">- The submission suggests that any additional housing should be provided on the south of the river, at Donaghcumper. <p>Community and Housing – Chapter 6</p> <ul style="list-style-type: none">- The submission states that there are issues regarding the capacity of existing schools in Celbridge and queries how the existing school will accommodate the additional demand generated by the proposed housing.- The submission also states that there is a lack of facilities within the town such as cinema and leisure centres and that the town only has 2 playgrounds, in comparison to a town like Dundalk, that has a similar population. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The submission also states that the town desperately needs a second bridge crossing and states that same should be at a location which does not detract from the historic town.
340	Lorraine O’Leary	<p>KDA 4</p> <p>Natural Heritage</p> <ul style="list-style-type: none">- This submission raises concerns regarding the future of the 30+ mature trees at the woodlands at Ballygoran which form part of the lands in KDA 4 Oldtown.- The submission states that these trees should be protected in the LAP to provide a wildlife corridor. <p>Traffic Congestion</p> <ul style="list-style-type: none">- The submission also raises concerns regarding the provision of an additional 1400 houses in the Oldtown area of the town and states that there are currently major traffic and congestion issues at peak times and additional traffic at this location will increase this congestion. <p>Water Pressure and Supply</p> <ul style="list-style-type: none">- The submission raises issues regarding water supply and water pressure in the Ballygoran area of the town and states that additional housing in this area of the town will have a negative effect on the current system. <p>Hazelhatch</p> <ul style="list-style-type: none">- The submission states that the number of houses proposed in KDA 4 should be reduced.- The proposals relocated to lands on the south of the river which has direct access to the rail network and access to Dublin.
341	Louise Condell	<p>Movement and Transport – Chapter 8</p>



Submission No.	Name	Summary of Issues Raised
		<p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the likelihood of the development of further housing prior to the development of infrastructure, and resultant increase in traffic through existing housing areas.
342	Lucy Monaghan	<p>Community – Chapter 6</p> <ul style="list-style-type: none"> - This submission states that there are inadequate places for people to congregate in Celbridge. - no centre, no place to put on a play except a pub, no theatre, meeting or exhibition space. - It is far behind comparable towns such as Dundalk. - Celbridge is lacking in facilities for teenagers which will lead to anti social behaviour. - There are inadequate developments for elderly people, those that exist are remove from the village and not served by public transport. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none"> - There has been little economic development in Celbridge other than supermarkets, pharmacies and pubs. <p>Traffic Congestion – Chapter 8</p> <ul style="list-style-type: none"> - Traffic is congested in the Crodaun Forest Park area and another 450 houses are now proposed; it is not clear what traffic management plans are in place. Pedestrian safety resulting from driver frustration/impatience is an issue. <p>MTO3.10</p> <ul style="list-style-type: none"> - The grounds at the Abbey are very important but a bridge is now proposed to be built across it. - Also St Raphael’s SNS is at planning stage for part of this land. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Castletown Demesne is wonderful but only accessible by car for much of the population. - All of Donaghcumper Estate should be parkland; the whole Liffey valley should be part of our natural heritage.
343	Maedhbh Ni Domhnaill	<p>Movement and Transport – Chapter 8</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to the proposed permeability improvements between Priory View/Grove and Church Road under objective MTO1.7. - Residents have sought to erect a fence in this area due to anti-social behaviour, damage to the green space, litter, and risk to the safety of young children who could stray onto the road. - It would also bring extra traffic to the area which is already congested during school pick up/drop off times. - Traffic problems exiting the village due to the narrow bridge and right hand turning movements onto the Hazlehatch and Ardclough Road should be addressed. - Traffic bottleneck at the Mill in the evening should be addressed.
344	Mairead Byrne, Celbridge	<p>Mill Community Centre</p> <ul style="list-style-type: none"> - This submission states re. Section 6.4 that the Mill Community Centre is in the ownership of Celbridge Community Centre Company Limited.



Submission No.	Name	Summary of Issues Raised
	Community Centre CLG	<ul style="list-style-type: none"> - Celbridge Community Council Limited does not exist. <p>MTO3.10</p> <ul style="list-style-type: none"> - Objective MTO3.10, the new vehicular river crossing between the Clane Road and Newtown Road, linking St. Raphael’s with Callenders Mill would create serious traffic congestion. - It is too close to the existing Liffey Bridge and would be detrimental to the Celbridge Abbey Amenities. <p>MTO3.11</p> <ul style="list-style-type: none"> - Regarding MTO3.11 the proposed location for a new road and bridge over the Liffey should be seriously considered and should exit onto the Hazelhatch Road past Hazelhatch Park housing estate. <p>Architectural Conservation Area</p> <ul style="list-style-type: none"> - The proposal to initiate the process of designating ACA in Celbridge is welcomed. <p>BH3</p> <ul style="list-style-type: none"> - Proposed Action under Policy BH3 to work with and assist owners of buildings within the proposed ACAs is welcomed.
345	Margaret Finan	<p>Flood Risk Management</p> <ul style="list-style-type: none"> - Building houses on existing flood plain/alleviation works along the Shackletown Road will result in devastating flooding in Oakley Park/Oldtown Road/Vanessa Close such as that of 2008. - Extra surface/storm waters entering already overloaded systems would be a cause for concern.
346	Margaret Mannion	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission opposes the plans for 3000+ houses in Celbridge given no proper plans for road, water, wastewater or public transport infrastructure. <p>Traffic Congestion</p> <ul style="list-style-type: none"> - There are already major traffic problems at peak times and on entry/exit from Crodaun Forest Park.
347	Marjorie MacNamara	<p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission opposes the new development without proper infrastructure being in place first. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - A second bridge and full and accessible orbital route should be provided before any more houses are built.
348	Mark Byrne	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission states that the proposed increase in housing stock and expected net population growth infers a reduction in per unit density from 2.8 persons per unit to 2.2 persons by unit by 2023 (21% reduction). - This suggests that the growth allocation in the plan would be a significant oversupply of housing stock in excess of expected population growth, even considering the impact of births/deaths on net population data and vacant units in housing stock.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - It is submitted that the overall requirements for housing stock should be significantly reduced given the anomalies in the draft Plan. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - Traffic volumes in the town at peak times are an issue and an urgent traffic management solution is required in advance of the addition of 3250 housing units. - The pinch point of the existing vehicular bridge on Main Street needs to be urgently addressed as a pre-requisite to any further housing development under the Plan. - The wording in the plan of “possible construction of two new bridges” fails to emphasise the need to prioritise a long term solution to traffic congestion. - The submission states that MTO3.12a, MTO3.13 and MTO 3.14 should be amended to specifically address traffic congestion and pedestrian safety risk on the Maynooth Road, which have intensified since the provision of traffic lights at the Aghards Road/Maynooth Road and the development of Lidl, Primary Care Centre and housing developments.
349	Martin Duffy	<p>Introduction - Chapter 1</p> <ul style="list-style-type: none"> - The Plan should include up to date figures from the 2016 Census rather than an estimate. <p>Celbridge In Context – Chapter 2</p> <ul style="list-style-type: none"> - The reference to “capacity of high quality public transport connections and the capacity of social infrastructure” in Chapter 2 does not take into account long standing problems of traffic congestion in the town. - Platitudes in the document are no substitute for proper planning and provision of basic infrastructure. <p>Vision for Celbridge – Chapter 3</p> <ul style="list-style-type: none"> - The vision statement and strategic objectives are fundamentally at odds with the existing challenges already faced by Celbridge residents and completely miss the requirement to fix existing problems for residents before proposing further expansion based on existing weak infrastructure, particularly access to and from the town centre. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - It is stated that Section 4.1 appears completely implausible; it suggests that an additional 3,250 housing units will contribute a mere 2,000 additional residents to the town. - The submission states that the figure of 22, 801 is either a misprint or misleading as it does not make any sense. - Table 4.1 does not refer to the units applicable in the second and fourth columns. - Table 4.1 suggests a change in housing density from the traditional level of 6-8 per acre to almost double this level. - It has not been explained how this will be achieved without significant undermining/destruction of the existing weak infrastructure and aesthetic of the town. - Section 4.4 states that the “absence of vehicular and pedestrian cycle crossings of the River Liffey, and of a western link to the north of Celbridge are also serious constrains to future development but does not address how these deficiencies will be remedied, which is unsustainable.



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		<p>Urban Centres and Retailing - Chapter 5</p> <ul style="list-style-type: none">- Chapter 5 does not reflect the reality of existing arrangements or impact proposed developments would have in the future. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none">- Facilities such as fire service, Gardai, ambulance service are not adequate when compared to towns of comparable size. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- Transport infrastructure is a key element of the economic infrastructure that supports the town’s activity.- The LAP if implemented will amount to economic strangulation of Celbridge if changes are not made to the underlying road rail and bus access that is needed to sustain the existing and proposed population.- As an increasingly popular tourist destination problems will only be exacerbated if infrastructure is not in place before development.- The existing rail access is positioned on the side of Celbridge that has least development provision in the town.- Further development of any part of Celbridge should only take place after appropriate work has been carried out to deal with traffic congestion and ensure all infrastructure is already in place before expansion.- There is no provision for overcoming the limitations caused by the effectively single lane bridge in the centre of the town giving access to the rail station.- The LAP provides for a ‘road to nowhere’ to the west of the town, terminating at an existing school to the south end of the road, that will bring traffic to an already congestion motorway intersection at the north end.- The LAP does not acknowledge that the absence of sustainable transport options is already a problem in Celbridge. The aspirations of the plan are admirable but there is little detail as to how they will be achieved.- The development of any aspects of the plan that could result in any increase in population should be conditional on all aspects of movement and transport being fully implemented.- The west side of Celbridge targeted for the highest level of growth has existing transport problems due to presence of large schools, industrial complex and M4 access.- Further development in this area combined with more housing to the south and associated feeder road will only add to traffic problems. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- The expansion of the town from 20,000 to 30,000 residents over the life of the LAP is not sustainable due to deficiencies in infrastructure, which there is no substantive plan to address, so there should be no expansion of the population.- No housing development should take place until all infrastructure issues, along with flood prevention, have been addressed.- Adequate infrastructure must be in place before any population growth or additional housing. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- The development of housing without necessary infrastructure in place first will completely negate the built heritage and natural heritage in Celbridge.



Submission No.	Name	Summary of Issues Raised
		<p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - Green infrastructure and strategic open spaces must be protect to the maximum extent possible and expanded in proportion to any residential or industrial developments around Celbridge.
350	Mary Cleary	<p>Chapter 1</p> <ul style="list-style-type: none"> - This submission welcomes the Plan. <p>Housing and Community – Chapter 6</p> <p>Swimming Pool</p> <ul style="list-style-type: none"> - The submission questions whether there is a plan for a public swimming pool in Celbridge for which there is a need. <p>Education</p> <ul style="list-style-type: none"> - This submission questions what the timeframe for the build of new schools is and states that ample parking and traffic planning needs to be taken into account at the new school. <p>Movement and Transport – Chapter 8</p> <p>Road Safety</p> <ul style="list-style-type: none"> - Road safety for children and rat runs need to be taken into account especially in Primrose Gate.
351	Mary Coughlan	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission refers to proposed pedestrian links at The Walk, Oldtown Mill and the Oldtown Mill development. - This submission does not indicate whether it is in favour or opposed to the proposed links.
352	Mary Flaherty & Donal Mac Nabb	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to the proposed pedestrian links at Priory Grove / View and Church Road (MTO1.7) on the grounds that it will compromise the safety of children on the estate. - This submission notes that an unofficial point of access from Church Road was recently closed by Kildare County Council at the request of residents. - Proposals to provide a new pedestrian connection are contrary to the Council’s previous efforts to address anti-social behaviour on the estate.
353	Mary Mahon	<p>Housing and Community – Chapter 6</p> <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission highlights deficiencies in infrastructure such as roads, public transport, water supply, waste water treatment and community amenities in Celbridge. <p>Garda Resources</p> <ul style="list-style-type: none"> - This submission seeks the provision of a 24 hour Garda station. <p>Movement and Transport – Chapter 8</p> <p>Traffic Congestion</p>



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This submission also highlights that N4 is heavily congested with traffic - The north side of Celbridge will be further congested as a result of the draft LAP.
354	Maureen Rutledge	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission states that the additional traffic generated by the proposed increase in population will make it extremely difficult for vehicles exiting existing housing estates on the Maynooth Road. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission states that infrastructure needs to be put in place in advance of housing developments being constructed given the extent of the population increase provided for in the draft LAP. - This submission states that a train connection to either Hazelhatch or Maynooth should be considered to facilitate the proposed population increase and notes that 60% of all development provided for in the draft LAP is on the Maynooth side of the River Liffey.
355	Michael Bane	<p>MTO3.10</p> <ul style="list-style-type: none"> - This submission objects to the option to provide a vehicular bridge crossing the River Liffey to the east of the Abbey Farm estate. - This submission states that a bridge crossing at this location would give rise to noise and air pollution, have a negative visual impact on the area, cause traffic disruption during and after the construction phase, and negatively impact the value of properties in the Abbey Farm estate. - This submission recommends that alternative locations for a vehicular bridge crossing are reviewed.
356	Michael Donovan	<p>This submission highlights the following issues:</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> ▪ Lands to the south of the town are more suitable for residential development as they benefit from good access to Dublin, the N7 and Hazelhatch train station and existing infrastructure <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> ▪ Existing primary and secondary level education facilities are already under significant pressure and will be put under further pressure as the school going population grows. ▪ A local swimming pool / leisure centre is required and should be an objective of the LAP. ▪ The existing community centre is not fit for purpose. ▪ New housing in the Oldtown / Ballygoran area should not exceed two storeys as taller buildings would overlook and overshadow existing buildings. ▪ Community services including a fire station, hospital and ambulance service, full time garda station, improved library service and adequate local play facilities are required. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The existing bridge crossing gives rise to significant traffic congestion which should be addressed before new development commences. - Options for road access to the proposed residential area south of the Ballygoran estate are inadequate / unsuitable for both construction and



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		<p>normal traffic.</p> <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The low water pressure at Ballygoran Court will be exacerbated by new development in the area. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Development proposals should address security issues arising from access to homes in Ballygoran at the design stage. <p>KDA 4</p> <ul style="list-style-type: none"> - Courtyard housing typologies as provided for in KDA 4 are not in keeping with the established pattern of development in the area. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - There is insufficient infrastructure in place to enable the development of the lands to the south of the Ballygoran estate as part Phase 1 development in Oldtown.
357	John Spain of behalf of Michael Madden and Michael Coyle, Statutory receivers of Maplewood Developments, and Barina Construction Limited	<p>Phasing of the Ballyoulster Key Development Area (KDA 3)</p> <ul style="list-style-type: none"> - This submission relates to lands at Ballyoulster which have been identified as a key development area (KDA 3) in the draft LAP. - This submission welcomes the proposed land use objectives for new residential and community and educational uses. - The following issues are highlighted: - The phased development of KDA 3 is contingent upon the provisions of a pedestrian and cycle-bridge over the River Liffey on third party lands. - The lands which form KDA 3 are proximate to the town centre and will not benefit significantly from the provision of the proposed bridge in this regard. - This phasing requirement could give rise to an unduly delay in the provision of housing on these lands. - The requirement for pro-rata childcare provision at a rate of 0.13 childcare spaces per dwelling is inconsistent with ministerial guidelines and is potentially more onerous. - This submission states that the landowners will co-operate in the delivery of the roads objectives on lands under their control as part of future design proposals for the lands. <p>The following changes to the draft LAP are sought:</p> <ul style="list-style-type: none"> - Omission of the phasing requirement for ‘a new pedestrian and cycle link from Celbridge Main Street to the Dublin Road including a pedestrian and cycle bridge crossing of the River Liffey in KDA 2 to be completed prior to the commencement of development of dwelling units 350+ in KDA 3’. - Omission of the phasing requirement for ‘pro-rata provision for dwellings 1-100 to be completed prior to the commencement of dwelling no. 101 in KDA 3. Pro-rata provision for remainder to be completed prior to the completion of development in KDA 3’. - Enlargement of the Primary and Post Primary school site as shown on <i>Figure 12.2 Design Concept for KDA</i> to include lands to the south east of Donaghcumper cemetery reserved for cemetery expansion on the grounds that other lands for the expansion of the cemetery existing to south and south west and to ensure sufficient lands are reserved for the proposed schools.



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		<ul style="list-style-type: none"> - The lands to the east of KDA 3 shown in green in Figure 12.2 are shown in yellow in accordance with the land use zoning map. - Figure 12.2 should be described as <i>Indicative</i> Design Concept. - This submission states that the open spaces as indicated on Figure 12.2 would exceed the development plan standards of 15% of the overall site area and that the LAP should specifically refer back to the land use zoning map in respect of the extent of lands where residential development is considered appropriate. - It is proposed that Section 12.2.4 is amended to include a statement that the quantum of open space to be delivered on the KDA 3 lands is required to be provided in accordance with Development Plan Standards to include a local park.
358	Michael Nugent	<p>Traffic Congestion</p> <ul style="list-style-type: none"> - This submission highlights traffic congestion problems in Celbridge and on the Celbridge / Maynooth Road and the Shackleton Road at peak times in particular. This submission states that further housing will exacerbate this situation.
359	Miriam Breslin	<p>Core Strategy – Chapter 4 Community and Housing – Chapter 6 Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission states that the draft LAP does not address issues of urban sprawl, traffic congestion, and the lack of facilities in Celbridge and that the quantum of housing provided for should be reviewed. <p>Public Consultation</p> <ul style="list-style-type: none"> - This submission also states that there has been a lack of public consultation with existing residents in the town.
360	Jane Galligan	<p>Core Strategy – Chapter 4 KDA 4 Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission objects to additional houses being built in the Oldtown Mill estate on the grounds that it has significant traffic problems. - This submission seeks to have access to new development at the Oldtown Key Development Area (KDA 4) restricted to an entrance off the Oldtown Road. - This submission seeks to have major infrastructure including a second vehicular bridge crossing delivered in advance of new development. - This submission also seeks to have the feasibility of a feeder bus to Leixlip train station assessed and would welcome the provision of a pedestrian bridge from the Castletown entrance gate over the River Liffey and linking to the Dublin Road subject to a safe crossing point being provided. <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission welcomes the objective to deliver a western link road but seeks to have the Kilwogan Bog protected (Sub. 360: Chapter 8). <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to the provision of walkways / pedestrian links in existing estates (Sub. 360: Chapter 8).



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		<p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - This submission seeks to have access to the River Liffey improved through the provision of a walkway similar to that planned for Lucan. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - This submission seeks to have development restricted to two storeys and to have views from Castletown protected from high-rise development.
361	Neil Mercer	<p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission highlights concerns regarding the proposals for a new bridge and roads infrastructure for the town and states that same should be completed in advance of new housing. <p>MTO3.9</p> <ul style="list-style-type: none"> - The submission raises concerns regarding proposals for the access from the Western Link Road as it will cause further congestion. (Sub 361 Ch 8) <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission also opposes proposals for Improved Pedestrian Permeability through the Glade/Walk in Oldtown Mill to the Aghards Road and states that same will affect security and lead to anti-social behaviour. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission raises concerns in relation to proposals for 3 storey high density housing within the plan and states that same would not be in keeping with the current housing in Oldtown and surrounding areas.
362	Nellie Tattersal	<p>Permeability, Cycling</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission favours permeability for pedestrians and cyclists where it facilitates shorter distances to public transport and schools. - It also takes cars off the roads. - Cycle lanes should be planned and designed in consultation with cyclists. - A number of existing cycles lanes in Celbridge do not function well. - Copenhagen and Amsterdam are suggested as good examples, where they have huge numbers of cyclists despite their weather.
363	Noel Feehan	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to the proposed opening of a walkway/cycle way from Priory View/Grove to Church Road for the following reasons: anti-social behaviour; vandalism; drug dealing; vulnerability of children playing on the green; facilitating ‘quick getaways’ for burglars; proposed location on a bend might prove dangerous. - There is an existing opening nearby at Scoil na Mainistreach which accommodates primary school goers. - A change like this in an established estate should require a thorough consultation process with residents.
364	Noel Vennard	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to the proposed opening in Priory Grove/View and Church Road for the following reasons: drug dealing; increase in footfall from teenagers which generates noise at nighttime; it would be very unsafe for children as it leads directly onto a busy road with no



Submission No.	Name	Summary of Issues Raised
		<p>footpath; and impact on the safety of children playing on the green.</p> <ul style="list-style-type: none">- There is already an opening at Scoil Na Mainstreach nearby.
365	Nora Flynn	<p>MTO3.10</p> <ul style="list-style-type: none">- This submission objects to the construction of a bridge crossing the River Liffey at Abbey Farm for the following reason:- the bridge would be out of character with the area due to its scale, bulk & height;- it would seriously injure the amenities of the area and properties in the vicinity;- it would be contrary to the proper planning and sustainable development of the area;- it would be contrary to policy to protect open spaces;- it would contravene a condition attached to previous planning permissions (277/89 and 327/90) which require this area to be kept free of any development and retention of the area as public open space;- and it would contravene the 1985 Celbridge Development Plan and the 1998 Celbridge Draft Development Plan. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The proposed new relief road from the Shackleton Road to Crodaun would further increase traffic on this already congested route.- It is suggested that the proposed bridge should be out of the village creating a proper ring road and reduce traffic in the village.
366	O'Connor Family	<p>Zoning Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- This submission requests that the LAP boundary be extended to include 9.72 ha of land (as outlined in red below) adjacent to Celbridge and Hazelhatch Train Station and that 6.86 ha should be zoned 'C' New Residential and 2.86 ha zoned 'F' Open Space for the following reasons:- the proposed zoning accords with policies and objectives of national Guidelines, the Regional Planning Guidelines and the County Development Plan;- the train station is well served with car parking/cycle parking and 64 trains each weekday to Dublin;- it is a grossly underused resource in Celbridge and the town is overly reliant on private car usage;- it will provide for a more sustainable integration of land use zoning and public transport accessibility and usage;- it will provide a strategic opportunity to achieve exemplar residential community with direct access to high quality public transport;- the planned DART Expansion Programme will provide fast high frequency electrified services to Celbridge/Hazelhatch as part of the NTA Transport Strategy for the GDA;- it will encourage public transport use;- sequentially the location of the land is suitable for development as set out in the Development Plan Guidelines;- a significant band of open space will provide an attractive route for pedestrians and cyclists for permeability to the train station and to the town



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - centre; - advances in CFRAM identification of flood zones provides greater certainty in identifying lands suitable for residential purposes and for amenity areas; - 70% of the landholding is located in Flood Zone C and 30% in Flood Zone B; 240 units could be achieved at 35/hectare. - It is suggested that these lands should include specific objectives requiring (i) a new public park with dedicated cycleway and pedestrian routes between the train station and school lands on Hazelhatch Road, and (ii) a site specific Flood Risk Assessment appropriate to the type and scale of the development being proposed. - Policies in both the Kildare County Development Plan and the Draft Celbridge LAP promote greater investment in and usage of public transport, however this is not being reflected in the zoning strategy being pursued. - The majority of new residential zonings are located at significant distances from the train station closer to the M4 and other roads which will encourage even greater car usage, i.e. KDAs 2 & 3 (c. 1000 houses) are 2km from the train station; KDA 4(1425 houses) is 4km; KDA5 (450 houses) is 5km. - Future residents would have to drive or cycle through a congested town centre to get to the station. - The land use strategy and the sustainable development policy of the LAP are diametrically opposite. - There is a clear need to counterbalance the development shift west, east and north and provide some proportion of the additional residential quotient to the south of the town close to the train station.
367	Orlaith Nason	<p>MT03.10</p> <ul style="list-style-type: none"> - This submission opposes the proposal of a new bridge through the site which has been allocated by the Order of St. John of God for the construction of St. Raphael’s Special Needs School. - The development of this school is vital and essential for the community and for children who are severely disabled both physically and mentally.
368	Pat Byrne	<p>Celbridge in Context - Chapter 2</p> <ul style="list-style-type: none"> - Celbridge should not be a third tier town in the Settlement Hierarchy given its large population when compared to others in the County. It is not being afforded the respect it deserves and some aspects are being seriously underestimated. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The resources given to community centres are inadequate. - Celbridge needs a pool. - The Mill is limited in its offering. <p>Garda Resources</p> <ul style="list-style-type: none"> - Garda resources are totally inadequate at present. - Crime and anti-social behaviour has risen over the past 2-3 years. - Reliance on Leixlip Garda station is not acceptable.



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		<ul style="list-style-type: none"> - The Department of Justice must be brought into the discussions on this plan to address shortcomings. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - There is a lack of access into and around the town. - It is doubtful that the proposed circular road will address this. - Access is a priority and should be addressed before any new development commences. - Existing roads are already congested with queues in all directions. - The current feeder bus system to Hazelhatch Station is inadequate. - Celbridge should have its own feeder line off the main Hazelhatch line or the Maynooth line (similar to LUAS). - Celbridge as a ‘dormitory town’ would demand this. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The water supply to the Ballygoran area is not functional at present. - This must be addressed before any further development. - Celbridge has to fight for basic infrastructure and services. <p>Conclusion</p> <ul style="list-style-type: none"> - Submissions must be given proper attention by those tasked with deciding on the town’s future.
369	Pat Purcell	<p>KDA5</p> <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - There are concerns about the proposed public park located on the Maynooth Road and the link road to the M4 motorway as follows: - it is adjacent to lands which are classified as ‘protected views’; - Castletown estate is already within walking distance of the proposed park; - it has an isolated location on the periphery of the town which may lend itself to anti-social behaviour; - there is already a park/cycleway/ walkway along the link road to the M4 which is utilised throughout the day and evening.
370	Patrick Hollingsworth	<p>Movement and Transport - Chapter 8</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to MTO1.7 for ‘Improved Pedestrian Permeability’ at Prior Grove in St Raphael’s Manor to Church Road. - The submission outlines current issues regarding anti-social behaviour, increase the risk of safety to children and property damage and any proposals for permanent openings will exaggerate the problem.
371	Paul & Julie Melia	<p>Core Strategy - Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the scale of development proposed for Celbridge i.e. to accommodate 10% of the growth for the County and raises concerns regarding the lack of essential infrastructure and services to accommodate same. <p>Housing and Community – Chapter 6</p>



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		<ul style="list-style-type: none"> - The submission also states that the 10% social housing provision should be spread throughout developments and not clustered. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that the Council should take a key role in encouraging the use of Hazelhatch Train Station, and notes that feeder bus services are poorly advertised and steps should be taken to urge Irish Rail to remove car parking charges for commuters holding TaxSaver tickets. - The submission states that Celbridge is entirely geared towards the private car and the town needs move pedestrian crossings particularly on the Shinkeen Road connecting Primrose Gate and St Wolstans and another on the Hazel Hatch Road. - The submission also states that there is also a requirement for additional cycle lanes in the town and school children and their parents should be encouraged to walk and cycle to school. - The submission suggests that the Council seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. - The submission also states that the town needs a second river crossing, and same should be prioritised before additional residential units are developed. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission states that the Leixlip Waste Water Treatment Plant is overloaded and planned upgrades must be carried out in advance of new development. <p>Flood Risk – Chapter 9</p> <ul style="list-style-type: none"> - The submission raises concerns regarding flood risk in the town and states that there can be no development on flood plains. <p>Built and Natural Heritage - Chapter 10</p> <p>Architectural Conservation Area</p> <ul style="list-style-type: none"> - This submission states that the Council should accelerate proposals for the designation of the ACA. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission also states that development should be high density not necessarily high rise. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - The submission states that development must take place on a phased basis.
372	Paul Bennett	<p>Movement and Transport – Chapter 8</p> <p>Vehicular Bridge</p> <ul style="list-style-type: none"> - This submission welcomes the provision for a second vehicular bridge crossing the River Liffey. <p>Pedestrian Links</p> <ul style="list-style-type: none"> - This submission raises concern regarding the proposed pedestrian links to the North Kildare School from Ballymakealy estate as this would encourage parents to drop off their kids in the Ballymakealy estate. <p>St. John of God / St. Raphael</p>



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		<ul style="list-style-type: none"> - This submission seeks that the draft LAP makes provision for the replacement, relocation or redevelopment of the St. John of God / St. Raphael schools.
373	Peter Connolly	<p>Zoning of 1.8 hectares of land at Newtown</p> <ul style="list-style-type: none"> - Zoning of lands in KDA3 and KDA 4 and residential capacity. - This submission requests a change in zoning of 1.8 hectares of land at Newtown. - It is requested that the New Residential zoning under the 2010-2016 LAP be retained, rather than the agricultural zoning proposed under the draft LAP 2017-2023. - The site could yield approx. 50 dwellings which would be much sought after in the town given the proximity of the lands to the train station. - The zoning of existing dwellings south of the site as B Existing Residential is also sought. <p>It is stated in support of this proposal that:</p> <ul style="list-style-type: none"> - The lands are relatively flat, comprised of a vacant field with extensive road frontage. - There is residential development to the north, west and south. - There are public water and wastewater mains along the public road east of the site. - The lands are 1.5km from Hazlehatch Train Station. - Permission was granted by ABP under 09.223823 for 53 dwellings just north of the site. - Stream at northern boundary of the site is not considered to be a flood risk issue. - The context for the zoning proposal is set out in Rebuilding Ireland – Action Plan for Housing and Homelessness 2015, Sustainable Residential Development in Urban Areas 2009, Development Plan Guidelines 2007, RPGs for the Greater Dublin Area 2010-2022, Draft Kildare County Development Plan 2017-2023, the Celbridge Local Area Plan 2010-2016 and the Draft Celbridge LAP 2017-2023. - There is no clear rationale as to why the lands have been de-zoned to Agriculture, there is only a very minor part of the site affected by flood risk. - The flood risk identified in mapping is probably out of date in respect of works which have taken place since. - Works were carried out to the stream in question by the Council two years ago to alleviate flooding further south of the site. - It is noted that lands in KDA 4 are subject to site specific flood risk assessment. - Map 8.1 shows road and footpath improvements along the west side of the site and that proposed new roads will make Hazlehatch more accessible from the site. - The proposed zoning of these lands represents sequential zoning. - Many of the other residential zoned lands are further from the town centre and most are further from the train station. - Other lands have also been zoned nearby to the north west of the site as New Residential; these lands are part owned by KCC and have significant accessibility issues. - The quantity of lands is relatively small and would not have a significant impact on overall housing figures. - Some of the lands in KDA 4 are subject to SSFRA and may not ultimately be developable.



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		<ul style="list-style-type: none"> - Some of the lands in KDA3 and KDA 4 are already developed (housing and industrial respectively) which is not reflected in the zonings of the draft Plan. - If this were corrected it would free up capacity additional lands for New Residential zoning.
374	Peter Finnegan	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission objects to the quantum and location of new housing provided for by the draft LAP and in particular proposed new housing at Crodaun. <p>Community and Housing – Chapter 6</p> <ul style="list-style-type: none"> - A greenbelt that provides for the development of fire and ambulance services and a leisure centre only is sought between Celbridge and Maynooth. - This submission states that the growth of Celbridge should be contingent upon the provision of essential infrastructure including road and public transport infrastructure, recreation and leisure facilities (swimming pool and football pitches), water supply and waste water infrastructure, broadband, public lighting, 24 hour policing, fire brigade and ambulance services. - This submission states that necessary infrastructure should be provided in advance of new residential areas being zoned for development. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none"> - This submission states that the draft LAP envisages the continued development of a dormitory town serving Dublin and fails to provide business and work opportunities within the catchment of the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission highlights traffic congestion on the N4 at peak travel times and states that an increase in housing supply on the Crodaun side of Celbridge will overload the road network. - This submission states that priority should be given to rail based development and recommends a rail connection between Maynooth and Celbridge. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - This submission states that the residential development provided for will encroach on the adjoining settlements of Maynooth and Leixlip and result in the loss of the distinct heritage and environment of these villages.
375	Philip Drew	<p>Proposed vehicular bridge on lands at Celbridge Abbey MTO3.10</p> <ul style="list-style-type: none"> - This submission objects to the option to develop a vehicular bridge crossing via the Celbridge Abbey lands on the grounds that these lands are the intended location for a new school building for St. Raphael’s Special School. <p>St. Raphael’s Special School</p> <ul style="list-style-type: none"> - This submission highlights that the existing school building from which St. Raphael’s Special School is operated is not fit for purpose. - This submission also highlights that many of the children attending the school have sensory issues and a road bridge through the Celbridge Abbey



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		site would give rise to stress and discomfort.
376	Philip Duffy	<p>Projected population growth and infrastructure</p> <p>Summary This submission objects to the level of population growth provided for in the draft LAP on the following grounds:</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- Up to date population figures have not been provided and should be determined in order to assess the impact of growth on existing infrastructure.- The scale and timeline for the projected population growth is inappropriate.- The core strategy projections are inaccurate. <p>Community and Housing – Chapter 6</p> <ul style="list-style-type: none">- Two schools are currently in temporary accommodation.- Existing community services such as policing, fire and ambulance services are inadequate. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The existing road network is inadequate.- The majority of residential development has been focussed on the west side of the town where existing schools, an industrial estate and access to the motorway already generate a significant amount of traffic. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- Development should only occur when the necessary road, water, power, sewage and public transport infrastructure has been put in place.- The limitations of the existing vehicular bridge crossing the Liffey are not addressed. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none">- The proposed density of development will negatively impact upon existing infrastructure and the built and natural heritage of the town.- The draft plan does not identify how deficiencies in road infrastructure will be addressed. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none">- This submission also states that green infrastructure must be protected and augmented in proportion with future residential and industrial development in the town.
377	Philip Slattery	<p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none">- This submission welcomes the provisions for additional retail units in Celbridge (Sub. 377: Chapter 5).- This submission also welcomes the management / prevention of undesirable uses in the town centre and notes the concentration of shops selling alcohol and fast food take outlets on the Main Street (Sub. 377: Chapter 4). <p>Housing and Community – Chapter 6</p> <p>Garda Resources</p>



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		<ul style="list-style-type: none"> - This submission notes a deficit in Garda resources in Celbridge which are in need of enhancement (Sub. 377: Chapter 6). <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission notes that approximately 2,000 housing units are provided for on the Castletown side of the Liffey which will give rise to significant additional pressure / congestion on the N4 interchange and the Liffey bridge. - This submission states that public transport infrastructure also needs to be upgraded to cater for new development and notes that the existing bus route does not serve estates on the Ardclough Road and the Hazelhatch Road, the estates on the Clane Road are served during peak times only and the shuttle bus service to the train station is limited. <p>Infrastructure – Chapter 9</p> <p>Hazelhatch Flooding</p> <ul style="list-style-type: none"> - This submission accepts that whilst some lands surrounding Hazelhatch train station are liable to flooding unaffected lands should provide for development given their proximity to the train station. <p>Water Supply</p> <ul style="list-style-type: none"> - This submission notes that water supply services in Celbridge are inadequate and that residents in Ballygoran View suffer from water stoppages annually. This submission states significant improvements are required before new development can proceed (Sub. 377: Chapter 9). <p>Built and Natural Heritage – Chapter 10</p> <p>KDA 2</p> <ul style="list-style-type: none"> - This submission seeks to have the scenic views at Donaghcumper protected and <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Seeks that proposed development on KDA 2 lands restricted to two storeys. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - This submission seeks to have key infrastructure such as the western link road and the second bridge crossing delivered in tandem with housing.
378	Ray and Ann Crofton & John Brady	<p>Zoning north of Salesians Collage</p> <ul style="list-style-type: none"> ▪ This submission requests 5.42 hectares of land immediately north of the Salesians College to be zoned for New Residential development. An indicative layout for the lands forms part of the submission. The submission outlines the favourable context of the site as <ul style="list-style-type: none"> ○ close to Aldi, Lidl, Tesco without having to pass through the town centre, ○ can be accessed from the Celbridge West Interchange and is not reliant on the congested Liffey bridge adjacent Main Street and the congested Old Dublin Road ○ close to several schools including Salesians College, Educate Together, Scoil Mochua, Gaelscoil Ui Fhiach and Cenit College, ○ close to the M4 Business Park and HP, Intel and Maynooth Business Park,



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		<ul style="list-style-type: none"> ○ close to Base Entertainment Centre, ○ served by Dublin Bus and a feeder bus to Hazlehatch ○ within the Dublin Metropolitan Area and Celbridge is a Metropolitan Town in the CDP, and ○ the next available site to the north of Celbridge, using the sequential approach. <ul style="list-style-type: none"> ▪ That there are acute housing shortages in the GDA and metropolitan area, and a shortage of available suitable land. ▪ The transport context of the town, including good rail/ bus service, objectives for extension to DART, increased capacity for Hazlehatch station. ▪ The employment opportunities in the town and close to the site which make the site ideal for ‘executive housing’. ▪ The water infrastructure serving the site, nearby wastewater infrastructure which could easily be extended to the site. ▪ The planning policy context for the site including designations under the CDP. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Page 9 of the draft LAP states that Table 3.3 of the draft CDP identifies a housing target of an additional 3,250 units for Celbridge to the year 2023. Table 3.3 of the draft CDP indicates an allocation of 4,224 housing units for Celbridge. Thus there is a shortfall in the draft LAP of almost 1,000 housing units. Table 4.1 of the draft LAP shows an estimated capacity of 3,385 units which is still some 566 units short of the CDP allocation. - Historically only 50% of zoned lands get development within the lifetime of a Plan KCC would need to double the 129 hectares which are zoned in the draft LAP. - The submission includes a table of the amount of lands and potential housing in Celbridge based on an extract from the Residential Land Availability Survey 2014 and calculates 2442 dwelling units which can be provided on 73.8 HA of zoned lands. Therefore there is a huge shortfall of residentially zoned lands.
379	Ray Walker	<p>KDA 4</p> <p>This submission objects to the development of the Oldtown Key Development Area (KDA4) and the associated arterial road / street on the following grounds:</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The Shackleton Road is at capacity and is already difficult to access from the Oldtown Mill estate. - A number of traffic related accidents have occurred on the Shackleton Road. - During off peak times traffic travels at high speed along this road making it difficult to exit adjoining estates. <p>MTO3.9</p> <ul style="list-style-type: none"> - The proposed arterial road / street connecting to the Oldtown Mill estate spine road would generate a through route and compromise the safety of residents. - Additional noise pollution would be generated and would negatively impact existing houses on the Oldtown Mill spine road in particular



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		<ul style="list-style-type: none"> - Properties in the area would be devalued <p>MTO1.7</p> <ul style="list-style-type: none"> - This submission also objects to the proposed pedestrian links at The Glade, The Walk and the Willowbrook / Aghards Road on the grounds that they will give rise to crime / anti-social behaviour at these locations. <p>Taking in Charge</p> <ul style="list-style-type: none"> - This submission states that residences of the Oldtown Mill estate are in negotiations with Kildare County Council regarding the taking in charge of the estate and that further development at Oldtown will prolong this process.
380	Representatives of the late Mrs Sarah Sheridan	<p>Zoned lands within KDA 4(c. 13.3ha)</p> <ul style="list-style-type: none"> - This submission was prepared by MacCabe Durney Barnes consultants on behalf of the representatives of the late Mrs. Sarah Sheridan with respect to lands at Ballymakealy upper. - Approximately 13.3 hectares of these lands are located within the proposed Oldtown Key Development Area (KDA 4) and are zoned objective C – New Residential. - This submission welcomes the proposed ‘new residential’ land use zoning objective and makes the following observations with respect to the proposed phasing of development: <ul style="list-style-type: none"> - The spatial delineation of Phases 1 and 2 of the Oldtown KDA is unclear. - The lands ownership patterns within the KDA may be an obstacle to the delivery of the phases as set out in the draft LAP as it depends on the delivery of units on the other parcels of land. - The development of the Phase 2 portion of these lands is contingent upon the delivery of a link road and housing units on lands outside the control of the landowner. - The western link road is not specified in the Kildare County Council Contribution Scheme 2015-2022. - If specified infrastructure is to be delivered by prospective developers the limited quantity of housing permissible in Phase 1 (451 units) may undermine the economic viability of developing the lands. - The delivery of the link road by multiple developers as individual landholdings are being developed may result in one developer preventing Phase 2 from proceeding. - In this regard, this submission seeks to have the proposed phasing requirements for KDA 4 omitted from the plan or alternatively the inclusion of all of the Sheridan lands within Phase 1 of the phasing schedule. - This submission also seeks modifications to the alignment of the proposed western link road so that it aligns with the R403, where it connects to the Clane Road and the Shackleton Road. - This submission proposes an alternative alignment which accords with the Design Manual for Urban Roads and Streets, provides for a safer crossing of the junction and allows for a more rational layout of development blocks. - This submission states that the ESB has agreed in principal to the relocation of the 220kv pylons located on the Sheridan lands.



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		<ul style="list-style-type: none"> - This submission requests that the masterplan layout for KDA 4 be amended in this regard as it would allow for more rational development blocks. - This submission seeks to have the action associated with Policy INF4 – Energy and Communications worded as per policy of T3 of the Celbridge 2010 Local Area Plan as it actively encourages underground routing rather than rerouting of overhead power lines. - T3 of the Celbridge LAP 2010: - ‘To liaise with the ESB to investigate and encourage where possible the ducting and continued underground routing of overhead powerlines in Celbridge, in tandem with other work programmes, such as road resurfacing and footpath construction works’. - Action as per Draft Celbridge LAP 2017-2023: - ‘To liaise with EirGrid in relation to the rationalisation of transmission infrastructure and / or underground routing of overhead powerlines in Celbridge’.
381	Richard Kelly	<p>MTO1.7</p> <ul style="list-style-type: none"> - This submission objects to the proposed opening at Priory Grove/View and Church Road as it would encourage groups of teenagers to loiter in the estate causing disturbance and unease as before.
382	Richard Killian	<p>Housing and Community – Chapter 6 Extra amenities are needed for the fastest growing village in Leinster. A swimming pool / gym are badly needed. The Mill is not good enough for extra population.</p> <p>Movement and Transport – Chapter 8 Traffic Congestion</p> <ul style="list-style-type: none"> - Traffic has already reached a peak and more housing will cause a standstill on the M4. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Celbridge already has failing infrastructure and a lack of facilities despite increasing population. <p>Water Services</p> <ul style="list-style-type: none"> - Ballygoran still has a serious water deficiency problem and should be addressed before any new building proceeds. Sewage and water supplies for the development across from Crodaun should be addressed before any new development occurs.
383	Robert and Sonia Murray	<p>KDA4</p> <ul style="list-style-type: none"> - Implementation of KDA 4 will impact negatively on the residents of The Paddock, Oldtown Mill. - The construction of 451 houses inside the existing estate will make it unsafe for children to play outside; the road will be much busier; there will be hundreds more people coming through the estate; existing security will be lost; three storey development will overshadow existing gardens and deter enjoyment of private open spaces. <p>MTO3.9 and MTO1.7</p>



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		<ul style="list-style-type: none"> - Oldtown Mill should be enclosed and any new houses should be built outside of it as a new estate. Permeability between estates does not work as it reduces safety, encourages litter, anti social behaviour and increases noise.
384	Robert Carty	<p>KDA4</p> <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Any new housing adjacent to The Orchard, Oldtown Mill should reflect the established pattern of development in the area. - Three storey development would cause overshadowing, overlooking and impact negatively on privacy. <p>MTO3.9</p> <ul style="list-style-type: none"> - The proposed new housing and arterial road are too close to existing houses. - Oldtown Mill should remain a closed estate for the following reasons: <ul style="list-style-type: none"> - To keep crime/break-ins/anti-social behaviour at low levels; - It would greatly increase traffic; the existing road is unfit for additional traffic; - Additional danger for children walking/cycling to school. - New development should have their own roads and services in place and should not connect to Oldtown Mill services. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The density of KDA 4 should reflect the established pattern of development in the area. - The design and value of new housing should reflect and not devalue existing development which has matured nicely. <p>Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The large hedgerow bounding the estate should be retained for wildlife and amenity.
385	Roger Murphy	<p>MTO3.10</p> <ul style="list-style-type: none"> - The proposed river crossing opposite Simmonstown Manor estate is flawed and should be excluded from the LAP. - This issue was raised in response to a recent Roads Proposal to change the junction after Liffey Bridge (R403) Celbridge. <p>MTO3.7</p> <ul style="list-style-type: none"> - The second river crossing as indicated in KDA6 is more appropriate, - There are issues with objective MTO3.7 as existing road infrastructure is already congested. - The Simmonstown Manor section of this road is not of sufficient design to cope with increased volumes of traffic. <p>MTO3.8</p> <ul style="list-style-type: none"> - For this second crossing to work, MTO3.7 needs to directly link with MTO3.8 and not via the existing road infrastructure which has pinch points and safety issues. <p>MTO3.11</p> <ul style="list-style-type: none"> - MTO3.11 is a prime location for a river crossing as it will create a proper ring road and river crossing. - This needs to connect with MTO3.8 and not via existing road infrastructure which has pinch points and safety issues.



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		<p>KDA2</p> <ul style="list-style-type: none"> - A proposed river crossing at Donaghcumper should be maintained, as per previous LAP. <p>KDA 6 – Urban Design</p> <ul style="list-style-type: none"> - The density of development within KDA6 Simmonstown should be 25 units per hectare. - Three storey development would not be in keeping with the existing residential area in Simmonstown Manor and Temple Manor. <p>KDA 2 - Urban Design</p> <ul style="list-style-type: none"> - There are no density objectives for KDA2 Donaghcumper. - The Built form for this KDA should be clearly stated. - The river crossing at this location should also be retained, as per previous plans. <p>Flood Risk – Chapter 9</p> <ul style="list-style-type: none"> - Home insurance for houses adjacent to the River Liffey is problematic. - No units should be built close to the Liffey that would preclude residents from insuring against floor risk. <p>This submission attaches a copy of a submission made to, Part 8 for ‘Proposed changes to junction after Liffey Bridge (R403) Celbridge on the 15th November 2015.</p>
386	Roisin Munroe	<p>MTO3.7</p> <p>This submission disagrees with the proposed road through Abbey Farm which would take away a large amount of green space and change the dynamic of the estate.</p>
387	Ronan Donagher	<p>KDA4</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission objects to the spine road in KDA 4 being used as a link road, for reasons relating to safety and speeding. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - Three storey buildings would detract from natural beauty and privacy in the area. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Community needs, doctor facilities, play grounds and open spaces must be delivered in tandem with new housing and not left until the end.
388	Ross Carbery	<p>Introduction – Chapter 1 - Public Consultation</p> <ul style="list-style-type: none"> - Consultation referred to in Section 1.4 of the Plan did not involve the St. Raphael’s Manor Residents Association or Priory Grove. <p>MTO1.7</p> <ul style="list-style-type: none"> - There is a lack of information about the necessity for a specific opening at Priory Grove and this should be justified. - This submission objects to the proposed opening at Priory Grove/View and Church Road as expressed in MTO1.7 for the following reasons: increased anti-social behaviour (fires, drug dealing, under-age drinking); inadequate safety as it is located on a narrow, dangerous bend; loss of amenity in front of existing dwellings; increased threat of burglary; and impact of additional noise.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This objective should be removed from the Local Area Plan. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The plan is intended to provide greater permeability and movement around Celbridge. - However the key issue facing the town is the lack of an alternative crossing over the Liffey. - Opening up permeability through residential amenity spaces, as a release valve to address pressures from increased population, is a short term quick fix and lacks in analysis and detail. <p>Strategic Environmental Assessment</p> <ul style="list-style-type: none"> - The plan does not properly assess the impact of the proposed two river crossings on the environment including a proper assessment of the potential impact on habitats. - This casts doubt on the appropriateness of the plan generally. - A holistic assessment of the impact of the plan on all aspects of the community and the environment in the short and long term is necessary to ensure that the expansion of Celbridge is to the benefit of all residents.
389	Ruth Kennedy	<p>KDA4</p> <ul style="list-style-type: none"> - This submission objects to proposed plans in KDA 4 for the following reasons: <p>Traffic Congestion</p> <ul style="list-style-type: none"> - traffic is already a problem in Oldtown Mill estate and a large number of new houses will make this worse; <p>Density</p> <ul style="list-style-type: none"> - the proposed density is too high and is not in keeping with the area; <p>Urban Design</p> <ul style="list-style-type: none"> - three storey buildings do not reflect the established pattern of development in the area and will overlook homes in The Orchard. - The need for new housing is accepted however the density and type of housing proposed would impact negatively on existing homes in the area.
390	S. Moore	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - Allocating 32,000 houses for County Kildare, with 3,500 for Celbridge, is unrealistic to ensure a healthy, productive and self sustainable communities for north-east Kildare. - There is an enormous discrepancy between what is available throughout Ireland, especially in the GDA region, and what is actually needed to be built. - The proposed allocated number of houses for Kildare, Celbridge and the north-east is a gross overestimation and needs to be greatly reduced. <p>Community – Chapter 6</p> <ul style="list-style-type: none"> - Celbridge is missing a ‘Cultural Centre’. - The Mill offers much, but it is not conducive for a cultural hub. - St. Raphael’s would be a most suitable site to accommodate cultural inclusion.



Submission No.	Name	Summary of Issues Raised
		<p>Tourism – Chapter 7</p> <ul style="list-style-type: none"> - The inclusion of tourism in relation to the Liffey Valley Park is commendable. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The vision for cycle/walking paths must be commended. - The cycle path should be extended to Hazelhatch train station and to the station at Louisa Bridge in Leixlip. <p>St. Raphael’s</p> <ul style="list-style-type: none"> - It is suggested that the proposed housing units in St. Raphael’s should be for the elderly and people with special needs. - St. Raphael’s should be pedestrianised with very restricted car parking for residents. - Oakleigh House and outlying buildings should be converted into a cultural hub to include a variety of uses such as artisan food shops, craft studios, music & dance events, art spaces, tourist centre, historic centre, cafes/night cafes, youth centre, play spaces, festivities and pleasure walks. - A cultural hub in the central area of Celbridge would benefit the entire community in the long run. <p>KDA 4 and KDA 2</p> <ul style="list-style-type: none"> - Two areas for high intensity sites – KDA 4 and Donaghcumper – belong to developers and this the plan for Celbridge seems to be driven by developers and not by the needs of general people living in Celbridge.
391	Seamus Kelly	<p>St. Wolstan’s</p> <p>Zoning Matrix – Chapter 13</p> <ul style="list-style-type: none"> - The land use zoning matrix should be amended for the ‘Agriculture’ zoning to include Low Density Residential Housing and Age Friendly and Dementia Friendly Housing as ‘Permitted in Principle’ or ‘Open for Consideration’. - It is suggested that part of the lands at St. Wolstan’s, which is zoned Agriculture and designated as a Historic Landscape Area, can be developed for residential and age-friendly developments, subject to a detailed masterplan to be agreed with the planning authority. - The lands have several social, amenity and cultural elements which would make this a pleasant environment for such use (located adjacent to the River Liffey, views of Castletown House, protected structures within the landholding, good access, close to amenities, bus stops, etc.). - Flood Risk can also be avoided through design. - Submission 391 states there is a Protected Structure located on the ground of St. Wolstan’s which is not indicated in the LAP. - The submission is accompanied by a letter from the Development Applications Unit of the DAHG which refers to a Recorded Monument KD011-014. - Extract below refers
392	Seattle Construction	<p>KDA5</p> <ul style="list-style-type: none"> - Seattle Construction Ltd., Juventa Properties Ltd., Westwood Ltd and Mr. Liam Eves own 12.5 hectares of land at Crodaun in KDA5.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - In relation to Connectivity/Movement in KDA5, the proposal for a western outer link road is acknowledged. - It is suggested that this road should not traverse the park. - In relation to Built Form in KDA5, it is suggested that the 5 hectare local park to the east of the Maynooth Road should not encroach onto the lands to the west of the Maynooth Road. - It is also suggested that the mix of housing types, building heights, unit types and density is acceptable. - In relation to Landscape and Spaces in KDA5, it is suggested that the proposed open space to the north of the site, traversed by the proposed outer ring road should be reconsidered as it presents a danger to children crossing the road to reach the park. - It is suggested that the KDA should include the following: retention of existing tree lines; locate a large area of space in the centre of the site incorporating hedges and tree lines; retain tree line and provide additional buffer along the Maynooth Road; - all open spaces should be functional and overlooked by proposed houses.
393	Shane Claffey	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The introduction of another few thousand people to a town that is already unfit to cater for the current population will make the town dysfunctional. - Consideration must be given to transferring 50% of the proposed residential development on the west side of the town to the east side of the river. There are many more facilities east of the river, including the Hazelhatch train station and many sporting facilities. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - There is inadequate parking near Main Street for people to use the shops. Crossing the bridge to use services on the south side is difficult. - The proposed ring road from the Maynooth Road to the Clane Road will alleviate problems on the Willowbrook Road, but it should be shifted to the Applegreen M4 link Road. This road is severely congested. - Another river crossing must be made an immediate priority to alleviate traffic going across the bridge onto Main Street. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - School places are not guaranteed due to a high demand and low number of places in local schools. - The playground beside Scoil Mochua is often closed due to vandalism and antisocial behaviour. - The lack of a full time Garda station is a hindrance. - There is no fire Station in Celbridge, a town with more people than Maynooth or Leixlip which both have stations. - The local HSE ambulance station in Maynooth is only part-time. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Low water pressure is a big problem. Recent reduction in water pressure seemed to be as a result of construction at Oldtown Mill and on the Maynooth Road. - Can the waste infrastructure cope with the new development in KDA4.



Submission No.	Name	Summary of Issues Raised
		Built and Natural Heritage – Chapter 10 <ul style="list-style-type: none">- There is a small wooded area (triangular in shape, approx. 2 acres) at the rear of Ballygoran Court which is home to pheasants, foxes and birds and this wildlife should not be disrupted.
394	Shane Hunt	MTO1.7 <ul style="list-style-type: none">- This submission objects to the proposed permeability connection between Priory View and Grove to Church Road as it would lead to anti-social behaviour, including fires, litter and other issues.
395	Sheena Lally	Core Strategy – Chapter 4 KDA4 <ul style="list-style-type: none">- The construction of 1500 houses in the vicinity of Oldtown Mill seems excessive and facilities would have to be significantly expanded to support this. Urban Centres and Retailing – Chapter 5 <ul style="list-style-type: none">- The town centre will require expansion with the provision of a variety of shops, cafes and restaurants. Housing and Community – Chapter 6 <ul style="list-style-type: none">- The new school at Shackleton Road/Oldtown Road should have sufficient parking for parents at drop-off time for safety reasons.- Scoil na Mainistreach currently has inadequate drop-off facilities. Movement and Transport – Chapter 8 <ul style="list-style-type: none">- New bridges are urgently required.- The existing bridge is not fit for purpose. MTO3.9 <ul style="list-style-type: none">- The Western Link Road is welcomed as this might ease traffic on the Shackleton Road.- The provision of a link road from Oldtown Mill to this new link road, with traffic calming, would be welcome also.- Traffic calming on the Oldtown Mill Spine Road would be required to prevent this becoming a through-road for non-residents. MTO1.7 <ul style="list-style-type: none">- The new pedestrian access points from Oldtown Mill to the Aghards Road is welcome as it will make it easier to get to bus stops and nearby schools without using the car, thus reducing traffic. Green Infrastructure – Chapter 11 <ul style="list-style-type: none">- The provision of parks and playgrounds is welcomed.- They must be located in suitable areas.- Separate facilities should be provided for young adults, separate to children playgrounds.- Separate facilities should be provided for young adults, separate to children playgrounds. Urban Design – Chapter 12



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Three storey buildings around Oldtown Mill would not be in keeping with the current settlement. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Any new link road should be built in advance of any new developments in the area of KDA4.
396	Sonia Rogers	<p>Zoning Request - lands at Kilmacredock Upper</p> <ul style="list-style-type: none"> - Sonia Rogers, the owner of, is in favour of this land being included within the Local Area Plan boundary but objects to the land being zoned ‘G’ Green Belt. - The land is currently in agricultural use and it is suggested that it should be zoned ‘Agriculture’ for the foreseeable future. - The lands are located immediately adjacent to the link roundabout and slip road onto the N4 (the submission does not include a map clarifying the extent of the landholding). - It is suggested that these lands are ideally located for future job creation/industrial and commercial development for the population of Celbridge. - The current County Development Plan encourages employment in Maynooth and Leixlip. - Celbridge should have land available for zoning in the future for employment creation for its own population. - It is the perception that ‘Green Belt’ zoning has that status in perpetuity, whereas ‘Agriculture’ zoning in the interim will make any subsequent change to zoning simpler. - There is sufficient open space in Celbridge as most areas of Castletown Estate are open to the public.
397	Springwood Ltd	<p>Zoning Mooretown</p> <ul style="list-style-type: none"> - Requests 13 acres of land at Mooretown (as shown in the extract below) zoned ‘Light Industry and Warehousing’ in the Draft Plan should be zoned ‘New Residential’. The reasons put forward in support of this are: <ul style="list-style-type: none"> ▪ The housing crisis has continued and little or no units are available in Celbridge; ‘Rebuilding Ireland’ has been published; the County Development Plan 2017-2023 has been published and this would comply with the Core Strategy; Kildare County Council has advertised for expressions of interest for delivery of social housing (discussions held with Housing Department in Sept 2016 about building houses on Council owned land at this location); completion of house building in Celbridge on available zoned land; the foul sewer on the Maynooth Road has been taken in charge; there is little demand for light industry in Celbridge; the timeframe for delivering on other residential zoned lands as set out in the Draft LAP is 10-20 years; there is no flood risk at this location; it is proximate to public transport corridor (bus); there is adequate road, footpath & cyclepath infrastructure; it’s close to schools, retailing , health centre/primary care centre and large employers (HP/Intel); and houses can be delivered expediently here.
398	St. John of God Trust (Ire)	<p>KDA1</p> <ul style="list-style-type: none"> - The St. John of God Trust (Ire.) welcomes the proposal to zone 10.5 ha of land at St. Raphael’s ‘Town Centre Expansion’ and to designate it as



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		<p>KDA1.</p> <ul style="list-style-type: none"> - In line with modern best practice and taking account of the failing infrastructure that is no longer fit for purpose, St. John of God Community Services in Kildare is to de-congregate the campus at St. Raphael’s and re-integrate residents into their community at appropriate locations in the county. - The campus is likely to be used in part for provision for more suitable, modern, residential accommodation. - However, the St. John of God services will remain strongly represented in Celbridge as they continue to provide health and social care services for children and adults in the form of day services, respite and residential services. <p>Chapter 4 - Core Strategy</p> <ul style="list-style-type: none"> - It is suggested that Table 4.1 should be changed by omitting reference to ‘100 dwellings’ as the estimated residential development capacity of the lands as this could be used as a target by applicants or by the planning authority. - The masterplan for KDA1 may find the land should be developed for more than 100 units and therefore the capacity figure could result in underdevelopment of a town centre site which would be contrary to a sequential approach to residential development. - It is suggested that Table 4 should be amended to omit the indicative/estimated dwelling capacities for the 6 KDAs and that it need only note that the lands in question can accommodate the overall requirement for additional dwellings in Celbridge. - The actual provision can be accessed at masterplan and development management stages. <p>Urban Design Chapter 12</p> <ul style="list-style-type: none"> - It is suggested that Section 12.2.1 be changed as follows: - <i>“The LAP supports the continued use of this site for community and educational purposes. The LAP also supports new retail, office, residential, community and amenity uses at this location in conjunction with the consolidation integration of the community and educational uses on-site with such development”.</i> - It is not the intention of St. John of God Trust to consolidate existing uses, rather it is the intention to integrate with residential or mixed use development.
399	St. John of God Trust (Ire.) Ltd.	<p>MTO3.10</p> <ul style="list-style-type: none"> - The St. John of God Trust owns 2 hectares of land on the Clane Road in Celbridge (outlined in red below). - The Board of Management of St. Raphael’s Special School has been preparing plans for a school on this site for the last 12 years and capital funding was recently approved by the Department of Education and Skills. - The Board of Management is entirely opposed to any proposal that will conflict with well-advanced school facilities on this site. - The westernmost route option of MTO3.10 significantly affects this land, insofar as the land will not accommodate the proposed road and a new school. - The decision between the two routes options for a river crossing is subject to an environmental assessment. - It is suggested that the social benefit of the proposed school to those with special needs, as well as environmental factors, should be considered



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		<p>when making this decision.</p> <ul style="list-style-type: none"> - There is also concern about the impact that the route selection process might have on the programme for delivery of the school. - The Site on the Clane Road is the most suitable for a new school for the following reasons: easy access to the town for pupils to develop real life skills in the community; easy access to educational and recreational facilities for pupils to participate in the community; direct access to Celbridge Abbey Grounds for sensory stimulation particularly important to those on the Autistic Spectrum; and ease of transport access avoiding the town centre. - The westernmost option for MTO3.10 should only be exercisable when a satisfactory alternative site for the school has been made available to St. John of God. - It is suggested that MTO3.10 should be reworded as follows: - <i>“To facilitate construction of a new vehicular river crossing between the Clane Road and the Oldtown Road within either of two protected corridors, as indicated on Map 8.1, subject to environmental assessment; the westernmost option to become available for designation as an alternative route only on the making available of an agreed, equitable and suitable alternative site for the provision of its proposed school to St. John of God Trust (Ire.) such that proposals for provision of the school can be progressed”.</i>
400	St. Wolstan’s Community School and North Kildare Educate Together National School.	<p>Movement and Transport - Chapter 8</p> <p>MTO1.7</p> <ul style="list-style-type: none"> - The St. Wolstan’s Community School (800 students & staff) and North Kildare Educate Together National School (300 students & staff) at Ballymakealy Lower, Clane Road raise serious concerns regarding objective MTO1.7 which proposes to provide ‘a new pedestrian link from Ballymakealy Grove to North Kildare Educate Together School’. - It is suggested that this specific objective be removed for the following reasons: - it represents an unsuitable and impractical proposal due to physical limitations and site conditions (significant level difference); - it would interfere with property rights of the school to its detriment; - it will prevent the school (NKETNS) and its children from using existing playground facilities by forcing an access across same; - and it would represent a significant and real security threat to the children and to the school building due to the loss of control of access. <p>MTO1.7e</p> <ul style="list-style-type: none"> - Should the Council decide to retain MTO1.7e, it should be amended to include a restriction that the pedestrian link should not be a public right of way and that the access gate be secured and opened at the discretion of the St. Wolstan’s Community School and North Kildare Educate Together National School. - Full, detailed and meaningful consultation with the schools should be carried out beforehand with their express agreement. - Any works should be at the cost of the Local Authority. <p>MTO3.11</p> <ul style="list-style-type: none"> - St. Wolstan’s Community School and North Kildare Educate Together National School have serious concerns regarding MTO3.11.



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		<ul style="list-style-type: none"> - The schools are accessed via a private roadway which has never been accessible to the public and has been in their control since 1999. - The proposed use of this road as a public through-road would materially change the environment of these schools bringing additional traffic volumes close to the schools, causing noise and air pollution, with additional health, safety and security concerns. - A significant portion of children walk and/or cycle to these schools. - The opening up of the schools will increase the security risk to both, making them susceptible to break ins, vandalism and assault. - The need for the new roadway proposed under MTO3.11 is questioned. - The main through roads will run from Oldtown KDA 4 along Church Road, over the Liffey via the existing road network and the proposed road objective MTO3.7. - A second ring road at this end of the town is not needed and will have a detrimental impact on the properties affected and the greater town. - Should the Council decide to retain MTO3.11, the St. Wolstan’s Community School and North Kildare Educate Together National School suggest that the following mitigation measures be included: <ul style="list-style-type: none"> - provision of an upgraded junction at the Clane Road with roundabout to provide controlled access into the schools; - significant additional and secure off-street parking in the vicinity of both schools; significant mitigation measures against noise and air pollution (particularly along eastern elevation of ST. Wolstan’s); - provision of additional pedestrian and cycle routes along the roadway and additional pedestrian priority crossing points on the roadway; and provision of multiple traffic speed calming measures along the existing and proposed roadway. - Full, detailed and meaningful consultation with the schools should be carried out beforehand and with their express agreement. - Any works should be at the cost of the Local Authority.
401	Staff of St. Raphael’s School	<p>Proposed vehicular bridge over River Liffey on Celbridge Abbey lands</p> <p>MTO3.10</p> <ul style="list-style-type: none"> - This submission comprises a petition from the staff of St. Raphael’s School which opposes proposals for a vehicular bridge over the River Liffey via the Celbridge Abbey lands - This submission states that these lands are the intended location for a planned new school building for the pupils of St. Raphael’s. - This submission states that the existing school accommodation is not fit for purpose and that additional accommodation and facilities are required. - This submission states that the proposed location for a new school in close proximity to the Abbey would provide pupils with access to safe open spaces, playground facilities and a natural environment. - This submission states that a site close to Celbridge town is required in order to facilitate and maintain the integration of pupils into the wider community. Close proximity to a swimming pool is also important in order to provide for the physiotherapy needs of pupils.
402	Stephanie Murray	<p>KDA 5</p> <p>Zoning - Chapter 13</p>



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		<ul style="list-style-type: none">- This submission objects to the proposed new residential zoned lands previously zoned open space / amenity north of the Crodaun Forest Park estate on the following grounds: Movement and Transport – Chapter 8 Traffic Congestion<ul style="list-style-type: none">- The development of these lands would be premature and would intensify existing traffic congestion on the Maynooth Road.- This submission seeks the preparation of a comprehensive traffic management strategy with respect to the Maynooth Road in advance of any further lands being zoned at Crodaun.Undeveloped Residential Land<ul style="list-style-type: none">- There is a significant area of new residential zoned land to the west of the Maynooth Road which has not yet been developed.- Previously zoned lands should be allowed to develop before new lands are identifiedBuilt and Natural Heritage – Chapter 10<ul style="list-style-type: none">- The proposed residential development will have a negative visual impact on views and prospects, increase noise and light pollution and destroy habitats.Urban Design – Chapter 12<ul style="list-style-type: none">- The scale and form of development provided for is incompatible with the existing pattern of development in the area and the objective to develop a landscaped edge along the Maynooth Road.
403	Stephen Brennan	KDA 4 Movement and Transport – Chapter 8 MTO3.9 <ul style="list-style-type: none">- This submission objects to provisions for 1,400 additional houses at Oldtown (KDA 4) and the proposed road connection to the Oldtown Mill estate. MTO1.7 <ul style="list-style-type: none">- This submission also objects to the proposed pedestrian links at Oldtown Mill (MOTO1.7) as they will give rise to anti-social behaviour.- This submission states that no vehicular or pedestrian connections should be provided between new development at Oldtown and the existing Oldtown Mill estate which should be independent of one another.
404	Stephen Condell	Movement and Transport – Chapter 8 New bridge crossing <ul style="list-style-type: none">- This submission seeks the provision of key road infrastructure in advance of development.- This submission notes the heritage issues arising from a vehicular bridge crossing the River Liffey in close to the town centre.- Suggests an outer ring road be provided from the Dublin Road via Hazelhatch and Oldtown before connecting to the existing roundabout on the Maynooth Road on the grounds that existing estates would not be affected.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - This submission states that a new bridge crossing must be delivered in advance of the proposed 3,000 housing units being delivered in order to avoid serious traffic issues.
405	Stephen Johnston	<p>Vision for Celbridge – Chapter 3</p> <ul style="list-style-type: none"> - This submission states that the strategic vision for Celbridge should be reworded to state ‘to support and <u>enhance</u> quality of life’. <p>3.2 Strategic Objectives (p. 9)</p> <ul style="list-style-type: none"> - This submission states that stronger emphasis should be placed on the early delivery of infrastructure proposes that the strategic objective (Third Bullet Point) for social and community infrastructure be amended as follows: - ‘To support and facilitate the development of high quality, integrated residential neighbourhoods and deliver social and community infrastructure and facilities <u>as a prerequisite for new housing in line with the ISP Celbridge Plan 2016-2020 objective to consider community facilities and amenities as a central component of town planning</u>’. - This submission highlights the need to protect the heritage and tourism assets of the town and its estate village character in particular and suggests the following amendments to the strategic objective relating to economic development (Fourth Bullet Point): - ‘To promote and support economic development that is consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The town’s location in the North Kildare Economic Cluster and the ISP Celbridge Plan 2016-2020 objectives for <u>development of key tourist sites and a Celbridge Tourism and Heritage Strategy. Training and employment will be encouraged in particular in the knowledge based economy in line with the vision for the North Kildare Economic Cluster but also in any sector consistent with the role of Celbridge as a Moderate Sustainable Growth Town. The safeguarding of Celbridge’s ability to develop as a key tourist destination will underpin all planning decisions for the town</u>’. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission states that development near to Hazelhatch train station should be prioritised in the context of the proposed population growth for Celbridge (Sub. 405: Chapter 4). <p>Chapter 5</p> <ul style="list-style-type: none"> - This submission states that an analysis of retail development issues and the requirement for and impact of the proposed town centre extensions should be undertaken and included in the plan. <p>Economic Development – Chapter 7</p> <ul style="list-style-type: none"> - This submissions seeks clarity regarding the economic role of Celbridge and the types of employment that would be considered most appropriate in Celbridge and greater detail regarding how economic clusters should develop. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission states that the quantity of residential growth provided for will give rise to a significant increase in car based commuting as Celbridge does not benefit from the necessary local employment opportunities or quality public transport. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Objectives to improve access to the River Liffey and secure strategic open space and green infrastructure are welcomed.



Submission No.	Name	Summary of Issues Raised
		<p>Green Infrastructure – Chapter 11 Implementation – Chapter 13</p> <ul style="list-style-type: none"> - This submission states that recreational facilities such as open space will not be delivered within an appropriate timescale and will result in an increase in anti-social behaviour. - This submission objects to the provision for residential development at Donaghcumper and suggests a ‘Commercial and Tourism’ or a ‘Community and Educational’ land use zoning objective for the lands.
406	Steven Duffy	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission objects to the level of population growth provided for in the draft LAP on the following grounds: - Up to date population figures have not been provided and should be determined in order to assess the impact of growth on existing infrastructure - The scale and timeline for the projected population growth is inappropriate. - The existing road network is inadequate. - The core strategy projections are inaccurate. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Two schools are currently in temporary accommodation. - Existing community services such as policing, fire and ambulance services are inadequate. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The draft plan does not identify how deficiencies in road infrastructure will be addressed. - The limitations of the existing vehicular bridge crossing the Liffey are not addressed. - The majority of residential development has been focussed on the west side of the town where existing schools, an industrial estate and access to the motorway generate a significant amount of traffic. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Development should only occur when the necessary road, water, power, sewage and public transport infrastructure has been put in place. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The proposed density of development will negatively impact upon existing infrastructure and the built and natural heritage of the town. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - This submission also states that green infrastructure must be protected and augmented in proportion with future residential and industrial development in the town.
407	Temple Lawns & Primrose Hill Residents	<p>Public Transport and Road Infrastructure, Heritage and Open Space</p> <p>Movement and Transport – Chapter 8</p>



Submission No.	Name	Summary of Issues Raised
	Association	<ul style="list-style-type: none"> - This submission welcomes the objective to improve access to Hazelhatch railway station and seeks the provision of continuous cycle routes throughout the town in order to address car dependency. - A regular bus service connecting Celbridge, Hazelhatch, Ardclough, Straffan, Clane, Maynooth, Leixlip to all existing rail and bus services is recommended. <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission also seeks to have the proposed western link road prioritised as an action of the plan in order to divert through-traffic away from the town centre and built-up areas and toward the M4 and Louisa Bridge Station. (Sub. 407: Chapter 8) - This submission states that the proposed western link road would negate the requirement for a second bridge crossing the River Liffey and proposed roads through existing housing estates. (MTO3.10 and MTO3.11). <p>MTO3.10</p> <ul style="list-style-type: none"> - This submission objects to the provision of a second vehicular bridge crossing the River Liffey and the road objective in the Simmonstown / Newtown area on the grounds: <ul style="list-style-type: none"> - The Hazelhatch Road is already at capacity. - The lands surrounding the ringfort should be left undisturbed (Chapter 10) - The safety of children, pedestrians and cyclists would be compromised. - The increase in traffic destined for the motorway interchange via existing housing developments. <p>KDA 2</p> <ul style="list-style-type: none"> - This submission objects to the proposed residential and commercial land use zoning objective at Donaghcumper (KDA 2) on the grounds that it would undermine the integrity and heritage amenity of the demesne and the development of a Liffey Valley Park. - This submission seeks to have lands behind the Donaghcumper cemetery reserved for the future expansion of the cemetery and car parking. <p>KDA 3</p> <ul style="list-style-type: none"> - This submission also seeks to have the access to the proposed primary and post-primary school site at Ballyoulster (KDA 3) restricted to the Dublin Road only and the proposed residential area north of the Primrose Hill estate omitted. <p>Green Infrastructure – Chapter 11</p> <ul style="list-style-type: none"> - The development of amenity uses such as playing pitches, a playground and river side walkway and cycle track is recommended.
408	Terri O'Brien	<p>This submission makes the following requests:</p> <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - A focus on existing communities. - Provision made for social housing dispersed across new development. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - A focus on making Celbridge more pedestrian and cycle friendly.



Submission No.	Name	Summary of Issues Raised
		<ul style="list-style-type: none"> - Provision of more frequent feeder bus services to the train station and the removal of car parking charges to encourage the use of the train service. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Measures taken to address flood risk. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - Proposals to designate an Architectural Conservation area accelerated. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - Phasing of development to comprise upfront delivery of infrastructure and amenities. <p>Strategic Environmental Assessment</p> <ul style="list-style-type: none"> - Measures taken to protect the River Liffey from pollution.
409	Tesco Ireland	<p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none"> - Submission made by GVA on behalf of Tesco Ireland. - The proposed designation of a Neighbourhood Centre at Celbridge Shopping Centre is not reflective of its role in the retail hierarchy of Celbridge and this matter should be reviewed with the Celbridge Shopping Centre being designated as a District Centre or provided with a site specific objective. - The removal of comparison uses the Celbridge Shopping Centre would be contrary to the Retail Planning Guidelines, 2012 which encourages the provision of small units, including comparison uses in locations such as this where they are located adjacent to a convenience retailer. - There are permitted comparison uses in the Celbridge Shopping Centre and the proposed amendments will have the effect of creating a non-conforming use at this location which is contrary to good planning practice. - As such comparison uses should be permitted on sites outside of the Town Centre with a requirement for a sequential test. - The submission asks the planning authority to have regard to the following: - The designation of retail / commercial centres is reconsidered. - That the Celbridge Shopping Centre be re-designated as a small “District Centre” given that its scale is greater than that of convenience retail units usually found in a NC. It should be noted that Tesco store was permitted on a “Retail/Commercial” zoning and is operating within the parameters of these permissions. Due to its scale, the appropriate District Centre designation in the retail hierarchy should now be applied. - Alternatively a site specific objective should be provided and could note the following: - <i>The Celbridge Shopping Centre is a large Neighbourhood Centre that provides District Centre functions in the context of Celbridge. Applications for development on these lands will be considered on their merits and the fact that this designated centre is of a greater scale than a typical Neighbourhood Centre.</i> - That comparison uses should be permitted in designated centres as per the Retail Planning Guidelines, 2012 and that the Town Centre can be protected using the existing mechanisms of sequential tests and Retail Impact Statements. This approach will also avoid the creating a non-



Submission No.	Name	Summary of Issues Raised
		<p>conforming use with regard to the smaller retail units in the Celbridge Shopping Centre and the comparison element of the Tesco Superstore.</p> <ul style="list-style-type: none"> - It should also be acknowledged that the flood risk issues associated with the Town Centre zoned lands has resulted in the situation whereby it may be difficult to deliver any medium or high order comparison uses in the Town Centre zoned lands.
410	Thelma Stronge	<ul style="list-style-type: none"> - Housing and Community – Chapter 6 - Provision of breakfast club and after school services in primary schools so commuters can avoid peak traffic. - Improved access to school grounds. - This submission also notes that childcare facilities are not conveniently located at present and recommends the provision of childcare facilities within neighbourhoods on important access routes. - Provision of child care facilities should reflect actual demand / need rather than being based on set standards of places per dwelling. - This submission highlights the deficit in community facilities in the town and highlights the need for a swimming pool in Celbridge or North Kildare as well as a theatre / arts centre, cinema and appropriate facilities for teenagers. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission highlights the traffic bottleneck generated by the vehicular bridge crossing in Celbridge. - Prioritisation of a second bridge crossing. - Improve cycling facilities including surface finish / levels on the Clane Road. - Improved bus routes, services and road infrastructure are required to address access to employment centres. <p>MT03.9</p> <ul style="list-style-type: none"> - Prioritisation of the western link road. <p>MT01.7</p> <p>Proposals for improved permeability in the town are welcomed and the following additional pedestrian links recommended:</p> <ul style="list-style-type: none"> - St. Raphael’s Manor to Bus Emirian stop on Clane Road - Primrose Gate to GAA club / St. Patrick’s national School - St. Wolstan’s Abbey to St. Wolstan’s Secondary School - St. Wolstan’s Abbey to Primrose Forge <p>MT03.10</p> <ul style="list-style-type: none"> - The proposed pedestrian bridge at Donaghcumper is welcomed and improved access to Celbridge Abbey and the rock bridge is sought. <p>KDA 2</p> <ul style="list-style-type: none"> - This submission suggests that the lands at Donaghcumper should not be developed. <p>KDA 4</p> <ul style="list-style-type: none"> - The objective for a new residential area at Oldtown is opposed on the grounds that this location is poorly connected to primary access routes and would give rise to significant traffic congestion in the absence of a second vehicular bridge over the River Liffey and a western link road.



Submission No.	Name	Summary of Issues Raised
411	Theresa Collinge	<p>MTO3.10</p> <ul style="list-style-type: none"> - This submission opposes the construction of a bridge/road at the Clane Road site in Celbridge which has also been considered as a site for a new Special Needs school for St Raphael’s.
412	Tom Carty	<ul style="list-style-type: none"> - The submission also queries the level of infrastructure in the town of Celbridge in comparison to Naas and Newbridge, which are towns of a similar population, with much stronger infrastructure provision, both physical and social. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - Town requires a part time Garda Station, and there is no fire or ambulance service. - The submission states that there are issues with traffic congestion throughout the day. - The submission queries the capacity of the schools and medical services to accommodate a population increase of 50% and same should be increased also. <p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none"> - a single main street with a handful of shops, - The submission states that the Mill Centre is the only social and community centre in the village, and while the submission acknowledges that it is a great resource for the town, there is limited availability for the activities provided and therefore new community centres would need to be developed. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that the town has a poor road and rail infrastructure. <p>MTO3.10</p> <ul style="list-style-type: none"> - This submission opposes the construction of a bridge/road at the Clane Road site in Celbridge which will impact on the Abbey Farm Estate and will result in the loss of green area in front of the River Liffey which is a scenic area of beauty. - The submission also raises concerns regarding the impact of the bridge and the potential for same to increase flooding, pollution and damage the habitats at this location. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submissions states that Celbridge is a village and until infrastructure is in place no further development should take place. - The submission recognises that there is a history of flooding within the town and raises concerns regarding the potential impact of a 50% increase in population. - There are issues with water supply for parts of the town. Issues with waste water systems are also highlighted. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - The submission notes that Celbridge is a heritage town with a deep history and raises issues regarding additional housing and subsequent population, will result in the town becoming a dormitory settlement.
413	Tracey Mahady	<p>Movement and Transport – Chapter 8</p>



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		<ul style="list-style-type: none"> - This submission states that no further houses should be built in Celbridge until the traffic issues are resolved. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that the town requires a full time Garda Station to deal with the current population notwithstanding proposals for an additional 3,500 houses and states that the town needs a community centre with access for all residents’ not just people who can climb up stairs. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission also highlights issues regarding the capacity of water supply.
414	Tracy McGinnis	<p>Movement and Transport – Chapter 8 MTO3.10</p> <ul style="list-style-type: none"> - This submission states that a member of the family attends the St Raphael’s facility in Celbridge and the submission states that they have been advised that the school may lose the site given to them by St John of God for a new school to facilitate a new bridge. - The submission opposes the bridge at this location and requests that alternative locations be considered.
415	Treaasa Ni Dharsaigh	<p>Vision for Celbridge – Chapter 3</p> <ul style="list-style-type: none"> - The submission states that Celbridge, Maynooth and Leixlip are unique suburban villages with distinct character and estate village feel and the net result of this plan will bring them closer to one another and damage the unique heritage and environment of these villages. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - This submission objects to the proposed numbers and location of new houses under the plan and in particular opposes the housing development on lands adjacent to Crodaun Forest Park. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission states that Celbridge cannot grow its population further without the development of relevant and essential infrastructure and this includes not only road, public transport and rail infrastructure but also public leisure facilities such as leisure centres /swimming pools and football pitches, and also key service infrastructure such as water, drainage, sewage, broadband and lighting and services such as 24 hour police presence, Fire Brigade and Ambulance services. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states the major road provision of the N4 into Dublin is congested at peak morning and evening travel hours. - The increase in housing especially on the Crodaun side of town will simply further overload this road infrastructure and the new road envisaged will potentially see an additional 1000 cars plus try to navigate in and out of Celbridge which will further increase congestion. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The provision of infrastructure should happen before any zoning development for housing. <p>KDA 5</p> <ul style="list-style-type: none"> - The submission states that the lands at Crodaun and beyond along the proposed route of the new road should not be zoned for housing but should be retained as a green belt with leisure facilities that is a demarcation between Celbridge and Maynooth.



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		<ul style="list-style-type: none"> - The submission suggests that these lands could provide the location for critical Fire and Ambulance Services, a leisure centre complex that includes a swimming pool and parkland that links to and enhances Castletown.
416	Turlough Boylan	<p>Urban Centres and Retailing – Chapter 5</p> <ul style="list-style-type: none"> - The submission is made in respect of lands at Donaghcumper and St. Wolstan’s Shopping Centre (Supervalu) on the Dublin Road and welcomes the zoning of the subject lands as “N – Neighbourhood Centre” and requests that this zoning objective remains in the adopted Celbridge Local Area Plan 2017 – 2023.
417	Veronica Carty	<p>KDA 4</p> <p>Movement and Transport – Chapter 8</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate and states that such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road network. The connector road will also increase the risk of safety to children and to health through increase pollution and dust. <p>MTO1.7</p> <ul style="list-style-type: none"> - The submission raises concerns regarding the proposed permeability through estates and states that such proposals will result in anti-social behaviour. - The submission opposes any further housing within the Oldtown Mill estate. - And any new housing should be separate to the existing estate. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - Raises concerns regarding the existing deficiencies in infrastructural provision and the capacity to address additional loadings. <p>Urban Design – Chapter 12</p> <ul style="list-style-type: none"> - The submission states that the built form proposed for KDA 4 are not in keeping with the established pattern of adjoining estates and states that 3 storey buildings would overshadow and overlook existing houses in the Oldtown Mill Estate and would reduce privacy and natural light and raises concerns regarding the proximity of new development to the existing houses in the orchard and density of 20-25 units per ha should be maintained.
418	Victoria Coogan	<p>Submission No. 418</p> <p>MTO3.9</p> <ul style="list-style-type: none"> - This submission relates to the portion of the western link road through from KDA 4 to the Oldtown Mill Estate and states that such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road network. The connector road will also increase the risk of safety to children and to health through increase pollution and dust. - The submission opposes any further housing within the Oldtown Mill estate and any new housing should be separate to the existing estate and raises concerns regarding the existing deficiencies in infrastructural provision and the capacity to address additional loadings.



Submission No.	Name	Summary of Issues Raised
		<p>MTO1.7</p> <ul style="list-style-type: none"> - The submission raises concerns regarding the proposed permeability through estates and states that such proposals will result in anti-social behaviour.
419	William & Mary Pierce	<p>Infrastructure – Chapter 9 Flood Risk (SFRA)</p> <ul style="list-style-type: none"> - The submission acknowledges the areas identified as being at risk of flooding within the plan area, however, raises concerns that the upper end of this land is still being considered for development on the basis that flooding risk is 0.1%, or 1 in a 1,000 in any given year, whereas it has been observed to be “flood plain” and states that they have observed over the years regular ‘ponding’ in every year, with flooding of several inches covering the entire area at roughly the same frequency as mentioned above, maybe once every 2-3 years. <p>Note : no map provided</p>
420	Carrie Martin	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the scale of development proposed for Celbridge i.e. to accommodate 10% of the growth for the County and raises concerns regarding the lack of essential infrastructure and services to accommodate same. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission states that Celbridge is entirely geared towards the private car and the town needs move pedestrian crossings particularly on the Shinkeen Road connecting Primrose Gate and St Wolstans and another on the Hazel Hatch Road. - The submission also states that there is also a requirement for additional cycle lanes in the town and school children and their parents should be encouraged to walk and cycle to school. - The submission suggests that the Council seek to cooperate with other local authorities in encouraging government to develop a national school bus transport system. - The submission also states that the town needs a second river crossing, and same should be prioritised before additional residential units are developed. - The submission states that the Council should take a key role in encouraging the use of Hazelhatch Train Station, and notes that feeder bus services are poorly advertised and steps should be taken to urge Irish Rail to remove car parking charges for commuters holding TaxSaver tickets. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - The submission states that the Leixlip Waste Water Treatment Plant is overloaded and planned upgrades must be carried out in advance of new development. - The submission raises concerns regarding flood risk in the town and states that there can be no development on flood plains. <p>Built and Natural Heritage – Chapter 10</p> <ul style="list-style-type: none"> - This submission states that the Council should accelerate proposals for the designation of the ACA. <p>Urban Design – Chapter 12</p>



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		<ul style="list-style-type: none"> - The submission also states that development should be high density not necessarily high rise. <p>Implementation – Chapter 13</p> <ul style="list-style-type: none"> - The submission also states that the 10% social housing provision should be spread throughout developments and not clustered. - The submission states that development must take place on a phased basis.
421	Nicola Roche	<p>KDA 4</p> <ul style="list-style-type: none"> - This submission objects to proposals for access from the Western Outer Link Road through from KDA 4 to the Oldtown Mill Estate and states that such a connection will result in a significant increase in ‘through’ traffic on an already congested residential road and will also increase the risk of safety to children, security and noise. - The submission also raises concerns regarding the proposed permeability through the existing estate and states that opening up areas to access other roads for pedestrian and cyclists encourages anti-social behaviour, littering and security issues. - The submission outlines objection to 3 storey terraces or duplex units in the second phase of the development of KDA 4 and states that this type of development is not in keeping with the current type of housing in established and existing estates in Celbridge, and such development will affect the natural light and privacy of existing residents. The submission also outlines objection to the density of housing identified in the Plan and states that same is extremely high and will lead to overdevelopment with a resultant loss of community and infrastructure deficits. - The submission also outlines concerns regarding the disruption that construction will bring to Oldtown Mill during the construction of Phase 2 of KDA 4.
422	John Breslin	<p>Introduction – Chapter 1</p> <ul style="list-style-type: none"> - The submission states that there was a lack of interaction with the community on the part of the Council concerning such plans for massive increases in housing. <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission further states that the current plans show an appalling lack of proper planning, with a focus on increasing housing and population as a political priority without any application to proper planning. - The submission also suggests that the LAP, with larger areas proposed for new housing and practically no consideration of mobility management, is appealing to developers rather than to serve the needs of the people in Kildare. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - This submission outlines historic issues regarding resident’s requests to access the motorway on the west side of Celbridge, west of Crodaun Forest Park and states that they were advised that same could not be done. - This submission states that residents previously voiced concerns regarding the construction of the Bridge at the Slip instead of motorway access on the Westside of Celbridge. - Appeals to the Council not to repeat the same mistakes of 20 years ago. - The submission outlines issues regarding traffic congestion for residents of the Celbridge Maynooth road who attempt to exit their estates in the



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		<p>mornings or evenings between 8:15 and 9:15 and states that it is worse in the evenings when traffic from the M4 exits into Celbridge.</p> <ul style="list-style-type: none"> - The submission also states that running "dispersion" roads through or into existing housing estates shows a complete lack of foresight.
423-443	Oldtown (R/R)	<p>KDA 4 - Proximity to Griffinsrath/Kilwogan Bog Strategic Environmental Assessment</p> <ul style="list-style-type: none"> - This submission relates to the proximity of new development proposed in KDA 4 to the Griffinsrath (Kilwogan Bog) illegal landfill site. - The submission outlines a number of issues regarding the history of the site and states that the landfill site has provided no necessary protective layers against leachates or any other monitoring of gases etc. - The submission states that the submission states that the site contravenes the groundwater protection Scheme, Water Framework Directive and River Basin Management Policies and various Natural Habitat and Biodiversity Directives. - The submission states that in light of the various environmental and human long term consequences of this illegal unmonitored landfill that no residential development should be considered for the Oldtown area pending the investigation of this issue.
444-530	Simmonstown Manor (R/R)	<p>KDA 6</p> <ul style="list-style-type: none"> - This submission outlines fundamental objections to the provision of an additional 393 houses and a primary school at KDA 6. - The submission states that the development proposed for KDA 6 is approx 400 units which has the potential to generate an additional 800 cars, and this figure does not account for additional traffic generated by the proposed school. - The submission states that Simmonstown Manor is currently a development of 51 houses which are broken into 2 no. quiet cul de sacs with green areas which are maintained by the residents through private funds. - The current road is stated to only serve this small number of houses and is not of adequate width to facilitate large volumes of traffic which is proposed to use these roads. - The submission states that, at present, the children of Simmonstown Manor estate play in the quiet cul de sacs and any changes to this would result in these areas becoming unsafe for children as the areas would become a main road with continuous large volumes of traffic passing throughout the day. - The submission states that the proposals outlined will result in a new estate which is 8 times the size of the existing estate and raises concerns regarding the capacity of the existing infrastructure to support the current traffic levels in Celbridge, without any additional traffic.
531-563	Abbey Farm (R/R)	<p>MTO 3.10 - New Vehicular Bridge Crossing</p> <ul style="list-style-type: none"> - This submission outlines the concerns of ca. 30 residents of Abbey Farm in relation to proposals for a New Vehicular Bridge Crossing from the Clane Road to the Newtown Road over the River Liffey. - The submission states that the proposed roadway will affect the value of their home and the quality of life for those living closest to the bridge. - The submission states that the residents are extremely concerned about the already increasing traffic along the Clane Road into the village and in particular the traffic generated by the petrol filling station. - The submission states that the residents often experience difficulty existing Abbey Farm during peak times, due to the volume of traffic travelling



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		<p>towards the village.</p> <ul style="list-style-type: none"> - The submission outlines serious concerns regarding the movement of large, heavy vehicles through a residential estate, during the construction phase which will pose a risk to children, walkers, cyclist and all that use the estate. - The submission also outlines that the bridge and the approach to same will be an eye sore and outlines other issues such as litter and noise pollution as a result of the bridge. Reference is also made to the health implications of living within close proximity to a noisy road and state that traffic noise has been associated with sleep problems and increased blood pressure. - The submission also states that of the 3 no. locations proposed for bridge crossings, the one at the Abbey Nurseries, running through the existing Abbey Farm Estate, is the only one which causes concerns and danger within a densely populated housing estate. - The submission suggests that the most appropriate way to alleviate pressure on the current bridge is to provide access to the R403 from Celbridge.
564-678	Ballygoran (R/R)	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. - The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - MTO3.9 The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, - States that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
679	Aaron O'Reilly	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. - The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these



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		<p>services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities.</p> <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development and notes that there is a poor bus service in the mornings. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
680	Susan O'Reilly	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. - The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. - The submission states that it is nearly impossible to enter or leave Celbridge during peak hours as the N4 is like a parking lot. - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development and notes that there is a poor bus service in the mornings. - The submission states that a major concern is the inadequate bus service in the town and states that it is impossible to get a bus during peak times. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
681	Amy O'Reilly	<p>Core Strategy – Chapter 4</p>



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		<ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. - The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. - The submission also states that a proper bus service needs to be put in place prior to the delivery of any new houses. - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development and notes that there is a poor bus service in the mornings. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
682	Sinead Gregan	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. - The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school. - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities. - The submission states that there is no swimming pool in the town and there is a massive young population who need more facilities. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other



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683	Wallace Moore	<p>development and notes that there is a poor bus service in the mornings.</p> <p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none">- The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities.- The submission states that there is no swimming pool in the town. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4.- The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development and notes that there is a poor bus service in the mornings. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none">- This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
684	Sandra Foley	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none">- The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station.- The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none">- The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities.- The submission states that there are no facilities for young people in the town specifically a swimming pool. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none">- The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4.- The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other



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		<p>development and notes that there is a poor bus service in the mornings.</p> <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
685	Adam Claffey	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities. - The submission states that it is difficult to find a school with free space for new students. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic meeting at the N4. - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development and notes that there is a poor bus service in the mornings. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school.
686	Ed Nyhof	<p>Core Strategy – Chapter 4</p> <ul style="list-style-type: none"> - The submission queries the lack of housing proposed for lands in the vicinity of Hazelhatch Train Station. The submission states that the OPW have confirmed that there are lands in this location which are not subject to flooding. <p>Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - The submission also states that Celbridge has no Fire Station or Garda Station, however has a larger population than other towns who have these services and states that no development should take place before a needs service analysis takes place and guarantees given on all services such as schools, playgrounds and sporting facilities such as a swimming pool. <p>Movement and Transport – Chapter 8</p> <ul style="list-style-type: none"> - The submission highlights issues regarding the western link road and states that same will bring all traffic to the already congested Celbridge West Interchange, and states that the proposal should be to continue the ring road to the Dublin Road (Celbridge to Lucan) to facilitate traffic



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		<p>meeting at the N4 and states that congestion will increase with further development.</p> <ul style="list-style-type: none"> - The submission states that a second bridge crossing should be provided and states that it is imperative that this is delivered irrespective of other development and notes that there is a poor bus service in the mornings. <p>Infrastructure – Chapter 9</p> <ul style="list-style-type: none"> - This submission raises concerns regarding the issue of water pressure in Ballygoran and states that such issues should be addressed in advance of proposals for new housing and a school. - The submission states that there is too much fluoride in the water.
687-712	Derrybeg Manor (R/R)	<p>Derrybeg Community Supported Farm Housing and Community – Chapter 6</p> <ul style="list-style-type: none"> - This submission is from the Derrybeg Community Supported Farm at Mooretown on the Maynooth Road. - The submission outlines the work of the group and states that the aim of the farm is to integrate community and agriculture in a mixed, biodiverse, sustainable and environmentally responsible farm, manage for the benefit of all involved and the farms support community is made up of people living within 10 miles of the farm. - The submission requests that the Derrybeg Community Supported Farm is added to the list of community facilities currently operating in Celbridge in Section 6.4 of the draft LAP.
713-950	Hazel Hatch Park/Callenders Mills (R/R)	<p>MTO 3.7</p> <ul style="list-style-type: none"> - This submission outlines objections to the access road through the existing estates at Hazel Hatch Park/Callenders Mills. - The submission states that it is unacceptable to propose a main road through a housing estate and refers to the road identified under MTO 3.7. - The submission states that these estates comprise primarily of family groups whom have children whom play on the green areas running through these estates. - The submission states that proposals for a road through these green areas will present a risk to children and also result in increased noise pollution, traffic jams, and inability to access driveways and estates entrance/exit and anti-social behaviour. - The submission states that it does not make sense how the Council can propose the rerouting of traffic through these estates when in November/December 2015 a decision to direct Ardclough traffic through these areas was reversed as a result of safety concerns. - The submission also queries why the Draft LAP does not extend towards the train station to the south west of the town which would remove the requirement to access through existing estates.
951-2742	Donaghcumper (R/R)	<p>KDA 2 Donaghcumper Town Centre Extension</p> <ul style="list-style-type: none"> - This submission outlines objections to proposals for KDA 2 at Donaghcumper. - The submission sets out that the proposals in the plan, which seeks a development that is ‘urban in character’ with day and night activity and residential units is incompatible with the proper preservation of the Liffey Valley, its ecology, historic landscapes, views and prospects. - The submission states that the visual impact, noise and light pollution will destroy the tranquillity and amenity value of the walks enjoyed by



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		<p>Celbridge citizens and visitors to Castletown.</p> <ul style="list-style-type: none">- The submission states that this proposal is contrary to much of the vision expressed in the plan and suggests that KDA 2 Donaghcumper Town Centre Extension be removed entirely from the Draft Celbridge LAP 2017-2023 and that all lands in the demesne, as defined by the boundary wall and the River Liffey, be rezoned open Space and Amenity for the benefit of the population of Celbridge and the wider community and suggests that the ca. 150 residential units be redistributed to other areas within the plan area.