



Comhairle Contae Chill Dara

Kildare County Council

To: SONYA KAVANAGH

CHIEF EXECUTIVE

Endorsed by: Annette Aspell, Director of Services.

Approved by: Daragh Conlan, A/Senior Engineer,

Recommended by: Kevin Kane, Senior Executive Engineer.

Date: 15/10/2025

Re: ROADS ACTS 1993-2015

PLANNING AND DEVELOPMENT ACTS 2000-2022 (as Amended)

Scheme: Celbridge Hazelhatch Mobility Corridor

Compulsory Purchase Order 2025

Second Engineer's Certificate

1. Overview

Celbridge, located in north County Kildare within the Greater Dublin Area, has experienced significant population growth—more than doubling since the mid-20th century. Over 70% of its residents live north of the River Liffey but the town's transport infrastructure has not evolved accordingly.

The town relies on a single, narrow, historic bridge for cross-river movement. This creates a major traffic bottleneck, resulting in daily congestion, restricted access to public transport, and increased environmental impacts such as air pollution.

A second River Liffey crossing and a direct road link to Hazelhatch and Celbridge Train Station are proposed to address these issues and support future development. Hazelhatch and Celbridge Train Station is undergoing substantial upgrades under the DART+ Programme, positioning it as a vital regional transport hub.

In 2018, Kildare County Council secured funding for the Celbridge to Hazelhatch Link Road—now rebranded as the **Celbridge Hazelhatch Mobility Corridor (CHMC)**. This strategic infrastructure initiative aims to:

- Reduce traffic congestion and improve travel efficiency.
- Facilitate planned residential and commercial development.
- Enhance connectivity to high-capacity public transport.
- Future-proof Celbridge's transport network for sustainable growth

The CHMC represents a key investment in regional mobility, resilience, and long-term urban planning.

2. Description of Scheme:

Site Location:



Figure 1-1

Mobility Corridor Description:

The proposed corridor spans approximately 2km, commencing at a new junction with Clane Road (R403) and extending southeast through predominantly greenfield lands. It connects with the R405 Hazelhatch Road and terminates at the Loughlinstown Road Roundabout near Hazelhatch and Celbridge Train Station.

The Celbridge Hazelhatch Mobility Corridor scheme will be constructed within the County Kildare electoral divisions of (i) Celbridge and (ii) Donaghcumper and passing through the townlands of (i) Oakley Park, (ii) Celbridge Abbey, (iii) Newtown,

(iv) Simmonstown, (v) Commons, (vi) Commons Lower and (vii) Loughlinstown, all in the County of Kildare.

The road consists of the following elements:

- Approximately 2.0 km of mainline single carriageway;
 - Approximately 0.15 km of realigned R405 Regional Road;
 - One major bridge crossing of the river Liffey approximately 75 m long
- Utility diversions;
- Drainage system, including attenuated outfalls;
- Landscaping and environmental mitigation measures
- Together with all ancillary and consequential Scheme works.

A new bridge crossing over the River Liffey is proposed approximately 200m south of the Clane Road junction. Below are specific details of the Mobility Corridor.

Geometrically layout Summary:

Road Design & Active Travel Facilities
<ul style="list-style-type: none"> The main road will be a single carriageway with two 3.5m lanes (7.0m total width). Pedestrian and cyclist infrastructure includes: <ul style="list-style-type: none"> Ch. 0+000 to 1+720: 2.0m footpaths and 2.0m one-way cycle tracks on both sides. Ch. 1+720 to 1+1959: 2.0m footpath and 3.0m two-way cycleway on the northbound side. Verge widths: <ul style="list-style-type: none"> 2.0m between cycleway and carriageway 1.0m between footpath and adjacent slopes Note: Verge widths are omitted on the bridge to maintain compact design.
Junction Treatments
<ul style="list-style-type: none"> Clane Road (R403): 3-arm signalised junction Newtown Road (L1016): 4-arm signalised junction Simmonstown Manor Road (L5062): <ul style="list-style-type: none"> Priority junction (northbound) Turning head at cul-de-sac (southbound) Hazelhatch Road (R405): 3-arm signalised junction Loughlinstown Road (L5061): Minor roundabout upgrades
River Liffey Bridge
<ul style="list-style-type: none"> A 75m long single-span bridge is proposed ~200m south of Clane Road. The design avoids in-channel construction, protecting the river environment. It will relieve pressure on the existing town centre bridge, improving traffic flow and accessibility



Figure 1-2 CGI of the proposed CHMC River Liffey Bridge – Year 10

Figure 1-2: CGI of Proposed CHMC River Liffey Bridge – Year 10

Source: VP06 Riverview - Abbey Farm Photomontage View (Year 10)

3. Need for Scheme

Celbridge, located in north County Kildare, has experienced rapid population growth—more than doubling since the mid-20th century. Over 70% of its residents now live north of the River Liffey. However, the town’s transport infrastructure has not evolved to meet this demand.

Current Challenges

- **Single River Crossing:** The town relies on a single, narrow, historic bridge for all cross-river movement.
- **Traffic Bottlenecks:** This creates daily congestion and delays for commuters, school transport, and emergency services.
- **Limited Public Transport Access:** The existing road network restricts efficient access to Hazelhatch & Celbridge Train Station.
- **Environmental Impact:** Congestion contributes to increased air pollution and carbon emissions.
- **Housing Need**
- Celbridge is designated for significant residential expansion under the Kildare County Development Plan 2023–2029 and the Celbridge Local Area Plan 2017–2023.
- The delivery of new housing is contingent on improved transport infrastructure to ensure accessibility, reduce car dependency, and support compact growth.
- Without the CHMC, planned housing developments may be delayed or constrained, undermining regional housing targets and affordability goals.
- The corridor will unlock zoned lands for development and provide the necessary infrastructure backbone to support sustainable, high-quality residential communities.

4. Strategic Importance

<ul style="list-style-type: none">• Hazelhatch Station is being upgraded under the DART+ Programme, positioning it as a key regional transport hub.
<ul style="list-style-type: none">• The CHMC will provide a direct, high-quality road link to the station, enabling better integration with national rail services and reducing reliance on private cars.
<ul style="list-style-type: none">• Project Objectives
<ul style="list-style-type: none">• Alleviate traffic congestion and improve travel efficiency.
<ul style="list-style-type: none">• Enable planned residential and commercial development.
<ul style="list-style-type: none">• Enhance connectivity to high-capacity public transport.
<ul style="list-style-type: none">• Support sustainable growth and active travel (walking and cycling).
<ul style="list-style-type: none">• Policy Alignment
<ul style="list-style-type: none">• The CHMC is listed as a priority project in the Kildare County Development Plan 2023–2029 (Table 5.4, Item G).
<ul style="list-style-type: none">• It supports the Celbridge Local Area Plan and aligns with national planning and climate action strategies.
<ul style="list-style-type: none">• Environmental and Safety Benefits
<ul style="list-style-type: none">• The proposed single-span bridge avoids in-channel construction, protecting the river ecosystem.
<ul style="list-style-type: none">• It will relieve pressure on the existing bridge, improving safety for all road users, including pedestrians and cyclists.
<ul style="list-style-type: none">• Conclusion
<ul style="list-style-type: none">• The CHMC is a critical infrastructure project that addresses long-standing transport deficiencies in Celbridge. It supports future housing delivery, enhances regional connectivity, and aligns with sustainable planning and environmental protection goal

5. Funding:

The funding for the Celbridge Hazelhatch Mobility Corridor will consist of Three streams of funding as outlined below:

- Kildare County Council internal sources
- Department of Housing, Local Government and Heritage Funding Scheme-the Urban Regional Development Fund.
- Developer's Contribution.

The Preliminary Business Case-2025 has identified that the scheme has a strong economic justification with a BCR of 4.94 for the central growth scenario.

6. Land Acquisition:

- Celbridge Hazelhatch Mobility Corridor will need to acquire predominantly Greenfield sites, open spaces, Roadbed and St John of God's land passing through Key Development areas. The Compulsory Purchase Order route is

the proposed statutory procedure that is the recommended method to acquire the lands.

The Total Permanent land take KCC are acquiring is 12.4041 Ha and the total temporary land take KCC are acquiring is 0.7292 Ha. The Total Number of affected Reputed Landowner's is 29 In total. Below is a list of Landowners to be serve the first CPO notice:

REDACTED Landowners details

7. Rights of way to be extinguished:

The Celbridge Hazelhatch Mobility corridor needs to extinguish three public Rights of way and two private rights of way as follows:

PART III

Description of public rights of way proposed to be extinguished.

First Name	Surname	Address1	Address 2	Address 3	Address 4	Address 5
Permanent Extinguishment:						
AA1 to AA2	All rights existing over that section of the R405 road partly traversing the Townlands of Commons and Commons Lower in the District Electoral Division of Donaghcumper and the County of Kildare between the green lines AA1 and AA2, running for a distance of approximately 350 metres on Drawing No. MDT0902-RPS-00-XX-DR-Z-DP0001 of The Deposited Maps.					
AB1 to AB2	All rights existing over that section of the Simmonstown Manor road traversing the Townland of Commons in the District Electoral Division of Donaghcumper and the County of Kildare between the green lines AB1 and AB2, running for a distance of approximately 110 metres on Drawing No. MDT0902-RPS-00-XX-DR-Z-DP0001 of The Deposited Maps.					
Temporary Extinguishment:						

AC1 to AC2	All rights, including but not limited to any fishing or navigation rights, existing over that section of the River Liffey partly traversing the Townlands of Celbridge Abbey in the District Electoral Divisions of Celbridge and Donaghcumper and the County of Kildare between the green lines AC1 and AC2, running for a distance of approximately 130 metres on Drawing No. MDT0902-RPS-00-XX-DR-Z-DP0001 of the Deposited Maps.
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PART IV

Description of private right of way proposed to be extinguished.

Permanent Extinguishment:	
PA1 to PA2	All rights existing over that section of the private Right of Way partly traversing the Townland of Simmonstown in the District Electoral Division of Donaghcumper and the County of Kildare between the purple lines PA1 and PA2, running for a distance of approximately 270 metres on Drawing No. MDT0902-RPS-00-XX-DR-Z-DP0001 of The Deposited Maps.
PB1 to PB2	All rights existing over that section of the private Right of Way traversing the Townland of Celbridge Abbey in the District Electoral Division of Celbridge and the County of Kildare between the purple lines PB1 and PB2, running for a distance of approximately 30 metres on Drawing No. MDT0902-RPS-00-XX-DR-Z-DP0001 of The Deposited Maps.

8. Supporting Documents:

The following documents are attached to support this Engineer's certificate:

- CPO Engineer's Report from Mr. Shane Fanning, RPS, Consultant Engineers acting for Kildare County Council 30th September 2025.
- The Celbridge Hazelhatch Mobility Compulsory Purchase Order Schedule by RPS (Issue S4 PO3), to be signed and sealed.
- Celbridge Hazelhatch Mobility Compulsory Purchase Order Deposit Maps for Compulsory Purchase Order 2025 by RPS (Issue 09), to be signed and sealed.
- Planning Certificate (September 2025).
- Chief Executive Order No CE61772 dated 2nd October 2025.

9. Conclusion:

Having regard to the policies and objectives of the Kildare County Development Plan 2023 – 2029 and the Celbridge Local Area Plan 2017 - 2023 in relation to the proposed Celbridge Hazelhatch Mobility, I consider that the proposed development is in accordance with the policies and objectives of both the County Plan and the Local Area Plan to provide a new mobility corridor road and a 2nd Bridge over the river Liffey in Celbridge and would be in accordance with the proper planning and sustainable development of the area.

10. Recommendation:

It is hereby certified that the lands illustrated on Deposit Map MDT0902-RPS-01-XX-DR-Z-DP0001 and listed in CPO Schedules Part I and Part II are necessary, sufficient and suitable for the Celbridge Hazelhatch Mobility Corridor.

The public rights of way proposed to be extinguished over the lands to be compulsorily acquired are illustrated on Deposit Map MDT0902-RPS-01-XX-DR-Z-DP0001 and listed in CPO Schedule Part III.

The private rights of way proposed to be extinguished over the lands to be compulsorily acquired are illustrated on Deposit Map MDT0902-RPS-01-XX-DR-Z-DP0001 and listed in CPO Schedule Part IV.

It is hereby recommended, for the reasons outlined in this Engineers Certificate, that the lands required for the construction of the Celbridge Hazelhatch Mobility Corridor be acquired by way of statutory Compulsory Purchase Order and that the Deposit Map, CPO Schedule, Section 177AE Planning Application and NIS be submitted to An Coimisiún Pleanála for statutory consent.

I recommend the following:

1. The deposit maps and Schedule attached be signed and sealed.
2. A Chief Executives Order Nr 2 be raised for the making of the Celbridge Hazelhatch Mobility Corridor Compulsory Purchase Order 2025.
3. That all statutory advertisements and notices be published and served on all appropriate bodies
4. To submit all required documentation to An Coimisiún Pleanála

Recommended By:

Kevin Kane, Senior Executive Engineer
Transportation, Mobility & Open Spaces

Date

Approved By:

Daragh Conlan, Senior Engineer
Transportation, Mobility & Open Spaces

Date

Endorsed By:

Celina Barrett, Director of Services
Transportation, Mobility & Open Spaces

Date