

# CELBRIDGE

Proposed  
Projects  
May 2024



Kildare County Council  
Comhairle Contae Chill Dara

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Architecture + Urbanism

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# Celbridge Town Renewal Masterplan

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# Foreword

“A Town Renewal Masterplan is effectively a blueprint to guide the rejuvenation of a town or village. It is informed by robust analysis, including for example the historical context (urban morphology), urban ‘health checks,’ land use surveys, building use and condition surveys, analysis of movement patterns and facilities (pedestrian movement/footfall and vehicular movement), car parking analysis, architectural heritage appraisals and urban design character and it is generally supported by extensive public consultation. As part of the Renewal Masterplan process a number of priority projects are identified for delivery.”

*Source: Kildare County Council Placemaking Strategies, Table 14.1, Kildare County Development Plan 2023-2029.*

Although not a statutory document, the Masterplan is both supported by and supportive of the objectives contained in the Kildare County Development Plan 2023-2029 and the relevant Local Area Plans. The Masterplan is unique to each town and will focus on maximising the potential of the built and natural heritage by using existing assets to enhance their role as visitor destinations and helping to create new local employment opportunities. A tailored approach to each settlement’s regeneration will provide for the development and enhancement of their overall function and ‘unique selling point’ (USP) through the identification and implementation of priority projects.

The delivery of transformative projects, focussing on place-based change within the town centre, will facilitate the development of a high quality and people centred public realm that prioritises active modes of travel where possible.

The Masterplan should be viewed as a long-term plan of action (approx. 20+ years) which has been developed and agreed in consultation with a wide range of stakeholders from the town, the Elected Members and the relevant departments within Kildare County Council.

The Masterplan is vital to enabling Kildare County Council to access funding to deliver projects through the application process for URDF (Urban Regeneration Development Fund), RRDF (Rural Regeneration Development Fund) and Town and Village funding, where a greater priority is given to the funding of projects which are considered as part of an overall regeneration masterplan.

The projects identified for delivery are not in order of priority within the document, rather projects will be delivered when funding becomes available through the various town renewal funding streams, LPT (Local Property Tax) or in partnership with other Local Authority departments to leverage available funding from other work programmes.

It should be noted that the projects identified in the Masterplan are conceptual only at this stage and are subject to appropriate planning consents and further consultation processes prior to detail design stage.

This document was prepared and public consultation engagement carried out, during the period Q1 2020 to Q2 2023.



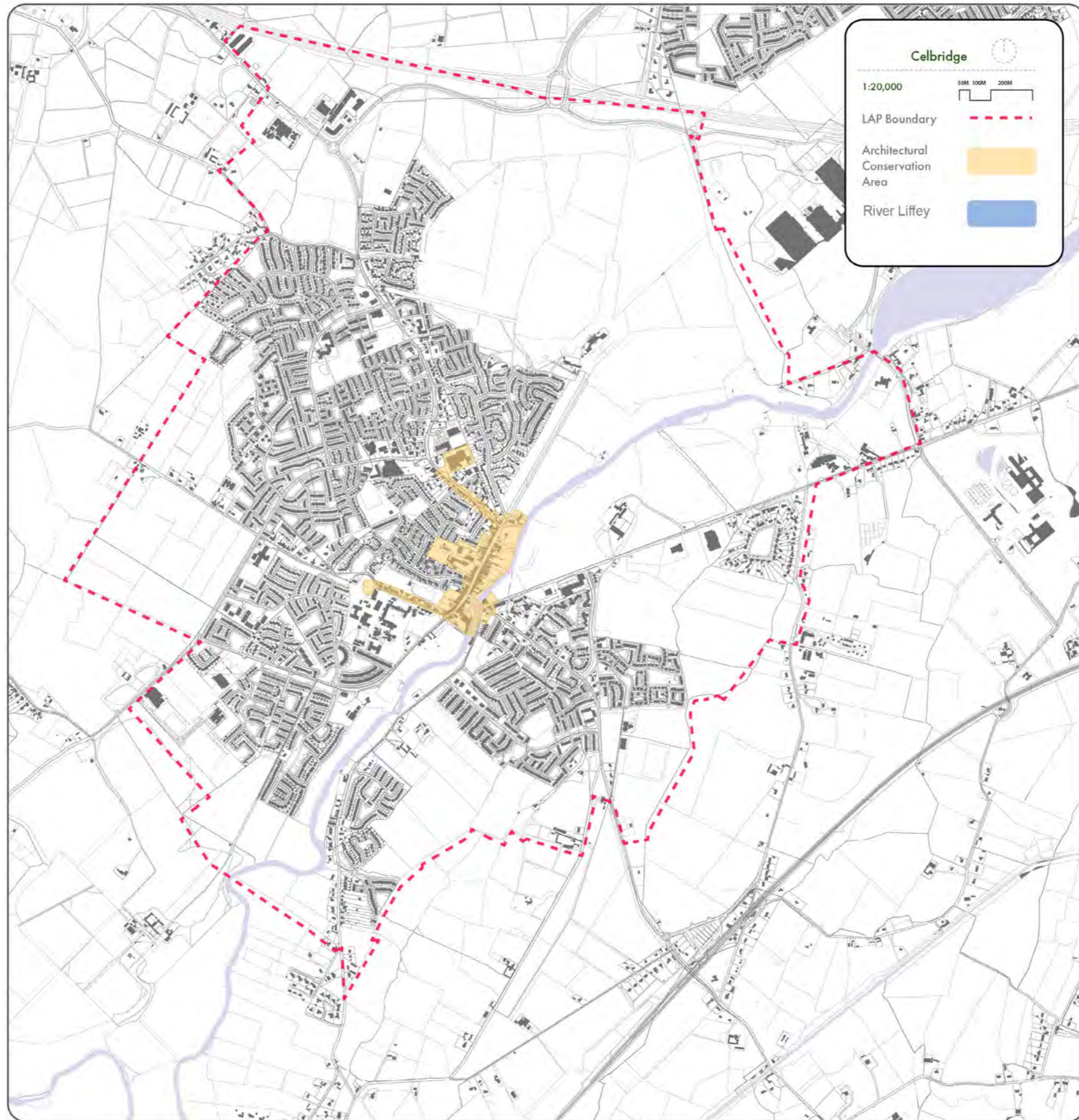
View across pedestrian bridge



View of Gates of Castletown house and Christ church



Above: View of the Mill, Celbridge



Above: map of Celbridge & surrounding area, with Study Area shown in red

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# URBANDESIGNANALYSIS

# Urban Design Analysis

Urban settlements contain many layers of complexity, therefore in order to develop a clear picture of the town, many strands of research are required. Our team carried out on-site analysis, which was then supplemented by desktop studies. Ahead of carrying out any work, the study area as shown on page 5 was agreed with Kildare County Council.

Our analysis focuses on forming a detailed understanding of Celbridge Town framed through a strategic and historical analysis, a series of detailed studies into policies relating to the town and population / socio economic profiling. A movement analysis also presented the opportunity to understand how the town is used in the context of both vehicular and pedestrian movement.

Secondly, we have looked at how the buildings of the town are inhabited and how this affects the streetscapes. We have produced a series of quantitative maps which relate to urban massing, land use, vacancy and public realm culminating in the presentation of existing strategies and proposals in and around Celbridge Town.

This analysis has been conducted with the aim of not only determining how the town is organised but also to identify key assets and opportunities within the town.

- Morphological analysis to include historic and present day mapping identifying changes to the pattern of development over time including encroachment, block enlargement and/or subdivision.
- Assessment of the historical role and function of the town, designated areas ACAs, SACs, SPAs, RPS, RMP etc and the historical form and fabric.

- Movement analysis (vehicular, cyclist and pedestrian) and an analysis of the quality of existing streets (typology, hierarchy, enclosure etc).
- An assessment of walk-ability & accessibility, desire lines & permeability barriers, wayfinding & signage, traffic management & mode prioritisation and, car & cycle parking provision.
- Massing analysis (2D and 3D) analysis at varying scales to include an analysis of urban grain, block and street, street enclosure etc.;
- Observational studies including public life analysis and assessment;
- Regeneration of the town centre core and an assessment of plot/ building use, ownership, diversity and vacancy within the study site boundary.
- Socio-demographic analysis including population and socio economic profiles; economy, employment & retail.
- Land-Use survey and analysis.

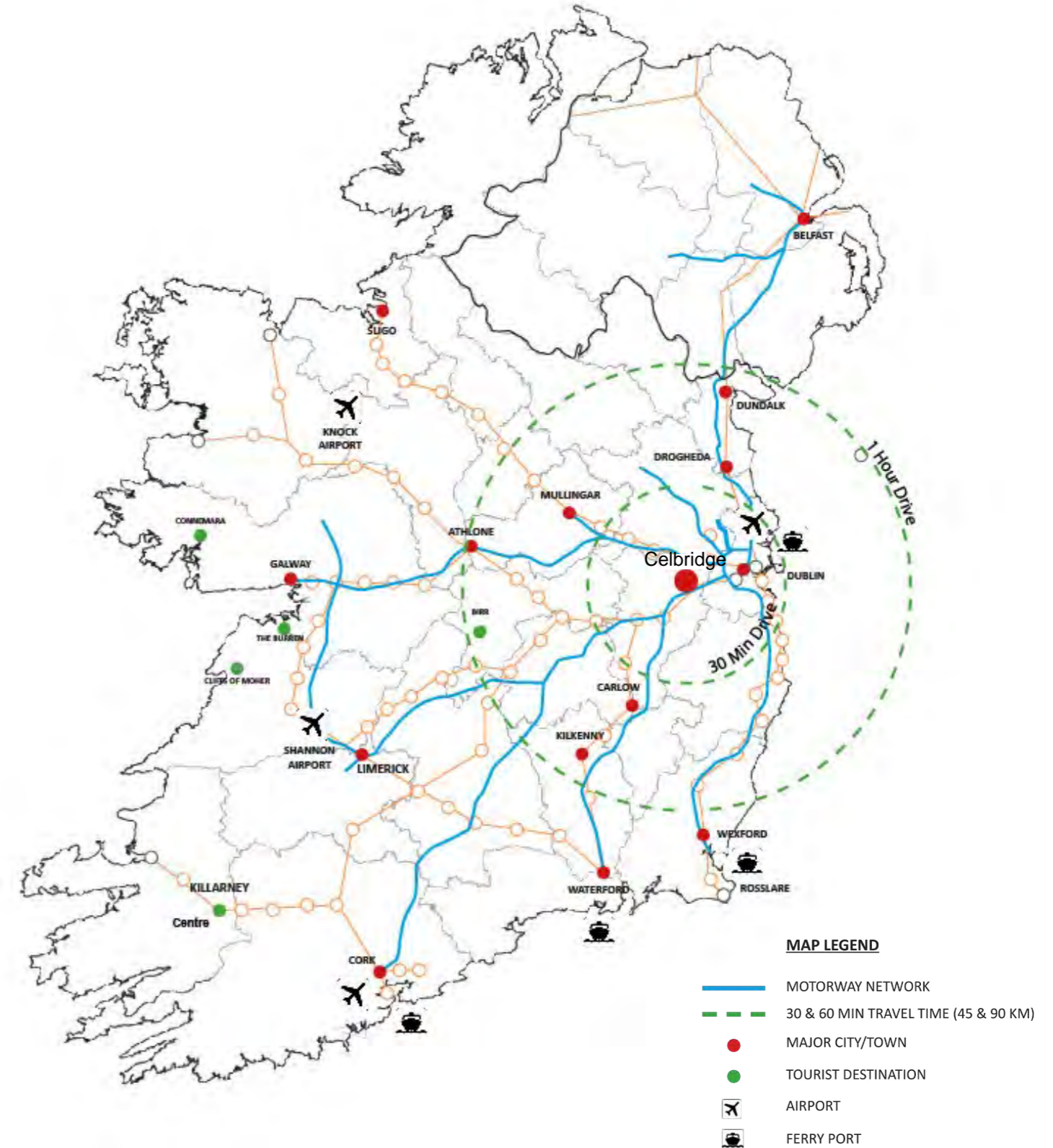
The analytical work is underpinned by a rigorous consultation process which informed the propositions later in the document.

# Strategic Context

Located 23 kilometres West of Dublin, Celbridge is located in the Metropolitan area of Dublin and maintains strong economic and social links to Dublin. The M4 motorway bounds the town to the North and the Dublin Cork rail line and the Grand Canal runs to the south.

The town is served by the Dublin – Cork railway line via Hazelhatch and Celbridge Station around 3.5km to the south of the town. Furthermore, The DART+ Programme will see the DART network grow from its current 50km in length to over 150km. Celbridge lies on the DART+ South West line. The DART+ Programme will deliver frequent, modern, electrified services within the Greater Dublin Area (GDA) and will improve connectivity to Regional towns and cities.

Celbridge has grown rapidly over the past 60 years from a population of 567 persons in 1951 to a population of 20,601 persons in 2022. Expansion since the 1950s has taken a suburban form extending out from the historic core. Development has occurred to the north of the Liffey, between Main Street and the M4 Motorway. Development to the south of the Liffey is focused along the Hazelhatch and Ardclough Roads with development over the last ten years taking place in the south of the town, in the areas of Primrose Gate, St. Wolstan's Abbey, and Hazelhatch Park. With the exception of the Crodaun and Castletown housing estates which were constructed in the mid-1970's the historic demesnes of Castletown, Donaghcumper and St. Wolstan's to the east of the town have remained free from development and retain their open landscape character.



Above: Celbridge in Ireland





M4 motorway

Castletown House

Celbridge

Satellite view of Celbridge with LAP boundary shown in red



CELBRIDGE MEDICAL CENTRE  
SURGERY



WALSH'S  
PHARMACY

CAR PARK

FOR SALE  
Beautiful Cut-Stone Convent Building  
& Surrounding Land 2 Acres Approx.  
Zoned: Objective E  
**Quilsen**  
Contact  
01 632 3000

Ulster Bank

BIG BITE

# Historical Development

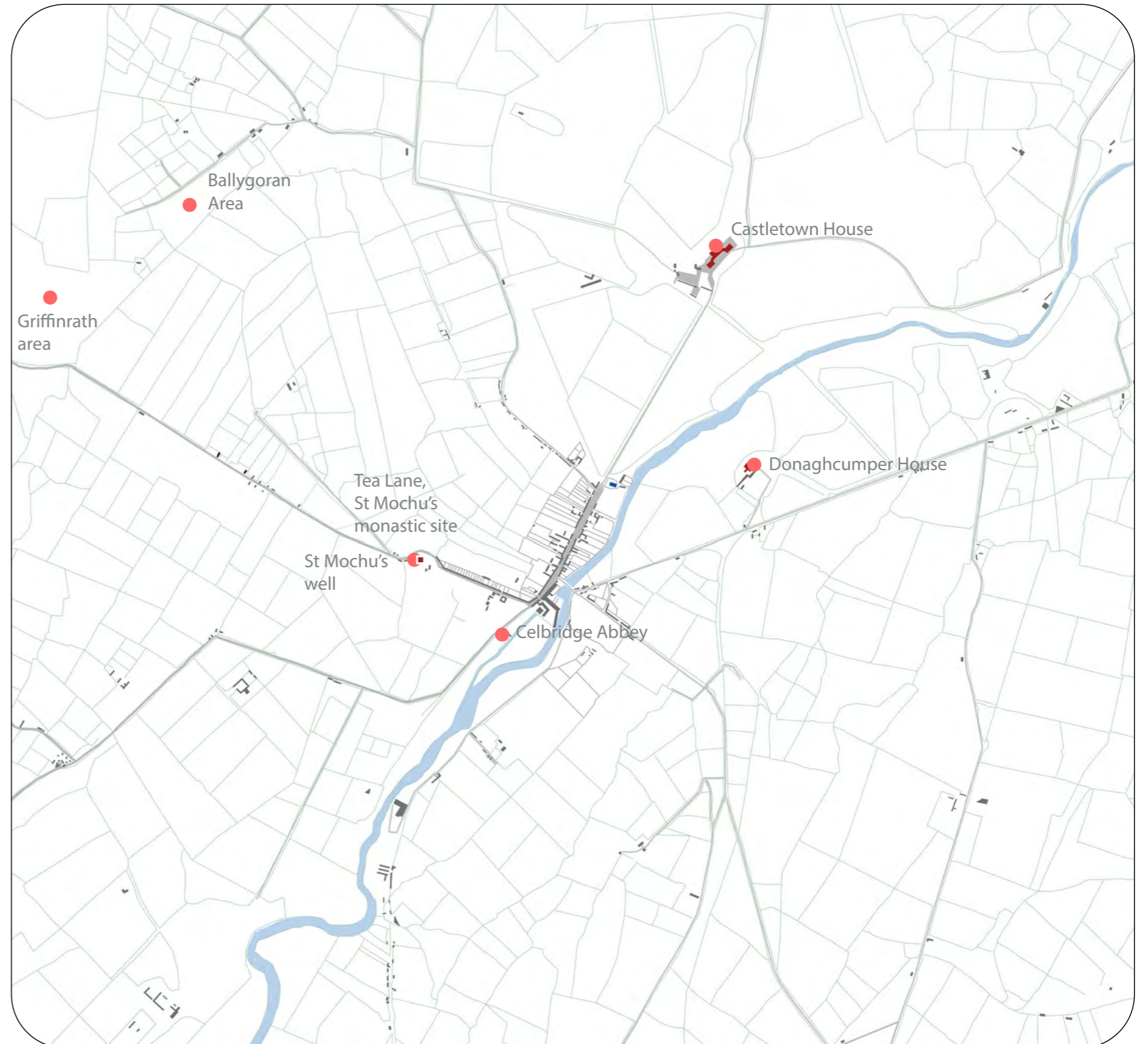
## Overview

Celbridge was established beside the River Liffey and has grown around a crossing point on the river. The town has early Christian origins and may have existed as a monastic site from the 5th century. It later became an Anglo Norman borough. The town in its current form developed alongside Castletown Demesne from the early 18th century. The distinctive Georgian streetscape and tree-lined avenue that links the town to Castletown House developed from 1720. The existing bridge crossing of the River Liffey dates from between 1780 and 1820.

Celbridge, or Kildrought as it was known up until the seventeenth century, has historically been defined by its position on the River Liffey and its proximity to major routes out of Dublin. The name Kildrought is derived from the Irish place name Cill Droichead, meaning 'the church of the bridge'. In early medieval times, a highway known as An Slí Mhór extended from Dublin Bay to Galway Bay and forded the River Liffey at Celbridge.

A monastic site associated with St. Mochua was established here during the early Christian period and was most likely located on the site of the graveyard at Tea Lane as suggested by the pronounced curve of its eastern boundary. Nearby, an inscribed stone dated 1783 (now located on English Row) commemorated the site of St. Mochua's Well. Further evidence of early medieval settlement in the area includes the remains of enclosures in the townlands of Simmonstown, Griffinrath and Ballygoran. Following the Anglo-Norman invasion of 1169, the lands at Celbridge were granted by Strongbow to Adam de Hereford. During the centuries that followed a medieval borough was established which included a parish church, a mill and a number of houses fronting onto a linear street.

There is also archaeological evidence for a tower house located to the north east of the borough in the townland of Castletown. To the east, a church at Donaghcumper and St. Wolstan's Abbey indicate a strong ecclesiastical presence in the area.



1837 Map of Celbridge showing historical sites

# Historical Development

## Urban Morphology

By 1314, a long street running between the de Hereford Castle lands of Castletown, and the mill, had taken shape .

This street known as “Main Street” runs parallel with the river Liffey in a South West to North East direction. Development of the modern Main Street began with construction of Kildrought House, designed by Joseph Rotheny for Robert Baillie in 1702.

The town in its current form developed alongside Castletown Demesne from the early 18th century. The distinctive Georgian streetscape and tree-lined avenue that links the town to Castletown House developed from 1720. The existing bridge crossing of the River Liffey dates from between 1780 and 1820.

The building of Castletown house, his links to the Anglican church and determined efforts to make Celbridge a prospering industrial town make William Conolly, perhaps the single most influential person in the history and built history of Celbridge. Conolly’s move to the town in the 18th Century as the “wealthiest man in Ireland” marks a significant period of growth for the town. Much of the built town and layout reflects Conollys influence on Celbridge and Celbridge industry.

The modern layout of main street can be linked to William Conolly. At approximately the time of his move to Celbridge, Conolly was making efforts to develop celbridge as cited by Kildare local history group:

*“Details of the transaction were set out in an elaborate agreement with Thomas Dongan. Conolly deprecated Dongan’s tenants as beggars and set out to build a new main street with new tenants”*

The Main Street of Celbridge underwent significant change in the eighteenth century when William Conolly acquired the Dongan estate. In an effort to improve the character of the town, Conolly granted new leases on lands in Celbridge on the condition that ‘substantial stone houses with gable ends and two chimneys be built’. A number of fine houses were built in the area of Castletown Gate. Of note is the manner in which houses on the south side of the street, and Kildrought House in particular, respond to their setting on the banks of the River Liffey. These buildings were designed to address both the Main Street and their formal gardens, which slope down to the

River Liffey. Their contribution to the landscape setting of the River Liffey is as important as their relationship with the main street. The former Town Hall, the Round House and Jasmine House contribute to the eighteenth century character of the north end of the Main Street whilst Christ Church reinforces its identity as the less commercial end of the street. Development is more densely concentrated on both sides of the street between St. Patrick’s Church and Celbridge Mill. This end of the town historically comprised more commercial uses than the north end of the street and is more typical of nineteenth century Irish streetscapes.

It is also noted that Connolly expanded his interests in Kildare when he paid John White for the manor town and lands of Leixlip, Newtown and Stacumny. This linear layout is remarkably similar to other towns layouts in Kildare, such as, Leixlip, Maynooth and Monastrevin.

In the latter half of the twentieth century Celbridge experienced significant population growth due to its proximity to Dublin and improvements in the strategic road network. Large housing estates were developed on the north and south side of the River Liffey. These estates and the associated retail and commercial services they attracted characterise the outskirts of the town as we know it today.

Comparing a 1837 figure-ground map with a map of today’s figure-ground, we can see effect that a massive population growth in the area has had on the town over the past 200 years.

The population, which had been  
1,514 in 1966, rose to  
1,744 in 1971  
3,230 in 1979  
4,583 in 1981  
7,135 in 1986  
9,629 in 1991  
12,289 in 1996  
14,251 in 2002  
17,262 in 2006



Ruin of St Mochuas, at the Tea Lane site



Celbridge Town Centre & Architectural Conservation Area

## Urban Morphology

Relationship of Celbridge to the Water:  
The relationship between Celbridge and the river Liffey is extremely important, not just as a historically vital crossing point on the road to Dublin, but also from an industrial perspective as it afforded the potential for milling and brewing.



Figure ground map Celbridge, based on OSI 1837 Cassani map of Ireland

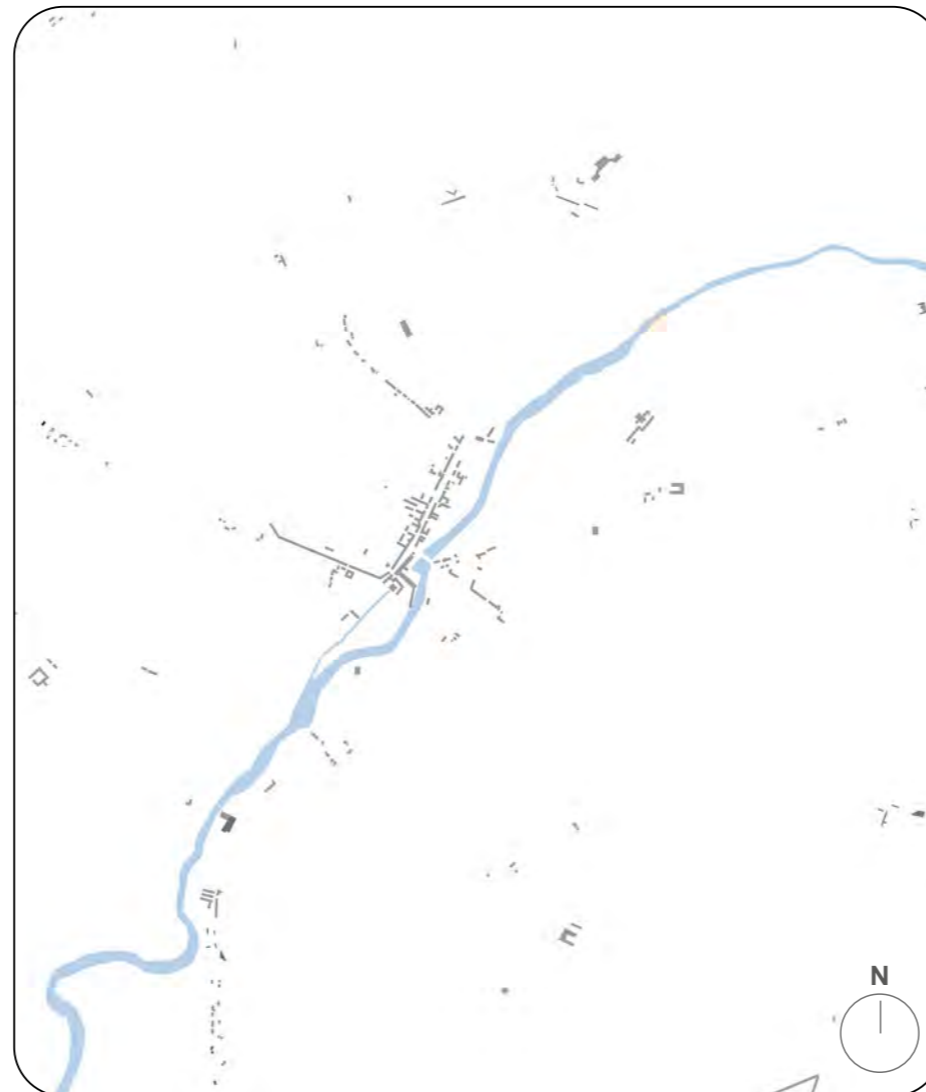


Figure ground map Celbridge, based on 1941 British GSGS3906 series

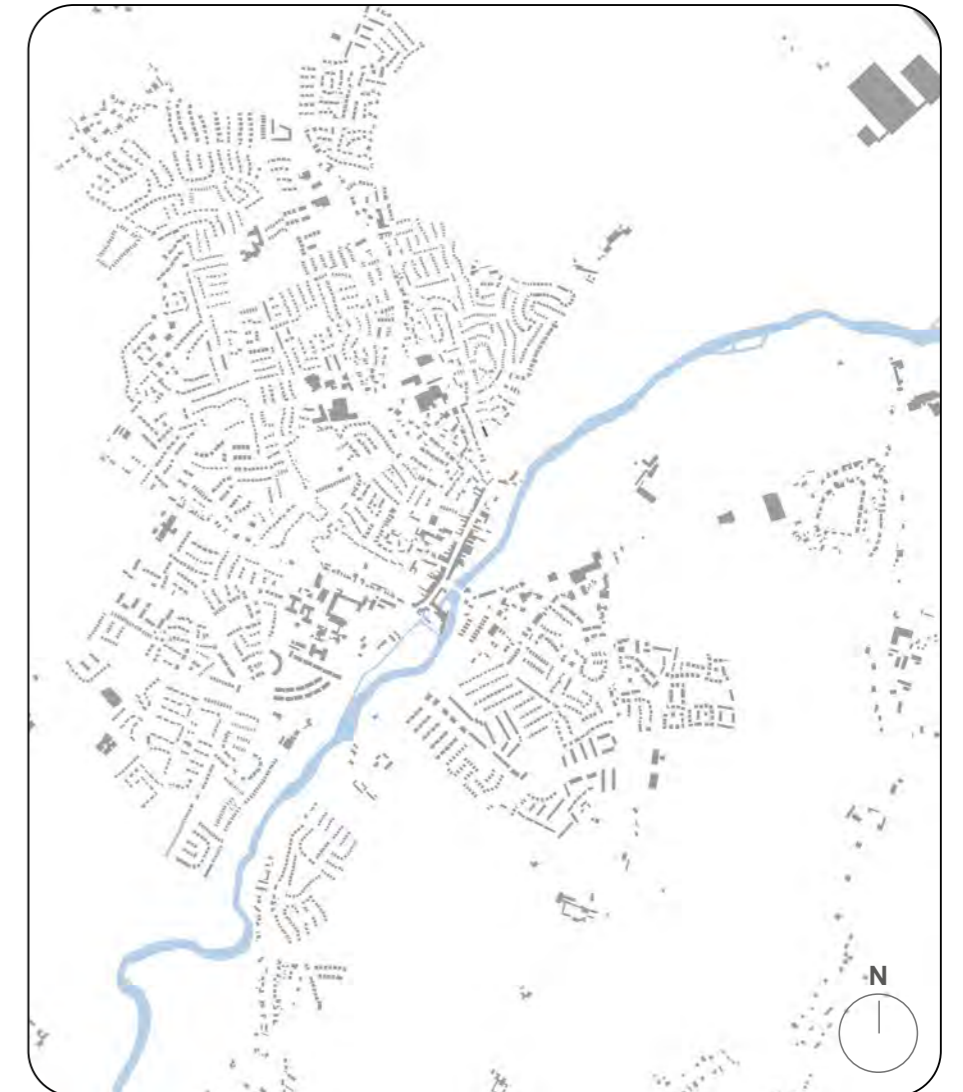


Figure ground map Celbridge, based on OSI 2017 Cassani map

# Historical Development

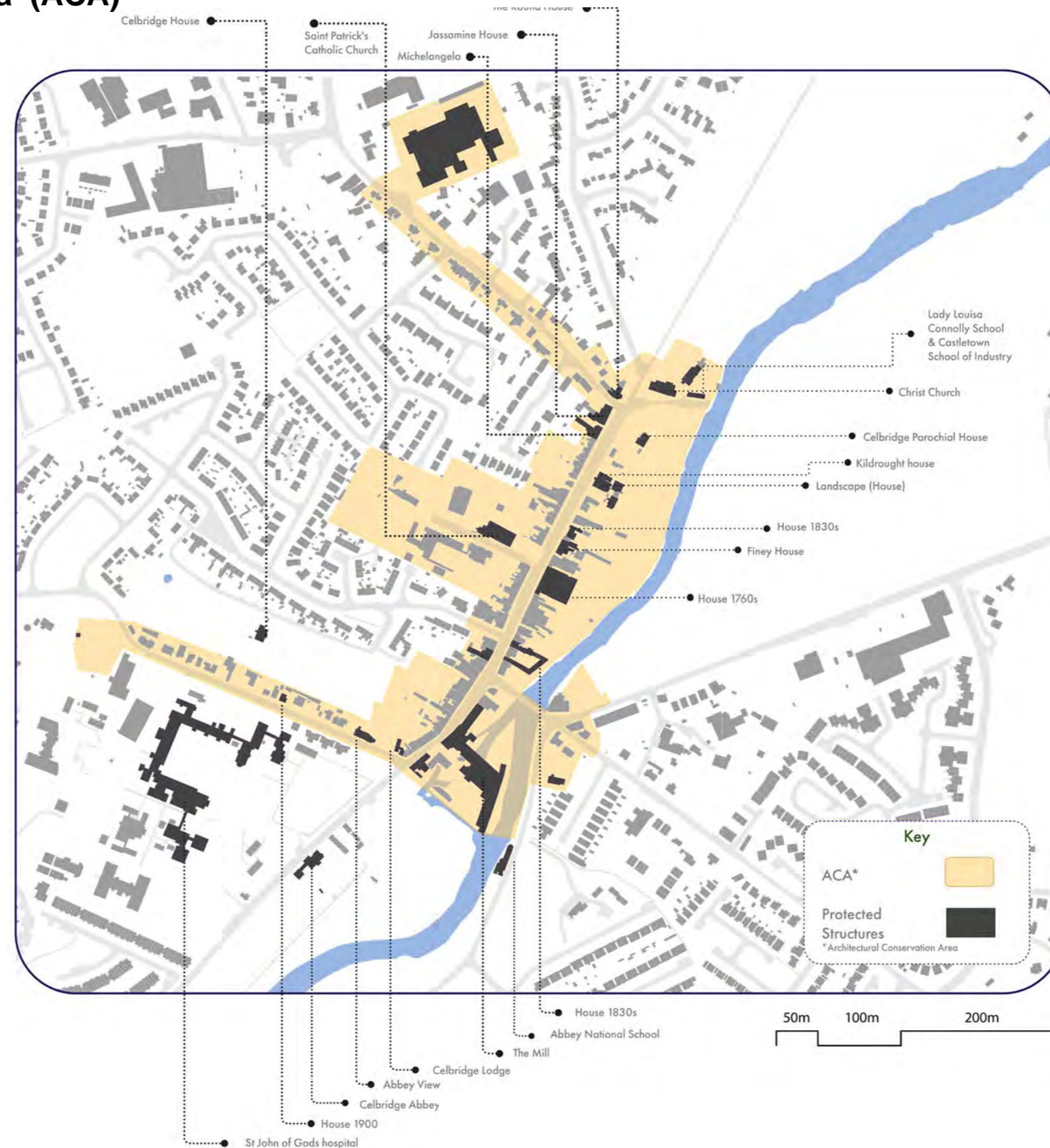
## Architectural Conservation Area (ACA)

The Celbridge Architectural Conservation Area (CDP 2023-2029) seeks to preserve the areas of architectural value.

An ACA is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures. It is considered appropriate to preserve the architectural value of the historic core through the designation of an ACA that encompasses Main Street, Celbridge Mill and surrounds, English Row, Tea Lane and Big Lane. It is also considered appropriate to preserve the architectural value of the Temple Mill buildings and associated workers cottages further south along the Liffey, through the designation of an ACA.

The architectural heritage of Celbridge primarily comprises the eighteenth century houses of the gentry, the residential and commercial architecture of Main Street and its approach roads, a number of civic, religious and institutional buildings and the mill complexes associated with the River Liffey.

The Planning & Development Acts 2000 (as amended), Part II, Section 10 places an obligation on all local authorities to include objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Archaeological structures may, in some situations, be considered as architectural heritage and, therefore, may appear on both the Record of Monuments and Places (RMP) and the Record of Protected Structures (RPS). The Record of Protected Structures is contained within the County Development Plan.



Protected Structures & ACA

# Historical Development

## Significant Historical Buildings

### Castletown House

Erected between 1722 and c.1729 for William Conolly, Speaker of the Irish House of Commons, Castletown House was designed to reflect its owner's power and to serve as a venue for political entertaining on a large scale. In true Palladian fashion, the house consists of a central block flanked by two pavilions, connected by Ionic colonnades, with the kitchens on one side and the stables on the other. This style had originated in Italy with the sixteenth-century architect Andrea Palladio (1508–80), and had come to prominence in England in the early eighteenth century. The original interior layout of the house owed much to Baroque formality, with a central hall and saloon surrounded by four apartments on the ground floor and a gallery flanked by apartments on the piano nobile (first floor).

The location of Castletown House was undoubtedly influenced by its elevated location overlooking the River Liffey and the panoramic views of the surrounding countryside including the Wicklow Mountains. Under the supervision of Katherine Conolly, the lands surrounding the house were landscaped in the Baroque style popular at the time. The designed landscape included extensive woodlands to the north of the house, open parkland to the south and east of the house and a number of formal and informal approaches from the Dublin Road, the Main Street of Celbridge, Leixlip (via Easton) and the Maynooth Road.

Visual connections between Castletown House and the wider landscape were established by developing vistas terminated by buildings and monuments. These vistas included views along defined axis between Castletown House and Conolly's Obelisk to the north-west and the Wonderful Barn to the North-East. The Collegiate College on the Clane Road, the construction of which was patronised by the Conollys, is located on a third undefined axis to the south west of the house.

William Conolly also encouraged the redevelopment of Celbridge's Main Street which was laid out as an extension of the formal avenue that leads to the house from the South West. A view towards the house from the Dublin Road was established, as defined by the tree line that separates the Donaghcumper and St. Wolstan's demesnes.



Castletown House as it is today from River Liffey.



Castletown House - late 19th century photograph from the fields between the house and the River Liffey.



Castletown House as it is today

*"The house is set amongst beautiful 18th century parklands of Celbridge, Co.Kildare. The house was built c.1722 for the speaker of the Irish House of Commons, William Conolly (1662- 1729) the designs of a number of important architects were used, notably Alessandro Galilei, Sir Edward Lovett Pearce and later Sir William Chambers."*

Heritage Ireland

### Castletown Follies

The Castletown follies were built after the death of William Conolly by Katherine Conolly, widow of William, near but not on the Conolly Demesne.

The Follies comprise both the Wonderful Barn & the Obelisk (Conolly's Folly)

Perhaps the most interesting thing about the follies, is the story of their construction. The construction process was a philanthropic effort in itself to provide desperately needed employment for local families during a time of horrific poverty during the famine of 1740-1741.

### The Obelisk (Conolly's Folly):

Similar to the wonderful barn, served multiple functions, one of which was also through its construction it aimed to provide a source of income for families in times of hardship. "the structure cost £400 to build and workers earned half a penny a day"

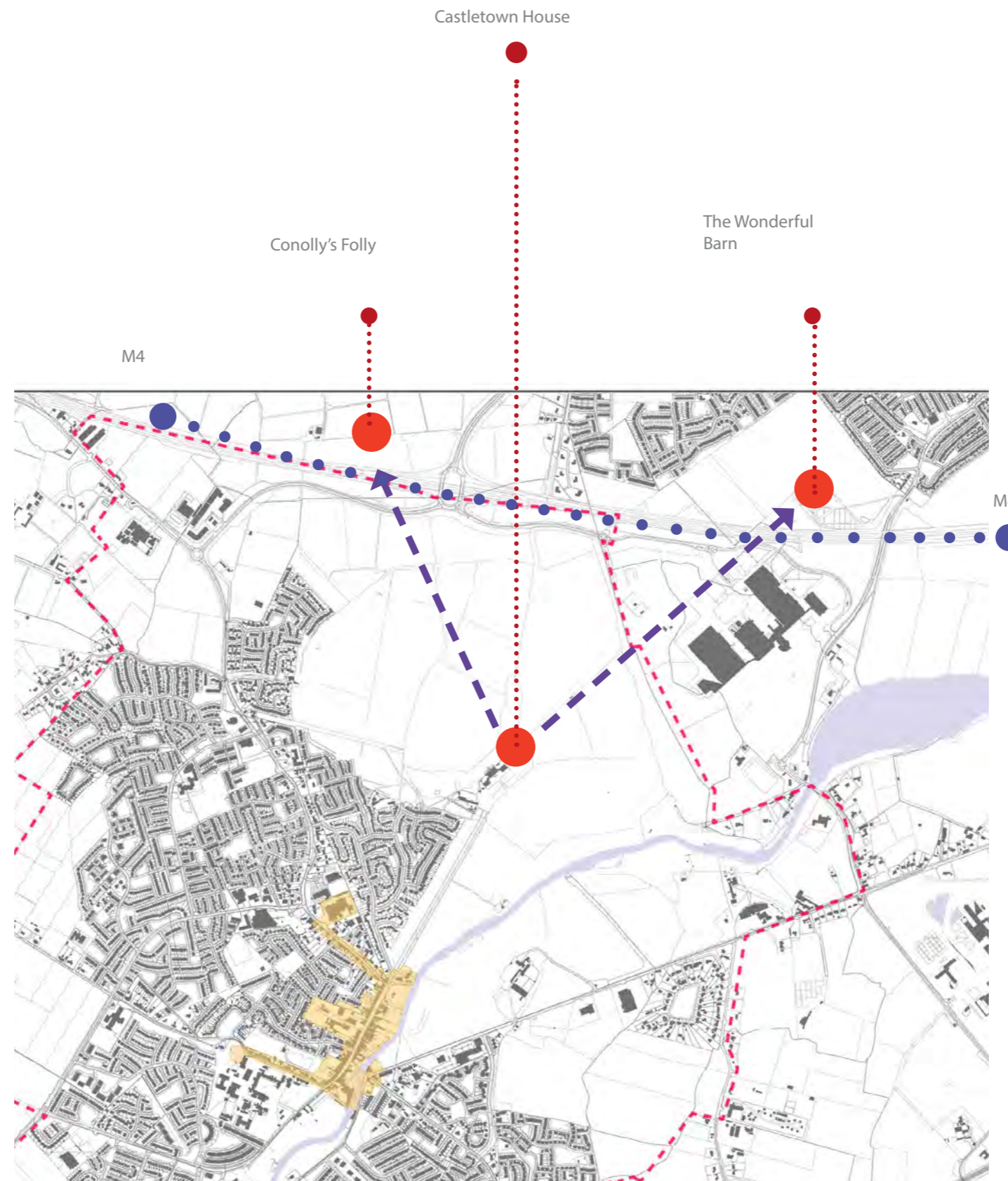
Also noted is how the stone was transported hand to hand. A "human chain" was formed from a quarry in leixlip to the site.

The monument served as a rear entrance gate to Castletown house. Comprised of several arches and an obelisk reaching 42 metres high, the structure was completed in the winter of 1740. Richard Castle, the architect known for designing Leinster house was commissioned by Katherine Conolly to design the monument.

The strangeness of the folly continues with its decoration. Pineapples and eagles adorn the pillars, The former were seen as exotic and luxurious signs of sophistication and affluence.

The third function of both the Barn and Conolly's Folly is as a beautiful object, with uninterrupted views from Castletown house as seen in the map opposite.

Unfortunately this visual relationship between Castletown House & the follies has been permanently compromised by the M4 motorway which directly cuts through the path.



Views from Castletown House



Conolly's Folly, as it is today with a metal fence surrounding it.



**The Wonderful Barn:**

Although technically in Leixlip, is on the land of the Conollys. The Barn served many purposes, The first being its construction as mentioned, as a philanthropic effort

The building of the barn itself provided employment and income, and the barn would act as a grain store, if the famine continued. The conical corbelled stone design of the barn is highly unusual and although not confirmed, it is believed to be inspired by Indian grain stores that the Connolly's may have encounter on their travels.

The surrounding buildings are thought to be accommodation for the staff and also some small, similarly conical shaped Dovecotes (pigeon houses) Halls Folly or the bottle tower is a pastiche of the wonderful barn in Rathfarnham.

Kildare County Council acquired the complex and surrounding lands in 2005 and is the current owner. Unfortunately in the last number of years, Barnhall House was subject to arson attack(s) and was badly damaged, particularly the roof structure, with much of the interior scorched and some timber floors also suffering structural damage. Subsequently, programmes of work were completed to re-roof the house, carry out other emergency repairs and install anti-vandalism security.

A design team has recently been appointed by Kildare County Council to bring these buildings back into use. This project is about identifying the conservation works and refurbishment with potential new build of The Wonderful Barn as well as the surrounding historic buildings and walled garden and the landscape development of the 20ha Park adjacent.

Proposals are covered in the Leixlip Town Renewal Plan.



Wonderful Barn



View from top of barn (looking east)



Barnhall House



Walled Garden



Dovecote

**Oakley Park & Celbridge Abbey**

These substantial houses and their associated pleasure grounds are clustered at the southern end of the town. Collectively, they form a character area defined by landmark buildings, heavily planted landscapes and the River Liffey. Their demesne walls, tree lines and tree groups are attractive features on the approaches to the town.

The grounds of Celbridge Abbey, which are located on both banks of the River Liffey, are of particular value given their historical associations as well as their contribution to the landscape setting of the river and the adjoining approach roads. The paths and associated foot bridges over the mill race and the River Liffey provide for attractive views up and down the river.

**Donaghcumper House**

The historic demesnes of Castletown, St. Wolstan's and Donaghcumper to the east of the town centre comprise designed landscapes made up of park-lands, river walks, ruins and structures which collectively form the landscape setting of Castletown House and its grounds. To the west of the town centre, the gardens and pleasure grounds of Celbridge Abbey and Oakley Park define the landscape setting of the River Liffey and the western edge of the town centre. These heavily landscaped areas and their associated boundary walls define and enhance the southern approach roads to the town.



Celbridge abbey, as is today



Oakley House



Donaghcumper house

# Historical Development

## Industrial History of Celbridge

### History of the Mill:

The earliest reference to a mill in Celbridge was in 1217, which was to be The Manor Mill of Kildrought, built by the local Norman lord, Thomas de Hereford. It was a corn and tuck mill where the tenants brought their corn to be ground and their wool to be woven into fabric. The Mill continued as such, in different buildings, until the late 17th century, when it was converted to a flour mill, brewing and textile company.

In 1598, William Dongan of Castletown was granted permission to convert the Tuck Mill, which he had recently built, into a corn mill. The mill premises then included two mills and a water millrace.

In 1688, Bartholomew Van Homrigh of Celbridge Abbey took ownership of the mill and he leased it to John Evans, a flour miller, at a yearly rent of £41.

The first reference to the textile industry in the mill was in 1782, when John Gregg, a thread maker, leased the premises.

In 1804, Laurence Atkinson came to Celbridge from Yorkshire to open the "largest wool manufacturing in Ireland", employing 600 people. The factory was very successful at first but then faced financial difficulties and closed in 1837. King George IV visited The Mill in August 1821.

The factory was reopened afterwards for flax spinning, flour milling, as a forge and as a timber and hackle shed. By 1879, the flax and flour mill had closed and the population of Celbridge plummeted to just 800 people.

In 1903, William Calender, an American, set up a factory in the mill to make paper from peat. This industry employed 50 people and specialised in producing wrapping paper and postcards. However, the business failed just a short time later in 1906.

Thomas Copperton established the Leinster Hand Weaving company in 1934. He sourced his wool both abroad and locally which was then dyed, carded and woven into cloth. The company went into voluntary liquidation in 1937.

In 1939, Barney Reynolds purchased the mill and was the first Irishman to take possession of the mill in 140 years. Barney was the owner of a Dublin company called Irish Gowns Ltd., the largest manufacturer of ladies' wear in Ireland. At full capacity, Celbridge Mills employed 500 people making ladies' coats and dresses until it closed in 1953 due to financial difficulties.

Navan Carpets acquired the premises in 1956 and traded until 1982 when the factory closed resulting in the loss of 218 jobs at the site. The closure of Navan Carpets marked the end of two centuries of intermittent wool production at Celbridge and about 30 changes in ownership of the mill since 1217.

Celbridge Community Council purchased The Mill in 1982 for £160,000 with the intention of providing enterprise units, a public amenity and recreational facilities for the Celbridge area. Celbridge Community Centre Ltd. was established in 1983 with directors Gay Boylan, Mairead Byrne, Michael Martin, Vincent Walsh and John Whelan acting as guarantors of the loan.

### Celbridge Mill and Hydroelectricity:

The first reference to a water wheel in Celbridge came from the textile industry in 1783, which was continually upgraded until 1805.

In 1903, The first hydroelectric turbine was installed by William Calendar, who was manufacturing paper from peat in the building at the time.

The hydroelectric tradition continues to this day, since 1993 a vertical water turbine has been installed and running in the building. It provides power for the mill itself and also feed back in to the national grid. The Celbridge Mill hydroelectric station is one of 54 hydroelectric stations around the country which generate 6% of Ireland's electrical generating capacity, as such, it is listed on the Sustainable Energy Authority of Ireland (SEAI) website.

### The Mill Today:

Today, Celbridge Community Centre operate and maintain this historical landmark. The building remains in use as a community centre and accommodates 24 business units, meeting, leisure and educational rooms & sports centre.

Some of the buildings within the mill complex today appear to be run down but still in use.

### Celbridge Mills & Temple Mills

The surviving buildings associated with the Celbridge and Temple Mills reflect the industrial heritage of the town and the importance of the River Liffey to the local economy.

Temple Mills House sits down river from the mills themselves on the banks of the Liffey.



Celbridge Mills poster



Celbridge Mill as it is today, vie from pedestrian bridge



Entrance to Celbridge Mill community centre as it is today.



Temple Mills House

# Historical Development

## Industrial History of Celbridge

### The Workhouse

The new Celbridge union workhouse was completed in 1841. It sits on a 5 acre site on what is now Maynooth road to the north of Celbridge, as seen on the 1911 map opposite.

The building was designed by architect George Wilkinson of "the Poor Law Commissioners" based on a standard plan to accommodate 400 inmates. The first inmate arrived on June 9th 1841.

The workhouse as described by Peter Higgenbotham "The Workhouse had a two storey entrance and administrative block facing to the road at the West, at the first floor was a board room where the guardians met at 11am in each Friday morning.

At the rear of the entrance block there is the boys yard to the North and the girls yard to the South. Behind these stood the main accommodation block with the masters quarters placed at the centre."

The North end contained girls school rooms and dormitories in the two storey central portion, with aged women's accommodation in the three storey cross wing, the South end provided similar facilities for boys and aged men. A two storey spine connected the dining hall and chapel to the infirmary and "idiots ward" at the rear. The chapel is marked by a solitary stained glass window.

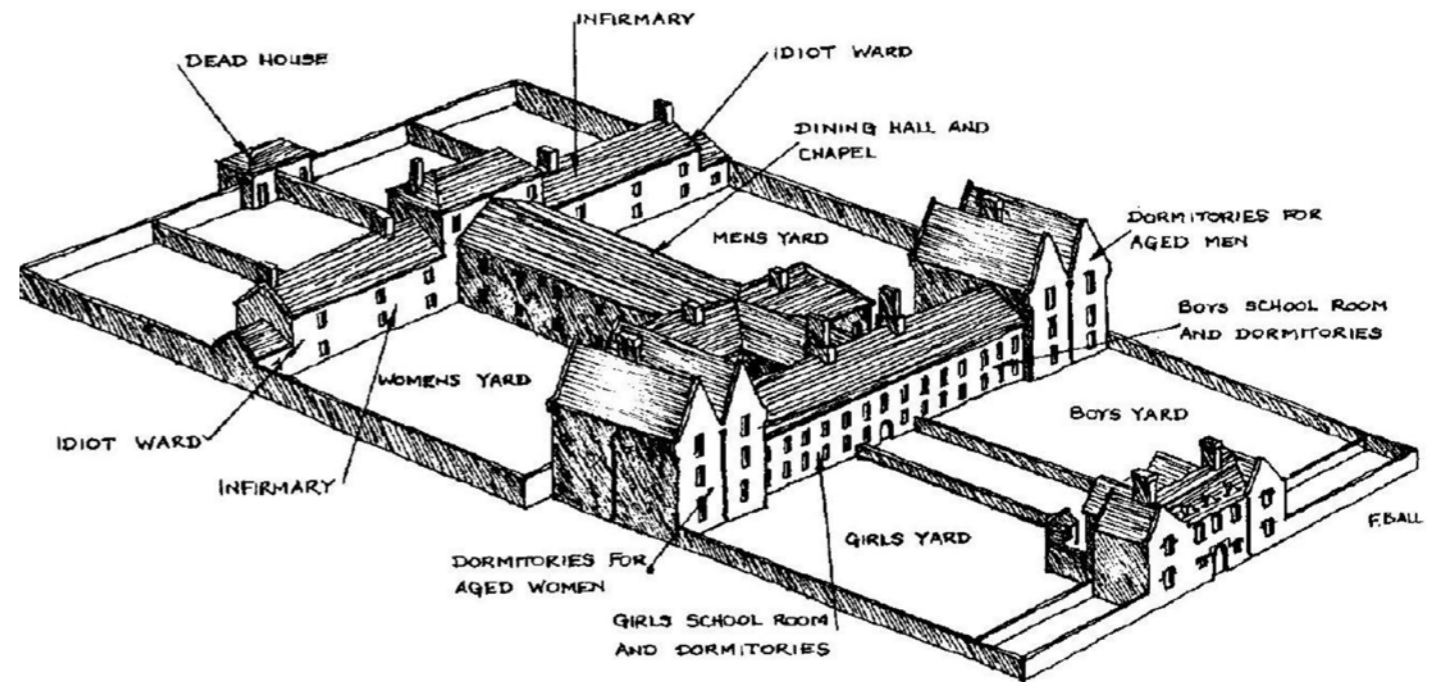
### The Workhouse today:

The workhouse, although modified in the early twentieth century to accommodate a paint factory, retains its administrative, accommodation and infirmary blocks and is a reminder of the hardship endured in the area during the nineteenth century.

As seen from the aerial view opposite the original building remains relatively intact, however large sheds have been built in the courtyard areas.



1911 map showing the Celbridge Workhouse



Isometric of the workhouse, showing the various uses for the separate wings



The Workhouse as it is today



Aerial view of the Workhouse as it is today

# Historical Development

## 20th - 21st Century - Celbridge today

During the early to mid 20th century, local authority cottages and housing estates were constructed on Church Lane, Big Lane, St. Patrick's Park and Ballyouster Park. A number of new schools were also established at various locations around the town as need arose.

The late 20th/ early 21st Century has seen an large population growth in Celbridge, as a result of its proximity to the capital. Sprawling suburban housing estates account for much of the recent construction in and around Celbridge

Celbridge town centre defines the character and attractiveness of the town. It has evolved since the early 18th century and remains the focus for a broad range of commercial and community activities. The mix of interdependent uses and a historic streetscape and landscape setting all contribute to its sense of place and identity. 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) have altered the dynamic of the town centre and drawn activity away from Main Street.



Today: photo of Main Street looking South



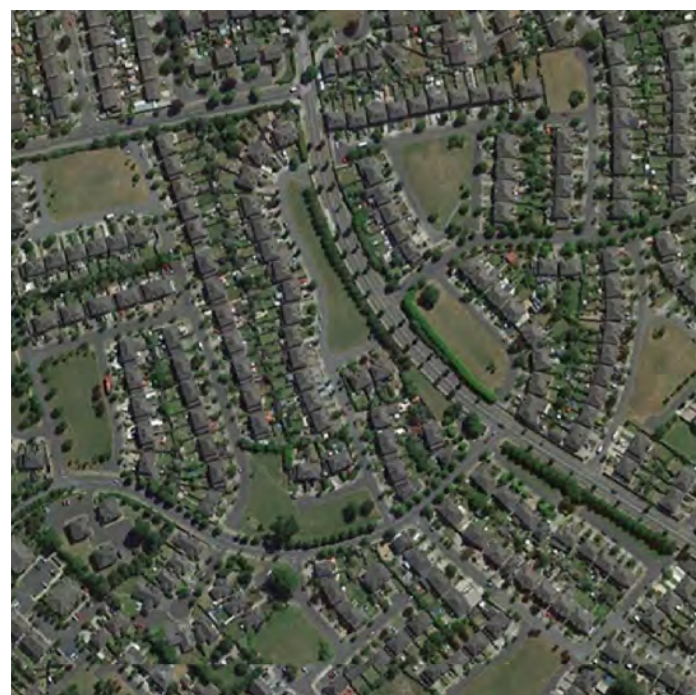
Early 20 Century / late 19 Century photo of Main Street looking South



Today: photo of Mainstreet, from English Row



Early 20 Century / late 19 Century photo of Mainstreet, from English Row



20th Century Suburban Developments on Shakelton Road



Tesco, Shakelton Road



Lidl, Maynooth Road

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# Urban Design Analysis

## Contents

### Background Planning report

- 1) Working with Policy
- 2) Background Reports (prepared by MacCabe Durney Barnes)
- 3) Key findings: Background report Socio-Economic,
- 4) Retail and Tourism
- 5) Key Findings: Leixlip Pedestrian Report

### Movement Analysis

- 1) Pedestrian
- 2) Cycle Network
- 3) Public Transport
- 4) Vehicle Movement

### Urban Grain & Sections

### Land Use & Vacancy

### Public Realm



View from Mainstreet

# Background Planning Report

## Working with Policy

A number of policy documents have been analysed and evaluated as part of the development of this Town Renewal Masterplan. Detailed within the appendix the documents listed below fall under three categories all informing the growth of Kildare Town.

These are as follows:

### National Policy

- Project Ireland 2040 - National Planning Framework
- Smarter Travel- A Sustainable Transport Future 2009-2020
- Design Manual for Urban Roads and Streets 2013
- Urban Design Manual 2009
- National Heritage Plan
- All Ireland Pollinator Plan 2021-2025 – Councils: Actions to help Pollinators
- The Climate Action Plan, 2021
- Town Centre First - A Policy Approach for Irish Towns, 2022
- Places for People - National Policy on Architecture, 2022

### Regional Policy

- Regional Spatial and Economic Strategy for the Eastern Midland Regional Assembly, 2019 -2031
- The Transport Strategy for the Greater Dublin Area 2022-2042

### Local Policy

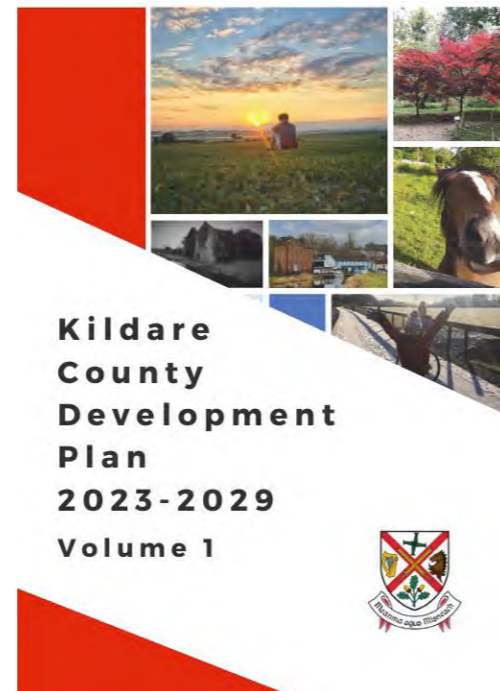
- Kildare County Development Plan 2023-2029
- Kildare – Culture and Creativity Strategy 2018-2022
- Kildare Local Economic and Community Plan 2016-2021
- Kildare Heritage Plan 2019-2025
- Green Infrastructure in Kildare, 2017-2023
- Celbridge Local Area Plan 2017-2023
- Celbridge Architectural Conservation Area (CPA) 2023-2029
- Celbridge Gateway to Ireland's Ancient East - Heritage and Tourism Strategy 2016-2020



Project Ireland 2040



Greater Dublin Area Transport strategy 2022 - 2042



Kildare County Development Plan 2017 - 2023



Celbridge Local Area Plan 2017 - 2023



# Background Planning Report

## Key findings: Socio-Economic, Retail and Tourism

As part of the background analysis, MacCabe Durney Barnes were commissioned to prepare a series of reports, all of which can be found in the appendices of this document.

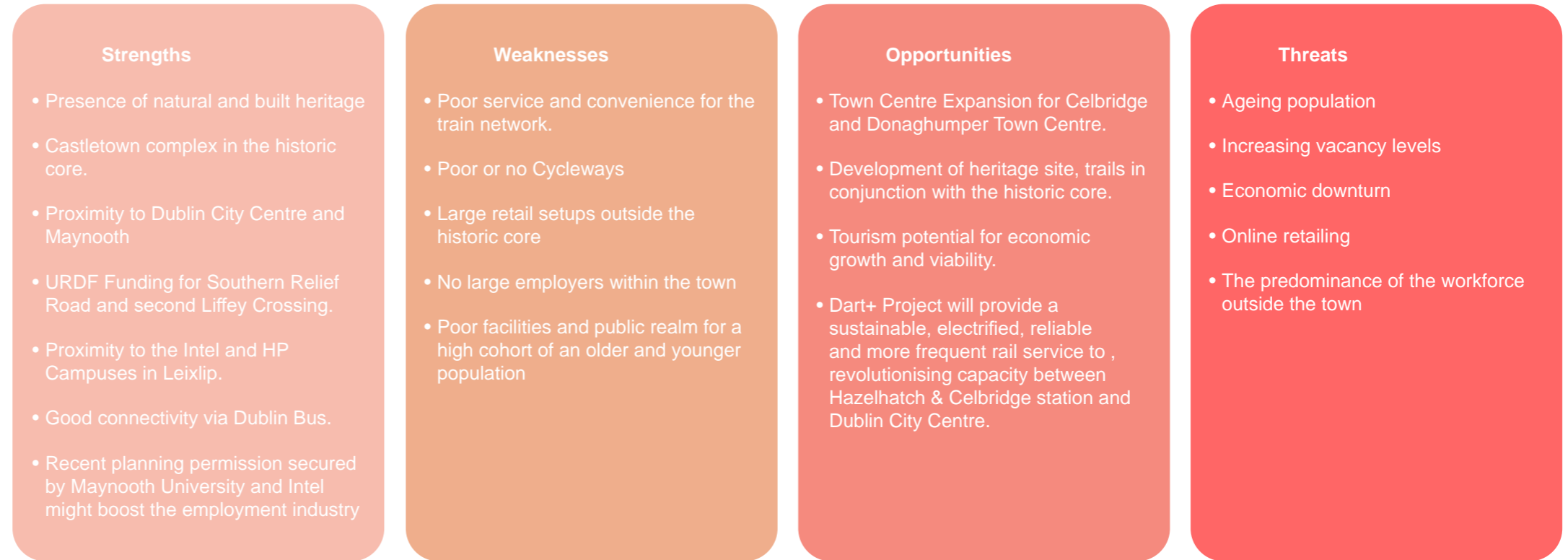
The report examined the following topics:

A socio-economic profile of the settlement covering population, age profile, employment, travel and a review of population projections in accordance with the County Development Plan Core Strategy.

Retail and economic review which considers key retailing, economic and other factors affecting the town and the broad catchment areas and function of the town.

Tourism report

The report concluded with a Strengths, Weaknesses, Opportunities, Threats (SWOT) analysis of the town.



SWOT (Strengths Weaknesses Opportunities and Threats) findings from MacCabe Durney Barnes) Background report

# Background Planning Report

## Pedestrian Study

In March 2020, MacCabe Durney Barnes carried out a pedestrian and observational study in Celbridge to assess pedestrian and non-motorised movements in and around the town centre. The survey investigated six points to carefully assess the pedestrian footfall and activity involving counts and movement tracing of pedestrians at intervals over a number of days.

The full report can be found in Appendix A of this Document.

### Key Findings

- The Main Street generates movements but there are issues regarding the lack of pedestrian crossings, cycleways and additional cycle stands near major destinations. This is particularly relevant on Main Street, with only one signalised pedestrian crossing for the stretch between the Dublin Road and Castletown. Safe and accessible pedestrian and cycling infrastructure for the observed demographic in and around Main Street is also highlighted.
- The location of the St Brigid's Girls National School, St. Patrick's Church and Castletown, all on the Main Street, generate higher numbers at peak hours during the week and mass times at the weekend.
- The ATMs, An Post and Centra generate major pedestrian flow and activity on Main Street during the week. This suggests that there may be an absence of evening activities to allow for the mix of day and night use, sought by the Council.
- The significant difference indicated by numbers for survey points A (Tesco) and B (Castletown) suggests that the areas which include the three supermarkets and high volume of residences on Maynooth Road have little interaction with the activities on Main Street.
- The heavily trafficked Dublin Road/Main Street junction does not have any designated pedestrian/cycle crossings. Furthermore, any intensification and further development of the Mill Centre will increase footfall at this junction.
- The train station is located 2.3km south of the town. The distance combined with the lack of cycling facilities influences the modal choice of train commuters.

Chart 1: Breakdown by mode Tuesday 03.03.20

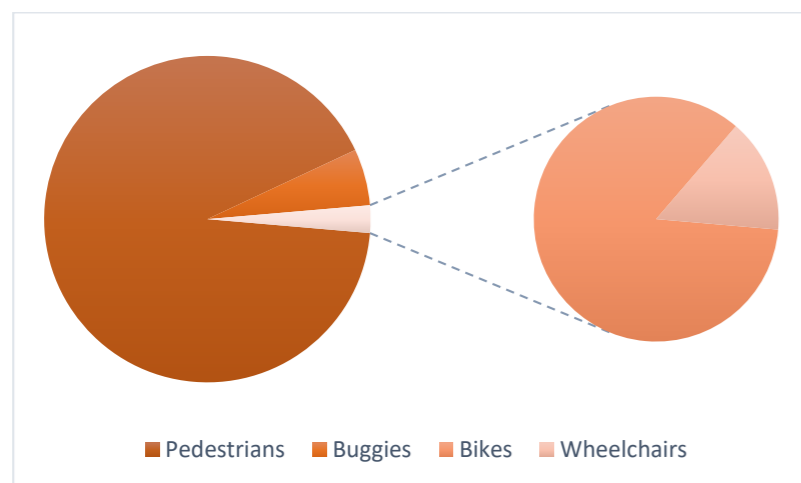


Chart 2: Breakdown by mode Wednesday 04.03.20

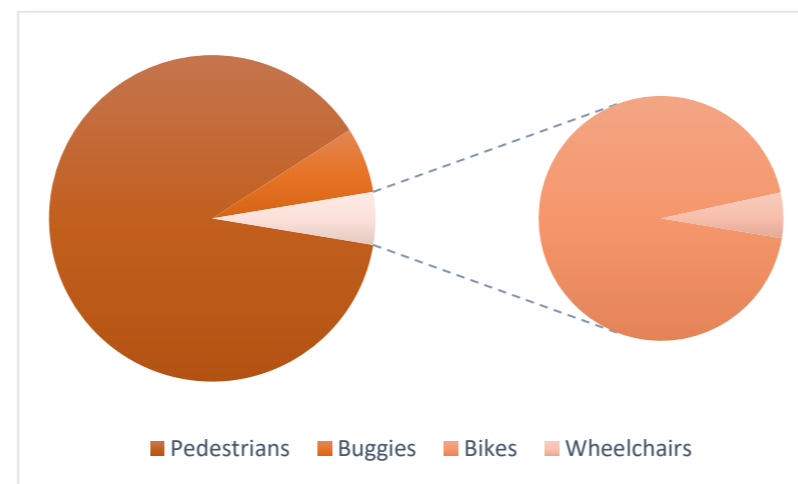
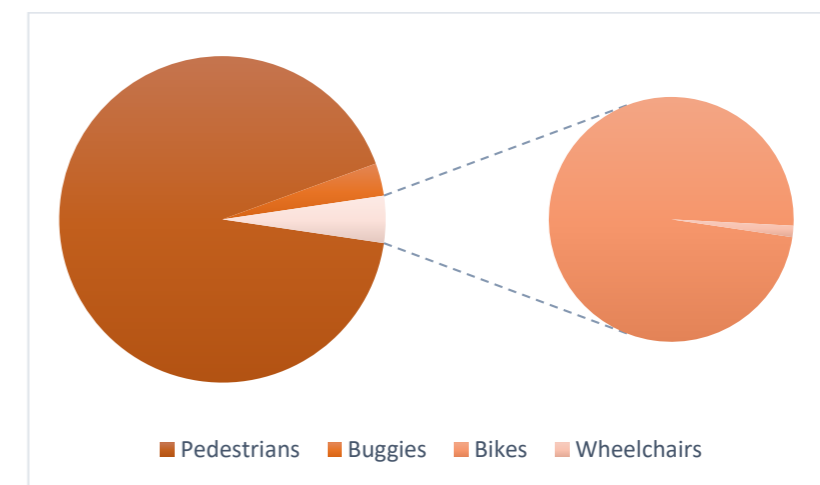


Chart 3: Breakdown by mode- Saturday 07.03.20



Example of how gathered data was broken down by MacCabe Durney Barnes

# Movement

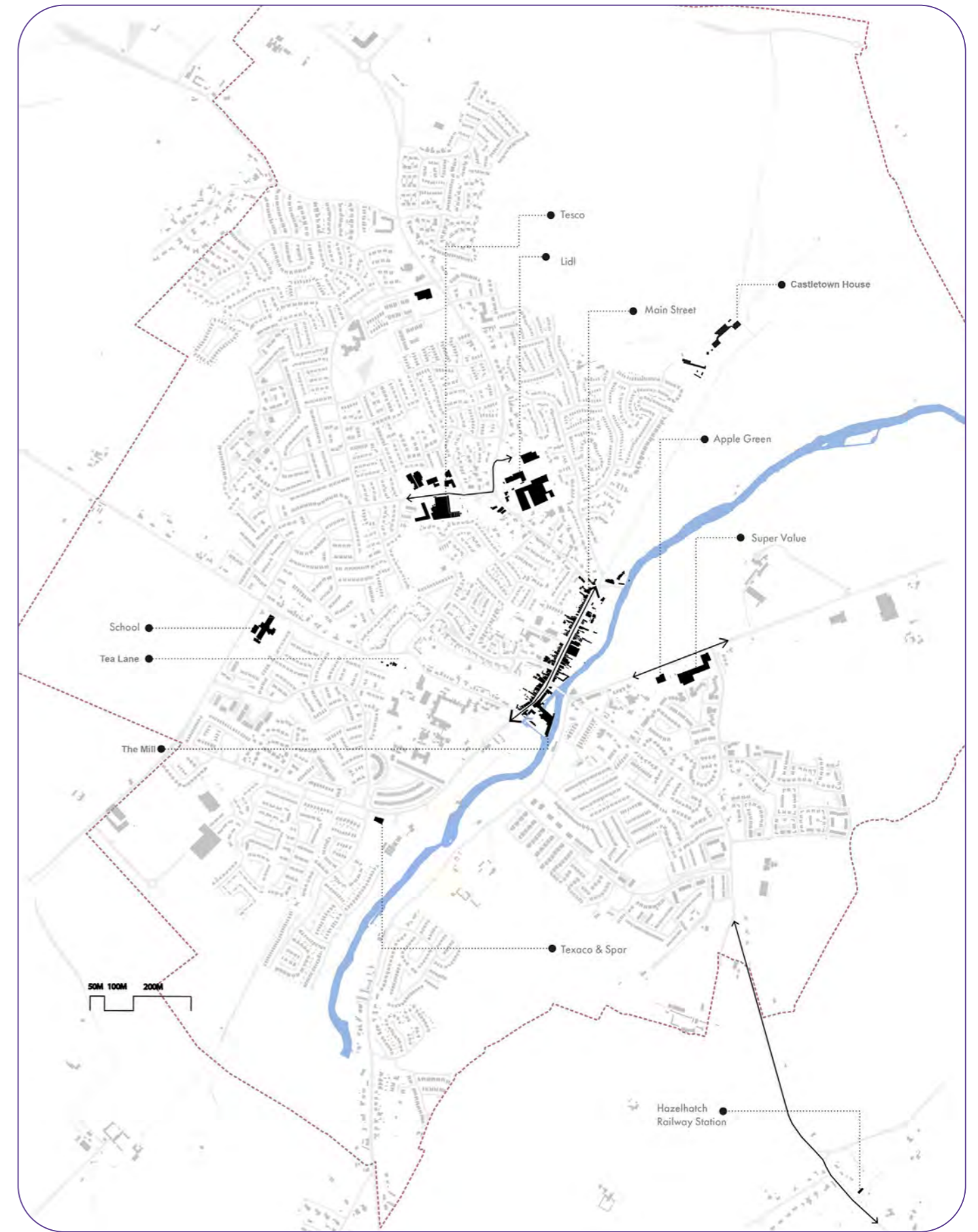
## Attractors and Destinations

A study has been undertaken to identify the main areas of activity in Celbridge town. Many of these points and areas revolve around tourist and civic attractions, shopping areas such as Main street or new retail developments such as Tesco, Lidl and SuperValue.

Main street is the primary thoroughfare, being the centre of the town with numerous shops, pubs, businesses and restaurants located there. Castletown House to the east and the Mill buildings to the west form anchors to each end of the main street. Tea Lane to the north of the main street is another popular historical attraction.

We see the modern 20th & 21st Century developments on the Maynooth Road and Shakelton Road as main thoroughfares. This kind of retail developments on the outskirts of towns often dilutes business from the central areas of Mainstreet. During the week the areas surrounding the local schools are extremely busy at certain times of the day.

There are a number of smaller shops and petrol stations with small shops such as Spars and Centras which have also been identified as thoroughfares. These smaller thoroughfares are often very successful at bringing activity to areas outside the main town. Texaco Petrol station on the Clane road is extremely busy and a good example of this. It contains a Spar, Subway and an Apache pizza takeaway



Hazelhatch Railway station outside Celbridge

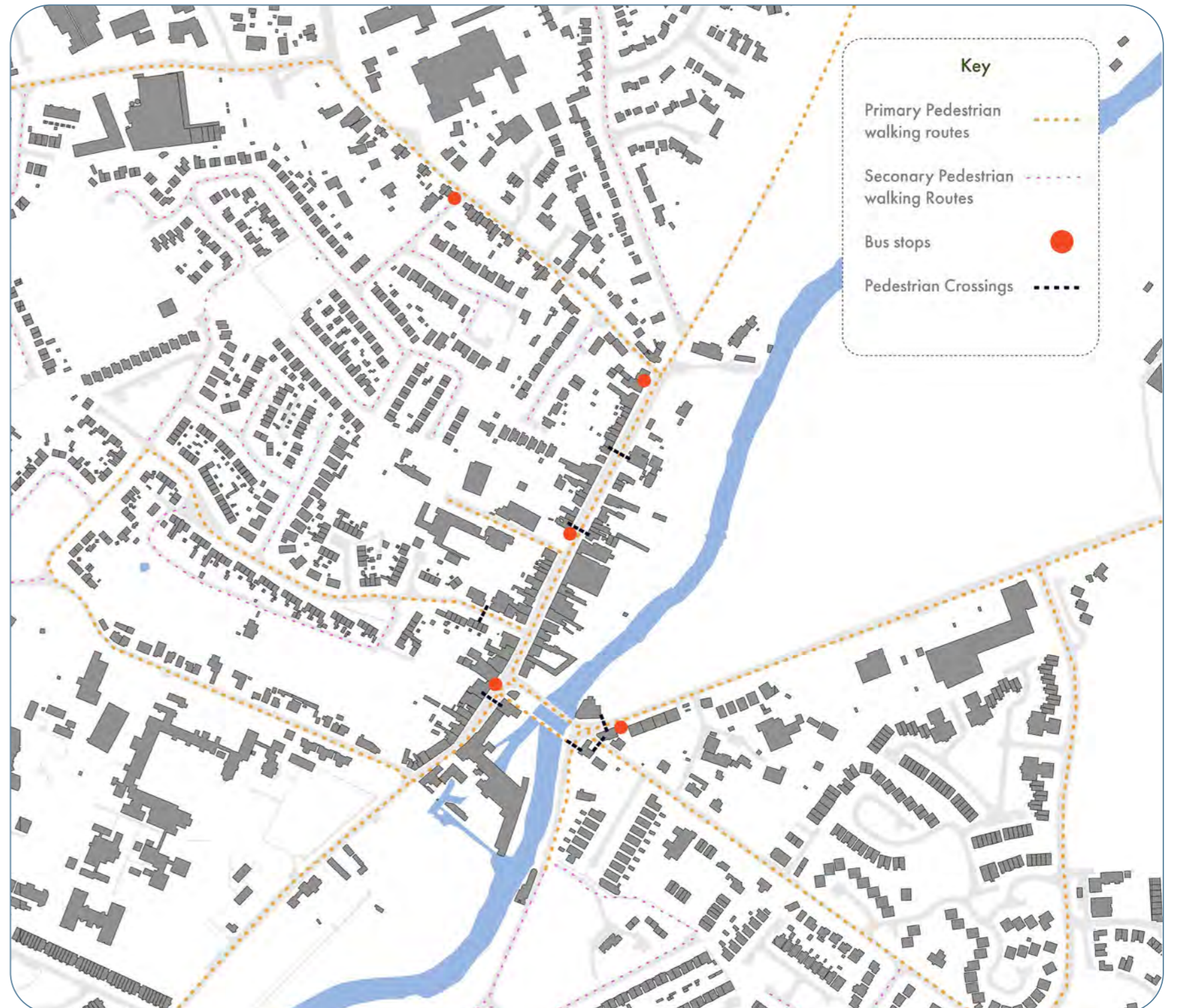
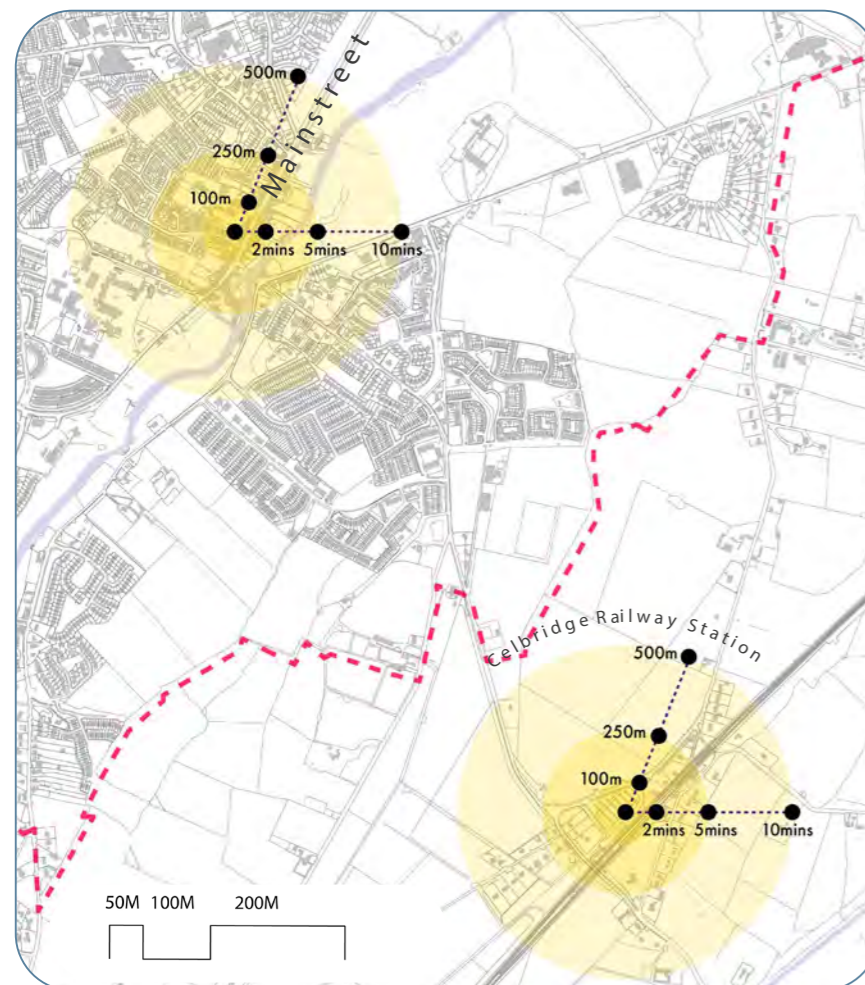
# Movement

## Pedestrian

The overall permeability and connectivity of the pedestrian walking network in Celbridge is poor. In residential areas, severance has been built into the environment by high walls and a predominance of cul-de-sacs. The single crossing point over the River Liffey and pinch points within the historic core, such as the junction of Main Street and English Row, also restrict permeability and connectivity.

The pedestrian network in Celbridge has improved in recent years with the introduction of Slí na Sláinte routes in and around the town. Currently these include Celbridge Station - Hewlett Packard Campus via Primrose Hill (a 5.6km route); Celbridge - Hewlett Packard - Leixlip Slí (a 7km route linking Celbridge to Leixlip). These routes generally lead from Celbridge north-eastward along the Dublin Road, likely due to the adequate provision of pedestrian facilities on this route.

Improvements to foot paths and streets have been made on Main Street in recent years



Walking Distance Radii, key Nodes, Celbridge

Walking Routes

# Movement

## Cycle Network

Similar to the pedestrian network the cycling network in Celbridge is poor. In residential areas severance has been built into the environment by high walls and a predominance of cul-de-sac. The single crossing point over the River Liffey and pinch points within the historic core, such as the junction of Main Street and English Row, also restrict permeability and connectivity.

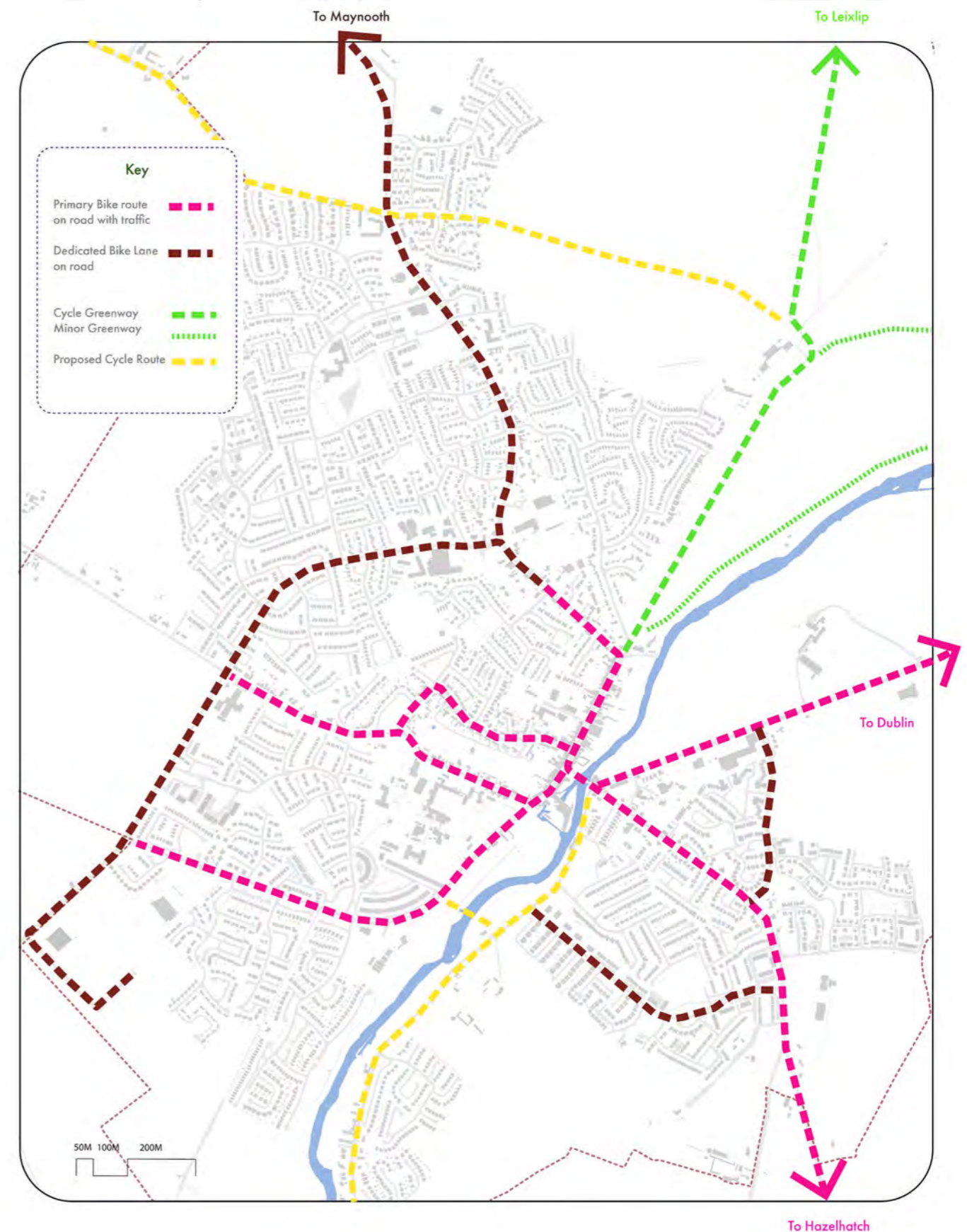
There has been significant public realm work done on Main Street between the entrance to Castletown house and English Row. Improvements have been made to footpaths, bike loops have been added and pedestrian crossings have been added.



Leixlip Slí na Sláinte Cycle network



Beginning of cycle lanes on Maynooth Road at the workhouse



# Movement

## Cycle Parking

There are several bike locking facilities around the town on Main street, English Row and outside the Library on St Patrick's Park.



A. Bike Locking on English Row



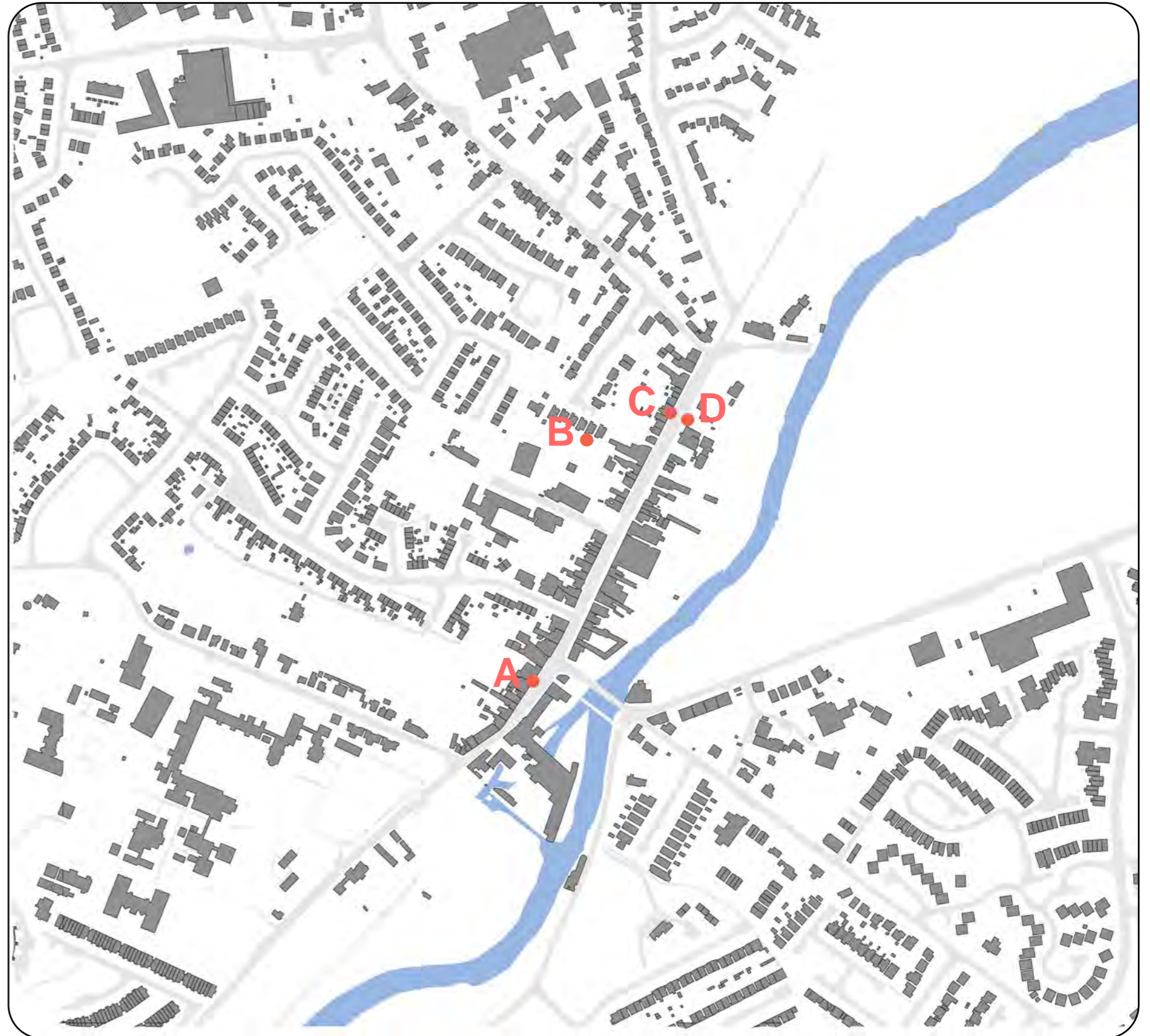
B. Bike Locking outside Library



C. Bike Locking on Mainstreet.



D. Cycling on Mainstreet



Locations of Bike Locking Facilities

# Movement

## Public Transport

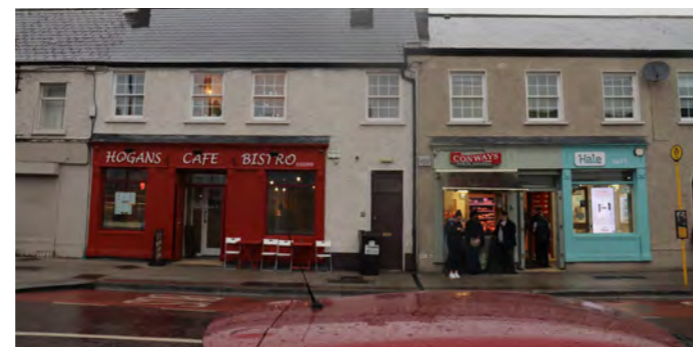
Celbridge is served by Dublin Bus and Bus Éireann with connections to Dublin and other key destinations such as Newbridge, Edenderry, Clane and Maynooth. Hazelhatch Train Station is located in the south of Celbridge and is served by the Portlaoise/Limerick, Kildare/Waterford and Galway services from Dublin. Although located outside the LAP boundary, it is a key piece of public transport infrastructure that is important to Celbridge and the surrounding hinterland. Currently a feeder bus runs to and from the town centre of Celbridge to Hazelhatch Train Station to connect with the Dublin rail services.

### Bus:

The 67 Dublin bus route runs from Dublin to Maynooth via Celbridge. There are various stops in the town as shown on the map opposite. The Bus comes from Dublin Via the Dublin road from the East, crosses the bridge, and continues North up Main street and out the Maynooth road onto Maynooth. Bus Eireann and private bus companies also connect Celbridge to the rest of the country.

### Train:

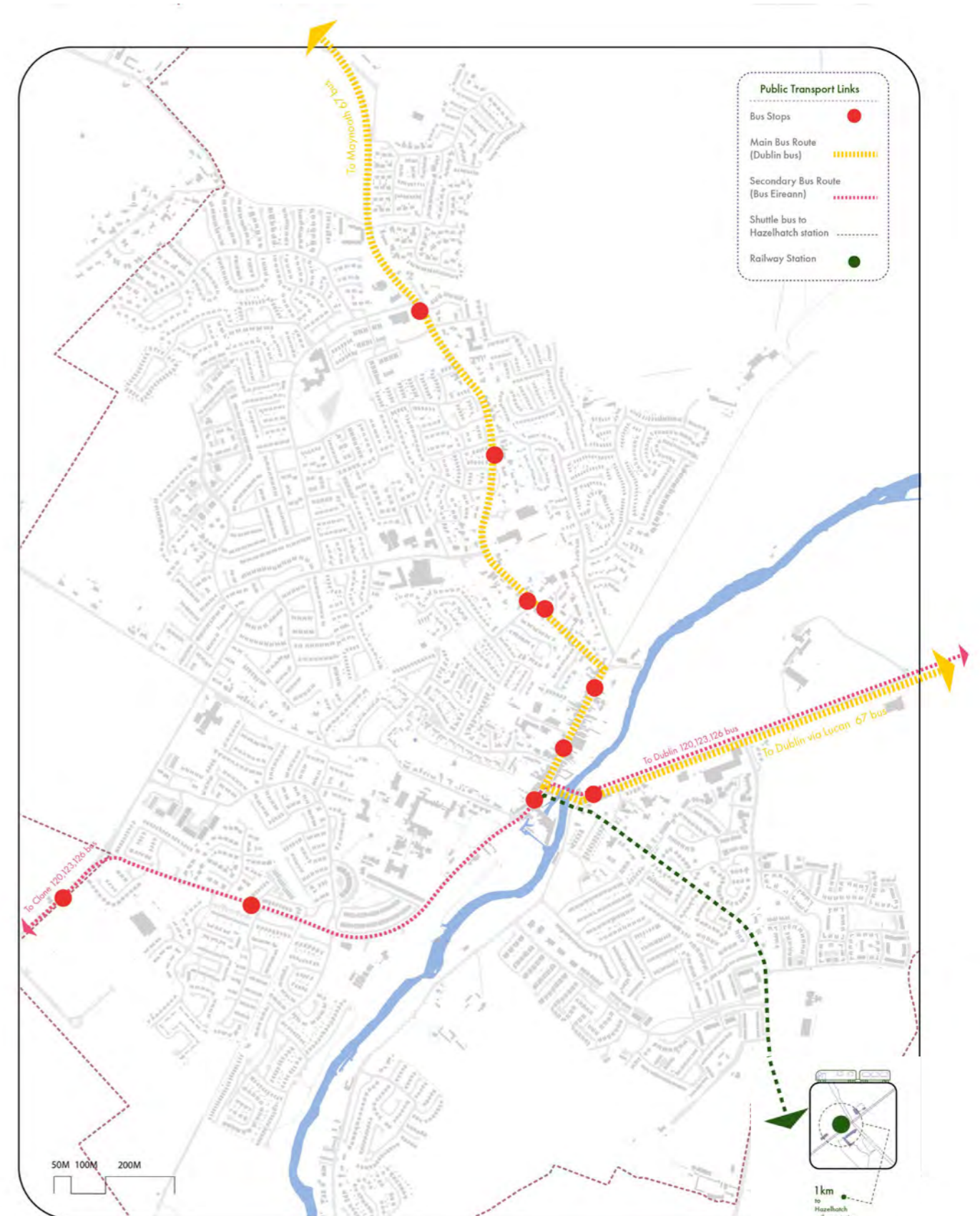
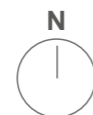
Hazel Hatch Railway station 1 km outside the town provides rail transport to the rest of the county, country and to Dublin



Dublin Bus stop Mainstreet



Iarnród Éireann Bus stop English Row



Celbridge Public Transport Network Map

# Movement

## Vehicular movement

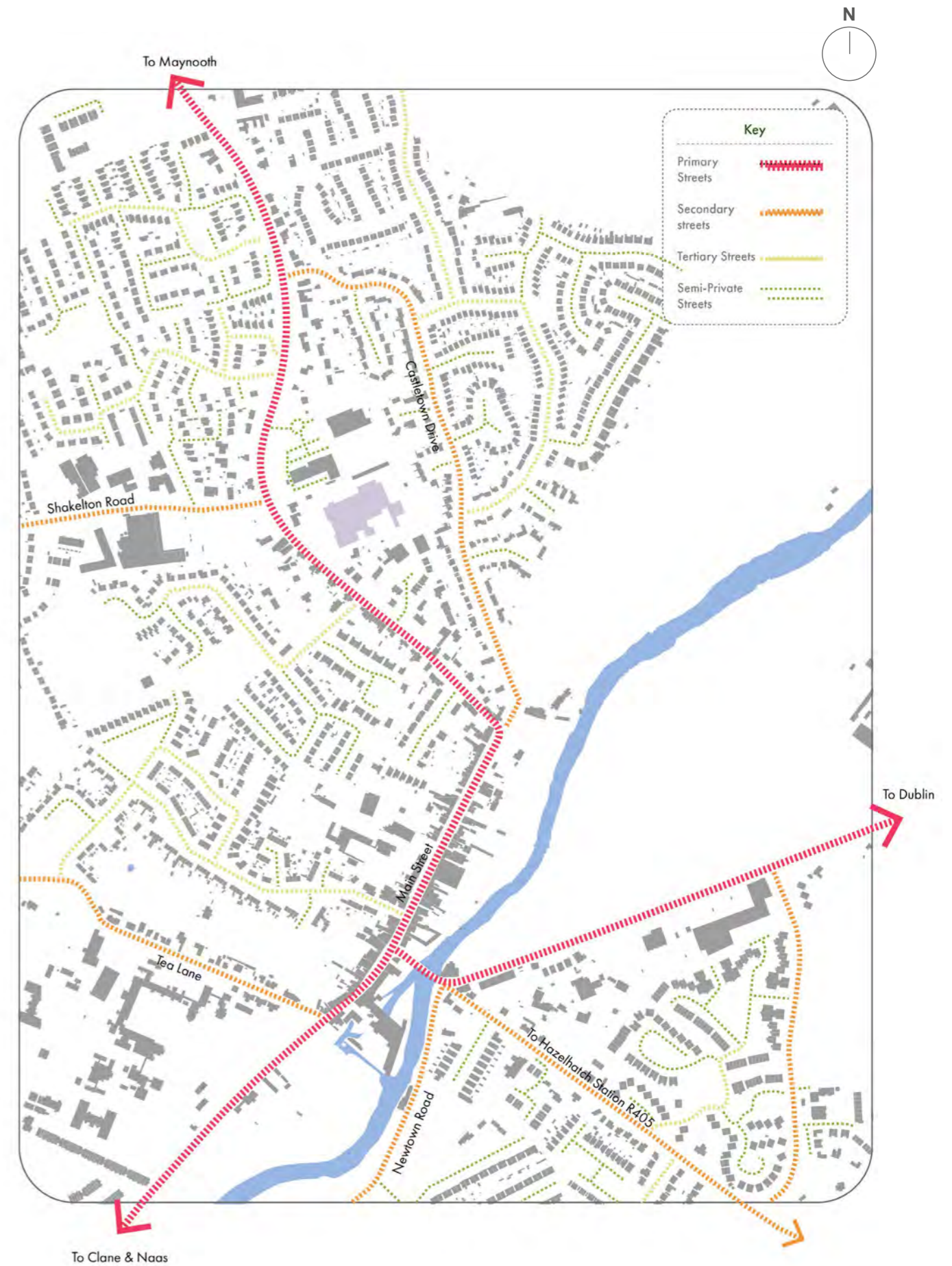
Road infrastructure is being progressively improved throughout the town, but the bridge remains a major cause of congestion to traffic flow in the town. Congestion is a significant problem in the town.

The M4 motorway bounds the town to the north and the Dublin Cork rail line and the Grand Canal runs to the south.

Dublin Road runs over the Liffey, up main street and becomes Maynooth road, Maynooth Road runs out of Mainstreet to the north. The Road running parallel with temple mills is the R403 onto Clane & Naas.



Example of road on Mainstreet







Main Roads & Parking Analysis

### Parking Analysis:

There are four privately operated car parks in the town centre area of Celbridge and on-street parking lines the majority of Main Street, with occasional disability spaces.

There is ample parking at many of the main thoroughfares such as ; Tesco, Lidl, Aldi & SuperValu.

Hazel Hatch railway station also provides low cost all day parking for commuters.



Main street Carpark

Name	Amount of Spaces (Public)	Amount of Spaces (Private)
Henry Grattan Car Park		131
Daybreak shopping centre		34
Aldi Car Park		134
Lidl Car Park		80
Celbridge Primary Care Centre		100
Tesco Car Park		292
Celbridge Abbey Car Park		
The Duck Bar Car Park		71
The Mill Car Park	58	
Main Street Car Park	29	
Newbridge Yard Car Park	64	
The Abbey Lodge Car Park		
Super Value centre Car Park		105
B-Active Gym		44
Super Value Car Park		137
Texaco Shops Car Park		48
Hazel Hatch	350	
<b>Totals</b>	<b>501</b>	<b>1176</b>

# Urban Grain & Sections

## Street Enclosure

Street enclosure is generally measured as a ratio where height of a building (measures from front building line to front building line) is measured against the width of a street. Consideration needs to be given as to how consistently this ratio applies along length of a street wall. Enclosing streets with buildings helps to define them as urban places and can create a greater sense of intimacy.

For example, as noted in the Design Manual for Urban Roads and Streets (DMURS, 4.2 Streetscape, page 69), a building height to street width ratio of 1:2 creates a strong sense of enclosure, 1:3 is moderate and so on. A strong sense of enclosure may be difficult to achieve where the total street width exceeds 30m wide.

In particular DMURS notes *“A good sense of enclosure can also be achieved with a building height to street width ratio of 1:3 and a street wall that is 75% solid, provided a continuous line of street trees are planted along the street. This approach may be more desirable in smaller centres or Neighbourhoods where maintaining a more human scale is desirable”*.

As outlined in the table below, the primary streets in Celbridge town centre that were analysed range between 1:3 and 1:4 ratios. This suggests that through a combination of public realm upgrade and the inclusion of street planting, the street network would align with DMURS, which notes

*“Enclosing streets with buildings helps to define them as urban places, creates a greater sense of intimacy and promotes them as pedestrian friendly spaces that are overlooked. This sense of intimacy has been found to have a traffic-calming effect as drivers become more aware of their surroundings”*.

### Footpath Widths

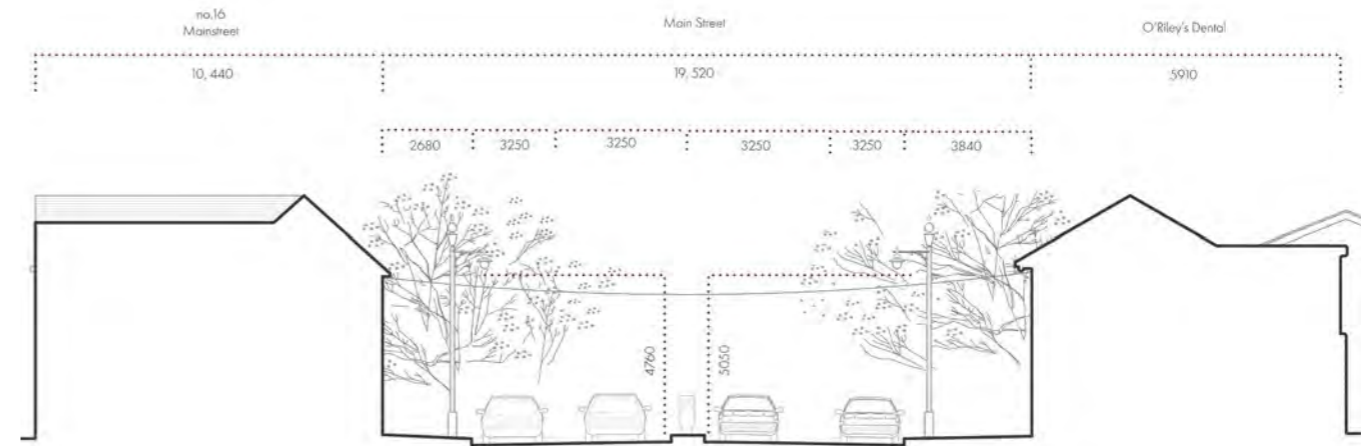
The footpaths widths along the main street are reasonably generous at 2680mm and 3840mm. Significant recent footpath work has been under taken along Main Street.

Narrow footpaths are evident in several locations including Tea Lane and Maynooth Road where Footpaths line either side of the road, but the road is quite narrow and busy,

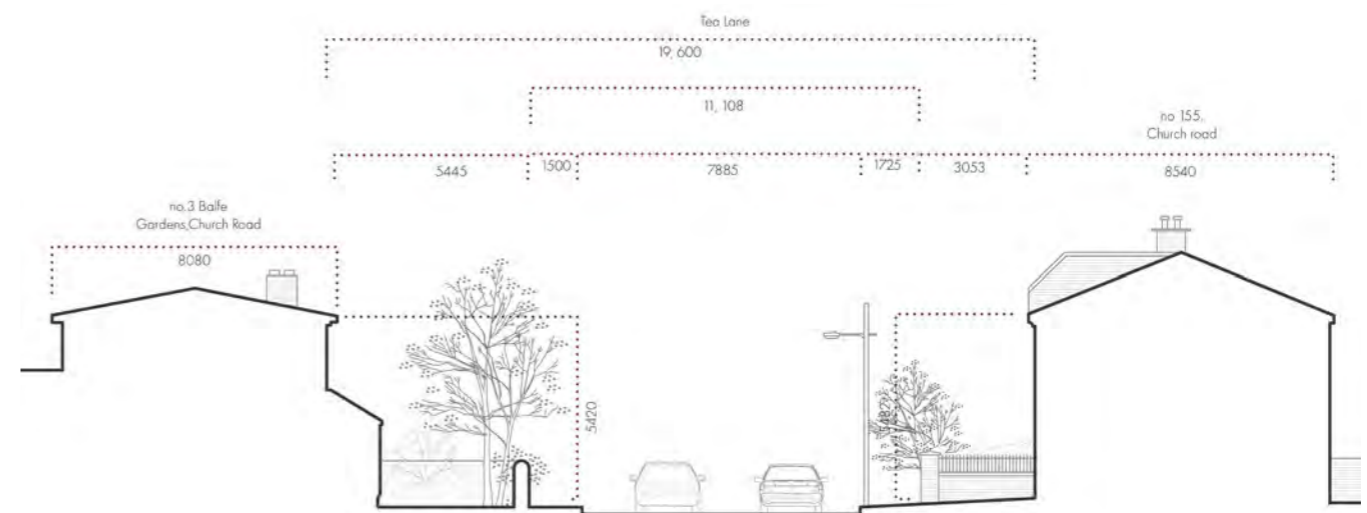
In some instances, entrances to houses open directly onto the street providing a degree of activity however the lack of privacy strips means curtains are often closed throughout the day.

There are occasions where the footpath narrow to 1 metre wide as they pass porches to domestic dwellings however there is passing space to either side of the porch.

The Design Manual for Urban Roads & Streets indicates 1800mm as the minimum amount of space required for two people to pass comfortably. Although, space for vehicular access needs to be maintained, consideration could be given to restricting access or vehicular direction in certain locations in order to widen footpaths and increase space for pedestrians.



Section AA  
Through Celbridge Main Street looking North towards Castletown House.



Section BB  
Section through Tea Lane looking North West Toward Tea Lane Grave Yard

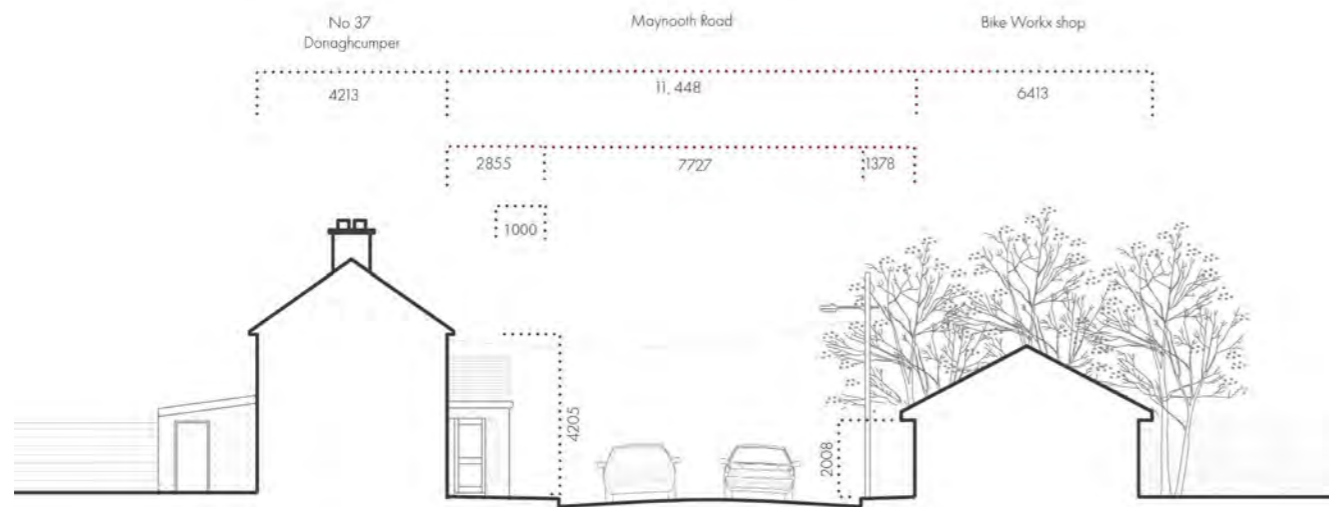
SECTION	HEIGHT	WIDTH	RATIO
AA MAINSTREET CELBRIDGE	5050	19520	1:4
BB TEA LANE	5482	19600	1:3
CC MAYNOOTH ROAD	4205	11448	1:3
DD MAIN STREET	5900	16900	1:3
EE DUBLINROAD	4500	12900	1:3



Section AA Mainstreet



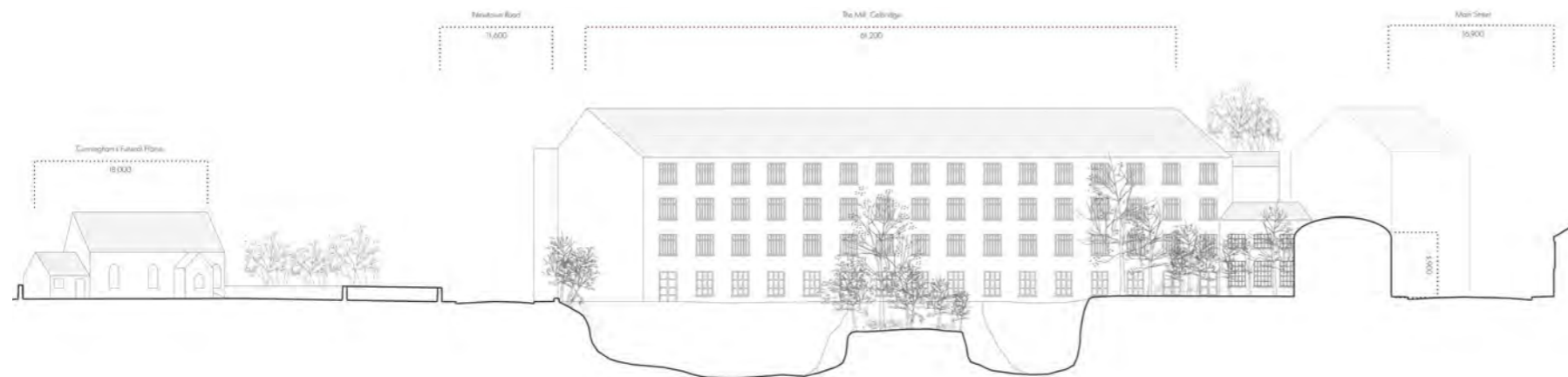
Section BB Tea Lane



Section CC  
Section through Maynooth road looking North West



Section CC Maynooth road



Section DD  
Long section



Section DD The Mill



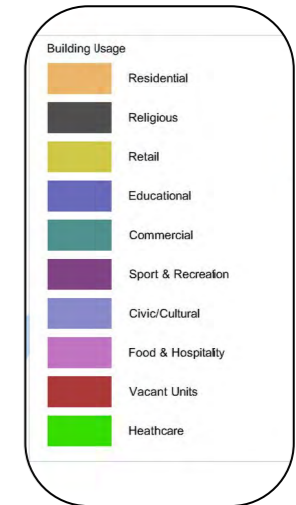
Section EE  
Long section through Dublin Road



Section EE Dublin Road

# Land Use & Vacancy

As one might expect of any urban settlement, the ground floor building use illustrated by map opposite show commercial uses concentrated to the centre and residential suburban sprawl forming a ring around the periphery. The primary streets such as Mainstreet are clearly identifiable on the maps showing commercial use being the main use at ground floor level. In 1952 the St John of Gods Brothers purchased Oakley park and its surrounding land to operate as a mental health facility. Today the facility is still owned by the brothers and operated by the HSE.



Ground floor Building Usage - March 2023

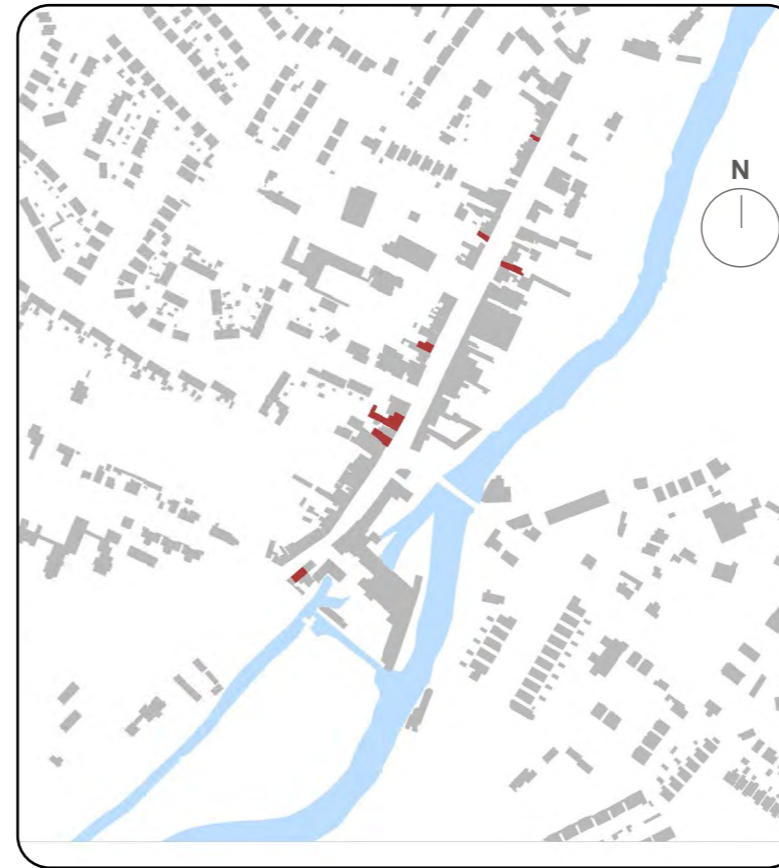


1st floor Building Usage - March 2023

# Land Use & Vacancy

The Maps opposite shows the properties recorded as vacant at ground floor & first floor level in 2019.

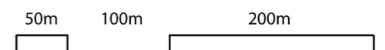
There is extremely low vacancy recorded on the Main Street, with the most notable derelict buildings situated on the Clane road and towards the lower southern end of Main Street with parts of the Mill buildings being vacant & the vacant Celbridge Abbey as seen below.



Ground floor Vacant Units  
March 2023



First floor Vacant Units  
March 2023



Celbridge Abbey



Vacant part of temple mills

# Land Use & Vacancy

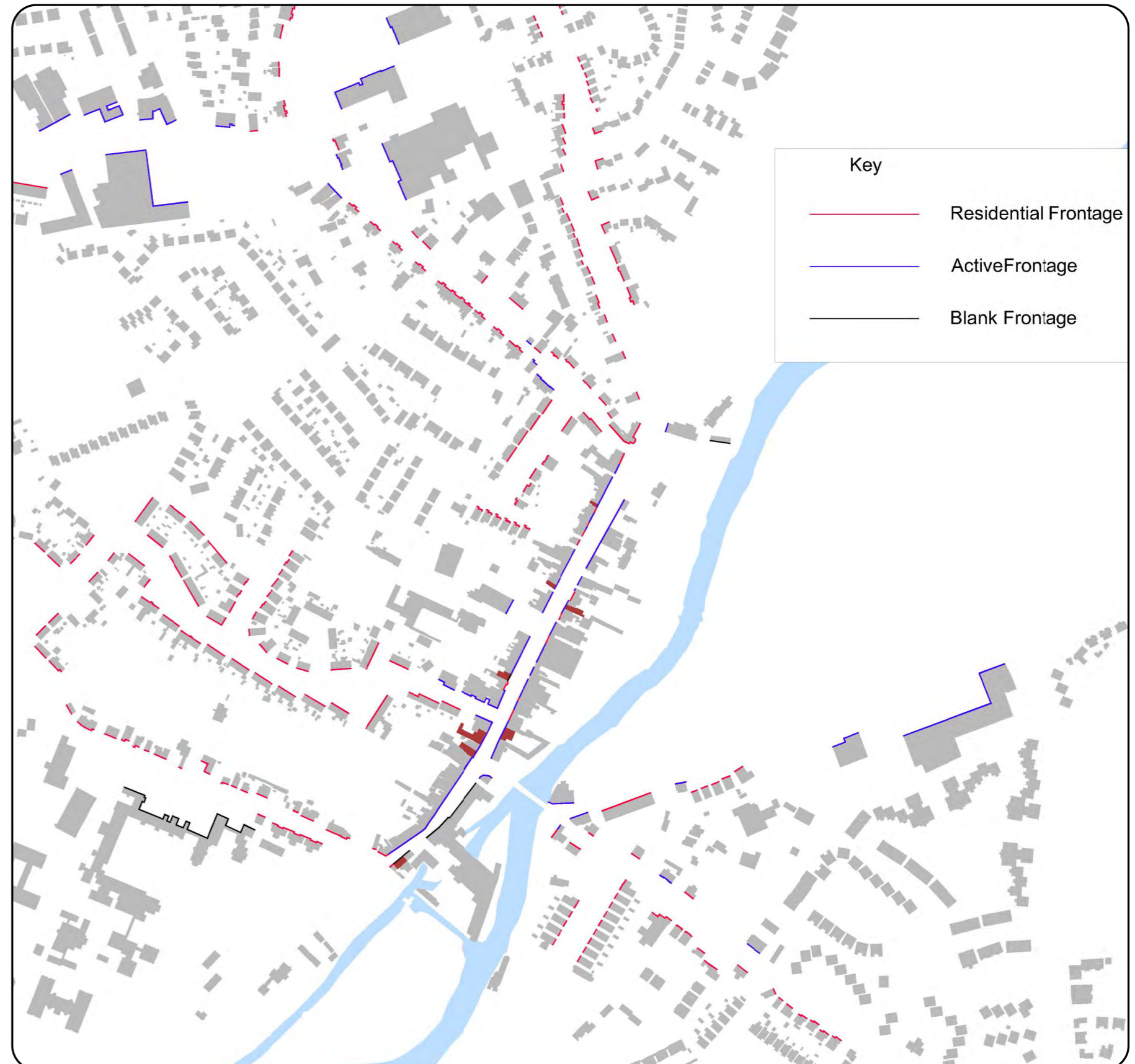
## Building Frontages

Active Frontage refers to buildings facing onto the main street-scape with retail uses, shop-fronts etc.

Main street Has nearly a 100% active frontage onto the street scape. This is assuming tenancy of vacant properties. This breaks down a bit towards the lower end of the town around temple mills and at the top of the town on the Maynooth road.



Frontage of vacant Gogartys on Mainstreet



Active Frontage Map, Celbrige - March 2023

# Public Realm

## Open space

The environmental and heritage resources of Celbridge can be described as its Green Infrastructure. The Green Infrastructure network, is the network of natural and semi-natural areas that support the natural environment by providing habitats for wildlife, air and water filtration and surface water management, recreational and tourism opportunities and “greener” neighbourhoods. Green infrastructure networks include waterways, wetlands, woodlands, wildlife habitats, green-ways, parks and conservation lands, forests and other open spaces that surround and thread through our towns and cities. Celbridge benefits from a significant level of green infrastructure. The River Liffey is part of the Regional Green Infrastructure Network and links a number of historic demesne landscapes in Celbridge to form a strong network within the town. It will be important to establish a coherent, integrated and evolving network that extends from the Liffey and the demesnes.

### Buildings and gardens

These habitats were the most abundant group of habitats in Celbridge (see table), covering nearly half (48.36%) of the study area. This group includes the habitat types such as buildings and artificial surfaces, as well as lawns, flower beds, ornamental shrubs and other habitat types present in private gardens.

### Agricultural land

These habitats, which includes improved agricultural grassland and tillage was not as abundant in Celbridge as other areas of the County but still accounted for 24.49% of the study area. However, these habitats were restricted to marginal areas adjoining the north, south and south east of the study area.

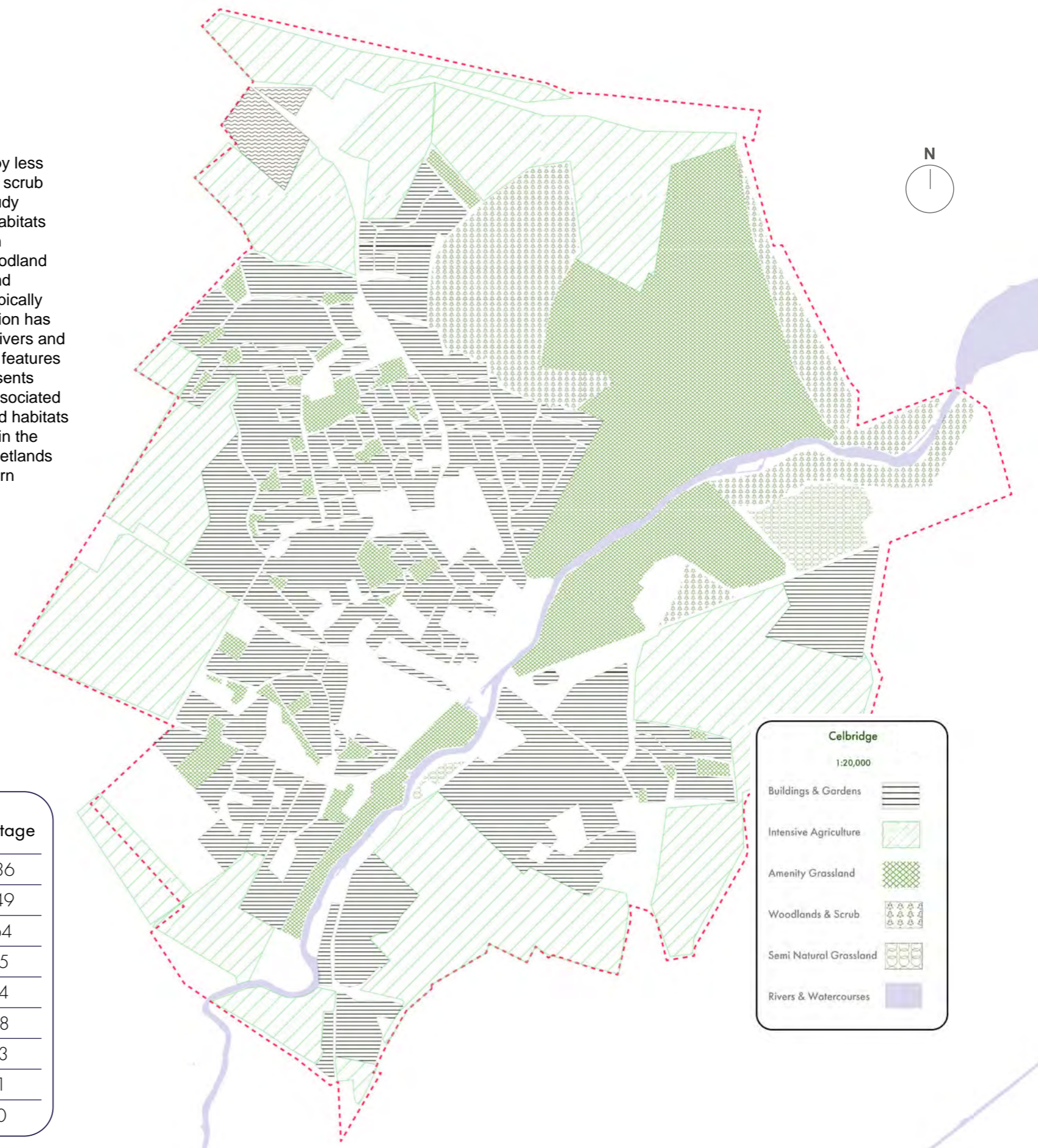
### Amenity grassland

This occupies 11.64% of the Celbridge study area (Figure 11.1) and does not include the lawns of private houses, playing pitches, and larger lawns in institutions such as Celbridge Abbey, St John of God's, and the various primary and secondary schools.

### Other

The remainder of the habitat groups each occupy less than 16% of the total study area. Woodland and scrub cover in Celbridge accounts for 9.55% of the study area. These are represented by the woodland habitats associated with Castletown Demesne, Killadoon Demesne, Donaghcumper House and those woodland areas adjoining the River Liffey. Disturbed ground accounts for 1.94% of the study area and are typically identified in areas where discontinued construction has created patches of bare and recolonising soil. Rivers and watercourses form 1.43% of the study area and features such as the River Liffey and its tributaries represents some of the most notable ecological features associated with Celbridge. High quality semi-natural wetland habitats such as marsh and fen were not recorded within the Celbridge study area, although the Kilwoghan wetlands are located in close proximity to the north-western boundary of the LAP boundary.

Habitat Group	Area (ha)	Percentage
Buildings & gardens	371.95	48.36
Intensive agriculture	188.38	24.49
Amenity Grassland	89.55	11.64
Woodland & Scrub	73.43	9.55
Disturbed Ground	14.95	1.94
Semi-natural Grassland	2.48	2.48
Rivers & watercourses	11.00	1.43
Wetlands, lakes & ponds	0.88	0.11
<b>Totals</b>	<b>796.20</b>	<b>100</b>



Open spaces in Celbridge

2



PUBLIC CONSULTATION

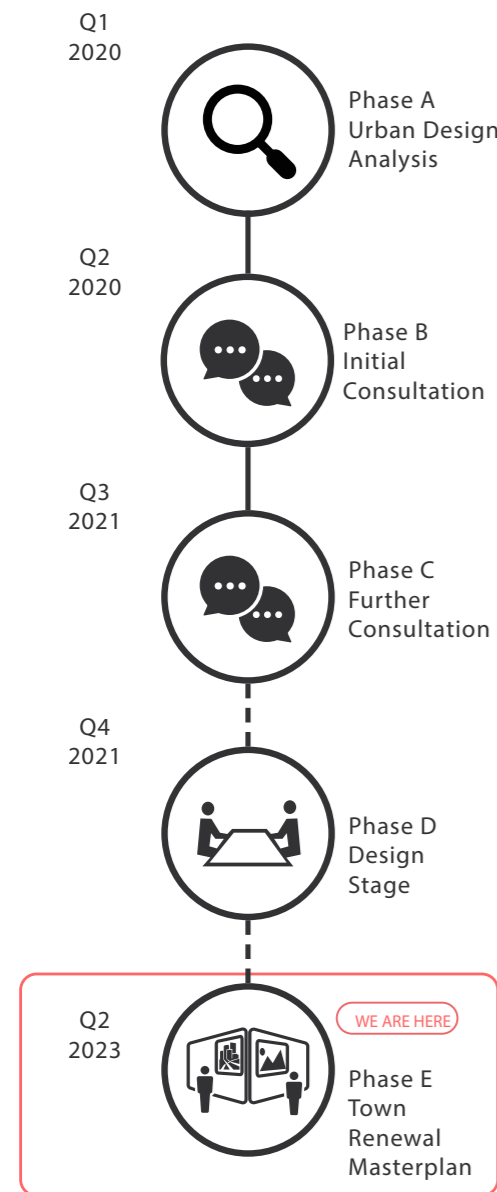


# Process

## Timeline & Completed Work

### Consultation strategy for Celbridge

KCC have a long history working with stakeholders and the local community to inform and enrich our projects. Although the COVID 19 pandemic changed the way we had to communicate during the life of this project, we remain determined that this Town Renewal Masterplan will have significant community input from the local community. This is a view which is shared by the local Municipal District.



### The Process So Far

**Initial consultation** - Following the conclusion of the urban design analysis as presented in the earlier parts of this document, an online survey was undertaken between June 5th 2020 and June 19th 2020 with 1934 respondents. The purpose of this survey was to gather further information about the town and how it is perceived by its residents, where it has strengths and weaknesses and what improvements they felt would benefit the town. The results of these surveys were recorded, analysed and presented back to the local MD over 2 no. sessions in November of that year. The main concerns raised are outlined in full as part of the appendices of this document however they can be summarised as follows:

#### Traffic

86% of individuals surveyed highlighted traffic management and key infrastructure (most notably a new bridge(62%) as the one project which would have greatest positive impact on the town. Of the 33 submissions received on the Celbridge LAP 2016-2022, 8 submissions (24%) mention the need for traffic congestion improvement, recommending the construction of a new traffic bridge to the south of the town.

#### Pedestrian and Cycle Connectivity

A common concern highlighted in the surveys (34% of submissions) is of pedestrian and cyclist safety and quality of off-road amenity infrastructure in Celbridge and environs.

The key project highlighted is the extension of the Liffey Valley Park through the inclusion of Celbridge The Liffey Valley Special Amenity Order(SAAO). Further connections to key infrastructure including the train station are also commonly noted.

Of the 33 submissions received on the Celbridge LAP 2016-2022, cycle and pedestrian infrastructure is the second most common concern featuring in a quarter of submissions.

In 2020 a “pedestrian and observational study” was carried out by MacCabe Durney Barnes planning consultants which identified the need to improve pedestrian and cyclist infrastructure to connect Celbridge town to the Train Station at Hazelhatch.

This study stated that:

*‘The distance combined with the lack of cycling facilities influences the modal choice of train commuters.’*

### Linkages to Heritage

81% of individuals surveyed, agreed that Celbridge is not taking full advantage of its tourism generating potential, particularly from a heritage perspective. The interconnectivity of Castletown Demesne to the town and other heritage assets was consistently remarked upon. A common concern is the protection of vistas and the reconnection of Castletown Demesne to the Wonderful Barn and Conolly Folly and strengthened connections to St Wolstans and the Donaghcumper Estates. Of the 33 submissions made to the Celbridge LAP 2016-2022, the protection and improvement of access to the historic town and neighbouring estates is the most common concern, featuring in just under half (46%) of the comments.

#### Community Facilities

When questioned on a lack of facilities, over half (55%) of correspondents mentioned the lack of swimming facilities in proximity the town, followed by children’s play parks, 22%.

While the provision of a swimming pool in North Kildare remains a priority for Kildare County Council, a funding application for the construction of a pool in Maynooth to serve North County Kildare was submitted to the Large Scale Sports Infrastructure Fund. However, the final location of a swimming pool for North County Kildare may be subject to review.

Of the 33 submissions received on the Celbridge LAP 2016-2022, 8 submissions (24%) mention the present need to increase facility provisions generally for the town before continuing to develop further housing.

Over 10% of submissions mention the need to strategically develop lands on the eastern side of the river near Hazelhatch Train Station to avoid further increase in cross-town commuter traffic flows and to promote sustainable travel.

### Further consultation

The results of the initial consultation were posted online between July – August 2021 alongside a recorded presentation via the KCC website. This was a further opportunity for members of the public to provide comments on the key areas of the town they felt would benefit from improvement. A total of 87 comments were received.

A youth survey was also carried out at the same time which aimed to gain an understanding of the spaces where young people in Celbridge like to meet up and what they would like to see for their town. A total of 271 responses were received which are analysed further in the appendices of this report. Respondents to the online presentation were permitted to comment freely, without the confines of a questionnaire, therefore, many responses contained multiple comments. The common themes of this round of public consultation are summarised as follows:

- Cycle & Pedestrian
- Transport & Parking
- Facilities
- Upkeep/maintenance of the town.
- Other

#### Location Insights

The largest portion of comments related to townwide issues, for example, widening of footpaths, investments in cycle infrastructure or improving the traffic situation.

#### Key Topic Insights

A need for facilities was the most commented aspect of the survey accounting for half of all comments. Cycle & Pedestrian, and Transport & Parking both accounted for one fifth of the comments.

# Consultation Comments

## Selected Comments

As a priority project, "More open and public space" is too broad and the thing that stands out most is how essential it is to put a focused plan in place now to realise the vision of delivering a Liffey Valley Park with considerable opportunities for recreation, tourism, economic development and habitat creation.

Celbridge is a town rich in history. There is a great opportunity to expand upon this to promote the local economy and tourism. On google maps you can see the old historic tree line of the previous paths from Castletown to Connolly's folly and the wonderful barn, establish those paths and introduce a nature walkway / cycle route with guided tours about their history.

The Main Street needs to be made more appealing for people to shop local. Offer free parking at weekends, grants to support new businesses! We don't want to see places closed and bordered up. Support current businesses too!

Additional facilities required for the town are suitable playgrounds for young children and separate outdoor free to use football/basket ball courts, a skatepark and outdoor gym equipment.

The public has spoken loud and clear about the need for a swimming pool and, independently of plans for a North Kildare public swimming pool, Celbridge has a large enough population to sustain at least a refurbished swimming pool at the site of the existing one but preferably a larger pool either on the St Raphael's Campus or elsewhere in the town if an alternative site makes the most sense.

Greenways both along the Liffey and linking the Royal Canal Greenway and the Grand Canal Greenway via Celbridge and Castletown would attract cyclists to the village centre.

Significantly widen the footpaths on Main Street to allow for pedestrians, cycling, markets, outdoor dining, children's play and generally meeting and sitting.

There are no amenities for youths/teenagers leading to destruction of the children's playground.

Clane Road-There is no space for cyclists, if buggies meet one has to go on the road. It is a disaster, there is a complete lack of space with the safety of everyone involved seriously compromised. It is worse again in the evenings where the lighting is awful or indeed non-existent.

Sort the traffic out, stop allowing more and more houses to be built without proper traffic management. We have been screaming for this for years but no you still keep the new builds coming.

We need a better playground and more playgrounds for the younger children - and somewhere also for the teenagers to hang out. In Maynooth they have a playground for older children, a basketball / football court and outdoor exercise equipment etc. We need that sort of thing or a skate park etc.

Every opportunity should be taken to transform the Long Shed at The Mill into an asset for the community - it could be put to a number of uses that could benefit the community, enhance tourism and enhance the public realm; anything from a performing arts space, to a remote working hub, to a tourist attraction (tourist office, museum, etc.), to an "Eco Hub", etc. The location is strategic and the options are endless.

Celbridge needs more functional cycle routes, not cycle paths that constantly force cyclists to give way to drivers joining the main road, or cycle paths that randomly stop, or cycle paths that share the road with motorists. Whoever designs them needs to have cycled along that particular road. The new islands on the Main Street and the Clane Road are great for pedestrians who want to cross the road, but a scary experience for cyclists when drivers try to overtake them at that particular spot, which they do. guided tours about their history.

Make the Main Street a destination that people want to go to by removing on street parking and making the street one way. Addition of communal seating, greenery, small children's play areas and an event space.

3



# CELBRIDGE TOWN RENEWAL MASTERPLAN AND DELIVERY PROJECTS

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# Town Centre

## Climate Change

The IPCC report on Climate Change has been described by some scientists as 'the bleakest warning yet' with climate breakdown accelerating rapidly and impacts more severe than predicted with only a narrow window to avoid the worst ravages. The response to address emissions increases needs to be cross-sectoral and in the delivery of people-centred design solutions on public realm projects, Kildare County Council is committed to collaborating with Elected Members, local communities and external stakeholders in the delivery of sustainable, healthy, resilient, and inclusive town centres.

The design of our streets and public spaces are key to supporting sustainable behaviours and we need town centres where we can connect with nature and each other and a move away from a car-centred design towards 'place' led development. 'Healthy placemaking', is cited by the RSES as a 'growth enabler' for the region and seeks to improve the design of our towns so that healthy activities and experiences are integral to people's everyday lives.

A '**Town Centre First**' approach has been taken in the completion of this Town Renewal Masterplan (TRMP), focusing on the creation of public spaces and the design of streets with a DMURS hierarchy of movement (ie the pedestrian first, then the cyclist, next public transport and lastly the motor vehicle). Central to this 'town centre first' approach is the conservation and protection of existing assets including cultural and heritage sites and biodiversity coupled with water sensitive urban design solutions.

**Town Centre First** is a major new policy that aims to tackle vacancy, combat dereliction and breathe new life into our town centres. The policy contains 33 unique actions which will give our towns the tools and resources they need to become more viable and attractive places in which to live, work, visit and run a business. The policy is underpinned by multi-billion euro investment spread across major Government schemes such as the Rural Regeneration and Development Fund (RRDF), the Urban Regeneration and Development Fund (URDF), Croí Conaithe (Towns) Fund and the Town and Village Renewal Scheme. The policy also contains a range of actions designed to achieve key objectives such as social and economic revival in towns, the provision of housing, as well as addressing challenges like vacancy and derelict buildings. The actions also support the protection of our environment, as well as the heritage and culture of our towns.



View of Celbridge and river Liffey - Photo - [www.dublinlive.ie](http://www.dublinlive.ie)

# Delivery Projects

## Key Influences

The Urban Design Analysis and Public Consultation process focused on the wider Celbridge Town, not just the town itself. The findings of the analysis and consultation (included in the previous sections of this document) informed the selection of these delivery projects, which respond to some of the key issues raised by the public.

The projects are aligned with the Council's vision, and work with Kildare's current planning policy, in particular they align with the Policies and Strategic Objectives of the LAP. They also respond to public consultation held upon the completion of the urban design analysis conducted as part of the development of this document. Significantly the projects form connections between key spaces such as the Mill and surrounds, the Main Street, lands under KCC ownership along the southern bank of the Liffey and onward to Castletown House.

The Delivery Plan identifies realistic and achievable projects that will enhance existing spaces and assets across Celbridge. Some projects relate to major transformative sites that already have a clear trajectory, but provide additional focus with the aim of accelerating delivery, while others suggest improvements to the town fabric to improve and build upon the existing public realm. The projects are underpinned by the public realm strategy discussed with a series of projects at differing scales informing and integrating into one and other both in the short and long term.

The delivery projects are presented in the coming pages in the following order:

- 1 Town Centre: Main Street Improvements
- 2 Town Centre: The Mill & Surrounds
- 3 Town Centre: Heritage Trail & Enhancing Green Infrastructure, Parochial House
- 4 Upgrading Cycle Infrastructure
- 5 Acre Project



Main Street Improvements



The Mill & Surrounds



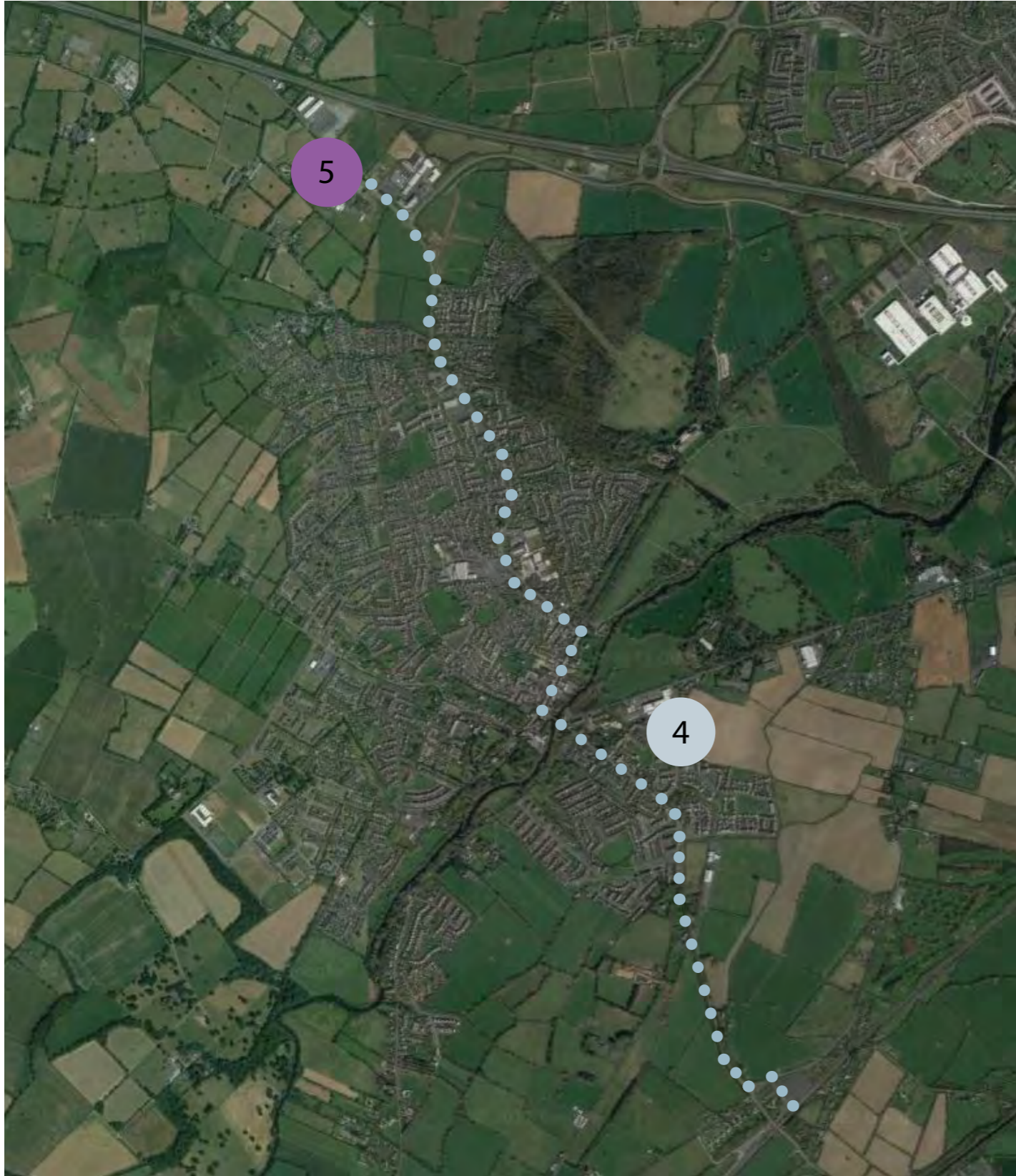
Heritage Trail & Enhancing Green Infrastructure



Upgrading Cycle Infrastructure



The Acre Project



# Town Centre

## Opportunities & Constraints

### Constraints

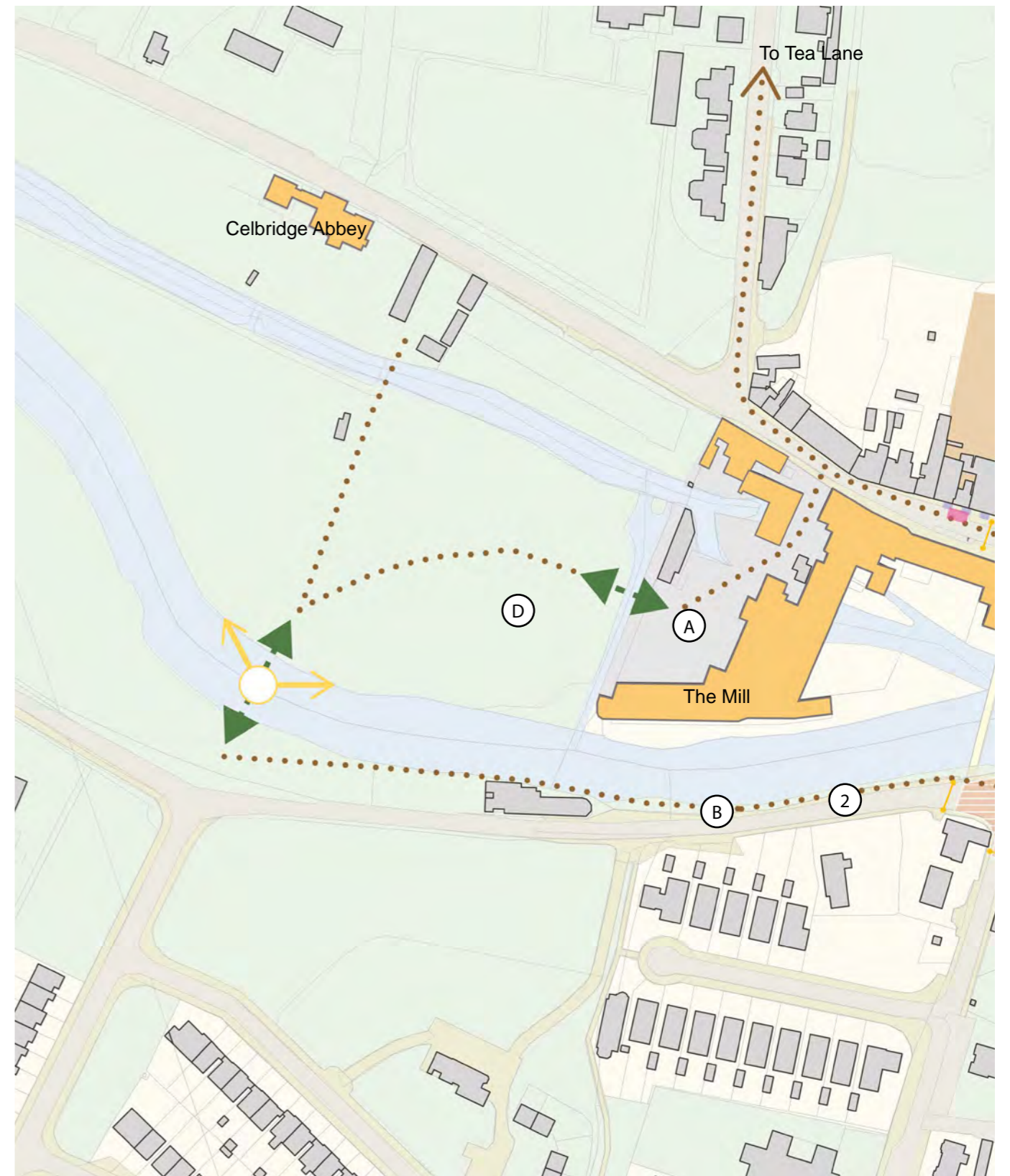
1. Large number of existing vehicular connections to Mainstreet to be maintained
2. Land to form connection not under KCC ownership
3. Existing on street parking to length of Mainstreet
4. Footpath narrows at ramp to Ulster Bank
5. Footpath narrows, Mainstreet
6. Footpath narrows at Jasmine House
7. Accessible & Age Friendly spaces to be maintained

### Opportunities

- A. Potential connection route from Donaghcumper Lands to Dublin Road
- B. Improved connectivity townwide due to proposed future pedestrian & cycle connections
- C. Opportunity for play and seating interventions
- D. Opportunity to Improve and expand on existing play facilities & connect Mill and Abbey lands to Main street.
- F. Opportunity to widen public realm and slow traffic, giving priority to pedestrian
- G. Views in both directions up Liffey and towards Mill
- H. Views towards gardens of Courthouse and Castletown house
- I. Potential to form pedestrian crossing at route from existing footbridge

### Key

-  Existing Vehicular Access
-  Barriers to Movement
-  Narrowed Public Realm Footpath
-  Potential future Pedestrian & Cycle Connection
-  Potential Circulation Route, Pedestrian & Cycle
-  Ownership Boundary to KCC Lands
-  Existing Parallel Parking on Main street, no cycle lanes
-  Potential View
-  Key Building
-  Car park
-  Proposed New Pedestrian Bridge over Liffey
-  Potential Raised Table Areas
-  Accessible Space
-  Age Friendly Space
-  Existing Road Crossing Point







# Town Centre

## Introduction & Proposals Overview

### What

The town centre improvements will focus on enhancing the existing fabric of Celbridge town centre through public realm improvements and interventions. Towns are about people. Everyday we engage with the public face of Celbridge; with roads, streets, lanes, parks, or bridges. All this publicly accessible space between buildings, including the empty spaces, streets, pavements, and voids in the urban fabric or other structures enclosed by them, is the 'public realm'. Free to use, it is experienced as a whole by the everyday user regardless of age or capability. It is an essential part of everyday life and has a significant impact on how we interact with and enjoy our city.

This is why Celbridge's public realm is so important and deserves such careful consideration and development. How public spaces are planned, designed and built, how clean they are, and how safe we feel while using them influence both the quality of our experience of the town, and how we feel about it as the place in which we live, socialise, visit or work. Celbridge's identity is inseparable from the user's experience of the town.

The proposals aim to: improve the public realm; prioritise pedestrian and encourage social interaction; improve connectivity and permeability across the town to promote active travel; and highlight the rich history of Celbridge through the use of contemporary way finding to promote tourism.

Where appropriate, KCC will endeavour to include some element of shelter, lighting and access to wifi where possible when designing and delivering new public spaces.

### Why

The quality of our public realm is vital to Celbridge's fortunes and to its people. To make our public realm all it can and should be, for the future, means agreeing a vision and working in unison to make it a reality. A successful, coherent and hard-working public realm can turn a town into a vibrant place with people at its heart.

How effectively and efficiently the public realm works is vital for the life of the town: how people access services, do business, get around the town and feel safe while doing so. It provides the essential space for services (e.g. lighting, signage, cleaning or drainage) without which the town cannot function. It is the space in which all forms of transportation, key to the healthy functioning of the city, operate. For this reason, safety, orientation and accessibility are important issues to consider when looking at the public realm. Another important factor for Celbridge's economic development and tourism is how the public realm appears to the world outside Dublin.

### Where

1. Main Street improvements and prioritisation of pedestrian and cycle movement in the town centre including a one way traffic system, rationalised street parking, raised tables, seating, bike parking, landscaping and play interventions;
2. Enhancing the Mill and Surrounds to increase permeability and build on the existing amenities including the existing playground and open space associated with Celbridge Abbey;
3. Building on the existing Green Infrastructure and Heritage trail by forming new connections across the River Liffey and through Donaghcumper lands, highlighted through a common language of way finding and heritage information.

### One-way traffic system & Removal of Parking

The Introduction of a one way traffic system on Mainstreet and the removal of parking is at the core of this proposal and would create the necessary space to prioritise pedestrian and cycle movement in the town.



By removing a lane of traffic on Mainstreet this would reduce the amount of traffic that travels through the town, making it safer and more pedestrian friendly. This space is necessary to add additional width to footpaths and allows for the introduction of new, safe, two-directional cycle lanes that would run at either side of the traffic lane, with a flow cycle lane that would run South-West to North East direction and a separated, protected contraflow cycle lane running North-East to South West.

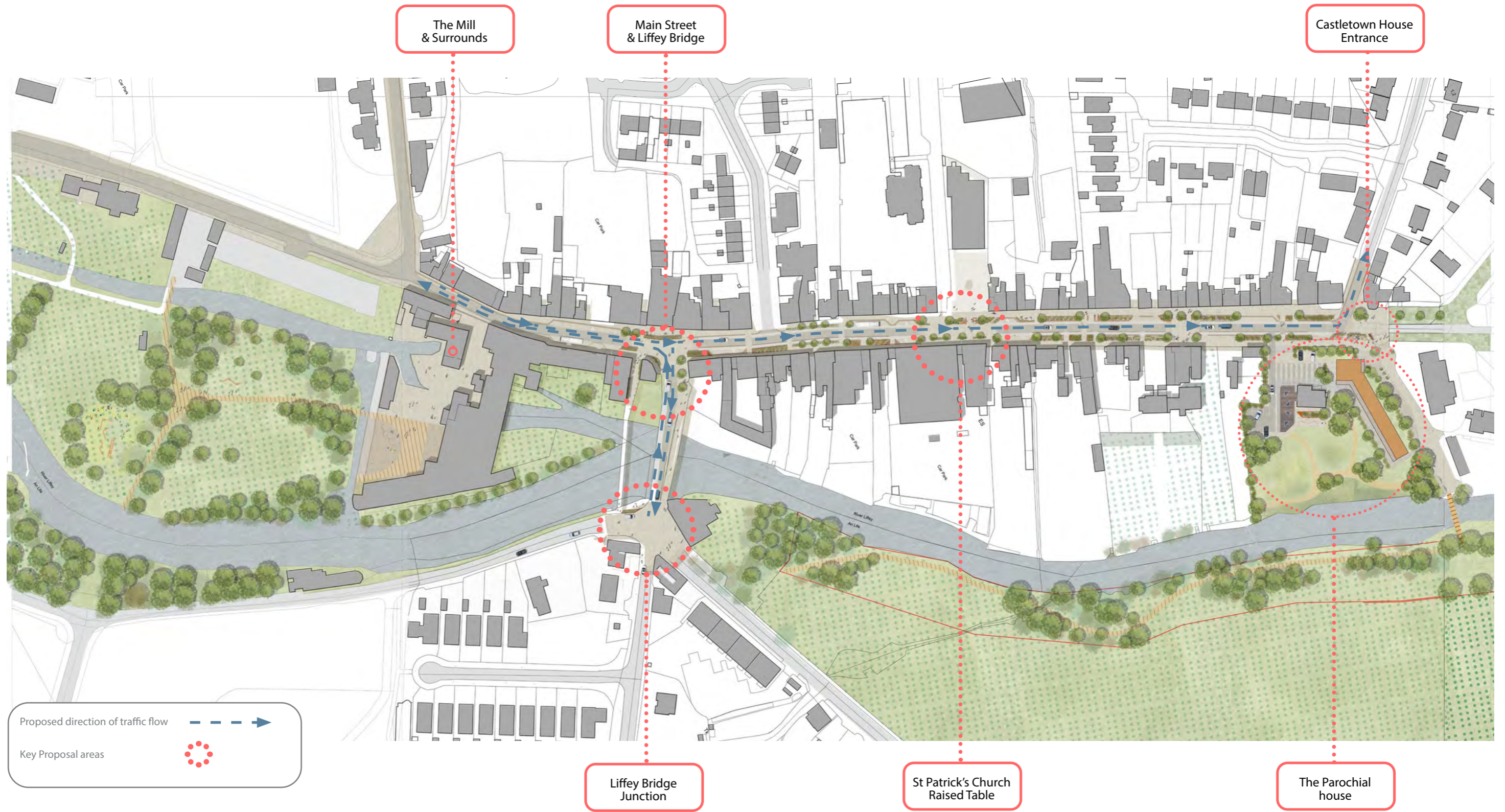
This extra width that this one-way strategy proposes allows for a range of public realm improvements like planting, seating and play interventions all along Mainstreet in the space created by removing parking and traffic.

**Note:** This Delivery Project is a longer-term proposal which is dependent on transportation infrastructure interventions, outside the scope of this project, being delivered prior to a one-way system being implemented on Main Street.

All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This is especially true of the proposed one way system which should be considered a medium to long term aspiration.

# Town Centre

## Introduction & Proposals Overview



# Town Centre

## Relevant Policy

### Celbridge Local Area Plan

#### 5 URBAN CENTRES & RETAILING

To enhance the quality, ambience and vitality of Celbridge Town Centre through renewal and extension and to promote its role as a vibrant retail, cultural and community centre that is integrated with the wider heritage assets of the town.

##### Policy TC1 - Town Centre

TC01.4: To promote a high standards of urban design in the town centre that contributes to the creation of safe and attractive streets and spaces and creates a desirable place in which to work, live and visit.

TC01.7: To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible to pedestrians and cyclists.

TC01.8: To support the continued use of the Mill Centres as an activity hub for the town and support improvement and intensification of activity at this location and to work to ensure that the Mill Centre is accessible to all.

##### Policy TCE1 - Town Centre Expansion

TCE01.3: To ensure that town centre expansion sites are supported by direct walking and cycle links to the Main Street.

##### Policy PR1 - Public Realm

PRO1.1: To ensure that all new development in the town centre and in neighbourhood centres contributes positively to and enhances the streetscape and public realm and presents a positive edge to streets and the public roadway.

#### 7. 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.

##### Policy ED2 - Tourism

ED02.1: To support the development of tourism infrastructure, attractions and facilities at appropriate locations subject to the protection of architectural heritage and natural amenities.

ED02.3: 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, subject to relevant environmental assessments.

ED02.4: To support the development of outdoor leisure activities on lands that are designated as open space, subject to the protection of landscape character and natural heritage.

ED02.9: To support the development of standardised signage and interpretation for tourism facilities and tourist attractions throughout Celbridge.

ED02.10: To support the development of linkages between historical sites within and around Celbridge.

ED02.11: To investigate the feasibility of linkages between sites within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey.

#### 8. MOVEMENT & TRANSPORT

To enhance the existing transport network by increasing permeability and connectivity for pedestrians, cyclists and vehicles, in order to enable access to key land uses such as community facilities, public transport nodes and the town centre, as well as crossing of the Liffey

##### Policy MT1 - Pedestrian and Cycle Movement

MT01.2: To facilitate and encourage cycle as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge....

MT01.3: To ensure that adequate and secure bicycle parking facilities are provided generally throughout Celbridge, and as part of new residential, educational, recreational, and commercial developments.

MT01.4: To provide footpaths and public lighting at the following locations:

Refurbish Main Street footpaths, while taking cognisance of the Georgian character of the town; Full provision of facilities for pedestrians and cyclists on Hazelhatch Road to the Railway Station and to housing estates.

MT01.6: To facilitate a new pedestrian / cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at Donaghcumper and new residential areas to the south.

MT01.7: To promote enhance permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities.....

MT01.9: To upgrade existing pedestrian and cycle facilities across the River Liffey.

##### Policy MT3 - Roads

MT03.14: To carry out the following road improvements: Improve the existing Liffey Bridge to better accommodate pedestrians and cyclists; Reconstruct footpaths on Main Street.

MT03.15: To provide passive traffic calming measures in Celbridge, where necessary and as funding allows

MT03.16: To improve junctions and to upgrade traffic signals where appropriate throughout the town.

##### Policy MT4 - Car Parking

MT04.1: b) To investigate the rationalisation of car parking on the historic main street through the provision of additional off street public car parking in the town centre.

#### 10. BUILT & NATURAL HERITAGE

Policy BH03.7: To reduce and prevent visual and urban clutter within the proposed ACA's including, where appropriate, traffic management structures, utility structures and all signage.

#### 11. GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES

Policy GIO1.1: To reduce and avoid fragmentation or deterioration of the Green Infrastructure network and strengthen ecological links with Celbridge and to the wider regional network.

Policy GIO1.5: To promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological protection needs of each site.

##### Policy OS1 - Open Spaces

OS01.1: To support and facilitate the provision of open spaces with ecological and recreational corridors to aid the movement of biodiversity and people, subject to appropriate environmental assessment.

### Celbridge

Local Area Plan 2017-2023

Plean Cheantar Áitiúil Cill Droichid



Planning Department  
Kildare County Council  
September 2017

# 1. Main Street Improvements

## Liffey Bridge: Existing Condition

### Where

Liffey Bridge & Main Street Junctions

### What

Public realm improvements to both sides of the Liffey Bridge to create a welcoming threshold to the town.

### Why

#### Liffey Bridge Junction with Main Street:

The junction between the Liffey Bridge and Main Street strongly prioritises vehicle movement. The convergence of three roads creates a wide vehicular realm that is difficult for pedestrians to navigate. While there is no footpath on the southern edge of the Liffey Bridge, there is an existing footbridge running parallel. However, there is no pedestrian crossing at the end of the bridge to facilitate ease of movement, nor is there a dedicated pedestrian on the other two arms of this junction.

Liffey Bridge Junction with Newtown Road, R405 and the Dublin Road: A complex junction with three existing pedestrian crossings, which would benefit from measures to favour pedestrian movement. Surfaces are worn and the layout of the pedestrian realm is cluttered with signage and bollards.

For both junctions there is great opportunity to make a clear and welcoming entrance to the town, reinforcing existing pedestrian desire lines and creating an improved public realm through the use of planting, seating and high quality street finishes.



Image by DHB Architects as part of Part 8 application for works to bridge and area

### Key

1. Narrow Bridge / No Footpath to Southern Edge
2. Wide Road Width
3. Existing Pedestrian Crossing
4. Disabled and Age Friendly Space
5. Pedestrian Route from Existing Footbridge
6. Existing Loading Bay



Aerial of Junction - Google Maps



View towards town from Liffey Bridge - Google Maps



View towards Dublin Road and R405 to Hazelhatch - Google Earth



Main Street view towards the Mill - Google Maps



Main Street and Liffey Bridge Junction - Google Earth

# 1. Main Street Improvements

## Liffey Bridge: Proposal

### How

Interventions on both sides of the bridge, through the inclusion of raised tables, public realm improvements and measures to reduce car speed will help re-balance this vehicular dominated area. Proposals include:

- Creating a raised table to both junctions, slowing traffic and prioritising pedestrian movement. The raised table will provide a consistent level and finish to the streetscape that is accessible to all;
- At the junction with Main Street, narrow the road to two lanes and create more generous footpaths and crossings;
- Re-locating the pedestrian crossing to align with the existing footbridge will form a stronger pedestrian connection. To the northeast, the proposed new pedestrian bridge will open onto the raised table;
- Raised landscape interventions will mark entrances to the junction, slowing traffic by creating a sense of enclosure to the street and defining pedestrian crossings;
- Considered street finishes will limit the need for road markings and signage, and along with a common language of street furniture, will extend across the town centre to create a strong identity for Celbridge;
- Landscape interventions or street furniture will be used in place of bollards to create an un-cluttered and pleasant streetscape;
- The existing loading bay is re-located to sit outside the raised table.;
- An additional parking space is incorporated to accommodate the taxi company and takeaway to the south-west of the junction;
- A seating and play intervention is incorporated to the south-east edge.

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.

### Key

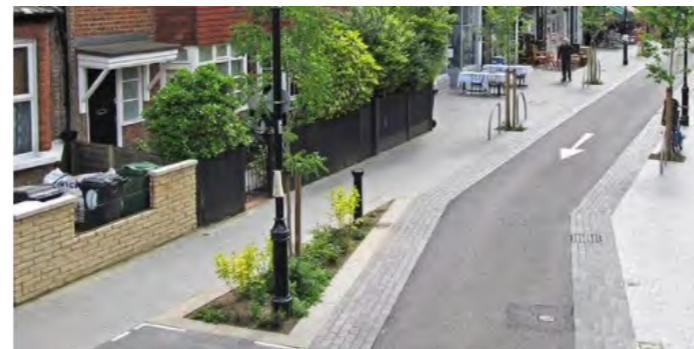
1. Widened pedestrian realm
2. Relocated pedestrian crossing in line with footbridge
3. Raised landscape interventions
4. Connection to proposed new footbridge
5. Loading bay relocated outside raised table
6. Seating / play intervention
7. Additional space incorporated to facilitate taxi company and takeaway



Example of a shared space, raised table area. Source: Landzine.com. Photo by: Daniele Pavesi. Project: Desio, Italy. Designer:Openspaces



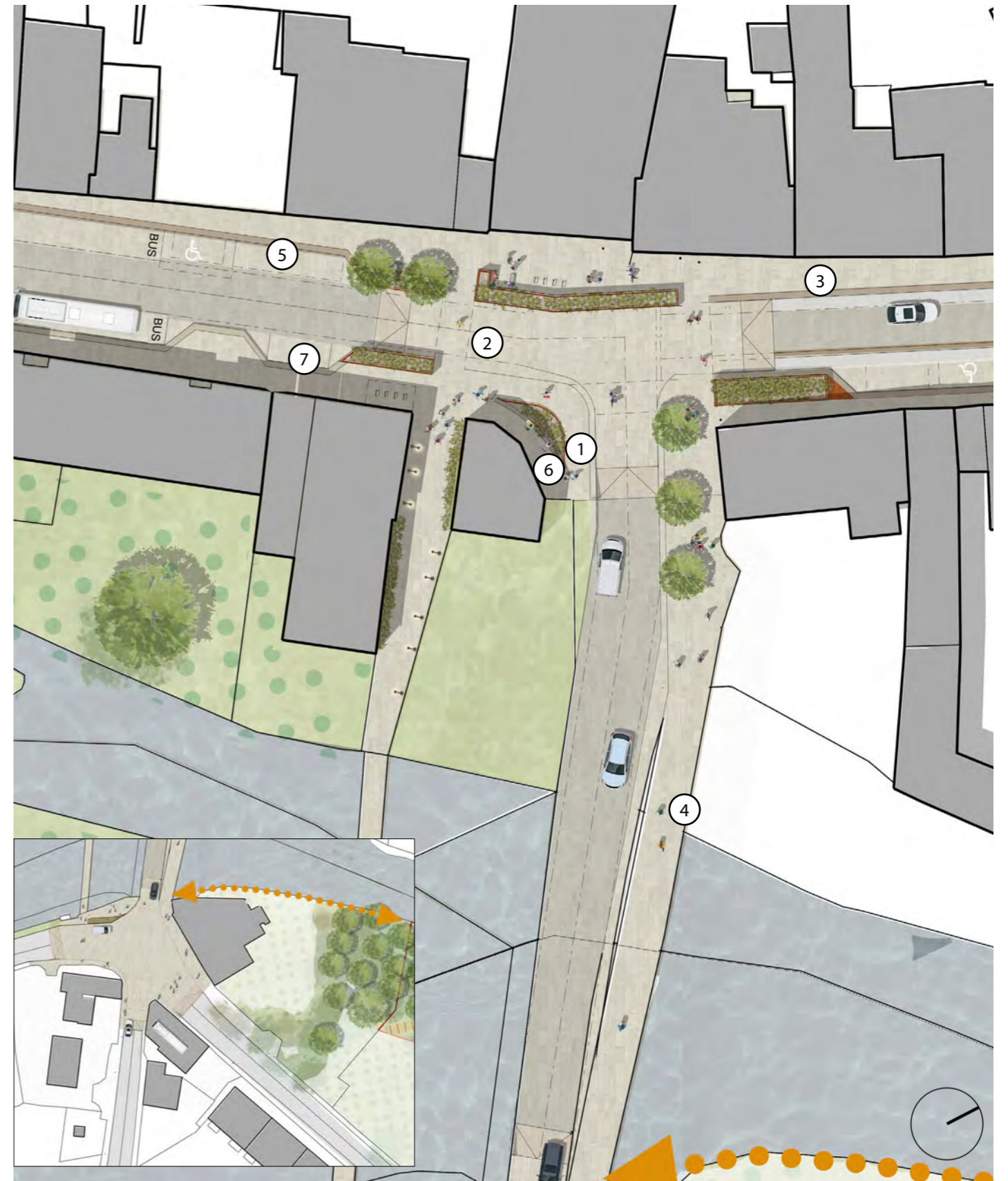
Example of on street planting interventions and public realm treatment. Source / Location Unknown - Pinterest



Mini-Holland programme, Walthamstow Village, Photo www.ribaj.com



Clanbrassil Street & St. Nicholas Quarter, street interventions with seating and planting, Dundalk - Source: Roughan O'Donovan Twitter.



Liffey Bridge Proposals

# 1. Main Street Improvements

## Existing Condition St. Patrick's Church

**Where**  
Mainstreet, St Patrick's Church

**What**  
This Delivery Project is a longer-term proposal which is dependent on transportation infrastructure interventions, outside the scope of this project, being delivered prior to a one-way system being implemented on Main Street.

Once in place, a single lane of traffic running east to west on Mainstreet incorporating a raised table, landscape and street furniture interventions will be investigated. This will include an element of reorganising on-street parking and delivery spaces.

**Why**  
To calm traffic, improve public realm at a key location on Main Street, maximising the potential of the already existing civic space in front of St. Patrick's Church. Prioritising the pedestrian over vehicle to make a space that is accessible for all and easily navigable on foot. There is great potential for this area to be a pedestrian node for the town, building upon existing work that has been carried out by KCC such as the public seating parklets, existing raised table and planting.



Aerial view of area- Google Maps



Existing Street Layout



Looking South on Mainstreet - Google Street View



Looking North on Mainstreet - Google Street View



St. Patrick's Church - Google Street View

- Key**
- 1. 3no. Accessible spaces
  - 2. Existing Loading Bay
  - 3. Existing Cafe Seating Area
  - 4. Clear zone on street
  - 5. Existing wall narrows footpath

# 1. Main Street Improvements

## St. Patrick's Church Proposal

### How

Proposals for the Patrick's Church area of Main Street include:

- Creating a single one, single directional lane of vehicle traffic flowing from east to west on Mainstreet.
- Prioritising cycle and pedestrian movement through introduction of 2 cycle lanes, a protected contraflow cycle lane running west to east and an additional with flow cycle lane east to west.
- Reducing parking in favour of mentioned cycle improvements and additional pedestrian space.
- Increasing the extent of the existing raised table to incorporate the three existing wheelchair spaces and a delivery zone for the adjacent Centra;
- Locating regular parking spaces outside the raised table, to limit visual disruption to the space;
- A narrowed road (5m) across the raised table to slow traffic and increase the public realm.
- Cycle paths on both sides of the road;
- A seating and play intervention in front of the church, with both sides of the street edged with rain gardens between parking and delivery bays;
- Extended paving to the Northwest to accommodate the already existing cafe seating, terminated with a rain garden or raised planter to separate it from the adjacent vehicular access;
- Seating and bike parking incorporated to the north-east.

### Key

1. 3no. Disabled spaces retained
2. New Loading Bay Location
3. Play intervention - path through planting
4. Seating intervention
5. Space for cafe street seating retained
6. New tree planting



Urban Lounge, St. Etienne, by AWP Architects - Source: Worldlandscapearchitect.com



Church lands integrated with Mainstreet, Holy Cross Church, Mainstreet Dundrum - Source: Google Maps



823 Congress Pocket Patio, DWG Landscape - Source: World Landscape Arch.



Norra Djurgårdsstaden, Stockholm, AJ Landskap - Source: Worldlandscapearchitect.com Image: Kasper Dudzik, Helena Wahlman and AJ Landskap



On-street planting and seating, by megapolisgroup - image - megapolis-group.spb.ru



# 1. Main Street Improvements

## Arthur Guinness Statue

### Where

North-eastern end of Main Street & Entrance to Castle Town House

### What

Inclusion of a raised table, seating and play interventions.

### Why

The existing footpath is already widened in this location to accommodate the Arthur Guinness statue, which marks the location of his former home. The space is already a marked crossing point and incorporates an existing seat and some bike parking. It offers an opportunity to accommodate a raised table to calm traffic and provide an improved pedestrian crossing.



Aerial view of area- Google Maps



Existing Street Layout



Looking North on Mainstreet - Google Street View

### Key

- 1. Bus Stop
- 2. Loading Bay
- 3. Accessible Space

# 1. Main Street Improvements

## Arthur Guinness Statue

### How:

The proposals will include:

- Using a raised table spanning across the pedestrian and vehicular realm;
- Raised planters on four corners of the space to create a sense of enclosure with an aim to calming traffic. In addition the planters offer opportunities to incorporate seating, define the pedestrian crossing and the existing vehicular access to the street from an adjacent property;
- Bike parking on the western edge of the space
- Opposing fixed seating to provide opportunity for social interaction;
- The Arthur Guinness statue is retained and seating is incorporated alongside.;
- Existing bus stops to the north are retained, but their location adjusted slightly;
- The delivery zone is retained but re-located outside the raised table;
- The inclusion of trees and planting will form visual breaks in the on street parking.



Mobilier, Bern by Extra - Source: <https://extra-ag.ch/>

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.

### Key

1. Landscape Interventions
2. Sheffield Stands
3. Seating
4. Arthur Guinness Statue
5. Pedestrian Crossing
6. Accessible Space



Ashwin Street-café terrace Image - Landzine.com



Bell Street Park, Seattle - Source: WorldLandscapeArchitect.com  
- Image: MIGSVR



Proposed Street Layout



Jaktgatan. AJ Landskap - Photo: AJ Landskap



Portland Green Streets Project - Source: <https://sf.streetsblog.org/>

# 1. Main Street Improvements

## Existing Condition

### Mainstreet: Castletown House Entrance

**Where:**  
North-eastern end of Main Street & Entrance to Castle Town House

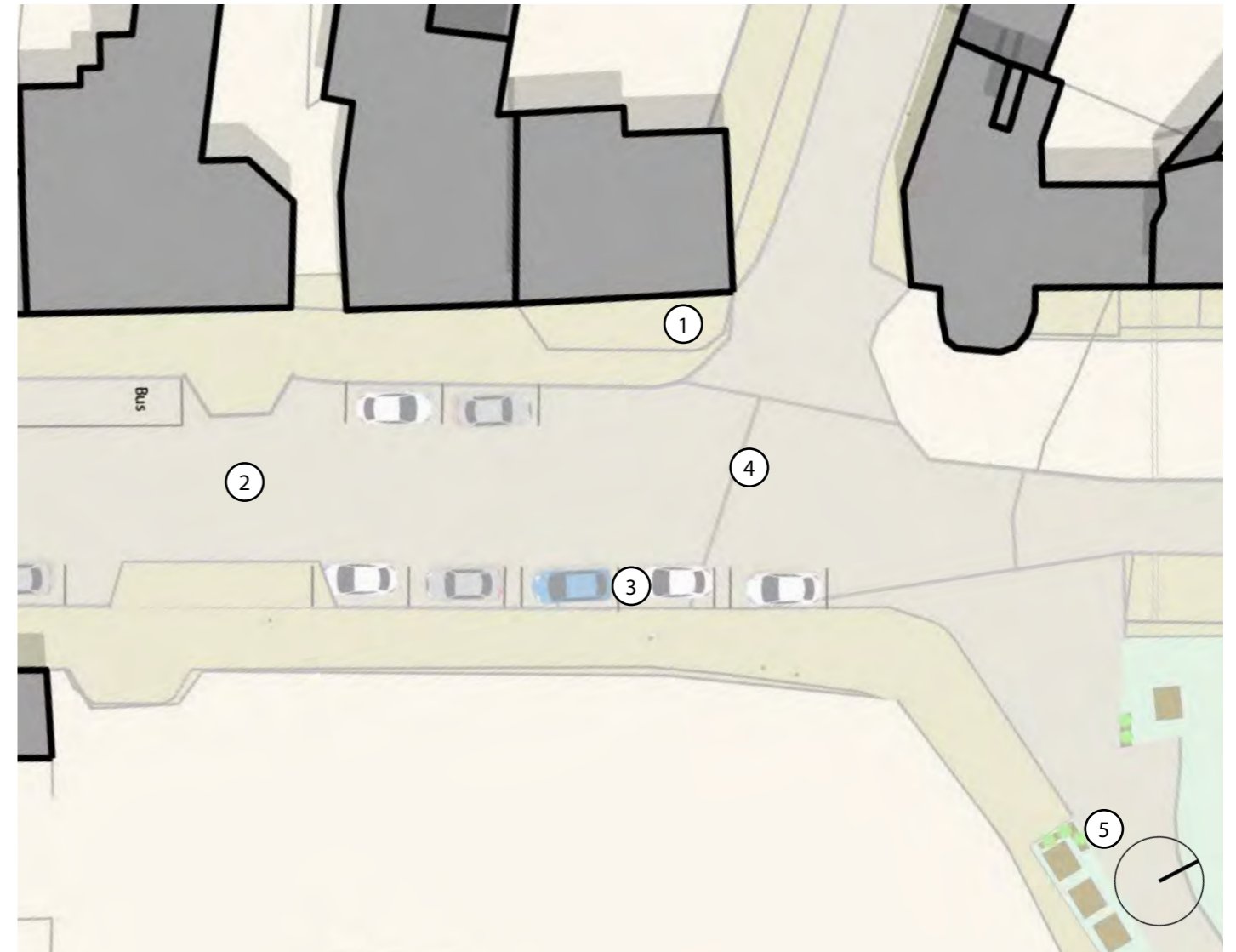
**What**  
Inclusion of a raised table, seating and play interventions.

**Why**  
To maximise use of this space, creating a stronger pedestrian connection between Celbridge Main Street and, creating a welcoming entrance to Castletown House. To increase the footpath width on the Northwest corner of main street.

*The major visitor attraction in Celbridge is Castletown House and Demense. This site had approximately 300,000 visitors in 20154 and the OPW is continuing to develop the attraction. Given the strong associations between Castletown House and Demense, the historic core of Celbridge and other demesnes along the Liffey, there are significant opportunities to extend the visitor experience and to develop Celbridge as a heritage destination. This LAP supports the development of infrastructure and facilities that extend the tourism and leisure offer in Celbridge. (Local Area Plan, Celbridge 2017-23)*



Aerial of Castletown House Entrance. - Google Maps



Plan of Existing Condition

#### Key

1. Footpath Narrows at Corner
2. Existing Pedestrian Crossing
3. Parking Dominates Junction
4. Wide Road Width to Junction
5. Existing New Parklets



Castletown House Entrance. - Google Street View



North End of Main Street - Google Street View

# 1. Main Street Improvements

## Proposals

### Mainstreet: Castletown House Entrance

#### How

Bringing the centreline of the main road east, to ease the tight corner that currently limits the footpath width on the western edge of the street, where the road bends to leave the town.

Include an extended public realm across the threshold to improve connection to Castletown House and the approach across the entrance to Castletown house to calm traffic and give priority to pedestrians. Reducing the number of parking spaces on the eastern edge of main street allows space for planting, play and seating interventions before entering Castletown House. Additional bike parking is proposed alongside.

To the south, an existing crossing point is softened through the use of rain gardens, raised planters and seating. Where appropriate, KCC will endeavour to include some element of shelter, lighting and access to wifi where possible when designing and delivering new public spaces.

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.

#### Key

1. Play intervention
2. Seating
3. Bike Parking
4. Raised Table
5. Footpath Extended
6. Pedestrian crossing retained
7. Potential Crossing Point Link across Liffey



Almen Square, Sweden, by Thorbjörn Andersson with Sweco Architects - Source: Landzine.com



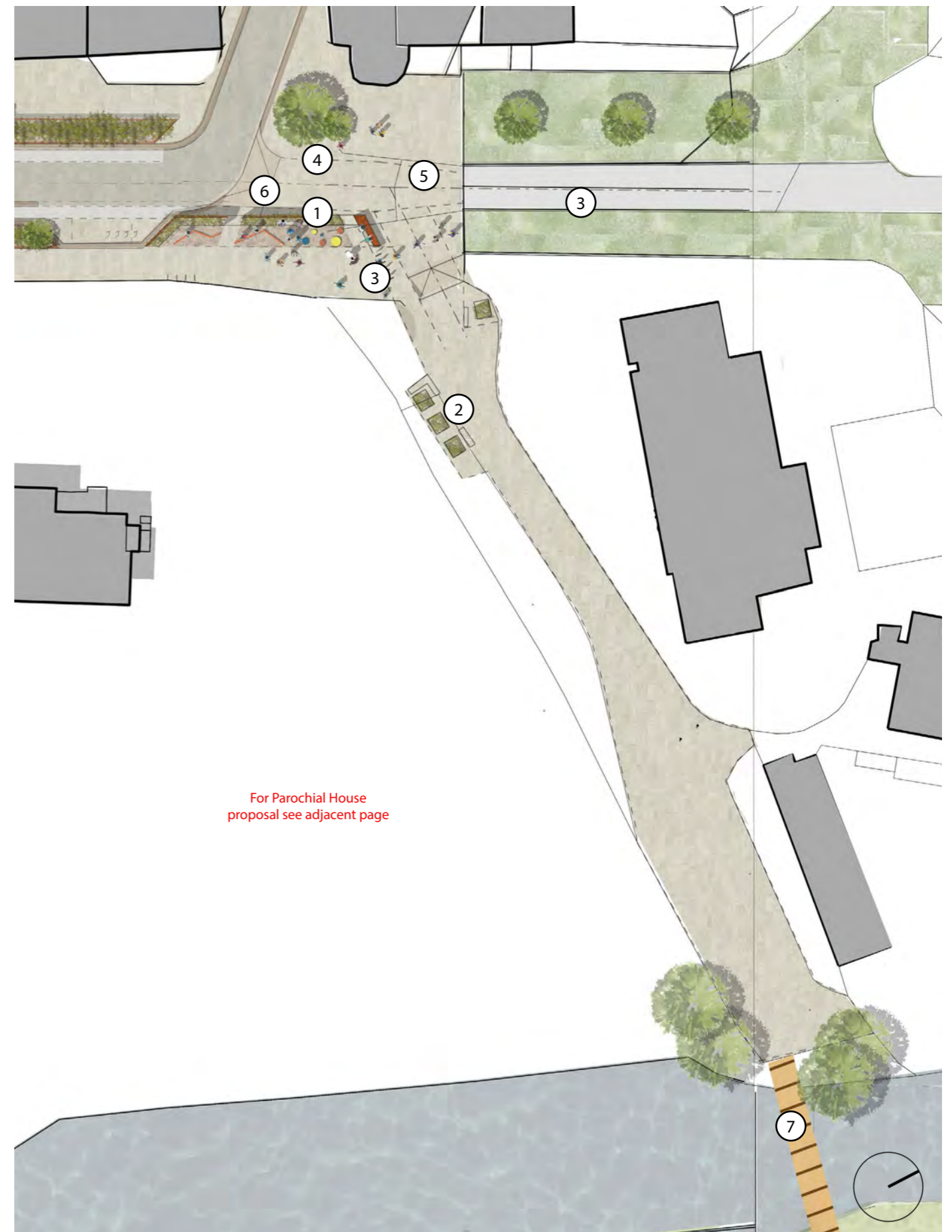
Double Serpent Nature Walk, Grand-Métis Canada by Legge Lewis  
Legge Photo credit: Reford Gardens / Jardins de Metis



Multi-Sensory Urban Garden, Favara, Italy by OFL Architecture



Kvarteret Drakenberg, Stockholm - TEMA architects  
Photo - temagruppen.com



For Parochial House proposal see adjacent page

Proposals for Castletown House Entrance

# 1. Main Street Improvements

## The Parochial House: Proposal

### Where:

North-eastern end of Main Street: The Site of Parochial House adjacent to Castletown Drive

### What:

Retrofit of existing Parochial house and associated grounds to include a new community centre with new build local library as an extension to the existing fabric. The grounds around the house have the potential to provide a number of age-friendly homes.

### Why:

To maximise use of this recently acquired local authority assets to improve local community facilities and improve public accessibility to green space / river edge. This site also provides an opportunity to develop new build age-friendly social housing within proximity to the main street at heart of the settlement promoting sustainable connectivity (walking) between housing and non-residential provision.

In line with Celbridge Local Area Plan (2017-23) policies: TCE01.3: To ensure that town centre expansion sites are supported by direct walking and cycle links to the Main Street.

ED02.1: To support the development of tourism infrastructure, attractions and facilities at appropriate locations subject to the protection of architectural heritage and natural amenities.

OS01.1: To support and facilitate the provision of open spaces with ecological and recreational corridors to aide the movement of biodiversity and people, subject to appropriate environmental assessment.



Aerial of Parochial House. - Google Maps



Plan of Existing Condition

### Key

1. Entrance to the Parochial House site
2. Heavy tree planting obscures views of the site from the Main street.
3. Parking Dominates Junction
4. Opportunity to address the river edge
5. Opportunity to create a building to address corner condition.



Parochial House Site Entrance from Main Street.



View towards Parochial House from the north.

# 1. Main Street Improvements

## The Parochial House: Proposal

### How:

Utilising the existing Parochial House building to accommodate community facilities will provide accessible public amenity spaces within easy reach of Main Street. The site offers ample lands to facilitate a new build contemporary extension which has the potential to house local library services. The form of the new building offers potential to improve visual connection between the Parochial House and Main Street and maximise unobstructed views of the landscape and the River Liffey. New build age-friendly housing can utilise land at the edges of the site to enhance the setting of main street and create active frontage along The Slip with landscape buffers overlooking Christ Church.

All new build additions to the site should consider the existing urban fabric and sensitively the historic setting of the Parochial house itself and neighbouring church grounds.

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.

### Key

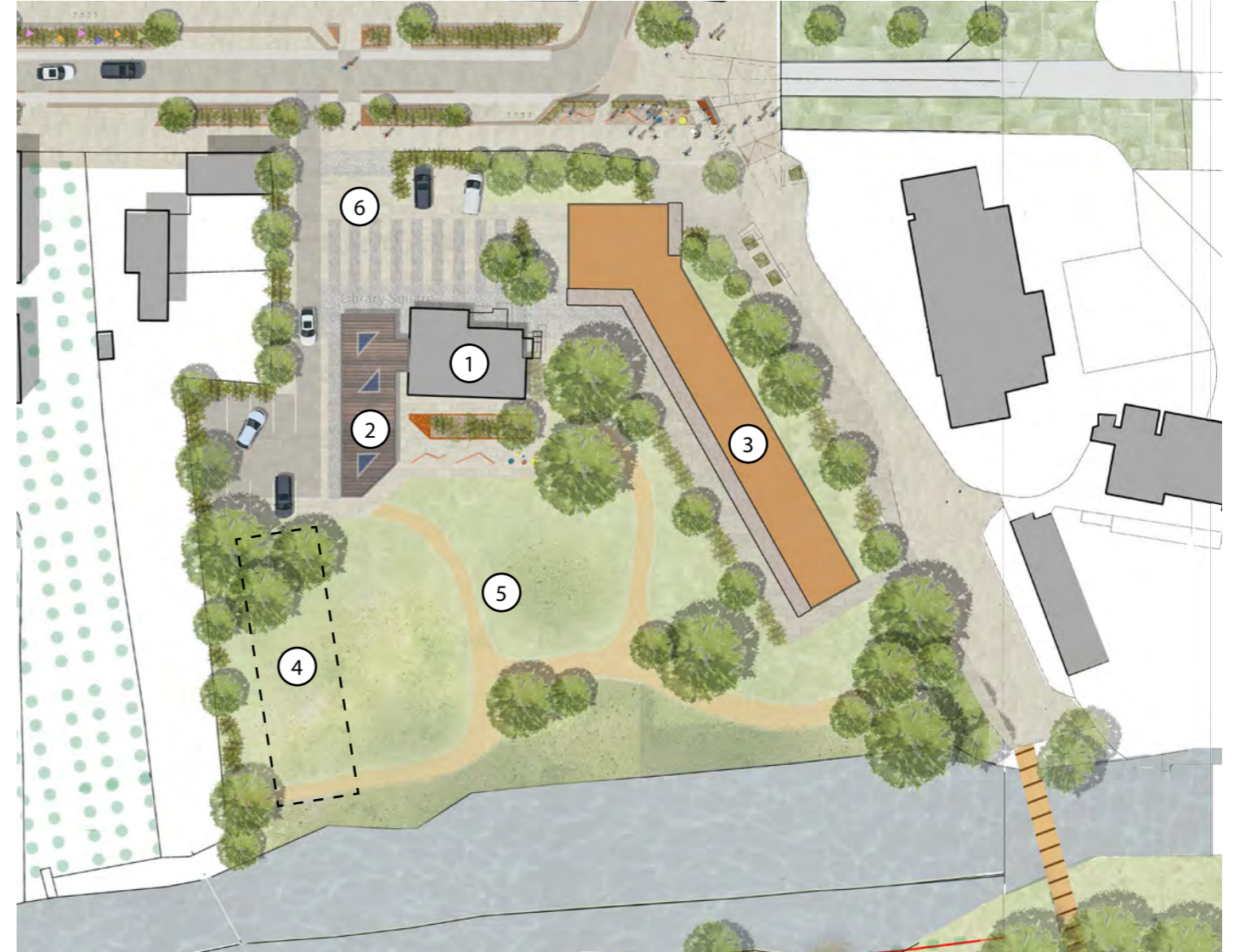
1. Refurbished Parochial House
2. New build library extension
3. Site suitable for age friendly housing
4. Potential site for additional housing
5. Unobstructed views towards River Liffey
6. Key arrival point / public space



Jesus College - Niall Mclaughlan Architects  
Photo - niallmclaughlin.com



House in Devon - Studio Weave  
Photo - temagruppen.com



Sketch proposal for Parochial House Site.



Stpleton, Tetbury, - Later Living Housing Proctor & Matthews Architects -proctorandmatthews.com



Stpleton, Tetbury, - Later Living Housing Proctor & Matthews Architects -proctorandmatthews.com

# 1. Main Street Improvements

## St. Patrick's Church Proposal



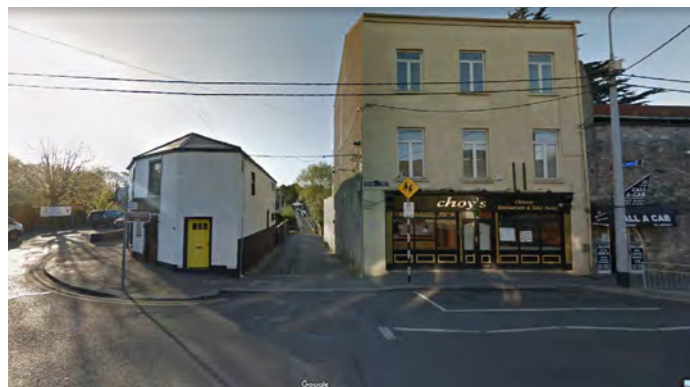
Looking East on Mainstreet - as existing



Looking East on Mainstreet Improvements - Proposal

# 1. Main Street Improvements

## Liffey Bridge: Proposal



Looking from Mainstreet over pedestrian bridge - as existing



Looking from Mainstreet over pedestrian bridge - Proposal



# 1. Main Street Improvements

Proposals

Mainstreet:

Castletown House Entrance



Castletown House Entrance. - as existing



Castletown House Entrance with Age Friendly Housing - Proposal

# 2. The Mill & Surrounds

## Existing Condition

**Where:**  
The Mill & Surrounds

**What**  
Increasing permeability in and around the Mill and Celbridge Abbey to encourage public use and maximise it's potential for the community and it's inherent heritage significance to the town.

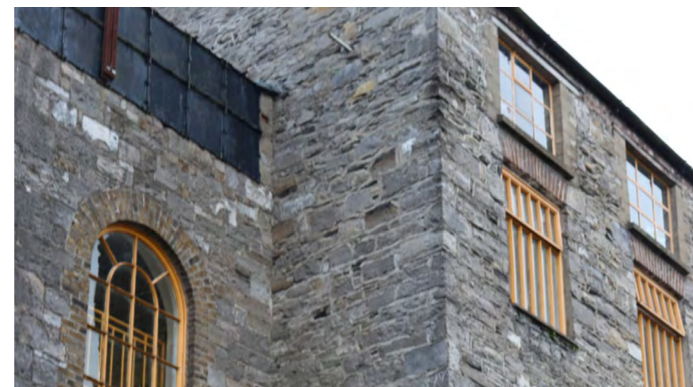
**Why**  
The Mill is an important building and site in the history of Celbridge. It currently houses multiple community uses including, gym and sports uses for the town but it is in need of some attention. The Mill is part of The Architectural Conservation area for the town within surrounding lands. (Celbridge Local Area Plan 2017-2023). The proximity of the Mill's community facilities and Celbridge Abbey with it's associated open space provide opportunity for one to compliment the other and encourage greater use by both residents and tourists alike. As the Mill is such a significant part of Celbridge and a protected structure, a coherent strategy and approach to wayfaring and signage would be appropriate as an upgrade to the existing condition



View of Mill building from pedestrian Bridge



Entrance to the Mill Community Facilities



Zoomed in detail photo of the Mill today



Google Maps, aerial view of Mill building and surround area

# 2. The Mill & Surrounds

## Proposals

### How

Proposals for the Mill and surrounds will include:

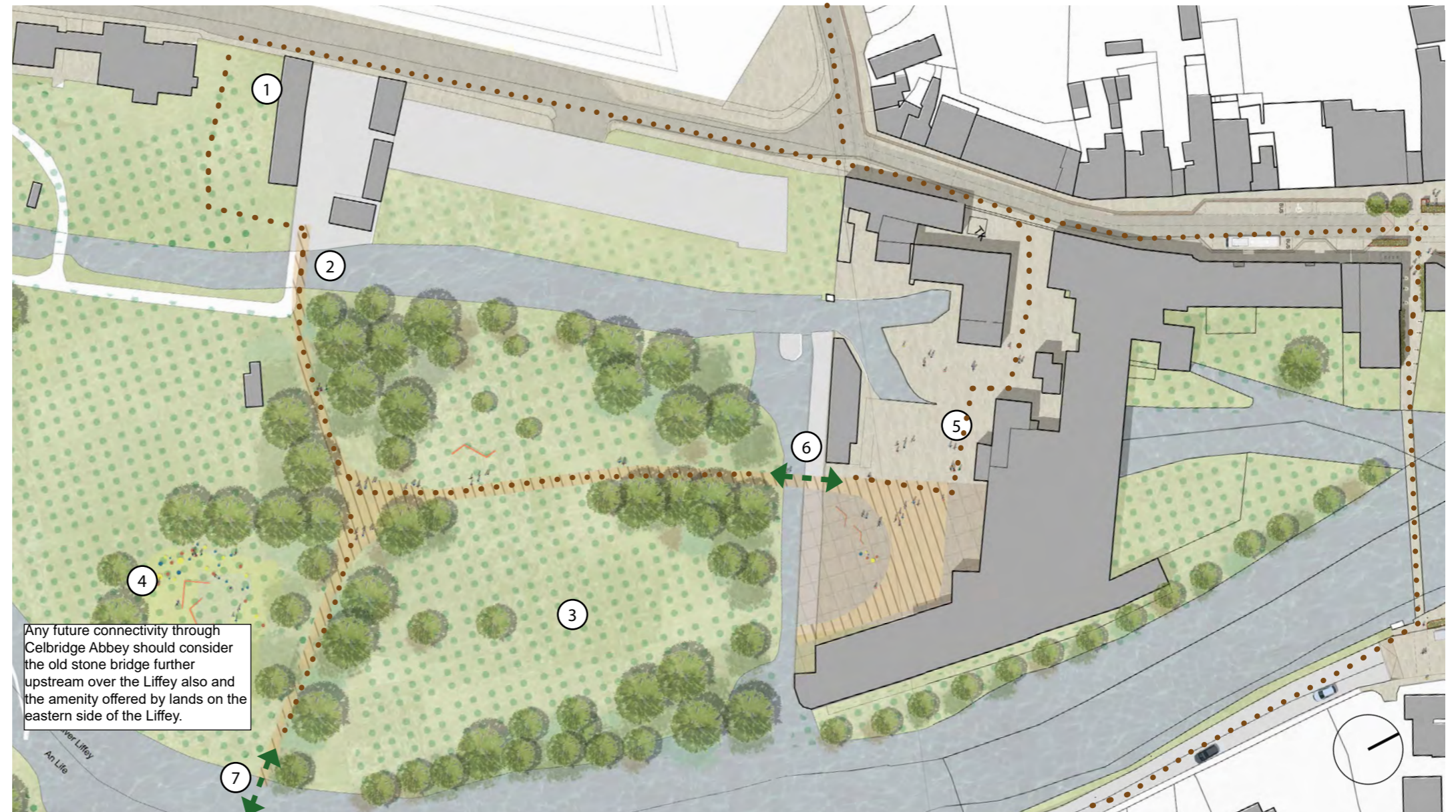
- A proposed connection from the Mill to Celbridge Abbey Lands and onward across the Liffey to the East, and Celbridge Abbey to the West;
- Creating a public parkland;
- Refurbishment of existing play facilities as well as incorporating incidental play facilities for all ages, such as table tennis, chess tables or outdoor gym facilities;
- Integrating the public open space with the proposed heritage trail (see Chapter 3. Heritage Trail & Enhancing Green Infrastructure) and green-way to connect to Donaghcumper lands, Castletown House and onward to the Wonderful Barn;
- Exploring derelict buildings in the Mill and opportunities to provide additional community uses.

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.

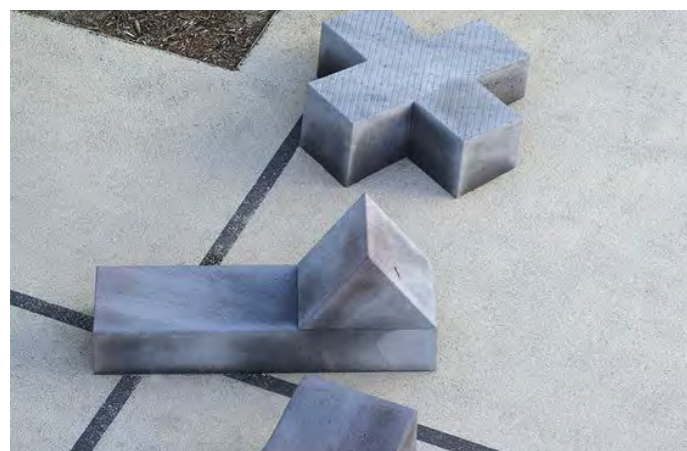
### Key

1. Connection to Celbridge Abbey
2. Existing Bridge
3. Proposed Public Parkland
4. Connection to & improvements to existing play facilities
5. Public Realm improvements to the grounds of the Mill complex
6. A new connection between the Mill and Celbridge Abbey grounds
7. New Connection across Liffey

- ← - - - → Potential Pedestrian & Cycle Connection
- • • • Potential Pedestrian & Cycle Heritage Routes



Note: Proposed routes are indicative and will be subject to further analysis.



Solvallsparken outdoor table tennis table - Karavan Landscape - Photo - lex Giacomini, Nola / fotograf Christoffer Skogsmo



Weaver Park - Dublin City Council - Photo - dublincity.ie



MAT outdoor Chess table - Street Park - Photo - dambis.ee



03.. Outdoor Gym Equipment - Caloo - caloo.co.uk

# 3. Heritage Trail & Enhancing Green Infrastructure

## Existing Condition & Proposals

### Where:

Town wide

### What

The public consultation feedback clearly highlights the value the local community sees in green infrastructure. Comments focused on existing green spaces that are not open to the public, such as Donaghcumper House and St. John of Gods, as well as potential green connections for cyclists and pedestrians.

This proposal explores the creation of a green route along the Liffey, through the grounds of Celbridge Abbey and the Mill, to Donaghcumper and on to Castletown House, connecting key heritage sites via a walkable and cyclable green route

### Why

1. To communicate and celebrate the significance of Celbridge's history with the local community and visitors to the town
2. Creating a potential riverside walkway connection along the river parallel with Mainstreet on the Donaghcumper lands
3. To enhance and improve existing green infrastructure and make it usable for the public

### Celbridge LAP

#### 6 HOUSING & COMMUNITY

Policy COM2 Community & Recreational Facilities

COMO2.1: To support and facilitate the continued provision of multi-functional community facilities to meet the needs of the population of Celbridge.

COMO2.2: To ensure that adequate and safe amenity and recreational open spaces are available for all groups of the population at a convenient distance from their homes and places of work.

COMO2.3: To support and facilitate the provision of play facilities in Celbridge, including playgrounds and a skate park, for children of all ages having regard to children with special needs.

#### 7. ECONOMIC DEVELOPMENT

Policy ED2 - Tourism:

EDO2.1: To support the development of tourism infrastructure, attractions and facilities at appropriate locations subject to the protection of architectural heritage and natural amenities

EDO2.4: To support the development of outdoor leisure activities on lands that are designated as open space, subject to relevant environmental assessments.

EDO2.5: To support the sensitive restoration of heritage buildings and sites and operate flexibly with regard to the use of converted buildings to facilitate heritage tourism.

EDO2.6: To support tourism projects that seek to showcase and promote cultural heritage including arts, music, aviation, history, Irish language, customs and ways of life.

EDO2.7: To facilitate tourism activities such as waterways activities, eco-tourism, niche retailing, food markets, local and other craft type activities so as to diversify the tourism product in Celbridge, subject to relevant environmental assessments.

EDO2.9: To support the development of standardised signage and interpretation for tourism facilities and tourist attractions throughout Celbridge.

EDO2.10: To support the development of linkages between historical sites within and around Celbridge.

EDO2.11: To investigate the feasibility of access to walkways and trails within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey.

#### 8. MOVEMENT AND TRANSPORT

Policy MT1: Pedestrian & Cycle Movement

MTO1.6: To facilitate a new pedestrian / cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at Donaghcumper and new residential areas to the south.

MTO1.7: 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, in accordance with NTA published 'Permeability: Best Practice Guide (2015)' or any successor to same subject to local public consultation.

MT01.9: To upgrade existing pedestrian and cycle facilities across the River Liffey.

#### 10. BUILT & NATURAL HERITAGE

Policy BH2 - Protected Structures

BHO2.2: To support the sensitive restoration of protected structures and their attendant grounds and operate flexibly with regard to use of these buildings to facilitate their ongoing use, with particular reference to St. Wolstan's, Donaghcumper House and Celbridge Abbey, subject to good conservation principals.

BHO2.4: To address dereliction and vacancy in the town centre and promote appropriate uses and the sensitive restoration of historic buildings.

#### 11. GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES

Policy GI 1 – Green Infrastructure

GIO 1.1: To reduce and avoid fragmentation or deterioration of the Green Infrastructure network and strengthen ecological links within Celbridge and to the wider regional network.

GIO 1.5: To promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological protection needs of each site.

Policy OS1 – Open spaces

OSO1.1 To support and facilitate the provision of open spaces with ecological and recreational corridors to aid the movement of biodiversity and people, subject to appropriate environmental assessment.

OSO1.3: To provide a range of opportunities for active and passive recreation within public open spaces and to support 'Edible Gardening' community projects where appropriate.

OSO1.4: To pursue the creation of a Liffey Valley Regional Park together with Dublin City Council, Fingal and South Dublin County Councils and OPW.

### How

Develop new pathways from Celbridge Abbey, through the Mill and Donaghcumper lands, connecting to Celbridge main Street via a new footbridge and on to Castletown House. Identify existing and new connections between heritage assets in and around Celbridge and highlight using a common language of signage and information installations. This could take the form of wall-mounted and post signage, or directing walkers and cyclists through the use of surface finish or material.

Identify key locations through Celbridge Abbey, the Mill and Donaghcumper lands for inclusion of play facilities.

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.



Celbridge Abbey Foot bridge



Celbridge Abbey House



Celbridge Heritage Trail Map



Hunehers Point Park, Queens NY - Weiss/Manfredi



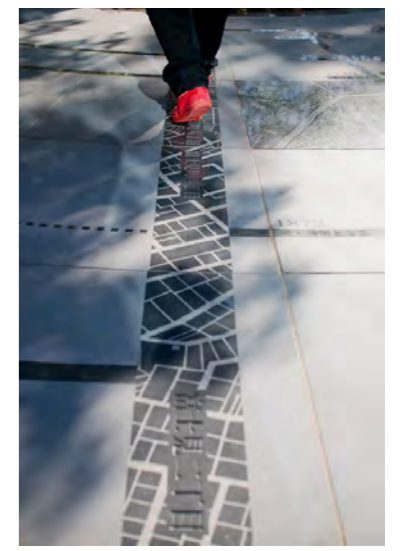
Gallery of Paprocany Lake Shore Redevelopment - Robert Skitek  
Photo - Tomasz Zakrzewski



Amir Avenue, Hadera - Bo-Landscape. Photo Yaav Peled



Example of raised woodland path - Unknown - Photo-tsemrinpoche.com



lidabashi Plano - Earthscape Landscape Architecture - Photo Tadamasu Iguchi

# 4. Upgrading Cycle Infrastructure

## Existing Condition

### Where:

Main Street and route to Hazelhatch Station

### What

Incorporating dedicated cycle lanes to create a safer street environment for cyclists. Despite the fact that Celbridge is a walkable town it offers poor cycling infrastructure.

### Why

These routes do not have dedicated cycle lanes and are dominated by cars, buses and trucks. Creating a safer environment for cyclists will encourage residents to use bikes as a primary mode of transport, in turn reducing traffic in and around Celbridge. There are no cycle lanes in place in the town centre on Mainstreet despite the governments National Cycle Policy Framework . Cycling is not a goal in itself but rather a component to make Celbridge a more liveable town.

### Government's National

Cycle Policy Framework 2009-2020, which formed part of their policy document '2009-2020 Smarter Travel – A Sustainable Transport Future'. This document explained: "Our vision is that all cities, towns, villages and rural areas will be bicycle friendly. Cycling will be a normal way to get about, especially for shorter trips. Next to walking, cycling will be the most popular means of getting to school, both for primary and secondary school. Our Universities and colleges will be bustling with bicycles. Business men and women will see the bicycle as the best way to travel for part or all of their daily commute. Shopping by bike will be as normal as it is in many of the Northern European cycling friendly countries. The bicycle will be the transport mode of choice for all ages. We will have a healthier and happier population with consequent benefits on the health service. We will all gain economically as cycling helps in easing congestion and providing us with a fitter and more alert work force. A culture of cycling will have developed in Ireland to the extent that by 2020, 10% of all trips will be by bike."

### Celbridge Local Area Plan

#### 5 URBAN CENTRES & RETAILING

##### Policy TC1 - Town Centre

*TC01.7: To improve the accessibility of the town centre with particular emphasis on creating an environment that is accessible to pedestrians and cyclists.*

##### Policy TCE1 - Town Centre Expansion

*TCE01.3: To ensure that town centre expansion sites are supported by direct walking and cycle links to the Main Street.*

#### 8. MOVEMENT & TRANSPORT

##### Policy MT1 - Pedestrian and Cycle Movement

*MT01.2: To facilitate and encourage cycle as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge....*

*MT01.4: To provide footpaths and public lighting at the following locations: Full provision of facilities for pedestrians and cyclists on Hazelhatch Road to the Railway Station and to housing estates.*

*MT01.6: To facilitate a new pedestrian / cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at Donaghcumper and new residential areas to the south.*

*MT01.7: To promote enhance permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities.....*

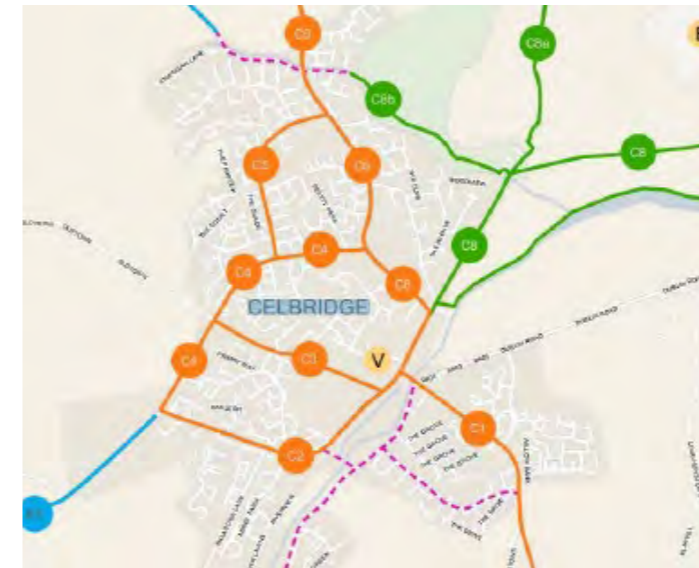
*MT01.9: To upgrade existing pedestrian and cycle facilities across the River Liffey.*

##### Policy MT3 - Road

*MT03.14: To carry out the following road improvements: Improve the existing Liffey Bridge to better accommodate pedestrians and cyclists; Reconstruct footpaths on Main Street.*

#### 11. GREEN INFRASTRUCTURE & STRATEGIC OPEN SPACES

*Policy GIO1.5: To promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological protection needs of each site.*



Proposed Cycle Network from Celbridge 2017-2023 LAP



Dublin Road



Maynooth Road



Church Road, Tea lane



Potential location of proposed cycle improvements

# 4. Upgrading Cycle Infrastructure Proposals

**How**  
Main Street proposals (refer to Project 1: Main Street Improvements) allow for the inclusion of cycle lanes to the main street. While the width of Main Street is limited in locations, it seems possible to include a 1 metre cycle lane on both sides of the street. However, proposals are subject to obtaining a detailed survey for Main Street. Main Street proposals also allow for support infrastructure such as bicycle stands, integrated signage and priority green lights for cyclists.

- In addition:
- Dedicated cycle lanes are proposed between Celbridge town centre and Hazelhatch Train station;
  - New connections supporting projects 1, 2 and 3 will be designed to incorporate cycle paths, either dedicated or shared with pedestrians; and public realm improvements around Liffey Bridge will reduce traffic speed and prioritise cyclists and pedestrians.
  - On Mainstreet, prioritise cycle and pedestrian movement through introduction of 2 cycle lanes, a protected contraflow cycle lane running west to east and an additional with flow cycle lane from east to west.



Bike Path beside Natik Mall, MA- Designer- Unknown - Photo - Laura Knosp - [www.flickr.com/photos/lknosp/3994884791](https://www.flickr.com/photos/lknosp/3994884791)



Example of Cycle crossing - Unknown - Photo - Pinterest.ie



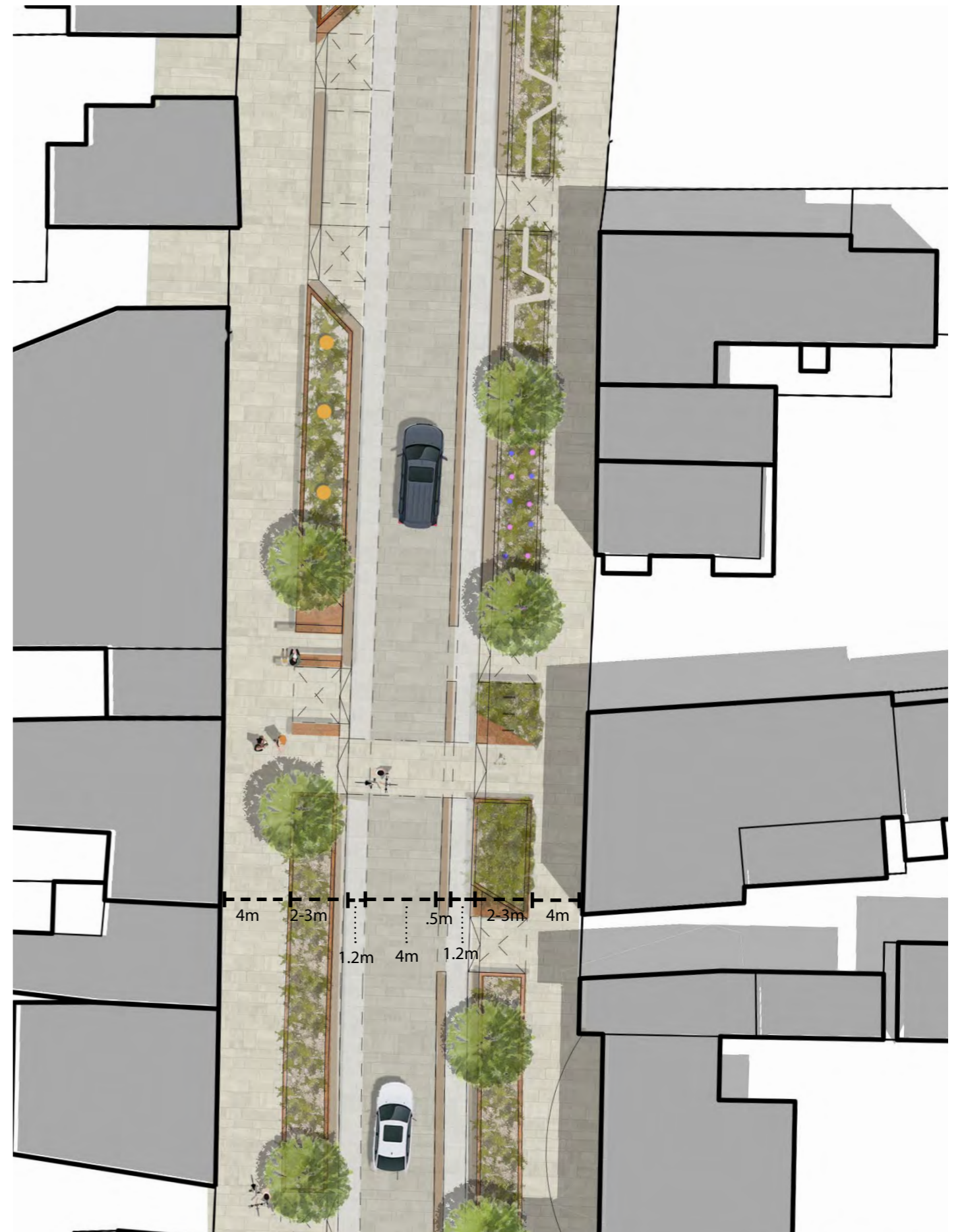
Mini-Holland programme, Walthamstow Village, Photo [www.ribaj.com](http://www.ribaj.com)



Example of Cycle infrastructure - Unknown - Photo - Pinterest.ie



Blooming City Nieuwegein - Bureau BB - Photo by BpluB



# 5. The Acre Project and Derrybeg Farm

## Existing Condition

### Where:

Town wide

### What

The ACRE Project (A Community Rethinking its Environment) is an eco-friendly community based project on a site on the Maynooth Road in Celbridge. The project provides internal and external spaces which local communities can gather in and use.

There is a synergy with Derrybeg Farm located across the road. When taken together, they represent models for other towns both from an education biodiversity and climate change perspective given the focus on producing more local food.

### Why

Core elements:

- A creative space for the community to gather and engage;
- An interactive setting where people can learn about ecology and environmental living;
- A structured setting where young people can meet and grow;
- Non-formal education through the medium of horticulture and the creative arts.

### Quoted from <http://acreproject.com/>:

*The ACRE Project provides internal and external spaces for the community to gather in and to use. These spaces have been designed to enable the community engage with their environment through horticultural, ecological and developmental activities. However, while the project has the community at the centre of its design, in consultation with the core group, those availing of the space decide how they want to use it. Examples include photography, creative writing, basket making, community mothers' programme, men's coffee club, personal development and art & craft courses.*

*Developing this concept of space is a unique feature of the project. The space which the project provides, both inside and outside, allows the community work with nature, relax, be at peace, move quickly from urban to rural, connect with others, explore and express their creativity, and use the space to network and cross generational boundaries. As the project considers it to be essential for any well-functioning community, it strives to be welcoming, friendly and flexible. It is somewhere that the community can 'be' and can 'do.'*

*Developing a project which includes a focus on living in harmony with the environment is a core principle of The ACRE Project. It has reclaimed an over-grown un-used plot of land which is now available to the local community and its young people. The facility has been designed to minimise its impact on the environment and is an example of energy sustainability in both design and day-to-day operation. It is planned to continue the development of the site with Phase Two.*

*In spite of being on the doorstep of an urban centre, the site has the potential of being a natural haven. Meeting, working or relaxing in such a space will encourage young and old to value in a more hands-on way the cycles of nature and how they impact on daily life.*

### Celbridge Local Area Plan

*The LAP notes: The ACRE project ('A Community Rethinking Education') is based in a standalone building on the Salesian College site, Maynooth Road. This is an eco-friendly community and horticultural project for the students of Salesian College and the local Celbridge/Straffan/Leixlip community. The main focus is a community garden project which offers a variety of programmes under FETAC and other part time courses.*

### Derrybeg farm

The aim of Derrybeg Farm is to integrate community and agriculture in a mixed, biodiverse, sustainable and environmentally responsible farm, managed for the benefit of everyone involved.

They support

- Good quality, organically grown and affordable local food
- Organic farming methods that increase biodiversity
- Investment in the local economy and community
- Supporting local employment
- Helping people who have not traditionally been involved in farming to work as farmers
- Food security for the locality in the future, especially as food prices rise in tandem with fuel prices
- Meeting other people in your locality who have similar interests

Derrybeg farm provides all of these for the Celbridge / Maynooth / Leixlip / Lucan area.

### How

To prepare a feasibility study to progress Phase 2 of the The Acre Project and to continue to work with and add to the current service users and clients:  
National Learning Network

- Selfcare Yoga
- HSE
- St. John of Gods
- Yoga / Expressive Dance
- Celbridge MS Self Help Group
- Play Acting Youth Theatre
- Giddy's Knitting Club
- Celbridge Access Group
- Salesian College
- Celbridge Women's Shed
- Acre Lawn Bowling Club
- Celbridge Brownies

**Note:** All projects proposed are indicative only and will be subject to further consultation, assessment and analysis at detail design stage. This will include any associated maintenance strategies.



Acreproject.com. "Leader Application". existing community gardens and allotments



Acreproject.com. "Leader Application". existing community gardens and allotments



Acreproject.com. "Leader Application". Completed community building, June 2011



Acreproject.com. "Leader Application". community event photo



# 5. The Acre Project

## Proposals

To develop with the cooperation of government agencies and voluntary organizations, new projects which involve young people and develop, monitor and evaluate strategies and methods of promoting the work of The ACRE Project

Phase 3 (shown with hatched area)- new facilities to include men/women's shed, facilities for local theatre group



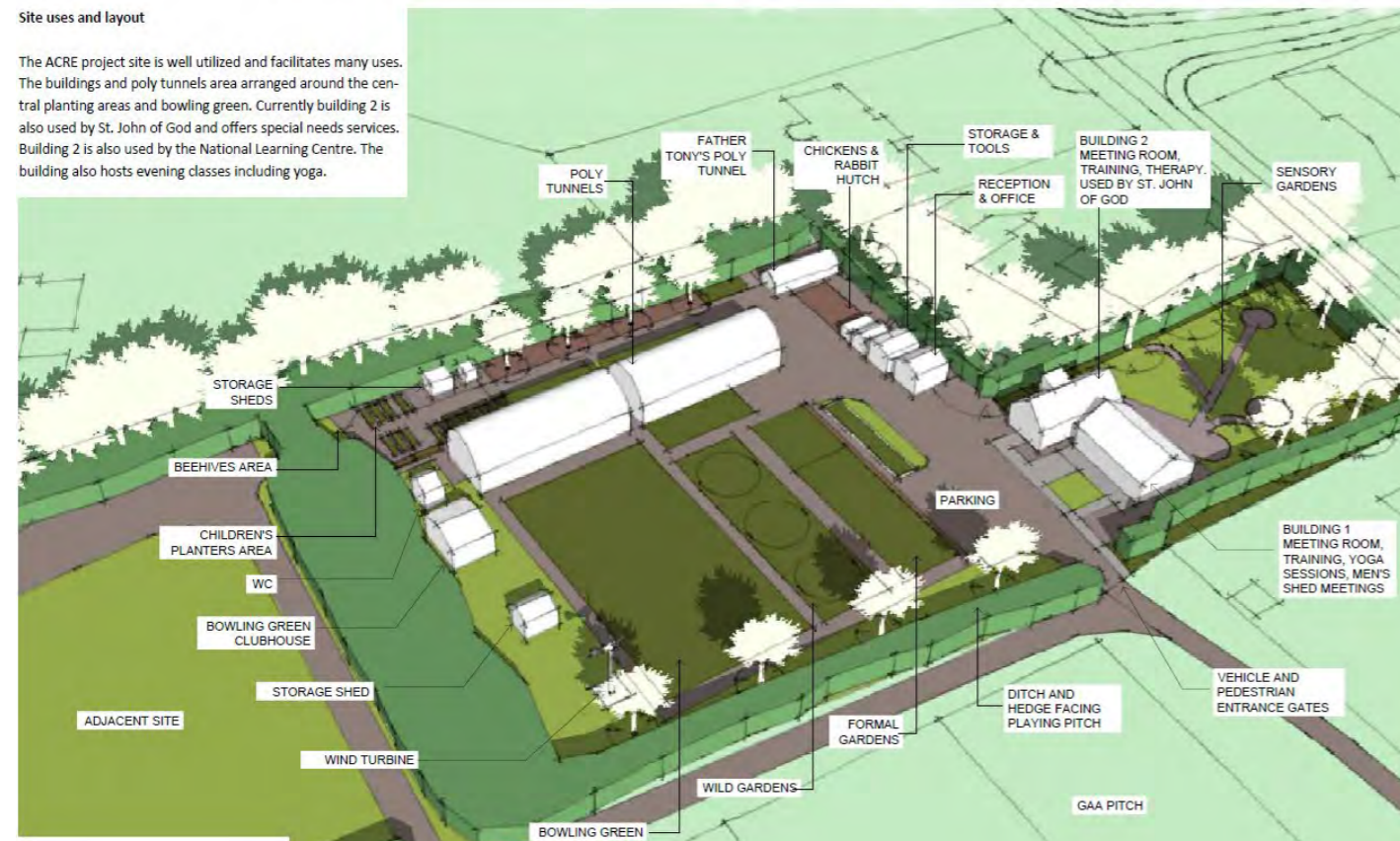
Acreproject.com. "Leader Application". Community farming photo

### The ACRE Project

### EXISTING SITE

#### Site uses and layout

The ACRE project site is well utilized and facilitates many uses. The buildings and poly tunnels area arranged around the central planting areas and bowling green. Currently building 2 is also used by St. John of God and offers special needs services. Building 2 is also used by the National Learning Centre. The building also hosts evening classes including yoga.



Above: Acre project by Demesne Architects



Ariel View of location of ACRE project - Google Maps

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A

Appendix A:  
MacCabeDurneyBarnes  
Reports



# Celbridge Town Renewal Plan

## Stage 1 – Background Report

April 2020



[www.mdb.ie](http://www.mdb.ie)

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### Document Control Sheet

Prepared by: TG		Checked by: JB
Project Title: Celbridge Town Renewal Plan		
Project No: 2056		
Rev No.	Comments	Date
0	Draft	08/04/20

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## 1 Introduction and Background

### 1.1 Purpose of the Report

MacCabe Durney Barnes and Metropolitan Workshop were commissioned by Kildare County Council to prepare an urban design analysis and a town renewal plan for Celbridge. As part of the plan preparation, a background report is prepared to inform the further stages of the project. This background report includes the following:

- Section 1: Introduction**
- Section 2: A socio-economic profile** of the settlement covering population, age profile, employment, travel and a review of population projections in accordance with the County Development Plan Core Strategy.
- Section 3: Retail and economic review** which considers key retailing, economic and other factors affecting the town and the broad catchment areas and function of the town.
- Section 4: Strengths, Weaknesses, Opportunities, Threats (SWOT)** analysis of the town.

A separate report on pedestrian surveys and observations will also be provided.

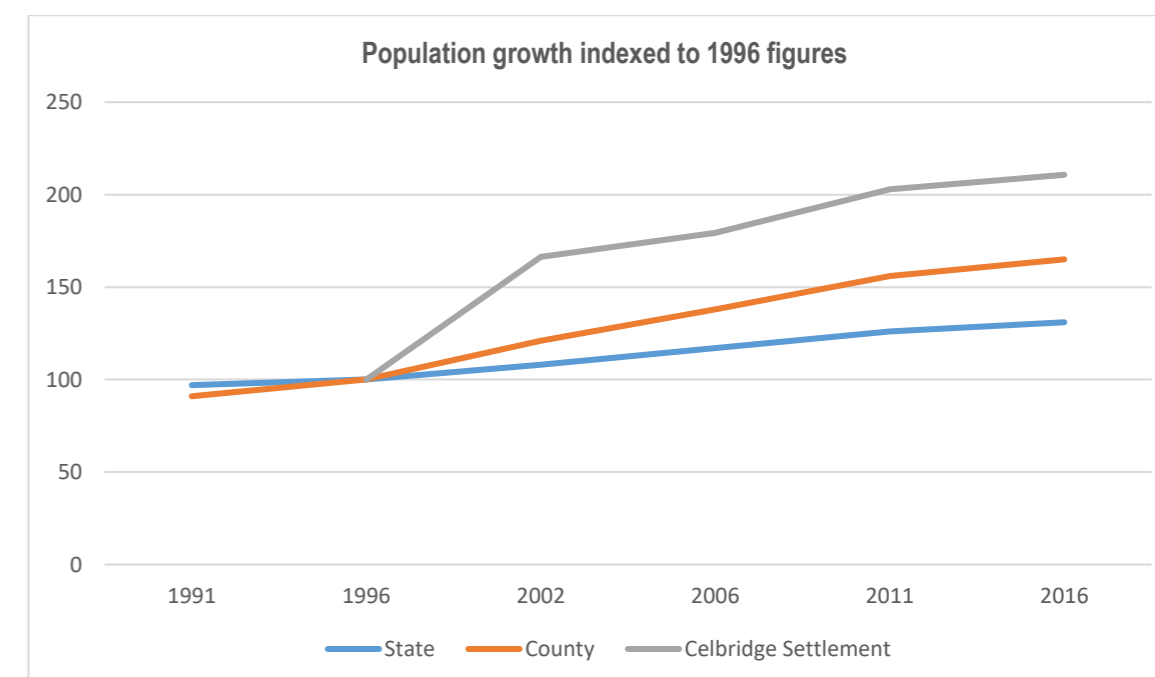
## 2 Population and Socio-Economic Profiling

### 2.1 Population over time

Based on the analysis of the 2016 Census, the settlement of Celbridge accommodates a population of 20,288 which is approximate to 9% of the Kildare county population. The population of Kildare County has been growing rapidly and consistently over the past 25 years from 122,656 in 1991 to 222,504 in 2016.

Figure 1 compares growth in the population of Celbridge, Kildare County and the State over a 25-year timeframe with an index of 100 in 1996. The County and State's population has risen by 65% and 31% respectively. During this same period, Celbridge town experienced a 111% increase which is very high comparatively.

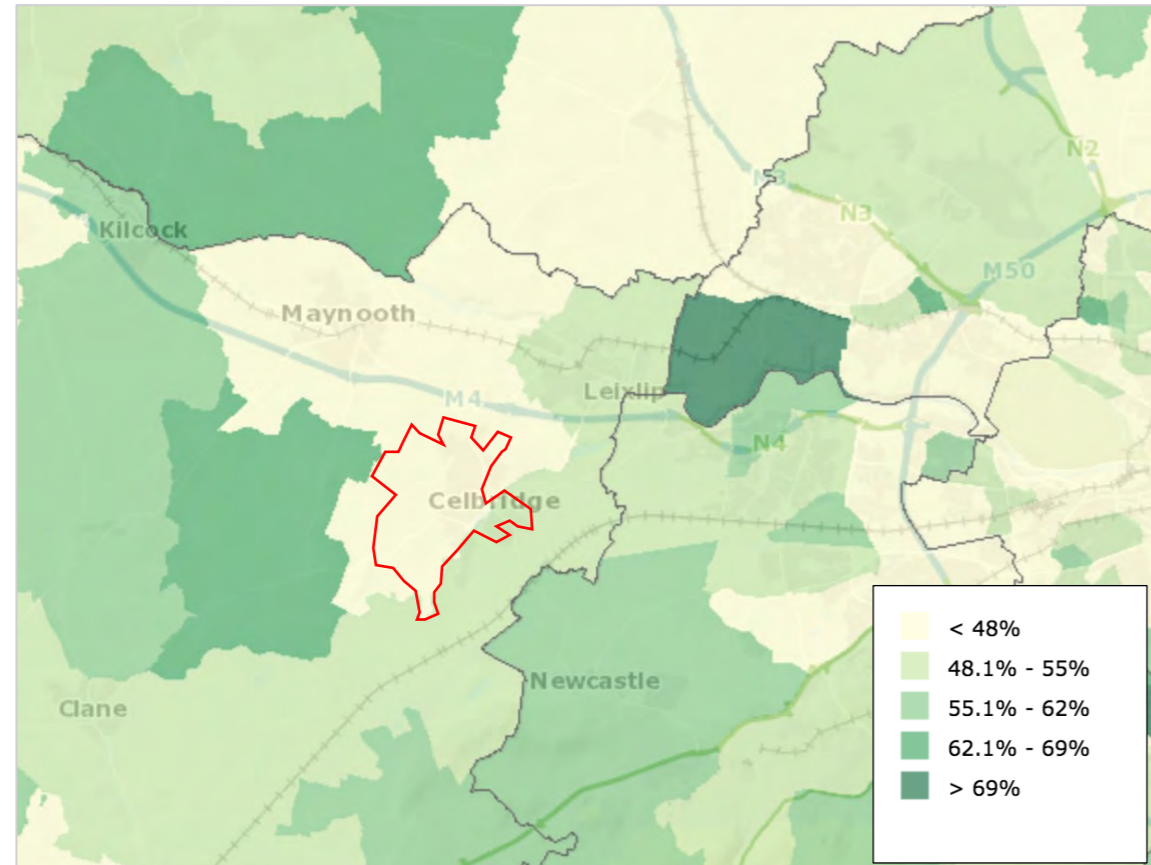
**Figure 1: Population overtime indexed to 1996 figures**



### 2.2 Age Profile

30% of the population in Celbridge belongs to 0-18 years old category. This figure is higher than the State share of 26%. The population under 45 years is 69%, compared to the State figures of 63%. This indicates that the demands of the town be aligned with the needs of this population cohorts as they age. The age profile for the year 2011 and 2016 are broadly similar for the settlement. See Figure 2 for age-dependency of Celbridge and surrounding EDs in 2016.

Figure 2: Age Dependency Ratio 2016



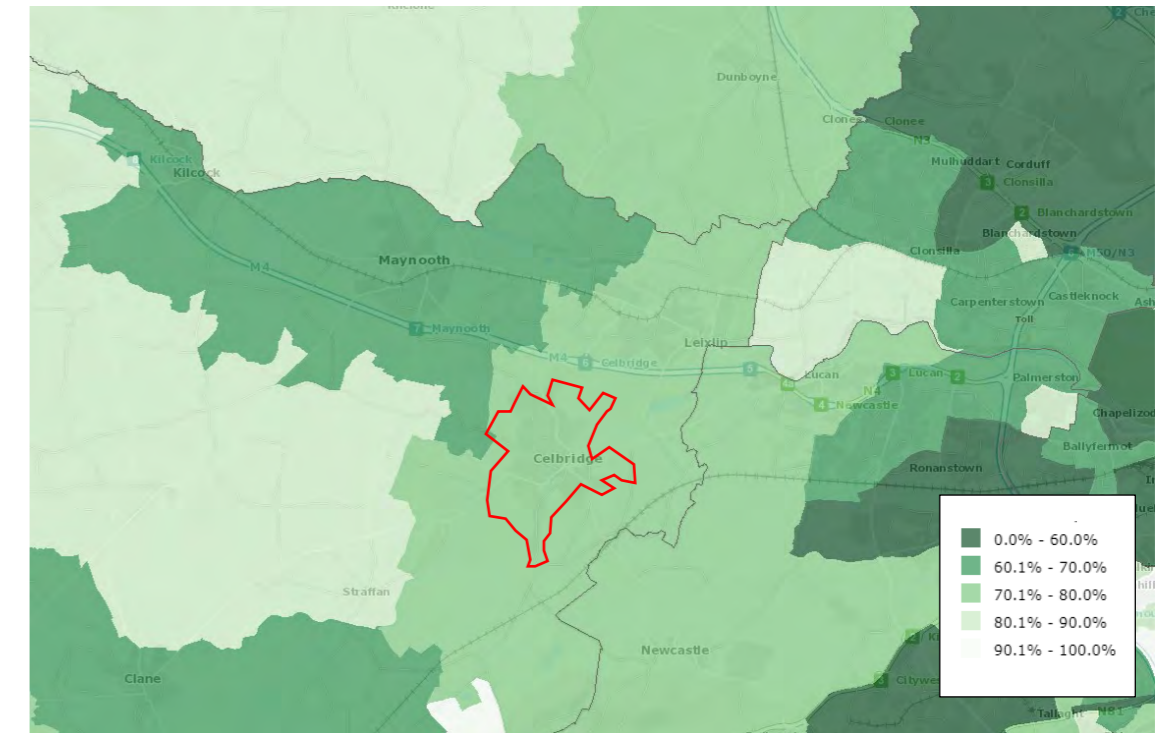
Source: CSO Census 2016

### 2.3 Households and Housing Tenure

In 2016, 43% of the population of Celbridge are married couples with children. The recorded number of households in 2016 was 6,544 of which 83% were 2-4 person households and 12% are 5-person households. 89% of the households live in houses.

The percentage of households which were principally owner-occupied with or without a mortgage was 76% in 2016. The CSO figures of 2011 and 2016 for households are broadly similar. See Figure 3 shows the share of owner-occupied household in Celbridge in 2016.

Figure 3: Percentage of owner-occupiers households 2016



Source: CSO Census 2016

### 2.4 Industry and Employment

The Census provides information on 'socio-economic groups' at small area level that can be useful to consider. In 2016, numbers for Category 'A Employers and Managers' and Category 'D Non-manual' are comparatively similar followed by Category 'C Lower Professionals'.

Table 1: Socio-Economic Occupation in 2016

	Kildare County		Celbridge Settlement	
	Total	% Share	Total	% Share
A Employers and managers	42,879	19.4%	4,313	21.2%
B Higher professional	16,219	7.3%	1,799	8.9%
C Lower professional	26,964	12.2%	3,248	16.0%
D Non-manual	42,374	19.2%	4,132	20.3%
E Manual skilled	20,852	9.4%	1,584	7.8%
F Semi-skilled	17,524	7.9%	1,326	6.5%
G Unskilled	7,028	3.2%	601	3.0%
H Own account workers	11,614	5.3%	1,143	5.6%
I Farmers	5,197	2.4%	20	0.1%
J Agricultural workers	1,645	0.7%	18	0.1%
Z All others gainfully occupied/unknown	28,627	13.0%	2,127	10.5%
<b>Total</b>	<b>2.20.923</b>	<b>100%</b>	<b>20.311</b>	<b>100%</b>

The figures for County and the settlement are broadly similar for the employment industries except for the those employed in agriculture, forestry and fishing in County is 83% higher. The population in the settlement is principally employed in commerce and trade and professional services. This can be explained by the presence of Tesco, Lidl, Aldi, Supervalu in the town. Table 2 shows the industries employing people in the County and Celbridge.

Table 2: Employment Industries in 2016

	Kildare County		Celbridge settlement	
	Total	% Share	Total	% Share
Agriculture, forestry and fishing	3,190	3.32%	41	0.44%
Building and construction	5,838	6.08%	529	5.62%
Manufacturing industries	11,310	11.79%	1,078	11.45%
Commerce and trade	25,524	26.60%	2,523	26.80%
Transport and communications	8,272	8.62%	992	10.54%
Public administration	6,163	6.42%	650	6.90%
Professional services	21,919	22.84%	2,375	25.23%
Other	13,731	14.31%	1,227	13.03%
<b>Total</b>	<b>95,947</b>	<b>100%</b>	<b>9,415</b>	<b>100%</b>

## 2.5 Means of Travel

The means of travel in Celbridge is predominately by Motor car (driver) accounting for 42.99% which is similar to 42.38% of the County number. The population travelling by Bus, minibus or coach is high in Celbridge owing to the town's location on Dublin-Maynooth bus route. There are less train, dart or luas commuters that the County average. This can be due to the presence of a single train station for the Hazelhatch village and Celbridge town, located at an approximate distance of 2.4 km from the town centre. Although a feeder bus is provided to serve the distance to the station, the service is not considered satisfactory by the locals. See Table 3 for means of travel.

Table 3: Means of travel in 2016

Means of Travel	Kildare County		Celbridge settlement	
	Total	% Share	Total	% Share
On foot	20,814	13.75%	1,841	12.54%
Bicycle	2,405	1.59%	534	3.64%
Bus, minibus or coach	14,365	9.49%	2,135	14.54%
Train, DART or LUAS	6,076	4.01%	362	2.47%
Motorcycle or scooter	424	0.28%	70	0.48%
Motor car: Driver	64,152	42.38%	6,312	42.99%
Motor car: Passenger	28,077	18.55%	2,314	15.76%
Van	6,007	3.97%	457	3.11%

Other, incl. lorry	562	0.37%	19	0.13%
Work mainly at or from home	3,842	2.54%	240	1.63%
Not stated	4,645	3.07%	397	2.70%
<b>Total</b>	<b>151,369</b>	<b>100%</b>	<b>14,681</b>	<b>100%</b>

## 2.6 Population Projections

Table 3.2 of the Core Strategy of the County Development Plan 2017-2023 allocates population growth to settlements. Following the making of the RSES in June 2019, the Council prepared a draft Variation No. 1 which includes revisions to the Core Strategy as shown in Figure 4 hereafter. The draft also includes amendments to the Settlement Hierarchy with Celbridge designated as a Self-Sustaining Town. The proposed variation was available on public display at the time of drafting this report. The adopted core strategy states 13.2% growth in 2011-2023 and targets 4,224 units to be delivered by 2023 for the town of Celbridge. Proposed revisions, if adopted would result in only 603 additional dwellings for Celbridge by 2023.

Figure 4: Proposed Variation 1 County Development Plan 2017-2023 – Core Strategy Population and Housing Allocation

Settlement Type	Towns / Villages	2016 Census Pop	2016 Dwellings	Allocated Growth (%) 2016-2023	2023 Dwellings Forecast	NPF 2026 Pop Growth	NPF 2026 Pop Growth in housing units	Population Growth to 2023 (annualised from 2026 NPF Figures)	Dwellings Target to 2023
Key Town	Naas	21,393	7,726	14.9%	12,568	5,866	2,095	2,514	898
	Maynooth	14,585	5,171	10.9%	8,713	4,291	1,533	1,839	657
Self-Sustaining Growth Town	Newbridge	22,742	8,260	11.6%	12,030	4,567	1,631	1,957	699
	Leixlip	15,504	5,524	10.2%	8,839	4,016	1,434	1,721	615
	Kildare	8,634	3,158	4.7%	4,685	1,850	661	793	283
Self-Sustaining Town	Athy	9,677	4,281	4.8%	5,841	1,890	675	810	289
	<b>Celbridge</b>	<b>20,288</b>	<b>6,969</b>	<b>10.0%</b>	<b>10,219</b>	<b>3,937</b>	<b>1,406</b>	<b>1,687</b>	<b>603</b>
	Kilcock	6,093	2,212	4.0%	3,512	1,575	562	675	241
	Monasterevin	4,246	1,706	2.6%	2,551	1,024	366	439	157



### 3 Retailing and Economic Review

#### 3.1 Retailing and Servicing

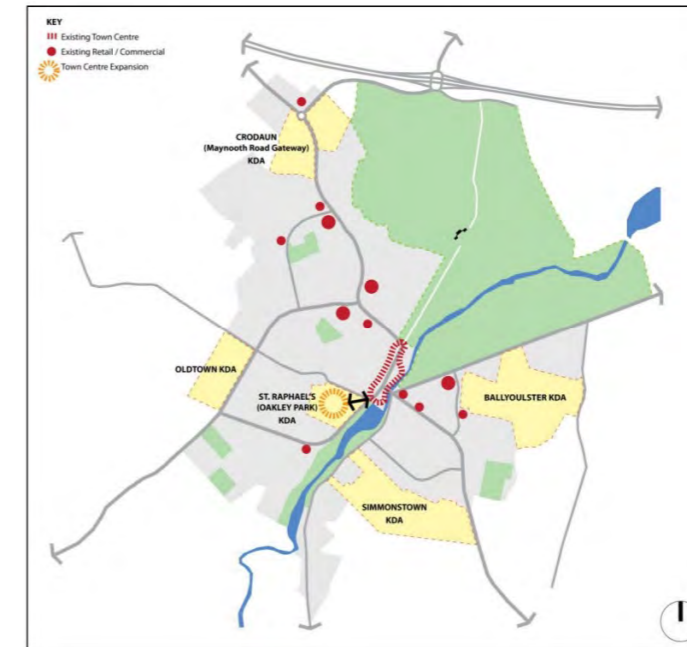
Celbridge is designated as a Tier 1 Level 3 Town Centre in the Greater Dublin Retail Strategy and the County Retail Hierarchy. The draft County Retail Strategy 2010 ranks Celbridge 6<sup>th</sup> in the County with a net retail floor area 8,398 sqm with 58.6% convenience and 41.4% comparison floorspace. There was an increase of 61% which can be attributed to the expansion of the Tesco Shopping Centre and the introduction of Aldi to the town's retail offer.

The core retail area principally located in and around Main Street predominantly has small scale convenience and comparison retail since the recent major retail developments are outside the historic core. Centra is located on Main Street which acts as the retail anchor. The larger convenience stores like Tesco, Lidl, Aldi and Supervalu are located on the Dublin Road and Maynooth Road. This has altered the dynamics of the town centre and drawn activity away from Main Street.

The LAP seeks to promote retail development on Main Street and expand the town centre to the south of the Main street at St Raphael's, Oakley Park. This has been outlined in the TCOE1.1 objective of the Council in the Celbridge Local Area Plan 2017-2023. Figure 5 shows the Council's conceptual Town Centre Expansion. The future retail potential of Celbridge is also influenced by its proximity to Maynooth and regional shopping facilities such as Liffey Valley.

The Mill Centre towards the edge of the retail core may be regenerated as a new mixed-use residential, commercial leisure and retail quarter, as identified in the 2005 and 2010 Kildare County Retail Strategy has been highlighted in TCO 1.8 of the current Local Area Plan. The current Local Area Plan seeks to improve linkages between the Tesco Shopping Centre and the core retail area to regenerate the backlands to the north/north-west of the Core. The backlands to the south and east of the Core also provide the potential for regeneration with enhanced linkages connectivity to the designated key development area 2 at Ballyouster and Donaghcumper.

Figure 5: Town Centre Extension Concept, LAP 2017-2023



#### 3.2 Enterprise and Employment

Celbridge is part of the North Kildare Economic Growth Cluster and linked to the Primary Economic Growth Towns of Maynooth and Leixlip. It is identified as a Level 3 town within the Dublin Metropolitan area (DMA) and has a strong commuting role. It benefits from the proximity to the other towns and large employment sites in Leixlip and Maynooth.

There is high employment in the Trade and Commerce and Professional services as identified in the 2016 Census. The Census 2016 travel and commuting data suggest the work destinations are located outside of the settlement, within proximity of the town. The LAP seeks to drive local employment to generate vibrancy and sustainability in the town centre and the planned expansion.

The Intel and Hewlett Packard campuses in Leixlip, around 7km from Celbridge, employ circa 8,500 persons combined. Intel has recently secured planning permission in Leixlip for a manufacturing unit which will likely increase employment. The State Laboratory and the Department of Agriculture, Food and the Marine at Backweston are also significant employers in the area. Other employers include Maynooth University and the Maynooth Business Park located 7.7 km and 5.6 km respectively from Celbridge and local schools, health and social care facilities, hotels, shops and services. Maynooth University also received a capital grant of €25 million from Government for a major new building project which is open in late 2020-2021.

In 2016, the Rye River Brewing Company on the Dublin Road received planning consent to develop a new brewery and visitor centre being the first commercial brewery in the area. The town centre expansion shall seek to provide mixed uses such as professional services, public administration, research and development and other commercial activities in the town centre. Industrial and warehousing development on the Maynooth Road have been identified in the LAP.

Celbridge and Kilcock are designated as supporting centres to Maynooth and Leixlip and support the knowledge-based economy focusing on manufacturing/office-based industry, logistics, tourism and natural and built heritage.

## 4 Tourism

Tourism is one of the key contributors to the economic growth of the town. Failte Ireland data indicates that 211,000 people visited Co. Kildare in 2017. International tourists spent €91m last year compared to €115m the year before. Domestic tourist numbers to Kildare were up on the previous year.

The town is rich in natural and built heritage associated with the country's industrial and political history. It serves as the birthplace of Arthur Guinness. It houses the Castletown House and demesne owing to the legacy and history of the Connolly family of Castletown, the Grattan family and Jonathan Swift, which is a major visitor attraction. According to the Tourism and Heritage Strategy 2016-2020, the site had approximately 300,000 visitors in 2015 and is continuing to be developed by the Office of Public Works (OPW).

Castletown House is located within the historic core and the demesnes along the Liffey and provide an opportunity to create visitor experience and boost the heritage potential of the town. In addition to the House, the rich heritage in the town includes the Colour Tend Paint Complex which is working paint factory, the retail complex of the Orchard within the Walled Gardens of St. Wolstan's Demesne that includes a home interiors section, garden centre, pet store and café and the Celbridge Manor Hotel which is the former Collegiate School built in 1732 and designed by architect Thomas Burgh who designed the Royal Barracks and the library building at Trinity College in Dublin.

The objectives of the Council involve developing a heritage trail along the suitable corridors of Celbridge including the Liffey Corridor, Celbridge Town and passage over the Rock bridge. The council has also been awarded URDF Funding towards the Celbridge Southern Relief Road & Second Liffey Crossing proposal. Objective EDO2.7 in the LAP seeks to facilitate tourism activities such as waterways activities, eco-tourism, niche retailing, food markets, local and other craft type activities.

## 5 Strengths, Weaknesses, Opportunities and Threats (SWOT)

The SWOT analysis provided below focuses on socio and economic factors.

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>▪ Presence of natural and built heritage</li> <li>▪ Castletown complex in the historic core.</li> <li>▪ Proximity to Dublin City Centre and Maynooth</li> <li>▪ URDF Funding for Southern Relief Road and second Liffey Crossing.</li> <li>▪ Proximity to the Intel and HP Campuses in Leixlip.</li> <li>▪ Good connectivity via Dublin Bus.</li> <li>▪ Recent planning permission secured by Maynooth University and Intel might boost the employment industry</li> </ul>	<ul style="list-style-type: none"> <li>▪ Poor service and convenience for the train network.</li> <li>▪ Poor or no Cycleways</li> <li>▪ Large retail setups outside the historic core</li> <li>▪ No large employers within the town</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>▪ Town Centre Expansion for Celbridge and Donaghumper Town Centre.</li> <li>▪ Development of heritage site, trails in conjunction with the historic core.</li> <li>▪ Tourism potential for economic growth and viability.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Old population and presence of buggies in the town centre</li> <li>▪ Increasing vacancy levels</li> <li>▪ Economic downturn</li> <li>▪ Online retailing</li> <li>▪ The predominance of the workforce outside the town</li> </ul>

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# Celbridge Pedestrian and Observational Survey

## Report for Kildare County Council

April 2020

### Document Control Sheet

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# 1 Overview

## 1.1 Background

In March 2020, MacCabe Durney Barnes carried out a pedestrian and observational study in Celbridge to assess pedestrian and non-motorised movements in and around the town centre. The survey investigated six points (A-F below), to carefully assess the pedestrian footfall and activity involving counts and movement tracing of pedestrians at intervals over a number of days.

## 1.2 Methodology

The methodology used for the study was first developed by the urban designer, Jan Gehl. Six survey points were established as key positions located as in Figure 1 to get an understanding of activity in and around the town centre.

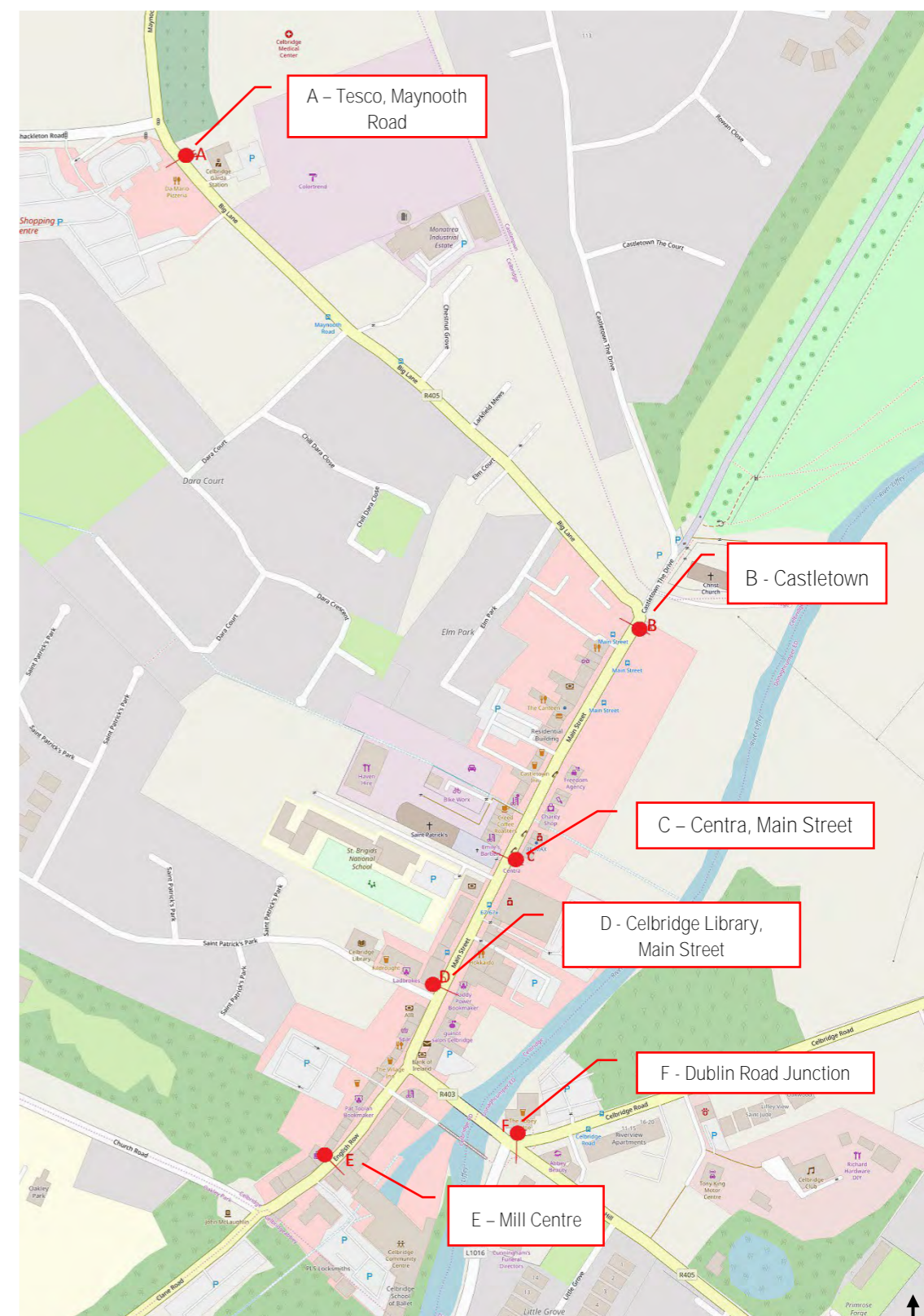
The key points were namely:

- A Tesco, Maynooth Road
- B Castletown, Main Street
- C Centra, Main Street
- D Celbridge Library, Main Street
- E The Mill Centre
- F Dublin Road Junction

The counts were carried over three days to get the flow of pedestrian activity on two weekdays and a weekend day. The survey dates were Tuesday 03<sup>rd</sup> March (08.00-14.00), Wednesday 4<sup>th</sup> March (10.00-18.00) and Saturday 7<sup>th</sup> March (10.00-18.00). Counts were carried for a period of 10 minutes at each survey point, every hour, over the three days.

The survey information was collected manually, and data were recorded on an A4 data sheet with the map of the survey point and count table (see Appendix III). A total of five individuals recorded the footfall and traced the pedestrian movements on separate sheets for every 10 minutes throughout the survey. The counts were prioritised over the tracings during the study period.

Figure 1: Survey Points



## 2 Footfall Counts

### 2.1 Recorded Footfall

The recorded footfall count has been represented in graph form. The complete set can be found in Appendix I. The figures of the count have been extrapolated to get the hourly estimates. Extreme highs and lows occurred in positions and at times noted as follows:

The position with highest and lowest total movements over the study period:

Highest Centra, Main Street (C)

Lowest Tesco, Maynooth Road (A)

The day with the highest and lowest total movement over the study period:

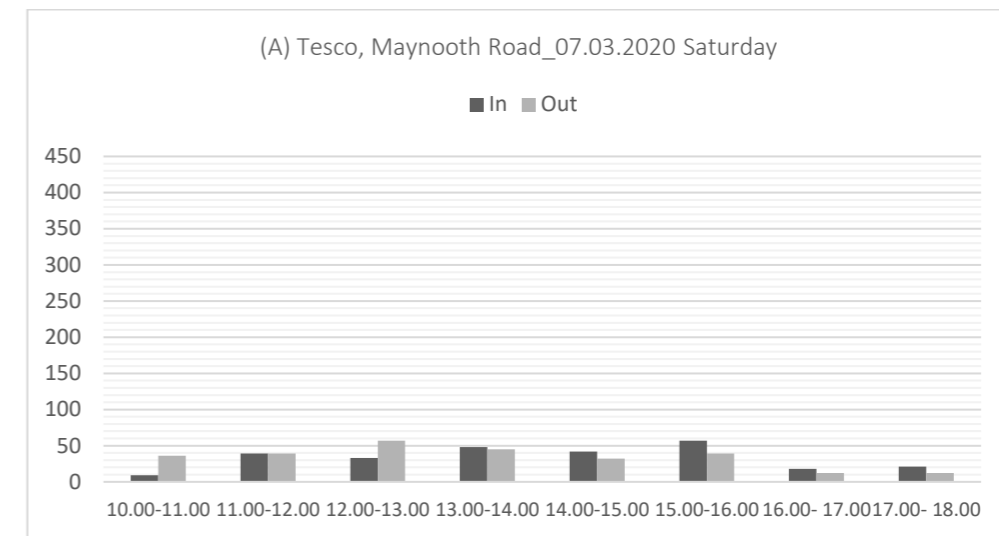
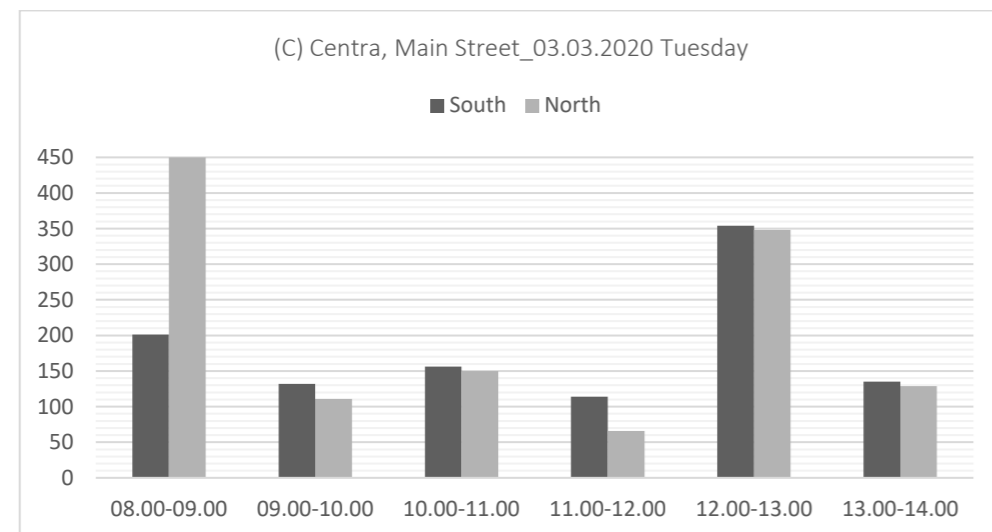
Highest Thursday 04.03.2020

Lowest Tuesday 03.03.2020

10-minute window with highest and lowest total movement over the study period:

Highest 14:35-14:45 at Centra, Main Street (C)

Lowest 10:45-10:55 at Tesco, Maynooth Road (A)



The highest footfall recorded coincided with the school opening times at Centra, Main Street, survey point C. The lowest footfalls were recorded at survey point A Tesco. The weather was moderate cold and with scattered showers was throughout the survey.

### 2.2 Influencing Factors

The factors that significantly affected the footfalls on the Main Street recorded for survey points B, C and D are considered to be Castletown Demesne, St. Patrick's Church and St Brigid's Girls National School. These structures attracted a high volume of footfall in a particular time frame. In addition to this, there was constant movement between the retail outlets and services. Centra, St. Vincent's Charity Shop, An Post, ATMs, cafes/restaurants and bus stops serving Dublin Bus. There were movements at Allcare pharmacy and car park on Main Street which moderately influenced the footfall at survey point C, Centra.

The survey point B was located at the intersection of the Maynooth Road and Main Street and point A was near Tesco on the Maynooth Road. It is noted that there is a significant difference in the footfalls recorded at these two points. Survey point A was located such that it could record the movement between Main Street and Maynooth Road. The lower footfall recorded suggests that there was no major interaction between Main Street and bigger retail outlets and residential areas located on Maynooth Road. The footfall at survey point E near the Mill Centre was influenced by the Mill Centre and Abbey Gardens. The bus stops at the Main Street-Dublin Road junction has a major influence on the footfall at survey points E and F. The footfall recorded at point F is considered to be influenced by the GAA ground and residential areas on Dublin Road. It appears that commuters using the train station located 2.3km south-east of Main Street travel by car to the station suggesting the absence of a satisfactory feeder bus service or cycling infrastructure.

A comparable study of figures between 10.00-14.00 across the three days shows similar footfall. This suggests a proper mix of activities throughout the week at these hours. Table 1 shows the recorded numbers and weather conditions each day.

Table 1: Counts on Each Day 10.00-14.00

Date	Day	Type of Day	Count	Comment
03.03.2020	Tuesday	Weekday	5,684	Moderate cold with little sun and scattered rain
04.03.2020	Wednesday	Midweek day	6,932	Cold and cloudy with scattered rain
07.03.2020	Saturday	Weekend day	7,377	Cold and cloudy with scattered rain

The highest footfall was observed on Thursday which includes the movement at peak closing times not recorded in Table 1 above.

Another comparison of footfall count is made during the lunch hour and school closing times between 13.00-15.00. See Table 2.

Table 2: Counts on Tuesday and Saturday 13:00-15:00

Date	Day	Type of Day	Count	Comment
04.03.2020	Wednesday	Midweek day	3,832	Cold and cloudy with scattered rain
07.03.2020	Saturday	Weekend day	3,131	Cold and cloudy with scattered rain

The resulting figures are not significantly different, but it should be considered that the footfall was affected by peak times not included in this comparison. The pattern during the week was dependent on the working and school day while the survey on the weekend is based on recreational activity or event is noted.

See Appendix I for the complete set of results.

### 3 Movement Tracing

A part of the study involved tracing the movement patterns of pedestrians while recording the counts to understand how people move through and inhabit the public realm. The indicative tracings taken over the study period are represented in two tracings per day for Wednesday the 4<sup>th</sup> and Saturday the 7<sup>th</sup> and a single tracing for Tuesday the 3<sup>rd</sup> which are included in Appendix II. Through repeat observations, patterns, desire lines and pause points became apparent.

#### 3.1 Preferred Destinations

Similar pedestrian movements were observed at survey points suggesting a daily pattern. Most pedestrians appeared to have clear destinations. The movements on the Main Street were spread between Centra, St.Vincent's charity shop, ATM's, An Post and the Dublin Bus stop. Centra served as an anchor for retail and a meeting place for all age groups on Main Street. Allcare Pharmacy and car park on Main Street also

moderately influenced the footfall at survey point C, Centra. Very little movement was noticed at the Celbridge Library which is visible from the survey point D on Main Street. Figure 5 illustrates the direction recorded at point D in reference to the destinations marked with a yellow arrow. The movements traced in that direction were principally toward the residential area. The smaller cafes/restaurants looked operational throughout the day keeping the street busy and lively. The St. Brigid's Nations Girls School located on Main Street generates a high flow of pedestrians during the opening and closing time on weekdays. The St.Patrick's Church situated beside the school influenced a large number of pedestrian activities, especially during mass times. The bench placed outside the Church and those at different places on Main Street were moderately used during the evenings and weekend days. The peak footfall windows were observed during the school and work opening/closing times and mass time recorded at survey point C and D.

There was little pedestrian activity observed at survey point A which was located near Tesco on the Maynooth Road. The presence of other retail outlets and residential areas further on Maynooth Road did not seem to influence the footfall suggesting limited or no interaction with Main Street. The survey point E located near the Mill Centre was moderately active with activities focused around the Mill Centre and Abbey Garden. The Dublin Bus route 67 which comes around every 30 minutes influenced major flows of pedestrian activities. The bus stops at the Main Street-Dublin Road junction have been recorded at survey point E and F. The residential areas located near the Dublin Road significantly influenced movements noted at survey point F.

The movements in and around Main Street are dynamic with the destinations generating pedestrian activities at various intervals. The movements were found to be similar suggesting a consistent pattern of activities around the week.

Figures 2-7 shows the common destinations marked with red dots recorded at the different survey points.



Figure 2: Major Destinations at A Tesco, Maynooth Road



Figure 3: Major Destinations at B Castletown

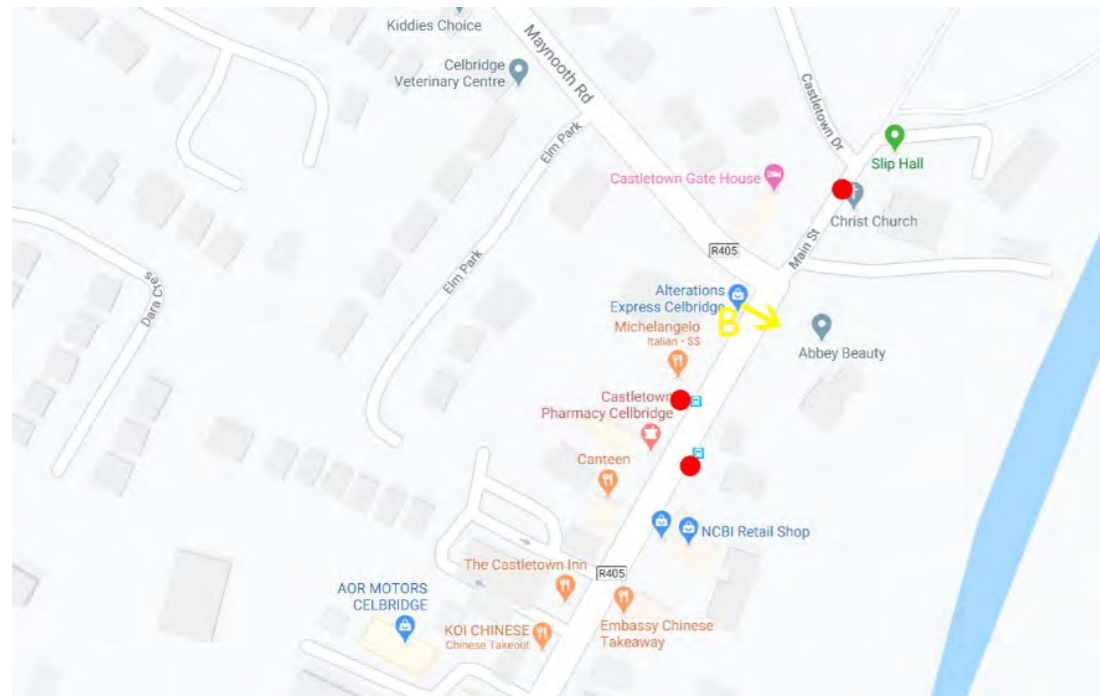


Figure 4: Major Destinations at C Centra, Main Street

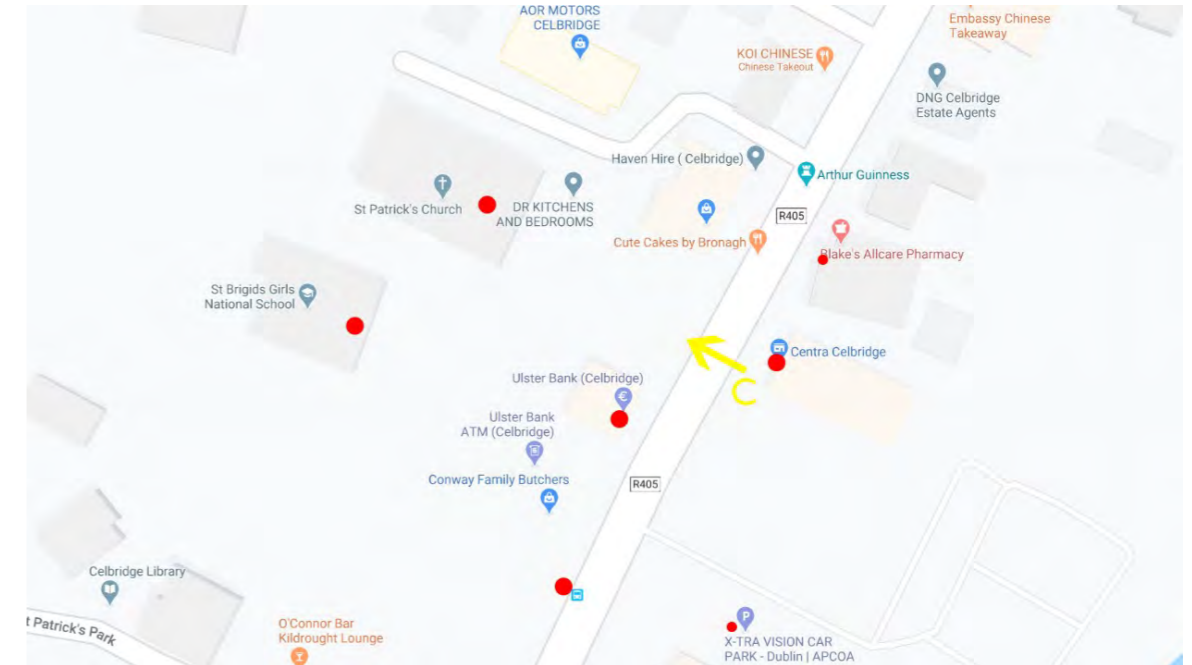


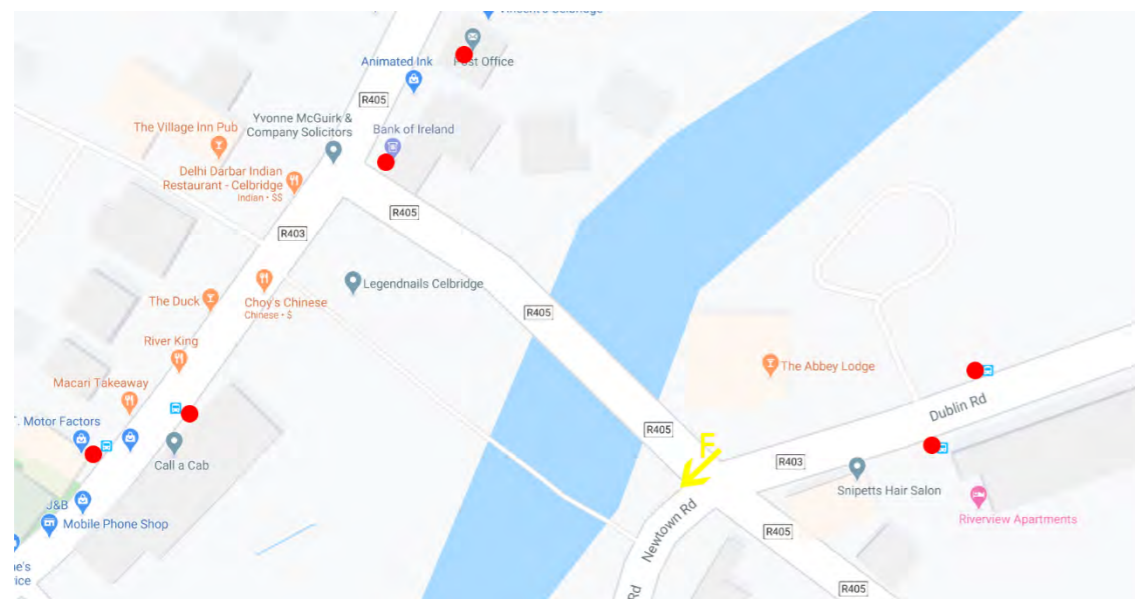
Figure 5: Major Destinations at D Celbridge Library



Figure 6: Major Destinations at E The Mill Centre



Figure 7: Major Destinations at F Dublin Road Junction



### 3.2 Pedestrian Crossing Patterns

Pedestrian crossing patterns were consistent throughout the survey days. Figures 8 and 9 show the signalled pedestrian crossing with the user-identified points on Main Street and Dublin Road Junction. The user-identified points are noted as allowing direct accessibility and were observed to be used repeatedly.

Figure 8: Pedestrian crossing on Main Street



Figure 9: Pedestrian crossing at Dublin Road-Main Street Junction



There is only one crossing on the Main Street near Centra, between the Castletown and Dublin Road junction. A higher number of older people, parents with buggies and disabled pedestrians were observed.

It is noted that there is no proper cycle track within the whole survey area. Cyclists were observed to be on the footpath at almost all instances. Centra being one of the main attractors on Main Street lacked provision of cycle stands. It was observed that bicycles were parked just by inclining them on the window ledge of the shop.



The pedestrian activity was observed to be informal and hazardous at survey points D, E and F. There is no dedicated pedestrian crossing near the Celbridge Library (survey point D). The junction involved high pedestrian activity and traffic movements. Major destinations like An Post, the AIB ATM and St. Vincent's Charity Shop were located at this junction.

There is no crossing at the junction between Main Street and the Dublin Road near the Mill Centre. Heavy traffic passes through at peak hours. The bridge on the Dublin Road is noted to be narrow such that two large vehicles passing each other have minimal clearance and have to pass with caution. In addition to this, the bridge has a very narrow pathway only on the east. The recorded desire lines and footfall recorded for survey point D and E suggest heavy use of the pathway on the bridge which is not wide enough to cater for both cyclists and pedestrians.

A walkway is provided near the Mill Centre connecting to the Abbey Lodge junction which is predominantly used for pedestrians from English Row, marked in survey point E and F.

#### 4 Observed User Demographics

It appeared that most of the pedestrians in and around Main Street belonged to the older age group (over 65 years old) and parents with buggies. With the presence of schools at the centre of Main Street, the pedestrians and cyclists were principally aged 12 to 18 years old. There was a high inflow of teenagers at Centra, survey point C after school hours towards the evening. The pedestrians were observed to be similar over the study time and period suggesting local population and daily routine. More disabled pedestrians were recorded at the survey points B, C and D on Main Street. The absence of a pedestrian crossing is highlighted in section 3.2 above.

The study involved mapping non-motorised activity including pedestrians, individuals with buggies, cyclists or in a wheelchair in and around the town centre. Table 3 shows the recorded figures on the three days for each category. The numbers are significantly different on all days. The number for weekdays, Tuesday and Wednesday, are comparable throughout the day. The numbers for buggies, bikes and wheelchairs are higher on these days suggesting that the pattern is influenced by school and working day.

Pie-charts have been prepared for the three days graphically showing the figures recorded.

Table 3: Counts breakdown by mode on each day

Day	Pedestrians	Buggies	Bikes	Wheelchairs
Tuesday 03.03.20	8,049	492	203	36
Wednesday 04.03.20	13,006	957	720	46
Saturday 07.03.20	11,921	418	593	9

Chart 1: Breakdown by mode Tuesday 03.03.20

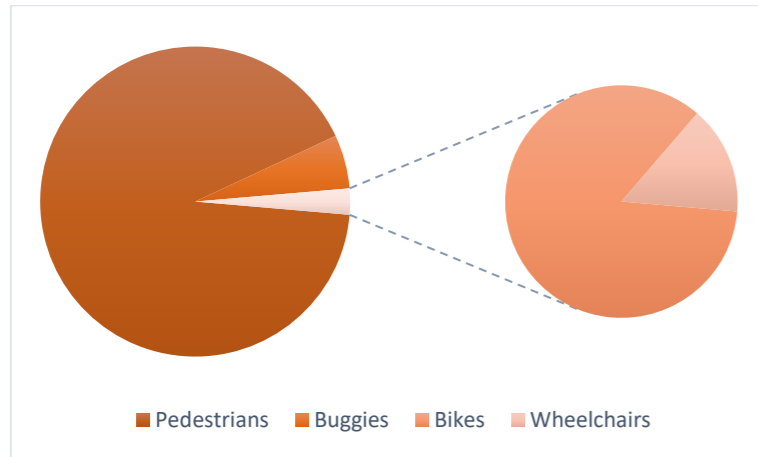


Chart 2: Breakdown by mode Wednesday 04.03.20

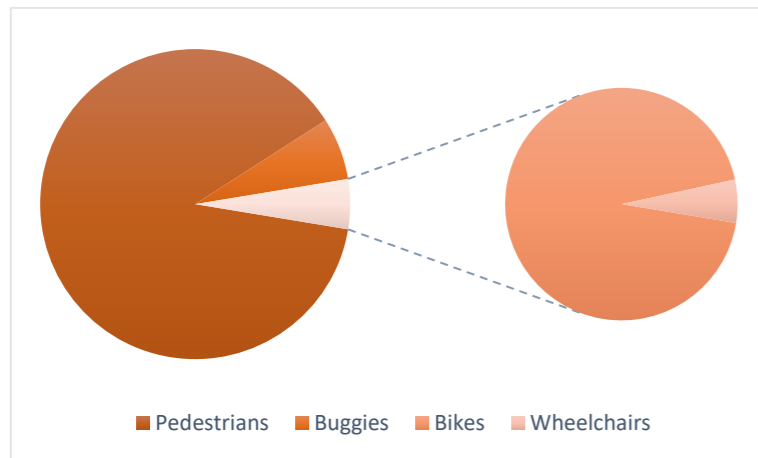
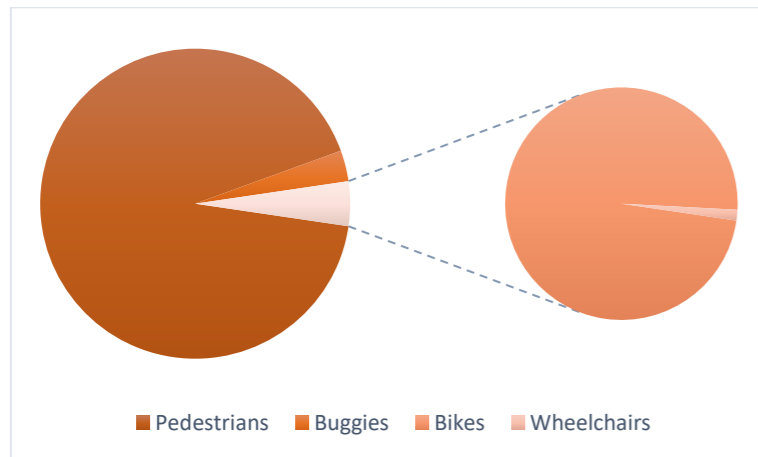


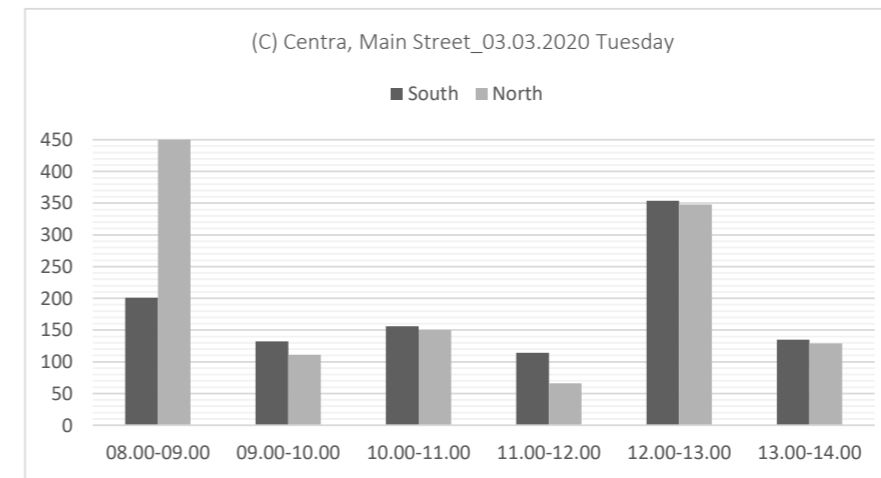
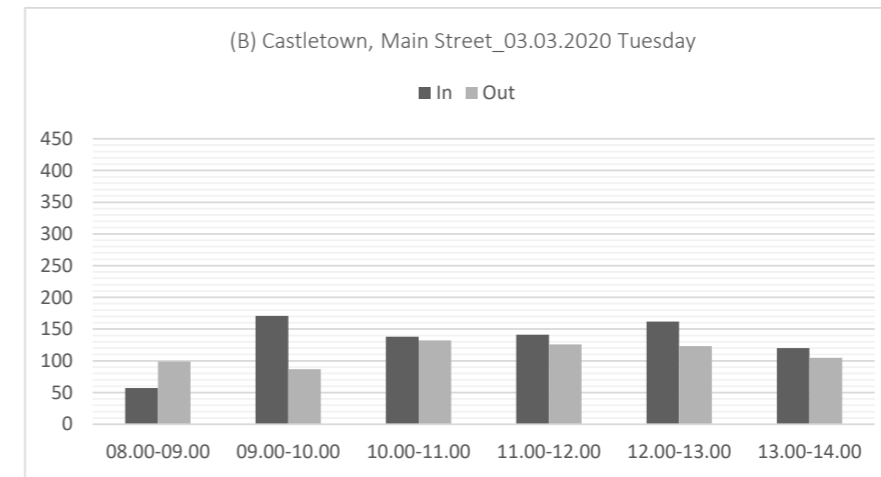
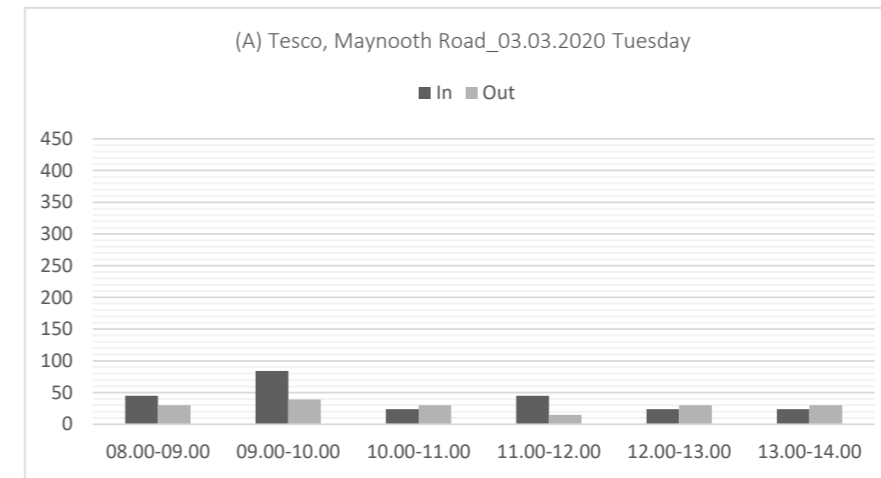
Chart 3: Breakdown by mode- Saturday 07.03.20

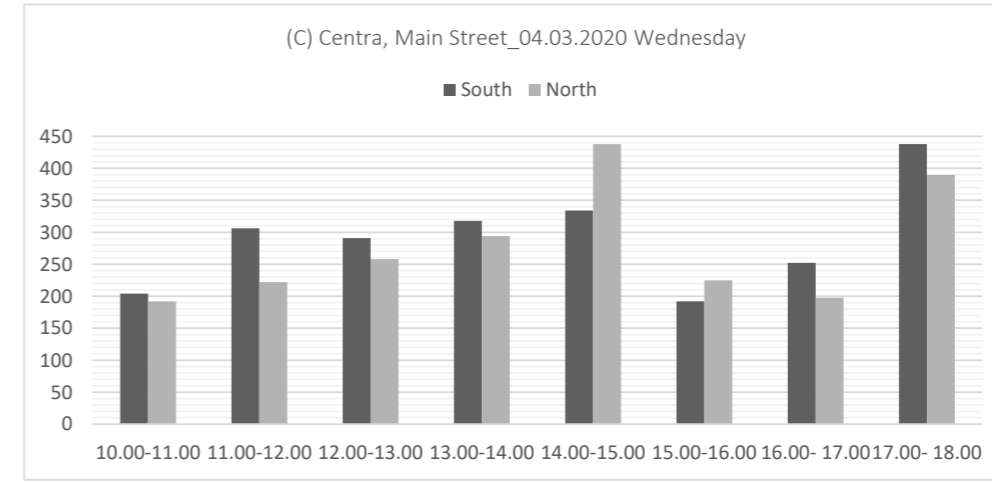
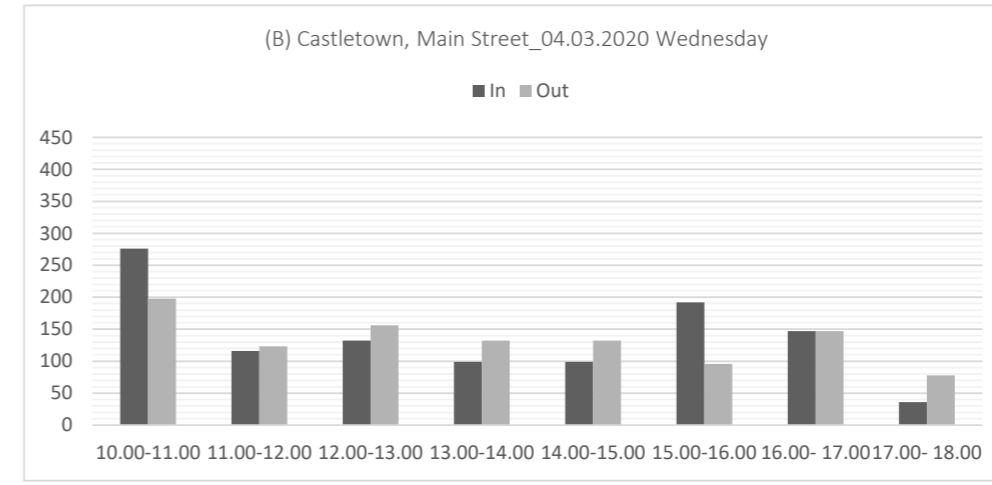
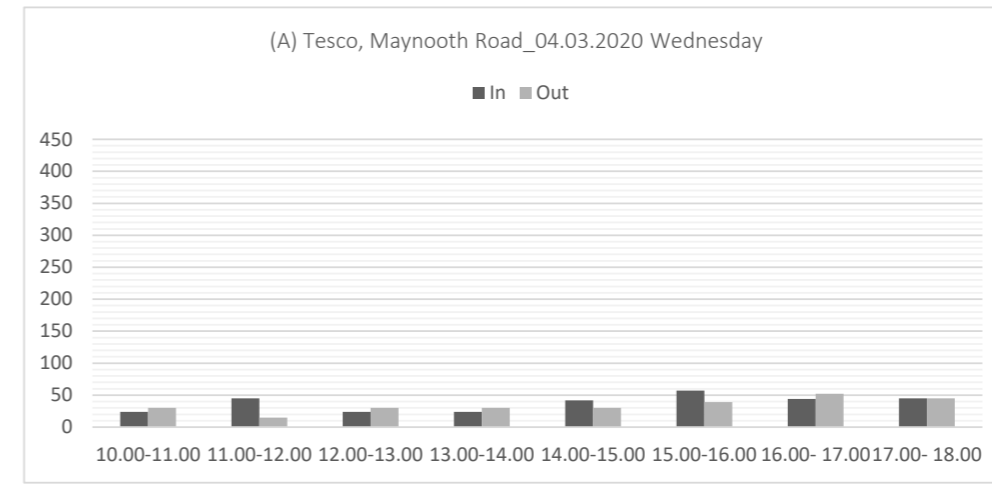
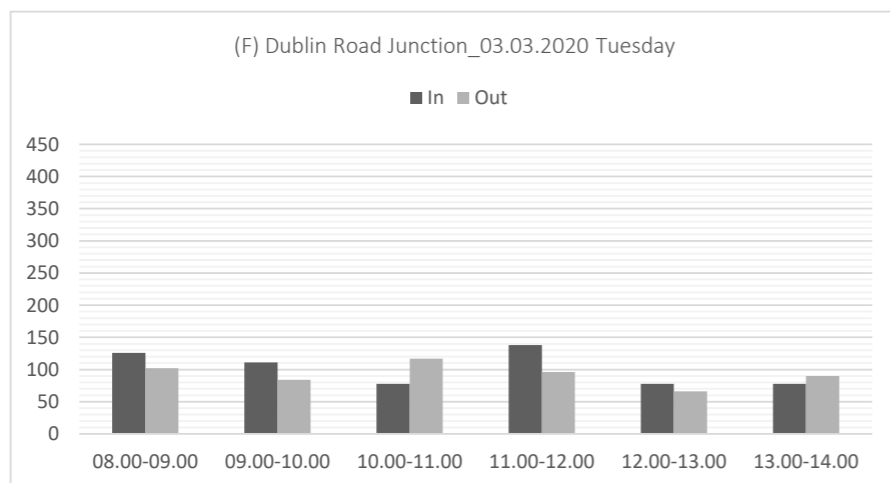
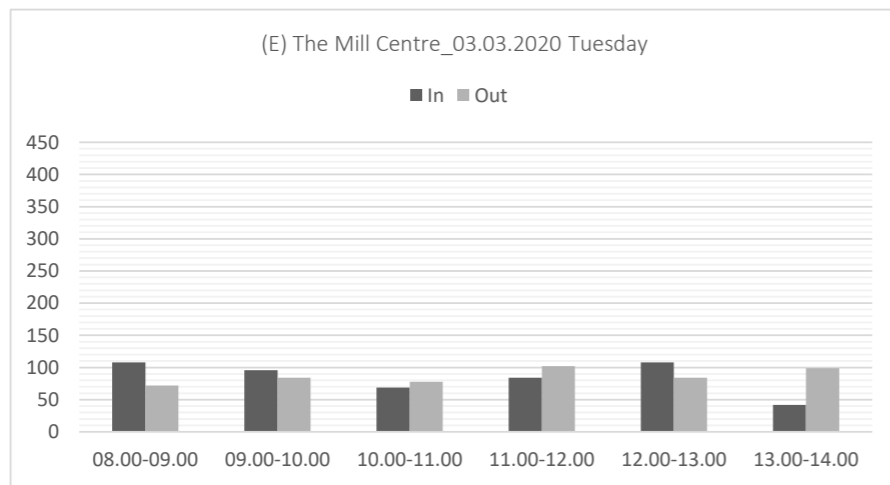
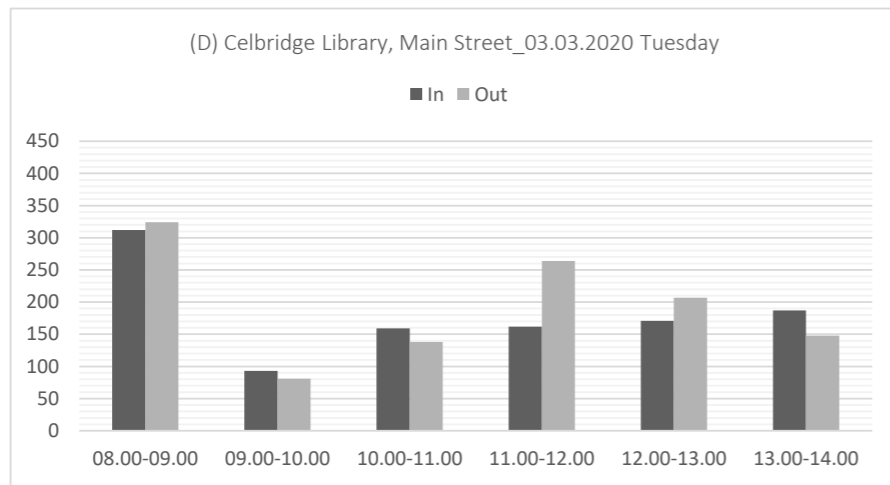


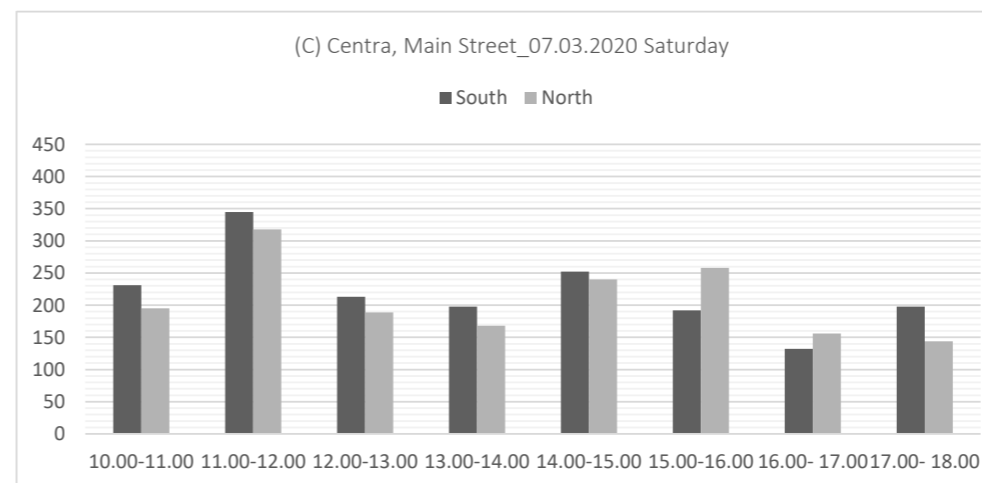
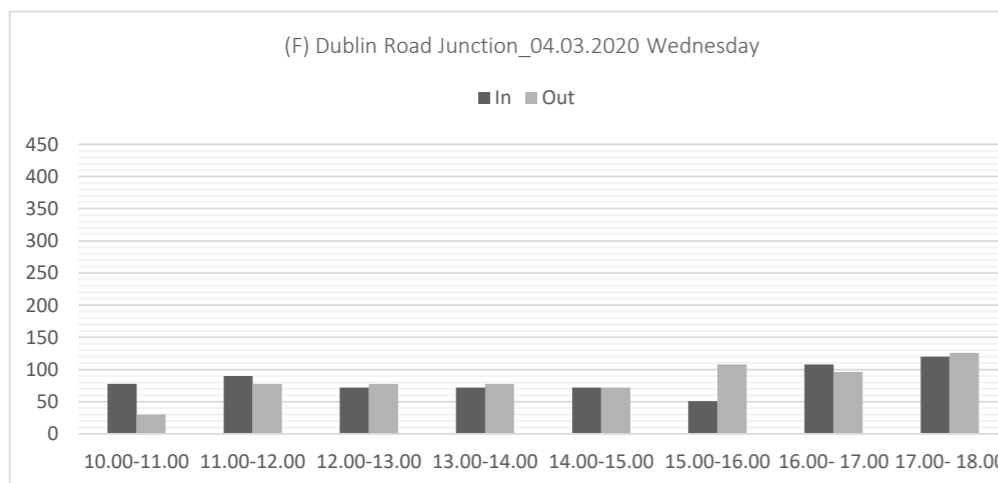
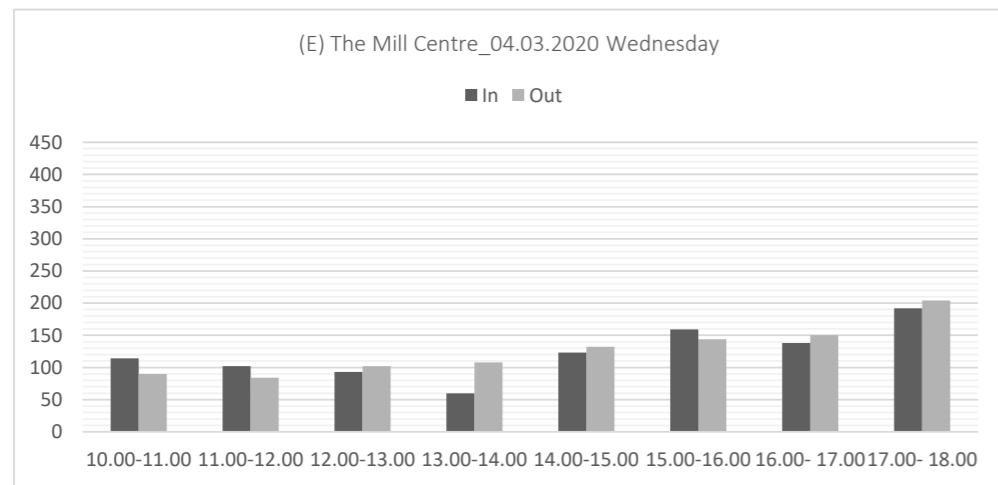
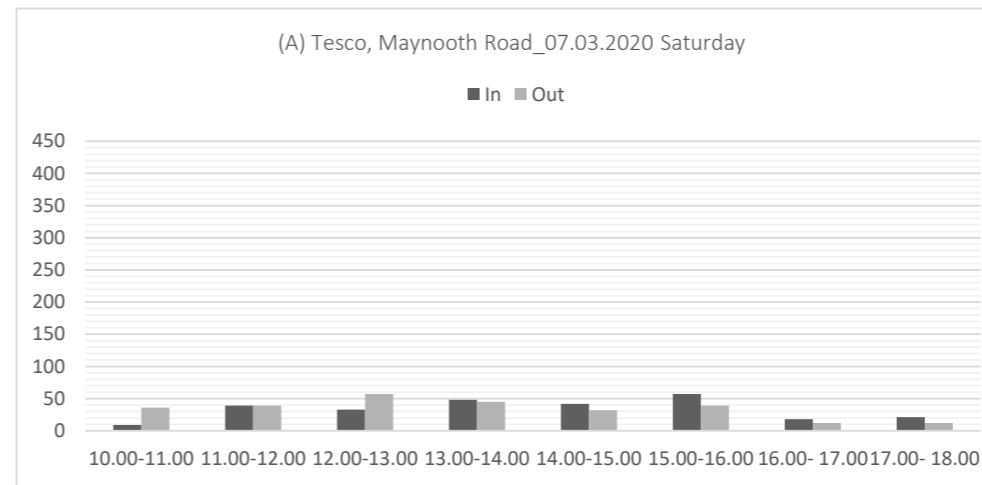
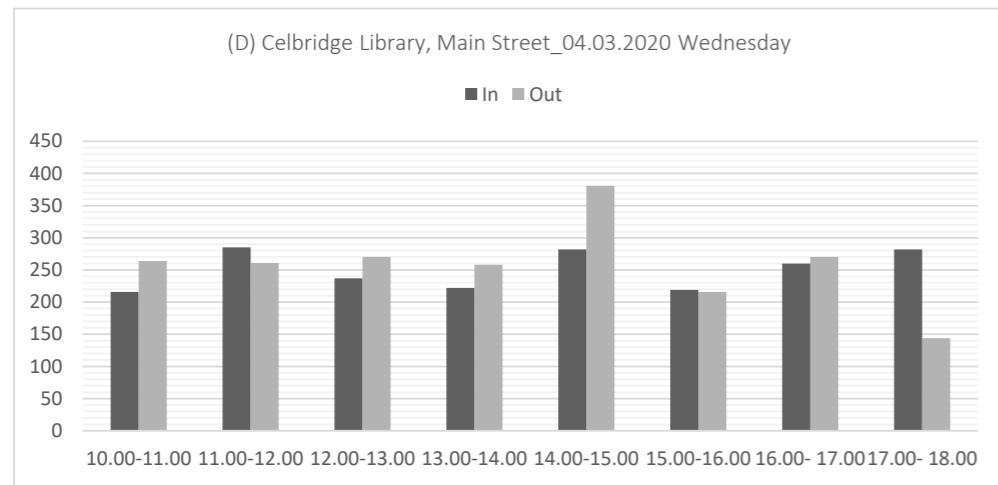
## 5 Key Findings

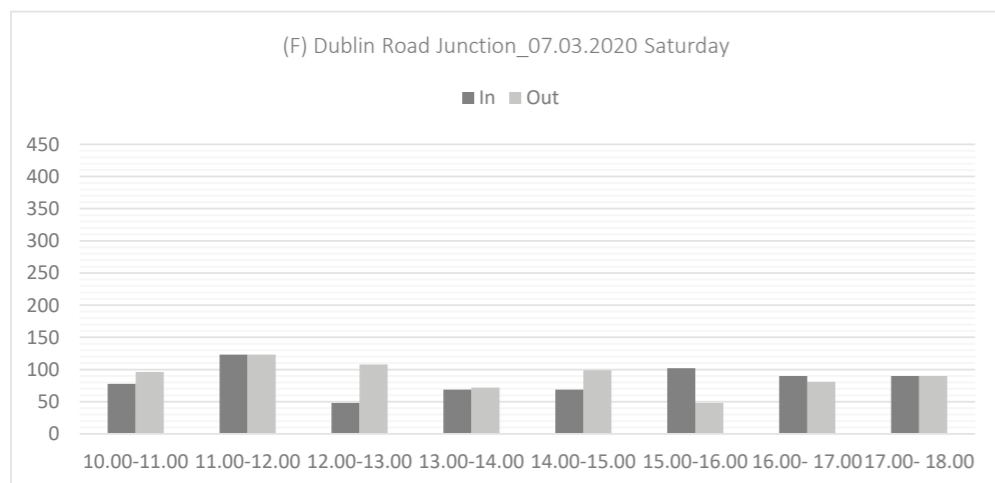
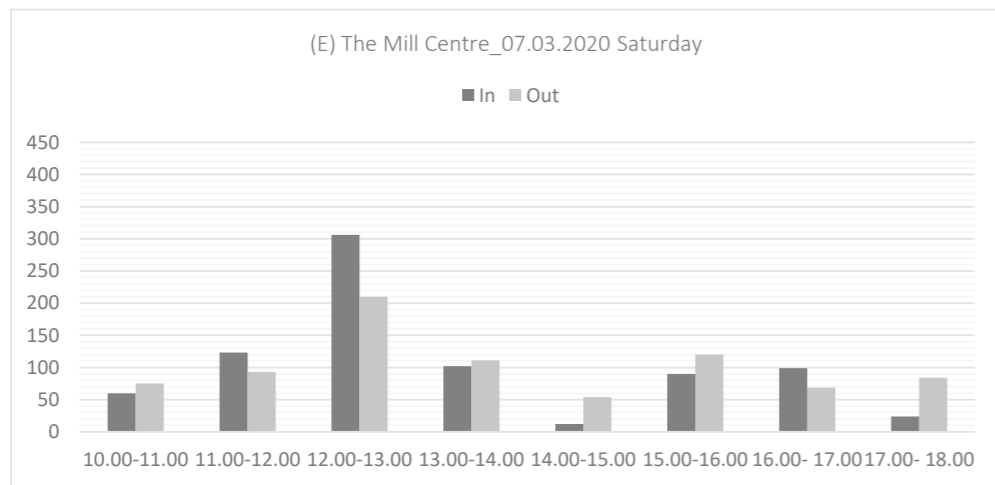
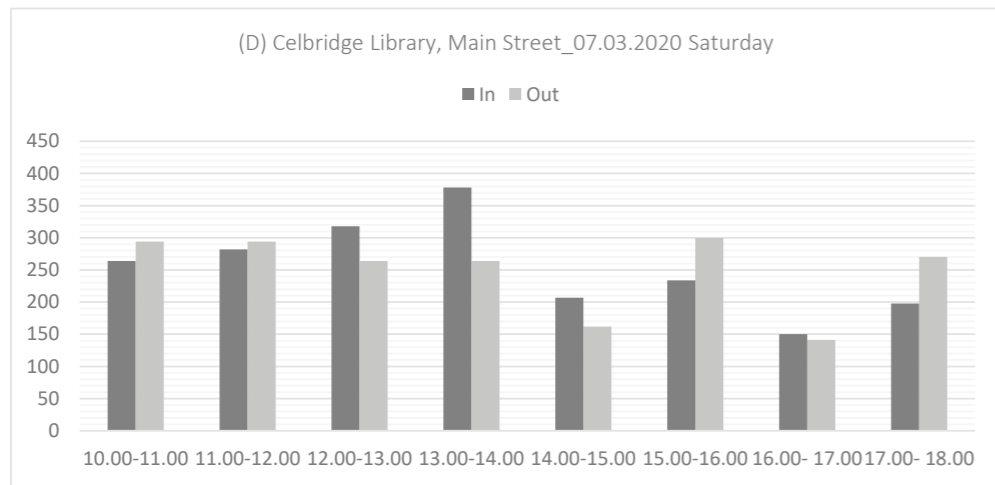
- The Main Street generates movements but there are issues regarding the lack of pedestrian crossings, cycleways and additional cycle stands near major destinations. This is particularly relevant on Main Street, with only one signalised pedestrian crossing for the stretch between the Dublin Road and Castletown. Safe and accessible pedestrian and cycling infrastructure for the observed demographic in and around Main Street is also highlighted.
- The location of the St Brigid's Girls National School, St. Patrick's Church and Castletown, all on the Main Street, generate higher numbers at peak hours during the week and mass times at the weekend.
- The ATMs, An Post and Centra generate major pedestrian flow and activity on Main Street during the week. This suggests that there may be an absence of evening activities to allow for the mix of day and night use, sought by the Council.
- The significant difference indicated by numbers for survey points A (Tesco) and B (Castletown) suggests that the areas which include the three supermarkets and high volume of residences on Maynooth Road have little interaction with the activities on Main Street.
- The heavily trafficked Dublin Road/Main Street junction does not have any designated pedestrian/cycle crossings. Furthermore, any intensification and further development of the Mill Centre will increase footfall at this junction. .
- The train station is located 2.3km south of the town. The distance combined with the lack of cycling facilities influences the modal choice of train commuters.

Appendix I





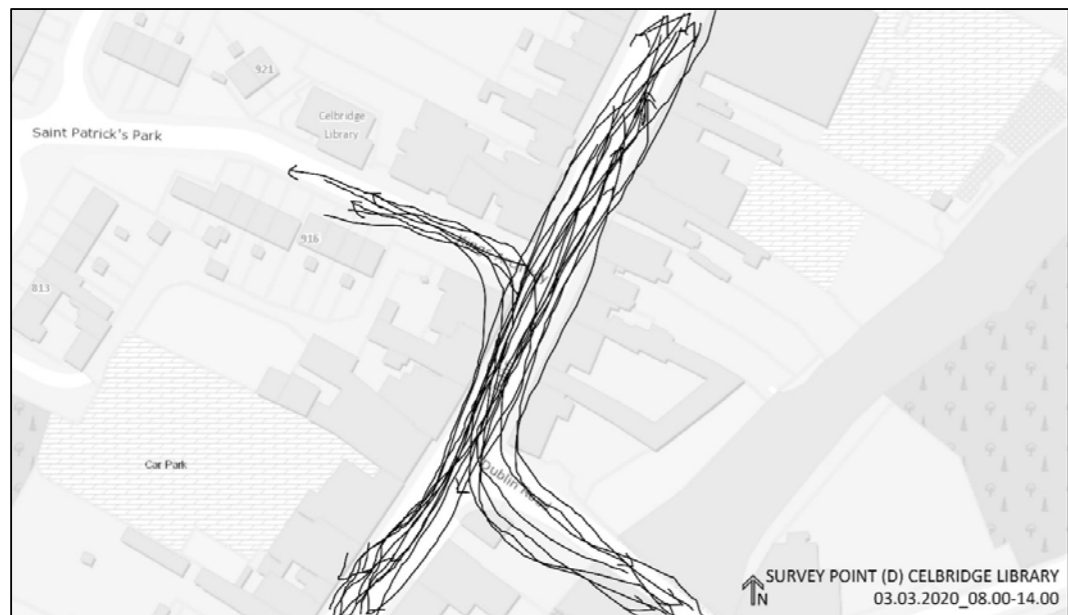


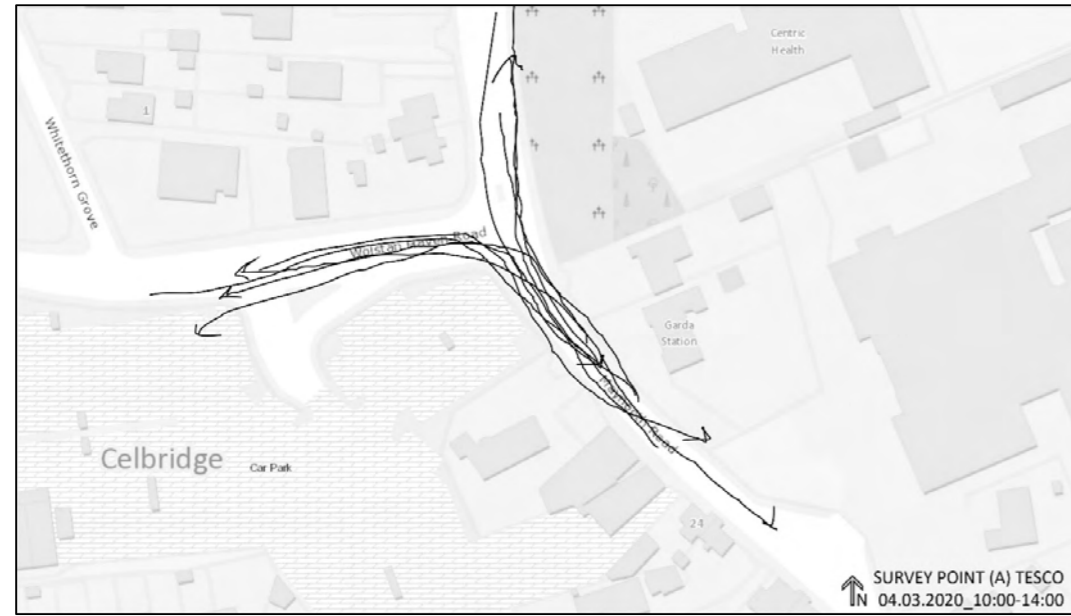


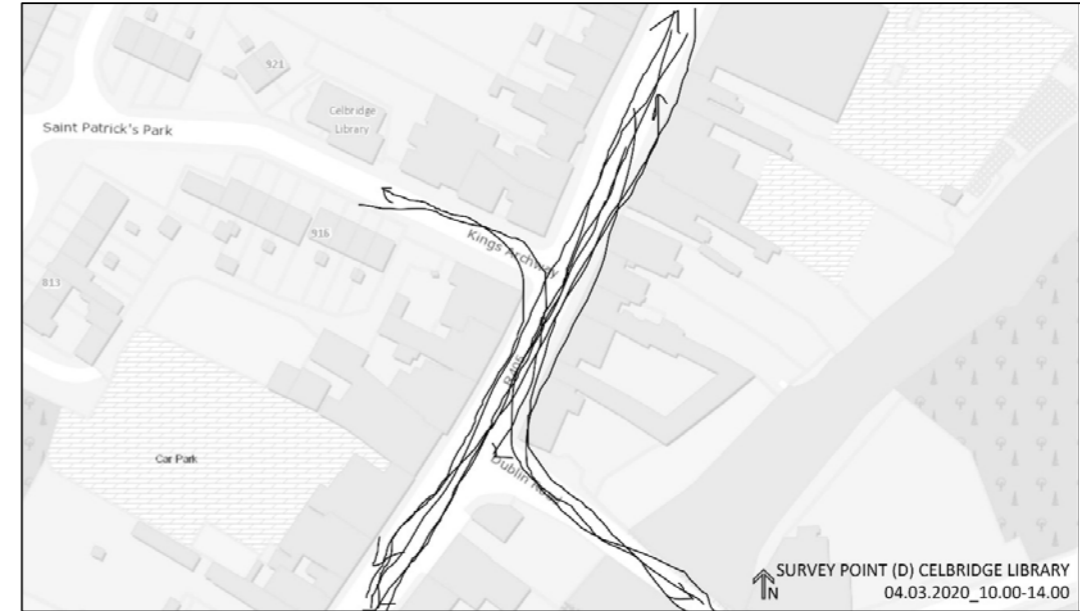
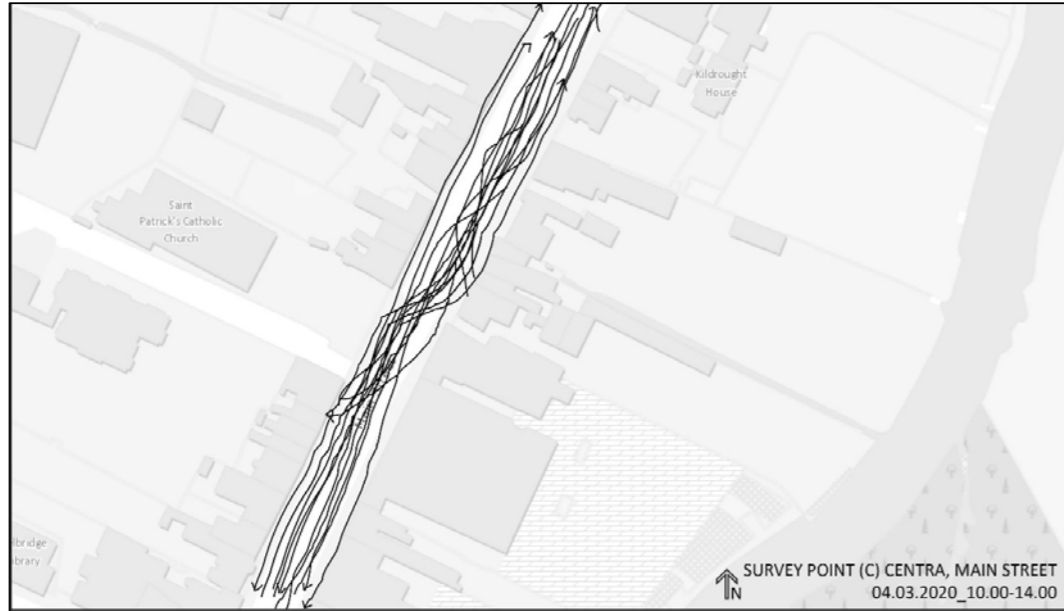
Appendix II

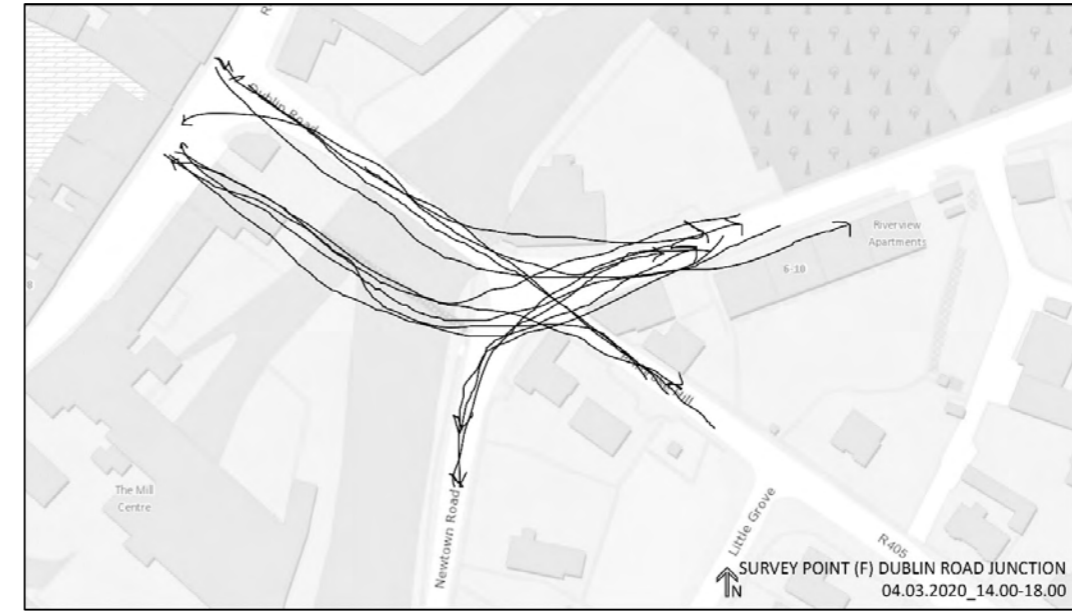
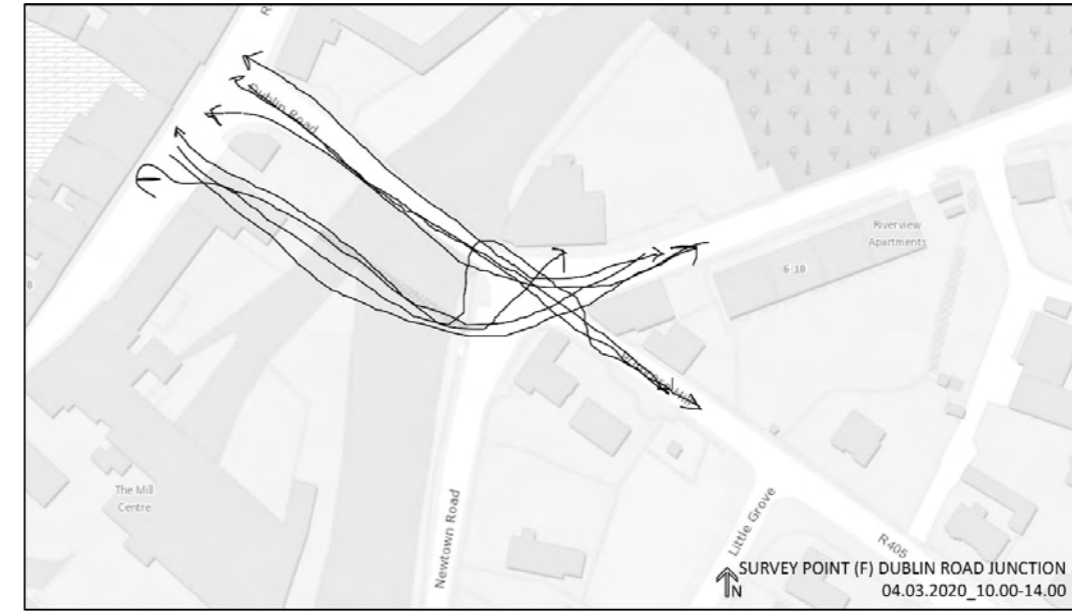


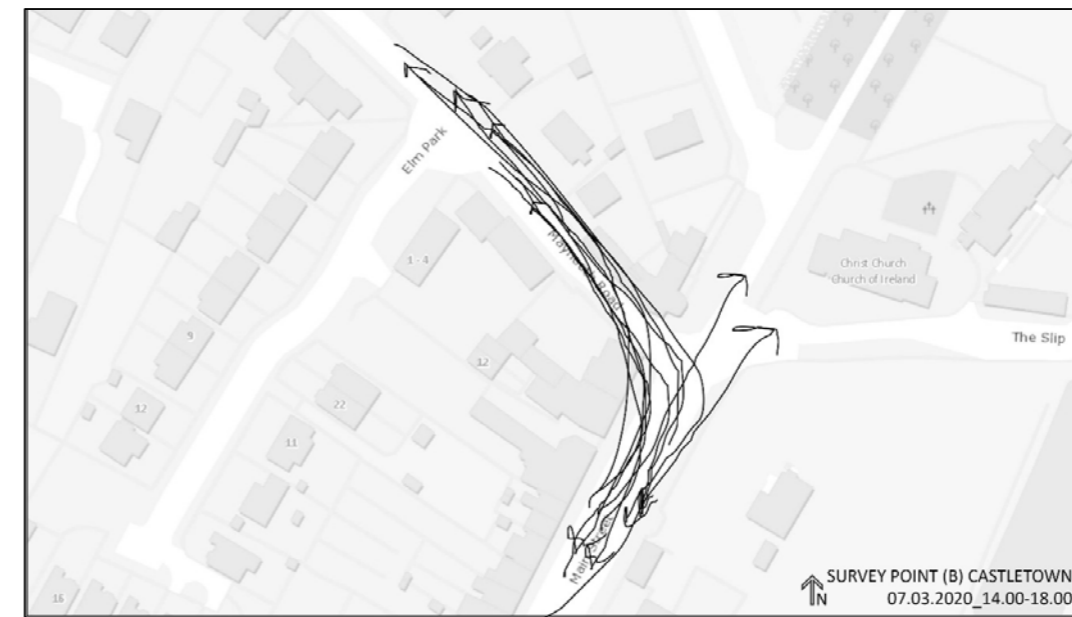
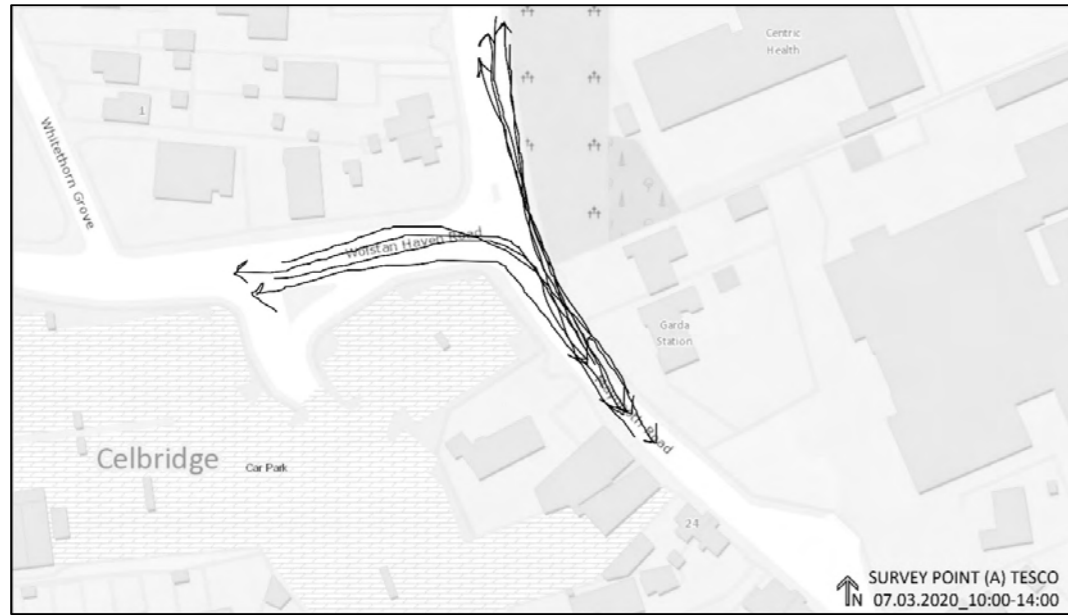




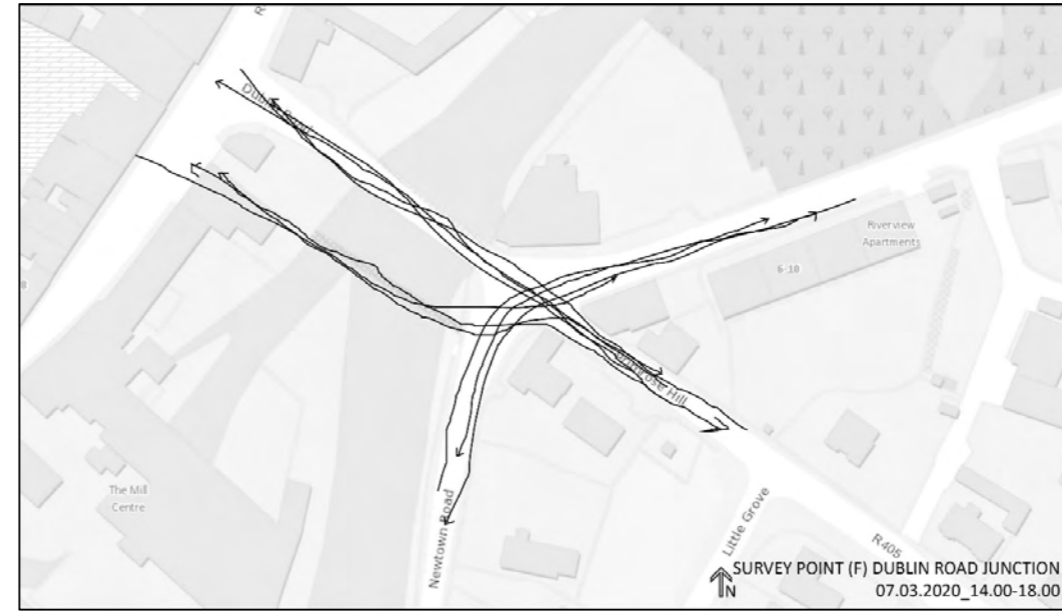
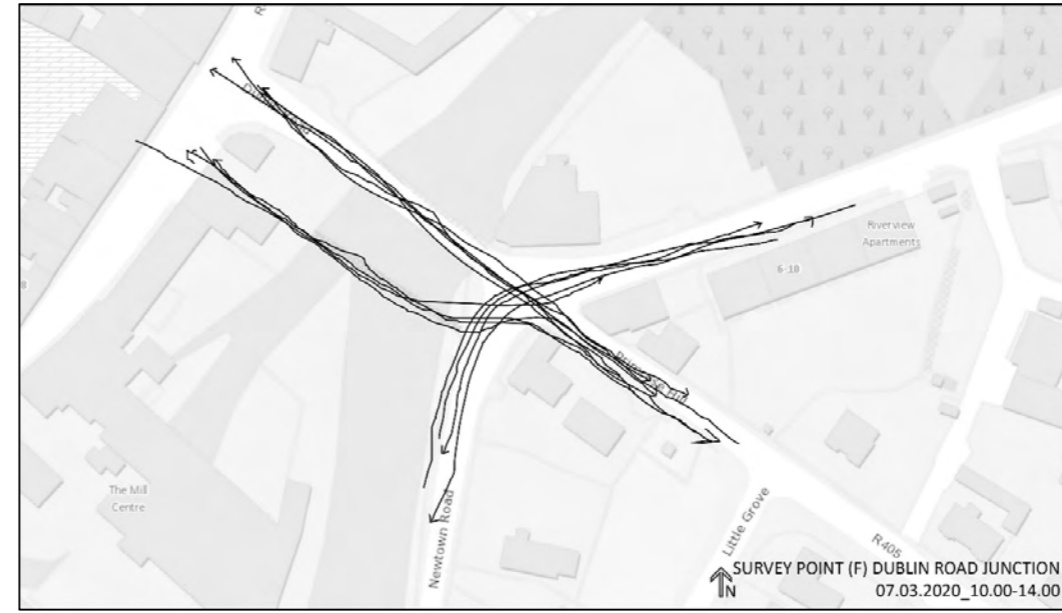


















**Survey point E - Mill Centre**  
Stand in position\*  
Use a stopwatch - count for 10 minutes  
Count all the pedestrians walking through the streets:  
Count pedestrians in both directions & on both sides  
Count children, also children carried by parents  
Count buggies with symbol B  
Count people on roller skates and skateboards as pedestrians  
Count people on bikes with symbol BK  
Count wheelchairs with symbol W  
Don't count stationary people that have not yet crossed the line  
Trace direction of travel with arrow to indicate direction  
  
Notes:  
Activity near (Abbey)Parking and Mill Centre  
  
Please indicate the survey time:

<b>IN to Town</b>																			
<b>Out of Town</b>																			



**Survey point F - Dublin Road Junction**  
Road Junction  
Stand in position\*  
Use a stopwatch - count for 10 minutes  
Count all the pedestrians walking through the streets:  
Count pedestrians in both directions & on both sides  
Count children, also children carried by parents  
Count buggies with symbol B  
Count people on roller skates and skateboards as pedestrians  
Count people on bikes with symbol BK  
Count wheelchairs with symbol W  
Don't count stationary people that have not yet crossed the line  
Trace direction of travel with arrow to indicate direction  
  
Notes:  
Activity across the junction and if Supervatu

Please indicate the survey time:

<b>In to Town</b>																			
<b>Out of Town</b>																			

B

Appendix B:  
Public Consultation

# Consultation Overview

## Phase C: Online Consultation, Q3 2021 - Key Findings

A total of 87 comments were received from members of the public on consultation material provided on Kildare County Council's public consultation website.

A youth survey was also carried out at the same time which aimed to gain an understanding of the spaces where young people in Celbridge like to meet up and what they would like to see for their town. A total of 271 responses were received which are analysed further in this report. Respondents to the online presentation were permitted to comment freely, without the confines of a questionnaire, therefore, many responses contained multiple comments. For the purposes of establishing the figures contained in this document, we have extracted and categorised all points under the following headings:

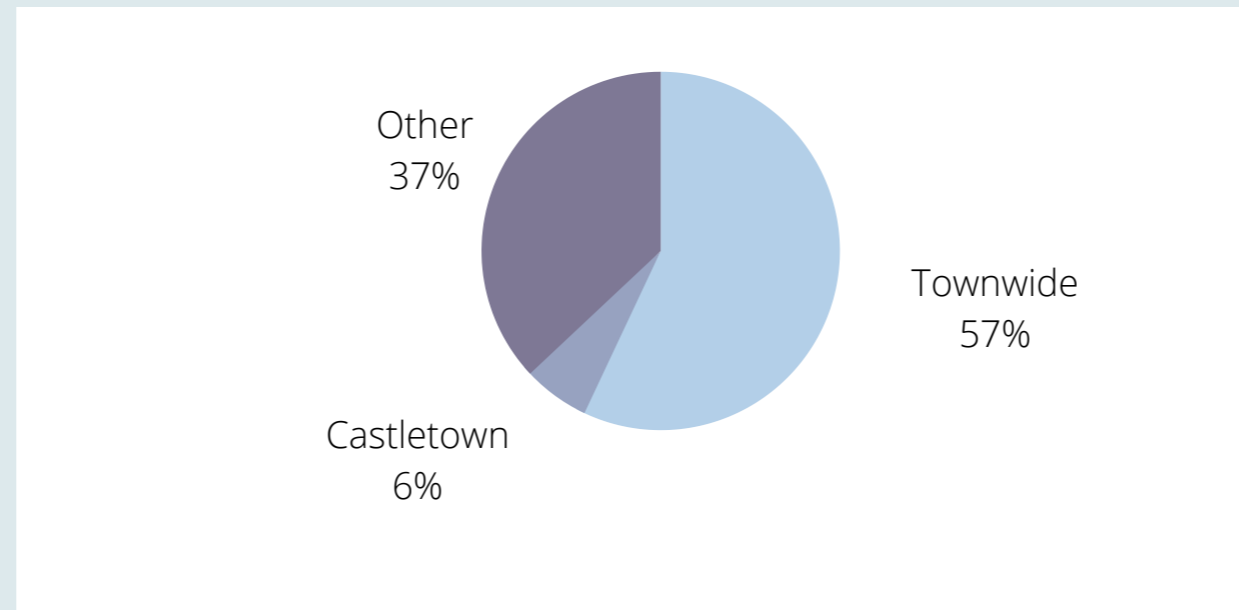
- Cycle & Pedestrian
- Transport & Parking
- Facilities
- Upkeep
- Other

### Location Insights

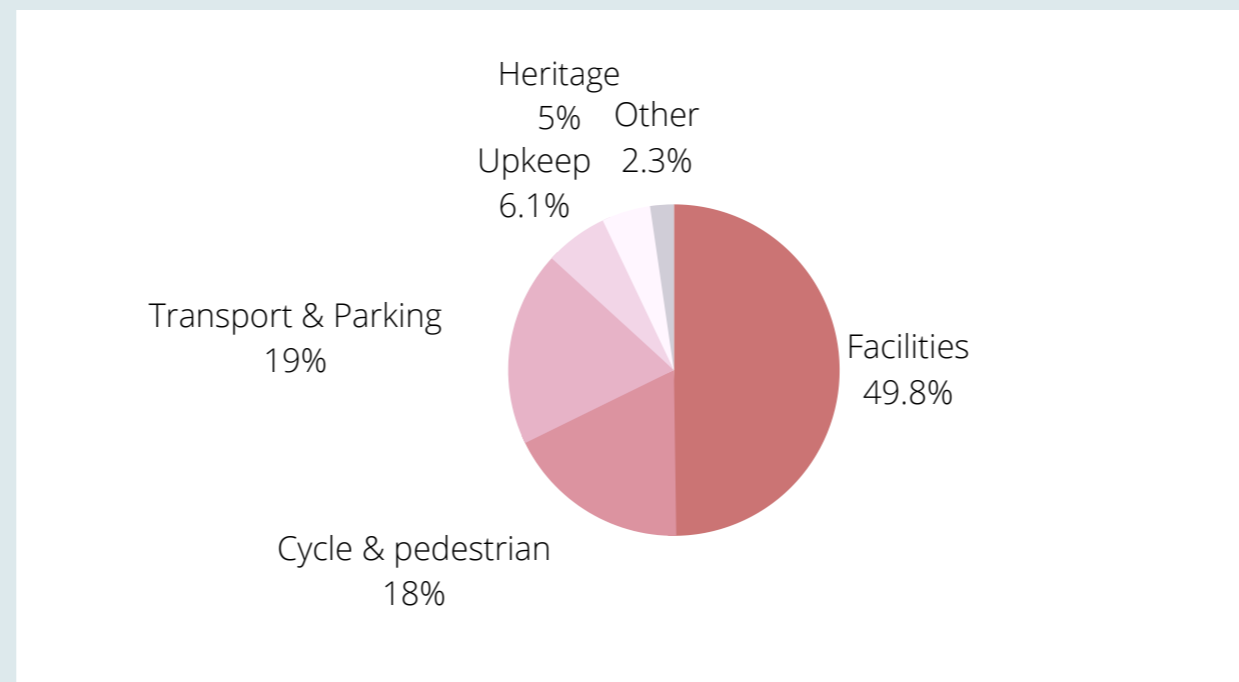
The largest portion of comments related to town-wide issues, for example, widening of footpaths, investments in cycle infrastructure or improving the traffic situation.

### Key Topic Insights

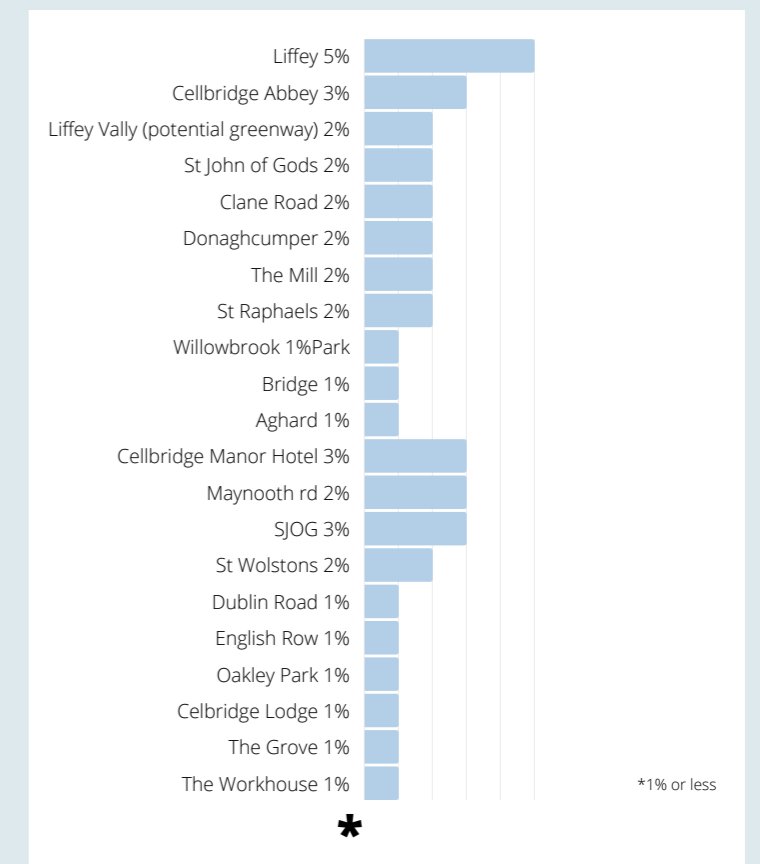
A need for facilities was the most commented aspect of the survey accounting for half of all comments. Cycle & Pedestrian, and Transport & Parking both accounted for one fifth of the comments.



Locations - Pie



Key Topics



Locations

# Consultation Key Findings

## Pedestrian & Cycle / Transport & Parking

Pedestrian & Cycle, along with Transport & Parking comments accounted for just over one third of all comments received.

### 1. Pedestrian / Cycle Comment Split

Cycle comments accounted for almost half of pedestrian & cycling comments.

### 2. Pedestrian & Cycle Infrastructure Insights

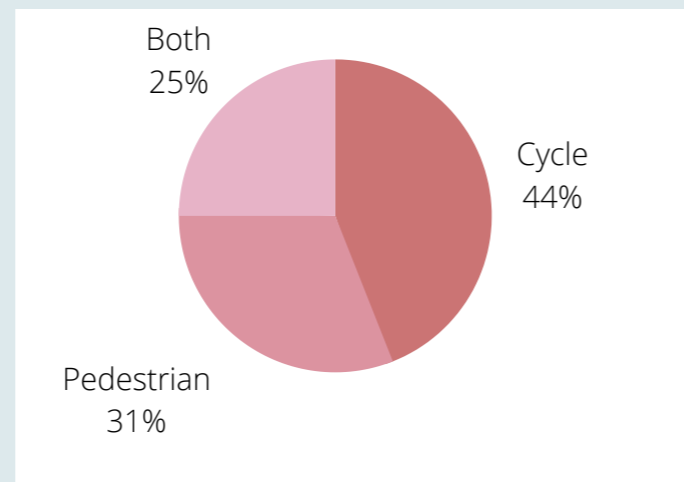
The majority of comments were in relation to suggestions for new infrastructure, accounting for just over two thirds of all comments relating to cycle/ pedestrian infrastructure.

### 3. Pedestrian & Cycle Detailed Topic Insights

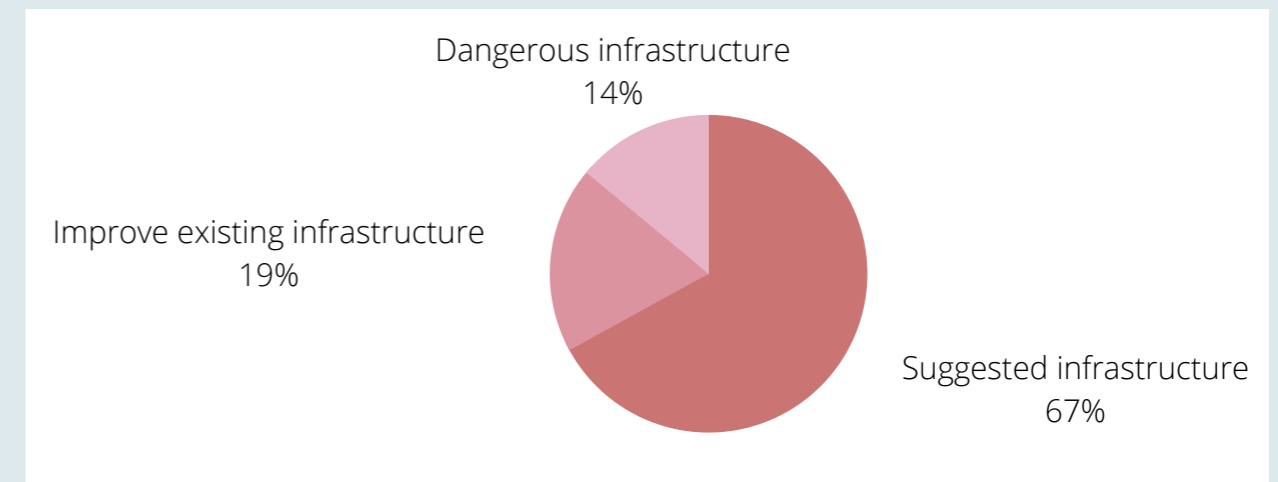
Proposals for new pedestrian / cycle routes and segregating bike paths accounted for a little over one half of all cycle and pedestrian comments. Improvements and narrow paths accounted for almost one third of comments.

### 4. Transport - Detailed Topic Split

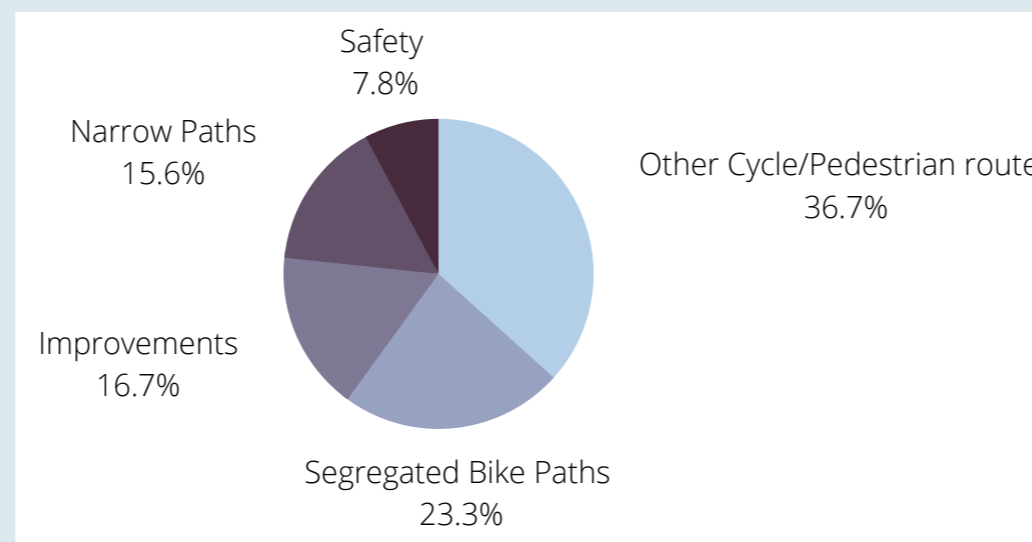
Issues with traffic were at the forefront of comments in relation to transport, accounting for one third of all transport related comments. Parking, Public Transport and the need for additional bridges, together accounted for almost half of all transport comments.



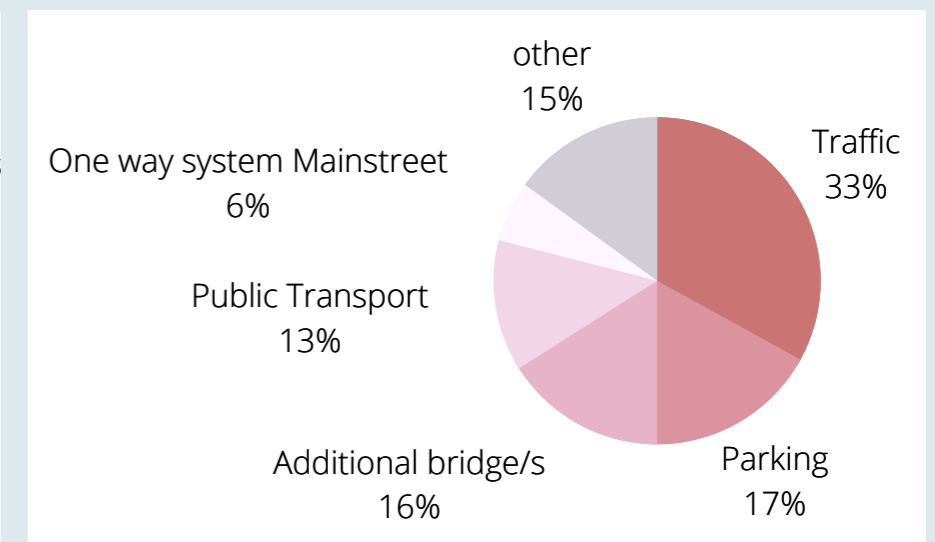
1. Pedestrian / Cycle Comment Split



2. Pedestrian & Cycle - Infrastructure



3. Pedestrian / Cycle - Detailed Topic Insights



4. Transport Insights

# Consultation Key Findings

## Facilities & Upkeep / Heritage

The need for facilities accounted for half of all comments received with Heritage accounting for just 5% of all comments.

### 1. Facilities Insights

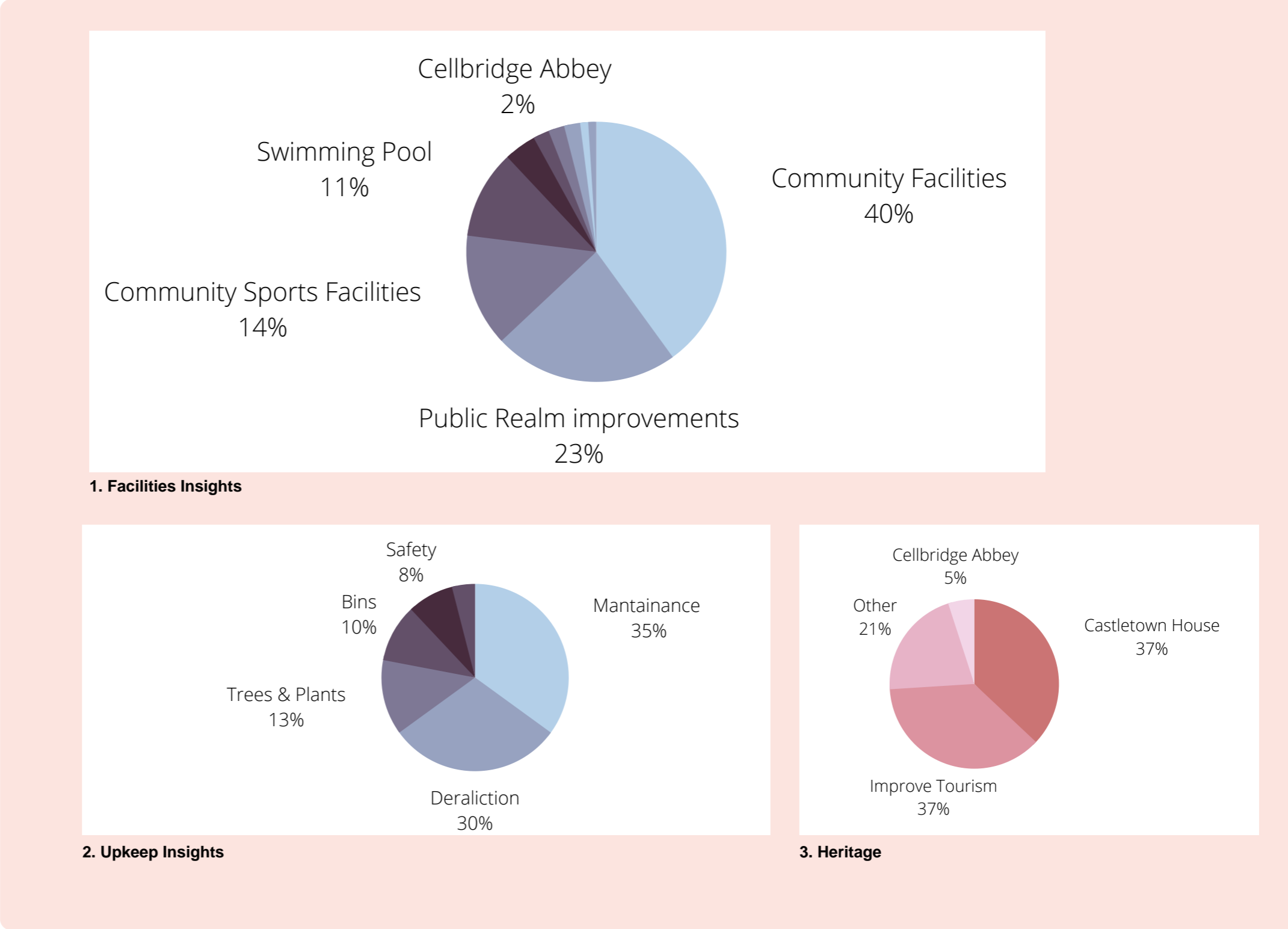
The need for community facilities was at the forefront of comments, accounting for a little under half of all facilities comments. Public realm accounted for almost one quarter of all facilities comments. The need for sports facilities accounted for nearly one quarter of all facilities comments, which included the need for a swimming pool.

### 2. Upkeep Insights

Maintenance was the most prominent topic accounting for over one third of Upkeep comments, with dereliction accounting for just under one third.

### 3. Heritage Insights

Key locations and topics of comments related to heritage, Castletown house and improving tourism in the town stand out as key areas.



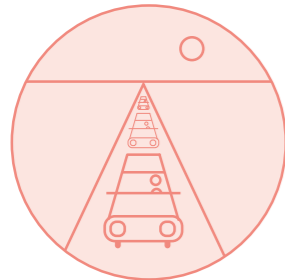
# Consultation Feedback Mapping

## Transport

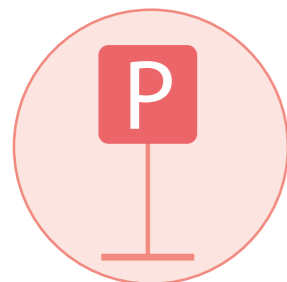
### Public Transport



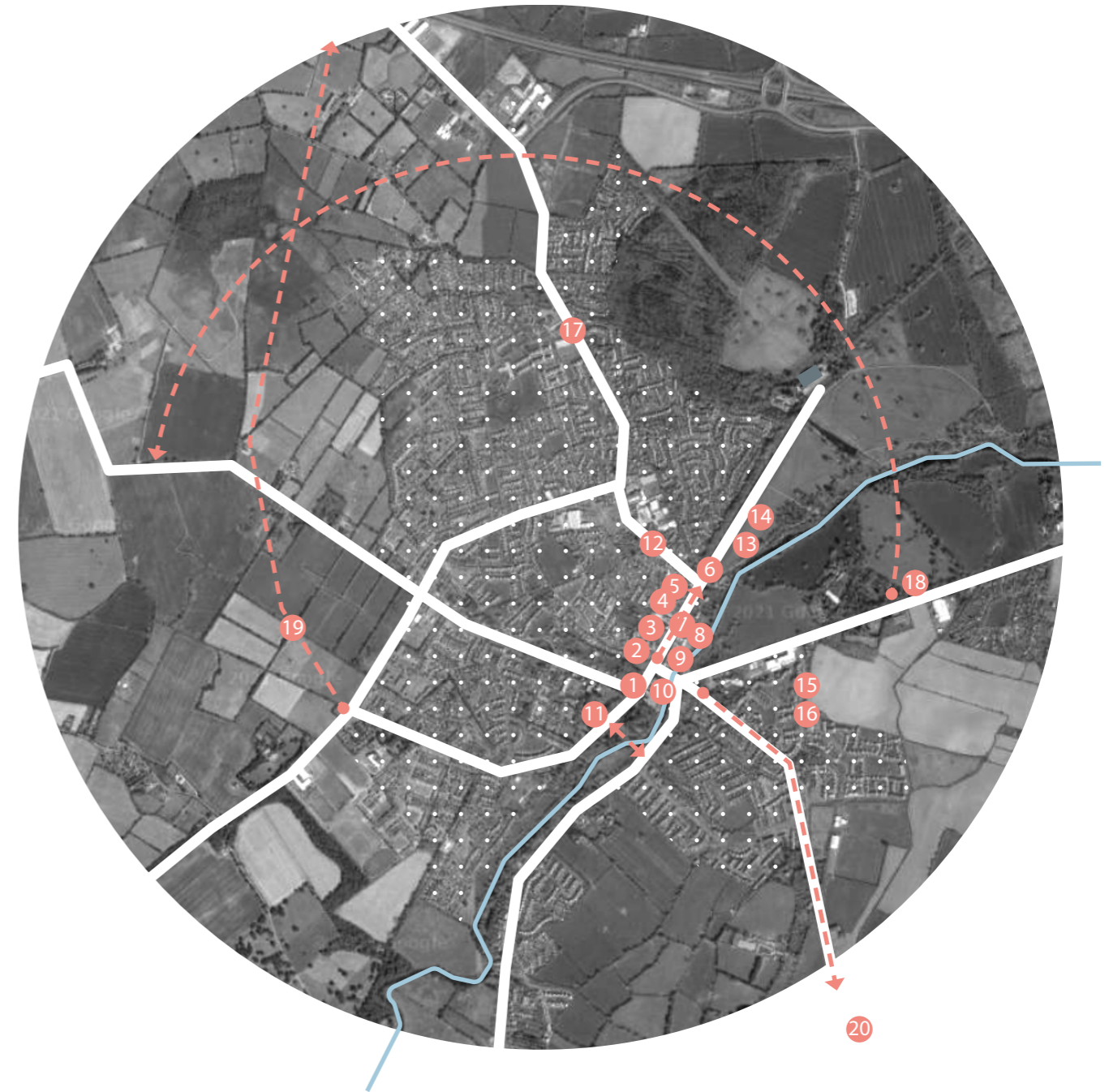
### Traffic



### Parking



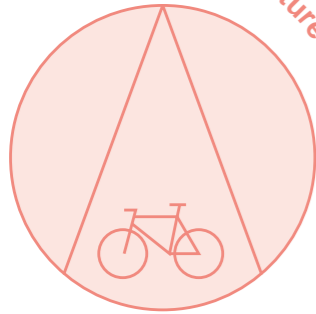
1. Do not make Main street one way, it will lead to more difficulty for businesses
2. Make the village one way
3. Remove Parking on Mainstreet
4. Move the bus stop
5. Improved cycle/scooter lanes ( replace parking on Mainstreet)
6. Double continuous white lines on mainstreet
7. Remove island in the middle of the road on Mainstreet
8. Back car park needs lighting and new tarmac
9. Stop the right turn off the bridge
10. Possibly widen existing bridge
11. A second bridge for the south side of the town is a necessity
12. Enforced reduced speed limits
13. Tourist car park near main entrance, Castletown
14. Space for coach parking to bring older and less mobile tourists to the town
15. Public off street parking to accommodate the removal of spaces (location indicative)
16. Better promotion of parking space availability in the area (e.g. tescos outside town)
17. Basic left/right turn filter lanes at the Aghards road junction beside the bridge would alleviate a lot of congestion.
18. Bypass road for town
19. A ring road connecting the Clane road with the M4 Salens
20. Better link to Hazel hatch station



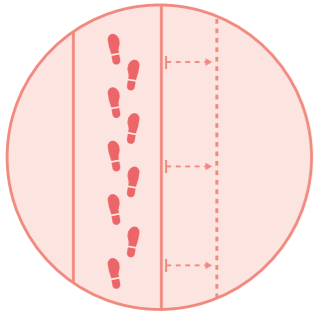
# Consultation Feedback Mapping

## Cycle & Pedestrian

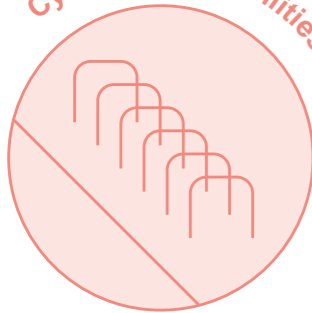
### Cycling Infrastructure



### Paths



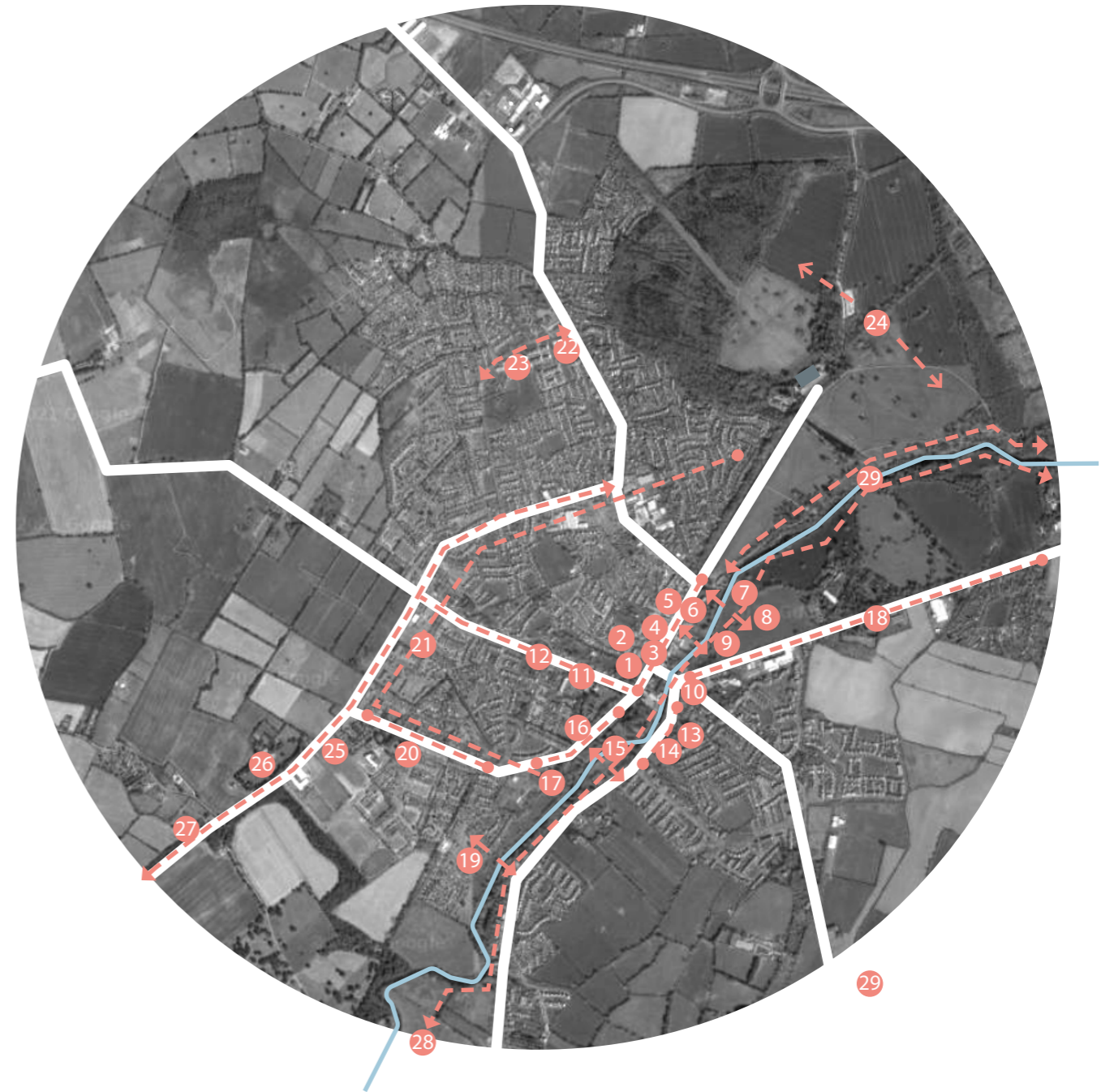
### Cycle locking facilities



### Barriers to use



1. Improve footpaths on Mainstreet by adding seating, trees, etc.
2. Widen footpaths on Mainstreet by removing on-street parking
3. Add a two-way cycle lane on the main street.
4. Expand footpaths in town centre
5. Secure bike locking on Mainstreet
6. New island on Mainstreet are dangerous for cyclists
7. Pedestrian river crossing over Liffey
8. Cycling / Pedestrian bridge from the Slipway to Donaghcomper cor to St Wolstan's Abbey
9. Footbridge from bank of Ireland to abbey lodge required
10. Widen old narrow bridge
11. Widen Footpaths SJOG Tea Lane
12. Pedestrian and cycling improvements to Church Road
13. New foot path inside the walls of the grove
14. Widen footpath from bridge to grove estate
15. Addition of extra walking/cycling river crossings
16. Footpaths at St Raphael's are too narrow
17. Cycle route link, Oakley Park/John of Gods and back to Liffey
18. Dublin road very dangerous for cyclists
19. A connection between the dirt cycle track of Abbey farm and River Abbey
20. Narrow footpaths alongside Celbridge Manor Hotel
21. Segregated cycle lanes leading to schools
22. Enough space to put 2m cycle path in front of Aldi.
23. Enough space to put 2m cycle path in front of Castlewellan Park
24. Paths in Castletown house are full of potholes
25. Footpaths too narrow, St Wolstan's & Clane Rd
26. No cycle-paths on Clane Rd
27. Footpaths are extremely narrow on Clane Rd & Celbridge abbey
28. Segregated greenway-style cycle routes -River route
29. Enough space to put 2m cycle path in front of Castlewellan Park

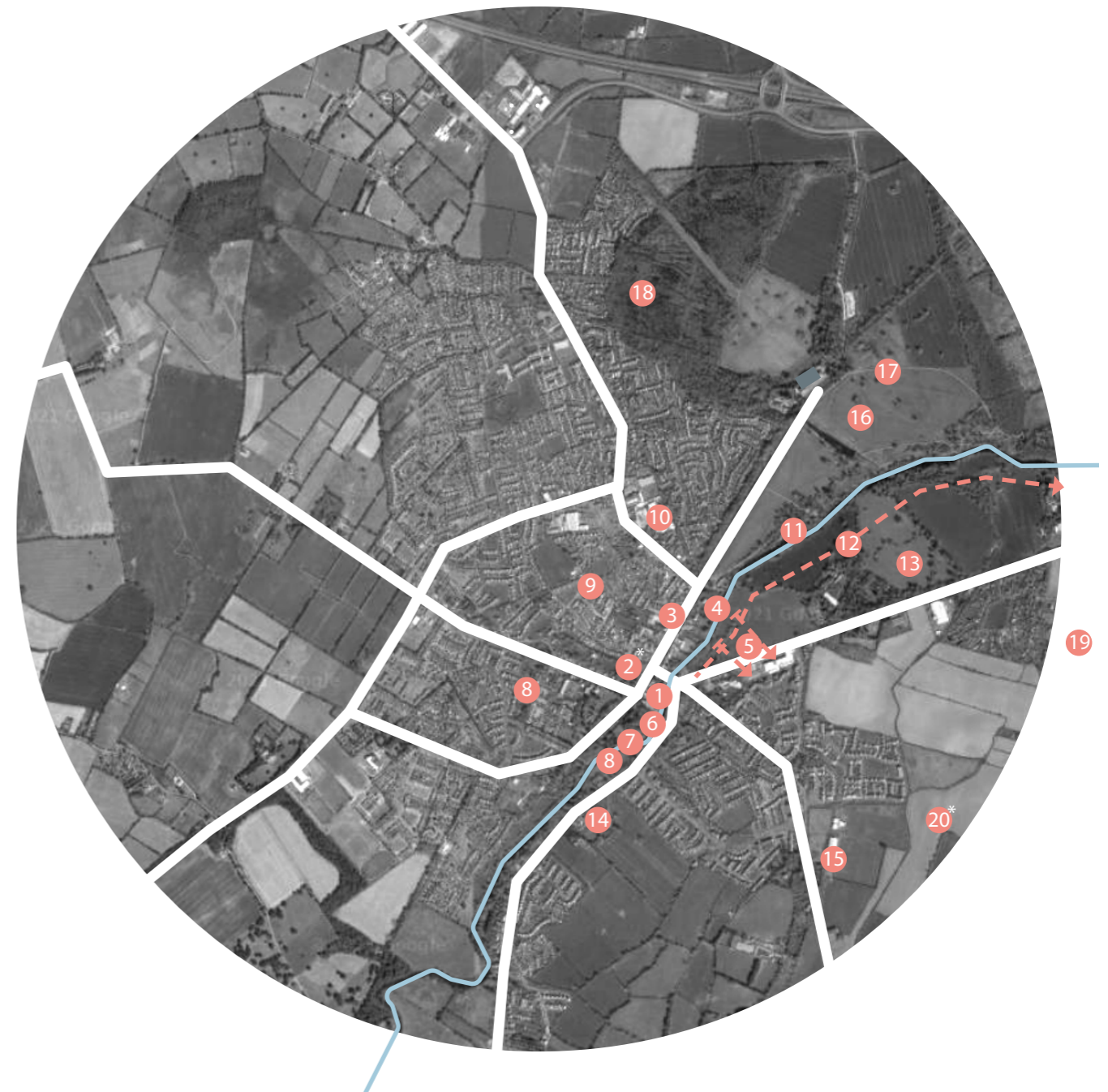


# Consultation Feedback Mapping

## Facilities



1. Create a public space along the Northern side of the Liffey between the Mill and the Bridge
2. Better access to emergency services\*
3. Permanent building for schools\*
4. Visitors/ Tourist centre
5. Expand the park to the other side of the Liffey at Donaghcumper
6. Re-develop Mill as historical museum
7. Open playground at the Abbey to the public again
8. Grounds in Celbridge Abbey are underused
9. Additional facilities for both soccer clubs
10. Develop colour trend factory into heritage museum
11. A board walk/riverbank pedestrian area along Liffey
12. Creating a footpath alongside the Liffey on Donaghcumper side
13. Open up Donaghcomper as a parkland that links to Leixlip ( via St Wolstans Priory, WB &Leixlip Castle
14. Sewage smell that wafts along main street and down the Clane Road
15. There is no proper infrastructure to facilitate all the new builds
16. More bins/ dog waste bins
17. Seats and benches in Castletown house parkland's
18. Purchase or CPO land within Castletown being used for agriculture despite amenity zoning
19. Additional facilities for both soccer clubs
20. Better access to emergency services\*



\*(Location not specified, Townwide)



# Consultation Feedback Mapping

## Facilities Continued



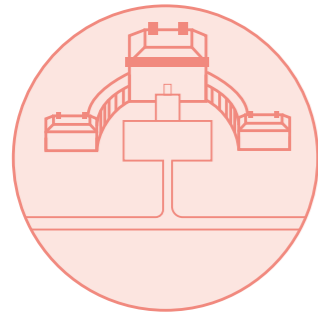
1. Theatre in town
2. More Restaurants with outdoor dining, Mainstreet
3. Partner with local catholic church to create civic space at front of church
4. Fit for purpose Library
5. Shops Facing onto River
6. Make Slip Accessible to public
7. Public Youth Centre in town centre
8. Public Seating area near Tesco
9. Picnic areas
10. Need for additional playgrounds
11. Connect greenspaces in town
12. Connect Donaghcumper with Castletown House via footbridge
13. Stop selling greenspaces to developers. Make green spaces public amenities
14. Re-open facilities at St Raphaels to public
15. Make use of SJOG grounds, buildings and facilities for public
16. Re-open sports facilities at St Raphael's to public
17. An Urban Parkland to the West of Celbridge
18. Open Celbridge Abbey to public
19. Walkway along Liffey
20. Additional greenery areas around Lidl
21. More Seating around Castletown House
22. Facilities at Willowbrook Park
23. Other Facilities, Location not specified: A women's Refuge for North Kildare, public seating, planting, child friendly spaces



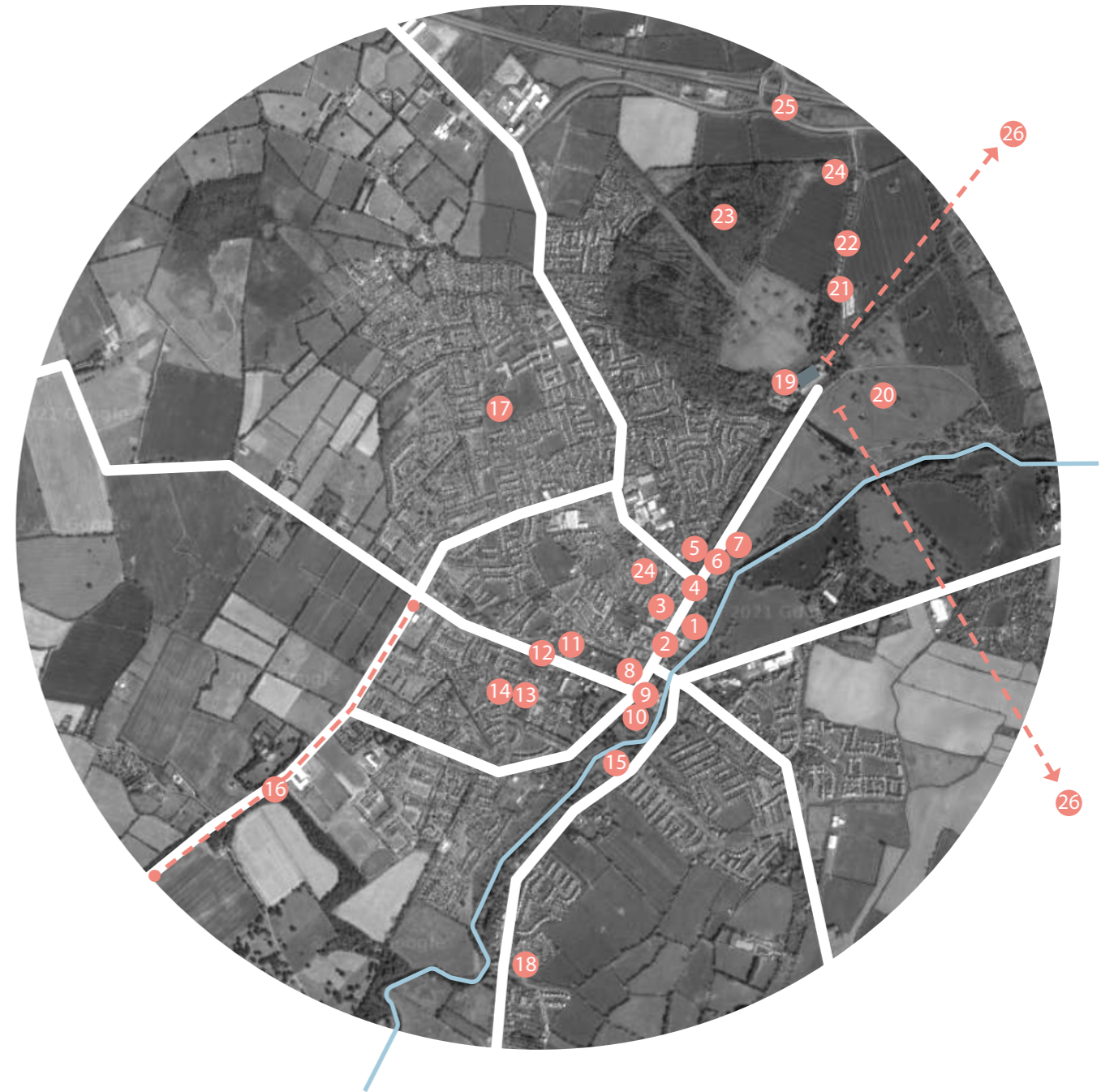
\*(Location not specified, Townwide)

# Consultation Feedback Mapping

## Upkeep & Heritage



1. Increase awareness for Arthur Guinness
2. Make Celbridge look more attractive to visitors with consistent historical façade on mainstreet
3. Upgrades to shop fronts on Mainstreet
4. Plaques or statues for heritage
5. Gates to Castletown House missing
6. Move back gates to Castletown house to create a plaza at the top of the town
7. Add Arthur Guinness statue to Proposed plaza
8. Upkeep on English Row
9. Develop derelict section of the Mill into a Heritage Museum & for community uses
10. Strategic plan for derelict buildings: The Mill
11. A plan to maintain the old trees in Celbridge Lodge
12. Renovate buildings at tea lane in need
13. Squash courts in SJOG are inaccessible to public and require minimal refurb
14. Strategic plan for derelict buildings: John of Gods
15. Celbridge Abbey, if so derelict should be acquired by OPW and open to the public
16. Protect vistas in Castletown house of the Wonderful barn and Conellys folly
17. Lighting and upkeep in Willowbrook Park
18. Trees at Killadon Lane form green buffer to town but not accessible to public
19. Increase awareness for Castletown house
20. Lack of facilities in and around Castletown House
21. Potholes in Castletown house car park
22. Bins on the grounds of castletown house
23. Do not fell old trees in Castletown house
24. Location of visitor carpark is problematic
25. Motorway entrance to Castletown house has taken from the town
26. Protect vistas in Castletown house of the Wonderful barn and Conellys folly



# Youth Survey

## Places to Hang Out

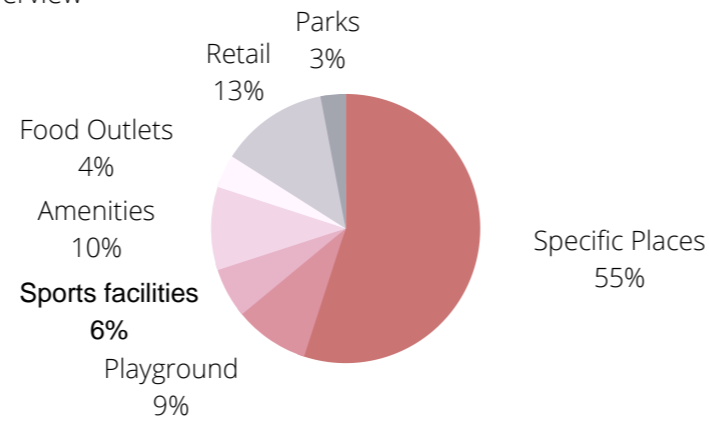
### Where did you hang out or meet with friends before Covid-19?

Over half of respondents named specific places where they hung out, which are broken down in chart 2 opposite. The remaining half of respondents named playgrounds, sports facilities, amenities (canal, youth club, library etc.), food outlets, retail or parks as the places they hang out. Castletown was by far the most named place to hang out, accounting for a little under half of all places named.

### Q2. Has this changed? If so, please list the reasons why.

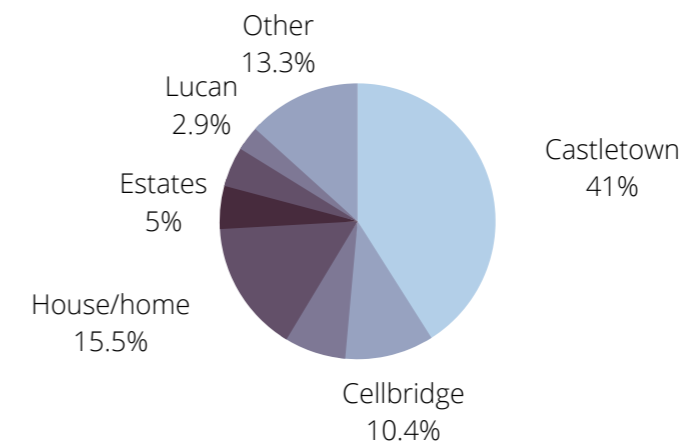
When asked if the place they hang out had changed, nearly half of all respondents said it had not changed. A little over one third said it had changed, and of those, one quarter said it was because they could no longer to go to peoples homes, or could go to limited places due to Covid. Nearly one fifth of those noted change in interests or getting older as their reason.

Overview



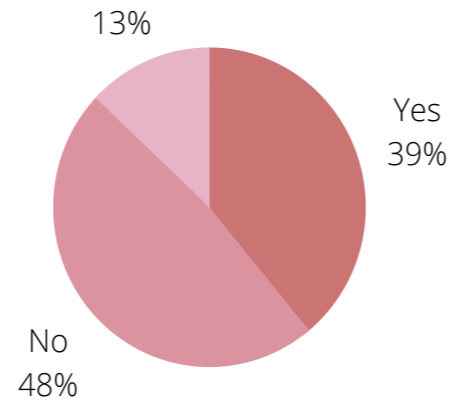
1. Where did you hang out before Covid-19?

Specific locations

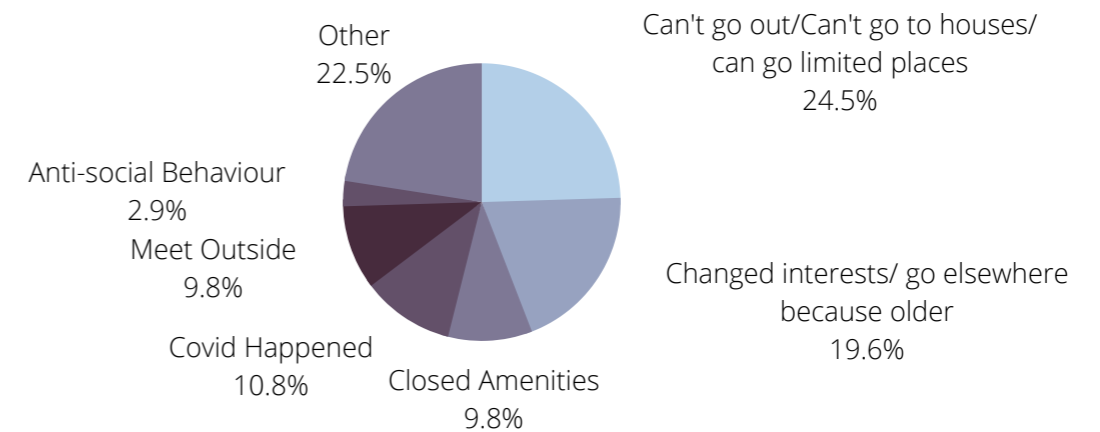


2. Specific Places Breakdown

Don't know/ no answer



3. Has this changed?



4. If so, please list the reasons why.

# Youth Survey

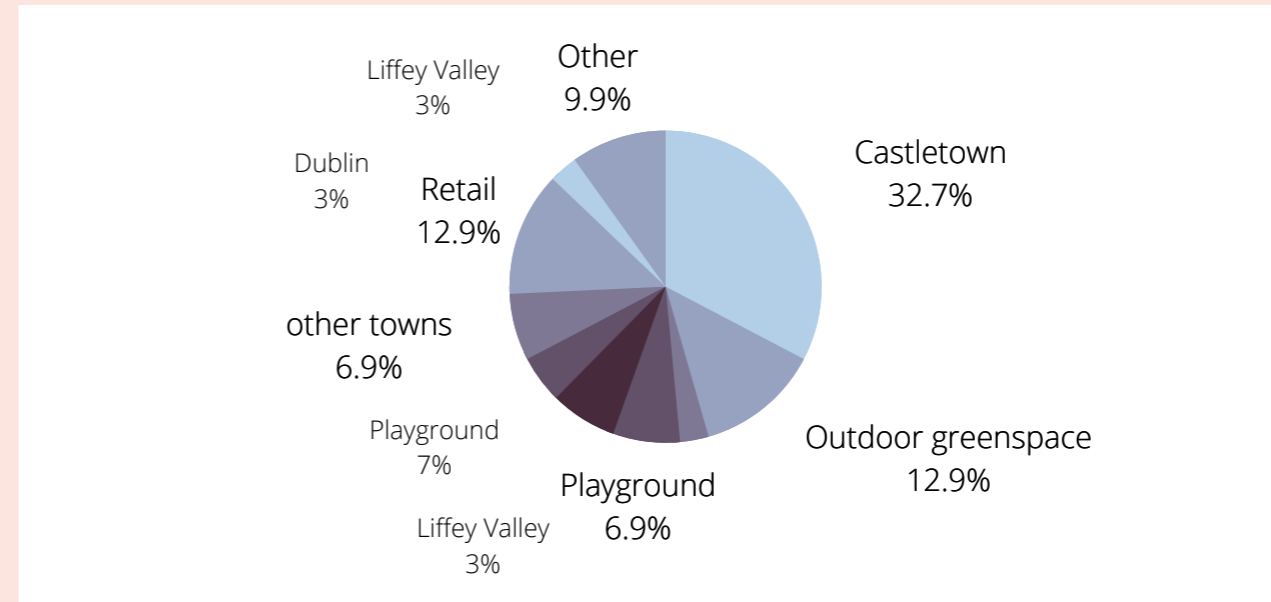
## Places to Hang Out

### What outdoor places do you hang out / meet with friends at during weekends and after school now?

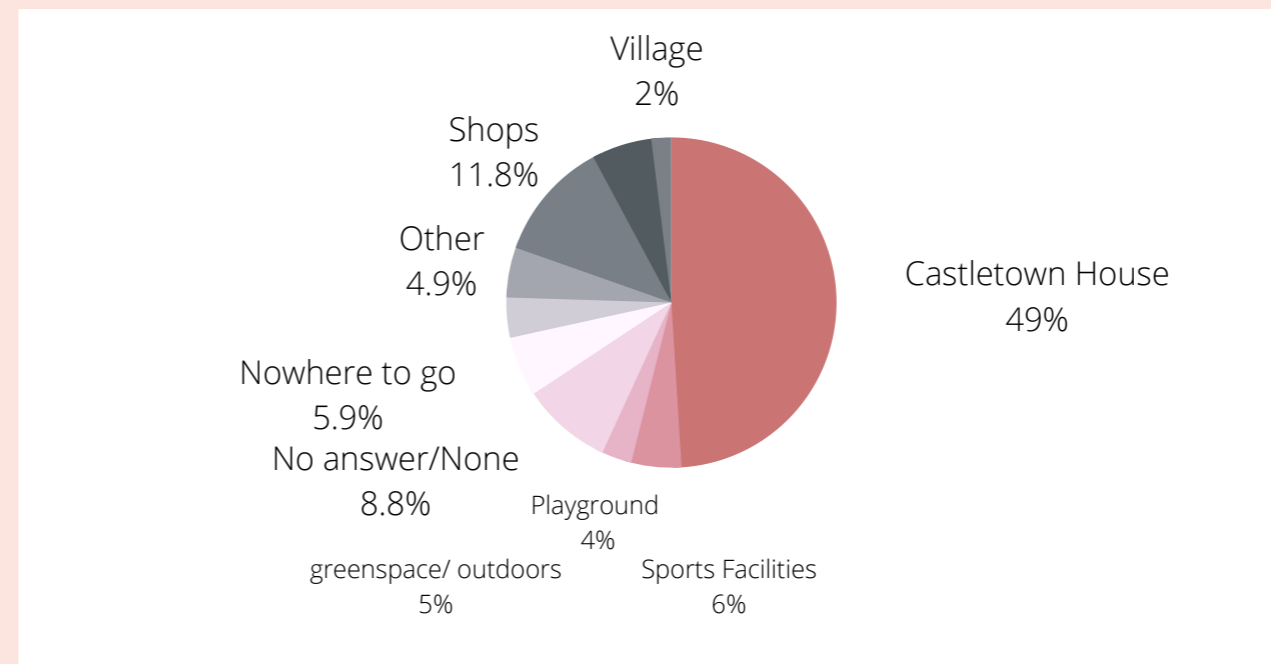
Castletown accounted for one third of all responses to this question. Outdoor green spaces, such as parks, estates greens or forests, accounted for 13% of all answers.

### What is your favourite place to go in Celbridge?

Again, Castletown was the most prominent answer to this question, accounting for almost half of the answers. Retail was the second most common answer accounting for 12%.



1. What outdoor places do you hang out?



2. What is your favourite place to go in Celbridge?

# Youth Survey

## Travel Time & Frequency

### How do you get to your favourite place?

Over half of respondents walk to their favourite place.  
Nearly one fifth cycle and one fifth a brought by car.

### How long in minutes does it take to get there from your home?

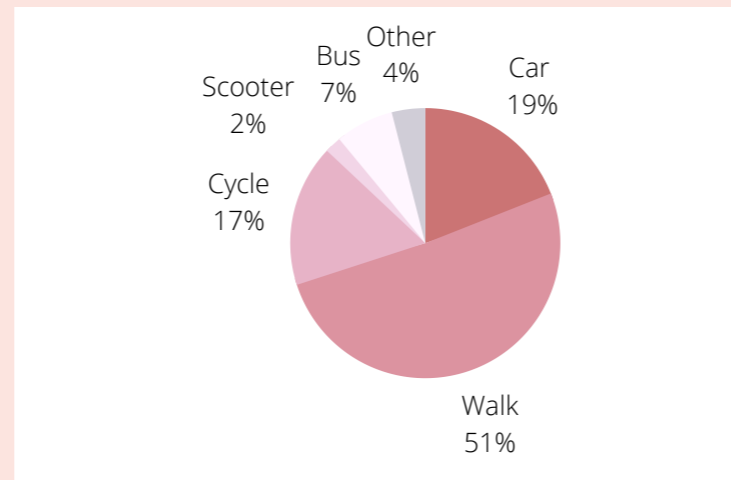
For just under half of respondents it takes between ten and twenty minutes to get to their favourite place from their home.

### How long does it take from school?

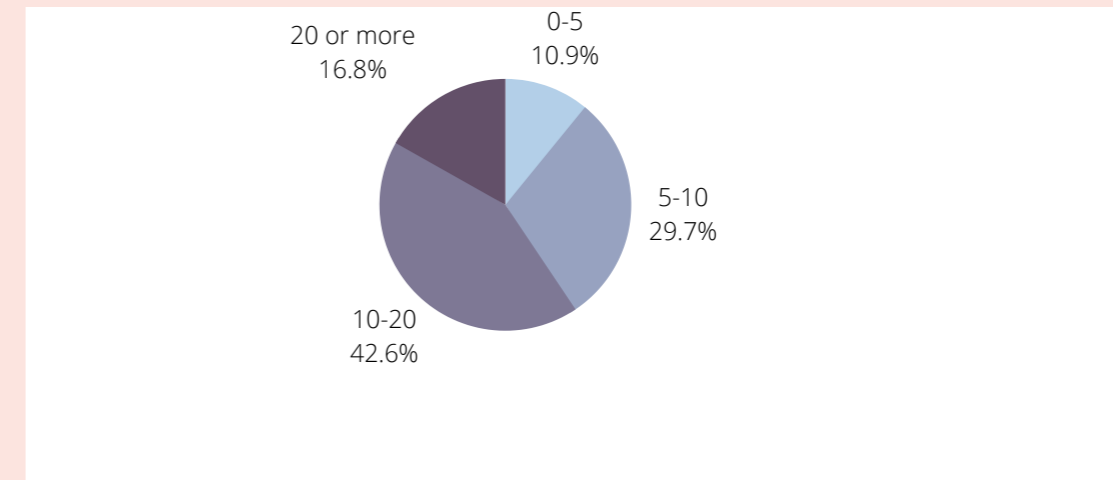
Half of the respondents said it take between ten and twenty minutes to get from school to their favourite place.

### How often do you go there?

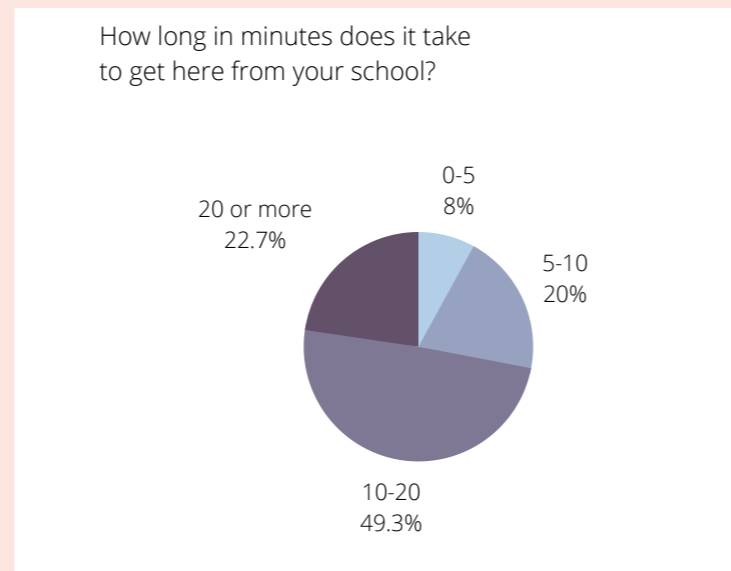
Just over half of respondents go to their favourite place weekly.



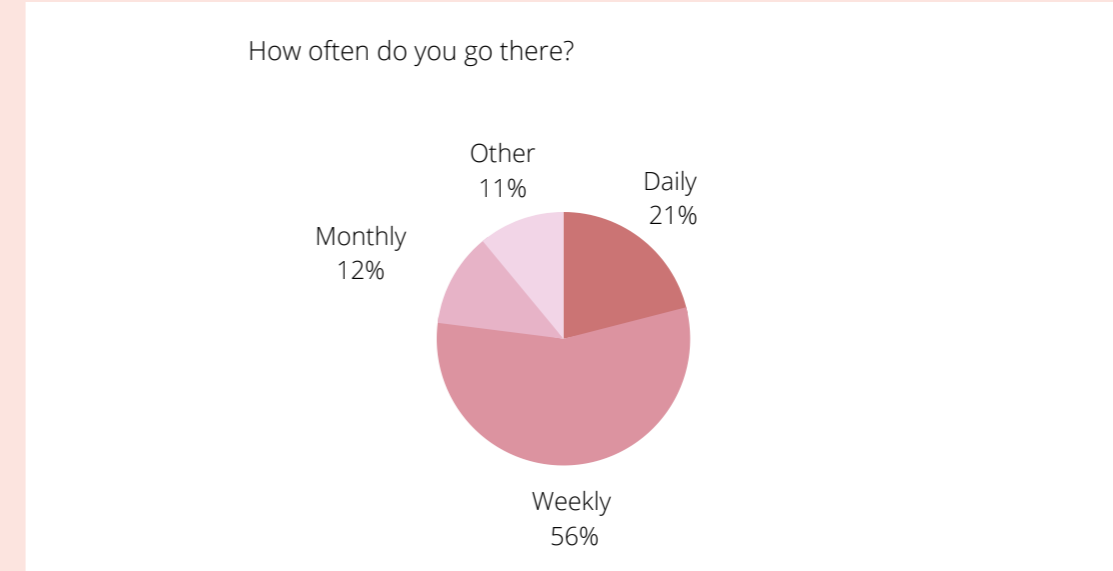
1. How do you get to your favourite place?



2. How long does it take from home?



3. How long does it take from school?



4. How often do you go there?

## **Celbridge Town Renewal Plan**

**Submissions**

**Observations report**

URN	Author	Location	Map Attached
KCC-C44-1	[REDACTED]		No

**Title:** Please for the love of god, before you do ANYTHING...

**Observation**

**Slide:** Celbridge Town Renewal Plan

**Pin:**

No1

Please for the love of god, before you do ANYTHING..sort the **traffic** out, stop allowing more and more houses to be built without proper traffic management. We have been screaming for this for years but no you still keep the new builds coming. **Make the village one way, stop the right turn off the bridge both sides..widen the corner into the village**, move the bus stop. You can get a bus from Dublin and hit Celbridge in 30 mins yet you can be 20/25 mins waiting to get over that bloody bridge, which in this day and age is insane.

Celbridge has nothing for the kids either, a skate park or public pitches, basketball etc etc, a swimming pool would be good too..

KCC-C44-2	[REDACTED]		No
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**Title:** Celbridge is not a sustainable town. There is no p...

**Observation**

**Slide:** Celbridge Town Renewal Plan

**Pin:**

No2

Celbridge is not a sustainable town. There is no proper infrastructure to deal with the traffic and there is a lack of green space. Proper infrastructure needs to be put in place to help ease traffic, also invest in other services like schools. But also create green space for wildlife and for people to enjoy.

KCC-C44-3	[REDACTED]		No
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# Appendix

119 Records

**Title: The Focal Point in Celbridge is Castletown House, ...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No3

The Focal Point in Celbridge is Castletown House, The Birth Place of Arthur Guinness and Dean Swift. Nothing that has been done has enhanced these, except for the erection of a statue. Where have the Gates to Castletown gone ? The entrance to Castletown is off the motorway which takes tourists away from our village. Now we are about to destroy Dean Swift with a bridge. A new swimming pool is badly needed for our village

KCC-C44-4



No

**Title: Castletown is an excellent local amenity that is b...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No4

Castletown is an excellent local amenity that is being let down by a potholed filled Cark Park and a paths that are unwalkable in winter, this needs to be addressed.

Secondly as others have said they town is becoming unlivable due to traffic, and needs to be addressed, lack of amenities for children and child care are also major issues. Kildare County Council before granting permission should make developers make a meaningful contribution to the town

KCC-C44-5



No

**Title: Celbridge needs an improved public realm, infrastr...**

28 Sep 2021, 11:37am

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119 Records

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No5

Celbridge needs an improved public realm, infrastructure upgrades, social infrastructure & improvement of its historic background.

Along the main street of Celbridge should be changed to cater for pedestrians not cars.

Remove on street parking, expand the footpaths, introduce dividers & planters and lower the speed limit.

As the population of Celbridge grows it too should its infrastructure.

Establish more cycling routes segregate them from the road where possible.

Establish a traffic management system, explore options of pedestrian crossings across the river Liffey.

As the population of Celbridge grows it too should its social infrastructure.

There needs to be an introduction of a proper swimming facility.

The children's playground by the Aghards school should be improved upon and also see a skatepark for teenagers.

Have public pitches/ basketball courts installed near housing centres or the schools for people to recreate in.

introducing more housing and not giving people anything to do where they live increases anti - social behaviour stop with the mindset of "ah sure it will be grand they have Castletown to go to" there must be more then just the one parkland, expand the park to the other side of the Liffey at Donaghcumper creating a footpath alongside the liffey as done in Castletown already for residents of Celbridge across the bridge.

Celbridge is a town rich in history. There is a great opportunity to expand upon this to promote the local economy and tourism.

On google maps you can see the old historic tree line of the previous paths from Castletown to Connolly's folly and the wonderful barn, establish those paths and introduce a nature walkway / cycle route with guided tours about their history.

At one point the Mill employed over 600 people at one stage. Take the derelict section of the mill and redevelop it into a local history museum in which you learn about the mills functions, history and if at all possible life as a factory worker. English row in Celbridge is named after workers in the mill who came from England to work in the factory.

Same concept with the Colourtrend paint factory which during its lifetime saw the height of the famine in Ireland.

There needs to be more done then just erecting plaques and statues they alone are no enough. A good starting point but more can be done to improve this aspect or otherwise the history is forgotten.

Please take these comments and notes in consideration of the devolvement of the masterplan and all others who submit their opinions.

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KCC-C44-6 [REDACTED] Celbridge Main Street No

**Title: Encourage town centre living by offering incentive...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No6

Encourage town centre living by offering incentives to business owners to relocate to ground floor premises which are currently vacant & do likewise to encourage residential occupancy of upper floors which then become available.

KCC-C44-7 [REDACTED] No

**Title: The town needs more traffic infrastructure prior t...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No7

The town needs more traffic infrastructure prior to the completion of housing estates. A ring road connecting the Clane road with the M4 salesians roundabout to divert unnecessary traffic around the town. A second bridge for the south side of the town is a necessity. A public swimming pool and additional facilities for both the soccer clubs is also very important as they now have combined over 50 teams catering for the community.

KCC-C44-8 [REDACTED] No

**Title: A bus that goes at least every 15 minutes would en...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No8

A bus that goes at least every 15 minutes would encourage more people to use it or even every 20. We have a large population and not enough buses. A pool would also be great for kids and adults alike but I think we all need a second bridge!

KCC-C44-9 [REDACTED] Celbridge No

**Title: As much as new housing is welcomed it is impossibl...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No9

As much as new housing is welcomed it is impossible to sustain basic movement in and out of celbridge as it is never mind with additional housing! Traffic is horrendous in all parts - village especially! Basic left/right turn filter lanes at the aghards road junction beside aldi would alleviate alot of congestion.

There are no amenities for youths/teenagers leading to destruction of the children's playground.

For the amount of teenagers in celbridge there needs to be basketball courts/skatepark/swimming pool

Our bowling alley is closed!

Bus service is still awful

Transport to train station needs improvement

Castletown carpark needs serious attention - with a dog park facility

More bins/ dog waste bins-

More pedestrian crossings

KCC-C44-10



No

**Title: Celbridge needs more infrastructure!! All types fr...****Observation****Slide: Celbridge Town Renewal Plan****Pin:**

No10

Celbridge needs more infrastructure!! All types from public transport to social infrastructure. We have no swimming pool in North kildare, no theatre, cinema, County council parks, skate parks or any amenities provided by kildare County council except a small playground serving one side of the village only. Kildare County Council seems to be happy to take our property tax money without providing any infrastructure for us. The bridge is a nightmare and only to get worse with the increased development. Please provide us with the infrastructure we need!

KCC-C44-11



No

**Title: Open up Donaghcomper as a parkland/village extensi...****Observation****Slide: Celbridge Town Renewal Plan Area****Pin:**

No11

Open up Donaghcomper as a parkland/village extension, link it up with a parkland in Leixlip along the Liffey, incorporate St Wolstans Priory, the Wonderful Barn and Leixlip Castle

Donaghcomper and this area could be used to create a town square/river bank area for entertainment and social activities shared with Leixlip, much like St Catherine's Park in Fingal/Lucan.

There could a boardwalk/riverbank pedestrian area along Liffey.

This in turn could provide a safe cycling route along the Liffey to Leixlip/Lucan as it looks unlikely cycle friendly options will materialise on the Dublin road, particularly the Dublin/Weston side.

28 Sep 2021, 11:37am

We really need a bypass around the village, the from The M4 apple green roundabout to Clane Rd across to the Newtown Rd and up to the train station and back on to the Dublin Rd to remove unnecessary through traffic from the village, something that was needed 20 years ago at least.

More Schools with permanent facilities

Could part of the Mill be developed as a historical Museum and the upper levels of the building at the Tea Ln/Main St not be renovated as 1/2 bed apartments

There should be a small scale bike rental option in towns like ours that would allow local and also one way rental to other towns

Leixlip and Celbridge have been overlooked all my life for infrastructure as we are between Lucan in Fingal and Maynooth. Between Leixlip(circ 15K\*), Celbridge(circ 20K\*) and Maynooth (circ 15K\*) we represent about 21% of the circ 222K\* people in Kildare according to the 2016 census\* and the 3 towns are the 3rd,4th and 5th most populous in Kildare and within stones throw of each other. It looks worse on a national scale if you exclude the 5 Cities Celbridge is 16th in population in the whole Country, Leixlip is 24th and Maynooth is 26th yet the area is staved of development unless it is house building. LPT gets sent away to other areas that have amenities and infrastructure that dose not even exist here.

Other towns/villages in Kildare with less population and traffic have revived things we have been asking about for over 50 years.

KCC-C44-12



No

**Title: Place is too crowded with houses everywhere and in...****Observation****Slide: Celbridge Town Renewal Plan****Pin:**

No 12

Place is too crowded with houses everywhere and insufficient infrastructure. Stretch the urban boundaries out further to create more space for housing, which needs not to be sold off to vulture funds like the recent estates.

Multiple recreational areas for young people of all ages including a swimming pool and skate park and other amenities.

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Road network is a joke.  
 Don't sell land at liffey in town centre for houses; create an area with coffee shops and dining options.  
 Help main street to look more attractive to visitors with consistent facades fitting with it being an historic town. Use castletown and links to Arthur Guinness as tourist destination adequately.  
 Road works needed to be properly planned. The ones currently at Shackleton junction are ridiculous.

KCC-C44-13 [REDACTED] No

**Title: Suggest the swimming pool in St Raphaels is upgrad...**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No13

Suggest the swimming pool in St Raphaels is upgraded and made available for children's swimming lessons as priority if this is public property? The playground and surrounding park at the Abbey should also be upgraded and made open to public..again not sure of ownership. The town could really do with more quiet green spaces, and children & family amenities such as a swimming pool & playgrounds

KCC-C44-14 [REDACTED] No

**Title: This is a precious amenity for Celbridge and shoul...**

**Observation**

**Slide: Public Spaces**

**Pin:**

No14

This is a precious amenity for Celbridge and should be well maintained and preserved. The paths and

car park are not sufficiently maintained. The park's peacefulness and tranquillity is destroyed by the amount of visitors. If there were more nature escapes and pleasant green spaces to go for a walk in Celbridge we would not all be trying to visit Castletown at the same time. A few seats/benches would be nice too.

KCC-C44-15 [REDACTED] No

**Title: Oldtown KDA, Raphaels KDA, Abbey Gardens, The Mill...**

**Observation**

**Slide: Celbridge Town Renewal Plan Area**

**Pin:**

No15

Oldtown KDA, Raphaels KDA, Abbey Gardens, The Mill, Castletown Demesne

KCC-C44-16 [REDACTED] No

**Title: First and foremost address the traffic issues. Sto...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No16

First and foremost address the traffic issues. Stop allowing new builds until current infrastructure is improved. Secondly fix the sewerage issues. There's an intermittent sewage smell that wafts along main street and down the Clane Road. It comes in my front door from the Clane road and smells my whole house up. You can't talk about other much needed improvements until these fundamentals are sorted out. From a health and safety aspect I can't see how you can allow new housing estates such as the one on old town road be connected to a sewage system which has a continuous odour emanating from it. Have you heard the town being referred to as SMELLBRIDGE? Not something to be proud of

KCC-C44-17 [REDACTED] No

**Title: All green space is at Castletown - needs amenities...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No17

All green space is at Castletown - needs amenities at the other end of the town. The grounds in the Abbey offer a great attraction but are completely underused. Road congestion is terrible. There is a pool at St Raphaels but perhaps could be upgraded. Housing estates need more facilities; basketball/tennis courts a good idea. Skateboard park needed as kids hang out in Tesco car park with their skate boards. The idle grounds of Donaghcomper are again beautiful - why aren't they opened up to the population of the town. Most needed is a school. With a growing population of over 20,000 it is ridiculous that the Community school has not started being built. We have been hearing that it is coming for a long time but 6 years on not a sign of it a new community school with proper sports facilities is a basic right. The Dublin road is lethal for cyclists and a zebra crossing is needed from the Apple Green station at the end of the Maynooth rd across towards the village as kids are left standing or on their bikes trying to cross when Saelisans/CCS school is finished. The main street has been improved with lamps, planters etc. Each upgrade makes such a positive difference to the whole community.

KCC-C44-18 [REDACTED] No

**Title: Traffic is a problem. But so is cycle infrastru...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No18

Traffic is a problem. But so is cycle infrastructure. Cycling up the main Street or to main st from St Raphaels direction is very dangerous, and around GAA club, particularly with children. There are

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good cycle lanes in some areas, which then suddenly disappear or join roads in a dangerous manner. Better links with the rail-line would be helpful.

Castletown is a great asset. The Abbey playground was too & is sorely missed (although opening hours were not great for school going children).

Too many new houses are planned with too little infrastructure.

Overall a good place to live but this is under threat due to transport issues & overdevelopment

Thanks

KCC-C44-19 [REDACTED] No

**Title: Please consider a playground and skate park on the...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No19

Please consider a playground and skate park on the Hazelhatch side of Celbridge. There is a piece of land between the GAA and the road, beside the entrance to Primrose Gate not in use.

KCC-C44-20 [REDACTED] No

**Title: We badly need traffic calming, better public trans...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No20

We badly need traffic calming, better public transport, and better connection to Hazelhatch station. A pool would be most welcome. It has been lovely to see the outdoor spaces in the town centre being used for socialising. It would be great to further develop this and include some weather proof options.

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A visitor Centre or tourist office may help to attract tourists. I have enjoyed the wildflowers in the area in front of Lidl.

KCC-C44-21 [REDACTED] No

**Title: Basic Town Planning, Infrastructure to support the...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No21

Basic Town Planning, Infrastructure to support the growing town. Roads, Public Transport, Cycle Lanes. Amenities for young teens is a massive requirement, who currently plaque playgrounds for small children as they have nowhere else to go. There are hundreds of new homes currently being built, now is the time for action (5 years ago would have been better)

KCC-C44-22 [REDACTED] [REDACTED]

**Title: Celbridge needs cycle paths Another bridge Impro...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No22

Celbridge needs cycle paths

Another bridge

Improved schedule for public buses

KCC-C44-23 [REDACTED] No

**Title: Main issues are Traffic Congestion, need for new L...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No23

Main issues are Traffic Congestion, need for new Liffey Bridge, Poor and inadequate Bus service to Dublin City Centre and UCD etc. Need for Bicycle lanes, No Swimming pool, No Cinema or indoor/outdoor activities to keep teenagers occupied. Stop building more houses till these are taken care of.

KCC-C44-24 [REDACTED] No

**Title: The creation of a river walking and cycling route ...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No24

The creation of a river walking and cycling route would open up lands for recreation and provide a link from Castletown to the West of the town.

Ideally this route would also incorporate some of the currently inaccessible lands of Oakley Park/John of Gods.

Increase priority for pedestrians over car traffic by reducing crossing distances at estate entrances (eg Celbridge Abbey, St Raphael's @ Shackleton Rd), addition of pedestrian crossings at same and extension of footpaths (especially at St John of Gods and at cottages on Maynooth Rd).

Make the Main Street a destination that people want to go to by removing on street parking and making the street one way. Addition of communal seating, greenery, small children's play areas and an event space.

Addition of segregated cycle lanes to each of the schools in the community to increase modal share

of cycling and protect our children.

Ensure pedestrian and cycling permeability is included in all new estates being built and look at opportunities to increase this permeability in existing estates (eg access to St Wolstan's/NKETs from adjacent estates or via the proposed river walk). Perhaps addition of extra walking/cycling river crossings would help with permeability.

KCC-C44-25 [redacted] [redacted] No

**Title: Celbridge Town Renewal Plan**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No25

Celbridge is now nearly the same population size as Naas and yet we have nowhere near the amount of amenities or services. We are the largest population wise of the 3 main towns between Leixlip, Maynooth and Celbridge yet most of the amenities or services are in Leixlip or Maynooth? If we are the biggest by population size therefore most likely paying the most tax (property tax) Especially with the rate of houses being built here we should definitely be getting the bigger share of facilities and services. We have one playground for the whole of celbridge and it's not even that great no swimming pool and yet you want to put the swimming pool in Maynooth all we have is an abundance of coffee shops, chemists and pubs we need more in the town. Castletown has a massive space could they not put a playground/skatepark/bike course for the kids there. The traffic is another issue all we every hear about is a second bridge how about we actually just get on with building the bridge and stop talking about it. There has been a massive amount of new homes being built without any further thought of services or amenities it's gone beyond a joke at this stage.

KCC-C44-26 [redacted] [redacted]

**Title: It is necessary to rectify the traffic situation o...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

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**Pin:**

No26

It is necessary to rectify the traffic situation otherwise we will end worse than Maynooth and it will be impossible to drive in or out of the town. We badly need amenities for young people, swimming pool, skate park, outdoor gym playground etc. Also an upgrade in public transport, more buses serving only Celbridge and a timetabled link to the train station from the town.

KCC-C44-27 [redacted] CELBRIDGE No

**Title: Celbridge Town Renewal Plan**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No27

celbridge needs real help from real planners in kcc.....and maybe some outside help.....great potential in the right hands.....several decades of neglect and bucket fulls of plans, studies, more plans, projects, feasibility studies, but no real action.....2021 still one narrow, not fit for purpose liffeey bridge.....o ya, plans for new one ,upstream, choices to made, and then more consultations.....but no diggers in the fields of athenry.....??.....maybe widen old bridge ,while we are talking, maybe put new footbridge, on luacan side of old bridge, maybe do both.....now.....all footpaths need to be widened, all over celbridge, new permanent schools would be nice, with playing fields around them, and super gyms contained therein. did i hear some body shout new swimming pool in celbridge or close by..?.....more parks dotted around the town. now.....more pedestrian crossings, to open up liffeey valley and more parklands. bus lanes and cycle lanes all around celbridge?.....ring road for the town is essential.....running from maynooth road all the way to ardcloough road, and on to train station and over to luacan road, would be super help, could it be organised same time as new liffeey bridge.....let the town breathe..... can somebody from kcc nominate a car park they own and control in celbridge?? lots of new buldings since 1980, did k.c.c. plan any extra car parks in celbridge town or close by?? if not why not.....? so now, kcc should organise public car parks if any interest in improving town centre and business along main st. any car park close to entrance to famous castletown house.....if not why not??.....o.p.w. might have to be consulted.....asap.....

more public buses required for booming population, more trains required now, alymer park ogg monread road in naas, looks tasty can we have similar in celbridge>>.....saw a few super green areas in dunshaughlin recently. could council pop down to trim, county meath ,might enjoy the facilities found there, swimming pool, ring road, four bridges.....ambulance and fire station, theatre, similar in kilkenney city.....celbridge needs innovation and action,,,,,,do we pay property tax still?? vat, paye, commercial rates, road tax, could we be rude and demand a modern town that befits a huge and growing popualtion? with modern infrastructure, on main st, and all over the region. thank you.....

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KCC-C44-28



No

**Title: It is difficult to be optimistic that this project...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No28

It is difficult to be optimistic that this project will result in any positive outcomes for Celbridge given the huge number of studies, reports and recommendations that have been made over 40 years with almost no action. The Celbridge LAP 2017-2023 proposed a pedestrian bridge, a proper cycling network, footpath upgrades and new roads. None of this was delivered, but all proposed housing schemes were built. The new pool for North Kildare will be built not in Leixlip Easton as would be logical and fair, but in Maynooth College where 15000 students will be ahead of locals in the queue thanks to the votes of Councillors from other parts of the County. Kildare County Council appears to regard North Kildare as a revenue source that should rely on it's proximity to Dublin for services. The incorporation of North Kildare into a Greater Dublin region run by an elected mayor would be the best outcome for the area. In the meantime however, we might as well give our opinions. Maybe this time will be different.

Here is what I would love to see:

1. Make the Main Street One-way Westbound from Castletown Gates to the bridge.
2. Remove on-street parking on Main Street.
3. Extend Main Street footpath and add trees, benches and seating areas for restaurants.
4. Add a two-way cycle lane on the main street.
5. Build a Cycling / Pedestrian bridge from the Slipway to Donaghcomper connecting to St Wolstan's Abbey.
6. Develop new Parklands in Celbridge Abbey and Donaghcomper retaining all woodlands.
7. Create a public space along the Northern side of the Liffey between the Mill and the Bridge.
8. Create a cycle lane network connecting all existing (and future) schools to the town.
9. Connect North Kildare Train Stations by a cycle network (see map link below).
10. Add proper Cycle parking at all train stations.
11. Purchase or CPO land within Castletown currently being used for agriculture despite amenity

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zoning.

12. Allow Castletown Woods to extend naturally into these fields.

A second bridge has been in the pipeline for many years, but is clearly not going to be built for whatever reason. The need for it can be mitigated by focussing on alternative transport and car reduction strategies.

The cycling proposal map is here:

[https://umap.openstreetmap.fr/en/map/north-east-kildare-potential-cycleway-interconnect\\_586048#13/53.3524/-6.5429](https://umap.openstreetmap.fr/en/map/north-east-kildare-potential-cycleway-interconnect_586048#13/53.3524/-6.5429)

KCC-C44-29



No

**Title: The traffic needs to be addressed, the planning pe...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No29

The traffic needs to be addressed, the planning permission

has been granted for new builds yet without any thought to the added congestion going through the village. There is no decent playground for the children, why? Also surely with the size of the population there should be a swimming pool in the planning?

KCC-C44-30



No

**Title: As someone with young kids, I think it's great to ...**

**Observation**

28 Sep 2021, 11:37am

Slide: Celbridge Town Renewal Plan Area

Pin:

No 30

As someone with young kids, I think it's great to see more cycling routes planned to open up, and clearly this is a step in the right direction. However, there must be more of an effort to create 'segregated' cycle lanes to protect school age children from traffic. ESPECIALLY if we've got even more housing going in with more cars?!? Why is this possible in other European countries but not here?

Also, why not also open up MULTIPLE segregated 'Greenway' style routes (like river route or countryside route) that act as 'cycling highways' to Leixlip and Maynooth? Surely that would be a draw to local tourism (in all 3 towns, and with bike rental availability (need this too) it seems like it would be hugely beneficial to local businesses.

KCC-C44-31

No

Title: Real local food production must be prioritized - n...

Observation

Slide: Celbridge Town Renewal Plan

Pin:

No31

Real local food production must be prioritized - not supermarkets that market themselves as local.

In order to tackle climate crisis, need to create indoor, multi story green food production' hubs/centres in each housing estate that grow fresh veg/produce and farm fish indoors all year round using renewable power sources. It will provide REAL local jobs and be better for the environment and mean fresher food

KCC-C44-32

No

Title: Can we please have a skatepark, it is badly needed...

28 Sep 2021, 11:37am

Observation

Slide: Celbridge Town Renewal Plan

Pin:

No32

Can we please have a skatepark, it is badly needed in Celbridge.

KCC-C44-33

No

Title: celbridge.....maybe not fully forgotten over 2...

Observation

Slide: Celbridge Town Renewal Plan

Pin:

No33

celbridge.....maybe not fully forgotten over 20 years, but badly needs serious investment now, to keep up and keep apace with towns of similar size and population in leinster.....more bridges over liffey, more pedestrian bridges linking town with donaghcumper estate asap.....more public car parks, in the town or close to the town, real car park close to main entrance to castletown house, the jewel in kildare tourism, back car park needs tar mac, security and public lighting and an extension asap. bus lanes and cycle lanes badly needed.....wider footpaths all over the town.....more public green parks required asap.....all dotted around the town, see alymer park, monread rd naas.....parks in dunshaughlin co meath.....visit trim in county meath to see ring roads, ambulance station, fire station , theatre, garda station, real block built schools.....open up pathways along the liffey for all.....young and old.....ring road from maynooth rd to clane rd over to ardclough rd, on to hatch road and onwards to lucan road, badly needed now.....footbridge from bank of ireland to abbey lodge required now, maybe widen old narrow bridge while we wait for new ring road and new outer bridge.....more trains and buses now..... help k.c.c. and central government.....25,000 persons now and 3,000 new houses on the way????.....

KCC-C44-33

No

Title: would love to see modern infrastructure come to ce...

28 Sep 2021, 11:37am



**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No34

would love to see modern infrastructure come to celbridge even if its 20 years late.....numerous surveys from kcc.....and outside bodies.....but low on action over last 30 years.....now new 3,000 units imminent.....some have started on maynooth rd, oldtown rd, ardcrough rd, many more in pipe line.....we need new bridges, new ring road, new schools, more buses, more trains, better water supplies, better waste water systems, more public parks around the town area. more car parks to cope with extra population.....castltown house has no front car park ,close to main st.....why.....back car park hard to find for tourists, no tar mac, no security, no public lighting, if we wish to upgrade tourism in north kildare we must upgrade facilities.....bus lanes and cycle lanes would be nice.....more childrens play areas would be appropriate, around the town....few pedestrian bridges to open up donaghcumper lands and river walks....wider footpaths all over the town would be nice.....permanent schools instead of prefab schools, our children deserve the best, its 2021/2022 not 1972.....more playing fields to cater for growing community.....pool would be super,if we must share with maynooth and leixlip so be it.....ambulance station would be nice, fire brigade ditto.....theatre long over due, see naas, newbridge, tallaght, blancherstown, navan, dun laoghaire, it can be done.....trim has ring road and four bridges.....go see.....bottom line too many plans, not enough action..... maybe now its our turn.....

KCC-C44-34

No

**Title: Improved streetscape is mentioned in the presentat...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No35

Improved streetscape is mentioned in the presentation. It would be great to upgrade shop fronts (like maynooth) and make Celbridge more attractive for tourists. Some more nice cafés and shops on main St would be great and less empty and derelict houses if that's possible.

KCC-C44-35

**Title: Traffic is becoming a major problem for Celbridge...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No36

Traffic is becoming a major problem for Celbridge. Please focus on the traffic infrastructure first before approving any more new house applications. Celbridge's population far exceeds 20,000 people, more housing applications have been approved prior to today and yet zero changes have been made for the current old traffic infrastructure. Traffic issues have been reported to the KCC and TDs for years and yet we continue to see zero changes to the traffic infrastructure. It's starting to put me off shopping locally..... We have been asked to shop locally to save the local businesses which we have been doing for the last few years but our issues are still ongoing and getting worse and worse.

2nd thing - we badly need either a youth centre (not just a youth cafe - great credit to the staff for keeping it going) with various amenities or a skatepark or swimming pool.

KCC-C44-36

**Title: Celbridge clearly needs to create a sense of place...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No37

Celbridge clearly needs to create a sense of place rather than a place people travel though. Unfortunately the town has been purely created for cars and this will take a long time to address until policy completely changes to enable and encourage sustainable transport

The town must prioritise all other modes compared to the car which will improve air and noise quality, physical activity, access for residents to local businesses and provide roads pace reallocation to cycle users and pedestrians

To achieve this the council should

1. Develop a long term transport strategy for Celbridge with a vision around sustainability
2. Review all housing schemes ensuring high quality cycle and walking links are provided.
3. Review all future transport proposals in the entire county ensuing sustainable transport schemes

119 Records

are prioritised.

4. Review of cycle and walking links in Celbridge with proposals to improve all the lanes in Celbridge (non are of high quality )

5. Work with local schools to promote cycling and walking with active deterrents for driving

Unfortunately when you cater to cars to the extent we do in Celbridge you will have crippling congestion problems and a generation of youngsters embedded to poor transport behaviour

KCC-C44-37



No

**Title: We need more amenities for the 21,000 people who a...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No38

We need more amenities for the 21,000 people who already live here, not additional housing. A swimming pool would be very well used by individuals of all ages and schools. Additional spaces for older children to socialise and leisure facilities are badly needed. Car parking and limited space on the main street hamper the establishment or success of local businesses. We need to focus on making Celbridge a more self sufficient real community rather than (for many) a commuter residence where people give their retail and leisure custom to Greater Dublin for lack of enough local options. There is a lot of disposable income in Celbridge and we want it spent locally plus people who commute to work during the week don't all want to get back in the car at the weekend to shop, eat out or recreation. Additional police resources to deter and address crime are also badly needed. We want this to be a safe and vibrant place to live, not just keep packing in more people.

KCC-C44-38



**Title: Extending the town centre to allow more local busi...**

**Observation**

**Slide: Main Street**

28 Sep 2021, 11:37am

KCC-C44-40

No

**Title: This is not an existing pedestrian/ cyclist route....**

**Observation**

**Slide: Celbridge Town Renewal Plan Area**

**Pin: 41**

Yes

This is not an existing pedestrian/ cyclist route. There is a dirt track from the turning circle on Riverview in Abbey Farm leading down to the electricity sub-station beside the weir/ grounds of Celbridge Abbey. There is also a concrete path looping from the turning circle on Riverview in Abbey Farm to the alleyway from River Lawns to Abbey Court via the riverbank. There is no connection between the dirt track leading to the electricity sub-station in Abbey Farm and any paths within the grounds of Celbridge Abbey. A pedestrian / cyclist route from the river up to Celbridge Athletics Club, the Celbridge AFC playing grounds, the North Kildare Educate Together National School & St. Wolstan's Community School would be super as it would give children a segregated route (from traffic on the Clane Road) to both school and to amenities using active modes of transport but this would need to tie in with a greenway that does not exist yet. By 2022/23 when NKETNS is at full capacity, there are likely to be in excess of 1200 pupils attending the 2 schools (450+ in NKETNS, 750+ in St Wolstan's) so serious consideration needs to be given to movements to and from this part of town using active modes of transport. We live 450m as the crow flies from NKETNS but our only way to get there with the children is by narrow footpaths on the Clane Road. The distance by road is 1.8km so takes over 20 minutes to walk with children. The narrow footpaths alongside Celbridge Manor Hotel are particularly problematic. Secondary school aged boys heading towards the cycle lanes on the Shackleton Road (en route to the Salesian College or Celbridge Community School) cycle on these narrow footpaths and, on the return journey home from morning drop-off, in order to social distance, parents walking back to estates on the Clane Road have to dismount the footpath onto the road when meeting secondary school aged girls who are walking to St. Wolstan's. A proposed pedestrian / cycle route up through the green verge area at the back of Abbey Farm / Celbridge Abbey (housing estate) and Ballymakealy would be a lovely alternative and tying it in with a greenway would probably be the most strategic from a tourism generation perspective. Regardless of where a second vehicular bridge crossing of the river is situated, these pedestrian/ cyclist routes need to be progressed so they should be a priority project under the masterplan for Celbridge. Each urban centre along the Liffey need to progress projects that will contribute towards the realisation of a Liffey Valley Park.

[Image is of narrow footpath outside Celbridge Manor Hotel rather than an image from the pinned location].

**Attachments (1)**

Narrow Footpath at Celbridge Manor Hotel.PNG

KCC-C44-41

No

28 Sep 2021, 11:37am

**Title: This can be a great initiative for Celbridge. Ther...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No 42

This can be a great initiative for Celbridge. There are a number of social and environmental issues which need to be addressed for this to be a success. The ongoing traffic issues have plagued the town for many years and need to be addressed. The Castletown House and grounds are a great tourist attraction but the lack of facilities has been raised many time but continues to be ignored. The lack of social amenities in the ever expanding town must also be addressed. The town has and is growing but the lack of suitable social amenities is a growing concern. I have lived in Celbridge for almost 25 years and while there have been many promises little has been delivered. With a real commitment Celbridge can be a shining example for the future.

KCC-C44-42

No

**Title: Totally agree with the Community Survey that we de...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No43

Totally agree with the Community Survey that we desperately need a swimming pool, cinema, more playgrounds. Disgraceful that a town this big does not have these basic amenities. While waiting for a pool, work should be done on a 'wild' swimming spot in the Liffey as a priority. Also need a road link between Applegreen and Clane road before any more houses built there. Simple and quick improvement would be benches in Castletown so that people can have a rest/picnic while walking the lovely grounds. Map of proposed cycle paths at the end of the plan look good. Bus connects plan to connect the town with the train station will help. But we MUST have better amenities in the town itself rather than having to go elsewhere for them. More money would be spent as a result. Think of the money that's spent in Liffey Valley before heading into the cinema. That money should be getting spent here.

28 Sep 2021, 11:37am

KCC-C44-43 [REDACTED] No

**Title: Pedestrians should be the priority in the Town cen...**

**Observation**

**Slide: Main Street**

**Pin:**

No44

Pedestrians should be the priority in the Town centre, and not traffic. Studies have shown that increased pedestrian footfall will mean increased spend in retail.

KCC-C44-44 [REDACTED] No

**Title: St John of Gods are holding a lot of land on both ...**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No45

St John of Gods are holding a lot of land on both sides of the river. This land would be ideal for a small park, or other amenity for the people of Celbridge.

KCC-C44-45 [REDACTED] No

**Title: The traffic situation needs to be looked at! Where...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 46**

No

The traffic situation needs to be looked at! Where is this 2nd bridge promised! A huge lack of amenities for young people. The playground at Willowbrook needs to be upgraded, an additional area in Celbridge for teenagers needs to be considered( a skate park or astro/ basketball area. A community swimming pool/leisure centre is badly needed is badly Outdoor fitness equipment for the community, more benches, more bins, dog bins... Th people making the decisions and allowing more houses to be build need to look at the infrastructure and look at additional

access roads! Traffic is a nightmare. For one of the biggest growing populations in Kildare we tend to be forgotten about. Public transport needs to be improved so people have an option to take a bus as opposed to their cars.

Celbridge is a very young populated place and is growing so children and young people need to be considered in this. We shouldn't have to leave Celbridge to go to a better playground, pool. Young people don't even have access to a public football pitch.

Instead of every piece of green space bought for development use some of it to invest in amenities for all the community to access

KCC-C44-46 [REDACTED] No

**Title: The Main Street needs to be made more appealing fo...**

**Observation**

**Slide: Main Street**

**Pin: 47**

No

The Main Street needs to be made more appealing for people to shop local. Offer free parking at weekends, grants to support new businesses! We don't want to see places closed and bordered up. Support current businesses too!

KCC-C44-47 [REDACTED] No

**Title: More frequent bus services (including Newcastle , ...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No48

More frequent bus services (including Newcastle , lexlip etc)

Decent accessible for all sports facilities - including a pool.

Enhanced /improved green spaces - so much untapped potential- which could in turn improve tourist opportunity

Have to have a MUCH better link to hazelhatch station

A 2nd bridge and the removal of the right turns off the bridge which hold up the traffic and are an accident risk

Decent accessible allotments

Improved cycle/scooter lanes (replace the high st parking with these the pavement are a danger at peak times

KCC-C44-48

No

**Title: Ban trucks on Main Street or the bridge. Make Main...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 49**

No

Ban trucks on Main Street or the bridge. Make Main Street one way. Castletown opw will not put

benches on their land. Kcc should insist on fitting them, as it is ageist that the old green space isn't fit for older people to walk in. St Catherine's park in Leixlip has benches everywhere. Put it out to sponsorship and local businesses would pay to fit them.

KCC-C44-49

No

**Title: Can we have more trash bins and wood benches in th...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 50**

No

Can we have more trash bins and wood benches in the Castletown Park? Also we desperately need busses towards North and South of Dublin. Travelling by bus lasts almost 2 hours by busses through central Dublin now compared with 30 min by car.

KCC-C44-50

Celbridge

No

**Title: Celbridge Town Renewal Plan**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 51**

No

Thank you for the opportunity to put forward my suggestions which are list on the attached PDF.

Other recommendations would be for community spaces or small rooms available to local groups.

A community swimming pool would be well received

**Attachments (1)**

Suggestions for Improvements.pdf

construct larger scale concepts that even then would only be elements in such a plan.

**Attachments (1)**

Public realm consultation - [redacted] submission v1.pdf

KCC-C44-51 [redacted] No

**Title: It is a missed opportunity that the main street is...**

**Observation**

**Slide: Public Spaces**

**Pin:**

No52

It is a missed opportunity that the main street is next to the Liffey but there are no walking paths along it. It would be a great improvement to the town to create a walking/cycling path from the abbey all the way to Castletown and could eliminate pedestrian traffic on the main street as well.

KCC-C44-52 [redacted] Celbridge No

**Title: Castletown**

**Observation**

**Slide: Castletown**

**Pin:**

No54

**Celbridge as a tourism destination needs a unifying narrative**

As noted in the slides/video, Celbridge is not exploiting its potential as a tourism destination. The solution is more than just connecting Castletown better to the rest of the town centre. A broader strategy is needed:

- A unifying narrative needs to be constructed for the town, based around its build heritage. For example, could a story be built around its pre-Georgian architecture: "Celbridge, Ireland's Palladian Parish"? This is distinctively different from Dublin's Georgian centre and could form the centrepiece for marketing purposes. Buildings that would support this include: the Abbey, Celbridge Manor Hotel, the Workhouse, even the gardens of the Orchard Garden Centre.
- To go beyond improving linkages with Castletown, one needs *attractions* within the town centre. For example, a supporting retail strategy would push for tourist-focused businesses at the end of Main Street closest to Castletown Gates: restaurants, cafés, boutique shops and a (small) tourist kiosk/office.
- Space should be made available for coach parking in this area, to bring the older/less mobile demographic of tourists into the area.

KCC-C44-52 [redacted] Celbridge No

**Title: Celbridge Town Renewal Plan**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No53

**Implementation projects need to work in the context of an overall vision and strategy for Celbridge**

This opportunity for public consultation on the public realm and urban spaces in Celbridge is to be welcomed. However, it is clear that the inclusion of the usual (worthy) platitudes of improved pedestrian spaces, better support for the natural environment, etc. the framing of the proposed projects could be written for any one of tens of towns of comparable size in Ireland. In fairness, this is a common issue for many of the public planning documents for Celbridge, so it is unsurprising to see the same here. The size of the investments that are likely to be deployed on the back of this initiative are not likely to be very big. Therefore, they *must* be in support of a longer-term, larger-scope plan for Celbridge, one that includes more than public realm issues, stretching into employment, social infrastructure, housing, tourism, education and transport. Only then will there be a multiplier effect in terms of the value delivered to and felt by the residents of Celbridge. My other suggestion all try

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KCC-C44-52 [redacted] Celbridge No

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**Title: Public Spaces**

**Observation**

**Slide: Public Spaces**

**Pin:**

No55

**Public realm opportunities outside of the old village centre should be considered**

As an example, consider the cluster of public-accessible spaces consisting of the (very large) Tesco car park, Colourtrend/the old workhouse carpark, the Famine memorial park, the exterior of the health centre and the Lidl carpark. This area has some interesting characteristics:

- Massive overprovisioning of space for parking.
- Poor pedestrian permeability between these spaces.
- Zero place for seating.

A joined-up design concept here, with relatively minor investments, could make for a much more pedestrian-friendly area. These could include one or two public seating areas, additional greenery (especially on the Tesco side) and some additional pedestrian short cuts. Given the high utilization of some of the adjoining facilities (Tesco, Lidl, the Health Centre), this would have a disproportionately large impact on residents' perceptions of Celbridge public realm.

KCC-C44-52



Celbridge

No

**Title: Celbridge Town Renewal Plan**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No56

**A contiguous, linear parkland walk from the Mill to Abbeyfarm**

The YouTube video seems to classify Celbridge Abbey as vacant. This further highlights the potential for this area: all of lands/sites are in the hands of public bodies (Kildare County Council), a charity (John of Gods), and a community-focused enterprise (the Mill). A strategic plan for this contiguous strip of land along the Liffey should provide a long-term objective for these organizations to work towards. The obvious direction is towards a linear, publicly accessible walk providing a pleasant, safe alternative approach towards the town centre. This would supplant the current approach along the

Clane road which is extremely pedestrian unfriendly, with its narrow footpath, heavy vehicular traffic, unsafe cycling, and a canyon of grey, albeit historical, walls.

KCC-C44-53



No

**Title: Celbridge is in desperate need of facilities for t...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No57

Celbridge is in desperate need of facilities for the young people of the town. I know I personally get in the car to take my children to playgrounds and other places where they can kick balls and run around. There is only so many times you can go and visit the one open space of Castletown. The fairy trail and wooden play facilities along the Liffey in Lucan are a great example of a good facility.

There is currently one open playground for the whole town, the equipment within which really only engages and challenges children under the age of seven. In addition, this playground can often be uninviting due to older teens hanging out in it intimidating both parents and children and vandalising the small amount of equipment there is.

Examples of things that are needed are:

- Playgrounds on both sides of the river that will challenge all age groups and are disability inclusive.
- Public basketball courts
- Public skate park
- Public Football pitches
- Fixed table tennis tables

More open space is required for general recreation.

- The existing green spaces within housing estates need to be better linked up so a walking trail can be created through these spaces making it possible to go for a local walk in more scenic surroundings in places other than Castletown.
- Donaghcumper needs to be opened up to the community with a footbridge connecting it to both the slip and to within Castletown.

Cycle and walking infrastructure improvement is key.

- Cycle lanes need to be clearly segregated from vehicular traffic. Not a painted line section on an existing road.
- Cycle lanes need to have priority to cross side roads and shouldn't be expected to stop like pedestrians.
- Existing and future traffic light junctions need to be improved to cater for cyclists – this will especially give younger cyclists more freedom to safely navigate bigger junctions. Possibly therefore negating the need for parents to be driving children to GAA/Athletics in the evenings.
- There need to be safe spaces on Main Street and other key locations to secure bikes so people can cycle into the town and leave their bikes in a secure space that does not impede movement of others.

As has been mentioned a number of times traffic is a big issue. Whilst a second bridge is definitely needed immediate small improvements must also be considered. Removing the right turn from over the bridge and straight up to Hazlethatch station would alleviate some congestion. Traffic can easily travel up to the right hand turn after SuperValu.

Celbridge's proximity to Dublin is both it's strength and it's weakness.

KCC-C44-54

No

**Title: A significant portion of the green network of Celb...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No58

A significant portion of the green network of Celbridge is within the Castletown Estate (under the remit of OPW). Due to need to keep its historic character the missing facilities, (skate park, dog park, swimming pool, playing fields, etc.) can't ever be provided with the demesne. A site needs to be earmarked within Celbridge to develop a modern county council park that provides these facilities similar to that being generated for Sallins. For too long has KCC relied on Castletown Estate for the outdoor amenity for Celbridge, this thinking needs to stop and a new focus put on a modern county council park.

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KCC-C44-55

No

**Title: We need a better playground and more playgrounds f...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No59

We need a better playground and more playgrounds for the younger children - and somewhere also for the teenagers to hang out. In Maynooth they have a playground for older children, a basketball / football court and outdoor exercise equipment etc. We need that sort of thing or a skate park etc.

New housing needs to be supported with the relevant facilities, amenities and proper traffic management. More frequent public transport to and from the city also (as well as interconnecting between e.g. Leixlip and Celbridge) and more 67X buses.

We need a public swimming pool in either Leixlip Celbridge or Maynooth also.

KCC-C44-56

No

**Title: Traffic on the main street is an issue. Celbridge ...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No 60

Traffic on the main street is an issue. Celbridge needs (but not an exclusive list):

A longterm sustainable plan to deal with the infrastructure.

Promoting renewable public transport services.

Frequent connectors to hazelhatch and/or Louise bridge train stations.

Cycle lanes (from main st. up hazelhatch road).

Either remove the recent islands in the middle of the road on main st. or make them obvious

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pedestrian crossings (preferably zebra crossing) - these cause great confusion!.

More restaurants, with outdoor dining, expanded paths, canopies and heating, whilst allowing foot traffic to safely pass.

More bins! I know dumping is an issue, but if we want to discourage littering and help dog walkers do the right thing, we need a lot more bins.

Indoor facilities for teenagers. A space to meet, chat, play sports/games, listen to music and enjoy softdrinks - away from Tesco and Aldi car parks!

Swimming pool. This is badly and noticeably missing from the town.

KCC-C44-57

**Title: Celbridge has no infrastructure to support the gro...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No61

Celbridge has no infrastructure to support the growing population. I feel all the council cares about is building houses and no foresight into how that will affect the town. Celbridge is a constant traffic jam which means we need better public transport a second bridge or another route out? We also need a public space for football/tennis/basketball/outside gym/playground/skate park. A swimming pool would also be welcomed.

KCC-C44-58

No

**Title: Re: Celbridge Town Renewal Public Consultation Dea...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No62

Re: Celbridge Town Renewal Public Consultation

Dear Sir /Madam,

[REDACTED] wish to make this submission to the Celbridge Town Renewal Plan.

OFG is currently completing construction of a high-quality residential development at Oldtown in Celbridge and has additional lands in the Oldtown area suitable for development. OFG welcome the Council's intention to provide and implement a Town Renewal Plan for the town.

Delivering a town renewal plan for Celbridge will improve the town centre in a manner that makes it a more attractive and successful place for locals and visitors alike. A vibrant commercial centre provides for business, retail, services, and amenities and is supported by residential development with sustainable, safe and convenient access to the centre and associated services. We welcome the objectives of the Town Renewal Plan to improve pedestrian and cycling mobility within Celbridge.

OFG's development at Oldtown is well situated in terms of connectivity to services and amenities and the development has provided for improvements in pedestrian / cycle infrastructure and improvements at the junction of the Shackleton / Oldtown Road. There is good connectivity between the Oldtown area and the Celbridge town centre, nonetheless further public realm improvements could enhance pedestrian and cycling mobility.

We request that the Town Renewal Plan including the following as part of its proposals:

- Pedestrian and cycling improvements to Church Road, including the provision of a cycle path from Shackleton Road to the Town Centre, possibly as a green link through adjacent residential areas, to the town centre.

Improvements to Church Road

Church Road is the most direct artery from the Oldtown Road area to the town centre. It provides access to Scoil na Mainstreach on its western end, and to St. Brigid's National School and Primrose Hill N.S. in the town centre area. Church Road also services access for the adjacent residential areas including development west of Shackleton Road and links these to the town centre.

The provision of enhanced pedestrian and cycling links would also present the opportunity to provide an enhanced green infrastructure network, linking with amenity areas at Celbridge Abbey, the general river area, other residential areas in Celbridge, and to the train station.

The narrow diameter of Church Road and the lack of a dedicated cycle path limit the usage of the road for cyclists. An upgrade of Church Road could incorporate the provision of a green link via adjacent areas, in parts modelled on a green way, encouraging the modal switch to sustainable travel, and providing attractive and direct access to the town centre, its services and amenities.

Conclusion

The O'Flynn Group welcome the opportunity to make this submission to the Celbridge Town Renewal Plan consultation process. OFG is currently completing a SHD development at Oldtown, which has provided for enhanced pedestrian and cycling facilities and junction improvements. OFG has an additional land holding in Oldtown which is suitable for residential development. Connectivity from the Oldtown area to Celbridge town centre could be further enhanced by pedestrian and cycling improvements to Church Road and / or provision of a green link via adjacent residential areas. OFG submit that improved pedestrian and cycling connectivity from the Oldtown area to the town centre, amenity areas and the train station should form part of the Town Renewal Plan objectives.

Thank you for your consideration of this submission.

Yours sincerely

[Redacted]  
[Redacted]

**Attachments (1)**

LTR\_210917\_Celbridge Submission\_CH\_Final.pdf

KCC-C44-59 [Redacted] No

**Title:** Similar to a lot of posts, more public amenities I...

**Observation**

**Slide:** Celbridge Town Renewal Plan

**Pin:**

No63

Similar to a lot of posts, more public amenities like playgrounds, public spaces, bins, benches/picnic areas and a pool would be great. Also, a second bridge to avoid the traffic chaos on the bridge. A council run youth centre and some kind of hang out area aswell as a sensory/arts space for performances or installations. Planning laws should have a clause for public space adjoining new developments.

KCC-C44-60 [Redacted] No

**Title:** <https://www.change.org/p/kildare-county-council-ce...>

**Observation**

**Slide:** Celbridge Youth Survey

**Pin:**

No

28 Sep 2021, 11:37am

This link to a recent petition shows the support from Celbridge locals for a skatepark.  
<https://www.change.org/p/kildare-county-council-celbridge-skatepark>

KCC-C44-61 [Redacted] No

**Title:** It's a mistake not to provide cycling infrastru...

**Observation**

**Slide:** Celbridge Town Renewal Plan Area

**Pin:** 64

Yes

It's a mistake not to provide cycling infrastructure along the Clane Road here. Social distancing is impossible at this location and I often have to walk on the road on my return from NKETNS drop-off to pass secondary school girls who are walking on the footpaths. The overly narrow footpath is also used by cyclists (not just children destined for NKETNS and St Wolstan's Community School but also boys cycling from estates on the Clane Road to the Salesian College and CCS). There would be enough space to provide a cycle lane alongside the Celbridge Manor Hotel if the road was shifted into the grass verge outside Grattan Court and Oakleigh Court. It gets trickier from Oakleigh Court/entrance to Celbridge Manor Hotel towards the town centre and provision for cyclists may require paths within the walls of housing estates and public access to the grounds of Celbridge Abbey.

KCC-C44-62 [Redacted]

**Title:** There was a very high response rate to the survey ...

**Observation**

**Slide:** Celbridge Town Renewal Plan Area

**Pin:** 65

Yes

There was a very high response rate to the survey in 2020 from people in Abbey Farm / St. Raphael's (329 people - 17% of respondents). Has it been established whether there are patterns in the points raised by respondents from this area of town? It would be worth looking just at the responses from

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this part of town to see what residents are most exercised by. Life during 2020 lockdown (with 2km limit in particular) was challenging for those living to the west of Celbridge due to lack of connectivity to open space, lack of accessible woodland areas anywhere west of Castletown. The trees at Killadoon are not accessible to the public and the grounds of Celbridge Abbey aren't either. The grounds of the Celbridge Manor Hotel were left open and it was somewhere to go but the task of convincing kids that walks around Abbey Farm and up to the Celbridge Manor Hotel would be fun got somewhat tricky! There really was nowhere to go. Now Celbridge Manor is closed and that's not even an option.

KCC-C44-63 [REDACTED] No

**Title: Celbridge traffic is crazy for the last 20 years. ...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No66

Celbridge traffic is crazy for the last 20 years. Past time to do something about it. No need for any more surveys or traffic counts. A small child in primary school could tell you where the biggest problem is - the old narrow, not fit for purpose Liffey Bridge. All the junctions on both sides of the bridge need attention asap.

Other pinch points around the town are Grattan Pub Junction on the Maynooth road where the Maynooth road meets the Aghards road is a disaster. All new developments on the Maynooth road will only add bit time to the problems.

Where the Aghards road meets the Shackelton road is another serious delay area. A roundabout here would be a great help or sensor controlled traffic lights.

Another major need is a ring road from the Maynooth road to the Clane road to the Ardclough road to the Hatch road to the Lucan road asap - hopefully will come with the new bridge proposed.

A few more pedestrian bridges along the main street would help open up Donaghcomper to the large Celbridge population both young and old. More public car parks along the Main street or close would be a great help to business along the main street.

I find it hard to believe that Castletown House and parklands have no carpark close to its main entrance (tourism obviously has no interest for Kildare County Council)

Wider footpaths all over the town would be a good idea. Footpath from the Bridge to the Grove estate on the Ardclough road way to narrow and dangerous. Can I suggest brand new footpath inside the low wall that bounds The Grove.

Bus lanes and cycle lanes and more green spaces all badly needed in Celbridge.

My sister lives in Trim County Meath - 4 bridges down there in a town that has half the population of

Celbridge - always intrigues me - Why! Why! Why!

Love Aylmer Park in Naas. Celbridge needs a Theatre, Ambulance and Fire Station asap.

KCC-C44-64 [REDACTED] No

**Title: Playground, better footpath from Raphaels to the t...**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No67

Playground, better footpath from Raphaels to the town center as its dangerous when we walk down to the town with our buggy if another is coming towards us we have to step down onto the road sometimes. Some kind of leisure facility for the kids as well, Celbridge is great but really needs amenities for kids and teenagers.

KCC-C44-65 [REDACTED] No

**Title: There are 2 full size squash courts in the SJOG si...**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No68

There are 2 full size squash courts in the SJOG site and only require minor refurbishment to get back into play as a resource for Celbridge.

The squash courts are located at the Northern side of the swimming pool car park.

Some photos here

<https://flic.kr/s/aHskjJqdMH>

KCC-C44-66

**Title: I would like to limit my comments on the town cent...****Observation****Slide: Celbridge Town Renewal Plan****Pin:**

No69

I would like to limit my comments on the town centre rather than the surrounding area.

There is a sense that Celbridge has gotten left behind and lacks the vibrancy of other nearby towns like Maynooth and Leixlip. I think that this is partly down to historical reasons but it should be different now given the fast-growing population more recently.

Given the explosion in housing locally the town should be busier but seems to be short on leisure businesses (like cafes, restaurants etc.) which will attract more people into the town. There is some parking but it is privately owned and hidden from visitors.

Two of the banks are closing up and there seems to be factors deterring investment in the centre of the town. Some new thinking is needed to counter the decline and add some vibrancy. Some ideas might be:

Better promotion of parking space availability in the area (talk to Tesco and other places just outside town)

More bicycle parking slots (and improved cycle safety around Celbridge)

More public seating

Wider footpaths

Enforced reduced speed limit for motorists

Better engagement by Kildare County Council (KCC) with local business

Local KCC office with co-working spaces for anyone?

Establish initiatives to encourage investment in the town centre. (dare I say tax incentives)

Partner with local catholic church to create civic space at front of church

We have been trading in the town for a little over 2 years. The only real visibility of Kildare County Council in the town is the parking warden!

Dog litter is a frustrating problem on the main street and needs to be addressed urgently.

KCC-C44-67

No

**Title: This website is not very user-friendly!****Observation****Slide: Celbridge Town Renewal Plan****Pin:**

No70

This website is not very user-friendly!

KCC-C44-68

**Title: Celbridge Town Renewal Plan****Observation****Slide: Celbridge Town Renewal Plan****Pin: 71**

No

Celbridge Cycling Campaign (CCC) advocates for better cycling conditions in Celbridge, Co Kildare. CCC is a member of Cyclist.ie, the Irish Cycling Advocacy Network (ICAN) and of the European Cyclists' Federation. We want to make Celbridge a safe and friendly place for everyone of all ages and abilities to cycle. Celbridge Cycling Campaign welcomes the opportunity to provide input to Kildare County Council's Celbridge town renewal plan.

Celbridge has a rich historic town setting connection to Castletown house. The town is a bottleneck of commuter and local traffic with very little pedestrian and cycling options for local small journeys. Celbridge is completely the opposite of what is considered to be a liveable streets with high volumes of vehicle traffic, noise, air pollution, narrow and congested pedestrian spaces. The town itself is a place you would not travel to spend time or money as it would not be an enjoyable space to be in. A lot needs to be done for place making. Kildare County Council have some tough decisions to make as regards reallocating road space over to active travel and making the streets safe for people of all ages and abilities. There is a great opportunity for Celbridge to be a flagship for small to medium towns across Ireland. Its historic streetscape and lined with many restaurants and many tourist attractions nearby make Celbridge a perfect location to implement a more sustainable town. This will be rewarded by increased footfall and tourists visiting Celbridge with the obvious economic benefits.

CCC submission focuses on three major themes to be incorporated into the town renewal masterplan. CCC vision is to make Celbridge

- 1. Liveable and sustainable town
- 2. Connect the Royal and Grand Canals into Celbridge via greenways to make it a cycling hub for both gastronomy, tourism and local transport for its residents
- 3. 30 Km/h speed limits for Celbridge town center ( APPENDIX I).

**Attachments (1)**

Celbridge town renewal (2).pdf

KCC-C44-69



No

**Title: Celbridge town has been long left behind for one o...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 72**

No

Celbridge town has been long left behind for one of the highest tax payers in Ireland.

A pool/leisure facilities badly needed.

Exercise equipment in public park space.

Kids bike/skate park.

Open the Main Street onto the Liffey like courtyard in lexlip instead of using the opportunity at the embassy/ding to build houses. The village needs to become more attractive with restaurants, cafes etc

KCC-C44-70



No

**Title: Need much improved segregated cycling and pedestri...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No73

Need much improved segregated cycling and pedestrian infrastructure, better public transport including lots of regular shuttle buses to train station. Less cars is only way to make Celbridge sustainable. Also infrastructure like a Swimming pool for North Kildare could be located in it's largest town (Celbridge) - currently 3-4 year waiting list for kids swimming lessons - that means a five year old will be 9 before starting lessons - this has to be addressed urgently! Currently reliance on on Hotel & private gyms is unacceptable

KCC-C44-71



No

**Title: As other posters have commented, local historic si...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No74

As other posters have commented, local historic sites could be cultivated. E.G. famine/workhouse museum, mill museum and community centre, Swift arts centre, cycling trail etc.

KCC-C44-72



**Title: The focus on sustainability is welcomed and a key ...**

**Observation**

**Slide: Main Street**

**Pin: 75**

No

### Sustainable Mobility and Traffic / Transport Challenges

The focus on sustainability is welcomed and a key part of achieving sustainability will be ensuring that community, retail & support facilities are easily accessible for everyone. As source, destination or a waypoint on a large percentage of journeys to community, retail, and support facilities, the town centre is the key area of town where mobility absolutely needs to work.

Pedestrian/cyclist connectivity between significant tracts of residential areas and the town centre is extremely poor as evidenced on the <http://cycle.maphatters.ie/> map. The image is a screenshot from the MapHatters map with yellow highlighting for the missing pieces of the cycle network, all radiating from the town centre.

An in-depth analysis needs to happen in the context of developing a Transport Strategy for Celbridge. A Transport Strategy was due 3 years ago at the latest (August/September 2018 was 1 year after the making of the Celbridge LAP 2017-2023 and the LAP committed to providing one by then). There has been an independent public consultation on proposed locations for a Celbridge-Hazelhatch Link Road but this was in isolation of the wider network and it did not seem to be considering the types of concerns that the Town Renewal Plan public consultation seeks to address. The current initiative to develop a Town Renewal Plan can advise what the town centre needs from a public spaces/realms perspective and in terms of how mobility needs to be improved so residents can access the town centre, schools and amenities using active modes of transport but, without the transport planners on board and the delivery of a Transport Strategy, it is difficult to see how the Town Renewal Plan will be able to effectuate positive changes.

Removal of on-street parking would make a huge difference as this would free up space for pedestrians, cyclists, tables and chairs from restaurants/cafes, and other amenity use - however provision for parking needs to be made at locations that drivers are comfortable using.

Notes regarding parking issues

- The private car parks accessed through one-way arches on the Main St are quaint but off-putting. They are not used by many due to unsafe access/exit layouts (many drivers find it stressful when they meet another car coming from the opposite direction as they navigate the narrow alleyways under the arch as they enter or leave one of these car parks).
- Car parks should be conveniently located to support access to shops and services on the Main St but they should not be accessed directly from the Main St - we need to avoid parking being traffic generators on the Main St. The town needs easily accessed parking around the peripheries of the core.
- Car parks should be KCC operated and should be subject to more attractive pricing than on-street parking so there is a cost incentive to using the car parks
- The car park at Celbridge Abbey is a good example of the type of parking that drivers feel comfortable using. Unfortunately, it is a 10-minute walk to the gates of Castletown.
- Serious analysis of the parking needs in the town is required. The YouTube video that accompanying this public consultation mentions analysis but does not share any details of it. Was the analysis in any way qualitative?

Personal eMobility will play a very important role in reducing congestion on our streets but a safe space needs to be made for people riding them to protect them from cars and to ensure that they are not riding eScooters on footpaths. Personal eMobility will be the future for first mile/last mile journeys so it is not just cyclists and pedestrians that we need to cater for in designing segregated spaces for users of active modes of transport.

The proposed pedestrian/cyclist route from the back of Abbey Farm up to the Celbridge Athletics Club/Clane Road schools/Celbridge AFC grounds behind the Celbridge Manor Hotel and an onward

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link from this to the town centre via Celbridge Abbey will not happen unless it becomes part of a priority project - the objective in the LAP does not have anything solid backing it up and, in the event that the back of Abbey Farm is not the chosen route for the Celbridge-Hazelhatch Link Road, then this pedestrian/cyclist route should still be prioritised for progression.

Assuming that KCC/Metropolitan Workshop know something the public doesn't and the grounds of Celbridge Abbey do get opened to the public and a pedestrian/cyclist path is provided through Abbey Farm with a link up to the schools/amenities on the Clane Road, then what appears to be a random suggestion of a cycle route through St Raphael's Manor on slide 7 may still not be considered a logical option to those attempting to access the cycle lanes on the Shackleton Road North/Eastbound from the Clane Road housing estates - qualitative analysis is likely to show that provision for cycling infrastructure is essential at end of the Clane Road where the Celbridge Manor Hotel is located. There are a lot of what-ifs in this scenario - measures should be taken to improve cycling infrastructure where it is easy to do so regardless of what might happen in 10, 20 or 30 years if we're lucky.

Permeability initiatives based on best practices need serious consideration in order to ensure that families do not have to walk multiple of the "as the crow flies" distance to schools and amenities (we live 450m as the crow flies from NKETNS but it is 1.8km to access it by road).

#### Provision for Cycling

The Cycle Route Analysis map included in the video (Video @ 1:25) closely reflects the NTA's proposed routes ([https://www.nationaltransport.ie/wp-content/uploads/2021/02/English\\_04c\\_Proposed\\_Network\\_Towns.pdf](https://www.nationaltransport.ie/wp-content/uploads/2021/02/English_04c_Proposed_Network_Towns.pdf)) and shows

- Primary Bike Routes on Road with Traffic on all roads close to the town centre
- Dedicated Bike Lanes on some roads at the peripheries of the town
- Greenways on the road through Castletown and the paths along the Liffey in Castletown
- Proposed feeder cycle routes (yellow) from
  - the bridge heading out the Ardclough Road and crossing over the Liffey near the Rock Bridge, and
  - Castletown House across to the Maynooth Road and out Kilwogan Lane

The map on Slide 7 / p.12 of the consultation shows a different picture with

- Proposed Pedestrian/Cyclist Routes in locations not included on the NTA map,
- What would be important Pedestrian/Cyclist Routes omitted
- Paths through private property (Celbridge Abbey) and a housing estate (Abbey Farm) erroneously marked as an Existing Pedestrian/Cyclist Route - the grounds of Celbridge Abbey are not open to the public and the path alongside the River Liffey in Abbey Farm is severed from the road network

Critique of the (conflicting!) pedestrian/cycle route maps included in this consultation:

- Not one of the Primary Bike Routes on Road with Traffic provides comfortable and safe access to the town centre using active modes of transport and this weakness is one that absolutely has to be addressed in the Town Renewal Plan and Transport Strategy for Celbridge
  - Not a single route into the town centre currently has segregated cycle lanes
  - Footpaths on all roads approaching the town centre lack adequate space to allow people to pass one another without stepping down onto the road in particular at a

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number of pinch points

- The map on Slide 7 / p.12 ignores desire lines (to schools, amenities, etc.) and does not suggest a solution for the provision of safe cycling infrastructure to connect residents/schools/ amenities on the Clane Road and the Hazelhatch Road with the town centre
  - The map erroneously suggests that there is a publicly accessible path through the grounds of Celbridge Abbey and that there is a useable path in Abbey Farm that connects into a network
  - The map fails to acknowledge the schools and GAA on the Hazelhatch Road (OK St Patrick's National School should move to the new Education Campus but Primrose Hill NS and the GAA will remain) or the need for commuters to travel between Hazelhatch and the town centre - while the map shows proposed pedestrian/cyclist routes through the Ballyoulster KDA downstream of the bridge and the Simmonstown KDA upstream of the bridge, the Hazelhatch Road is an important artery that needs prominence in any pedestrian/ cycle network
- The close alignment between the Cycle Route Analysis map in the video and Sheet N16 of the NTA's proposed routes is not necessarily a good thing as the NTA's work dates from 2013 and does not appear to be based on a strong understanding of the town. It is not necessarily reflective of what would deliver the most benefit for the town now, let alone in a decade from now.

**Attachments (1)**

CycleRoutesMap-omissionsHighlighted.jpg

KCC-C44-72 [REDACTED] No

**Title: Castletown**

**Observation**

**Slide: Castletown**

**Pin:**

No76

**Connectivity between Castletown and Celbridge Village**

- The need to improve connectivity between Castletown House and Celbridge village has long been established however, initiatives to redress the issue have not been forthcoming - the Celbridge ISP Plan 2016-2020 and Tourism & Heritage Strategy 2016-2020 called out the poor linkage between Celbridge village and Castletown House as a weakness yet execution on the Tourism & Heritage Strategy has not been resourced and there is no one leading initiatives to achieve such connectivity.
- A number of challenges must be addressed in order to make this happen

- The significant number of visitors to Castletown House from outside Celbridge need an incentive to visit the village and the fact that parking for visitors to Castletown House and Parklands is accessed off the M4 means that it is not convenient for visitors to venture further into the village so either the incentive needs to be impressive or the location of the car park needs to be closer to the village
- The village must become a "destination for visitors" in its own right independent of Castletown House.
  - The Castletown end of Celbridge's Main Street would benefit hugely from quality eateries and retail outlets that are attractive to visitors interested in what Celbridge & Castletown have to offer in terms of built and natural heritage - a number of quality eateries and retail outlets selling gifts, arts & crafts, fashion, etc. (an Adare village feel?) particularly at the "top of the town" would be a magnet to attract visitors to the village from Castletown.
  - Greenways both along the Liffey and linking the Royal Canal Greenway and the Grand Canal Greenway via Celbridge and Castletown would attract cyclists to the village centre.
- Significant efforts are required to promote Celbridge's built heritage assets but built heritage is not be enough and Celbridge would really benefit from cultivating a broader appeal with the promotion of "all that Celbridge has to offer tourism packages" including, for example
  - Minimally invasive watersports centre / outdoor adventure / active pursuits facilities alongside the Liffey to attract visitors with other interests
  - A focus on what would appeal to children (my daughter had to do a project on any aspect of Celbridge and, while the stories of politics and romance just didn't grab her, she was fascinated by the "secret" doors for servants in Castletown House and tunnels that reputedly existed between St Wolstan's and Donaghcumper, and between the Mill and the Village Inn)
  - Extensive walking trails that connect the grounds of Castletown to lands on the Dublin Road side of the Liffey via bridges for pedestrians and cyclists (in addition to the obvious benefits of this for residents of the town, particularly after the education campus opens, this might open up opportunities for visitors to get between the Rye River Brewery and Castletown House which is only 500m away as the crow flies)
- A novelty way for visitors to Castletown House to travel the 1km distance between Castletown House and the village would help visitors who are unable or not inclined to walk. The provision of transport options such as period horse and cart, cycle buses, rickshaw "taxis", etc. would acknowledge the reality that some visitors will never walk an additional 2km. The current avenue up to Castletown House is already quite narrow for the volume of pedestrians and cyclists who use it so a parallel route along the strip of unused grassland in Castletown housing estate might be explored. As an aside, there are complaints that the OPW won't install anything like adult exercise equipment on OPW lands but these might be installed alongside a new path that runs parallel to the avenue to Castletown but in non-OPW owned lands.
- Elaboration of a strategy around linkages between Castletown and Celbridge town should not lose sight of the common concerns for
  - the protection of vistas and the reconnection of Castletown Demesne to the Wonderful Barn and Conolly's Folly and
  - the strengthening of connections to the St Wolstans and Donaghcumper Estates

acknowledged on p.8 of the consultation document

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No

**Title: Amenity Lands at St. John of God**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No77

While continued use of the Oakley Park demesne for community and educational purposes would make a lot of sense, this is a difficult one for residents to comment on as we are not up to speed on what is happening with respect to St John of God's services.

What is in the public arena is that

- The planned transfer of services from SJOGs to the HSE has been put on hold pending a sustainable impact assessment by the HSE
- Attempts to transfer residents of the care facility out into homes in the community has been delayed
- The buildings on the SJOG's campus are dilapidated yet once housed facilities that would benefit the wider community
- Temporary planning permission was recently granted for pre-fabricated classrooms at a time when the community was hoping to hear that the school would soon move to the new Education Campus behind Donaghcumper Cemetry and no one is sure if there is an end in sight to the legal wrangling to acquire the lands needed for this or how soon we might see the construction of the three schools targeted for that location
- Residents' experiences of public access to facilities on lands owned by the St John of Gods Trust are that access cannot be relied upon
  - the swimming pool which catered to hundreds of children for swimming lessons has been closed since March 2020 - this was an understandable step to protect the vulnerable clients on the campus but, post-vaccinations, we believe that this pool has not even reopened to the clients and there is no timeframe in sight regarding when or if it will ever reopen for childrens' swimming lessons
  - the playground on the grounds of Celbridge Abbey which was renovated using Kildare Country Council funds has also remained closed since March 2020
- The Celbridge LAP 2017-2023 calls for the development of the St. Raphael's (Oakley Park) Key Development Area to be supported by a masterplan. According to the LAP, the masterplan is required to address a number of things but it is unclear whether the masterplan for Celbridge town coming out of the current Town Renewal Plan public consultation intends to

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tackle this or whether this is only something that will proceed if/ when St John of God's Trust is ready to divest their lands. The following items listed in the LAP would have real benefit for the community

- An urban park as this side of Celbridge lacks public open space
- Housing for older people - the provision of housing with supports has the potential to be a game-changer for older people
- A women's refuge to serve North Kildare - abusive relationships are unfortunately a reality for too many and the lack of supports in North Kildare make an already difficult situation unnecessarily stressful
- Cultural facilities might include an arts centre but this could equally be located somewhere like the long shed in The Mill
- A fit for purpose library may be suited to this site and, if provided here, could also be accompanied by play facilities in line with the "*Continue to develop outdoor play and recreation facilities in our libraries*" action from Objective 1.2 in the Kildare Play Strategy 2018-2028
- Other community/ recreational/ cultural facilities as identified by a social infrastructure audit should also be considered for this site
- **Swimming Pool:** The public has spoken loud and clear about the need for a swimming pool - see comments in relation to this in my "Deficiencies in Amenities" observation.
- There is a real concern that too many eggs might be put into the St. Raphael's / Oakley Park KDA "basket" and, if there are further delays in the divestment of the lands from the Saint John of Gods Trust, then opportunities to deliver community/ recreational/ cultural facilities on other sites around the town will be missed and residents will still be complaining in 10, 20 and 30 years about infrastructure not keeping pace with residential development

KCC-C44-72

No

**Title: Public Spaces**

**Observation**

**Slide: Public Spaces**

**Pin: 78**

No

As a priority project, "More open and public space" is too broad and the thing that stands out most is how essential it is to put a focused plan in place now to realise the vision of delivering a Liffey Valley Park with considerable opportunities for recreation, tourism, economic development and habitat

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creation.

#### Liffey Valley Park

- p.8 of the consultation document acknowledges the submissions during 2016 consultations for the LAP calling for *"the extension of the Liffey Valley Park through the inclusion of Celbridge in the Liffey Valley Special Amenity Order(SAAO)"* however, this is not mentioned in the context of a priority project and it needs to be.
- The fact that strategic lands needed for the public to enjoy the amenity of the Liffey Valley are in private hands has long been and remains a huge impediment to the delivery of quality open space for residents to the west/south of town
- It will take a lot of focused effort to deliver on this ambition so it must be called out as a priority project in its own right - there needs to be a focus on delivering
  - a greenway along the River Liffey connecting with cycle routes to amenities & schools (Grand Canal Greenway, Royal Canal Greenway, Celbridge Athletics Club, North Kildare Educate Together National School, St Wolstan's Community School, Celbridge Town AFC Schoolboy Pitches, etc.)
  - The landlocked riverside lands currently in the ownership of KCC on the southeastern bank of the River Liffey between the Abbey Lodge and The Slip need to be made accessible to the public - these lands are obscured behind the high stone wall on the Dublin Road and only enjoyed by those whose Main St dwellings and businesses back onto the River Liffey and should be used to deliver a linear park in the town centre that
    - supports walking and cycling in peaceful and safe surrounds in
    - includes play facilities for all ages from toddler to elderly
  - pedestrian and cycle bridges crossing the River Liffey at strategic locations so that the Liffey Valley Park is accessible to more people and so that the town benefits from enhanced permeability for those using active modes of transport
  - The grounds of Celbridge Abbey, currently in the ownership of St John of God's Trush should be in public ownership with the playground available for use 7 days a week until dark and paths available for use by pedestrians and cyclists to keep them off the unsafe Clane Road
- See <https://www.sdcc.ie/en/services/planning/local-area-plans/non-statutory-plans/existing/liffey-valley-park/>

#### Celbridge Abbey

- The map 01:55 into the consultation video showing vacant buildings appears to show that buildings on the grounds of Celbridge Abbey are vacant
- However, there is no mention of the Celbridge Abbey lands under either of the **"More Open and Public Spaces"** priority project or the **"Amenity Lands at St John of God's"** priority project (the latter references only the walled demesne of Oakley Park)
- If the buildings are no longer used by St John of God's, then the OPW or another public body must acquire the property with a view to the lands being made available to the public and the buildings contributing to a strong tourism offering for the town
- Ensuring that the lands of Celbridge Abbey are available for amenity and active transport use

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(walking & cycling) has got to be a priority project for Celbridge in its own right

#### Preserving Existing Trees and Planting More Woodlands

- During the COVID lockdown where people were restricted to travelling only within 2km of home, there were no forests accessible to residents of the south or west Celbridge
- Leaving aside COVID restrictions, over 2km is too far to expect small children to walk and to then expect them to have the energy to actually enjoy Castletown Woods and to walk home afterwards - only 37% of respondents to the survey from 2020 indicated that they would be willing to walk 20 minutes to public parks!
- There are a lot of mature trees on the recently sold Celbridge Lodge site and I am profoundly concerned about whether the beautiful mature trees will be felled and whether the development here will be sensitive to the area where it is situated (see <https://m.youtube.com/watch?v=WLb8WW2booc>). There are also a lot of mature trees on the grounds of Oakley Park and a site that was sold recently near the junction of the Simmonstown and Hazelhatch Roads
- The trees down Killadon Lane are not accessible to the public - if this area is to form a green buffer at the edge of town, then significant planting should occur with a view to this area forming woodlands that the public can enjoy - we must plant the forests of tomorrow

KCC-C44-72

No

**Title: Celbridge Town Renewal Plan**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 79**

No

**Deficiencies in Amenities**

Without being prescriptive as to the exact location where deficits in amenities should be rectified, the following addresses some of the known deficits:

- The building of a **fit-for-purpose swimming pool** to meet the needs of the whole community as a replacement for the one on the grounds of St Raphael's must feature in the masterplan
  - There was a resounding vote from survey respondents for a swimming pool (mirroring what the public says over and over again)
  - The public has spoken loud and clear about the need for a swimming pool and, independently of plans for a North Kildare public swimming pool, Celbridge has a large enough population to sustain at least a refurbished swimming pool at the site of the existing one but preferably a larger pool either on the St Raphael's Campus or

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elsewhere in the town if an alternative site makes the most sense.

- The provision of only one swimming pool in North Kildare is grossly inadequate and, given the amount of time it takes to get such projects off the ground, 2 should be progressed in parallel
  - one focused to serve Maynooth (residents and University Staff&Students) /Kilcock and
  - a fit-for-purpose replacement pool for the pool that is currently situated at the SJOGs campus in Celbridge
    - The loss of the St Raphael's Pool pool since March 2020 has been sorely felt by families whose children did swimming lessons there - since swimming lessons resumed in other pools, the children of Celbridge have not had any options as further-flung pools have long waiting lists
    - As it was up to March 2020, the pool fell very far short of meeting the town's needs - given the population of Celbridge, journeys in excess of 15-20 by private car (& not possible by public transport) to a public swimming pool is unacceptable - ref. table of 100 largest towns in Ireland that I prepared before
- The existing pool has only been capable of meeting **some** of the demand for a swimming pool in Celbridge as
  - It catered for the needs of the St John of God's clients
  - Kids' swimming lessons were held during the afternoons/ early evenings and on Saturdays.
  - It also used to cater for some school groups during the school day pre-COVID.
  - However,
    - Class groups from many other schools in town travelled at great expense by private bus to Clondalkin Leisure Centre for swimming lessons
    - There were no open swims or aquafit classes for members of the public in St. Raphael's pool due to insufficient capacity - residents had to travel significant distances to Clondalkin, Naas, etc. and these journeys are not possible using sustainable modes of transport.
- The closest private leisure centre is the Glenroyal in Maynooth - this is beyond ridiculous and Celbridge is the second largest town in Ireland (second only to Balbriggan) where members of the public do not even have access to a private swimming pool, let alone a public one.
  - See attached document for analysis completed last year regarding access to swimming pools for residents of the 100 largest settlements in Ireland.
- Swimming and aquafit are physical activities that appeal to many who might not otherwise be "sporty" and access to a swimming pool is essential for health and wellbeing for this demographic of people. Swimming is also an essential life skill for children to learn, especially given the water safety risks posed by Celbridge having a river flowing through it.
- The models for the operation of the Stewart Care pool in Palmerstown and the Aura

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de Paul pool on the Navan Road (partnership with the Daughters of Charity) should be explored to see if similar could operate in Celbridge.

- Performing arts space, arts centre, cinema
  - A single premises like The Mill might be able to offer a multi-disciplinary programme including theatre, cinema, comedy, music, dance, workshops and visual arts (e.g. The Riverbank in Newbridge)
  - The Tullamore Community Arts Centre currently under construction is a great example of how a significant facility can be provided for a community behind a traditional Main Street
- Playground provision is inadequate and it is insulting to residents of Celbridge to see the playground on the grounds of Celbridge Abbey listed as one of 2 playgrounds in the town when
  - it has been completely closed for 1.5 years due to COVID
  - it was rarely open when it was supposed to be before that
  - the hours were overly restrictive and were only beneficial to stay at home parents with preschool-aged children as it closed very early in the afternoon and didn't open at weekends
- An initiative is underway to provide outdoor facilities for young people - realistically, this is an objective that should underpin everything as no one facility will meet the needs of all young people. Additionally, adult exercise / outdoor gym facilities should be provided - an interesting location for this might be the strip of land alongside the avenue up to Castletown that is not owned by the OPW.

#### Attachments (1)

Pool Accessibility for Top 100 Irish Towns Sept 2021.pdf

KCC-C44-72

No

**Title: Protection Given the significant built and natural...**

**Observation**

**Slide: Main Street**

**Pin: 80**

No

**Protection of Built & Natural Heritage**

Given the significant built and natural heritage assets of Celbridge, protection of both of the following need to be front and central in any measures taken to enhance the town centre

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- Our natural heritage, green infrastructure and biodiversity
- Our built heritage including not only the buildings of architectural significance but more holistically, the "estate village" feel

I am concerned from a built and natural heritage perspective regarding what proposals might be considered "appropriate infill developments" and feel that what is considered to be appropriate must be strongly guided by concerns for the protection and preservation of Celbridge's heritage.

I believe that the absence of a masterplan for Celbridge has resulted in inappropriate uses of land and planning applications for inappropriate development of town centre sites (e.g. KCC 20/1369 / ABP 309424) and this risk will remain until a credible masterplan is delivered, progressed and respected by planning authorities.

The town centre has many strategic properties which, if developed insensitively, risk damaging Celbridge's built and natural heritage. For example,

- the recently sold Celbridge Lodge site with its beautiful mature trees and protected buildings risks being developed in an insensitive manner with a significant level of tree felling and construction that undermines the current oasis of calm - see <https://m.youtube.com/watch?v=WLb8WW2booc> for an appreciation for this site. I hope that the purchaser of this site is engaged with and that consideration of how this site will be used is included in the masterplan for Celbridge if the purchaser intends to develop it.
- If the parish priest relocates to the former Holy Faith Convent behind St Patrick's church as speculated and the parochial house comes on the market, a very strategically positioned site near the gates of Castletown will be released for development and the masterplan for Celbridge should include a vision for it to guide appropriate and sensitive use of the site.

KCC-C44-73



No

**Title: If we want to make Celbridge a thriving and welcom...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 81**

No

If we want to make Celbridge a thriving and welcoming place to live and visit there are a few things that could be done to facilitate this.

Make the Main Street one way, it will free up traffic heading over the bridge and will also allow the footpaths to be extended. Extending the footpaths will allow the local restaurants and coffee shops to have proper outdoor dining areas, as opposed to squeezing something in and having customers inhale the fumes of the 67 while they try to enjoy their coffee/meal. We only need to look at Maynooth to see how successful their outdoor dining is, as they have the space to provide a nice area for customers.

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Castletown House and Parklands are missing a trick with not having a proper market area, the current market is squashed in by the Slip Hall, but where do you go if you purchase some food, where are the benches and picnic tables?? Just look at St Anne's Park and Marley Park, they are thronged with families at the weekend and before the Castletown Cafe panics, they both have their own cafes which also do a roaring trade.

Also a proper playground for children wouldn't go amiss, maybe dividing it in two so older children have their own section making it safer for smaller or special needs children. Castletown is a beautiful place, but by doing the above it will attract more families to stay, eat and play as opposed to driving to find what we could very easily have on our doorstep.

Finally, ensure the plan to have a greenway along the canal from Hazelhatch to Adamstown actually goes ahead, it's such a shame it's taken so long.

KCC-C44-74



No

**Title: Please see attached**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin: 82**

No

Please see attached for complete submission. In addition to the attached document, excerpts from the document are included in separate observations.

-----  
 Celbridge Community Council recognises the value of the Celbridge Town Renewal Plan and welcomes many aspects of it. Whilst acknowledging the benefit that the suggested priority projects would have for Celbridge when sustainably developed, Celbridge Community Council strongly advocates that the Town Renewal Plan / Masterplan must include the following:

- Proactive embracement of the River Liffey instead of continuing to leave it inaccessible for long stretches - **realisation of a Liffey Valley Park needs to be a priority project in its own right**
- Credible proposals for **building a strong tourism** offering to draw more visitors into Celbridge
- Underpinning of the whole strategy with an urgency to enhance & protect **green infrastructure, biodiversity**, and our **built & natural heritage** - such protection and enhancement need to be included as non-negotiable criteria when assessing the suitability of all projects

Celbridge Community Council's assessment of the Celbridge Town Renewal proposals is that they focus on priority projects that will enhance the town, but fail to fully acknowledge the key observations highlighted in the survey feedback (traffic, pedestrian, and cycle connectivity, links to heritage and

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community facilities). The priority projects must be underpinned by previous feedback provided by the public and must link to other projects such as those to provide a second bridge / Celbridge-Hazelhatch Link Road, to upgrade the existing bridge, to develop a Transport Strategy for Celbridge, to provide outdoor facilities for young people, to construct an education campus that houses three schools behind Donaghcumper Cemetery, etc. and to leverage opportunities from the introduction of additional local bus routes under BusConnects.

Celbridge Community Council would like to see the Masterplan consider the following key points:

- How to **embrace the River Liffey** rather than leaving it inaccessible and to **realise a Liffey Valley Park** (this needs to be a **priority project in its own right**).
- How to **protect the strong green network** made up of the River Liffey combined with the historic demesne landscapes including
- The achievement of a people-focused town centre amenity with an emphasis on sustainable mobility in a space dominated by car parking and traffic
- Ensuring that any infill developments are sensitive about protecting our built and natural heritage
- 
- Transformation of derelict and vacant properties in the Town Centre
- How to tackle the challenges that have prevented stronger linkages between Castletown House and the town centre
- Inclusion of the St John of God's lands as a central part of the Masterplan
- Rectification of the uneven balance in the provision of public open spaces within Celbridge and an emphasis on the provision of high-quality multi-functional spaces

#### Attachments (1)

CCC Submission 20210926.pdf

KCC-C44-74



No

**Title: Public Spaces**

**Observation**

**Slide: Public Spaces**

**Pin:**

No83

- 
- With respect to the proposals for **More Open and Public Spaces** as a priority project,

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Celbridge Community Council believes that this lacks specificity.

- Celbridge Community Council agrees with the summary that open space is unevenly distributed, that many areas are inaccessible and that the public open spaces that exist have limited functionality. Celbridge Community Council **supports all initiatives to provide a hierarchy of high quality multi-functional public open spaces within Celbridge**. Such initiatives should enhance the existing public open spaces such as Willowbrook Park through the provision of street furniture and lighting and crucially should also provide public open spaces in areas of town where residents cannot currently access public open space within a 15-minute walk of home.
- The thing that stands out most is how essential it is to put a plan in place now to realise the vision of delivering a **Liffey Valley Park** with considerable opportunities for recreation, tourism, economic development and habitat creation. We called this out above as a priority project in its own right.
- Ensuring that the lands of **Celbridge Abbey** are available for amenity and active transport use (walking & cycling) must be a priority project for Celbridge - whether this comes under the **Liffey Valley Park, Main St/Town Centre, St John of God's Amenity Lands** or the **More Open Space and Public Spaces** priority project or is a project in its own right, it is essential that this is prioritised in the Masterplan due to its strategic location.
- **Adult exercise / outdoor gym facilities** might be provided at multiple locations throughout the town but an interesting location of note for this might be the strip of land alongside the avenue up to Castletown that is not owned by the OPW.
- Kildare County Council's current project to provide an Outdoor Youth Space in Celbridge is very welcome, and Celbridge Community Council is delighted to have a representative on that project team.
- Celbridge Community Council invites you to examine our October 2020 submission on Kildare County Council's Open Space & Recreation Strategy (also attached) which includes
  - An **appraisal of the current open space assets** in Celbridge
  - A **summary of findings relating to recreational spaces and amenities** from a June 2020 survey conducted by Celbridge Community Council
  - A 2020 **review of Kildare County Council's Kildare Play Strategy 2018-2028** - there are some great ideas in that strategy but Celbridge Community Council concluded that there has been little progress on the strategy for Celbridge but thankfully an initiative has since kicked off to pursue the provision of outdoor play spaces for young people.

#### Attachments (1)

2020-10 Open Space & Recreation Strategy Submission -FINAL.pdf

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No

**Title: Public Spaces****Observation****Slide: Public Spaces****Pin:**

No84

Celbridge Community Council would like to see the Masterplan consider the following key points:

- How to **embrace the River Liffey** rather than leaving it inaccessible and to **realise a Liffey Valley Park** (this needs to be a **priority project in its own right**). This should encompass
  - Extension of the **Liffey Valley Special Amenity Order(SAAO)** to include Celbridge
  - Acquisition of the **grounds of Celbridge Abbey** for use by the public
  - Opening up of the **KCC owned lands** on the eastern bank of the River Liffey (Donaghcumper) and connecting these lands to the Main St via a **pedestrian/ cyclist bridge near the Slip**
  - Provision of a **pedestrian/ cyclist crossing point** from the Ardclough Road to the Clane Road near the weir / Texaco Filling Station
  - Provision of a Greenway along the Liffey from Barnhall to beyond Abbey Farm
  - Provision of **linkages from the Greenway to key destinations** for children and young people such schools (NKETNS, St Wolstan's Community School, new Education Campus behind Donaghcumper Cemetery) and amenity destinations (Celbridge Athletics Club, Celbridge Town AFC Junior Pitches, GAA, Ballyoulster Football Club, etc.). These linkages need to be
- How to **protect the strong green network** made up of the River Liffey combined with the historic demesne landscapes including
  - Addressing concerns acknowledged in the consultation document regarding
    - the protection of vistas and the reconnection of Castletown Demesne to the Wonderful Barn and Conolly's Folly
    - the strengthening of connections to the St Wolstans and Donaghcumper Demesnes
  - Preservation of all existing mature woodlands, waterways, and biodiversity habitats
  - Provision of clear guidance on what types of developments would ensure the protection of the above

KCC-C44-74

No

**Title: Main Street****Observation****Slide: Main Street****Pin:**

No85

- Celbridge Community Council agrees with the suggestion for streetscape improvements with an emphasis on sustainable mobility and for the upgrade and regeneration of existing properties and commercial premises.
- The achievement of a people-focused town centre amenity with an emphasis on sustainable mobility in a space dominated by car parking and traffic will require a number of measures:
  - **Promotion of alternative mobility options** - allocation of adequate safe space for movement by pedestrians, cyclists and scooter users, parking for e-scooters, more bicycle parking, EV charging spaces, car-sharing spaces (GoCar)
  - **Improvements to how English Row operates** - illegal parking and the nature in which the space is used by taxis coupled with narrow footpaths can make this space unpleasant and bus drivers encounter issues pulling into the bus stop due to illegal parking
  - **Resolution of traffic congestion issues** - this features as the top priority for many members of the community each time Kildare County Council invites views from the public on how to improve Celbridge. The absence of a Transport Strategy and lack of proactive measures to tackle traffic congestion serves as a distraction and leads to public engagement that repeatedly misses the mark when Kildare County Council attempts to elicit views from the public on other matters. Suggestions of measures that should make a difference:
    - Provision of **welcoming car parking solutions** that are accessed from locations other than the Main Street but close to the town centre thereby minimising the attraction of unnecessary traffic onto the Main St - the consultation's statement that the overreliance on private cars is to the detriment of the town's public spaces fails to make any conclusions regarding the role played by what many consider to be difficult parking options
    - **Enhanced permeability** so distances are shortened and active modes of transport become attractive options - the video mentions analysis that was carried out on movement & permeability, cycle routes and walkability but fails to expand on this
- Celbridge Community Council is anxious to ensure that any infill developments are sensitive about protecting our built and natural heritage and would thus like to see
  - Strategic properties situated on or adjacent to Main Street that are **central to the enhancement & protection of green infrastructure, biodiversity and our built & natural heritage**
    - Brought into public ownership - since the "Town Centre" zoning allows a number of land uses and without a framework/masterplan to guide how the town centre should develop, there is a real fear that private developers and planners will progress planning applications in a manner that risks damaging

our built & natural heritage

- Utilised for the provision of amenities & open space
- Any proposals for developments in close proximity to the River Liffey must be guided by Inland Fisheries Ireland's Planning for Watercourses in the Urban Environment document
- The limited number of trees in the town centre should be protected and more trees should be planted
- Embedding the Liffey and historic properties bordering it into the plans for expansion of the Main Street / Town Centre - this builds upon our first point regarding the **realisation of a Liffey Valley Park as a priority project** in its own right
- Opportunities must be taken to transform derelict and vacant properties in the Town Centre
  - The consultation document identifies the lower end of Main St, English Row and the Clane Road as the areas having the most vacant buildings
  - Every opportunity should be taken to transform the Long Shed at The Mill into an asset for the community - it could be put to a number of uses that could benefit the community, enhance tourism and enhance the public realm; anything from a performing arts space, to a remote working hub, to a tourist attraction (tourist office, museum, etc.), to an "Eco Hub", etc. The location is strategic and the options are endless.
  - If Celbridge Abbey is indeed vacant, the house needs to be acquired by a public body and repurposed as a tourist attraction
  - The former Londis/Spar and Gogarty's shops have been vacant for some time and absolutely need to be put to good retail use as residents of the town are unable to get basic things without travelling to Maynooth, Liffey Valley Shopping Centre, Blanchardstown, etc. Celbridge will never be a 10-minute town if parents cannot purchase clothes and shoes for their children locally. A department store selling a mixture of items from clothing to household electrical, etc. might be well suited to this very prominent location.

KCC-C44-74



No

**Title: Castletown**

**wObservation**

**Slide: Castletown**

**Pin:**

No86

The need for **connectivity between Castletown and the Town Centre** has long been established

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but a number of challenges must be addressed in order to make this happen:

- Castletown House and Parklands is a huge attractor of visitors from outside of Celbridge but **the fact that parking is accessed off the M4 means that there is no reason for visitors to venture further into the village**
- Significant efforts are required to promote Celbridge's built heritage assets in a manner that both
  - Leverages the historic connections between Celbridge's many historic buildings and Castletown House
  - Promotes the village as an interesting enough destination for visitors in its own right
- Encouraging additional types of tourism in order to increase the appeal of Celbridge to visitors with other interests should realise benefits for the town. For example, active pursuits centring around the Liffey would take advantage of Celbridge's other notable asset (natural heritage).
- Quality eateries and retail outlets at the Castletown end of Celbridge's Main Street would attract visitors to the village.
- Greenways both along the Liffey and linking the Royal Canal Greenway and the Grand Canal Greenway via Celbridge and Castletown would attract cyclists to the village centre.
- A novelty way for visitors to Castletown House to travel the 1km distance between Castletown House and the village would help visitors who are unable or not inclined to walk.

KCC-C44-74



No

**Title: Amenity Lands at St. John of God**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No87

Celbridge Community Council would like to see the **St John of God's campus / Oakley Park** form a central part of the Masterplan for Celbridge.

- This site is key to the expansion of the town centre and to making Celbridge a more attractive place to live and visit as a tourist destination.
- The following suggestions from the Celbridge LAP 2017-2023 would have real benefit for the community
  - An urban park - this side of Celbridge lacks a public space
  - Housing for older people - housing with supports has the potential to be a game-

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changer for older people

- o A women's refuge to serve North Kildare - abusive relationships are unfortunately a reality for too many and the lack of supports in North Kildare make an already difficult situation unnecessarily stressful
- o Cultural facilities might include an arts centre but this could equally be located somewhere like the long shed in The Mill
- o A fit for purpose library may be suited to this site
- o Other community/ recreational/ cultural facilities as identified by a social infrastructure audit should also be considered for this site
- o A Swimming Pool is clearly something that the public needs and the closure of the pool in St Raphael's in March 2020 has left many children without swimming lessons.
- The St John of God's campus contains a number of disused or underutilised buildings including squash courts which have not been in use since the 1990s and the courts are now used for storage.

KCC-C44-75



No

**Title: Celbridge needs more functional cycle routes, not ...**

**Observation**

**Slide: Main Street**

**Pin:**

No88

Celbridge needs more functional cycle routes, not cycle paths that constantly force cyclists to give way to drivers joining the main road, or cycle paths that randomly stop, or cycle paths that share the road with motorists. Whoever designs them needs to have cycled along that particular road.

The new islands on the Main Street and the Clane Road are great for pedestrians who want to cross the road, but a scary experience for cyclists when drivers try to overtake them at that particular spot, which they do.

KCC-C44-76



No

**Title: Celbridge would benefit greatly from a holistic re...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

Celbridge would benefit greatly from a holistic renewal plan. Many of the comments here address the ongoing issue with traffic and the knock-on negative impact it has on many other aspects of daily life in Celbridge (public transport, availability of safe pedestrian and cycling facilities throughout the town allowing access to schools, sports clubs etc).

Celbridge Main St and English Row have far more potential than they currently show. There is too much priority and space given to car traffic and not nearly enough emphasis given to pedestrian / cycle movement in this area. During the Covid pandemic, we have see a few parking spaces removed in favour of some outdoor seating areas for cafes/restaurants. This has immediately resulted in an improved appearance to the Main St. It has shifted the balance, albeit a little, towards a more people-centric street. Further developments in this direction coupled with investments in cycling infrastructure, parklets and other amenities will greatly enhance the Main St and town centre area.

Celbridge does not capitalise at all on what is arguably its greatest asset - The river Liffey. There is the opportunity to create a walkway or greenway along the east side of the river with pedestrian access possibly at the Slip and another at the bridge end of the Main St. Such a walkway could extend north along the east side of the river and access Castletown grounds - such a walkway would pass near the sites of Donaghcumper and St Wolstan's Abbey thereby creating a link to two largely forgotten locations of historic importance. In the other direction, the grounds of Celbridge Abbey are not utilised at all as public amenity. The creation of a riverside park here would not only provide the amenity of the outdoor space but also bring into play the historic Celbridge Abbey building and the literary association with Jonathan Swift. Both sides of the river could be used in this area south of the current bridge and there is an historic stone footbridge in the area of Vanessa's bower which could be used to access both banks of the river. A park in this area would provide hugh benefit to a large number of residents in Celbridge as it would be easily accessible from Raphael's Manor, Abbeyfarm, Ballymakealy, Temple Manor, Simmonstown areas.

In addition some buildings in the Main St could be put to better use. The "Long Shed" on the grounds of The Mill is unused and would be an ideal space for a small museum / theatre / tourist office / office working hub or a myriad of other potential uses. This would align and enhance to the people-centric concept of the town centre I put forward above.

The existing grounds of St Raphaels could and in my opinion should be more accessible to the public. There are amenities like swimming pool and squash courts which are unused (largely) by the public.

In summary there are immediate and significant issues which need to be addressed around traffic and infrastructure, but I also think we need a wider, community and people-focussed strategy to make Celbridge a place where both young and old can have a wonderful quality of life.

KCC-C44-77

No

**Title: = Sustainability =** "Providing sustainable comm..."

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

= Sustainability =

"Providing sustainable communities where people can live, work and socialise is the cornerstone of the Town Renewal Plan".

It is great to see this in writing as a goal, as sustainability seems to be an after-thought at best in other areas. The most promoted and discussed project is Celbridge is a second bridge for motor traffic over the Liffey. Yet there is no discussion of how this bridge will be used to improved conditions for sustainable transport - e.g. restricting the first bridge to public transport, or pedestrianising Main Street given the decreased need to access the first bridge. A second bridge for motor traffic will only increase motor traffic and congestion in Celbridge through induced demand, so measures should be put in place to counteract these effects before the bridge is opened.

Given the recent publication of the IPCC report on climate change, we must all do all we can as soon as possible to limit emissions. In Celbridge, we must reduce car parking and replace it with bike parking and green spaces. We must limit car journeys and speeds to encourage people to switch to walking and cycling.

= Pedestrians and cyclists =

"The aim is to put the pedestrian and cyclist at the heart of the design solution for the town and to create fully accessible, inclusive and age-friendly public spaces."

The first step to creating a welcoming environment for cycling in Celbridge is to build the outstanding Celbridge sections of the NTA Greater Dublin Area cycle network - especially C1 from the village to Hazelhatch train station. C2 to C5 should also be examined for DMURS and NCM compliance - they are piecemeal in places and yield to side roads, making them ineffective and discouraging people from using them. Install segregated cycle tracks where feasible or appropriate engineering works where segregated facilities won't fit.

Extending the network to create a route from the Royal Canal in Leixlip to the Grand Canal near Hazelhatch would be a wonderful facility.

I am always proud when passing through the junction at the southern end of the bridge over the Liffey to see not one but three zebra crossings. However, I do not understand why there are not more of them along Main Street. This would help create a much more people friendly space where pedestrians would be prioritised over cars.

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KCC-C44-77

No

**Title: The suggestion above of locating some tourism-frie...**

**Observation**

**Slide: Castletown**

**Pin:**

No

The suggestion above of locating some tourism-friendly businesses at the Castletown gates by Main Street is excellent. It would increase footfall without spoiling the huge open spaces that make Castletown so attractive to locals.

While I realise this is the responsibility of the OPW, I would move the car park to nearer the motorway and surface it properly. Without all the motor traffic, a second avenue for walking could be created in the direction of the Leixlip Gate. In future, a pedestrian and cyclist bridge over the motorway to Leixlip Gate would recreate the historic approach, or link to the Wonderful Barn.

The C8 routes of the NTA Greater Dublin Area cycle network should be created to allow Castletown House to be used as a through route for cyclists, avoiding the need to travel along the likes of the R403 Dublin Road, which is crowded with impatient and dangerous drivers.

KCC-C44-77

No

**Title: The pandemic has shown us that people are keen and...**

**Observation**

**Slide: Main Street**

**Pin:**

No

The pandemic has shown us that people are keen and happy to shop and socialise in their local area, rather than always drive to nearby towns or large shopping centres. Main Street is well designed to take advantage of this, with a wide boulevard that can be designed to create a people-focussed space.

Step one would be to remove the on-street parking (except for disabled parking), and add planting and more picnic tables. In further phases, make the motor traffic one-way or remove through traffic entirely. Loading bays can be left to allow deliveries with access for residents, but pedestrianise large parts and make the section between the street and Castletown House a pedestrian priority zone to encourage visitors to the House to stroll down the avenue and onto Main Street, or vice versa.

People will be worried that other roads would get busier, but in every town it has been show that the vast majority of displaced traffic evaporates. This is because as driving takes longer and streets

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become safer, more people switch to cycling and other modes, or stop making unnecessary car journeys altogether.

KCC-C44-78 [REDACTED] No

**Title: It is hard to separate out significant strategic n...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

It is hard to separate out significant strategic needs of the town from this consultation. Ideally, a full holistic review of the towns needs would be performed. The major transport and road infrastructure needed (and proposed) will impact greatly on this consultation.

This consultation is being run before we are aware of the preferred route for the new bridge for example. This is frustrating and adds to concerns about the overall joined up thinking and master plan of the council for the town.

KCC-C44-78 [REDACTED] No

**Title: The Celbridge population has increased dramaticall...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

The Celbridge population has increased dramatically in recent years but unfortunately infrastructure and services have not increased. Full housing estates are being approved with what appears to be no consideration for the infrastructure and services within the town. This is particularly evidenced with the O'Flynn group submission in respect of Oldtown woods and Church road. This is endemic of the situation within the town, build the houses and no further improvements take place. As a result, Kildare County Council have serious catch-up to play in order to bring the infrastructure and services

of the town up to scratch for the size and current population of the town. And this is before that fact that future substantial housing developments are already planned and approved.

The lack of infrastructure and services around the town cannot be ignored any longer, no matter how difficult, complicated or indeed costly the circumstances now dictate through past inaction.

KCC-C44-78 [REDACTED] No

**Title: The town is crying out for a swimming pool, cinema...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

The town is crying out for a swimming pool, cinema and other amenities both indoor and outdoor to cater for all ages (particularly different age groups under 18). Given the size of the town, these are not unreasonable expectations. We should not have to rely on driving to Naas or parts of Dublin (Lucan/Clondalkin) to avail of such amenities.

I have heard arguments from councillors online in relation to both the initial and ongoing costs associated with such services. There is no backing this excuse up and it is a lazy response from any councillor. With recent changes proposed to LPT in 2021, both the 15% increase to the base rates and the number of new homes since 2013 that will be in scope for LPT for the first time this year, there should no shortage of funding for these services and amenities going forward.

KCC-C44-78 [REDACTED] No

**Title: The perceived lack of space on the main street pos...**

**Observation**

**Slide: Main Street**

**Pin:**

No

The perceived lack of space on the main street poses potential issues and limitations for improving the main street. A proper traffic management plan is needed to potentially facilitate a one-way system on the main street. However, such a plan can only be properly planned once the new bridge is complete. Some might argue that a further second new bridge would be needed to manage traffic efficiently in the town. This is in the absence of any meaning ring-road for the town to alleviate through traffic.

KCC-C44-78 [REDACTED] No

**Title: A river walk, running con-currently along the Clan...**

**Observation**

**Slide: Main Street**

**Pin:**

No

A river walk, running con-currently along the Clane road would be most welcome. It is unclear how if this could be extended to continue along (in parallel with the Main St behind existing businesses on the side closet to the river.

Only two real open spaces in the town centre come to mind (1. Area in front of St. Patricks church and 2. Inside the gates on Castletown joining the Main St.) Ownership could prevent any meaningful town square, which the town needs.

The Council should consider all available space, including along the river in conjunction with a possible river walk linking Castletown to schools (Wolstans etc.) on the Clane road.

KCC-C44-78 [REDACTED] No

**Title: As noted with other comments, this is difficult to...**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No

As noted with other comments, this is difficult to comment on given the absence and lack of public information on the St. John of Gods lands and transfer to the HSE.

However, the lack of access to the playground and general green space on the abbey grounds has been detrimental to locals (Celbridge Abbey, Abbeyfarm and Raphael estates) particularly over the last 18 months.

An additional meaningful and proper playground is needed in addition to the only one on Aghards road currently.

KCC-C44-78 [REDACTED] No

**Title: The clane road (R403) going into the town, passing...**

**Observation**

**Slide: Celbridge Town Renewal Plan Area**

**Pin:**

No

The clane road (R403) going into the town, passing by the St. John of God lands is atrocious for walking and cycling but even for driving. It can barely take two lanes of traffic at the narrowest point given the large grey walls in place.

There is no space for cyclists, if buggies meet one has to go on the road. It is a disaster, there is a complete lack of space with the safety of everyone involved seriously compromised. It is worse again in the evenings where the lighting is awful or indeed non-existent.

A river walk/cycle path is needed to join the town to the Clane road in the absence of any serious infrastructure improvements to the road itself given the severe limitation on the space available.

KCC-C44-78 [REDACTED] No

**Title: The clane road (R403) going into the town, passing...**

**Observation**

**Slide: Amenity Lands at St. John of God****Pin:**

No

The Clane road (R403) going into the town, passing by the St. John of God lands is atrocious for walking and cycling but even for driving. It can barely take two lanes of traffic at the narrowest point given the large grey walls in place.

There is no space for cyclists, if buggies meet one has to go on the road. It is a disaster, there is a complete lack of space with the safety of everyone involved seriously compromised. It is worse again in the evenings where the lighting is awful or indeed non-existent.

A river walk/cycle path is needed, going through the St. John of God lands, to join the town to the Clane road in the absence of any serious infrastructure improvements to the road itself given the severe limitation on the space available.

KCC-C44-79

No

**Title: The below submission is on behalf of the Celbridge...****Observation****Slide: Celbridge Town Renewal Plan****Pin:**

No

The below submission is on behalf of the [REDACTED]

Celbridge should be transformed to allow all citizens to easily move, access all businesses and services, and actively enjoy all amenities in both the built and natural environment. This would actively promote Celbridge as a thriving tourist hub.

1. Segregated cycle/pedestrian infrastructure to allow safer movability. This could potentially reduce traffic congestion as children/teenagers could walk/cycle alone to schools, activities and friends. At the moment this is not possible.
2. There are very high traffic volumes in Celbridge and some footpaths are very narrow (e.g. around Celbridge Abbey, The Mill, Clane Road, Church Road) and unsafe for all. Some of these paths are completely unusable for people in wheelchairs, parents using wider buggies and almost impossible for pedestrians to pass without stepping out on the road.
3. Some footpaths enter and exit out towards the road e.g. outside St. Raphaels housing estate. This is extremely dangerous especially for young children on bikes/scooters or wheelchair users.
4. Open Celbridge Abbey to the public, which would allow walkers/cyclists for a safer route from the Main Street to the west of the town.
5. Develop the areas around the River Liffey to include cycling/walking infrastructure, parks,

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playground and connect this to neighbouring towns for better accessibility between the towns and to the already completed greenways.

6. Reduce traffic on the Main Street to create a more people focused environment with better accessibility to shops, eateries and other services – perhaps only let buses, taxis, delivery drivers and drivers with disability through the main street. Parking should be around the town centre. Allow for some parking bays for disabled drivers. Reduce the speed limit to 30 km/h.

7. Proper playgrounds, skate parks are needed for both sides of the bridge. For such a large town, the facilities for children are pretty dismal.

8. A swimming pool for the Celbridge/Leixlip area would be a very welcomed addition.

9. A purpose-built, full-accessible library, education and community/arts facility close to the centre of town with appropriate parking would both serve the citizens and create local employment.

10. There should be rest benches in several locations around Castletown so that everyone can enjoy this great facility.

KCC-C44-80

No

**Title: This is an important time to develop an ambitious ...****Observation****Slide: Celbridge Town Renewal Plan****Pin:**

No

This is an important time to develop an ambitious and positive Town Renewal Plan for Celbridge. In developing an inclusive masterplan and public realm strategy it would be helpful to ask - through whose eyes are we making changes. A vision and plan for the future should ensure that everyone feels included and that the town has been design for them. From children's eyes – what do they experience now and what changes are needed for them to live in a vibrant, cultural, active, safe and healthy town.

As plans for future development should ideally been seen from the perspectives and full range of needs of people who will experience them, it would therefore be helpful to have the future plan informed and questioned by a scenario-based approach. In addition, this should include looking at scenarios or proposals from the eyes of a 5 year old, 10 and 15 year old as well as families, the elderly etc. The more we can focus on creating a town for children and young people to travel, play

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and connect safely, the more benefits we bring to the entire community. The youth survey part of this consultation is welcome in that it asks young people how they feel, and where they socialise, and what they would like to see to meet their needs.

Given current and future challenges, as well as future growth and development, the Town Renewal Plan should ideally be very ambitious with short, medium and long term goals that aim for real transformation. It should clearly articulate how the plans will help children, families and the community respectively connect more, feel safer, enable children to roam and travel more freely, feel part of a vibrant, active and interesting town; and feel that the environment is healthy and positive. The public realm should result in people of all generations coming together by design. It is positive to see the objective of planning with Universal Design Principles in the plans for the TRP. A very positive outcome would putting a strong focus clearly on children and young people in this TRP.

#### Mobility

A lot of traffic is involved in transporting children because either streets are not felt to be safe or facilities such as schools and playgrounds are too far away for children to safely walk or cycle. A key aspect to ensuring our town is safe and friendly for children is ensuring safe independent movement of children to where they need to go. Routes to school are not safe. Clane Road for example has extremely narrow pathways and the following video demonstrates the hazards experienced by children trying to get to school. This is not a safe public realm, nor is it an environment that promotes the health and safety of children and parents. The video shows a parent collecting their children at NKETS and cycling back to Castletown via the Clane Road and Main Street:

<https://youtu.be/RbjlhRfg55w>

The vision for change should see Celbridge as a pedestrian friendly town, well-connected and where children can travel safely by foot or bike. The core of the town and important routes for families and children should be pedestrian-friendly, connected up and unified. A study of use of roads by demographics would be useful to inform the TRP – it is likely that much of the public realm is not equally enjoyed by all - for example among children, young people and the elderly/disabled.

#### Suggestions:

- Develop wider and attractive footpaths and quality cycle lanes on the key routes to schools and facilities. The Clane Road is one important example that needs urgent attention.
- Provide more permeability between estates to allow for safe routes to facilities and schools.
- Provide for access where possible between residential areas to allow for the joining up of green and play areas for children, exploratory play, and safe mobility.
- Provide seating, planting and lighting along routes and public realm spaces across the town so that they become intergenerational community spaces for enjoyment.

KCC-C44-80

No

**Title: As noted in the consultation material, Celbridge a...**

#### Observation

**Slide: Main Street**

#### Pin:

No

As noted in the consultation material, Celbridge and in particular Main Street has an over dominance of motor traffic. This has severe impacts on Celbridge's public realm. Space allocated to the movement of cars and parking takes away from the ability of the town to develop shared community public spaces for cultural, social, play, arts and market activity.

To enable children and families to walk more, stop, play and meet in all of Celbridge's public realm we need to make more space for walking and cycling. The footpaths should be widened enough to enable people to meet, sit and talk, dine outdoors, and enjoy the unique heritage and history of Celbridge.

Currently, significant space that could be allocated to walking, seating and cycling is taken up by parking. Yet, there is an opportunity for using off-street parking capacity and developing plans for public off-street parking in locations that can reduce the need for circulation of traffic on the Main Street. KCC had previously rented some of the current off-street parking space.

Moving on-street car park to off-street locations would enable the opening up and development of Celbridge Main Street as a vibrant community area with the possibility for arts, culture, markets and events as well as increased footfall for business.

A further benefit of new public realm spaces and promote pedestrianisation and cycling access to the current and new facilities on Main Street will be the positive impact on children and adult health. In September 2021 the WHO brought out new guidelines that have halved the recommended limits for air pollution. The WHO has halved the guideline for annual average exposure to PM2.5 from 10 to 5 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ). The WHO classified these particles as cancer-causing in 2013. For NO<sub>2</sub>, the WHO has cut the annual average limit from 40 to 10  $\mu\text{g}/\text{m}^3$ .

As shown by both the EPA and our local community monitors air quality in Celbridge regularly exceeds these levels particularly in the winter. WHO's press release on September 2021 states 'New WHO Global Air Quality Guidelines (AQGs) provide clear evidence of the damage air pollution inflicts on human health, at even lower concentrations than previously understood.' It should be noted that children's height place them closer to sources of traffic fume pollution when walking.

As many other comments have requested the Main Street should be developed to:

- Move on-street parking to convenient off-street locations. Where possible, these locations should aim to minimise car movement around main street
- Significantly widen the footpaths on Main Street to allow for pedestrians, cycling, markets, outdoor dining, children's play and generally meeting and sitting.

These changes can be achieved in tandem with the current development of the second bridge, the proposed boardwalk proposal over the current bridge, Bus Connects changes and the eventual Dart service providing the opportunity. Bringing people into the heart of our towns can help rejuvenate local businesses following the pandemic and also give rise to new business types – so that people do not

have to travel out of town for key goods and services.

Suggestions

- Focus the development of the TRP on the experience of children, young people, the elderly and disabled; as well as those that are vulnerable or feel excluded. Putting people's experience at the heart of the design can help identify potential gaps or unintended consequences or silos between ideas.
- The proposed Town Renewal Plan and Strategy should be accompanied by an equality impact assessment
- Core principles shared by the community's vision of the future should be set out to inform the Plan.
- Monitor the changes in air quality as a result of the changes as this is a critical project for improving health and preventing illnesses caused by air pollution.

Main Street – Natural Environment

Covid restrictions highlighted the huge importance of the natural environment for well-being and relieving stress. Tree cover, clean air, light and natural sounds are enjoyed by everyone in a community. There is an opportunity with the removal of on street parking for planting trees – creating a boulevard effect along Main Street. This would create a natural extension of Castletown and be a welcoming continuation for residents and visitors from Celbridge to Castletown. Water features are always attractive in town centres, also for children.

With a view to climate resilience, as our climate changes, tree cover, water fountains and water features can provide the shelter and comfort required particularly in urban areas from heat. With regard to biodiversity, the Tidy Towns and the Biodiversity Action Group Action Plan have developed a 5-year Biodiversity Action Plan which should be supported and enabled through the TRP.

The Plan should aim for significant urban greening and the piloting of new approaches. Local agriculture should also be identified and local market development included.

In line with our waste reduction targets, street bins should also have a Dry Mixed Recyclable option. These should be attractive and located in the right places. The current bin location review should also be considered with regard to developing the TRP also.

Attachments (1)

EPA March 2021 readings.png

KCC-C44-80



No

Title: Play, Sport & Social Facilities for Young People ...

Observation

Slide: Public Spaces

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Pin:

No

Open Spaces

There is a need for publicly owned parks in addition to Castletown. The town is under-serviced with parks or facilities and there are opportunities for opening new public parks and plazas. For example, opening up lands along the Liffey for walks and recreation is a key opportunity that should be pursued. Also, as highlighted in submissions, there are other spaces such as at Tesco that could be significantly improved and developed as community focused public realm spaces. Parks and open spaces are also required particularly on the West of Celbridge.

Climate Action

All items that enhance our town in the ways outlined above, protect our heritage and develop vibrancy, safety and environment in Celbridge are also good for reducing our emissions, enhancing nature recovery and flourishing, and helps us to build resilience.

The Town Renewal Plan should be an opportunity to take bold action on climate and for Celbridge to become a climate leader in Ireland. Celbridge could become a leader in energy efficiency, district heating and active mobility. The TRP should ideally set out to quantify the carbon emissions impact of our changes as well as the environmental impact including air and water. Our TRP should have a vision of Celbridge becoming a Climate Positive town and set out ambitious climate action within its scope.

As our application to the call for Decarbonisation Zone of Kildare shows, we have a significant amount of opportunity in Celbridge to help achieve that vision. This could be a model for growing towns in a climate positive and economically viable ways. It would also be ambitious and help attract further funding for Celbridge. We need to clearly articulate how much carbon we can save with each project item in the Plan, a vision for and show how the action will respond to healthy communities, social resilience and climate targets.

As part of the TRP it will be important to include governance aspects. How do we monitor the effect of the changes, tweak where necessary, and continue to improve and transform. Covid showed the huge community solidarity and strength in Celbridge and having ways to support these networks and connections should also be considered in the TRP.

Heritage

In looking to the future, the heritage and cultural assets of Celbridge are essential - they must be protected, enhanced and form a central part of the fabric of a renewed and vibrant public realm.

Vacancy should also be examined and addressed with a particular focus on the opportunity provided by vacancies in our historic and heritage buildings as noted in other submissions. In addition the grounds of the St. John of God's has huge opportunity for bringing facilities back into use and enabling their further development and access to the community.

KCC-C44-80



No

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**Title: Play, Sport & Social Facilities for Young People ...**

**Observation**

**Slide: Celbridge Youth Survey**

**Pin:**

No

Play, Sport & Social Facilities for Young People

The TRP should include more child-friendly spaces and micro-spaces in the public realm that have free play features. These can include visual/aural art works, water features, reflective surfaces etc. Space should also be created for cultural, festival and play events can be held.

Also, as young children have a limited range in which they can explore, and for an inclusive public realm, public spaces in housing estates should be developed to include creative and free play spaces that families.

Suggestions:

- To implement free play and interactive spaces for all children throughout the town
- Create play spaces near children's homes
- Develop youth facility(ies) in a way that is led by and driven by young people

Facilities for young people should be a core objective of the Town Renewal Plan.

Funding has been put aside from Local Property Tax for youth facility/facilities and the youth survey that is part of this consultation will feed into that. With the aim of making Celbridge an inclusive and welcoming place for all, designing for children and young people and providing facilities that meet their felt needs is a priority. This has also emerged in multiple surveys and in responses to this consultation.

The process for engaging young people and the community on new youth facilities is currently ongoing led by a community stakeholder group with KCC and the Municipal District. This is an important and significant project and public realm outcome that should feature prominently as one of the core projects in the TRP.

KCC-C44-80



No

**Title: Ongoing monitoring and engagement For implementat...**

**Observation**

**Slide: Celbridge Town Renewal Plan Area**

**Pin:**

No

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Ongoing monitoring and engagement

For implementation of the Town Renewal Plan (TRP) once developed, it is important that a system is established for incorporating future community feedback on the interventions. This would monitor how community and specific groups are experiencing the changes, and highlight learnings as well as the need for any improvements or changes.

With regard to any spatial data that is gathered, where this can be published, it would be helpful to Celbridge's Open Street Map mapping group if this could be made available with a full open and reusable licence suitable for use on OSM.

<https://demo.f4map.com/#lat=53.3383210&lon=-6.5396185&zoom=17>

KCC-C44-81



No

**Title: Overall the results of the surveys indicate that t...**

**Observation**

**Slide: Celbridge Youth Survey**

**Pin:**

No

Overall the results of the surveys indicate that the people living in Celbridge would like to see a traffic management plan, major improvements for cyclists and pedestrians, amenities (swimming pool and arts centre for eg.) and the historic Castletown linked more into the town. The Four Priority projects must try to achieve these. Celbridge needs a Masterplan and the projects need to be linked with the bridge consultation before any actions are taken. Make the Main street more pedestrian and cycle friendly, Take away the car spaces at the Castletown end of the town and car spaces expect for disabled spaces. Enhance green areas around the town with benches and places to sit. Need more information on St John of Gods to comment, but Cellbridge Abbey needs to be purchased and used as a public park for Celbridge. Willowbrook Park needs more landscaping and benches ( Lights to be turned on). A dog park and skate park is a must.

KCC-C44-82



No

**Title: Celbridge Tennis Club Submission**

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**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

Celbridge Tennis Club Submission

**Attachments (1)**

Celbridge Development Submission.docx

KCC-C44-83



No

**Title: Tourism and Heritage 81% of people surveyed though...**

**Observation**

**Slide: Castletown**

**Pin:**

No

Tourism and Heritage

81% of people surveyed thought that Celbridge was not taking full advantage of its tourism potential. This is true.

The Tourism & Heritage Forum set up in 2014 under the aegis of the Integrated Services Provider programme looked at this in detail resulting in the

ISP Celbridge Tourism and Heritage Strategy 2015 - 2020. This excellent document analysed and assessed the enormous potential of Celbridge as an extremely interesting place to visit, but also good to live in, to work and do business. Sadly, the funding for this was later to expire, but one need look no further than at this strategy to see how Celbridge, its visitors, residents and businesses could really profit at many different levels by investment in advancing the objectives of this strategy.

Priority

- Castletown is our prime tourist attraction and its parklands are extensively used by Celbridge residents who have come to value them even more highly during the pandemic. A better connection between Castletown and its estate village has long been sought and needs to be reconsidered. Visitors should be able to approach via the historic Lime avenue but also be encouraged to visit the town. (This is also identified in the Strategy above).

-If the Liffey Valley Greenway, (and possibly Blueway), could be advanced Celbridge and Castletown could both benefit.

-In conjunction with the stakeholders, consider in detail how to advance tourism in the town -

especially considering the linkages between the town, sites of interest and the surrounding demesne lands.

KCC-C44-83



No

**Title: New community facilities and amenities on this sit...**

**Observation**

**Slide: Amenity Lands at St. John of God**

**Pin:**

No

New community facilities and amenities on this site would be very welcome, particularly those serving young people. I understand, however, that its transfer for use as a town extension is still some way hence and there is, therefore, little point in commenting further.

I would hope it could be sensitively integrated into the existing town's historic structure with appropriate linkages.

KCC-C44-83



No

**Title: Facilities and Amenities Celbridge is well served ...**

**Observation**

**Slide: Public Spaces**

**Pin:**

No

Facilities and Amenities

Celbridge is well served in terms of clubs, societies and interest groups.

It is very poorly served in terms of public parks and playgrounds to serve its ever-increasing young population. Were it not for Castletown, an OPW property, there would be no reasonable area of outdoor space.

There is a need for facilities for the adolescent population.

Priorities

- Identify (once again) the green areas, especially within walking distance of estates. Prevent further building development on these spaces.
- Create a number of good, well appointed playgrounds suitable for children under ten. Where there is sufficient space even a small sports pitch of some sort would allow ball games for older children.
- Investigate the possibility of a skatepark in the vicinity of the town – this would be very popular.
- A swimming pool, probably for Maynooth, seems to be on the cards. Could the one at St Raphael's be made available in the interim? This could also be considered in the Town Centre zoning context of the St Raphael's complex.

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KCC-C44-83



No

**Title: I welcome this consultation on delivering a new vi...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

I welcome this consultation on delivering a new vision for Celbridge. With the ongoing, rapid development of residential areas it is imperative to define the natural and built assets of Celbridge and its hinterland and consider, even at this well-advanced stage, how best to conserve and protect its heritage while meeting the needs of its expanding population.

As a long-term resident of Celbridge I have seen many changes but I have also noted the significant stability of its population, once settled here. I believe that the choice of Celbridge from the many 'satellite' villages in counties Meath, Wicklow and Kildare which surround Dublin, has been in no small measure due to its rich heritage and the amenity it offers. A real sense of community has been

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engendered, even in the most recent arrivals, and continues to grow through community endeavour, sports and diverse interest groups.

The present infrastructure is inadequate to meet the needs of a large population of approximately 22,000 people – a figure set to greatly expand with the developments already underway. Traffic management and further transport provision are major issues, but public parks/play areas/safe cycling routes are of real concern too.

Natural Heritage, Green Infrastructure

The submissions to the Celbridge LAP and the initial online survey for this Town Plan demonstrated clearly the value placed on outdoor amenity space. This has been driven home most forcefully by the pandemic.

Priorities

- Initiate with all speed full identification and evaluation of our Green Infrastructure.
- Ensure appropriate zoning to protect these green spaces throughout the town, but especially the valley of the Liffey.
- Research and investigate the possibilities of linking the demesne lands of Donaghcumper and St Wolstan's to those of Castletown and, conceivably, to the town.
- Research and investigate access to the lands of Celbridge Abbey.
- Actively pursue the KCDP objective of a Liffey Valley Park affording safe cycling and pedestrian movement through the town. This Celbridge section would ultimately continue downstream to Leixlip, Lucan and beyond.

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KCC-C44-83



No

**Title: Travel/Transport The survey shows how much we rely...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

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No

Travel/Transport

The survey shows how much we rely on private transport. This will continue for some time yet as we move to 'greener' solutions. To assume otherwise is unrealistic. There will continue to be cross route needs: e.g. age/disability and/or weather considerations We will only be persuaded to use other forms of transport when they are offered to us on a reliable, consistent, accessible and safe basis.

Priorities

-Move with all speed to construct cycle/pedestrian paths through the town using the green areas where possible. Start with those paths that will be used by parents and children on the way to school.

(Other submissions have provided excellent analysis of, and thought-out proposals for the possible cycle routes. I would endorse these).

-Make further cycle paths along roadways and give cyclists priority, especially at junctions, (as in the Netherlands). (Advise and instruct cyclists in good and safe practice, car drivers likewise). Enforce.

-Advance the plan for a second bridge with the road serving it linking adequately to other routes permitting entry to, and exit from the town. There is no point in simply moving traffic congestion to another bottleneck.

-Provide a feeder bus to Hazelhatch station, especially at peak hours.

KCC-C44-83



No

**Title: Village/Main street The historic village street ha...**

**Observation**

**Slide: Main Street**

**Pin:**

No

Village/Main street

The historic village street has been significantly improved in recent years. It, too, especially during the pandemic, has provided valuable, social outdoor space. Outdoor dining has become popular and it is lovely to see the extended seating areas, the parasols and gazebos outside cafés and restaurants. Its architectural heritage should be highlighted, not forgetting the vernacular.

The proposed Town Centre extension at St Raphael's is clearly in the future but should be considered in the context of the whole town and in harmony with it.

Priorities

-Implement fully the proposed Architectural Conservation Area.

-Encourage and support sustainable enterprise in the street: boutique and specialist shops, small grocery/butchery outlets, hairdressers/barbers, newsagents etc. Large scale retail will never be, physically or economically, a viable proposition.

-Encourage residential use of existing properties and upper floors. Do not permit any backland development where it intrudes into the river valley.

-Investigate further parking possibilities.

-Do not construct a one-way system. This leads to further difficulties for businesses and residents alike.

KCC-C44-84



No

**Title: MAIN STREET CELBRIDGE; PLAZZA Move back Castletow...**

**Observation**

**Slide: Celbridge Town Renewal Plan**

**Pin:**

No

MAIN STREET CELBRIDGE;

PLAZZA

Move back Castletown Gates to create a town Plazza space at top of Main St..

Add the nearby Arthur Guinness Statue as a focal point in the piazza.

TRAFFIC;

New bye-laws to enforce;

Double continuous white lines.

No cross-overs to park on opposite side.

No U-turns allowed.

Parking attendant with powers to Ticket offenders.

Roundabouts

- small disk form;

At Castletown gate area and

Bridge / Bank area to facilitate

- moving traffic and
  - turnarounds top of street and bottom to cut out crossover traffic.
- BOARDWALKS x 2
- One on each in-side of existing bridge.
- TOWN PARK
- on the lands of Donnagucumper.
- Bridge connections from Slip Hall and rear of shops on Main St.
- River-side Walks and
- Shops facing onto River-walks.
- Out door exercise park to include the elderly.
- TOWN HALL
- Civil / Civic centre
- Meeting spaces
- Flexible Theatre / Cinema Space.
- Land sites
- Existing Convent Property for Sale on main St.
  - Derry Beg Farm of Nine Acres opposite Salesian College.
- STREET TREES
- suitable variety and locations.

---

KCC-C44-85 [REDACTED] No

**Title: The "Long Shed" which is a protected/listed buildi...**

**Observation**

**Slide: Main Street**

**Pin:**

No

The "Long Shed" which is a protected/listed building within The Mill complex and which runs long the main street on English Row is crying out to be redeveloped within conservation guidelines and would hugely benefit the community if an overall plan could be agreed and funding sought.

There are numerous possibilities for this space such as:

- \* A Community Arts & Performance Centre
- \* Tourist Information & Heritage Centre
- \* A Free to use Community Space
- \* An indoor Market Space

But it would probably be best utilized as a mixed use multi-purpose space.

I've no professional back-ground in this area but back in 2016 I put together the attached proposal to act as a starting point for discussion of what the space could be used for.

My vision was for a combined arts and performance area on the first floor at one end of the building, a theatre space with retractable tiered seating which could also be used as an exhibition space.

The main entrance of the building would be in the centre of the building via the large green metal door that is currently there. This central section would be a full height free to use public space with tables and chairs for people to meet socially and it would have a glass atrium.

The other end of the building could house a Tourist Information desk and some small retail units and kiosks as well as public toilets.

The Community Centre is owned by the community and run as a Not-For-Profit under the stewardship of a Board of Directors in the form of Celbridge Community Centre PLC, who perform their duties on a voluntary basis. Any profits generate from the activities of the Community Centre go towards providing employment for the staff that work there on a daily basis and towards the ongoing upkeep and maintenance of The Mill complex.

Therefore to ensure that any redevelopment of the space is viable and sustainable for many years to come it would need the ability to generate some income to support it's operation and upkeep.

Therefore I would also propose that the Theatre area could be used for corporate conferencing & events and that it would also contain some meeting rooms on the ground floor which could also be used as a community space, a dressing area for any theatre productions etc.

A restaurant space could also be leased out to help provide the revenue to make the "community space" viable. This could also support the corporate conferencing aspect of the space and there could potentially be a roof-top bar associated to restaurant space.

These are just some of the uses of this space, I'm sure others in the community will have many other ideas. Another one would be to develop a much more Tourism focused project more long the lines of an interactive museum type space similar to Epic in the CHQ Building in Dublin, but with the focus on the history of Celbridge in general, including the history of The Mill, Celbridge abbey, Tea Lane, Castletown House, The Workhouse & Famine Graveyard and of course the fact that Arthur Guinness was born in Celbridge and is buried out the road in Oughterard above Ardclough.

Such a tourist related visitor centre would tie in with the grounds of Celbridge Abbey being taken into ownership of KCC and being opened up to the public and the development of a linear park along the river Liffey from the current bridge up towards Castletown on the lands owned by KCC on the Donaghcumper side of the river with pedestrian footbridges linking to various points on the main street.

This would also add weight to the suggestion that some of the "backlands" belonging to the properties on the main street could be developed with addition retail units i.e. coffee shops and restaurants as well as tourist related gift shops etc facing onto the river liffey and the provision of a partial river walk on the main street side of the liffey which would link to the pedestrian footbridges to the linear park.

**Attachments (1)**

2016 proposal for a community space in the Long Shed at The Mill.pdf

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KCC-C44-86



No

**Title:** MAIN ST CELBRIDGE: One way Traffic System. Prdest...

**Observation**

**Slide:** Celbridge Town Renewal Plan

**Pin:**

No

MAIN ST CELBRIDGE:

One way Traffic System.

Prdestrianisation

Cycle Lanes

Outdoor Shopping

Dining out doors.

---

KCC-C44-87



No

**Title:** Additional facilities required for the town are su...

**Observation**

**Slide:** Main Street

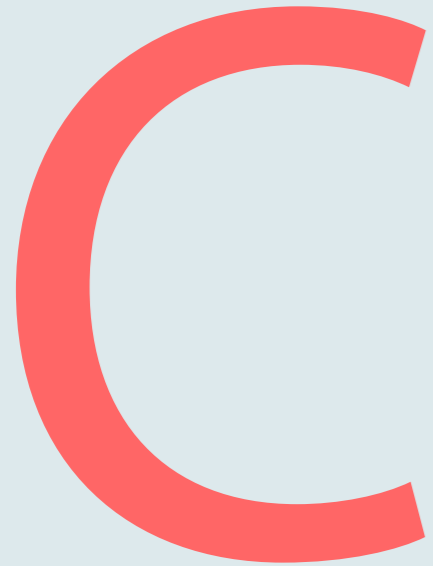
**Pin:**

No

Additional facilities required for the town are suitable playgrounds for young children and separate outdoor free to use football/basket ball courts, a skatepark and outdoor gym equipment.

At St. John of God's a public swimming pool and/ or a cinema.

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# Appendix C: Appropriate Assessment Screening

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# Screening for Appropriate Assessment

## Celbridge Town Renewal Masterplan

07 June 2023



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### Executive Summary

This *Screening for Appropriate Assessment* report has been prepared by NM Ecology Ltd on behalf of Kildare County Council regarding the Celbridge Town Renewal Masterplan. The key objectives of the plan are *“to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the towns and to create fully accessible, inclusive and age-friendly public spaces.”*

In accordance with their obligations under the *European Communities (Birds and Natural Habitats) Regulations 2011* (SI 477/2011), Kildare County Council must assess whether the plan would be likely to have significant effects on any European sites. This document provides supporting information to assist the local authority with an Appropriate Assessment screening exercise, including: a brief description of the plan and its environmental setting, details of any European sites within the plan area, and a review of potential source-pathway-receptor links to European sites outside the plan area.

The Plan Area is not within or adjacent to any European sites, and no feasible pathways for indirect impacts were identified to any European sites. Therefore, we conclude that the plan poses no risk of direct or indirect impacts on any European sites, and that Appropriate Assessment is not required.

## 1 Introduction

### 1.1 Background to Appropriate Assessment

Approximately 14% of the land area of Ireland is included in the European Network of Natura 2000 sites (hereafter referred to as ‘European sites’), which includes Special Protection Areas (SPAs) to protect key habitats for birds, and Special Areas of Conservation (SACs) to protect a range of other habitats and species. Legislative protection for these sites is provided by the *European Council Birds Directive (2009/147/EC)* and *E.C. Habitats Directive (1992/43/EEC)*, which are jointly transposed into Irish law by the *European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477/2011, as amended)*.

Regulation 42 (1) states that: “*Screening for Appropriate Assessment of a plan or project for which an application for consent is received [...] shall be carried out by the public authority to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that plan or project, individually or in combination with other plans or projects is likely to have a significant effect on [any European sites].*” To ensure compliance with this regulation, planning authorities must screen all planning applications for potential impacts on European sites. Supporting information may be requested from the applicant to assist with this process.

This document provides background information to assist the competent authority with a Screening for Appropriate Assessment exercise for the plan. If it can be concluded that the plan poses no risk of likely significant effects on European sites, then the assessment can conclude at Stage 1: Screening. If likely significant effects cannot be ruled out, the assessment would need to proceed to Stage 2 of the Appropriate Assessment process.

### 1.2 Statement of authority

This report has been prepared by Nick Marchant, the principal ecologist of NM Ecology Ltd. He has fifteen years of professional experience, including eleven years as an ecological consultant, one year as a local authority biodiversity officer, and two years managing an NGO in Indonesia. He provides ecological assessments for developments throughout Ireland and Northern Ireland, including wind farms, infrastructure projects (water pipelines, greenways, etc.), and a range of residential and commercial developments.

He has an MSc in Ecosystem Conservation and Landscape Management from NUI Galway and a BSc in Environmental Science from Queens University Belfast. He is a member of the Chartered Institute of Ecology and Environmental Management, and operates in accordance with their code of professional conduct.

## 1.3 Methods

This report has been prepared with reference to the following guidelines:

- *OPR Practice Note PN01: Appropriate Assessment Screening for Development Management* (Office of the Planning Regulator 2021)
- *Appropriate Assessment of Plans and Projects in Ireland* (Department of the Environment, Heritage and Local Government, 2009)
- *Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC*, 2021
- *Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine* (Chartered Institute of Ecology and Environmental Management, 2018)

In accordance with Section 3.2 of *Appropriate Assessment of Plans and Projects in Ireland*, the screening exercise was conducted using the following steps:

- Description of the project and local site characteristics
- Identification of relevant European sites, and compilation of information on their qualifying interests and conservation objectives
- Assessment of potential impacts upon European sites, including:
  - Direct impacts (e.g. loss of habitat area, fragmentation)
  - Indirect impacts (e.g. disturbance of fauna, pollution of surface water)
  - Cumulative / ‘in-combination’ effects associated with other concurrent projects
- Screening Statement with conclusions

A desk-based study was carried out using data from the following sources:

- Specifications for the plan
- Qualifying interests / conservation objectives of European sites from [www.npws.ie](http://www.npws.ie)
- Bedrock, soil, subsoil, surface water and ground water maps from the Geological Survey of Ireland webmapping service ([dcentr.maps.arcgis.com](http://dcentr.maps.arcgis.com)), the National Biodiversity Data Centre (<http://maps.biodiversityireland.ie/>), and the Environmental Protection Agency web viewer ([gis.epa.ie/EPAMaps/](http://gis.epa.ie/EPAMaps/))
- The *Kildare County Development Plan 2023-2029*

All web-based resources were accessed in May and June 2023.

## 2 Description of the Project

### 2.1 Environmental setting

The area covered by the masterplan (hereafter referred to as ‘the Plan Area’) includes Celbridge Town and all associated zoned land as per the *Kildare County Development Plan 2023 – 2029*. It is shown in red outline in Figure 1.

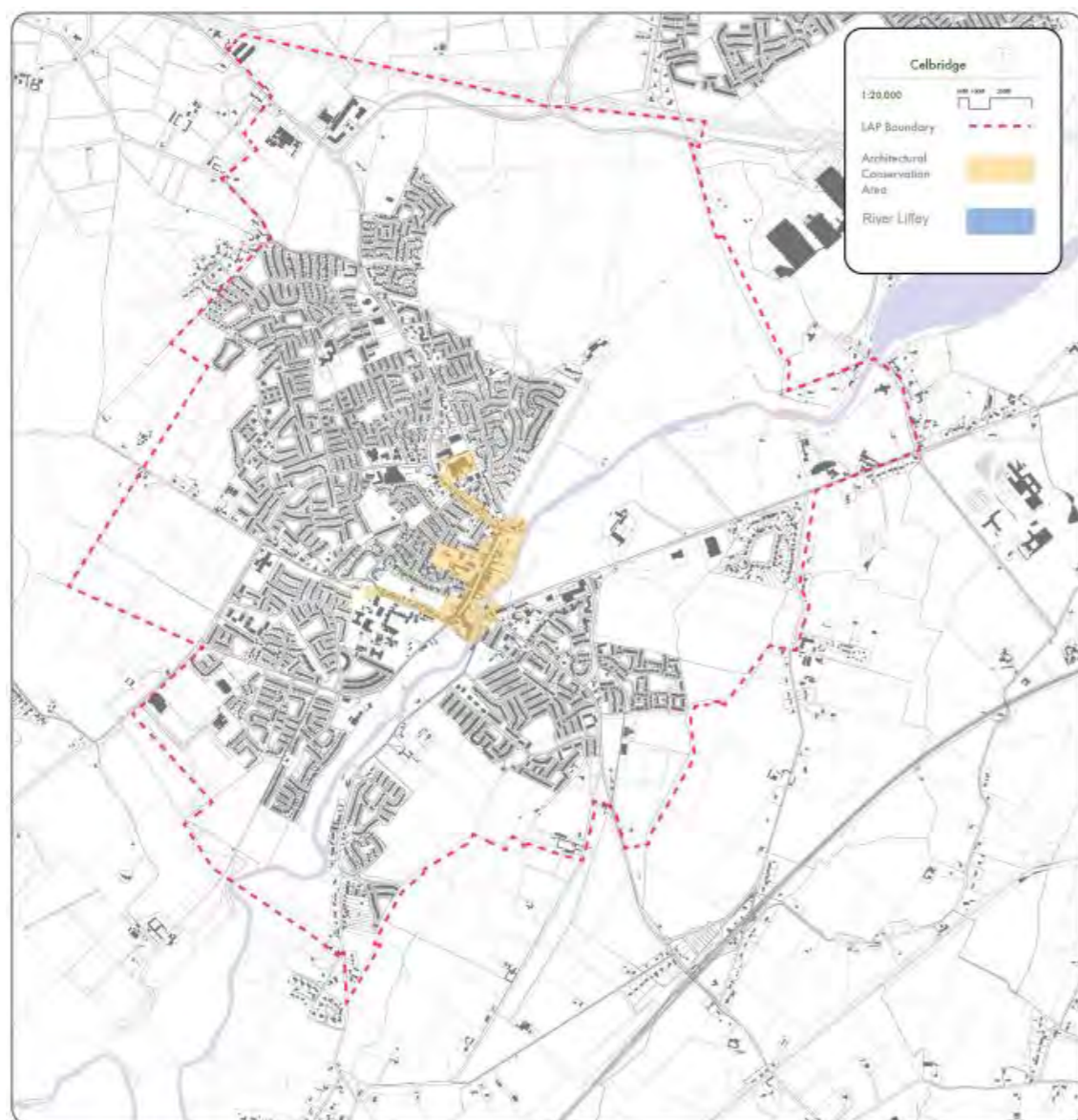


Figure 1. Boundary of the Plan Area (dashed red outline). The River Liffey is shown in blue

The town centre consists predominantly of buildings and artificial surfaces, as well as some small urban gardens. The suburban zone consists of housing estates, gardens and green areas, as well as urban parks and institutional lands (e.g. Celbridge Abbey); these areas consist mainly of amenity grassland, scattered trees and parkland and ornamental planting. Castletown House and Gardens is located in the north-east of the Plan Area, which includes large areas of woodland, meadow and some arable fields.

#### Geology and soils

The Plan Area is underlain by limestone bedrock, categorised as “*Dark limestone & shale*” on the GSI website. It provides a locally-important aquifer. Subsoils are limestone till, with alluvium along the River Liffey corridor. Soils are made ground, fine loam and alluvium.

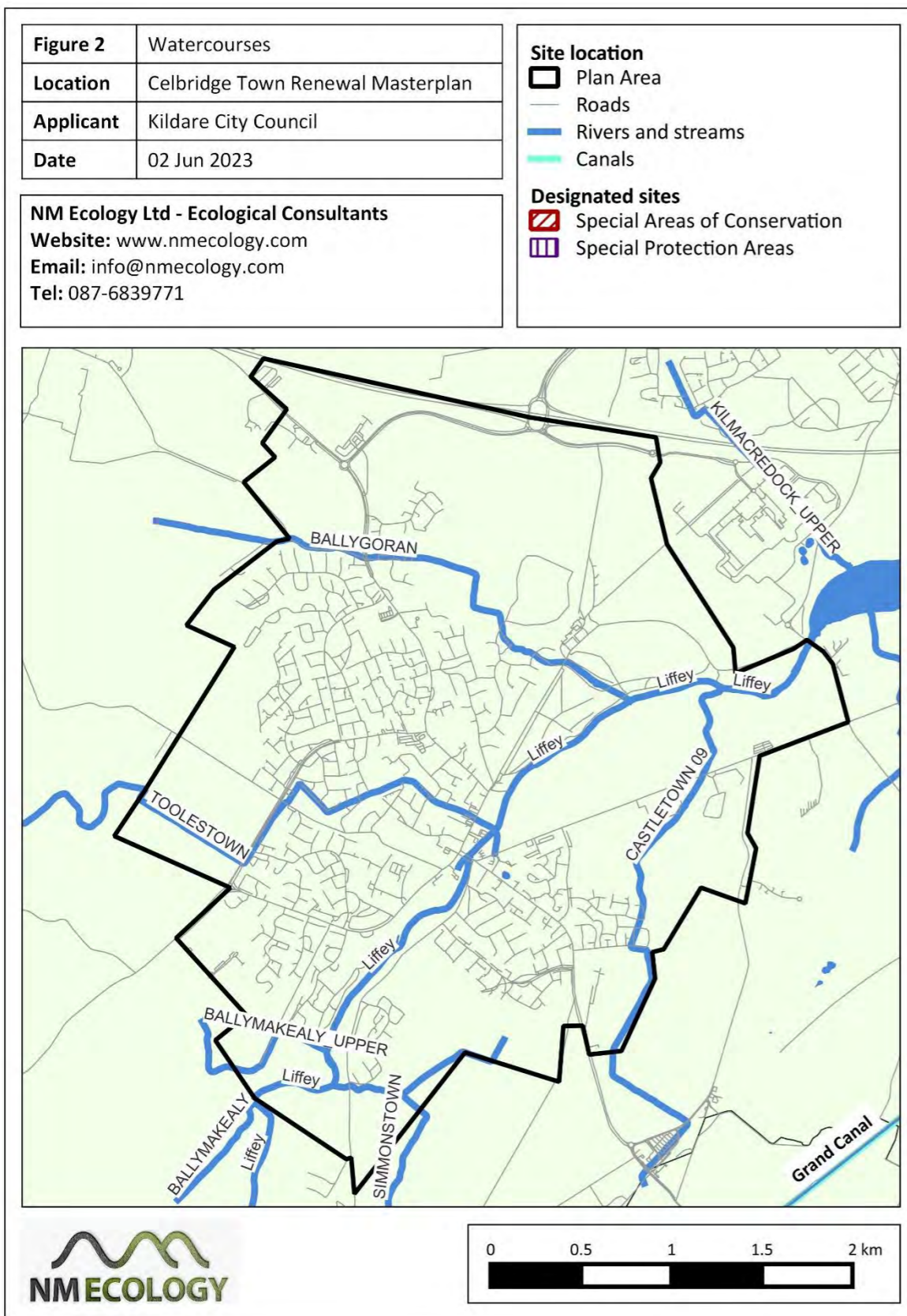
#### Waterbodies

The River Liffey flows in a north-easterly direction through the centre of the Plan Area. It is broad and slow-flowing at this location. A short distance outside the north-eastern boundary of the Plan Area (downstream) is the Leixlip Reservoir, which was formed by the damming of the River Liffey near Leixlip. The river then flows east through Dublin City and meets the coast in Dublin Port approx. 25 km downstream of the Plan Area.

There are a number of small tributaries of the River Liffey within the Plan Area, including the Ballygoran, Toolestown and Castletown streams. Their locations are shown in Figure 2.

The Grand Canal is located approx. 1.2 km south-east of the Plan Area. It is a self-contained hydrological unit that is isolated from surrounding surface water and groundwater, so it has no connection to the River Liffey or any of its tributaries.

The quality of waterbodies is monitored under the Water Framework Directive, with the most recent status assessments undertaken in 2016 – 2021. Within the Plan Area the River Liffey and most of its tributaries were of Good status. The only exception was the Castletown Stream, which was of Poor status. Further downstream, the Leixlip Reservoir and freshwater section of the River Liffey (as far as Islandbridge in Dublin City) was of Poor status, and the estuarine / brackish section of the River Liffey in Dublin City Centre was of Good to Moderate status.



**2.2 Description of the plan**

The following is taken from the executive summary of the plan:

*“Kildare County Council, in association with community organisations, recently appointed an urban designer led consultant team to prepare a Health Check / Urban Design Analysis and a Town Renewal Masterplan for Celbridge*

*This plan was prepared by Metropolitan Workshop in collaboration with the Strategic Projects and Public Realm Section of Kildare County Council. The key objectives are to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the towns and to create fully accessible, inclusive and age-friendly public spaces.*

The Town Renewal Masterplan includes the following:

- An overview of the urban design analysis, findings and conclusions that inform the Town Renewal Masterplan and an overview on the socio-demographic profile of the town.
- Master plan identifying recommended / proposed changes to the spatial configuration of the town and a number of projects within the study boundary areas for the regeneration of Celbridge.
- A Design Manual that will act as a guide to the Local Authority for implementation including hard and soft landscaping details and a palette of materials for all future paving, furniture, utility installation, lighting, signage, advertising etc. The manual should include design specifications, installation details, use and maintenance / replacement requirements for each project.”

The key projects proposed in the Plan can be summarised as follows:

- **Main Street & Key Spaces:** Public realm improvements at the Liffey Bridge, St Patrick’s Church, Arthur Guinness statue, Castletown House Entrance and the Parochial House
- **The Mill & Surrounds:** Increasing permeability in and around the Mill and Celbridge Abbey to encourage public use and maximise it’s potential for the community and it’s inherent heritage significance to the town.
- **Heritage Trail and Green Infrastructure:** the creation of a green route along the Liffey, through the grounds of Celbridge Abbey and the Mill, to Donaghumper and on to Castletown House, connecting key heritage sites via a walkable and cyclable green route
- **Upgrading Cycling Infrastructure:** Incorporating dedicated cycle lanes to create a safer street environment for cyclists. Despite the fact that Celbridge is a walkable town it offers poor cycling infrastructure.



### 3 Review of European Sites

In this section we identify European sites that could potentially be affected by the plan. The primary consideration is whether the plan is within the boundaries of any European sites, because this could lead to direct effects. This is considered in Section 3.1.

It is also possible that the plan could have indirect effects on European sites outside the Plan Area. This is assessed using the *source-pathway-receptor* model, which considers potential *pathways* (e.g. surface water) between the *source* (the Plan Area) and the *receptor* (a European site). The most common pathway is surface water, which typically occurs when a pollutant is washed into a river and carried downstream into a European site. Other potential pathways are groundwater, air (e.g. airborne dust or sound waves), or land (e.g. flow of liquids, vibration). The zone of effect for hydrological impacts can be several kilometres, but for air and land it is rarely more than one hundred metres. Potential source-pathway-receptor relationships are considered in Section 3.2.

Section 3.3 provides maps and details of the European sites that are discussed in Sections 3.1 and 3.2.

#### 3.1 European sites within the Plan Area (potential direct effects)

The Plan Area is not located within or adjacent to any European sites. The closest European site is the *Rye Water Valley/Carton* SAC, which is approx. 1.6 km north of the Plan Area at the closest point.

Therefore, there is no risk that the plan could have direct effects on any European sites.

#### 3.2 European sites outside the Plan Area boundary (potential indirect effects)

##### Surface water

As noted in Section 2.1, the River Liffey and a number of its tributaries are within the Plan Area. If any of the projects associated with the Plan generated pollutants that reached the River Liffey, the pollutants could be carried downstream.

Approx. 2.4 km downstream (north-east) of the Plan Area is the confluence of the 'Rye Water' river and the River Liffey. The Rye Water is within the *Rye Water Valley/Carton* SAC at this location. The SAC was designated to protect one terrestrial habitat (petrifying springs with tufa formation) and two snails that inhabit springs / marshes (narrow-mouthed whorl snail and Desmoulin's whorl snail). A surface water pathway between the Plan Area and SAC can be ruled out for the following reasons:

- The Rye Water flows from west to east, and converges with the River Liffey at Leixlip. Due to the direction of flow of these watercourses there is no risk that water from the Plan Area could reach the SAC.
- The SAC has been designated to protect freshwater springs and snails which inhabit terrestrial habitats, and are not associated with any watercourses

The River Liffey flows north-east and east through Dublin City and reaches the coast approx. 25 km downstream of the Plan Area. There are a number of European sites in Dublin Bay around the mouth of the River Liffey, including the *South Dublin Bay* SAC, *North Dublin Bay* SAC, *South Dublin Bay and River Tolka Estuary* SPA and *North Bull Island* SPA. These sites were designated to protect coastal / intertidal habitats and associated populations of over-wintering birds.

Although there is a distant surface water pathway to these SACs and SPAs, we consider it to be too tenuous to pose any risk of *likely significant effects* on the SAC for the following reasons:

- The plan will involve mainly small-scale projects, including active travel infrastructure and public facilities (e.g. playgrounds) within an existing built-up area
- There are 25 km of intervening watercourse between the Plan Area and coastal waters, which would dilute any waterborne pollutants to negligible concentrations before they could reach the SACs / SPAs in Dublin Bay

In summary, surface water pathways were ruled out for all of the SACs / SPAs mentioned in this section.

##### Groundwater

The Plan Area is approx. 1.6 km from the *Rye Water Valley/Carton* SAC, when measured at the closest point (Figure 3). For the avoidance of doubt, this differs from the 2.4 km surface water pathway considered in the previous section, which was measured along surface water pathways. This is because groundwater is not restricted to watercourses and may flow by gravity in any direction.

A pathway by groundwater can be ruled out because any pollutants in groundwater would be filtered and diluted to negligible concentrations in the 1.6 km of soils / subsoils before reaching the SAC boundary.

##### Land

It would be impossible for any material to travel 1.6 km over land to reach the SAC boundary, so this pathway is ruled out.

Air

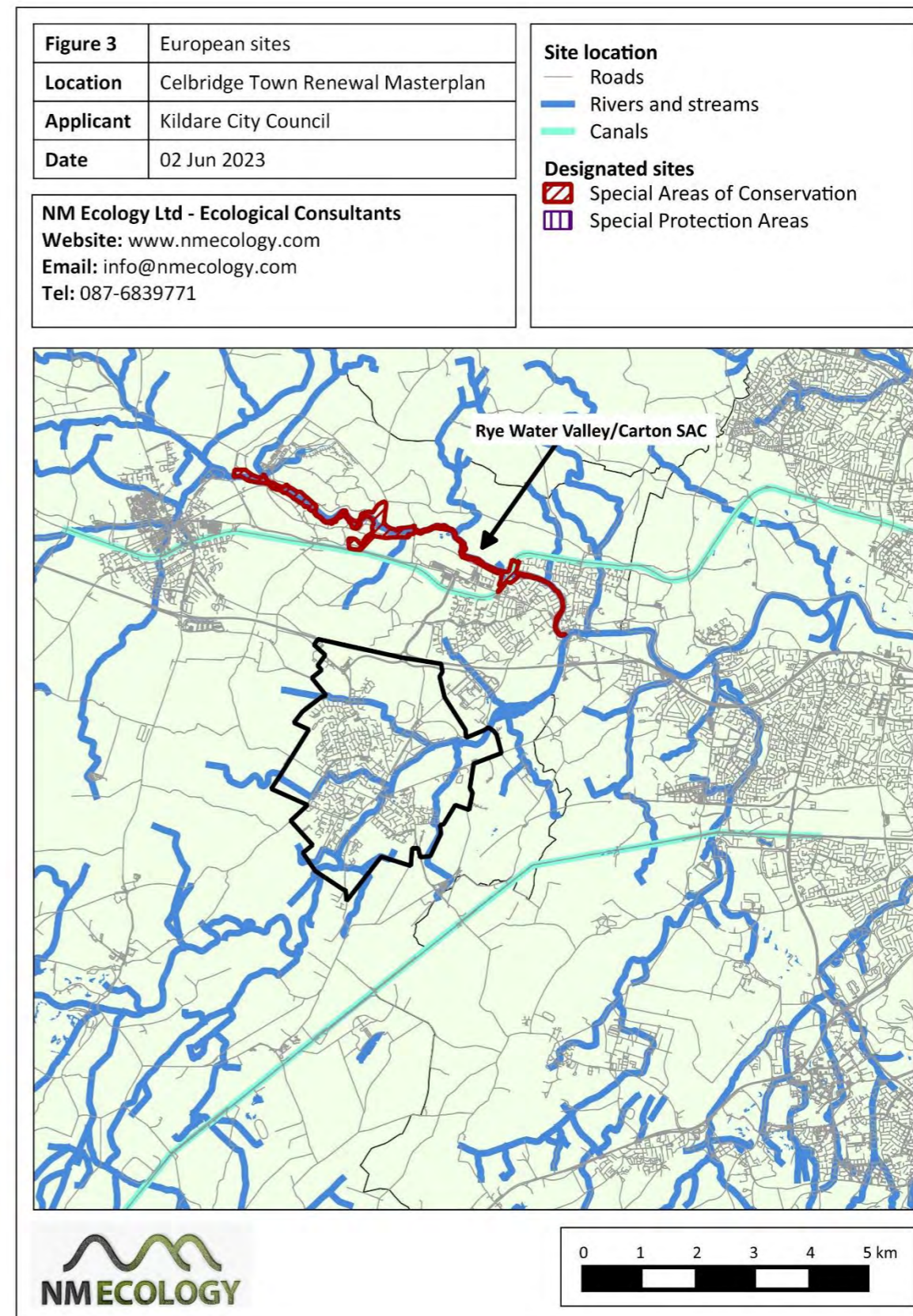
It would be impossible for any airborne pollutants to travel 1.6 km through air to reach the SAC boundary in detectable concentrations, so this pathway is ruled out.

Summary

In summary, no feasible pathways were identified to the *Rye Water Valley/Cartron SAC* or any other European sites.

**3.3 Details of relevant European sites**

A map showing the relative locations of the Plan Area, the *Rye Water Valley/Cartron SAC* and the River Liffey is provided in Figure 3. Details of all European sites discusses in this section are provided in Table 1.



**Table 1: Details of European sites**

Site Name	Distance	Reasons for designation
Rye Water Valley/Carton SAC (1398)	1.6 km north	<b>Annex I habitats:</b> Petrifying springs with tufa formation <b>Annex II species:</b> narrow-mouthed whorl snail <i>Vertigo angustior</i> , Desmoulin's whorl snail <i>Vertigo moulinsiana</i>
South Dublin Bay and River Tolka Estuary SPA (site code 4024)	25 km downstream	<b>Habitats:</b> tidal / coastal wetlands <b>Special conservation interests:</b> light-bellied brent goose, oystercatcher, ringed plover, grey plover, knot, sanderling, dunlin, bar-tailed godwit, redshank, black-headed gull (over-wintering populations), arctic tern, roseate tern (passage migrants), and common tern (breeding populations)
North Dublin Bay SAC (206)	25 km downstream	<b>Annex I habitats:</b> inter-tidal mudflats / sandflats (including patches of <i>Salicornia</i> and other annuals), <i>Spartina</i> swards, salt marshes, annual vegetation of drift lines, embryonic shifting dunes, white dunes, grey dunes, dune slacks <b>Annex II species:</b> petalwort <i>Petalophyllum ralfsii</i>
North Bull Island SPA (4006)	25 km downstream	<b>Habitats:</b> tidal / coastal wetlands <b>Special conservation interests:</b> light-bellied brent goose, shelduck, teal, pintail, shoveler, oystercatcher, golden plover, knot, sanderling, dunlin, black-tailed godwit, bar-tailed godwit, curlew, redshank, turnstone, black-headed gull (all are over-wintering populations)
South Dublin Bay SAC (210)	25 km downstream	<b>Annex I habitats:</b> inter-tidal mudflats / sandflats <b>Annex II species:</b> none

#### 4 Conclusion of Stage 1: Screening Statement

In Section 3 of the OPR guidance (OPR 2021) it is stated that the first stage of the AA process can have two possible conclusions:

1. **No likelihood of significant effects:** Appropriate assessment is not required and the planning application can proceed as normal. Documentation of the screening process including conclusions reached and the basis on which decisions were made must be kept on the planning file.

2. **Significant effects cannot be excluded:** Appropriate assessment is required before permission can be granted. A Natura Impact Statement (NIS) will be required in order for the project to proceed.

Having considered the particulars of the plan, we conclude that this application meets the first conclusion. The Plan Area is not within or adjacent to any European sites, and there are no feasible pathways linking the Plan Area to any European sites.

Therefore, with regard to Article 42 (7) of the *European Communities (Birds and Natural Habitats) Regulations 2011*, it can be excluded on the basis of objective scientific information following screening, that the plan or project, individually or in combination with other plans or projects, will have a significant effect on a European site. Appropriate Assessment is not required.

In accordance with the OPR 2021 guidance, we note that no mitigation measures have been considered when reaching this conclusion.

#### References

Chartered Institute of Ecology and Environmental Management, 2018. *Guidelines for Ecological Impact Assessment in the U.K and Ireland: Terrestrial, Freshwater and Coastal* (2nd Edition). C.I.E.E.M., Hampshire, England.

Department of the Environment, Heritage and Local Government, 2009. *Appropriate Assessment of Plans and Projects in Ireland*. National Parks and Wildlife Service, DAHG, Dublin, Ireland.

European Commission. 2021. *Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC*. Office for Official Publications of the European Communities, Luxembourg.

Office of the Planning Regulator 2021. *Practice Note PN01: Appropriate Assessment Screening for Development Management*. Available online at opr.ie

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Appendix D:  
SEA Screening

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# SEA Screening Report

## Celbridge Town Renewal Masterplan

21 June 2023



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## ABBREVIATIONS

AA	Appropriate Assessment
CA	Competent Authority
CDP	County / City Development Plan
CJEU	Court of Justice of the European Union
DAFM	Department of Agriculture, Food and the Marine
DECC	Department of the Environment, Climate and Communications
DHLGH	Department of Housing, Local Government and Heritage <sup>1</sup>
EC	European Commission
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
EU	European Union
KCDP	Kildare County Development Plan 2023-2029
LA	Local Authority
LAP	Local Area Plan
LSE	Likely Significant Effects
NIS	Natura Impact Statement
NPWS	National Parks and Wildlife Service
PDA	Planning and Development Act
P/P	Plans and Programmes [should also be read to include the full range of studies, strategies, frameworks, etc.]
RBMP	River Basin Management Plan
RFRA	Regional Flood Risk Appraisal
RSES	Regional Spatial and Economic Strategy
SDZ	Strategic Development Zone
SEA	Strategic Environmental Assessment
S.I.	Statutory Instrument
S-P-R	Source-Pathway-Receptor
WFD	Water Framework Directive
Zol	Zone of Influence

## 1. INTRODUCTION

### 1.1 Background

This report has been prepared by MacCabe Durney Barnes on behalf of Kildare County Council, to support it in undertaking a screening determination for Strategic Environmental Assessment (SEA) in respect of a Town Renewal Masterplan for Celbridge.

The purpose of an SEA Screening is to check if the relevant plan or programme (P/P) will require a full SEA. The purpose of an SEA is to ensure that an environmental assessment is carried out at the earliest possible stage before a P/P has been implemented and before the opportunity to influence decisions has passed.

The purpose of this Report is to assess the requirement for a Strategic Environmental Assessment (SEA) of the Masterplan. The Report includes a conclusion on the requirement for an SEA of the proposed Town Renewal Masterplan.

### 1.2 Legislation and Guidance

The SEA Screening Report has had regard to the following:

- Planning and Development Act 2000 as amended
- Planning and Development Regulations 2001 as amended
- Directive 2001/42/EC of 27 June 2001 as amended
- Strategic Environmental Assessment Guidelines for Regional Assemblies and Planning Authorities, DHLGH 2022
- SEA Screening Good Practice 2021, EPA 2021
- SEA of Local Authority Land-Use Plans - EPA Recommendations and Resources, EPA 2023 (V. 1.19)

### 1.3 Data Sources

The information is obtained from review of several online databases and public sources including:

- Geological Survey of Ireland (GSI) online dataset - <https://www.gsi.ie>
- EPA - <https://gis.epa.ie/EPAMaps/>
- GeoHive – <http://map.geohive.ie/mapviewer.html>.
- Office of Public Works (OPW) - <http://www.floodinfo.ie/map/floodmaps>

In addition to the above an Appropriate Assessment Screening dated 7<sup>th</sup> June 2023, prepared by NM Ecology Ltd was used to inform this document.

## 2. SEA SCREENING METHODOLOGY

### 2.1 Legislation

This SEA screening assesses the proposed P/P with reference to the relevant SEA legislation including the SEA Directive, and Planning and Development Regulations,

Article 2 of the Directive provides the following definition:

“

*“plans and programmes” shall mean plans and programmes, including those co-financed by the European Community, as well as any modifications to the:*

*“- which are subject to preparation and/or adoption by an authority at national, regional, or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and*

*- which are required by legislative, regulatory, or administrative provisions;”*

Article 3 (2) indicates that an environmental assessment is mandatory for P/Ps:

“

*(a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism town and country planning or land use and which set the framework for future development consent of projects listed in Annexes I and II to the Directive 85/337/EEC, or*

*(b) which, in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of Directive 92/43/EEC.”*

In deciding whether a particular plan is likely to have significant environmental effects, regard must be had to the criteria set out in Annex II of the SEA Directive – which is reproduced in Schedule 2A to the Planning and Development Regulations 2001, as inserted by Article 12 of the SEA Planning Regulations (S.I. 436 of 2004, as amended).

The environmental authorities prescribed in the SEA Planning Regulations must be consulted during screening.

The SEA Directive is transposed into Irish law by the following regulations:

- European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations (S.I. 435/2004); and
- Planning and Development (Strategic Environmental Assessment) Regulations (S.I. 436/2004).

The latter relates to specific statutory land use plans including regional development plans, SDZ planning schemes and local area plans. The subject Masterplan is not a statutory land use plan, but does fall within the scope of other plans under S.I. 435/2004. Schedule 1 to S.I. 435/2004 as amended sets out the Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the environment.



## 2.2 Guidelines

The SEA Screening Good Practice Guidelines 2021 and the SEA Guidelines for Regional Assemblies and Planning Authorities 2022.

The 2021 Guidelines detail the three-stage process for an SEA Screening as follows:

1. **Applicability** (including mandatory requirement): To determine the applicability of SEA to the P/P-maker and P/P and/or where relevant to confirm if mandatory SEA is required.
2. **Screening**: To examine whether a P/P which relates to use of a small area at local level, or a minor modification to a plan or programme listed under the SEA Directive, or a P/P other than those listed under the SEA Directive but which sets the framework for development consent, is likely to have significant effects on the environment.
3. **Determination**: Where screening of non-mandatory P/P is required, a formal determination on the outcome is required.

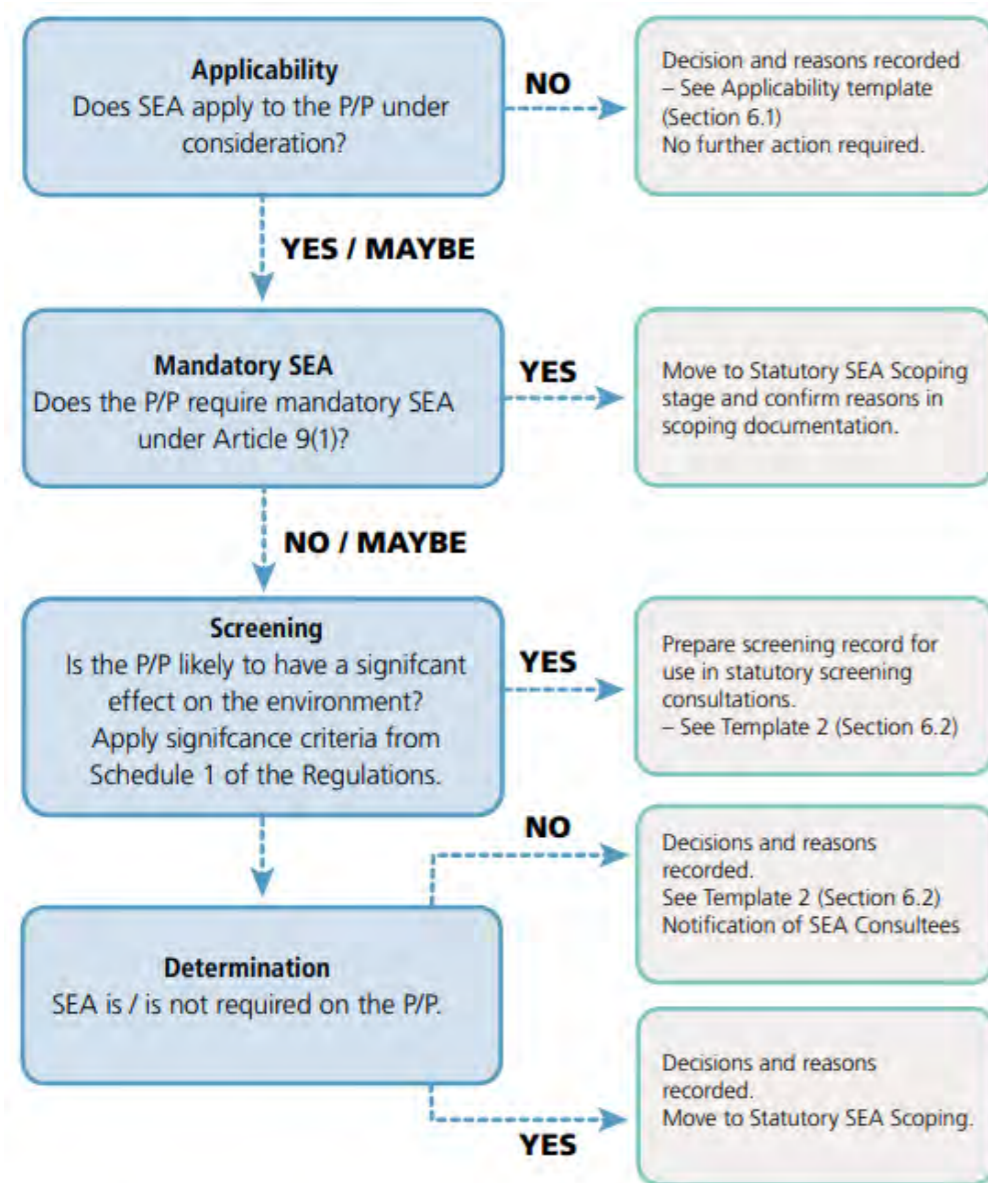


Figure 1 SEA screening process (Source: SEA Screening Good Practice, EPA 2021)

## 3. PLANNING CONTEXT

### 3.1 Introduction

The Celbridge Town Renewal Masterplan is a non-statutory plan prepared on behalf of Kildare County Council. The Kildare County Development Plan 2023-2029 (KCDP) came into force in January 2023. The Celbridge Local Area Plan 2017-2023 (LAP) came into force in 2017. The study area for this Town Renewal Masterplan follows the same boundary as the LAP. Both the LAP and the KCDP both plans have had a full SEA performed.

### 3.2 Kildare County Development Plan 2023 – 2029

The Kildare County Development Plan 2023 -2029 (KCDP) is the statutory plan for Kildare County. The settlement of Celbridge is within the administrative boundary of Kildare County Council.

The Dublin Metropolitan Area Strategic Plan forms part of the settlement strategy for Kildare with four settlements being within the area. Maynooth, Leixlip, Celbridge and Kilcock. These all contain large scale residential and economic development areas that can deliver significant development in a sustainable manner within the metropolitan area.

Celbridge is also one of the 'Self Sustaining Towns'. Self-Sustaining Towns are towns which have a high level of population growth and a weak employment base. The objective is to strengthen their overall economic offering, through biotechnology, knowledge based digital enterprises, logistics, tourism etc.

Policy UD A3 sets the objective to prepare town renewal masterplans for 19 no. settlements in Kildare, one being Celbridge. The Town Renewal Masterplan for Celbridge will sit underneath the LAP on the planning hierarchy and is delivering the KCDP.

### 3.3 Kildare County Development Plan 2023 – 2029 SEA Statement

An SEA of the KCDP 2023-2029 was undertaken on behalf of Kildare County Council by Arup on 23 January 2023. This process also resulted in two addendums to the SEA.

The Environmental Report completed in the process evaluated the likely environmental effects of implementing the development framework contained in the Draft KCDP, including its alterations. The final appraisal sets out how environmental considerations were integrated into the adopted KCDP. The Final Appraisal included the following:

- Identification of environmental constraints
- SEA Scoping
- Assessment of alternatives
- Assessment of Plan Provisions
- Proposed Mitigation Measures
- Required environmental monitoring programme
- Consultation

The objectives and Material Amendments made to the KCDP were assessed for their potential to result in significant negative impacts on the environment. Most of the policies objectives and Material Amendments were found to support the strategic environmental objectives and would not result in any significant negative impacts on the environment. Some policies and Material Amendments were found to present such a risk and were subject to full SEA as part of the Environmental Report. The SEA Environmental Report contains adequate mitigation measures to avoid or reduce any potential negative environmental effects.

### 3.3.1 Celbridge LAP 2017-2023

The Celbridge LAP sets out the development and zoning objectives for the town in line with the objectives of the KCDP.

LAP Policy Objective PR1 set out a policy to actively encourage public realm improvements in Celbridge Town. As mentioned previously, County Policy Action UD A3 set an Action to develop a Town Renewal masterplan for several towns including Celbridge. This Masterplan will deliver the LAP Objective and the KCDP Action.

Specific objectives of relevance for the Celbridge Town Renewal Master Plan are:

**PR1** *"It is the policy of the Council to actively encourage, support and facilitate environmental and public realm improvements in Celbridge Town Centre and at neighbourhood centres to address environmental quality, urban design, safety, identity and attractiveness."*

**PRO1.1:** *"To ensure that all new development in the town centre and in neighbourhood centres contributes positively to and enhances the streetscape and public realm and presents a positive edge to streets and the public roadway."*

**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, subject to relevant environmental assessments."*

**EDO2.4:** *"To support the development of outdoor leisure activities on lands that are designated as open space, subject to the protection of landscape character and natural heritage."*

**EDO2.5:** *"To support the sensitive restoration of heritage buildings and sites and operate flexibly with regard to the use of converted buildings to facilitate heritage tourism."*

**EDO2.10:** *"To support the development of linkages between historical sites within and around Celbridge."*

**EDO2.11:** *"To investigate the feasibility of access to walkways and trails within the grounds of Celbridge Abbey including passage over the Rock Bridge to cross the River Liffey."*

**MTO1.7:** *"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, in accordance with NTA published 'Permeability: Best Practice Guide (2015)', or any successor to same, subject to local public consultation."*

**MTO1.8:** *"To require new housing developments to deliver filtered or full permeability to adjoining development in so far as is possible and, in the case of adjoining greenfield sites, to ensure the potential for such provision is addressed."*

**MTO1.9:** *"To upgrade existing pedestrian and cycle facilities across the River Liffey."*

**NHO1.1:** *"To ensure an Appropriate Assessment, in accordance with Article 6(3) and Article 6(4) of the Habitats Directive and with DEHLG guidance (2009), is carried out in respect of any plan or project not directly connected with or necessary to the management of a Natura 2000 site to determine the likelihood of the plan or project having a significant effect on a Natura 2000 site, either individually or in combination with other plans or projects and to ensure that projects which may give rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites will not be permitted (either individually or in combination with other plans or projects) unless for reasons of overriding public interest."*

#### 3.3.1.1 Celbridge LAP SEA

An SEA of the Celbridge LAP 2017-2023 was undertaken on behalf of Kildare County Council by Arup in September 2017. The Environmental Report completed from the process evaluated the likely environmental effects of implementing the development framework. The final appraisal sets out how environmental considerations were integrated into the adopted LAP. The Final Appraisal included the following:

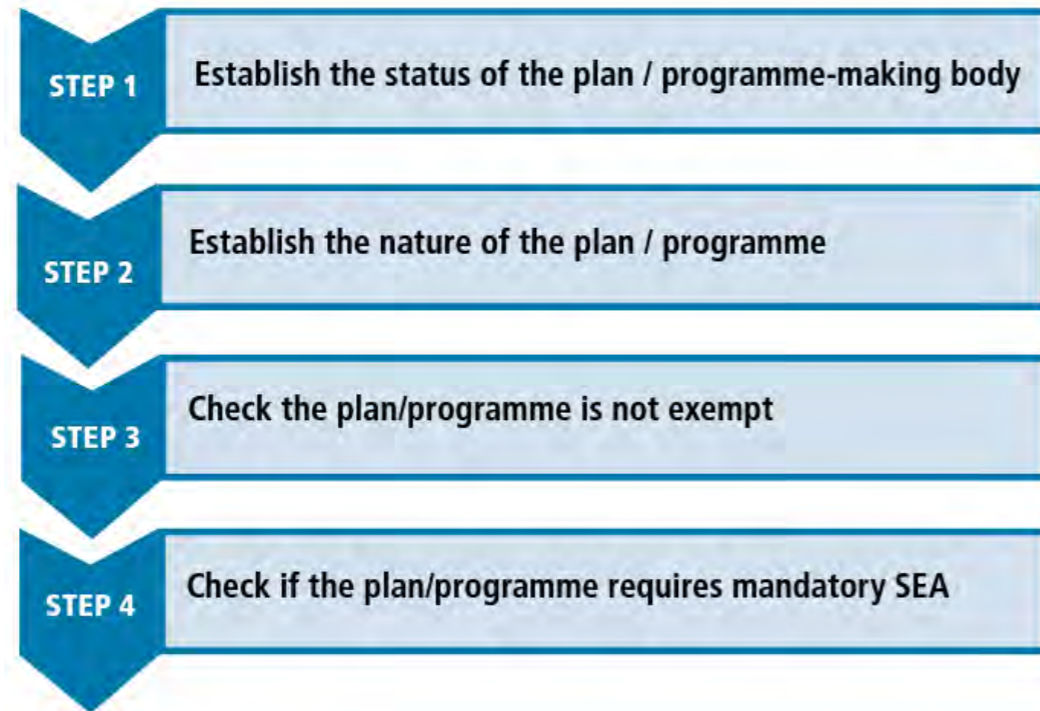
- Identification of environmental constraints
- SEA Scoping
- Assessment of alternatives
- Assessment of Plan Provisions
- Proposed Mitigation Measures
- Required environmental monitoring programme
- Consultation

The policies and objectives of the draft Celbridge LAP were assessed for their potential to result in significant negative impacts on the environment. Most of the policies objectives were found to support the strategic environmental objectives and would not result in any significant negative impacts on the environment. Some policies were found to present such a risk and were subject to full SEA as part of the Environmental Report. The SEA Environmental Report contains adequate mitigation measures to avoid or reduce any potential negative environmental effects.

## 4. SEA APPLICABILITY

### 4.1 Introduction

The first stage is the Applicability Stage. This is to determine if the P/P falls within the scope of the SEA Directive. This consists of four-steps. These steps will determine whether the SEA Directive applies to the relevant plan, which is the Celbridge Town Renewal Masterplan. This determination is made by establishing the status of the plan making body, Kildare County Council.



The nature of the plan must be established after this. The plan must then be checked if it is exempted from the SEA Directive requirements. The final step of the Applicability stage is to check if the plan requires a mandatory SEA.

### 4.2 Applicability Stage Assessment

The applicability assessment is detailed in Table 1 below.

**Table 1: Stage 1 – Applicability** (Adapted EPA Template 1 – Text in blue EPA advise notes)

General Details	
Type and title of P/P:	Celbridge Town Masterplan
Name of P/P Maker:	Kildare County Council
Date:	8 <sup>th</sup> June 2023
Step 1: Status of P/P Maker	
Is the P/P prepared and/or adopted by an authority at national, regional or local level or prepared by an	<b>Yes</b>

authority for adoption through a legislative procedure by Parliament or Government?	The <i>Celbridge Town Renewal Masterplan</i> has been prepared by Kildare County Council, which is the planning authority for the area. The Plan will not be adopted through any legislative procedure, but may be reflected in the provisions of the reviewed Celbridge Local Area Plan 2017-2023.
Step 2: Status of the Plan / Programme	
Is the P/P required by legislative, regulatory, or administrative provisions?	<b>Yes</b> The <i>Celbridge Town Renewal Masterplan</i> is not required by legislative or regulatory requirements under the Planning and Development Act 2000 (as amended) or the associated Planning and Development. It can be considered that the plan is required to deliver on the administrative functions of Kildare County Council acting as planning authority in the planning and regeneration of certain areas. It is prepared pursuant to UD A3 of the Kildare County Development Plan 2023-2029.
Step 3: Exemptions	
Is the sole purpose of the P/P for national defence, civil emergency or finance / budget?	<b>No</b> The <i>Celbridge Town Renewal Masterplan</i> is not for the sole purpose of any of the exclusion categories.
Step 4 – Does the P/P fall under Mandatory provision for SEA	
Is the P/P prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?	<b>Yes</b> The <i>Celbridge Town Renewal Masterplan</i> can be considered a P/P prepared for town and country planning purposes. Although it is not a statutory plan under the Planning and Development Act, it can be considered a plan for town planning purposes and is covered under S.I. 435/2004.
Does the P/P provide a framework for the development consent for projects listed in the EIA Directive?	<b>Uncertain</b> The <i>Celbridge Town Renewal Masterplan</i> lists a number of public realm projects and upgrade of publicly owned facilities and buildings. It may be the provisions of the plan would form the framework for Part 8 development consents determined by Kildare County Council. However, it

	is uncertainty whether the P/P is setting the framework for future development consent.
Will the P/P require assessment under Article 6 or 7 of the EU Habitats Directive?	<b>No</b> <i>Screening for Appropriate Assessment Celbridge Town Renewal Masterplan (NM Ecology 7<sup>th</sup> June 2023) concludes that "...it can be excluded on the basis of objective scientific information following screening, that the plan or project, individually or in combination with other plans or projects, will have a significant effect on a European site. Appropriate Assessment is not required."</i>
<b>Conclusion</b>	
Summarise the relevant information informing the assessment and the main reasons the P/P does or does not fall within the scope of the SEA Directive.	There is uncertainty about whether the <i>Celbridge Town Renewal Masterplan</i> will set the framework for future development consent even though not listed as a P/P type and so case-by-case determination will be required. It is recommended to proceed to the Stage 2 Screening.

## 5. SEA SCREENING

### 5.1 Introduction

The next stage of the SEA Screening process is the Screening stage. The EPA Guidelines describe this as a case-by-case basis to determine if an SEA is required for a P/P. The guidelines state the output of the screening stage should be a Screening Report.

The Screening Stage consists of four steps. The first step requires an outline of the characteristics of the P/P and the receiving environment including any environmental issues. The second step involves identifying the potential for significant environmental effects. The third step in the screening stage consists of a statutory consultation with Designated Environmental Authorities. The final step of the Screening Stage involves a Draft Determination.

Currently, the SEA Environmental Authorities for the purposes of S.I. 435/2004, as amended are:

- Environmental Protection Agency
- Minister for Agriculture, Food and the Marine
- Minister for Housing, Local Government and Heritage
- Development Applications Unit of the Department of Housing, Local Government and Heritage
- Minister for Environment, Climate and Communications

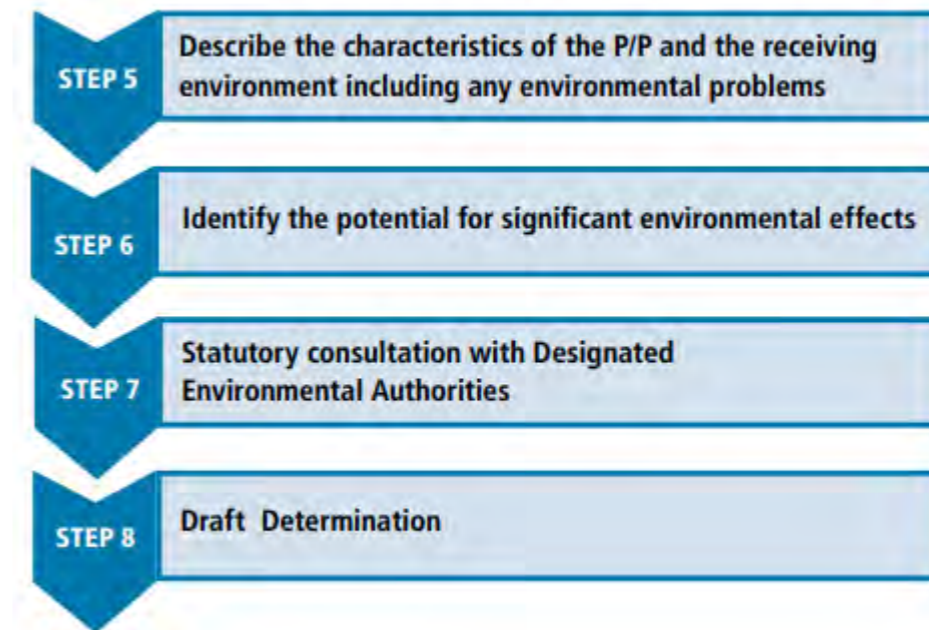


Figure 2 Stage 2 Screening Stage, Steps (Source: EPA, 2021)

The final step in the Stage 2 Screening Stage is the Draft Determination. This step seeks to answer if the draft plan is likely to have significant effects on the environment. This stage uses the Source-Pathway-Receptor (S-P-R) concept to identify significant environmental effects where: the source relates to the origin of the risk, e.g. actions / policies / measures in the P/P; the pathway typically relates to the route of transfer, usually through air, water and soils; and the receptor is the entity that may be impacted, e.g. aquatic organisms in a river, communities in a region etc.

## 5.2 Screening Stage Assessment

This Screening Requirement for the Celbridge Town Renewal Masterplan has been prepared having regard to the SEA Legislation and Guidelines outlined earlier in this document.

The format of the Screening for Requirement for SEA in Section 5.2 utilises the best practice template recommended in the 2021 EPA Guidelines.

**Table 2 The Characteristics of the Plan**

### Step 5: Key Characteristics of the P/P

#### Background and Context for P/P

The Celbridge Town Renewal Plan has been prepared pursuant to specific objective UD A3 of the Kildare County Development Plan 2023-2029. It will guide the Council in the upgrade of the public realm on public buildings under its control.

#### Purpose of P/P

The key objectives are to deliver a new vision for the town with pedestrian focused public spaces and liveable streets. The aim is to put the pedestrian and cyclist at the heart of the design solution for the towns and to create fully accessible, inclusive and age-friendly public spaces. It includes recommended changes to the public realm within the plan area.

#### Geographical Area Covered by P/P

Celbridge is located 23 kilometres West of Dublin. It is bound by the M4 motorway to the north and the Dublin-Galway and Dublin-Cork railway lines to the south. The Grand Canal also runs past the south of the town. The town grew at a crossing point of the river Liffey. It grew alongside Castletown Demesne from the 18<sup>th</sup> century and may have existed as a monastic site since the 5<sup>th</sup> century. Castletown house was developed in 1720 and the Georgian buildings and tree lined avenue of the town link it to the demesne. The only crossing of the river Liffey is at a bridge built between 1780 and 1820. During Medieval times a major route connecting Galway and Dublin known as An Slí Mhór forded the river at this point. Celbridge has experienced significant growth in recent decades due to its proximity to Dublin city and improvements in the strategic road network.



**Figure 3 Celbridge Town Renewal Masterplan Boundary (Source: Metropolitan Workshop)**

The plan area is illustrated in the figure above.

#### Content of the P/P

The Town Renewal Masterplan includes the following:

- An overview of the urban design analysis, findings and conclusions that inform the Town Renewal Masterplan and an overview on the socio-demographic profile of the town.
- A Master plan identifying recommended / proposed changes to the spatial configuration of the town and number of projects within the study boundary areas for the regeneration of Celbridge.
- A Design Manual that will act as a guide to the Local Authority for implementation including hard and soft landscaping details and a palette of materials for all future paving, furniture, utility installation, lighting, signage, advertising etc. The manual should include design specifications, installation details, use and maintenance / replacement requirements for each project.

- Key projects include:
  - Main Street & Key Spaces:** Improve the public realm, prioritise pedestrian and encourage social interaction, improve connectivity and permeability across the town to promote active travel, and highlight the rich history of Celbridge through the use of contemporary way finding to promote tourism
  - The Mill & Surrounds:** Increasing permeability in and around the Mill and Celbridge Abbey
  - Heritage Trail & Enhancing Green Infrastructure:** the creation of a green route along the Liffey, through the grounds of Celbridge Abbey and the Mill, to Donaghumper and on to Castletown House, connecting key heritage sites via a walkable and cyclable green route
  - Upgrading Cycle Infrastructure:** Incorporating dedicated cycle lanes to create a safer street environment for cyclists
  - The Acre Project and Derrybeg Farm:** an eco-friendly community based project on a site on the Maynooth Road in Celbridge. The project provides internal and external spaces which local communities can gather in and use.

Table 3: The Potential for Significant Effects

**Step 6: Potential for Significant Environmental Effects**

The characteristic of the Plan having regard, in particular, to:	Assessment
The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources	<p>The objectives and strategy for the Renewal Masterplan is outlined in the Kildare County Development Plan 2023-2029 (KCDP).</p> <p>The Celbridge Town Renewal Masterplan has been prepared in response to a specific objective (UD A3) of the KCDP.</p> <p>The Town Renewal Masterplan is a non-statutory plan. It sets out an indicative framework for the future development of Celbridge Town, providing details and clarity on the development strategy contained in the KCDP and the Celbridge Local Area Plan.</p> <p>This Master Plan is consistent with the land use zoning policies, objectives and strategy established in the adopted KCDP and the LAP.</p> <p>The KCDP and the Celbridge LAP were subject to a full SEA.</p>
Will it set out locations, rules, standards or criteria that will guide developments later in the planning hierarchy? This could	The Celbridge Town Renewal Plan could potentially guide decisions in relation to the Council's own Part 8 proposals, or through normal planning applications.

The characteristic of the Plan having regard, in particular, to:	Assessment
include guidelines, legislation, plans, masterplans etc	
The degree to which the plan influences other plans, including those in a hierarchy	<p>The Celbridge Town Renewal Masterplan is a non-statutory document prepared in response to a specific 'Action' of the KCDP (UD A3) and a specific objective of the LAP (PR1). The Plan sits at the base of the land use plan making hierarchy and has no influence over plans of greater order. It also fits within the context of the Celbridge Local Area Plan 2017-2023. The Celbridge Town Renewal Masterplan complies with the land use plans of higher order.</p>
The relevance of the plan for the integration of environmental considerations, in particular with a view to promoting sustainable development	<p>The development strategy outlined in the Celbridge Town Renewal Masterplan has followed the requirements of the KCDP and included relevant environmental considerations e.g. flood risk and protection of the River Liffey and the Grand Canal Corridors.</p> <p>The Town Renewal Masterplan sets the framework for the development of the lands consistent with the provisions of the KCDP. It incorporates the principles of the KCDP which support compact, sustainable development.</p> <p>In general, development within the town of Celbridge will comply with the policies and objectives of plans which sit in the upper tiers of the land use plan hierarchy including the KCDP.</p>
Environmental problems relevant to the plan or programme	<p>The receiving baseline environment for the Celbridge Town Renewal Masterplan has been reviewed having regard to the SEA Environmental Report for the Celbridge Local Area Plan 2017-2020. It considers the baseline environment in relation to:</p> <ul style="list-style-type: none"> <li>Biodiversity;</li> <li>Population and Human Health;</li> <li>Land and Soils;</li> <li>Water;</li> <li>Air, Noise and Climate;</li> <li>Archaeological, Architectural and Cultural Heritage;</li> <li>Landscape and Visual;</li> <li>Material Assets.</li> </ul> <p>Specific environmental sensitives that are of relevance to the Plan</p> <ul style="list-style-type: none"> <li><b>Watercourses</b> – Rivers, Canals and Associated Habitats: There are a number of habitats associated with the River Liffey.</li> <li><b>Bats:</b> All bat species are protected under Annex IV of the EU Habitats Directive, while the lesser horseshoe bat is listed under Annex II. Member states are required to designate</li> </ul>

The characteristic of the Plan having regard, in particular, to:	Assessment
	<p>Special Areas of Conservation for all species listed under Annex II in order to protect them.</p> <ul style="list-style-type: none"> <li>- <b>Geology and soils:</b> The Plan Area is underlain by limestone bedrock, categorised as "Dark limestone &amp; shale" on the GSI website. It provides a locally-important aquifer. Subsoils are limestone till, with alluvium along river corridors. Soils are made ground, fine loam and alluvium.</li> <li>- <b>Architectural Heritage:</b> There are a number of protected structures directly affected by the proposal of the Celbridge Town Renewal Plan including the Mill.</li> <li>- <b>Architectural Conservation Area:</b> An area in the historic core of Celbridge has been designated as an Architectural Conservation Area (ACA) in the Kildare County Development Plan 2017 - 2023.</li> <li>- <b>Hydrology and Flood Risk:</b> A Strategic Flood Risk Assessment (SFRA) has been carried out for the LAP. The proposed scheme for Celbridge contained within the OPW Flood Risk Management Plan although for sites in close proximity to the River Liffey there may still be a residual risk from their proximity to the Liffey.</li> <li>- <b>Hydrogeology:</b> The area is underlain by a bedrock aquifer which is classified by the GSI as a 'Locally Important Aquifer.' This represents bedrock which is 'Moderately Productive only in Local Zones.' The Ground Waterbody WFD Status 2010-2015 identified groundwater quality in the plan area as being of 'good status' and groundwater vulnerability is generally classed as being of 'high' vulnerability.</li> </ul>
<p>The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection)</p>	<p>The Celbridge Town Renewal Masterplan will not have a material impact upon the implementation of The Eastern River Basin District River Basin Management Plan or the Eastern-Midlands Region Waste Management Plan 2015-2021.</p> <p>The Celbridge Town Renewal Masterplan sets out the development framework for the renewal of Celbridge Town consistent with the land use zoning and development strategy set out in the KCDP. This Plan therefore will comply with the European Union legislation on the environment already contained within the higher order land use plans including the KCDP and the Celbridge LAP.</p>

Characteristics of the effects and of the area likely to be affected	Assessment
<p>The probability, duration, frequency and reversibility of the effects</p>	<p>The effects of implementing the Town Renewal Masterplan proposals will be permanent. The effects will be typical of other such development for the approved uses and likely to be short -medium term duration, recurring with each phase of development. The effects are not likely to be significant or adverse. As there are no changes in the land uses / development strategy outlined in the KCDP or the Celbridge LAP, the effects on the environment of implementing the proposed changes to the spatial configuration of the town is consistent with the effects considered in the SEA completed for the KCDP and the SEA completed for the Celbridge LAP.</p>
<p>The cumulative nature of the effects</p>	<p>The implementation of the proposals within the Celbridge Town Renewal Masterplan will have cumulative effects with other proposals and policies contained in the Celbridge LAP. These have been assessed as part of the SEA for the LAP, as the subject Masterplan was an objective in that Plan.</p> <p>In addition to the Town Renewal Masterplan, the KCDP has identified 2 no. additional Master Plan areas in Celbridge. Lands at St. Raphael's / Oakley Park and lands at Simmonstown. Both lands are within the study area for this Town Renewal Masterplan. These lands will be subject to the drafting of separate masterplans.</p> <p>The cumulative nature of the effects of designating the Master Plans lands, in addition to the effects of the Town Renewal Masterplan for Celbridge has been considered in the making of the KCDP and the LAP.</p> <p>The proposed Town Renewal Masterplan is not varying any of the parameters previously assessed and therefore there will be no change to the cumulative effects previously considered and accepted in the KCDP SEA and the LAP SEA.</p>
<p>The trans-boundary nature of the effects</p>	<p>The implementation of this Plan will have no transboundary effects, at national, regional or local inter county level.</p>
<p>The risks to human health or the environment (e.g. due to accidents)</p>	<p>The Town Renewal Masterplan is a non-statutory plan which sets the framework for the development of the lands in accordance with the provisions of the KCDP.</p> <p>Compliance with standard planning and development provisions (e.g. planning conditions, building regulations, health and safety provisions) will mitigate against possible risks to human health or the environment. There are no significant or adverse effects identified due to accidents</p>

Characteristics of the effects and of the area likely to be affected	Assessment
	or otherwise as a result of implementing this Town Renewal Masterplan.
The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	<p>The Celbridge Town Renewal Masterplan lands will provide for the enhancement of the public realm on the Main Street. This will involve a number of projects for the streets and public spaces within the town. Hard and soft landscaping details, street furniture, signage, lighting etc.</p> <p>In addition the Masterplan includes for the provision of a heritage trail and green infrastructure, Main Street &amp; key space upgrades, upgrading of The Mill &amp; surrounds, upgrading of cycling infrastructure, and the Acre Project and Derrybeg Farm upgrades.</p> <p>These projects will support residential, commercial and enterprise uses etc. in accordance with the zoning objectives and development strategy outlined in the KCDP. Celbridge Town is identified as one of the Self-Sustaining Towns in the County.</p> <p>Significant development is planned for the lands at the two masterplan areas of St. Raphael's and Simonstown in the KCDP. The Celbridge LAP plans for 5 Key Development Areas in the town, two of which are the aforementioned areas listed for masterplans in the KCDP.</p> <p>According to the Celbridge LAP, St. Raphael's is will be a 9 hectare expansion of the town centre. It includes the historic demesne of Oakley Park currently used for education. It will include a mix of uses including residential and commercial. It is the only Key Development Area that is not a proposed new neighbourhood.</p> <p>Simmonstown is a planned new neighbourhood to the east of the town on lands of 35 hectares.</p> <p>The three additional Key Development Areas listed in the LAP to be new neighbourhoods are Ballyoulster, Oldtown, and Crodaun.</p> <p>Future development of Celbridge will adhere to the development management standards contained in the KCDP and the LAP.</p> <p>The Town Renewal Masterplan lands are generally existing urban and developed lands and will encourage and support the development of infill sites.</p> <p>The Census 2016 data record a population of 20,288 persons in Celbridge according to the KCDP Core Strategy Table. The KCDP notes that the population of Celbridge is projected to grow by 2,515 people from 2023-2028. This projected increase includes new residential development.</p>

Characteristics of the effects and of the area likely to be affected	Assessment
<p>The value and vulnerability of the area likely to be affected due to the following</p> <ul style="list-style-type: none"> <li>➤ special natural characteristics or cultural heritage</li> </ul>	<p>The lands within the Town Renewal Masterplan boundary are zoned in the KCDP for a mix of uses. They generally comprise of existing uses and development. The town has undeveloped agricultural lands to the periphery of the town boundary.</p> <p>There are no proposals in this Town Renewal Masterplan which vary the above provisions of the KCDP or the Celbridge LAP, which have previously been subjected to SEA.</p> <p>The KCDP requires archaeological assessments, testing etc. to be completed, where relevant, and there are no proposals in this Town Renewal Masterplan to alter this requirement.</p> <p>The upgrade and renovation of the heritage sites of the Mill, the Acre project and the Derrybeg Farm upgrades will have a positive moderate effect. .</p>
<ul style="list-style-type: none"> <li>➤ exceeded environmental quality standards or limit values</li> </ul>	<p>Due to the nature of the development proposed in the Town Renewal Masterplan, it is not foreseen that there will be any development of a nature which would exceed environmental quality standards or limit values.</p>
<ul style="list-style-type: none"> <li>➤ intensive land-use</li> </ul>	<p>A density of 35-50 units per hectare (target) is proposed for the town of Celbridge. The extent of development proposed in the Town Renewal Masterplan are within the intensities provided for in the KCDP and the Celbridge LAP. There would be a moderate increase in use of natural environment, through the use of the heritage trails proposed.</p> <p>The KCDP and the LAP have been subjected to their own SEA and there are no changes proposed in this Master Plan which would impact on its outcome.</p>
<ul style="list-style-type: none"> <li>➤ The effects on areas or landscapes which have a recognised national, European Union or international protection status</li> </ul>	<p>It is also possible that the plan could have indirect effects on European sites outside the Plan Area. This is assessed using the <i>source-pathway-receptor</i> model.</p> <p>The Plan Area is not located within or adjacent to any European sites. The closest European site is the Rye Water Valley/Carton SAC (Code: 001398), which is approx. 1.6 km north of the Plan Area at the closest point.</p> <p>The River Liffey and a number of its tributaries are within the Plan Area. It flows north-east and east through Dublin City and reaches the coast approx. 25 km from the Plan Area. There are a number of European sites in Dublin Bay around the mouth of the River Liffey, including the South Dublin Bay SAC, North Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA. The AA Screening</p>



Characteristics of the effects and of the area likely to be affected	Assessment
	<p>Report (NM Ecology Ltd) considers groundwater, land and air pathways to the receptors, particularly the Rye Water Valley/Cartron SAC. The AA Screening Report does not consider that small scale projects will impact upon these designations.</p> <p>A landscape character assessment (LCA), which considers natural features, historical, cultural and religious features was undertaken as part of the KCDP. The area of the Masterplan is identified as Northern Lowlands. The sensitivity of the Northern Lowlands is deemed to be of 'Low-Sensitivity' and is defined as an area 'with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area.'</p>

Table 4: Statutory Consultations

Step 7: Statutory Consultation
<p>Currently, the SEA Environmental Authorities for the purposes of S.I. 435/2004, as amended are:</p> <ul style="list-style-type: none"> <li>➤ Environmental Protection Agency</li> <li>➤ Minister for Agriculture, Food and the Marine</li> <li>➤ Minister for Housing, Local Government and Heritage</li> <li>➤ Development Applications Unit of the Department of Housing, Local Government and Heritage</li> <li>➤ Minister for Environment, Climate and Communications</li> </ul> <p>These should be consulted for the purposes of this SEA Screening. In addition, South Dublin Council should also be consulted as an adjoining local authority.</p>

## 6. SUMMARY AND CONCLUSIONS

Following assessment of the criteria on Schedule 1 to S.I. 435/2004 as amended and having regard to the nature of the Celbridge Town Renewal Masterplan and the potential for likely significant environmental effects from implementation of the Masterplan, it is concluded that the plan will not give rise to likely significant effects on the environment.

The principal reasons why the Celbridge Town Renewal Masterplan does not require an SEA are as follows:

- the Celbridge Town Renewal Master Plan is a non-statutory plan for the enhancement of the public realm, the provision of heritage trails, the upgrading of the cycle network, improvement of amenities and the enhancement of architectural heritage. All of the projects are of modest scale;
- the environmental policies and objectives of the Kildare County Development Plan 2023 – 2029 and the Celbridge LAP will apply to future development of Celbridge Town, which have been the subject of full SEA;
- an Appropriate Assessment of the Masterplan is not required;
- the Celbridge Town Renewal Masterplan does not satisfy the conditions for mandatory SEA under S.I. 435/2004, as amended; and
- with reference to Article 9(2), 9(3) or 9(4) of S.I. 435/2004, as amended, the P/P has not been shown to have significant effects on the environment with reference to the criteria laid out in Schedule 1 and therefore SEA is not required.



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