

KILDARE COUNTY COUNCIL

Chief Executive's Report

Submissions received on Strategic Issues Paper
Celbridge & Castletown pre-draft Local Area Plan
2016-2022

Forward Planning, Planning Department

June 2016 (amended September 2016)

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June 2016 (amended September 2016)
Forward Planning Section
Kildare County Council

1. Introduction

The purpose of this Report is to outline the outcome of the consultation process carried out prior to the preparation of the Celbridge Local Area Plan.

Section 2 summarises the pre draft consultation process.

Section 3 lists the persons who made written submissions and Section 4 summarises the issues raised in each submission.

Section 5 outlines the Chief Executive's response to the issues raised and recommendations made.

The next steps are set out in Section 6.

2. Pre Draft Consultation Phase

Section 20 of the Planning and Development Act 2000 (as amended) states that;

"A planning authority shall take whatever steps it considers necessary to consult the minister and the public before preparing, amending or revoking a local area plan including consultations with any local residents, public sector agencies, non governmental agencies, local community groups and commercial and business interests within the area."

A Background Issues Paper for both Celbridge and Castletown identifying key planning issues in each town was prepared and made available (from February 28th to 31st March 2015) at the following locations:

- Planning Section, Áras Cill Dara, Devoy Park, Naas;
- Celbridge Library, Main Street, Celbridge; and
- Leixlip Library, Captain's Hill, Leixlip.

The Strategic Issues Paper was also referred to the Statutory Authorities as set out in the Planning and Development Regulations.

3. Submissions Received

A total of 33 valid submissions were received which are listed in the table below.

Table 1: list of Submissions Received


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4. Summary of Submissions

The issues raised in the 33 submissions are set out in Table 2 below.

Table 2: Submission Received and summary of Issues Raised

Sub. No.	Name and Agent/Rep	Summary of Submission
1	Bridgedale M & D c/o Paul Hogan Architects and Planning Consultants	<ol style="list-style-type: none"> 1. Infrastructural Constraints – Movement & Transport <ul style="list-style-type: none"> • The existing bridge over the Liffey remains the sole crossing point. The delivery of the town relief road and new bridge across the Liffey should be a priority • Heavy traffic discourages people from entering the town centre which is having a negative impact on trade • National objective to electrify Hazelhatch to Dublin for the extension of the DART service will shape future of Celbridge. The LAP should support this modal shift • Internally the road, pedestrian and cycle network needs to be improved to connect residential communities with schools, retail areas and Hazelhatch Station 2. Employment <ul style="list-style-type: none"> • Northern area of the town (home to a number of large employers) should be retained for employment generating uses, and not residential uses. 3. Population <ul style="list-style-type: none"> • The town has grown by 13.1% between 2006 and 2011. • New housing builds between 2007–2013 were stagnant. • The new LAP must reflect the forecast reduction in household size in prescribing the household target, reflecting the national downward trend. • Little development has taken place in the town since 2010 with extant permission for only 56 units on zoned land. Whilst majority of zoned lands remain available for development, using a density of 30 units per hectare, they can only provide c. 1,826 units. This is considerably short of the target of 3,579 identified in the Issues Paper. • There is a requirement for 4,909 units in the Celbridge LAP 2016-2022. 4. Amenity <ul style="list-style-type: none"> • The LAP should re-instate the relationship between the Obelisk, The Wonderful Barn and Castletown House.

Sub. No.	Name and Agent/Rep	Summary of Submission
		<ul style="list-style-type: none"> • Unused land with limited development potential due to flooding issues aligns both sides of the River Liffey could provide a significant piece of green infrastructure for the town in the form of a Linear River Park along the Liffey. The study ‘Towards a Liffey Valley Park’ should be realised. • The importance of Castletown House and the benefit of the grounds as a regional public amenity should be protected and enhanced. • The truncation of the Obelisk and The Wonderful Barn from the estate grounds by the M4 should be examined and pedestrian links to both features should be considered. <p>5. The long term vision is communicated through Figure 14 in the submission (extract below).</p> 

Sub. No.	Name and Agent/Rep	Summary of Submission
2	Catherine Murphy T.D.	<ol style="list-style-type: none"> 1. Liffey Valley <ul style="list-style-type: none"> • The extension of the Liffey Valley Special Amenity Area Order (SAAO) to include Celbridge should be considered in the context of the LAP. • It is also legitimate for the LAP to aspire to the development of a Liffey Valley Regional Park within its vision for the town. 2. Celbridge - A Historical Town <ul style="list-style-type: none"> • A firm linkage between the neighbouring Donaghcumper and St Wolstan’s House and Demesnes with Castletown was made in the work done on behalf of Kildare County Council by Dr Finola O’Kane and Dr John Olley of UCD’s Dept of Architecture, Landscape and Civil Engineering. • Arising from the report, these Demesnes need to be considered together in the context of the review of the new LAP. • The current zoning on Donaghcumper Demesne is not compatible with views expressed by the DoEHLG under 08/439 (subsequently refused by ABP). This would entail reversing the residential zoning; the roads and other objectives; it should also involve encompassing the boundary to include the section up to the boundary adjacent to the Abbey Lodge Pub car park. 3. Land Use and Transportation Linkages <ul style="list-style-type: none"> • A new bridge will be required and reference is made to previous study by Paddy Shaffrey & Associates which indicated the correct location for a new bridge would be on the Clane side of the current bridge. 4. Town Centre Expansion <ul style="list-style-type: none"> • There are significant lands in the charge of St John of God’s Brothers at St Raphael’s that were previously proposed as an extension to Main Street. Such a plan was advanced by St Raphaels in the context of an inclusive proposal for their clients and is worthy of further consideration. 5. Public Transport <ul style="list-style-type: none"> • A link between Leixlip and Celbridge is required given industrial and educational relations between the two towns. • Turning Circles for new bus routes or termini within the town require consideration. • Focus should also be on including existing residential areas within new public transport corridors. • Cycle and greenway (where possible) initiatives are required. • The footpaths to Celbridge Village on the Ardclough Road for example remains totally inadequate, the road is narrow and there is no possible provision for a cycle way. If a modal shift is to occur it needs to be planned for in conjunction with transport providers and the community itself.

Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>6. Social Infrastructure</p> <ul style="list-style-type: none"> • Given the disproportionately young population in Celbridge, the social/community infrastructure has not been adequately provided for. • A baseline study is required where both strengths and deficits are identified and planned accordingly. • Social Infrastructure Assessments carried out in conjunction with previous planning applications of 50 housing units or more may be a good reference point. • The fact the LAP will include the totality of Celbridge including Castletown and the associated Demesnes are welcomed and will lead to a more coherent plan.
3	<p>Celbridge Action Alliance</p> <p>c/o June Stuart Kildrough House Celbridge.</p>	<ol style="list-style-type: none"> 1. Vision <ul style="list-style-type: none"> • The unique heritage of Celbridge deserves to be highlighted, protected, conserved and promoted for the benefit of all. • Infrastructural objectives should not take precedence in sensitive situations. Greater statutory protection needs to be afforded to the natural and built environment, also to views and vistas. • The riparian ecology and lands adjoining the Liffey need greater protection. • We would like to see increased economic activity based primarily on the concept of Celbridge as a tourist destination, with linkages enhanced between the Village and Castletown. • Celbridge is ideally placed to become a significant major tourist hub for North Kildare. 2. Heritage & Tourism <ul style="list-style-type: none"> • The implementation of an Architectural Conservation Area would raise awareness of and place pride in our local heritage. • Creating better links between Castletown and the village core is an important objective. • The village street containing interesting buildings suffers from inappropriate and intrusive signage. • CAA proposes that an objective to conserve the architectural integrity of the village core, perhaps through a sensitive village renewal scheme, Architectural Conservation Area designation and Public Realm plan, be included as part of the LAP. 3. Castletown house and parklands <ul style="list-style-type: none"> • LAP recognises the critical importance of securing the remaining demesne boundaries, the setting, and views extending within and beyond those boundaries. • A change in its zoning status from Residential/Commercial to High Amenity/ Liffey Valley Zone as per policy H35 of the South Dublin County Development Plan 2010-2016 is required. The continuation of the Liffey Valley Zone should form part of the LAP.

Sub. No.	Name and Agent/Rep	Summary of Submission
		<ul style="list-style-type: none"> • The blue line delineating Donacomper demesne should be extended to encompass the wooded triangle of land, bordered by the Dublin road (R403) and the Liffey, whose apex is the Abbey Lodge. • Similarly all the remaining lands at St. Wolstan’s should be zoned Agricultural/High Amenity under the relevant plan. • As an absolute priority the remaining demesne lands of Castletown, whether in the ownership of the OPW or not, should be zoned High Amenity/Liffey Valley Zone. • The RPGS for the GDA 2010-2022 highlight the importance of Castletown House and attendant demesnes (listed in Table 12 of Guidelines as Green Infrastructure (p.162). The LAP should reflect this. <p>4. Population</p> <ul style="list-style-type: none"> • Further population increases should be commensurate to facilities and not allowed to encroach on the historic and green fabric of the Liffey valley and its demesne lands, nor the village core. • Future development should be served to the south of the Liffey towards Hazelhatch station (eventually be the terminus of the Dart Underground Service through central Dublin). • Variety of house types (not apartments) are required. • Development potential remains on Oldtown Road/Shackleton Road proximate to schools. • Sites for social housing need to be identified. <p>5. Retail</p> <ul style="list-style-type: none"> • Active encouragement should be given to further retail activity in the village street, especially, but not exclusively, addressing tourism needs: e.g. good daytime cafés/restaurants. • Further car parking facilities need to be identified in, and close to, the village if small retail outlets are to be encouraged. A coach parking site should be identified. • Limited retail development could occur on Maynooth Rd., close to Aldi. <p>6. Village/Town Centre</p> <ul style="list-style-type: none"> • The residential use of entire houses or upper storeys should be encouraged. • The development of the gardens/lands between the street and the Liffey should not be permitted on any large or intensive scale and the current objective to intensify development should be omitted. • The views from the south bank in Donacomper towards the village lands are beautiful and more than worthy of retention on every criterion relating to the green infrastructure, the built heritage, the views and vistas. <p>7. Traffic/Transportation</p> <ul style="list-style-type: none"> • There is little major traffic congestion in Celbridge. • There is no scope for another bridge in the village – a point clearly made by An Bord Pleanála (2/2011)

Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>in its ruling (PI 09.236613).</p> <ul style="list-style-type: none"> • Two-way traffic through the village be retained, if the latter is to function organically. • Bus Éireann’s No. 67 should be further extended serving the estates on the Hazelhatch road. • The re-introduction of a ‘feeder’ bus serving Hazelhatch station should be a priority. • The design and introduction of further cycle paths should be prioritised, using European examples. • A temporary, cantilevered walkway on the downstream side of the bridge should be considered along with ‘soft’ roundabouts. • A new river crossing upstream of the present bridge must be considered. <p>8. Infrastructure</p> <ul style="list-style-type: none"> • Any development in the Leixlip WWTP catchment must consider the capacity constraints at the plant. • To alleviate flooding, the river valley lands must be retained as a natural filter. • Green recycling should be encouraged through the provision of a centre. • Telecommunications/broadband is neither fast nor reliable at present. Fibre optic connectivity is imperative for Celbridge to attract business. <p>9. Social, Community and Cultural Development</p> <ul style="list-style-type: none"> • With an increasing population the next secondary school to be built should be multi-denominational. • The ‘sense of place’ with regard to Celbridge rests in the conservation of its eighteenth century inheritance set in an ancient river valley.
4	<p>Celbridge Community Council</p> <p>c/o David Trost 119 Beatty Grove Celbridge Co Kildare</p>	<p>1. Population</p> <ul style="list-style-type: none"> • The planned level of growth (up to 25,084 in 2017) is unsustainable in view of the Celbridge’s creaking infrastructure, lack of public amenities, facilities and services and designation as a Moderate Growth Town. • All future development must provide a good mix of property types with no over reliance on apartment blocks and rows of terraced houses. <p>2. Vision for Celbridge</p> <ul style="list-style-type: none"> • To create an attractive streetscape, the following needs to be done; <ul style="list-style-type: none"> ➤ removal of all overhead cables ➤ provision of street furniture ➤ provision of attractive public lightning ➤ enforcement of regulations for business signage ➤ removal of unnecessary and out of date signs <p>3. Retail</p>

Sub. No.	Name and Agent/Rep	Summary of Submission
		<ul style="list-style-type: none"> • Key to Celbridge is making the town centre more attractive to encourage people to shop and enjoy their surroundings. • The development of some entertainment facilities such as a Cinema and Civic Theatre should be addressed. 4. Enterprise, Industry & Employment <ul style="list-style-type: none"> • The status of Celbridge as a "supporting role" requires upgrading to that of "primary growth town" similar to Maynooth and Leixlip with all three towns forming into the North Kildare Business Hub. 5. Movement & Transport <ul style="list-style-type: none"> • The volume of through traffic is still high and needs to be reduced. • Requirement for a new pedestrian bridge (Cantilever style) to the existing structure. • The construction of new bridge should be located south of the existing bridge. • Improved service to Hazlehatch is required to realise the benefit of public transport. 6. Infrastructure & Community facilities <ul style="list-style-type: none"> • Broadband needs upgrading in the town. • Celbridge needs open public areas including playgrounds and other facilities. 7. Tourism <ul style="list-style-type: none"> • Any tourism heritage plan must provide for greater connectivity between Celbridge Town and Castletown House. • A tourism office and heritage centre for the town are required if the full potential of Celbridge/Castletown is to be realised as a tourist centre.
5	Celbridge Guided Tours c/o: Breda Konstantin 16 The Woodlands Castletown Celbridge	<ol style="list-style-type: none"> 1. Population <ul style="list-style-type: none"> • In line with the County Development Plan 2011-2017, the development of the town must be plan-led with appropriate infrastructure in place to meet the needs of the existing population and future growth. 2. Vision/Heritage/Tourism <ul style="list-style-type: none"> • To maximise the historic heritage of the town, Celbridge should form part of a collaborative tourism offering across north-east Kildare. • The LAP should support the Celbridge Heritage Tourism Forum (and reports). 3. Developing New Residential Communities <ul style="list-style-type: none"> • The decision by the Bord to overturn the council's permission at Donaghcumper should inform the next LAP.

Sub. No.	Name and Agent/Rep	Summary of Submission
		<ul style="list-style-type: none"> • Strategies for new residential communities should take account of climate change. • The strategic opportunities on the Hazelhatch road should be examined, given the proximity of the train station. 4. Retail/Town Centre <ul style="list-style-type: none"> • New development to support residential expansion should focus on the Hazelhatch Road and near the existing retail expansions such as Aldi, etc. 5. Enterprise, Industry & Employment <ul style="list-style-type: none"> • Where industrial development occurs, there should be a number of set-up, units developed to support local industries. 6. Movement & Transportation <ul style="list-style-type: none"> • Cycle routes need to form an integrated part of any future route upgrades or development. Adequate cycle links to the train station should be provided. • As part of the tourism strategy set- down spaces available to coach operators need to be identified • There is a need to identify further sites for off- street parking. • Group supports proposal for a new bridge in Celbridge. 7. Infrastructure, Energy & Communications <ul style="list-style-type: none"> • It should be a policy that all wires on the Main Street and extending to 100 m on all approach roads should be underground. 8. Built and Natural Heritage & Biodiversity <ul style="list-style-type: none"> • The character of the town core should be kept as a priority and any backland development should be sensitive to the historic buildings and Liffey Valley landscape. • A Public Realm Plan and Architectural Conservation Areas should be drawn up as part of the LAP 2016. This would also help to deal with the over use of inappropriate signage in the town core. • Support for the implementation of the Conservation Management Plan for the on-going restoration of Tea Lane Graveyard should be included in the LAP. • The blue line that outlines the historic demesnes of Castletown and Donaghcumper should be extended to take in the triangle of ground between The Abbey Lodge and the River Liffey. This was agreed in the adoption (4/4/2011) of the Kildare County Development Plan 2011-2017. • The ISPs recent initiative to form the Celbridge Heritage and Tourism Forum is proving very successful and should be supported.


Sub. No.	Name and Agent/Rep	Summary of Submission
6	Celbridge Heritage Tourist Forum	<p>The submission comprises a ‘Draft Strategy Framework’ for promoting economic, environmental, social and community development in Celbridge and its hinterland through heritage-related tourism. The vision for Celbridge should maximise quality of life generally in the area.</p> <ul style="list-style-type: none"> • In view of Celbridge’s designation as a “Moderate Growth Town” and the stated aim of securing its sustainable growth, the projected scale of population increase of 5,547 or over 28% is excessive. It would be more appropriate to aim for an increase in absolute terms of not greater than that recorded in the period 2006 to 2011 (2,275). • Development of tourism in Celbridge and its hinterland can provide an important platform on which to pursue the objective of economic, environmental, social and community development. The submission went on to suggest 11 specific elements of a strategy to develop tourism in Celbridge. These closely reflected points in the Forum’s Heritage and Tourism Strategy. • Measures to achieve the foregoing objectives will necessitate investment by the relevant authorities. • The importance of effective action to improve the physical appearance, fabric and streetscape of Celbridge Village was emphasised in particular, including the need to complete undergrounding of the cables and removal of poles, followed up by the provision of good quality “street furniture” and streetscape enhancement. • The consultation document to which the submission was addressed contained a commitment that the new LAP will “seek to encourage and sustain a diversity of local employment opportunities, identify potential for inward investment and enhance the tourism economy”. In this context the submission cited as key strengths of the area which need to be capitalise on, its strategic location, the presence nearby of major IT firms and a major university (as well as development of heritage-based tourism). • Consistent with the foregoing points, the submission suggested that additional measures to facilitate economic development and employment generating should be included in the LAP as follows: <ul style="list-style-type: none"> ○ “Action to promote and support the development of heritage-based tourism, including investment in physical improvements to the Village centre, in the provision of relevant tourism-related facilities and in marketing the area as prestigious tourist location”. ○ “Upgrading the status of Celbridge as a significant destination for major investment, particularly in the area of IT/research/technology, as part of a Celbridge/Leixlip/Maynooth enterprise hub”. • In relation to transport, the single most important strategic requirement is that any future housing development is located in close proximity to public transport facilities, particularly Hazelhatch Station and away from locations that would necessitate use of the existing Liffey Bridge. This would suggest concentration of any further housing development primarily between the Ardclough Rd, Hazelhatch Rd

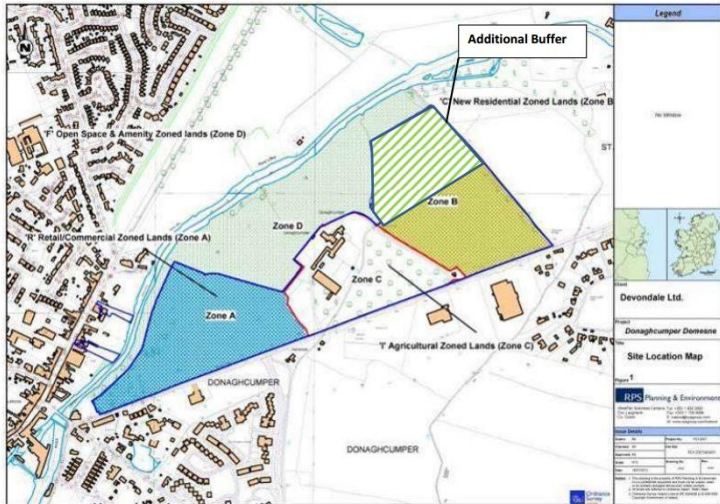
Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>and Lucan Road.</p> <ul style="list-style-type: none"> • The most appropriate location for an additional vehicular bridge would be upstream, enabling completion of a ring road linking the Shackleton Road route with the Lucan Road. • The most appropriate mode of additional pedestrian river crossing would be the incorporation of a boardwalk adjacent to the existing Liffey Bridge. • The usefulness of the Hazelhatch link for commuting to Dublin would be greatly enhanced by providing the mooted inter-connector between Heuston and Connolly stations under the Phoenix Park (which is now happening) and by providing a regular, efficient, shuttle feeder service between the Hazelhatch and Louisa Bridge Stations in both directions. Routing some of the Dublin bus Leixlip services via Celbridge was also suggested. • Maximising the benefit of tourism potential requires facilitating connectivity between Castletown House and Celbridge Main Street, and increasing off-street parking near the village centre. • In the context of community infrastructure needs, it was pointed out that there has been very little local authority investment in amenities for the area. It would be desirable to consider what leisure/recreational facilities might be developed to attract young people, particularly those who may not be involved in sporting clubs. • The desirability of re-developing and enhancing some sites such as the shopping area at the Castle Village entrance which is a litter and visual black spot (featuring two fast food outlets), and a location of some low-level anti-social congregation. • There is a dearth of public realm open space in Celbridge and every effort should be made to maximise what potential may exist. The development of the Slip/Castletown Gate area as Heritage Quarter was suggested, along with the site adjacent to the “welcome stone” on the Maynooth Road (both are Tidy Towns projects) and the possibility of an environmental development at the disused quarry on the Hazelhatch Road was mentioned. • Improving the appearance of the village streetscape and improving linkage between the village centre and the various heritage sites, notably Castletown, were suggested as key measures to maximise the tourism potential of built heritage, along with the possibility of partnership arrangements with owners to undertake improvement of some existing buildings such as the Long Shed building in the Mill. • The LAP should set out proposals to bring the river into much greater focus and achieve greater linkage between the village and the river. Any possible proposal to resurrect the concept of a vehicular crossing in the Castletown Gate area, or at any other location in the vicinity of the village or Castletown, must be absolutely excluded.

Sub. No.	Name and Agent/Rep	Summary of Submission
7	Celbridge Historical Society	<ol style="list-style-type: none"> 1. The heritage must be protected as part of the LAP. 2. New residential development should as far as possible take place between the town and the railway station to make as much use as possible of sustainable travel options. 3. The primacy of the town centre should be preserved as a retail destination, without competing with out of town centres which would add to the dereliction in the town. 4. The zoning for retail/commercial development should be removed from Donaghcumper and instead the lands should be zoned high amenity. 5. Celbridge will not provide employment for all of its citizens. Hence the town should focus on tourism enterprise, with the focus on protecting and enhancing the built fabric. 6. The objective to provide a new road through Donaghcumper should be ruled out given the planning history and refusal by ABP. 7. Views from the bridge provide its landscape setting and should be preserved, with the retention of the built and natural surroundings of the bridge as the guiding principle; any new interventions should be secondary to the current setting. 8. Pedestrian movement from the Main Street to the Castletown parklands is crucial and should be preserved. 9. Flooding has been a problem at Donaghcumper. As such these lands should be retained as open space to facilitate better drainage, and concentrate new development elsewhere. 10. A growing population requires community facilities and open space. Making use of historic landscapes such as Castletown and Donaghcumper for amenity would ensure their preservation and provide attractive places for a range of activities appropriate to the nature of the demesne landscape. 11. The LAP should protect views to and from the historic demesnes and the views to the Connolly Folly and the Wonderful Barn. 12. The demesnes should be zoned as areas of high amenity to afford protection. 13. The main elements of the town, together with the three interlinked demesnes should form an ACA to enhance protection and tourism potential of Celbridge.
8	Celbridge Tidy Towns	<p>The submission refers to a number of activities and functions which should be supported/taken over by Kildare County Council in support of the group’s activities.</p> <p>In particular the group seeks the following:</p> <ol style="list-style-type: none"> 1. The preservation and presentation of the village (Main) street through the better enforcement of

Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>planning law, most especially with regard to signage</p> <ol style="list-style-type: none"> 2. Active encouragement to follow KCC’s excellent guidelines for shop fronts, possibly through grant aid. 3. The continuation of the present undergrounding of service wires in the village. 4. Street to include all services and on both sides of the street. 5. Installation of new street lamp standards in keeping with the 18th century character of Celbridge. 6. The installation of sensitive and harmonious street ‘furniture’. 7. The planting of trees, where possible in the village street. 8. Further enhancements of civic areas; in particular the Castletown Gates/Slip area and the area between the Mill and the mill race. 9. Identification of further off-street parking areas and the securing of same. 10. The removal of non-statutory, non-essential signage on the approaches and in the town. 11. The taking over, by KCC, of all grass cutting on the approach roads.
9	The Castletown Foundation	<ol style="list-style-type: none"> 1. The architectural and built heritage must be protected as part of the LAP. 2. An ACA encompassing the three demesnes and the historic village/town should be included/protected in the LAP. 3. New residential development should take place between the town and the railway station . 4. The primacy of the town centre should be preserved as a retail destination, without competing with out of town centres which would add to the dereliction in the town. 5. Additional parking is required off Main Street. 6. The zoning for retail/commercial development should be removed from Donaghcumper and instead the lands should be zoned high amenity. 7. Celbridge will not provide employment for all of its citizens. Hence the town should focus on tourism enterprise, with the focus on protecting and enhancing the built fabric. 8. The objective to provide a new road through Donaghcumper should be ruled out given the planning history and refusal by ABP. 9. Views from the bridge provide its landscape setting and should be preserved, with the retention of the built and natural surroundings of the bridge as the guiding principle; any new interventions should be secondary to the current setting. 10. Pedestrian movement from the Main Street to the Castletown parklands is crucial and should be preserved. 11. Flooding has been a problem at Donaghcumper. As such these lands should be retained as open

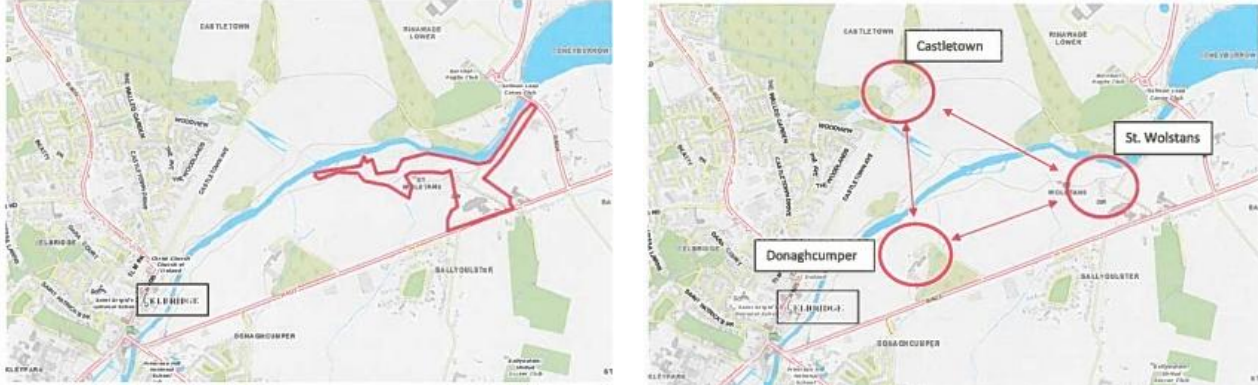
Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>space to facilitate better drainage, and concentrate new development elsewhere.</p> <ol style="list-style-type: none"> 12. A growing population requires community facilities and open space. Making use of historic landscapes such as Castletown and Donaghcumper for amenity would ensure their preservation and provide attractive places for a range of activities appropriate to the nature of the demesne landscape. 13. The SEA Report (and Sensitivity Map) for the CDP 2011-2017 did not reflect the presence of historic demesnes/landscapes and protected views. A different approach is required in this LAP. 14. Policy statement on Castletown House are proposed for inclusion in the LAP. 15. The LAP should protect views to and from the historic demesnes and the views to the Conolly Folly and the Wonderful Barn. 16. The demesnes should be zoned as areas of high amenity to afford protection. 17. The main elements of the town, together with the three interlinked demesnes should form an ACA to enhance protection and tourism potential of Celbridge. 18. Structures within Castletown House should be placed on the RPS.
10	Colortrend	<ol style="list-style-type: none"> 1. The first item relates to a specific zoning request. 2. There is an opportunity to re-develop the old Workhouse as a retail destination with possibly some residential element. Retail destination could have an “Irish themed Interiors” focus where Irish craft and design would be showcased alongside Colortrend Paints (General Paint’s brand), Ireland’s leading national paint brand. The local expertise needs to be protected and developed and provides the ideal platform for Celbridge to become an Irish Interior design hub. The facilities to be developed would include a restaurant, car parking and several retail units with a common interiors theme with a distinctively Irish flavour. 3. The Famine Workhouse in Celbridge could become Celbridge’s “town centre”, taking full advantage of its tourism generating potential, particularly from a heritage perspective. 4. The Oldtown road (junction close to the schools) should be widened/improved to reduce traffic congestion in the area.
11	Dublin Airport Authority	The Authority has no comment to make at this stage of the process.
12	Department of Arts, Heritage and the Gaeltacht	<ol style="list-style-type: none"> 1. The Department would recommend that it state as a key objective to protect the historic core of this town (Recorded Monument KD011-012001- Historic Town). 2. The conservation of archaeology in Celbridge should have regard to national and local guidelines, the

Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>European Convention on the Protection of the Archaeological Heritage.</p> <p>3. The Dept. recommends the inclusion of a body of text (included in the submission) relating to underwater archaeology as part of the LAP.</p>
13	Department of Education and Skills	<p>The Dept. has enclosed their standard requirements relating to school numbers relative to the population. The submission also notes that the projected figures for population growth have not been included in the issues paper.</p>
14	GSI - Geological Survey of Ireland	<p>The submission identifies important geological heritage sites in proximity to the LAP. Key site identified is an abandoned oxbow lake 3km southwest of Celbridge.</p>
15	Dermot Carroll	<p>1. The LAP boundary should be extended to Newtown (at the southern end of the LAP area) to reflect the existing housing and urban character of the area.</p> 
16	Devondale Ltd. c/o RPS Planning & Environment	<p>1. Devondale Ltd. owns 26.8 hectares of land at Donaghcumper Demesne located to the east of Celbridge Town centre (as shown in the extract below, divided into areas A, B and C). It is suggested that these lands can make a valuable contribution to the confirmed need for future residential development in Celbridge.</p>

Sub. No.	Name and Agent/Rep	Summary of Submission
		 <p>The map displays the Donaghcumper area with several zoning zones: Zone A (Retail/Commercial), Zone B (New Residential), Zone C (Agricultural), and Zone D (Open Space & Amenity). A specific area is highlighted with green diagonal lines and labeled 'Additional Buffer' between Zone B and the River Liffey. The map also shows 'Donaghcumper Demesne' and 'Devondale Ltd.' as the agent.</p> <ol style="list-style-type: none"> 2. It is suggested that Objective TR3¹ should be removed and replaced with a transport objective targeting the provision of a pedestrian and cyclist bridge which will provide sustainable connections between Donaghcumper Demesne and the town centre. 3. There should be a site specific objective for the preparation of a Design Brief for the development of lands at Donaghcumper to include (i) an integrated development including an appropriate future use for the House, and (ii) sequencing of development including delivery of a public park. 4. The land is located centrally and, sequentially, is suitable for retail provision which will contribute to the vitality of the town centre as part of a mixed use development. 5. The sub-area A (on the left) is considered most appropriate for housing with a neighbourhood level of retail provision. 6. The sub-area B (on the right) is already zoned residential. There should be an objective to limit the height and density on this site. A buffer is suggested between this residential land and the River Liffey to the north. 7. The sub-area C (middle) contains Donaghcumper House (a Protected Structure) and is zoned 'Agriculture'. A site specific objective is sought allowing for the conversion of the existing buildings to

¹ Objective TR3 is 'To facilitate the construction of a road between the Dublin Road and Main Street (including a new bridge over the River Liffey) as illustrated on the Land Use Zoning Objectives Maps (Maps 5a and 5b) in phase with development and in the interim to protect this route from development'.


Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>residential use (apartments). Consideration should be given to allowing small scale residential development within the curtilage of the house also.</p> <p>8. The planning history to these lands has led to a more focused review of the use of these lands for town based development.</p>
17	Eirgrid	<ol style="list-style-type: none"> 1. Local Authorities are required to have regard to the ‘Government Policy Statement on the Strategic Importance of Transmission and Other Energy Infrastructure’ (July 2012). 2. Grid 25 is Eirgrid’s strategy for development of the national transmission grid. Section 2.5.7 of the Grid 25 Implementation Plan refers specifically to “Reinforcement of the Transmission System in the Dublin and Mid-East Region”. Longer term development in the Region includes ‘reinforcement of the network to cater for strong growth in Kildare and north Wicklow’. 3. There are existing transmission lines located north and south of Celbridge as follows: North of Celbridge (i) Maynooth to Ryebrook – 110KV line, and (ii) Dunfirth to Kinnegad to Rinawade – 110 Kv line. South of Celbridge: (i) Grangecastle to Maynooth 110kv double circuit line, and (ii) Inchicore to Maynooth 220Kv double circuit line. 4. A policy should be included in the LAP to protect this vital strategic infrastructure from any conflicting or inappropriate development.
18	Environmental Protection Agency	<ol style="list-style-type: none"> 1. This submission sets out the key environmental issues to be taken into account in the preparation of the SEA for the Draft Plan. The key issues are: <ol style="list-style-type: none"> (i) Protection of Water Quality in line with River Basin Management Plan. (ii) Protection of designated sites of significant biodiversity including the River Rye SAC and Royal Canal pNHA. (iii) Ensure consistency with the County Development Plan Core Strategy and Regional Planning Guidelines. (iv) Lands should be zoned/developed appropriate to the level of flood risk identified. (v) Development should be linked with the ability to provide adequate and appropriate critical service infrastructure. 2. Scoping guidance is provided on the EPA website and this should be considered in the preparation of the SEA. 3. There is also a WebGIS Search and Reporting Tool now available online for public authorities.
19	Gerry Dooley	<ol style="list-style-type: none"> 1. Mr. Dooley is the owner of 11.87 ha of land to the east of Celbridge town which comprises of The

Sub. No.	Name and Agent/Rep	Summary of Submission
		<p>Orchard Garden Centre and St. Wolstan’s House. These lands are located outside the LAP boundary of the town and are currently un-zoned.</p>  <ol style="list-style-type: none"> 2. The subject lands should be included within the LAP boundary because of the triangular relationship between Castletown House, Donaghcumper House and St. Wolstan’s House in this unique historical landscape along the banks of the River Liffey. 3. St. Wolstan’s House and Abbey are Protected Structures set in a demesne landscape. There are a number of outbuildings, including St. Wolstan’s Priory. There is extensive frontage onto the River Liffey. 4. ‘The Orchard’ is located within the walled garden previously associated with St. Wolstan’s House. It is a popular garden centre and restaurant which employs 100 people and had 800,000 customers in 2014. 5. Policy AAO3 of the 2011 County Development Plan seeks to prepare a Local Area Plan for Castletown Demesne. The boundary of the area to be protected includes St. Wolstan’s and The Orchard (essentially the three demesnes of Castletown, Donaghcumper and St. Wolstan’s). 6. It is an objective of the 2011 County Development Plan to provide a walkway through St. Wolstan’s (Map 12.10). 7. Sites of archaeological potential within the landholding include ‘Mansion’, ‘Priory’ and ‘New bridge’. It is an objective of the Development Plan to protect views at Castletown House. 8. The lands are situated within the outer area of one of two approach areas for the Weston Aerodrome.


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		<p>9. Dr. Finola O’Kane’s report ‘<i>Designed Landscape of Castletown Celbridge and Adjacent Demesnes</i>’ outlines the importance of Castletown and the linked demesnes of Donaghcumper and St. Wolstan’s.</p> <p>10. The blue line boundary in Map 12.12 of the County Development Plan is the natural boundary extension for the LAP as this encompasses the three demesnes.</p> <p>11. It is an objective of the County Development Plan to provide a Liffey Valley Park.</p> <p>12. The owners of the Orchard Garden centre are keen to capitalise on the success of their product and expand to become a tourist asset within the County. The re-development of St. Wolstan’s House would have a significant element of community gain.</p>
20	HWBC Allsop	<p>1. HWBC Allsop is the receiver over lands at Donaghcumper, located to the east of Celbridge (as per the map below). These lands are subject to three different zoning objectives: ‘New Residential’, ‘Community and Education’ and ‘Agriculture’. The most easterly part of the landholding is unzoned.</p> <div data-bbox="621 727 1297 1149" data-label="Image"> <p>The image is an aerial photograph of Celbridge, Ireland. A red outline highlights a large area of land to the east of the town centre. A label 'Town Centre' points to the built-up area on the left. Another label 'Approximate Location of the Subject Lands' points to the red-outlined area. The map shows roads, buildings, and green spaces.</p> </div> <p>2. It is suggested that the land zoned ‘Agriculture’ and the unzoned land in this landholding would be suitable for ‘New Residential’ zoning for the following reasons:</p> <ul style="list-style-type: none"> (i) To meet the population projections for the town from 2016-2022 in accordance with the County Settlement Strategy. (ii) To provide for the 3 years of demand beyond the date of the LAP (as per Development Plan Guidelines). (iii) Sequentially, this land is appropriate for development.

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		<ul style="list-style-type: none"> (iv) To promote the growth of the town to the south and east, particularly given the proximity to Hazelhatch. (v) Houses at this location would be in easy walking distance from St. Wolstan Neighbourhood Centre, Primrose Hill Primary School, St. Patrick’s National School and Celbridge GAA grounds. (vi) To address the imbalanced growth of Celbridge predominantly to the north and west of the town. <ol style="list-style-type: none"> 3. The Shinkeen stream traverses the landholding. The Draft CFRAM map for the Donaghcumper area identifies a small portion of the landholding in the south east corner of the site as being included in Flood Zone B. The subject lands are in the main not subject to flood risk and are suitable for residential development. 4. The lands are less than 1km from Celbridge town centre and 1.7km from Hazelhatch train station. The lands area also adjacent to the recently opened SuperValu on the Dublin Road. 5. The National Spatial Strategy 2002-2020, Development Plan Guidelines for Planning Authorities and Local Area Plan Guidelines for Planning Authorities all set the context for the development of Celbridge. In relation to zoning, the Guidelines state that members of a planning authority should consider the following: <ul style="list-style-type: none"> (i) Need (ii) Policy Context (iii) Water, Drainage and Roads Infrastructure (iv) Supporting Infrastructure and Facilities (v) Physical Suitability (vi) Sequential Approach (vii) Heritage Policy. 6. In accordance with the Sustainable Residential Development in Urban Areas Guidelines, the subject lands would be classified as an outer suburban / Greenfield site and would be in a suitable location for residential development. 7. In accordance with the Guidelines for Planning Authorities on the Planning System and Flood Risk Management Guidelines and the CFRAM’s maps, the subject lands are suitable for residential development. 8. The subject lands are not located in proximity to any Natura 2000 sites and therefore should not be subject to Appropriate Assessment. 9. Celbridge is designated as a Moderate Sustainable Growth Town in the Regional Planning Guidelines


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		<p>for the Greater Dublin Area (RPGGDA) 2010-2022. Its role is to develop in a self-sufficient manner, reducing commuting levels and ensuring sustainable housing provision, local services and social infrastructure.</p> <p>10. The Core Strategy of the County Development Plan 2011-2017 allocates 35% of the County’s planned population growth to the Metropolitan towns of Leixlip, Maynooth, Celbridge and Kilcock.</p>
21	Cllr. Íde Cussen, Celbridge	<ol style="list-style-type: none"> 1. Provision should be made in Celbridge / Leixlip for a Gaelcholáiste. There should be safe cycling routes to all schools in the area. 2. The Plan should support the work of Celbridge Guided Tours. The link between Celbridge and Padraig Pearse should be encouraged moving forward. 3. There is a need for shops on the Clane Road. 4. Improvements are needed to the public bus system to link Celbridge with train stations, Leixlip, Maynooth and Naas. The Clane Road is poorly serviced by public transport. 5. The traffic lights on the Maynooth Road add to traffic congestion. 6. The pedestrian crossings at McNamees on the Dublin Road and on the Hazelhatch Road are in hazardous locations. 7. The bridge over the Liffey should be carried out and temporary stop gap measures should cease. 8. More small sized local authority housing estates need to be dotted around Celbridge. The housing needs of the town should be given very careful consideration. 9. Additional social services and facilities should be provided: public park at Celbridge Abbey, skate park, pool, childcare facilities, Garda station, cultural facility, meeting place for young/old, wheelchair friendly swings in playgrounds, nursing home. 10. There are environmental issues in relation to: Telecom mast should not be located close to schools or residential areas; community art should be encouraged; recycling promoted; bins for dog waste; CFL ‘white light’ should be implemented in all new residential areas; all new estates should be given Irish names; there should be speed limits in residential areas; bus shelters should be provided; burial grounds should have facilities for urn storage. 11. In relation to Main Street: there should be no gaming allowed; no plastic/neon signs; more traditional shopfronts; penalties on the owners of derelict/vacant buildings; there should be no political posters in shop windows or on lamp posts.
22	Kildrought Developments	<ol style="list-style-type: none"> 1. The current ‘H’ Zoning in Celbridge M4 Business Park should be broadened to enhance the appeal of the park to potential business users. An ‘R’ zoning would be preferable.


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	Ltd.	<ol style="list-style-type: none"> 2. They have constructed an office of 20,000 sq. ft. which remains empty. A broader zoning would help to occupy this space and create employment. 3. It would be unfair of KCC to zone land in its own possession, thus creating an unfair competitive advantage.
23	Lidl Ireland GmbH	<ol style="list-style-type: none"> 1. Lidl currently operates a store on the Maynooth Road in Celbridge on land currently zoned 'K Residential / Commercial'. 2. It is proposed that the subject lands be re-zoned 'R Retail / Commercial', similar to the nearby Tesco and Aldi.
24	Longports Developments Ltd.	<ol style="list-style-type: none"> 1. Longport Development Limited is the owner of 8.3 hectares of land located at Crodaun in the northern environs, which is within the LAP boundary and zoned 'H Industrial Warehousing'. <div data-bbox="520 727 905 1325" style="display: inline-block; vertical-align: top;">  </div> <ol style="list-style-type: none"> 2. This submission seeks the re-zoning of the subject lands to 'C- New Residential' for the following reasons: <ul style="list-style-type: none"> • The current zoning is inappropriate for the gateway to Celbridge. • The lands are appropriate for development and are not subject of any designations which would prevent or restrict the development of the lands. • The re-zoning satisfies the sequential test. • There is a deficiency in the quantum of zoned land for future housing demand. • The new INTEL facility has created a housing need in the area. • Social housing can be provided. • The lands have good transportation links. • The re-zoning of the lands will address the population and housing targets for Celbridge as a Moderate Sustainable Growth Town as set out in the RPG's.

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25	National Roads Authority (now TII)	<ol style="list-style-type: none"> 1. The M/N4 route is identified as part of the TEN-T Comprehensive Network (Trans-European Transport Networks) and is a highly important national road identified as a Strategic Radial Corridor in the National Spatial Strategy. 2. Policies and objectives should be drafted to allow the network of national roads to continue to play a strategic role in catering for inter-urban and inter-regional transport. 3. These assets should be managed in accordance with national policy as outlined in Smarter Travel and the provisions of the Spatial Planning and National Roads Guidelines (2012) for Planning Authorities. 4. The Planning Authority should have regard to the following section of these Guidelines in particular: <ol style="list-style-type: none"> (i) Chapter 2 which refers to development planning and national roads; (ii) Section 2.13 which refers to Land Use and Transportation Planning Checklist; (iii) Section 2.7 which includes guidelines concerning development at national road interchanges or junctions; (iv) Chapter 3 which refers to Traffic and Transport Assessment, Road Safety Audit, Environmental Noise and Signage; 5. The Council is requested to refer to the NRA Traffic & Transport Assessment Guidelines (2014) in relation to development proposals with implications for the national road network.
26	OPW	<ol style="list-style-type: none"> 1. Castletown House was transferred to State care in 1994 and is now managed by the OPW. Castletown is Ireland’s largest and earliest Palladian house, built 1722-1729. It is of significance in terms of Irish and European architectural heritage. 2. The LAP should contain specific objectives to deliver a cohesive vision to ensure the continuation of these lands, as both a local amenity and as a tourism destination while protecting and enhancing its heritage importance to county, region and nation. 3. The OPW is currently preparing a Conservation Management Plan for Castletown and welcomes the preparation of the LAP concurrently.
27	OPW- Flood Relief Design Section	<ol style="list-style-type: none"> 1. The Planning System and Flood Risk management Guidelines for Planning Authorities (2009) is a best practice document that allows a Local Authority fulfil its statutory obligations on matters relating to flood risk. 2. These Guidelines place the onus on the Authority to follow the hierarchical order of avoid, substitute, justify, mitigate and manage flood risks arising from fluvial, pluvial and groundwater sources. 3. The Eastern CFRAM study will identify the fluvial flood zones for areas at significant risk and deliver

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		<p>draft flood maps.</p> <ol style="list-style-type: none"> 4. The FRA produced as part of the LAP should highlight the flood risk areas and, where zoning occurs, this should be further developed to a stage 2 FRA. 5. Where there is a suspected flood risk to a proposed development, the Authority should apply the appropriate level of assessment recommended in the Guidelines; in certain cases this may mean a Stage 3 FRA investigation to establish its specific exposure and, where appropriate, evidence of application of the Justification Test must be supplied.
28	Reps. of Sarah Sheridan	<ol style="list-style-type: none"> 1. This submission refers to 13 hectares of land located in the western part of the LAP which is currently zoned 'Agriculture'. A re-zoning is now sought to Residential with some small scale commercial.  <ol style="list-style-type: none"> 2. The reasons for this are: <ol style="list-style-type: none"> (i) Land is located with the LAP boundary, between the N4, Railway Station, Leixlip and Maynooth. (ii) Existing available infrastructure. (iii) Proximity to social facilities, town centre, public transport and road access. (iv) The land is flat and well drained, and the ESB have agreed to remove the existing pylon on site.

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		<ul style="list-style-type: none"> (v) The site is remote from designated sites (SAC's, SPA's, NHA's). (vi) There are no protected structures, archaeology or significant trees on the site. (vii) Development can be confined away from any flood impact zones on the landholding. (viii) It is a rational consolidation of the built-up area of the town. (ix) A mixed use zoning would provide neighbourhood uses and employment in the area, in addition to housing. (x) Potential for an improved road junction (roundabout) at Clane Road and Shackleton Road. Cycle lanes can be provide. Greater connectivity to surrounding lands. (xi) The land has the capacity to deliver 390-650 homes in a range of residential typologies. There will be good urban design, landscaping and open space.
29	Seattle Construction	<ol style="list-style-type: none"> 1. Seattle Construction owns 12.62 hectares of land at Crodaun (in the northern part of the LAP). The concept proposal for the lands as set out in the present LAP is generally acceptable and reflects their intended layout for a subsequent planning application.
30	Shelester Properties Ltd.	<ol style="list-style-type: none"> 1. The Settlement Hierarchy Population and Housing Unit Allocations 2006-2017 that underpin the 2011 County Development Plan and accordingly the Issues paper should be recalibrated to account for the Census 2011 findings that post date the adoption of the 2011 County Plan. 2. The population projections should be assessed with due regard to the provision of 'headroom' to ensure adequate supply of residentially zoned lands. 3. Celbridge's zoning should be re-examined to account for the County Plan's preservation and protection areas. 4. The strategic landbank located to the west of Celbridge Town centre provides the perfect location for the town's future development inside the LAP boundary. The three protected demesnes located to the east of Celbridge should not be encroached upon. There is traffic congestion in the town centre because of one bridge crossing only.
31	Springwood Limited.	<ol style="list-style-type: none"> 1. Springwood Ltd. owns 4.04 hectares of land at Mooretown in the northern part of the Celbridge LAP. The land is currently zoned 'H Industrial and Warehousing'.

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		 <ol style="list-style-type: none"> 2. It is proposed that this land be re-zoned to 'C New Residential'. 3. Most of the units in the Mooretown area are not industrial or warehouse type land uses. There is a considerable number of vacant units also. There is an excess of industrial and warehouse land use in the area. 4. A substantial amount of land in Celbridge should be zoned for new residential - estimated to be approx. 106 hectares of additional residential zoned land to comply with Regional Planning Guidelines. 5. Much of land along the Hazelhatch Road is on a flood plain and requires upgraded infrastructure, making it unsuitable for residential zoning. There is also a flood risk problem for some of the existing residential zoned lands to the east and south of Celbridge which may require land to be de-zoned. 6. The reasons to re-zone this land at Mooretown to residential are: No flood risk; Existing public transport corridor; road infrastructure; proximity to Intel and Hewlett Packard; nearby schools, retailing and health centre; proximity to new train station in Collinstown.
32	Tea Lane Graveyard Committee	<ol style="list-style-type: none"> 1. The Tea Lane Graveyard Committee is a local voluntary group dedicated to implementing the Conservation Management Plan for the graveyard. 2. It is suggested that the following objective be included in the LAP: <i>Support the implementation of the Conservation Management Plan for the on-going restoration of Tea Lane Graveyard.</i> 3. Tea Lane is included in the Record of Monuments and Places as an ecclesiastical enclosure, church and graveyard. Tea Lane Graveyard is also a protected structure. Historic graveyards are a very important part of society and cultural heritage and their care and conservation require careful consideration.

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33	Turlough Boylan	<p>1. Turlough Boylan is the owner of lands to the west of St. Wolstan’s Shopping Centre on the Dublin Road (with 140m road frontage) in Celbridge which have an area of 0.75 ha. There is a petrol station and car sales premises currently on the site, and the remainder of the land is Greenfield.</p>  <p>2. The land is currently zoned ‘T-General Development’ and this submission seeks to retain this zoning or similar to facilitate a mix of commercial uses that complement the established development at St. Wolstan’s Shopping Centre.</p> <p>3. The reasons for this are:</p> <ul style="list-style-type: none"> (i) Core Strategy (ii) Commercial uses would facilitate multi-purpose linked trips within a compact and accessible location. (iii) It is already zoned for general development. (iv) It is located adjacent to existing and new residential communities. (v) There is good access from the Dublin Road. (vi) There is existing infrastructure in place to serve the development.

5. Chief Executive's Response

The Strategic Issues raised in the submissions relate to:

- Local Area Plan boundary and Zoning
- Location of Residential Zoned land.
- Heritage and Tourism
- Traffic and Connectivity
- Social Infrastructure
- Public realm and signage

The Chief Executive's response to these issues is set out in the following sections.

5.1 Plan Boundary and Zoning

A number of the submissions raise points in relation to the future growth of Celbridge and highlight sites that offer opportunities to accommodate future growth.

Celbridge is designated as a Moderate Growth Town in the *Greater Dublin Regional Planning Guidelines 2010-2022*. The Kildare County Development Plan 2011-2017 and the Draft Kildare County Development Plan 2017-2023 recognise this designation in the County Settlement Strategy. The Draft Kildare County Development Plan 2017-2023 allocates 13.2% of Kildare's housing growth to 2023 to Celbridge (c. 4,224 units). The Core Strategy of the County Development Plan will be agreed prior to the adoption of the Leixlip LAP.

The location of future growth in Celbridge will be determined having regard to environmental considerations including any constraints identified through SEA, SFRA and AA, need to protect the historic fabric and landscapes of Celbridge and national planning policies set out in Section 28 Guidance documents such as the Development Plan Guidelines, DECLG (2007), the Local Area Plan Guidelines, DECLG (2013), the Sustainable Residential Development in Urban Area Guidelines (DECLG, 2009).

5.2 Location of Residential Zoned Land

The LAP must be consistent with the Core Strategy of the County Development Plan, the Regional Planning Guidelines and the National Framework Plan in terms of providing sufficient zoned land to meet population targets.

The Draft Kildare County Development Plan 2017-2023 has been published since the publication of the Strategic Issues Paper and this has brought some clarity to the amount of land required for residential purposes for the plan period. The Core Strategy of the Development Plan has been based on up to date figures.

The location of residential zoned land is determined by a number of factors, such as the Strategic Flood Risk Assessment, Appropriate Assessment and Strategic Environmental Assessment processes must be carried out in tandem with the preparation of the draft plan. Zoning recommendations will be informed by these as part of an iterative process. Other factors, such as proximity to public transport hubs and community facilities and infrastructural capacity are also relevant.

5.3 Heritage and Tourism

A number of the submissions raise points in relation to the historic character of Celbridge and highlight opportunities for the protection and enhancement of key historic assets, such as the Castletown Demense and Main Street areas, including the possibility of identifying an Architectural Conservation Area for Celbridge and Castletown.

Celbridge, with the historic Castletown House, retains much of the character of an estate town. The rich history of the town and the surrounding area offers significant potential in attracting visitors to the area. The LAP will provide a framework to protect the distinct historic character of Celbridge and enhance the quality of the built environment through the sustainable growth of the town and the satisfactory provision of services infrastructure. The 'Tourism and Heritage Strategy 2016-2020' published by the ISP Celbridge Tourism and Heritage Forum in May 2016 will influence the draft LAP in this regard.

In the preparation of the LAP Kildare County Council will have regard to the important relationship between Celbridge, Castletown Demense and the Donaghcumper lands and seek to integrate this into specific proposals and objectives relating *inter alia* to conservation and tourism.

It is recommended that the LAP include an objective to support the implementation of the Conservation Management Plan for the on-going restoration of Tea Lane Graveyard.

The existing Liffey Valley SAAO is managed by Fingal and South Dublin County Councils. The boundary of the SAAO does not currently include any area located in County Kildare. The Planning Act provides for an SAAO where an area is of '*outstanding natural beauty*' or '*special recreational value*'. It is a reserved function to make an SAAO. The River Liffey in Celbridge is not a SAC, SPA or NHA². The making of a SAAO may be carried out by the Planning Authority or may be directed by the Minister.

5.4 Traffic/Connectivity

In the preparation of the LAP Kildare County Council will consider the potential to develop existing public transport infrastructure and seek to improve the local road network and circulation around the town for pedestrians, cyclists and car users. Traffic congestion remains a significant problem for Celbridge Town Centre.

In particular the potential for enhanced crossings of the River Liffey will be explored and integrated, where appropriate as specific proposals and objectives. A River Crossing Feasibility Study has been carried out on behalf of Kildare County Council and will inform the preparation of the LAP.

² Special Area of Conservation (SAC), Special Protection Area (SPA) or Natural Heritage Area (NHA).

5.5 Social Infrastructure

The Integrated Services Programme (ISP) recently published a Plan for Celbridge 2016-2020 highlights deficiencies in service provision in the town. This document will be critical in influencing the making of the Draft LAP.

5.6 Public Realm and Signage

Signage policy is set out in the Kildare County Development Plan. Planning applications for new signage or shopfronts are considered in accordance with this robust policy.

The erection of unauthorised signage is not an issue for the Local Area Plan. Individual cases may be investigated by the Enforcement Section of the Planning Department in this regard.

Undergrounding of power lines is preferable, particularly in residential areas, to avoid visual clutter.

5.7 Compliance with Guidelines

The preparation of the Draft Local Area Plan will have due regard to the Guidelines referred to in the submissions from the National Roads Authority, the Environmental Protection Agency, the Office of Public Works, the Department of Education and Skills and the Department of Arts Heritage and the Gaeltacht.

6. Next Steps

Having regard to the issues raised in the foregoing submissions and recommendations made, a Draft Local Area Plan will now be prepared, in conjunction with a Strategic Environmental Assessment, Appropriate Assessment and Strategic Flood Risk Assessment.

It is anticipated that a Draft LAP will be ready for publication in October/November 2016.

Members of the public will then have a 6 week period to review the plan and make submissions on the content of the Draft Plan.

The Chief Executive will then prepare a report listing the submissions received, summarising the issues raised and making recommendations. The Elected Members will receive this report and within 6 weeks of receiving it will make the Plan, with or without amendments.

It is anticipated that the Celbridge Local Area Plan will be made by December 2016/January 2017.