

CELBRIDGE TO HAZELHATCH LINK ROAD

Public Consultation No.1 - Route Corridor Options

Consultation Feedback Report



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1 INTRODUCTION

Kildare County Council is working to develop the Celbridge to Hazelhatch Link Road Scheme. This report summarises the feedback received throughout the first public consultation, 'Route Corridor Options'. This non-statutory consultation period ran from 12 February to 11 March 2021.

The project team utilised available communications channels to generate awareness of the project, including newspaper and radio adverts, posters, press releases, social media, and a postal mailout to homes and businesses affected by the route corridor options. Information pertaining to the project could also be accessed online at the dedicated webpage on the Kildare County Council website.

Feedback was sought on five route corridor options (A, A1, B, C and E). Submissions were received via an online portal, post and phone. The feedback received during this consultation period is summarised and presented in Section 4.

The consultation period fell during Level 5 COVID-19 restrictions. This prevented the holding of public information events. Nevertheless, the project team used all available communications channels to ensure public participation in the consultation process. This included providing the opportunity for telephone consultation meetings.

1.1 Project Overview

Celbridge is an important regional town within Kildare and a significant commuter town for Dublin and other noteworthy employment centres in the region. The town has seen its population more than double in the past 30 years with over 70% of the population living north of the River Liffey.

Traffic demands in Celbridge is likely to grow significantly in the coming decade with substantial lands south of the town centre earmarked for development. The existing road network in and around Celbridge town centre, including the existing bridge over the River Liffey, is substandard and experiences significant daily traffic congestion.

The scheme will consist of a second bridge structure crossing the River Liffey and a link road connecting Celbridge to Hazelhatch train station. New pedestrian and cycling infrastructure is proposed along the route to encourage more sustainable alternative transport modes. The new Celbridge to Hazelhatch Link Road scheme will benefit all road users and deliver local improvements through:

- Improving connectivity to Hazelhatch train station
- Improved safety for pedestrians and cyclists
- Reduced traffic congestion in Celbridge town
- Shorter and safer journeys to Hazelhatch train station

Kildare County Council has successfully secured funding from the Department of Housing, Planning and Local Government (DoHPLG) under the Urban Regeneration Development Fund (URDF) to deliver this project.

Following a public procurement process, RPS was appointed as engineering design consultant by Kildare County Council.

The identification of a study area and initial constraints mapping stage was completed in 2020. This process led to the identification of ten route corridor options as part of Stage 1 of the options selection process. These ten options were reduced to the five route corridor options (A, A1, B, C and E) shown in **Figure 1-1** during the Stage 2 options selection process.

CELBRIDGE TO HAZELHATCH LINK ROAD

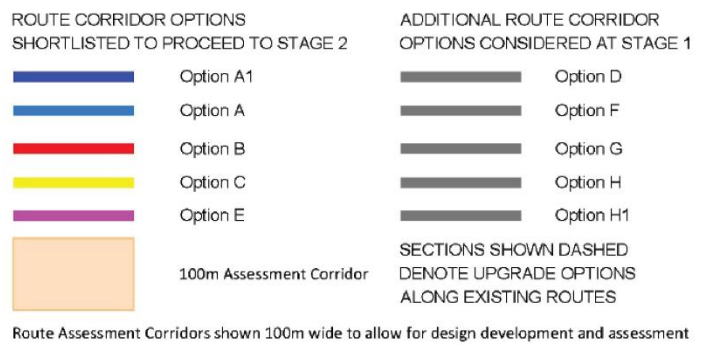
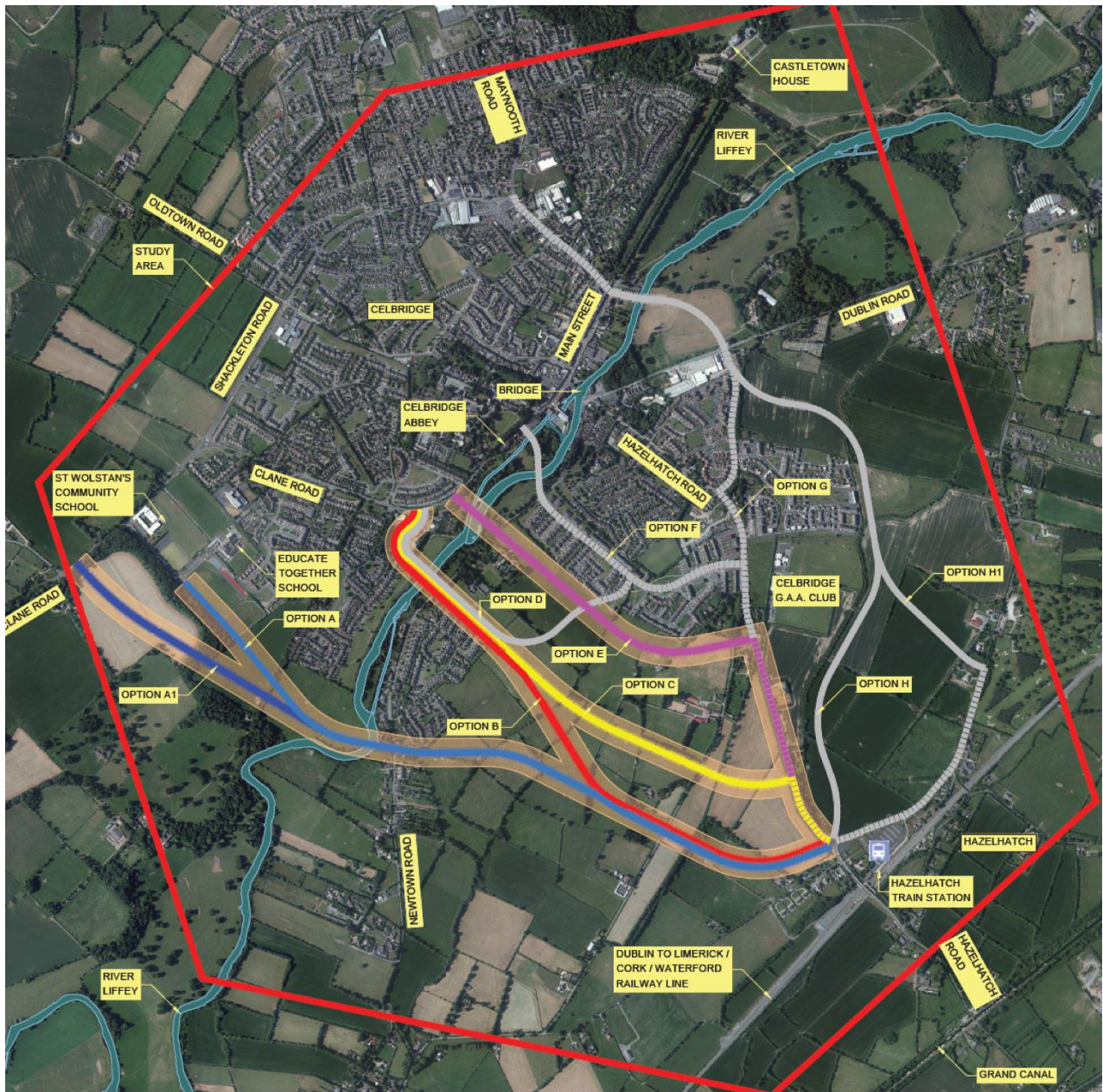


Figure 1-1 Celbridge to Hazelhatch Link Road Route Corridor Options Map

2 APPROACH TO CONSULTATION

2.1 Consultation Objectives

The objectives for this first public consultation are:

- 1) To raise public awareness of the consultation process and the published route corridor options for the project;
- 2) To provide the opportunity for public participation in the project development process by requesting feedback on any issues or information, relating to the route corridors, which should be considered by the project team in selecting a preferred route corridor;
- 3) To ensure an accessible and meaningful engagement and consultation process.

2.2 Public Consultation Roadmap

Figure 2-1 below, sets out the project development process and the integrated opportunities for public participation.

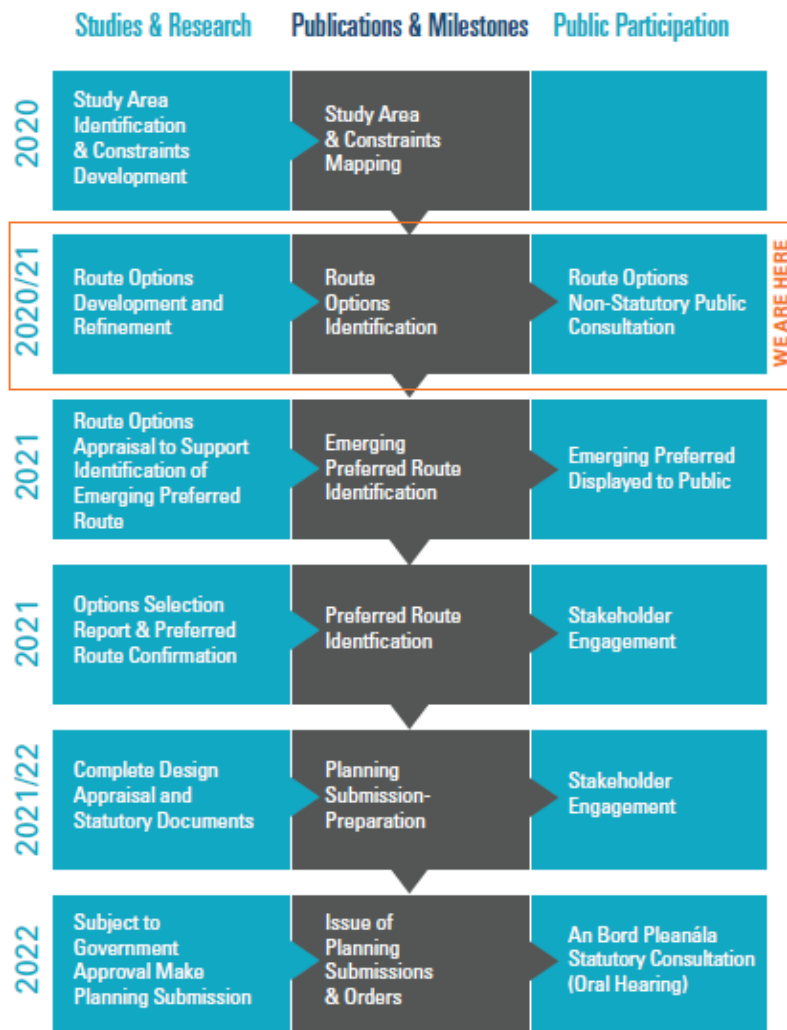


Figure 2-1 Project Consultation Roadmap

3 PUBLIC CONSULTATION

This section details the methods used to generate awareness of the non-statutory public consultation for the Celbridge to Hazelhatch Link Road. COVID-19 public health restrictions were in effect for the consultation period. This prevented the holding of consultation events in public venues. The project team used all available communications channels to raise awareness of the consultation and encourage public participation.

3.1 Project Web Page

A dedicated web page on the Kildare County Council website (<https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>) was used to publicise the scheme and consultation. The web page included a description of the project, the route corridor options map, details of the public consultation process, the feedback form and brochure, adverts in the local media, and contact details for the project team.

3.2 Newspaper Adverts

Adverts were published in local newspapers to publicise the consultation period and how stakeholders could get involved, including Liffey Champion, Leinster Leader, The Nationalist. Samples adverts can be found in Appendix C.

3.3 Radio Adverts

Notifications of the public consultation were aired on KFM Radio beginning on the first day the public consultation (12 February 2021).

3.4 Posters

Posters were put up in Celbridge – 20 in total – in public places such as service stations, supermarkets, the library, newsagents, information board on the main street, and at Hazelhatch Train Station.

3.5 Press Releases/Coverage

Press releases announcing the consultation were issued by Kildare County Council. Following the release, several articles were published in the local media including the KFM Radio and KFM website, Liffey Champion, Leinster Leader, and The Nationalist.

3.6 Social Media

Social media posts were published on Kildare County Council social media channels. **Figure 3-1** shows one of the Facebook posts from Kildare County Council advertising the public consultation period. These posts were shared by interested parties.



Figure 3-1 Sample Facebook post by Kildare County Council

3.7 Information Service

Affected landowners with questions were encouraged to contact Kildare County Council on dedicated phone lines (045 980376 and 045 980385), for a call back from one of the project team. The phone lines were operated from 9am to 5pm, Monday to Friday.

A total number of 42 phone calls were received and the feedback is recorded in Section 4.

3.8 Information Brochure/Feedback Form Mailout

An information brochure and feedback form were delivered to homes and businesses within the 100m assessment corridors. Additional brochures were made available in the Kildare County Library, at Hazelhatch Train Station and in local newsagents. A copy of the brochure can be found in Appendix A.

3.9 Briefings for Elected Representatives

The project team held a briefing for the elected representatives of the Celbridge - Leixlip Municipal District. In compliance with COVID-19 measures, this information session was conducted online.

3.10 Online Feedback Form

Stakeholders were invited to make submissions through a consultation portal which contained links to project information and maps of the Route Corridor Options. Submissions were requested by 5pm on 11 March 2021.

Submissions could be made in hard copy by returning the completed feedback form to the following address:

Senior Executive Officer, Roads, Transportation and Public Safety Department, Kildare County Council, Áras Chill Dara, Devoy Park, Naas, Co Kildare, W91 X77F.

The feedback form was prepared in order to gather public feedback and was accessible in several formats:

- a paper copy was posted to premises affected by the route assessment corridors;
- a downloadable version was available on the project website to return by email or post; and
- an online version was also available.

The following questions were asked in the feedback form:

- 1) Name, Address, Eircode, Telephone and Email
- 2) Do you live or own property within or adjacent to one of the proposed shortlisted Route Corridor Options?
 - Yes or No
- 3) If yes, please indicate which of the shortlisted Route Corridor Option(s) affects the property/land:
 - Option A
 - Option A1
 - Option B
 - Option C
 - Option E
- 4) And is the property:
 - Farm/Agricultural
 - Residential
 - Commercial
- 5) Please tell us your view on the Route Corridor Options and provide any information which you would like the project team to consider. (please use additional paper and include supporting documents / images / maps if you wish)

In total, 386 submissions were received by the project team during the consultation period. A summary of the feedback received is provided in Section 4. A copy of the feedback form can be found in Appendix B.

4 FEEDBACK AND SUBMISSIONS

4.1 Overall Consultation Information

During this consultation phase, the project team sought feedback on five route corridor options identified for the scheme. The period of non-statutory public consultation ran from 12 February to 11 March 2021. Stakeholders could provide feedback through the following channels – postal, downloadable or online feedback form, or via phone call with the project team.

There were 386 submissions received by the project team during the consultation period.

The majority of submissions received were from individual stakeholders and referred to personal issues/concerns with one or a number of the route corridor options. It should be noted that feedback is not presented in order of importance and no weighting has been applied to the issues raised based on the number of submissions received.

The feedback has been categorised into common ‘themes’, as identified following a detailed review of the submissions received. The themes and associated chapters are:

- 4.2 Project Need
- 4.3 Accessibility, Connectivity and Social Inclusion
- 4.4 Safety
- 4.5 Engineering Considerations
- 4.6 Landowner Considerations
- 4.7 Environment
- 4.8 Economy
- 4.9 Physical Activity and Mental Health
- 4.10 Project Development Process

In compliance with the provisions of the General Data Protection Regulation (May 2018) and the Data Protection Act (2018), all personal information has been withheld from this report but has been considered by the project team for the purpose of informing the project development process.

4.1.1 Questionnaire Responses

The consultation questionnaire asked five questions. The first question asked for the Name, Address, Eircode, Telephone and Email of the respondent.

4.1.1.1 Question 2 – “Do you live or own property within or adjacent to one of the proposed Route Corridor Options?”

Question 2, a ‘Yes’ or ‘No’ question, asked respondents if they lived or owned property within or adjacent to one of the proposed Route Corridor Options. N/A represents those who did not provide an answer to Question 2.

Table 4-1 and **Figure 4-1** below, show the breakdown of responses.

| Response | Frequency |
|----------|-----------|
| Yes | 250 |
| No | 1 |
| N/A | 135 |

Table 4-1: Breakdown of responses to Question 2

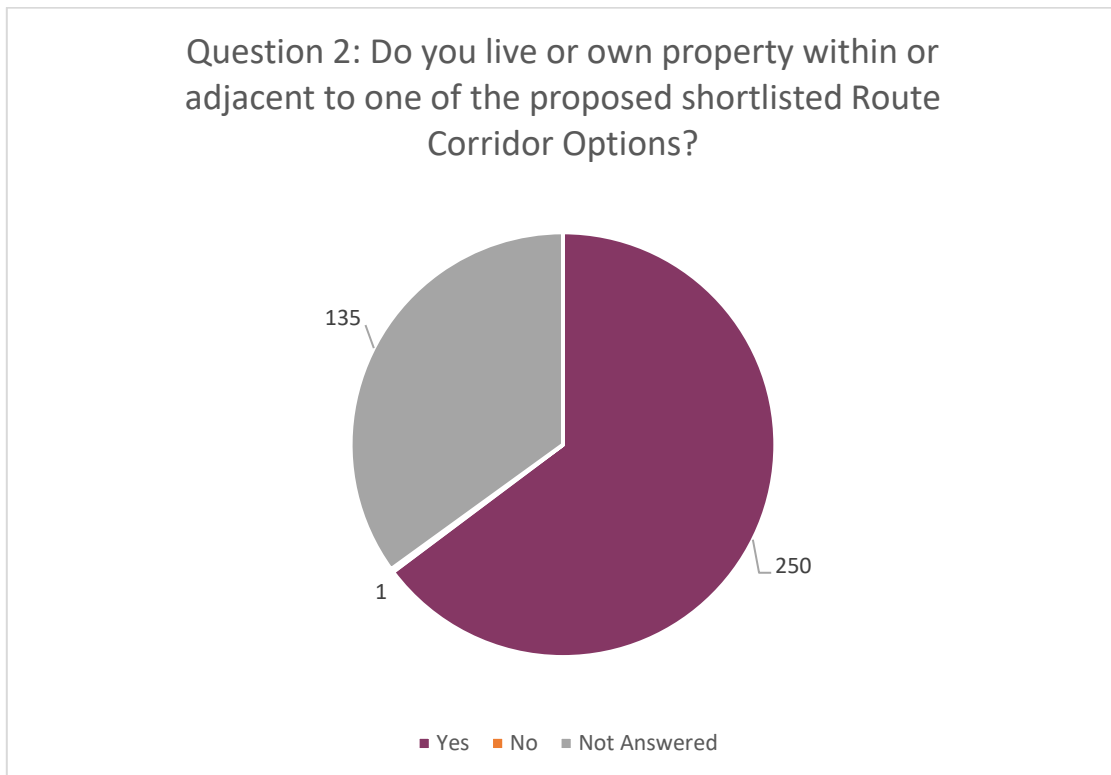


Figure 4-1: Graphic representation of breakdown of responses to Question 2

4.1.1.2 Question 3 – “If yes, please indicate which route corridor option (s) affects the property/land:”

Question 3 asked respondents to indicate which Route Corridor Option(s) would affect their property/land. The following options were displayed:

- Option A/A1 (Blue)
- Option B (Red)
- Option C (Yellow)
- Option E (Pink)

Table 4-2 and Figure 4-2 below, show a breakdown of the responses.

| Route Option affecting the property/land | Frequency |
|--|-----------|
| Option A/A1 (Blue) | 231 |
| Option B (Red) | 114 |
| Option C (Yellow) | 105 |
| Option D (Grey) (previously considered at Stage 1) | 3 |
| Option E (Pink) | 7 |
| Option H/H1 (Grey) – (previously considered at Stage 1) | 2 |

Table 4-2: Breakdown of responses to Question 3

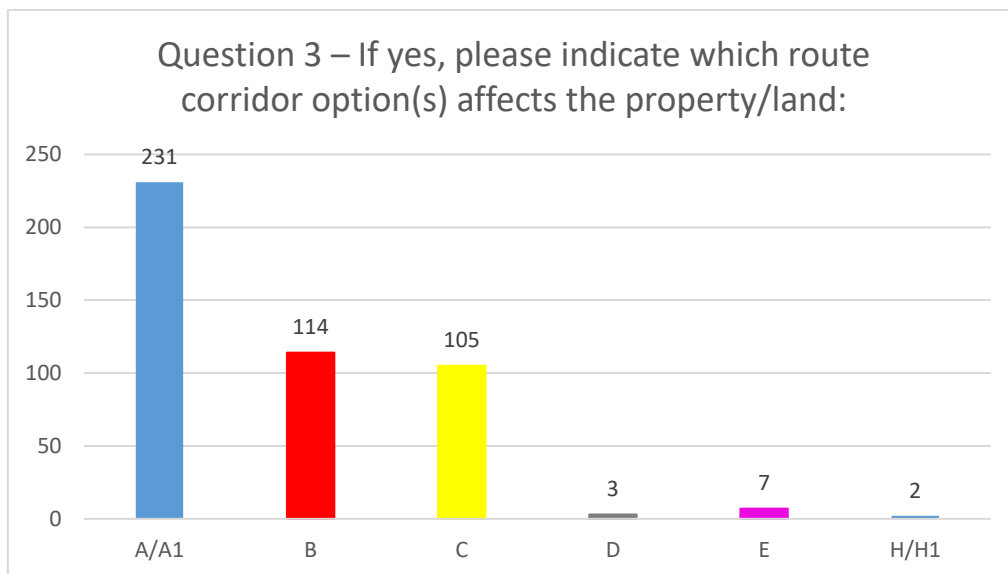


Figure 4-2: Overview of the number of respondents affected by named Route Corridor Option(s)

Figure 4-2 considers the feedback of all respondents not only those who answered ‘Yes’ to Question 2. It should be noted the majority of respondents indicated they were affected by more than one Route Corridor Option(s).

The most commonly identified Route Corridor Option was Option A/A1 (Blue). This option was chosen by 231 respondents as the most likely to affect their land/property. Route Options B (Red) and C (Yellow), were the second and third highest with 114 and 105 respondents respectively identifying them as affecting their land/property. Route Option D (Grey) was identified by only 3 respondents therefore making it the least identified option currently under consideration. Route Option E (Pink) was identified by 7 respondents.

4.1.1.3 Question 4 – “And is the property?”

Respondents were asked to identify their property type. The following options were displayed:

- Farm/Agricultural Land
- Residential
- Commercial
- Other

Respondents that did not record an answer to Question 4 have been recorded as N/A. Respondents could tick more than one applicable option to account for dual or multi-use properties.

Table 4-3 and Figure 4-3 below, show a breakdown of the responses.

| Property Type | Frequency |
|------------------------|-----------|
| Farm/Agricultural Land | 6 |
| Residential | 291 |
| Commercial | 0 |
| Other | 8 |
| N/A | 81 |

Table 4-3: Breakdown of responses to Question 4

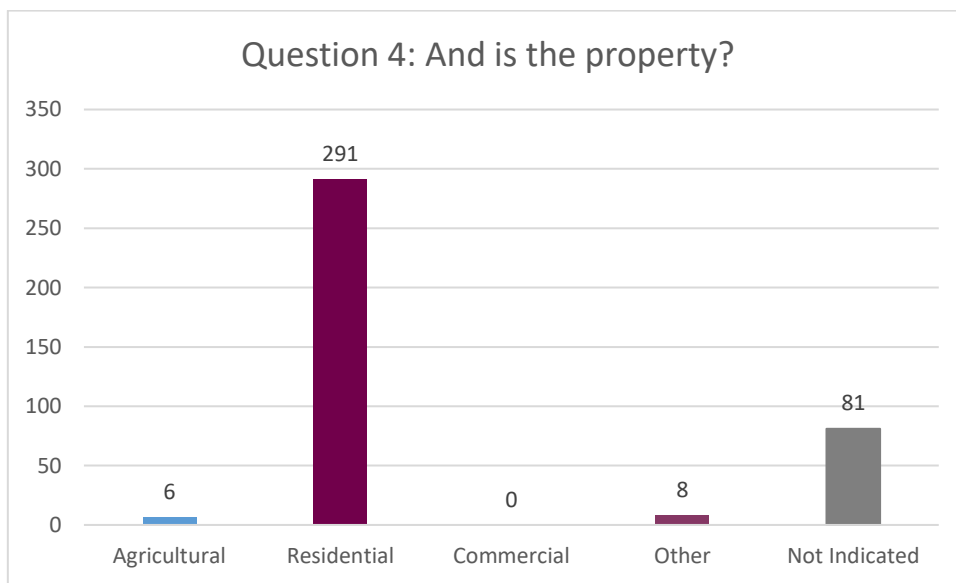


Figure 4-3: Overview of the property type

Figure 4-3 highlights that most respondents to the questionnaire were residential property owners or occupiers. 291 respondents or 75% identified their property type as residential. 6 respondents were owners/occupiers of farm/agricultural land and 8 respondents identified other property types such as schools’ sports grounds, and cultural heritage sites.

4.1.1.4 Question 5 – “Please tell us your views on the route corridor options and provide any information which you would like the project team to consider.”

Question 5 asked respondents to provide their views on the Route Corridor Options.

The responses of all stakeholders have been reviewed and categorised into the themes indicated in **Table 4-4** and **Figure 4-4** below.

| Category | Frequency | % |
|--|-----------|-------|
| Project Need | 81/386 | 20.9% |
| Accessibility, Connectivity and Social Inclusion | 286/386 | 74.0% |
| Safety | 133/386 | 34.4% |
| Engineering Considerations | 70/386 | 18.1% |
| Landowner Considerations | 172/386 | 44.5% |
| Environment | 235/386 | 60.9% |
| Economy | 79/386 | 20.4% |
| Physical Activity and Mental Health | 70/386 | 18.1% |
| Project Development Process | 146/386 | 37.8% |

Table 4-4: Breakdown of response categories to Question 5

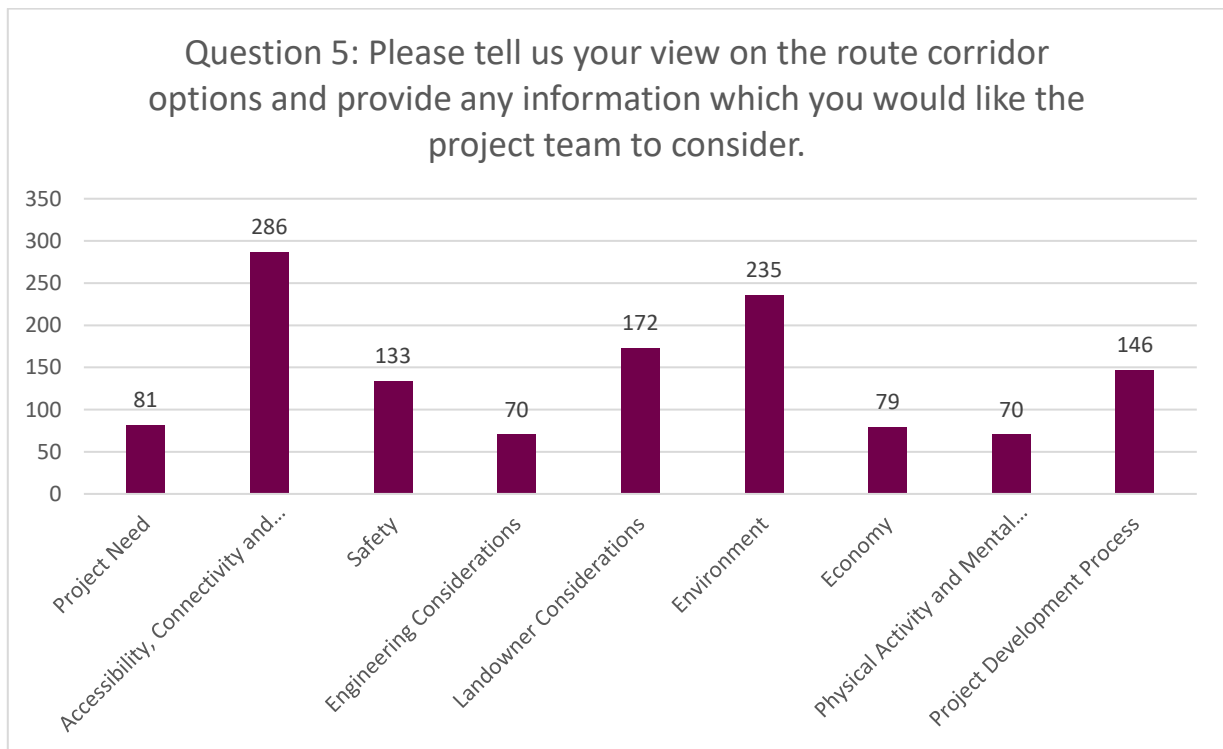


Figure 4-4: Overview of the frequency of responses from stakeholders to Question 5

4.2 Project Need

Stakeholders voiced their support for the project, especially the need for a second bridge across the River Liffey. Submissions outlined hopes that the road would be built as soon as possible and highlighted the importance that the project will have on the wider area by reducing congestion in the town centre and facilitating growth in accordance with national and local planning policy. Stakeholders highlighted both the benefit the project would bring to current and future residents. Some stakeholders stated conversely that the road would not benefit any current Celbridge residents. The new crossing was noted to bring more flexibility to the residents and visitors of Celbridge, especially those on the village side.

Respondents queried how Celbridge had developed with only one bridge, particularly when compared to other towns, including Trim, which have several. Stakeholders noted that a second road bridge over the River Liffey had been sought over many years, but only studies and plans were ever carried out. It was highlighted that the bridge is necessary not just for the current population of Celbridge but with the area's development plan including new housing development areas, the project would become even more crucial. A pedestrian bridge was put forward by stakeholders. Suggestions were received that a third bridge is required at this stage.

Stakeholders queried how new houses could be built and planned without improving traffic conditions in the area. Respondents queried, in the case of Options A/A1, how could the Council allow a housing estate to proceed if a road could be proposed that would dissect the housing area and directly impact existing anti-flooding infrastructure. It was noted that the new road is necessary but that services at the station are already insufficient (i.e. a lack of capacity and poor frequency) and these services would need to be addressed prior to additional traffic being encouraged to the station. Options A/A1 were cited to lead to and encourage additional housing developments along the route, particularly at the back of the Abbey Farm/nearby estates and along the route to Hazelhatch.

Further to the support of the road, stakeholders felt that the project must be carried out with the least disruption to homes within the town, while others felt that rural areas should not be impacted.

Submissions were also received in support of a ring road for Celbridge. Options A/A1, especially the latter, were distinguished as they would provide the start of a ring road around the town. Improved road infrastructure in the direction of the Maynooth Road was also mentioned. Stakeholders noted that this project was only part of the road infrastructure required for Celbridge. Stakeholders noted that the Council was inappropriately conflating two needs – a ring road and a bridge – in the proposal of Options A/A1.

Stakeholders commented that the current road bridge needs to be upgraded, including the implementation of dedicated cycle lanes and footpaths along both sides of the road. Requests for improvements to roads north of Celbridge were also put forward, in particular to increase safety.

Stakeholders noted that the current proposal would allow for more sustainable modes of transport, and therefore, dedicated cycle lanes and full footpaths should be included in the design of the preferred option.

It was noted that Forensic Science Ireland (an associated office of the Department of Justice and Equality) would be relocating to Backweston (east of Celbridge) in 2022 and would contribute to an increase of traffic in the area.

A variety of different opinions were raised regarding the needs and merits of the different route options. Options A/A1 were highlighted to relieve traffic from Clane Road and the town, but these options were conversely also noted to be insufficient in relieving congestion and would not draw enough traffic away from the town centre. It was further stated that with the change in work practices following COVID-19, Options A/A1 would be underutilised. Stakeholders asserted that Options A/A1 do not meet the Council's objective to provide a shorter journey to the station. Instead, the other route options would be easier to develop, are closer to the town centre and will cause far less devastation to homes and families. Option A1 was stated to provide a better road network for a growing population and new homes in Celbridge. This route option was recommended to give the best balance of helping traffic flow while minimising disturbance to housing and the historic parts of Celbridge. Submissions also noted that Options A/A1 could cause the Chelmsford area to become a 'rat run'. Option E was cited to be the best option for the development of the town centre.

Option B was said to be beneficial for when the schools reopen post-Level 5 COVID-19 restrictions and is away from locations with high densities of children.

Options B/C/E were cited to not solve traffic congestion nor be beneficial for those outside the immediate town area. Some respondents suggested that these options should not be recommended as they would not allow for the growth of Celbridge. Option E was noted to be a temporary solution. This route option was also

said to provide access to the Celbridge GAA Club and would be safer for children. Options C/E were promoted as they would cause fewer negative impacts to rural areas.

The selection of route Option E would realise the development potential of KDA1 and achieve a compact growth (National Planning Framework, 2018 – NPO's 3, 6, 7) settlement in Celbridge, including urban regeneration such as infill and brownfield development opportunities to intensify housing and employment development within the existing built-up footprint of the town. It was also noted that Option E would serve KDA2 and local sporting amenities. This option was frequently observed to provide citizens with the best cycle lanes and sustainable travel options, further allowing children safely access sports clubs.

There was general consensus that Option E was indicated to be the shortest route which thus implied the quickest to build, the least cost, the lowest environmental impact, minimum effect on residents, and the most direct route. Some stakeholders contrastingly commented that Option E would cause the most negative impacts of health, noise and safety around existing residential dwellings as well as preventing the reduction in emissions that the other options would provide.

The development of KDA5 (Simmonstown) is noted by stakeholders to be benefited by Options C/E. On the other hand, stakeholders also said that Option E would need to be excluded to ensure the Council could fulfil commitments made in the Celbridge Local Area Plan 2017-2023 regarding KDA5.

Option A1 was cited to allow for potential zoned lands to be fulfilled and effectively enable Celbridge to meet its vision of being a town which supports population growth with good social infrastructure in place to provide for its future population; to protect and enhance the natural heritage of the town; to support economic development and promote more sustainable movements. This was considered to be consistent with the primary purpose of the Urban Regeneration and Development Fund which promotes more compact and sustainable development ensuring that our urban areas become attractive and vibrant places to live, work, visit and invest and originally envisaged by the Council to safeguard this transport corridor.

Options A/A1 are believed to not meet the Council's objectives, while Option E does meet them. Stakeholders, further commented, that traffic and design studies by local, national and European teams were focused on another bridge, as opposed to a link road and therefore Options A/A1, as potential link road, do not represent the previous studies and wouldn't be a fair use of public funds.

Some stakeholders felt that improved public transport would be preferable to a new road. A regular, free and reliable shuttle bus between Louise Bridge and the station was put forward. It was noted that previous requests for a bus service down Main Street, up Maynooth Road, down Shackleton Road, onto Clane Road and then to the train station, were not fulfilled.

Submissions stated that post-pandemic, congestion along Main Street and English Row arteries would again increase above capacity, negatively impacting the town and causing tailbacks.

Stakeholders outlined their difficulty in making an informed assessment of the proposed options without access to the surveys and data employed to create the shortlist of five options.

4.3 Accessibility, Connectivity and Social Inclusion

A variety of different opinions were raised regarding the accessibility, connectivity and social inclusion issues of the different route options.

Accessibility

Options A/A1 were noted by stakeholders as failing to meet the Council's objective for a shorter route to Hazelhatch. The route was further cited as being too far from town, too much on the periphery from town, impractical due to the volume of school students and traffic at peak times, and less accessible for housing estates nearby. Options A/A1 were further cited to draw traffic from more remote parts of town, rather than serving Celbridge residents and will pull business away from the Main Street. Further submissions voiced that Options A/A1 will struggle in attracting significant traffic from Priory, Abbey Farm and the St Raphael's new expanded town centre proposed in KDA1, as the shortest route to the train station will remain the route along the existing bridge and R405. Option A1 was deemed impractical for residents hoping to use this route to go to the station and it was stated that the primary function of the road should be to facilitate residents of Celbridge to get across the river rather than acting as a by-pass road for Celbridge traffic coming in from the Clane side. Submissions suggested this would lead to a waste of taxpayer's money. Stakeholders cited

uncertainty for current residents use of route Options A/A1 and the subsequent difficulty in judging the impacts and benefits the routes will have on current residents of Celbridge.

Contrasting supportive views were offered that Options A/A1 due to being out of town, was the best option for through traffic from Clane, Lucan and Maynooth to the station as well as the best option to alleviate traffic from the congested village by rerouting traffic away from Clane Road and diverting from the historical narrow bridge. A bus stop and footpath were cited to already exist, located where Options A/A1 meets the Clane Road. Options A/A1 were further supported as they will contribute to an orbital/arterial route and have the least impact on existing and planned residential areas. These routes were further noted to be the best options if a road was to continue from the R403 to the roundabout at the Salesian College on the R405, in order to take pressure off the Shackleton Road, particularly at the Tesco junction and the Oldtown Road junction as drivers seek to avoid traffic on the R405. It was noted that Option A1 will give better alternative route options for future construction of link roads to the existing M4 at the R449. Submissions asked if there will be a right turn access to Celbridge for Options A/A1.

Options B, C and E were cited by stakeholders to further add to difficulties for cars exiting estates onto the R403, increase delays at junction, worsen bottlenecks along the R403 and cause congestion along the narrow Clane Road.

Concerns over traffic congestion were cited in the submissions. Stakeholders cited increased traffic congestion around schools – St Wolstan’s Community School and the North Kildare Educate Together National School – that would be negatively impacted by Options A/A1, as well as discourage walking and cycling. It was expressed that additional pressure would be placed on the Shackleton Road / Maynooth Road junction at Tesco where there is little option to expand the junction. Submissions advised the need for the bridge to start further west along the Clane Road in order to bring those from the Shackleton Road (where multiple new estates are being built) and St Wolstan’s Community School to the intersection and reduce traffic congestion. Option B was cited to lead to increased traffic congestion, especially around the Abbey Farm estate. Stakeholders felt that Options A, A1, B, C and E would bring too much traffic into the town centre. Options C and E were cited to be too close to existing housing and will pull traffic into these areas, causing additional congestion.

The southern part of Options A/A1 were cited to flank residentially zoned land rather than servicing it, which would create constructability issues for future housing in the area. Option A was noted to have an existing access gateway from the Lane Road into a private roadway that was deemed inadequate, causing frequent congestion between main road traffic and traffic exiting school grounds, which Option A would exacerbate. Stakeholders cited that Option A1 would be a better route than Option A but Option A1 would still increase traffic in the area.

Options A/A1 were cited to impact the Celbridge Athletic Club, which has been in existence since 1965 (moving to current location in 2006), and all the community members who use the facilities, including Celbridge Condors, North Kildare Educate Together School, Kildare Athletics, Athletics Ireland and Celbridge Community Games. Options A/A1 were cited to render the grass and tarmac tracks unusable. Urban sprawl was a concern for the green spaces surrounding Options A/A1.

Construction of the bridge for Options A, A1, B, C and E were noted to create increased traffic crossing for families and young children in the surrounding estates on their way to school, to the village and to sporting amenities. Stakeholders felt that Options C and E do not link up well with train station roundabout.

Stakeholders expressed concern for Option D [note: this option is no longer under consideration] being too close to the existing bridge which will be counterproductive to the scheme as it will draw traffic inwards. Option D was further cited to be a shorter option but is intrusive in residential areas.

Stakeholders commended Option E as a route to reduce traffic congestion due to its proximity to existing high traffic roads. On the contrary, Option E was also cited as inefficient as it is not a link road, which should be the main objective of the decision process.

Specific reference was made to the Celbridge Local Area Plan 2017–2023 (LAP) regarding the ‘Simonstown KDA 5’ which outlined key objectives of providing playground facilities and an explicit commitment to the “Open Space Amenity and Recreation”. Option E was alleged to violate these objectives around Simonstown Manner, Callenders Mill and Hazelhatch residential areas which have a lack of amenity and recreation space compared to more established parts of Celbridge. Further reference to KDA 5 Simonstown was expressed as a key factor in choice of route although plans for this have not yet been seen by stakeholders.

Submissions expressed concerns over land zoning in the area. Chelmsford is zoned as B “Existing residential with objective of protect and enhance the amenity of established residential communities” which makes Options A/A1 in direct conflict with the Celbridge LAP it was claimed. The land behind Chelmsford is zoned as C “New residential with the objective of providing for new residential development” and route link options within these areas were cited by submissions to directly contradict the Celbridge LAP. Submissions stated that it was important to site the new bridge and road away from existing established residential areas, to ensure objectives in the Celbridge LAP were met.

In terms of connectivity, Option C was noted to connect to existing pedestrian facilities provided on the Clane Road and the north-west Shackleton Road. However, recommendations were given to upgrade footpath facilities on the existing section of the Hazelhatch Road. Option C was further noted to be more central than other options and would attract a reasonable portion of Celbridge residents. Upgrading a portion of the Hazelhatch Road was cited to be restricted by existing residential properties on the eastern side of Option C as well as noting a T-junction on the R405 Hazelhatch Rd that may cause a hold up at peak times.

Options A and B traverse the cycle and pedestrian route along the River Liffey within the Strategic Open Space F2 zoning, which contributes to the road and footpath improvement objective along the Newtown Road.

Submissions noted the R403 from the Spar/Texaco to the town centre to be narrow with extremely poor footpaths and cycling lanes as well as bad lighting, all of which could be improved with Option E. This route was further cited as the preferred route as it would contribute to achieving a compact urban form, as encouraged by national and regional planning policy. It was noted that Option E also aligns with the recent pre-draft consultation on the new Kildare County Development Plan for integrating transport and land use planning.

Regarding road length and journey times, Options A/A1 were observed to have the longest travel times with increased traffic congestion. Option E was considered by stakeholders to be the most logical route for connectivity as it is the shortest route, most direct route, serves all estates and facilitates, and provides ease of access to the train station and beyond. It was commented that Option E is the best option to reduce congestion on the bridge for users coming from Maynooth and to serve as a connection to the local GAA club. Options B and C were cited as the best options to provide a shorter, more direct route between the town and the train station as well as servicing many estates.

Submissions requested that Option E ideally be joined to the roundabout at Hazelhatch, like Option B. Option E was further cited to provide the Council with the opportunity to implement traffic measures and one-way systems in the future in conjunction with the existing bridge. In addition, opening river walks along the R403 into the town gives additional scope to improve this area and access for current residents.

Inclusion

Stakeholders raised concerns for various route options. Residents of Chelmsford and Chelmsford Manor estates, comprising of 94 homes, remarked that Options A/A1 would divide the estates into two and destroy the long established, intergenerational family links and ties between the two communities who interact daily in pursuit of child and family care, school, social and domestic duties. Concerns were voiced that this would greatly impact the community atmosphere, mental health of residents as well as create difficulty in visiting family members.

Residents affected by Options A/A1 said the roads will pose a threat to the quiet lifestyle in the area. Stakeholders cited previous storage of construction machinery and equipment at the bottom of the front row of houses with concern over parking space if this area is used for storage in the Options A/A1 road construction.

Stakeholders stated that Options A/A1 and B run very close to Abbey Farm Estate. Option B was considered to run extremely close to private homes and cut through a third of the existing green area.

Option E was considered to be the only option that will not impact housing estates as well as being best suited to serve the most people including residents on both sides of the river. The route was also cited as the shortest route, the most central to town and the option with the best ability to alleviate traffic congestion at the bridge, Clane Road and Dublin Road. Stakeholders stated Option E as the best option to offer a more practical alternative to deliver on national climate change, transport and planning policy objectives and the most direct route to the potential new town centre of Celbridge (KDA1) given zoning objectives and masterplan objectives for the St. Raphael’s site in the Celbridge LAP. Option E was cited to eliminate the

Simmonstown Manor “rat run” and as most of the route runs along an open long field, it was noted that the remainder of the field may be used for housing. Submissions cited that ideally, Option E would join the roundabout at Hazelhatch, similar to Option B.

Options A/A1 were said to actively discourage active travel such as walking, cycling and jogging for Celbridge residents. These routes were cited to have no cycle facilities in place at the location of the junction with the R403 Clane Road. Submissions included concerns that the remoteness of these routes and termination of the existing cycling facilities impacts the attractiveness of cyclists to use this route apart from those in close proximity.

Options H/H1 [note: these options are no longer under consideration] were deemed unsuitable as it would be impossible to provide footpaths and cycles lanes, there is a lack of existing space for a roundabout and the additional need to install an elaborate traffic light system. These routes were cited to have a huge human footfall around the Castletown Gates which would be impeded by this route.

Option E was cited as the best route to facilitate active travel, particularly on the route from Celbridge village to Hazelhatch compared to other options which are longer and which would discourage walking or cycling. Stakeholders felt that Option E could allow the area around the Liffey and Old Stone bridge to be opened up to the public for a communal recreation area. Advice for Option E included the need for the extension of the Hazelhatch Road cycle and footpath improvements up to Shinkeen Road, in order to link the train station and GAA grounds to the site of future schools within the Ballyoulster lands.

4.4 Safety

Crime

Concern was raised by respondents who feared increases in crime rates due to the project. Submissions included detail about areas frequently involved in anti-social behaviour including land between Newtown Road and the River Liffey, and outlined fears surrounding increased criminal activity due to construction of a busy road.

Respondents detailed concerns that Options A/A1 would increase the level of criminal activity and the risk to local people. It was noted that the location of Options A/A1 would place residents further away from a police presence and the local Garda station in Leixlip. It was cited that Celbridge town centre has poor Garda availability and irregular opening times. Respondents voiced concern about the proposed increase of entrances in housing estates, posing a security risk to houses and safety of children.

With respect to burglary and home invasions, respondents voiced concern that the high-speed link routes of Options A/A1 would be ideal for those fleeing crime scenes following break-ins or vandalism. Increased security risks were also cited for local schools and buildings due to greater access to the road, especially outside of normal school hours, with regard to Options A/A1. Option A1 was highlighted by respondents as creating risk to local farms and the safety of livestock. It was noted respondents feared facilitation of anti-social behaviour with construction of this route. Safety concerns regarding the increased footfall from the train station and the possible increase of home invasions was noted by respondents who expressed fear for loss of personal safety. Chelmsford and Chelmsford Manor were described as two of the safest family estates in Celbridge. The negative impacts of this project on local housing estates was a concern voiced by respondents.

Traffic and Child Safety

Respondents stated concerns of the proximity of all project route options to local schools and recreational facilities.

Options A/A1 were cited to increase traffic due to construction of a new road which would negatively affect the safety of local school children. Access to the school bus would be compromised for some local children, as well as access to local green play areas. Submissions highlighted that currently children can walk safely to the local school bus, but this would no longer be feasible if construction of this road goes ahead. Respondents said proposing a link road to exit at this point (Option A) would jeopardise the safety of children's lives.

Stakeholders outlined strong concerns for the well-being and safety of children with respect to all five options. Ensuring the personal safety of children and minimising the loss of freedom for local children

regarding green areas, was highlighted as a priority amongst respondents. Concerns over the welfare of children due to increased traffic and therefore higher risk of injury were also stated. Submissions outlined specific concerns of children not being safe within residential development areas or outside of their homes, during both construction and operation of a new road. Submissions noted a similar road safety issue in Simmonstown Manor which was yielding following the Council's Executive Report. This report remarked that main roads with large volumes of passing traffic throughout the day would result in these areas becoming unsafe for children playing in quiet cul-de-sacs.

Increases in additional traffic to the area were outlined as likely to cause an increase of road traffic accidents. The same was said for an increase in the volume of heavy and mid-size goods vehicles due to road diversions. It was outlined by respondents that this would negatively impact the safety, health and wellbeing of school children, teachers, and residents of the area.

On the other hand, respondents also praised route Options A/A1 for being "a bit away" from St. Wolstan's Community School, North Kildare Educate Together, and the athletics club. These respondents voiced that any road constructed closer to these facilities would be dangerous and unsafe for students, teachers, and parents on a daily basis. Option A1 was described by stakeholders as a safer alternative to Option A due to the distance from schools and the athletics club and moves the entrance to the second bridge away from a school. However, this option was also criticised for increasing traffic which already uses the Killeenlea Road (L5066) as a short cut to schools and into Celbridge. Concern over these local country roads and their unsuitability for heavy traffic was also raised.

Options B, C and E are located on a bend, reducing sight lines, which are paramount in a busy pedestrian area with school kids.

With respect to Options A/A1 respondents voiced concern about children and other residents living in and between Chelmsford and Chelmsford Manor. Respondents outlined that there were roughly 96 children across both sides of the estate with a number residing where the proposed road would encroach closest. Construction of a dangerous and busy road with increased traffic would diminish the possibility for unsupervised play and limit the freedom of local children. As well as the chance to socialise with other children both inside and outside of the local estates. The current ability of children to play in and around their estates and the freedom to walk to the village and use public transport, would be compromised with increased traffic, road hazards and heavy machinery. Research by Mariana Brussoni et al. was quoted by respondents, referencing the importance of outdoor play and independent mobility for children, neighbourhoods, and society.

The stress associated with the safety of children/grandchildren is also a strong concern for residents of the area. Stakeholders referred to studies showing that children do not have the ability to adjust to changes in external infrastructure and so will not learn to cross a main / busier road than what they are used to. It was flagged by respondents that route Option D is no longer under consideration due to safety concerns for children and residents alike, especially due to proximity with play/green areas. It was highlighted with respect to Options B and C, for the same reasons, these proposed routes should be ruled out.

Options B and C were outlined by respondents to be extremely close to a long green area that is enjoyed by local children. The routes also come in very close to Abbey Farm estate. Construction of a busy through-road, in replacement of the current cul-de-sac was highlighted to significantly increase the risk of injury for local parents and their children. Stakeholders stated that child safety would be diminished as these proposed routes cut through residential areas and the associated traffic and road hazards as a result of construction of the route were major concerns. During construction and operation it was outlined that the proposed bridges along these routes would also pose a great risk to families and young children.

Respondents highlighted that increased volume of traffic from Option E would be a safety concern for young people and those accessing the GAA club. The junctions at the Clane Road (R403) and at the GAA Club (R405) are of particular concern.

The current lack of safety features for pedestrians on roads surrounding estates, and the current footpaths which alternate from one side of the road to the other, were highlighted by respondents as general safety concerns. It was noted construction of a new road could reduce the size of the footpaths by 50%.

The increase in road hazards was stated as a concern for respondents. Options A/A1 were criticised as likely to cause increased traffic levels and higher levels of road traffic accidents. The A/A1 route was described by respondents as posing immeasurable and possibly catastrophic road safety risks to residents of the Chelmsford and Chelmsford Manor estates. Respondents also commented on the narrowness of Newton Road, and the junction of Newtown road and the proposed new road. It was noted that Options A/A1 will bring extra congestion to junction R403/Clane Road which has already been the location of numerous road

traffic accidents. Road crossings and limited coordination was also highlighted by respondents as a concern for these Options.

With regard to Option A, respondents highlighted that existing safety measures would be impaired by a new road and new road works. Option A was also outlined as a possible shortcut for people commuting to Maynooth and at its current capacity, it would be unable to accommodate the excess traffic.

It was outlined that construction of Option A would direct traffic onto a single lane, 100-year old road. Respondents argued that inundating an old and underdeveloped road would be very unsafe for road users and for residents, especially when trying to cross.

However, Options A/A1 were also described by respondents as the safest routes as they minimise the impact on residents as well as having few environmental impacts. It was noted that these options will provide greater access and reduce congestion to the Clane Road. Respondents noted Celbridge town is already too congested and that adding more traffic within close proximity to the town will not only increase road safety issues, but it will also have a negative economic impact on local businesses (Options B, C and E).

Respondents also outlined safety concerns for Options B and C. It was highlighted that existing pedestrian crossings would need to be moved back 20m to improve sightlines. Respondents noted limited lines of sight at junctions on the bends, including Option E. Travelling south on Option E, exiting onto Newtown Road heading west to Ardclough, it was noted drivers would approach a blind, narrow corner. Concerns in relation to road safety on the Newtown road, 'a narrow and dangerous road', which already requires significant upgrades and realignment, would make Options B and C unsuitable. Increasing both pedestrian and motor traffic along this route would also be a major cause for concern. Options B and C bring the new road across the existing Temple Mills Road, described by respondents as an already dangerous and narrow part of the road. The amenities at B/C on the Clane Road were described as very busy by respondents and it was outlined that an additional bridge here would be too hazardous. The same sentiment was also outlined by respondents for Options C and E. All three options (B, C and E), were points of concern for respondents with respect to creating heavy traffic in the area.

Option B was outlined by respondents as posing significant safety threats due to increased traffic. Respondents in support of Option B outlined that it would allow the KDA 5 area to have safer access to the train station from Hazelhatch Park Estate.

Option E was praised by respondents who felt this option could improve road safety. Respondents outlined that the R403 from the Spar/Texaco to the town centre is narrow with poor footpaths and cycle lanes and almost no lighting. Option E was further cited to be the best option as it does not pose a risk to life to the extent that Options A/A1 does.

Respondents queried whether there would be exits from the new link road between Clane Road and the end of the Hazelhatch Road. It was noted this would increase traffic on the Temple Mills Road which is already very busy with traffic and dangerous for pedestrians.

Respondents outlined that exiting Abbey Farm at peak morning time is very dangerous particularly for traffic heading towards Celbridge. As well as the Celbridge to Clane traffic, there is traffic exiting St Raphael's estate and the Spar retail area adjoining Abbey Farm. Further increases in traffic would make exiting Abbey Farm even more dangerous for residents. The road into Celbridge town was described by respondents as dangerous for older pedestrians who regularly walk to and from town each day. Safety concerns were cited for Options B and C, in particular for residents in Temple Manor, Temple Mills, Callenders Mill and Hazelhatch Park where many children and older persons reside.

Jake's Law – where cars are mandated to travel as 30 kmph in housing estates – was referenced by respondents who outlined that roads should not be developed through existing housing estates. Concern about the loss of personal safety was highlighted by respondents. The noise impacts due to construction and increased road traffic were outlined as risks contributing to a loss of sleep, inability to perform in the workplace, and a safety risk for local residents.

A loss of safety and amenity for residents who currently enjoy the green open space was outlined. Extra traffic running through estates would be a safety concern.

Cycling

The safety risk to cyclists was raised. Regarding Options A/A1 the safety risk of local children to walk / cycle to school was presented as a major concern by respondents. It was highlighted that schools encourage walking / cycling as a health initiative as a part of the Green Flag programme. With construction of the A/A1

options, the perceived risk would deter children from walking or cycling to school. Respondents voiced concern over the increased risk of accidents for students and staff members who use the existing private access roadway. It was flagged that the school's recently installed bike and scooter parking would no longer be used if construction of route Option A was to go ahead. On the other hand, respondents also noted that route Option A would allow for a cycle route to be built.

Concern was raised over the need for a route which favours vehicle access and which spans just over 2km, a distance that could be completed on bicycle if the appropriate infrastructure was put in place to allow safe active travel.

The risk to local residents who walk and cycle, especially in the housing estates was noted. Respondents highlighted that running a road through a housing estate limits safe and active travel options.

Respondents highlighted the need for clear separation for walking and cycling/scooter lanes.

4.5 Engineering Considerations

Respondents voiced concerns related to road construction in areas prone to flooding. With regard to Options A/A1, it was outlined the road / bridge would run across a well-documented floodplain. Queries over how high the road would need to be to reduce the flood risk to homes nearby were asked. Respondents suggested Options A/A1 would need to be 2 metres above current land to prevent flooding on the road. It was further stated that this would create a partial dam on the natural river course during a flood, which would push the flood water to the east into Newtown and Chelmsford. The implications of this for homeowners in the area was described as being disastrous. Submissions highlighted that any development that adds further weight on already saturated ground poses a severe risk of riverbank collapse. If the road also needs to be elevated, the flooding may pool either side of the elevated sections, increasing the flood risk on the Newtown Road (L1061) at the existing Chelmsford entrance.

It was noted that connecting the bridge to the existing Newtown Road would be challenging, given the height which would be required for the new A/A1 bridge. Respondents also outlined that some housing estates are already raised above the surrounding ground to prevent flooding.

As well as the risk of flooding from road water runoff, submissions outlined that the Pausdeen Stream (which splits in two at Chelmsford Manor) is of significant environmental value, including habitats for salmon, trout, crayfish, and eel populations. Concern over the diversion of the Pausdeen Stream (which runs on the southern boundary of Upstream), was raised as it was outlined that the stream's peak flow in winter is considerable.

Respondents outlined concern that construction of the A/A1 would cause the Newtown and Chelmsford estates to be flooded with flood water from the River Liffey and Pausdeen Stream. It was noted that a sustainable drainage system (SuDS) tank is located at the front of the Chelmsford Manor, directly under the line of the proposed road.

As well as Options A/A1, concerns over the impacts of flooding were also raised for route Options B and C. Stakeholders commented that land around Option B is prone to flooding raising fears of increase flood risk to Newtown Road and outside Temple Manor Estate should Options B or C progress.

Historical flooding data was used to support submissions. The 1993 flood at the Upstream boathouse reached 52.79 OD with significant flow rates of 126 m³/s. The floodplain on the rear opposite bank bounded by Killadoon Lane/Abbey Farm accommodated much of this overflow. Respondents also outlined data from the November 2000 and November 2009 floods. Queries over how the project proposes to prevent potential flooding in the area, as well as drainage plans to remove excess water, were posed.

However, Option E was outlined by respondents to pose no flood risk, as the banks of the River Liffey are elevated at the river crossing.

Respondents highlighted major challenges associated with Options A/A1 including being the longest route and facing large infrastructural obstacles including, building on a flood plain and ESB Overhead Lines crossing roads. The presence of high-voltage pylons and cables running through this area was highlighted by respondents. The A/A1 routes run close to a high voltage 220kv pylon adjacent to the entrance of the Chelmsford estate. Submissions outlined that any proposed road would need to maintain a safe clearance distance of 10m from the pylon, in line with ESB Network's Code of Practice 2019. As a consequence of this, the road would have to be constructed further north of the proposed blue line (Options A/A1), causing further

disruption to the Chelmsford estate as it requires more houses to CPO. Respondents also outlined this would cause a CPO risk to the house opposite the estate at Upstream Temple Mills. The significant increase in project cost associated with the 'inevitable' and 'lengthy' legal and CPO battles, were highlighted by respondents. Respondents commented that a significant number of pylons would likely need to be removed if construction of the A/A1 route goes ahead, incurring further project cost. The pylon near the entrance to the Chelmsford Manor estate, was specifically highlighted as one that would require repositioning (or else a diversion to the planned route). The national consequences of this move (national generation and grid coordination) were highlighted by respondents who queried the new potential location of the pylon repositioning to maintain separation guidelines.

The construction challenges associated with this project were raised in submissions regarding most of the route Options, including Options A/A1, B, C, and the previously considered, route Option D. Respondents commented that Options A/A1 presented the most difficult construction challenge as it would be the most difficult to build and could be the most expensive. Route Options B and C were also described by respondents as some of the most difficult construction challenges.

The required updates to current roads/infrastructure in order to accommodate the construction of a new road were discussed amongst submissions for all of the route Options. With regard to Options A/A1, it was noted the route traverses pre-existing roads. It was also outlined that in order for the A/A1 to be successful, the road to the village would require a major upgrade, incurring further cost. Respondents outlined that the main road is too narrow at the junction and would be unable to accommodate increased traffic. A map in the Celbridge Local Area Plan was referenced by respondents as it denoted that Options A/A1 were described as a "Transport corridor to be safeguarded". Respondents outlined that Option A1 would require the most excessive quantum of infrastructural development on lands outside the development boundary of Celbridge. In regard to Option A, respondents highlighted that this route would cause too much traffic for an already busy road and the road would not be able to cope.

Options B/C were described as additionally concerning in relation to road safety on the Newtown road, a 'narrow and dangerous road'. Specific upgrades and realignments would be required which have not been factored into either of these proposed routes. Respondents also highlighted that the bridge associated with Options B and C would require sensitive design to minimise the impact on the environment. Shackleton Road was cited to be narrow and would need houses under construction to be demolished to allow widening.

Under the circumstance that either Option A/A1/B/C/E is constructed, respondents also highlighted that the road which would connect the two bridges is too narrow for motorists and pedestrians with current traffic. It was described that this road would be unable to sustain increased traffic and that the road has several tight bends and hidden entrances. The Newtown road, as associated with Options B/C/E, was outlined by respondents as in need of improvements. The stretch of road required for these Options is narrow and was described by respondents as being a 'rat run' for traffic trying to avoid the existing bridge and diverting through Calendars Mill or the proposed KDA5. Respondents also outlined the need for a substantial junction here for these route Options, as a new road would join a busy section of the Clane Road.

With regard to route Option E, it was outlined that this Option would cause two bridges to be too close together and respondents shared fears over further damage to the main street. However, respondents in favour of Option E argued that the development of any route other than Option E, would require significant upgrades to the Newtown Road which is currently narrow and has limited footpath access. Respondents commented that this stretch of road would need to be widened and straightened given the high volume of traffic expected to travel from routes other than Option E back into Celbridge. It was noted houses on either side of the road could be impacted by this work. Respondents noted that none of this activity has been considered for route Options B/C and thus Route E should be given preference.

Submissions raised awareness of two ditch-barrow forts in a field in Celbridge Abbey which are on the Historic Environment Viewer on the Archaeology.ie website and are clearly visible on Google Earth (from date 10/05/2009, coordinates 53.3287786, -6.5550094).

Respondents commented on the need for considerable upgrade works on Elm Hall and Loughlinstown Road. It was noted the road is subsiding at certain locations and is open to flooding. The road has no footpath or streetlights but is often used by cyclists and walkers accessing sports ground, Elm Hall nursing home and Hazelhatch station. It was also outlined the road width is likely the absolute minimum required for HGVs. It is assumed these comments were in reference to a route option that is no longer under consideration (Option G).

Some general comments from respondents highlighted that the narrow Liffey bridge needs widening and the moving of pedestrian crossings here is required. Consideration of a yellow box and traffic lights on the Lord's

Road was also flagged by respondents. Submissions also queried whether there would be car parking availability to support the extra traffic to Hazelhatch. Submissions described the general need to consider better permeability in terms of road access, to open new lands and introduce permeable links to new estates rather than existing estates.

From an engineering perspective, respondents provided some information on local opinions of each route Option. Options A/A1 were described as non-sensical and as there are longer route options, they would involve demolition of a number of excellent quality homes. Option A was outlined as currently only being used for access to schools and athletic tracks. Respondents argued that Options B and C would displace and/or negatively affect nurseries, as well as garages during construction. In support of Option E, respondents argued this Option would not displace families or destroy family homes. A local GAA club highlighted that their grounds are at capacity and they could not afford to lose any more ground. The Celbridge based club outlined that they have substantial drainage issues which would need to be addressed during the design process. Other respondents commented that the proposed new bridge and link road is vital for the community of Celbridge as it will provide additional access to the River Liffey, a 'fantastic amenity' to the people of Celbridge and the local canoeing community.

Respondents highlighted that dedicated bike lanes and additional crossings should be put in place for students, regardless of the route Option chosen. It was also noted that for the safety of cyclists, bus stops constructed along any of the routes should be island types as per DMURS. Respondents also outlined that at the entrance points to any estates the junction should be a 'raised table uncontrolled crossing' to ensure speeds are lowered for the traffic with priority for vulnerable road users. It was noted that cyclists should never be put on the road at junctions due to the safety risk.

Submissions voiced that development in Celbridge should be towards and around the train station.

4.6 Landowner Considerations

Compulsory Purchase Orders

Stakeholders described the Compulsory Purchase Order (CPO) process as "grossly unjust". It was claimed that Options A/A1 would potentially result in the CPO of 5-12 residential properties. This was deemed as an unwarranted forced CPO of family homes when less devastating alternative options are available. Residents impacted by A/A1 cited that their houses would be devalued, they now cannot renovate or sell their properties and that this has caused shock, upset, stress and mental health problems to residents who have lived in these homes for decades as well as being compounded by COVID-19 impacts. Stakeholders cited recently moving into newly renovated homes which would be impacted by A/A1 and made uninhabitable. Financial concerns were expressed by stakeholders impacted by Options A/A1, for example receiving mortgages to move to a new house due to the impact of the current global COVID-19 pandemic and the uncertainty for jobs with stakeholders working in the airline industry has already put families in a dire financial situation. The upheaval of family life especially with school going children and children with intellectual disabilities were cited for Options A/A1 and the impact on family pets, particularly cats were cited for Options B and C. It was further noted that as Options A/A1 require more CPOs than other routes, including gardens, this may cause significant delays on the development of the road. Submissions cited that the overnight devaluation of homes within Chelmsford, Chelmsford Manor and surrounding private properties, directly impacts residents LPT contribution to the Council as they will greatly reduce. Stakeholders expressed that they now feel trapped in their homes due to uncertainty. Stakeholders cited being in their 60s and not wanting to move to a new house, as well as the inability to sell their house in the future if they wanted to downsize due to the proposed route Options A/A1.

Concerns of forced CPO for potentially over ten houses were cited for Options B and C causing high level disruption and family upheaval as well as concerns over difficulty of selling homes. Residents impacted by Options A/A1 and B cited that house value as already been impacted and submissions asked how to apply for compensation. Option E was cited as the best route as there are no CPOs involved and has the potential to be routed to not impact any houses at all.

Submissions cited that the actual placement of the road is not very exact and it was difficult to see the number of family homes that will be subject to CPO and the proximity of the road to remaining houses.

Stakeholders commented that should the Council proceed with the proposed A/A1 route, they would seek compensation that will be extremely costly in order to facilitate buying similar 5 bed family homes spanning 2,800sqft on the outskirts of a village, in a quiet residential area, with pronounced safety for children, for lost

income based on the inability to relocate abroad to seek work due to A/A1, plus additional costs for the emotional and undue stress caused by the Council during this process.

Submissions cited that everything in Ireland takes 20 years and that neither the Council nor the government has any money. Submissions cited the following projects as taking 20 years to be developed: the Ardclough Primary School, Leixlip Garda Station, M50 and Children's Hospital. The benefits of Option B (Red), Option C (Yellow) and Option A / A1 (Blue) routes – which will traverse green field sites – are considerable in this regard. Route E is most logical as it is less destructive to a well-established rural housing estate.

Privacy, Safety and Access

Stakeholders noted that Options A/A1, Option B and Option C would cause a loss of privacy and views for houses in the area as well as noise, traffic and disturbance beside homes. Residents cited concern of gardens backing onto the route Options A/A1, leading to a reduction in garden size and forced removal of sheds, as well as concerns for houses facing the road, which will create additional traffic. Options A/A1 and Option B was cited to reduce security at the back of homes as properties will be available for potential break-ins via the main road as an easy get away option. Options A/A1 were further cited as a security risk to nearby homes due to the increase in the number of entrances to the estates, which would potentially increase home insurance premiums and raise security issues and crime. Concerns were also made about five houses with private jetties who would have views, noise levels and access impacted by Options A/A1. Stakeholders impacted by Options A/A1 cited having already installed noise suppression insulation for the quiet estate which will no longer work with a noisy road. Stakeholders cited Option B was too close to residential houses on both sides of Abbey Farm and therefore unsuitable.

Option A was noted to run through the sports grounds on Celbridge Athletic Club causing concern as the club has received sports grants used to build grass and tarmac tracks, storage buildings, canteen buildings, toilet facilities and a 270 m² sports hall which is currently under construction. The grounds of Celbridge Athletic Club are currently on a 99 year lease from the Council and Option A will run directly through these grounds.

Options A/A1 and Option B was cited to cut through houses and gardens which may have an impact on the septic tank and percolation area present in this space. Options B, C and E were noted to pass very close to the mature estate of Temple Mills, Callenders Mills and Hazelhatch Park and the proposed bridge in Option B was deemed too close to houses to be a viable option. Option B was further cited to be too close to homes particularly the estates of Temple Manor, The Copse, The Court and The Crescent. Option E was noted to cut through 5 or 6 tennis courts presently built and is routed adjacent to some homes. Option B and C was noted to pass very close to Abbey Farm and remove part of the green area which is paid for by residents and there was concern about additional housing for Options B, C and E. An historic long-standing woodland with mature hedgerows acting as habitats for wildlife was cited to exist within a farm impacted by Options A/A1 which was cited to disrupt pollinating trends leading to the detriment of agricultural landowning and fauna within wider area.

Option B was noted by stakeholders to pass very close to houses to the north of Abbey Farm, severing a large area of open space within Abbey Farm estate and passes to the north of Temple Manor estate close to houses on the northern boundary. Submissions suggested if Option E emerges as a preferred route, an alternative routing between Celbridge Abbey and Celbridge Abbey Nurseries would mitigate the impact on Abbey Farm.

Stakeholders expressed that Options A/A1 were primarily house free and a green field, offers least disruption for landowners and would only affect 5-7 homes within 100 metres of the road meaning this route will affect the least number of existing houses compared to other routes, for example Option B and C will affect 13 homes within 100 metres of the road. Options A/A1 were further cited to be less disruptive than other routes but will still cause increased traffic congestion. Option E was cited to have minimal impact on current residential houses as it crosses green field sites with no existing residential housing.

Option E was cited to cross directly over a privately owned residential property with a portion of the 100 meter corridor for the route crossing over the dwelling on the property. Option E was also cited to be within 100 metres of residential homes.

Schools were cited to be impacted by increased congestion and exacerbated parking issues with Option B. Stakeholders cited Options A/A1 and Option B would be potentially used by train users as car parking.

Submissions were received in support of Option E as the optimal route in a development sense as the planning and development of KDA5 Simmonstown can be done in sympathy with the design and

development of Option E resulting in a well thought out housing development that takes a new road into consideration before residential homes are built. Further submissions suggested a new bridge through Simmonstown Stud farm crossing the Liffey between the access road to the Liffey View and Ingelwood residential estate joining Clane Road is better option than A/A1 and forced CPOs. An additional bridge could be created adjacent to Castletown House accessed from a point near Back Weston and linking to Maynooth Road is better option than A/A1 and forced CPOs.

Submissions noted that the land in the first half of A/A1 is not considered in a development zone under the Celbridge LAP. The building of Options A/A1 were cited to provide scope to open up further lands for re-zoning and development which is an outcome that is not supported by residents. All five options traverse Strategic Open Space F2 Zoning. Three of the routes, Routes B, C & E, traverse Key Development Area 5 – Simmonstown. Options A/A1 and E impact Protected Structures and Monuments areas. Only Option E has no impact. Option A1, has the least impact on currently zoned land.

Flood Risks

The risk of building on a floodplain was highlighted by respondents for Options A/A1, B, C and E. It was noted that Options A/A1 cross the river in the middle of a U-shaped meander, which has an increased risk of flooding and has a flood history. The areas in the immediate vicinity have poor drainage capacity with the proximity of the River Liffey and the scale of the proposed road is creating significant concern for local residents in Chelmsford Estate. Stakeholders noted that for Option A/A1, there have been floods for 30 years in this section of the River Liffey, which is a well-documented.

Chelmsford estate was cited to have an increased risk of flooding in the front row and along the line of the Pausdeen watercourse with a case of a near overflow of the storm water drainage outflow pipe in February 2021. Concerns were raised of any further significant rise in Pausdeen watercourse caused by new road infrastructure risking a backflow through the storm water drainage and subsequent house floods affecting those near Options A/A1 and B.

Building a road on a flood plain was cited to impact privacy of houses which would need to be raised above the floodplain if Options A/A1 were chosen. This was cited to add further risk of future flooding due to immediate restrictions on natural water flow adjacent to existing properties along Options A/A1 and B.

Respondents living along proposed routes Options A/A1, B, C and E noted a lack of house insurance for flood damage with only one provider available to offer flood insurance, but this may not be the case after the road is built. Submissions stated that if Options A/A1 were developed, homeowners would seek full indemnity from the Council to protect homes in the event of flooding. Option E was noted to have flood risks around the GAA club to the train station including in 2000 and also in 2017 when a number of tennis courts were submerged.

Concern was raised over the impact of a sustainable drainage systems (SuDS) tank at the front of the Chelmsford Manor directly under the line of the proposed road Option A/A1. The tank was installed to comply with multiple regulatory, legal and planning requirements by the Council.

The Irish Government's commitment to the Paris Climate Agreement was cited by respondents regarding climate change bringing increased risk of drought and flooding with any construction projects spanning a flood plain risking exacerbate flooding conditions.

Cultural Heritage Sites

Stakeholders raised concern about the historic and cultural sites present which would be impacted by Option E, including three RMS sites and three RPS structures. This includes the Rock Bridge, dated c.1750 as an intriguing four-arch rubble stone structure and the oldest surviving bridge spanning the Liffey, the 16th century footbridge (cited as the oldest footbridge in Ireland), Vanessa's Weir and the Sluice gate adjacent to the weir dated c.1800 which retains early sluice gates and original iron mechanisms. Other heritage sites cited included Celbridge Abbey on Clane Road and its well-established gardens on the scenic banks of the Liffey. Option E was cited to impact the historical heritage of the town and prevent the Abbey Grounds from being opened up to the public in the future. Stakeholders expressed the need for a pedestrian or cycle route to Newtown Road but that the proposed Option E road would be too impactful for heritage sites. Option B was cited to be the least damaging to Celbridge Abbey but would be the most damaging route to other historical sites such as the Footbridge. Option B was cited to negatively impact on Celbridge Abbey grounds and destroy the site of national and international importance. Option C and E were cited to be too close to

the ancient rock bridge. Stakeholders affected by A/A1 expressed concern about a number of old stone forts in the fields which may require archaeological assessment. Submissions cited Option H/H1 to be unsuitable due to 18th century sites and the need for and prolonged litigation delaying road plans for several years with costly compensation.

Conversely, stakeholders cited Option E to be the best route option to allow access for the public to enjoy the historical icons of Celbridge and for residents who cannot currently access these. It was noted that the “Bower” is not the original Bower built in 1724 which was demolished and rebuilt in the last 40 years with no architectural or historical significance. Submissions favoured Option E as it would allow the 16th century bridge to be incorporated into the route, Option E was cited to be a potential link to connect to Celbridge Heritage trail by passing via Celbridge Abbey and also connecting to Arthurs’ Way which is already a popular tourist connection which could promote cycling tourism from the Grand Canal to visit Celbridge, local sites and restaurants and cafes. Stakeholders cited Option E as an opportunity to develop the canoeing and kayaking activities in the area by creating river access from the land adjacent to the bridge development that the Council may have to purchase and to also include parking, changing facilities and a canoeing clubhouse. It was noted that Option E will allow greater access to the River Liffey for the public, as private development continues to take place along the River Liffey more and more old access points are closed off. Option E avoids points of historic interests such as Rock Bridge it was claimed.

Option C was cited to be the best option to preserve historical sites. Unnecessary felling of trees has caused the roof of Vanessa's Seat to collapse. It was noted by the stakeholder that these works were illegal and the culprit should be charged.

4.7 Environment

Noise, Light and Air Pollution

Concern was raised about noise levels from both road construction and increased traffic for all routes. This included a concern for ventilation in houses along Options A/A1 as windows would need to stay shut to keep out noise, as well as a disruption to teaching and study in houses along the route, impact on sleep patterns detrimental to stakeholders who run at-home businesses working in different time zones and impact on shift workers. Concern was also raised about noise levels at schools and Celbridge Athletic Club from Options A/A1. These route options were cited to lead to a loss of the tranquil area of Chelmsford which has a current positive impact on wellbeing. On the contrary, stakeholders stated that Options A/A1 will provide low noise levels to residents, compared to other routes. Submissions asked what noise mitigation strategies will be employed for Options A/A1.

Noise pollution concerns were stated for Option B for nearby houses in River View and the sound pollution from the bridge was noted to have a potential impact on the peaceful river setting of the Rock Bridge at Celbridge Abbey, as well as impact negatively on the peaceful historic setting of the original Swift and Vanessa's Bower located on the Ardclough riverbank beside the weir.

Submissions asked what noise suppression and abatement steps will be implemented to ensure that nearby estates along all route options do not suffer from noise pollution.

Concern was raised over light pollution for Options A/A1, B and C, particularly during the construction phase of the road. For Options A/A1, it was stated that light pollution will be a larger problem due to the provision of additional road lighting at junctions present in the area.

Respondents raised concern over air pollution risks for Options A/A1, B and C. Stakeholders raised concern for the potential significant air pollution, NO_x, carbon emissions and particulate matter along Options A/A1. This included the excessive dust from construction that would create health implications for the entire community, impact air quality and have an impact on the homes of residents with known respiratory issues and homes with mechanical ventilation. Further, it was expressed Option A would increase pollution around schools in the area and idling cars at the entrance to the estates/junction crossing will create additional poor air quality. Air pollution concerns were stated from respondents affected by Option B and C living in nearby houses in River View. Submissions also noted general air pollution concerns around schools and at Celbridge Athletic Club.

Visual Impacts

From a visual aspect Options A/A1 were noted to run through unspoiled countryside, virgin farmland and impact current views along with being out of place in a quiet, rural setting. The green area in Chelmsford and Chelmsford Manor estates were said to be impacted by Options A/A1 as the green space is used by adults, dogs, children, cyclists, joggers and beneficial for mental health. A recent study was referenced, that found that unsupervised outdoor activities are key for thriving children and societies. Submissions asked what visual aspect local residents would have if Options A/A1 are built, as well as what impact that these routes will have on the environment and existing tree line.

There was concern about anti-social behaviour and litter issues with a busy road for Options A/A1 as well as littering and dumping concerns for Temple Manor and Abbey Farm residents along Options B and C. Options B and E were deemed inappropriate with regards to protecting views of the weir and Rock Bridge in Celbridge Abbey. Options B and C were stated to impact the visual amenity of fields, trees and hedgerows as well as reduce important green space which is an amenity also used by neighbouring estates. This included the imposition of a large bridge for Option B, together with an oppressive elevated road adjacent to family homes which was cited to be an unsightly view and a ruin to protected structures. Option E was noted to be the best route to reveal further beautiful amenities such as the weir and Rock Bridge.

Natural Environment and Green Spaces

Respondents voiced concern over the natural environment and green spaces. To progress Option A, a lot of mature trees would have to be chopped down with damaging effect to the surrounding environment. Stakeholders noted that Options B and C would result in a loss of green spaces such as fields, trees and hedgerows and the dissecting of a green field site. Option B was noted to go through the estate of Abbey Farm and reduce the green space that has hugely assisted the residents and adjoining estates particularly during the recent lockdowns with no other walkways nearby. Option B was noted as the best option if greenery is provided along the route. It was stated that Options B and C would affect a large area of Abbey Farm green spaces whose maintenance is paid for by residents for over 30 years and care needs to be taken on Abbey grounds so that the green remains untouched. The construction of Options B and C was noted to reduce open views to the river and by its scale and design will have an overbearing visual and character impact on the residents of Abbey Farm. Option E was cited by respondents as being detrimental to environment and quality of life, violating the Celbridge LAP 2017–2023 as well as the importance of the new bridge and required road to be built away from existing established residential area, to ensure objectives in Celbridge LAP are met. Option E was observed to be the best route to open up environmental assets for citizens who currently cannot access them such as Rock Bridge, Vanessa Weir and views from Lucan Bridge overlooking Lucan weir. Submissions asked how green areas around Killadoon house will be affected by Options A/A1.

Option E was noted to be the most environmentally sustainable route and is the best option to deliver Ireland's climate action plan in terms of encouraging a modal shift aimed at reducing work related commuting by car from Celbridge. Option E was described as the most environmentally sustainable route because it does not go through fields; is the shortest route with the least CO₂ emissions; will retain more undisturbed land than the other options; and maintains the carbon sink. Moreover, this route option will open the river walks along the R403 into town to give additional access to residents.

Submissions maintained that the public consultation did not state how the design for the link road and the bridge over the River Liffey will honour green infrastructure and open space objectives.

Wildlife Impacts

Concerns of impact on natural wildlife habitats were cited for Options A/A1, B and C. Options A/A1 were stated to affect the Pausdeen Stream, which splits in two between the estates of Chelmsford and Chelmsford Manor. The Pausdeen Stream is of significant environmental value as it may provide a breeding ground for salmon spawn as well as habitats for trout, crayfish and eel. It was noted that Inland Fisheries have identified Celbridge rivers and tributaries as the most productive for salmonid and Annex II species in the region and the Council's Chief Executive is on formal record to reassure Fisheries Impact Assessments are done on relevant infrastructure projects. It was noted that this may require potentially expensive engineering solutions to maintain the integrity of the watercourse and the spawning grounds.

Respondents noted that Options A/A1 crosses close to Temple Mills weir pool which is a nature sanctuary and feeding grounds for wildlife such as otters, herons, kingfishers, and cormorants feeding. Similarly, it was stated that Options A/A1 would have effects for the entire River Liffey.

The construction of a bridge in Options A/A1 may attract fishermen during the summer, which will deplete the natural feeding of wildlife; and the removal of hedgerows around the proposed bridge which provide habitat to the wildlife including bats. These bats have been spotted on the way to the pumping station along Options A/A1.

Stakeholders expressed concern of the diversion of the Pausdeen Stream as a challenge in winter months when it reaches peak flow. Options A/A1 were stated as being the longest routes and thus will have greatest impact on the local environment and cause the greatest damage to biodiversity. It was noted that construction of Options A/A1 and B would negatively impact wildlife in proposed locations specifically on the existing natural hedgerows.

Respondents noted Options B and C would cause the removal of trees and hedgerows which are important for natural wildlife habitat. These two options were noted to hold the largest green open area on the south of the river with extensive river frontage and a wide variety of wildlife including herons, swans, wrens and many other bird species.

Option E was noted as an area rich in riverside ecology, woodland and habitats, and that this option would negatively affect natural wildlife at the Liffey Weir.

Submissions asked about various species of wildlife that are on the land around Options A, A1 and B and what plan is in place for the disruption of the local wildlife if these routes are chosen.

Flooding

Concerns were raised regarding the impact of flooding with regards to all options. These issues are further outlined above under Section 4.6 Landowner Considerations.

4.8 Economy

Concerns were raised that this project would negatively affect house and land values especially along Options A/A1. This devaluation was noted to have already begun and impacts all properties near all options until a chosen route has been nominated. Most options were cited to directly affect specific homeowners including the necessity to CPO houses. Respondents stated that they would draw the Council into lengthy and costly battles in order to prevent certain proposed route options from being delivered. Options A/A1 were considered to be the most expensive options.

Submissions asked if funding had been secured for the project and where would it be coming from. Stakeholders queried if they would be compensated for the devaluing of their homes and the limbo the project process could result in. The devaluing of homes would also result in lower LPT contributions thus directly affecting the Council and essential local services.

Option E was stated to be the most cost effective as it is the shortest route, including a shorter bridge, uses current infrastructure, and does not require the CPO of properties. Moreover, Option E would not require upgrade works to be carried out on Newtown Road. Options A/A1 are expected to be most expensive because they are the longest routes, would require the largest bridge, and appear to require the most houses and land to be obtained via CPO.

There are pylons near Chelmsford estates along Options A/A1 and it is assumed significant cost would be required to put the cables underground or to relocate the pylons elsewhere. Stakeholders noted the guidelines found in the ESB Networks Code of Practice 2019 2nd Edition 2019 (Section 1.4) including a 10 metre safety distance between the road and pylons.

As well as the location of the pylons, Options A/A1 were cited to be the most expensive due to the engineering required. Chelmsford and Chelmsford Manor are on a floodplain and a sustainable drainage system (SuDS) tank lies at the front of Chelmsford Manor. It is assumed that this tank would need to be

moved for Options A/A1 to be completed. The majority of homeowners in the area are unable to obtain flood insurance and it was raised that homeowners would seek full indemnity from the Council in order to be protected in the event of a flooding as a result of development of Options A/A1.

From a cost-benefit analysis, stakeholders raised that Options A/A1 would be ineffective. Options A/A1 were said to serve the least number of residents and would not be utilised by residents on the other parts of town, including Priory, Abbey Farm and St Raphael's. It was voiced that Options A/A1 would not further the development of KDA 5 and therefore further investment would be required.

Stakeholders felt that the construction of a new bridge would be costly and therefore a most advantages location should be chosen that would benefit the future growth of the town. It was noted that Option E would not benefit the further growth of Celbridge.

Option C and Option E were cited to be the most economical routes.

Concern was voiced about the necessary prolonged closure of the Celbridge GAA Club due to road work would result in loss of members and consequently necessary income, which would be disastrous for the sustainability and future development of the club.

Stakeholders were concerned about the impact of certain routes on the taxpayer and whether the tax payer would be achieving good value for money.

It was noted that instead of the current proposed project, a cheaper option would be to expand existing public bus and Intel services, as well as providing a shortcut between the Irish Rail services for Cork and Sligo.

Stakeholders commented that as a result of the current pandemic and the long-term consequences, fewer people will be commuting to work. This would mean that there will be less traffic using the route and, therefore, Option E would be best due to its low economic and environmental impacts.

Stakeholders stated the amount of money they invested in their homes would be wasted if they had to relocate due to certain route options progressing. The economic impact on families following the CPO of their homes was noted.

Option E was noted to be beneficial for tourism. It was highlighted that this route option could allow for historic infrastructure be opened up to the public. Moreover, Option E would more easily be able to incorporate dedicated cycle lanes and according to the European Cyclists' Federation cycling tourism is worth €44 billion per annum to Europe.

4.9 Physical Activity and Mental Health

Concerns over the negative physical and mental consequences to local citizens were raised. Issues with mental health, feelings of uncertainty, fear, anxiety and distress associated with the project were described as a major concern amongst respondents. The potential risk of families losing their homes, disruption to lives and associated stress and mental health were highlighted by stakeholders. The potential financial consequences of forced CPOs of family homes, alongside the low mortgage prospects, job instability and poor economic landscape due to COVID-19, was highlighted by respondents as a significant issue which would negatively affect mental health. The continued impact of COVID-19 alongside the stress associated with this project was highlighted. The threat of legal proceedings against the Council due to mental health stress were raised by stakeholders. Respondents highlighted the negative consequences for businesses due to impacts on people's sleep patterns both during construction and once operational. The ability of local residents to maintain full sleep cycles was queried in regard to Options A/A1, the safety aspects of these residents attending work was highlighted.

Concerns were raised over the possible disruption and turmoil within the tight-knit community. Support from neighbours was described as a factor in benefitting the mental health of local citizens. Options A/A1 were stated to cause stress and anxiety to local residents.

The mental health risks associated with noise, light and air pollution were raised. Stakeholders were also concerned about the physical health implications due to road construction i.e. excessive dust, especially given some homes in the area are mechanically ventilated e.g. Chelmsford Manor (Options A/A1). The violation of the Celbridge LAP 2017–2023 was referred to by respondents in terms of Option E due to its detrimental impacts on health and quality of life standards.

The health concerns for children with asthma was raised, as well as the negative impacts of noise and light pollution on causing circadian rhythm disruption and thus affecting physical and mental wellbeing. This statement was outlined by respondents for both Options A/A1 and Options B and C. Respondents highlighted concerns for the lack of planned insulation and noise attenuation works in the local area.

The associated mental health issues for children was noted. It was outlined that children with intellectual disabilities including Autism could be negatively affected by increased noise levels resulting in negative health and temperament effects and emotional distress. Options A/A1 were also highlighted in this regard. Respondents also highlighted changes to their children's daily routines could cause emotional trauma and be extremely challenging for parents.

Hyperactivity in children living close to busy roads as well as emotional problems and lack of sleep were highlighted by stakeholders, referencing research from "Science for Environment Policy": European Commission DG Environment News Alert Service. A paper by Malone (2017) was cited by respondents to highlight that the health of the youngest citizens is an indicator of the healthiness of a city's environment and governance. This paper was referenced with regard to Options A/A1 due to the impact on safety, well-being, and freedom that local children currently enjoy. Respondents also highlighted fears with regard to childhood development. The ability of residents and their children to safely walk in their neighbourhood was also queried with regard to Options A/A1, with strong concern for children with limited mobility.

The benefit of green areas for people's health was highlighted, especially during COVID-19 restrictions. The impact on children who rely on these areas to play, socialise, and spend time outdoors, was highlighted. Respondents highlighted the routes that would cut through residential areas where local residents walk and play, should be avoided. The construction of Options A/A1 was noted to impact green spaces. The negative mental health impacts as a result of fewer green spaces was stated. Submissions referred to locals in north west Celbridge using local fields (those bounded by Killadoon Lane, Abbey Farm estate and the River Liffey) as parks. Respondents gave estimations of the number of local people who would therefore be impacted by the construction of Options A/A1.

Options B and C were stated by respondents to impact the green area in Temple Manor. The green areas enjoyed by children from local estates would be affected as these routes would run parallel to the areas used for exercising and relaxing outdoors. The proposed bridge for Option B was described as being too close to one of the local green areas.

It was noted that the importance of sport for the local area cannot be undervalued. The connection between sport and positive mental health and well-being was highlighted by respondents. With regard to Options A/A1, the proposed link road was described as soul-destroying for local residents who use the nearby sports facilities. Community programmes run in the local sports facilities were noted to be vital for the physical and mental wellbeing of residents. It was stated that the loss of these programmes, would have a profound effect on the local community.

Respondents acknowledged that due to the climate emergency, options which promote active travel should be prioritised. Submissions noted the governments funding for active travel but highlighted that none of the options seem to avail of this opportunity to promote active travel especially in places like the town centre.

Submissions asked if the roads would include cycle lanes and pedestrian walkways, as well as a possible board walk on or around the narrow Liffey bridge. Concern over local residents choosing not to cycle due to dangerous junctions was also raised. Respondents highlighted the negative impact on walking into Celbridge town due to a lack of safe access to the Ardclough/Newtown Road. Option E was described as the Option which most favours active travel such as cycling and walking, over vehicle traffic. Option E was stated to be the most direct for access to the train station and a connection route to the local GAA club. Respondents highlighted that Option A would increase traffic around local schools and lead to reduced levels of walking and cycling.

The ability for local residents to walk their dogs was highlighted by respondents. The destruction of space where local residents walk their dogs due to construction of Options A/A1 was noted by respondents. Option E was highlighted as the only option that wouldn't affect the local green area where residents exercise their pets. The general negative impacts of this project on local pets, including cats, were also expressed.

The negative impacts on the local abbey was highlighted by respondents. The abbey was described as the only proper park in Celbridge and with regard to Option E, it was noted that this route would damage the green areas of the abbey. Castletown Park was described by respondents as already too busy, and respondents asked that the green areas around Abbey Farm be protected.

The need for this project was highlighted by respondents who outlined the new bridge and link road would be vital for the community of Celbridge. The project would provide additional access to the River Liffey, a great amenity for the people of Celbridge and the local canoeing community.

4.10 Project Development Process

Stakeholders were appreciative of their ability to feed into the project. A variety of common queries were received regarding the project development process and the specific consultation phase:

- What is the objective of the project, how is it being funded and what is its projected timeline?
- How was each route option decided and why are some no longer being considered?
- What will be announced at the next stage of project development and when will the chosen route be published?
- Will the traffic data, population statistics, other relevant information and reports including public consultation reports be made available to the public?
- Will further studies be carried out once COVID-19 restrictions are removed (indefinitely)?
- How will the CPO process be progressed and how will land be identified?
- When is the project expected to be completed?
- What was the rationale to decide which homes received the brochure and feedback form?
- Will there be further consultation periods?

Stakeholders asserted their disappointment that Chelmsford Manor, St Wolstan's Community School and Celbridge Athletics Club were missing from the map/online portal map and further felt that this would invalidate submissions received prior to the correct map being issued. Comments were also made as to the difficulty of being able to read the map, primarily because of the presence of the excluded route options. Confirmation was sought that grey routes on the map were no longer under consideration. It was commented that the route options were coloured different on the brochure map compared to the map online. Option A as drawn on the map was said not to be a true representation.

Frustration was expressed that Options A/A1 had never been previously proposed and this consultation stage was the first time for the public to consider/see these route options.

It was claimed that it was difficult to make a submission online. It was stated that residents should be given adequate time to submit their feedback and that extra time should have been granted in light of COVID-19. It was stated that there was a ten-day gap between the issue of the press release and notification of residents/stakeholders. Moreover, some residents said they did not receive any correspondence.

Stakeholders asked if submissions would be anonymised when reported and if each submission would be considered in its own right. Stakeholders asked if a preferred route had already been selected and if so, would their feedback be considered. It was stated that a Councillor had advised that a preferred option had been determined. There were inquiries as to whether Councillors would decide/vote on the final option.

There were requests for expected future traffic flow data in the town and along the proposed routes. Stakeholders said a transport strategy should have been commissioned prior to this project commencing, to outline where people are and where they want to go. Stakeholders noted that traffic and design studies have been carried out over a number of years by local, national and EU schemes to assess a new bridge, not a link road. Submissions noted that several sources have separately indicated that further data on the route options exists in the Council but has not been officially released at this point. Stakeholders sought further details, including traffic plans, bridge dimensions, possible road and junction designs, roundabout dimensions, and what would happen traffic once it arrived at the station. These details were primarily sought to help support submissions. Information regarding junction layouts and connections were requested including:

- Newton Road,
- Killadoon Lane with R403,
- Proposed road with Temple Mills Road,
- Option A and existing roads,
- Option B and Clane Road,
- Option E and Hazelhatch Road
- New bridge connection with Ardclough Road and Chelmsford Estate,
- Onwards connections to Maynooth Road and Dublin Road.

CELBRIDGE TO HAZELHATCH LINK ROAD

A variety of queries regarding Killadoon Lane were submitted: will it be blocked off; what will its junction with R403 look like; and will the lane be widened? With regard to Option E, stakeholders asked whether the junction location to the Hazelhatch Road (R405) has been considered in the context of the Kildare County Council Celbridge Local Area Plan Roads Objective MTO3.9 or if any adjustment is considered necessary to coordinate these two objectives.

Requests for detailed maps specific to individual land and CAD or GIS information were raised. Road details and the impact of a new road near homes were requested also, including proximity to each house, width of proposed road at house, and projected noise levels at house with new road.

The options under consideration should include a Traffic Management Plan for the town, which is in line with other planning objectives, including climate action objectives. Suggestions for a proposed route to include a bridge close to the existing bridge was received. It was also noted that a one way system could be implemented, whereby only an additional bridge would need to be constructed. Advice was submitted to erect a wider footbridge further downstream in order to reduce traffic on the current vehicular bridge.

It was asked if the current works in the town centre (public realms works) were related to this project. As well as the proposed road, respondents noted further works needed to be carried out in the following locations:

- realignment of the Ardclough Road (between Temple Manor and Simmonstown) especially if Option E is progressed;
- upgrading of Loughlinstown Road;
- another new road parallel to the railway to link at Weston Adamstown Road; and
- upgrading of Hazelhatch Road.

Respondents noted actions they would like done ahead of the proposed new link road:

- mapped walking and cycling routes
- connectivity between towns
- school streets initiatives
- protecting the environs of mature housing estate
- no encroachment on natural assets, for example Castletown House.

Stakeholders commented that a ring road would be more beneficial at removing traffic now while also allowing for population growth. It was frequently mentioned that Options A/A1 would work as a precursor to a ring road for Celbridge. A variety of routes were suggested for a ring road. Traffic lights on the existing bridge was raised as a current problem. It was stated that Celbridge needs additional roads to manage existing traffic levels as opposed to encourage more traffic. Furthermore, some European cities are restricting traffic in city centres especially those with historic centres. It was commented that a free, reliable, and regular bus service combined with expanded public transport links would be a quicker, cheaper, easier and more sustainable option.

Questions were raised as to why the Outer Western Route from a 2009 report was not assessed for this project; had RPS seen the traffic report; and what will happen to the lands adjacent to Hazelhatch Road. Submissions sought information on other projects in the area including the NTA scheme, KDA developments, and the DART expansion [DART+ programme specifically DART+ South West]. It was suggested that the project name be changed to Celbridge to Hazelhatch Train Station to tie in with the upgrade works at the train station by Iarnród Éireann.

A variety of advice and requests were put forward for the project development, especially with regard sustainable travel:

- island style bus stops along the new route for cyclist safety;
- raised table uncontrolled crossings at entrances for estates to lower traffic speed and give priority to vulnerable road users;
- cyclists should always be in segregated lanes at junctions;
- segregated cycling and footpaths with shared space discouraged;
- designated walking spaced could be turned into a looped walk of the city – beneficial for locals and tourists; and
- traffic calming measures at entrances to sports grounds and clubs.

Plans for river access for canoes, kayaks, etc., were put forward to be included in the proposed project. It was further noted that due to public and private development, access to the river was becoming harder for water users. The plans suggested parking, changing facilities and a clubhouse adjacent to the proposed new bridge.

Queries were submitted as to why proposed options cut through KDAs and housing estates, especially Chelmsford Manor, a new housing estate. It was noted that Chelmsford had already undergone a substantial change with the addition of Chelmsford Manor and its entrance within the existing estate. Roads through housing estates were noted to decrease safety for pedestrian and cyclists and reduce enjoyment of green spaces and quieter walking/cycling routes. Submissions stated that the zoning of St John of God Services as 'town centre' should be taken into account when selecting the preferred option. No options should dissect a housing estate as they would go against the speed limit of 30 km/hr.

Requests were submitted for schools north of the existing bridge to be considered as part of the project development process.

It has been highlighted (and expanded on in previous sections) that there are pylons along Options A/A1, queries were received as to how these pylons would influence the choice of route option and also the path of Options A/A1 if selected, or if they would be moved.

Options A/A1 were observed not to meet the Council's objectives and separately Options B/C were also noted not to meet the objectives for a shorter journey time. Stakeholders said it was not clear from the consultation what the purpose of these route options are for. Options A/A1 were claimed to be detrimental.

Stakeholders asked to be appraised of all aspects of the project going forward. Further private and public development around Celbridge was referenced.

It was highlighted that Option E should be progressed as it is the only route that does not require the CPO of family homes. It was stated that by pursuing any route option, the Council is deemed to be prioritising future housing developments over current residents.

There were concerns that a leaflet (not published by the Council) being shared amongst Chelmsford and Chelmsford Manor residents contained incorrect information.

Stakeholders commented that Option D had been discounted due to safety reasons and implied that other options (including Options A/A1) could be removed for the same reason also.

Respondents asked what type of measures will be implemented to avoid the disruption of Chelmsford residents. It was also asked how the green space on the western side of the river would be affected in particular the grounds of Killadoon House and what plans would the Council action to prevent deterioration of the banks due to the removing of hedgerows for a new bridge.

5 NEXT STAGE OF PROJECT DEVELOPMENT

This consultation feedback report records how the public consultation process was managed and promoted. The report summarises the issues and concerns raised throughout the public consultation process which will be considered by the project team. The transparency of the public consultation process is supported by the production of this consultation report which demonstrates that the points raised through the submissions received are being recorded and considered.

Each submission has been reviewed by the project team and the feedback and opinions expressed will be considered by the relevant experts as part of the Option Selection process to identify an Emerging Preferred Route Corridor for the Celbridge to Hazelhatch Link Scheme.

It is anticipated that further stakeholder engagement will take place in 2021, after which, the Emerging Preferred Route Corridor will be published.

The project team wishes to thank all of the participants for providing feedback on the route corridor options identified for the Celbridge to Hazelhatch Link Scheme.

Appendix A

Consultation Questionnaire




Public Consultation Route Corridor Options

12th February - 11th March 2021

Please tell us your views!

Please complete this form and return to the project team by 11th March 2021.

How to return your completed form:

 **Online:** An interactive map of the route corridor options and an online version of this form are available at: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

 **Post:** Proposed Celbridge to Hazelhatch Link Road,
Senior Executive Officer,
Roads, Transportation and
Public Safety Department,
Kildare County Council,
Áras Chill Dara,
Devoy Park, Naas,
Co Kildare, W91 X77F



Appendix B Consultation Brochure



Public Consultation – Celbridge to Hazelhatch Link Road Route Corridor Options

12th February - 11th March 2021

Kildare County Council is developing the Celbridge to Hazelhatch Link Road scheme. This is a non-statutory public consultation.

The Project Team seeks feedback from the public and interested parties on five shortlisted Route Corridor Options identified for the scheme.

We would like to hear your views on the Route Corridor Options by 11th March 2021.

Need for the Scheme

Kildare County Council successfully secured funding from the Department of Housing, Planning and Local Government (DoHPLG) under the Urban Regeneration Development Fund (URDF).

Celbridge is an important regional town within Kildare and a significant commuter town for Dublin and other noteworthy employment centres in the region. Celbridge has seen its population more than double in the past 30 years with over 70% of the population living north of the River Liffey.

Traffic demands in Celbridge are likely to grow significantly in the coming decade with substantial lands south of the town centre earmarked for development. The existing road network in and around Celbridge town centre, including the existing bridge over the River Liffey, is substandard and experiences significant daily traffic congestion.

The new Celbridge to Hazelhatch Link Road scheme will benefit all road users and deliver local improvements through:

- ✓ Improving connectivity to Hazelhatch train station
- ✓ Improved safety for pedestrians and cyclists
- ✓ Reduced traffic congestion in Celbridge town
- ✓ Result in shorter and safer journeys to Hazelhatch





**CELBRIDGE TO
HAZELHATCH
LINK ROAD**



What's Happening Now

The Celbridge to Hazelhatch Link Road scheme is now progressing through the 'Option Selection' phase.

Ten feasible route options were identified during Stage 1 of the Route Selection process. These ten routes were assessed under Engineering, Environment and Economic criteria. Following this assessment, five route options were shortlisted.

The five shortlisted Route Corridor Options (A, A1, B, C and E) have now been identified to proceed to Stage 2 of the Option Selection phase. Kildare County Council are now inviting feedback on the five shortlisted Route Corridor Options that could inform the design of the project. The five Stage 1 options not shortlisted are also indicated on the enclosed map (in grey), for information only.

The Route Options shown are surrounded by an Assessment Corridor of 100m width. The 100m corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a road scheme could feasibly be developed.

It should be noted that the boundary of a route corridor may be subject to change as the project develops to address any new or previously unidentified constraints emerging during the design process.

Have Your Say


The project team would like to hear your views on the Route Corridor Options to inform the design of the project.


We welcome your feedback on any issues or information, relating to the corridors, which you think should be considered by the project team in selecting a preferred route corridor.

In compliance with current COVID-19 measures, and to provide access to project information in a safe environment, an online consultation page is available.

All project information, including an interactive map of the shortlisted route corridor options, is available to view and submit online.

How to return your feedback:

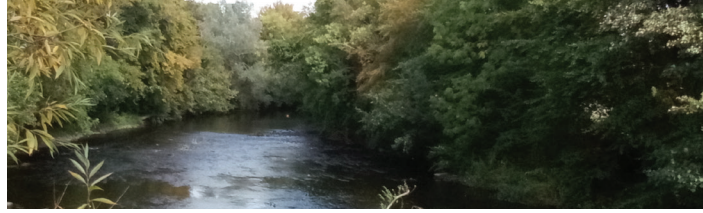
 **Online:** <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

 **Post:** Proposed Celbridge to Hazelhatch Link Road, Senior Executive Officer, Roads, Transportation and Public Safety Department, Kildare County Council, Áras Chill Dara, Devoy Park, Naas, Co. Kildare, W91 X77F.

All feedback should be returned by 11th March 2021.

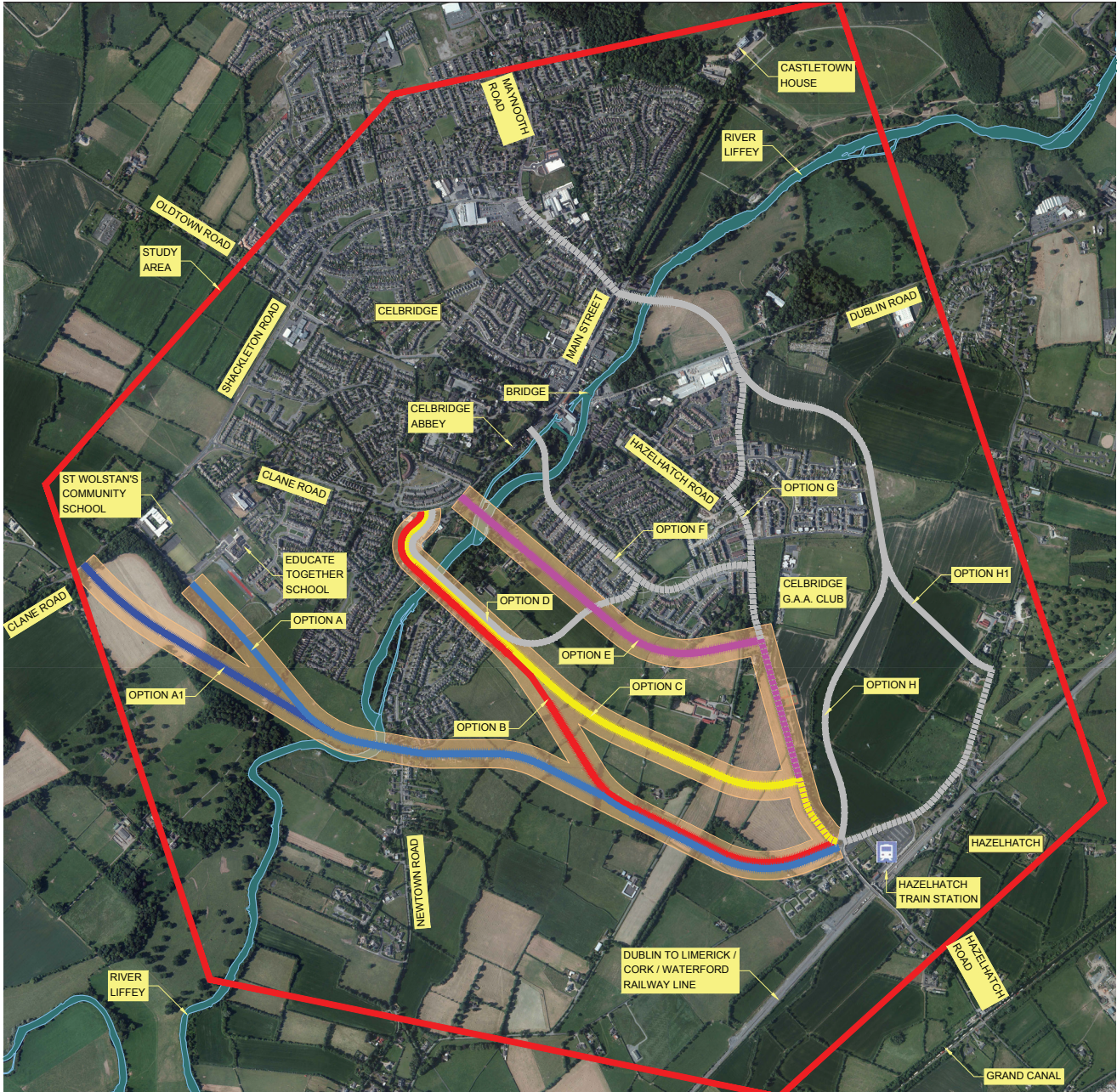


An Interactive map of the shortlisted route corridor options is available to view on the consultation portal at: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>









Route Corridor Options

We want to hear your views on the identified route corridor options and any constraints, issues or information you would like the project team to consider when evaluating the options.








An Interactive map of the shortlisted route corridor options is available to view on the consultation portal at: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

**ROUTE CORRIDOR OPTIONS
SHORTLISTED TO PROCEED TO STAGE 2**

-  Option A1
-  Option A
-  Option B
-  Option C
-  Option E
-  100m Assessment Corridor

**ADDITIONAL ROUTE CORRIDOR
OPTIONS CONSIDERED AT STAGE 1**

-  Option D
-  Option F
-  Option G
-  Option H
-  Option H1

SECTIONS SHOWN DASHED DENOTE UPGRADE OPTIONS ALONG EXISTING ROUTES

Route Assessment Corridors shown 100m wide to allow for design development and assessment



Next Steps

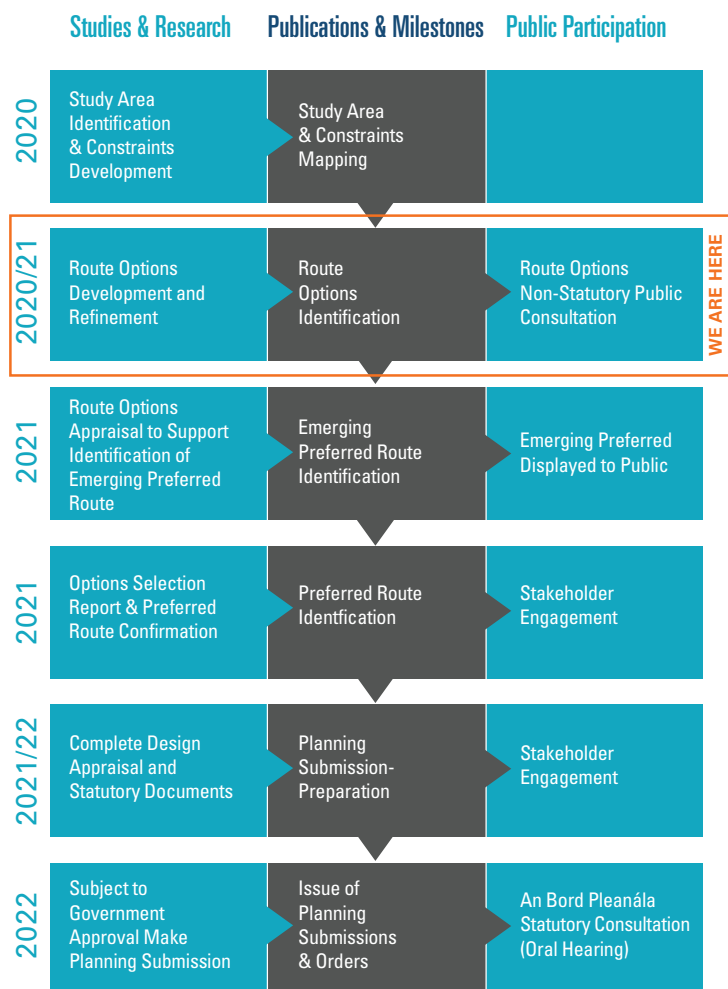
Feedback received during this public consultation will be considered by the project team as part of the Stage 2 Option Selection phase.

The next stage (Stage 2) will involve a detailed assessment of all five shortlisted Route Corridor Options under the following criteria:

- Economy
- Safety
- Environment
- Accessibility and Social Inclusion
- Integration
- Physical Activity

Stage 2 of the Option Selection Phase will identify an Emerging Preferred Route Corridor which will then be displayed to the public (See provided Project Timelines).

Project Timelines



Contact Us

Online: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>



**CELBRIDGE TO
HAZELHATCH
LINK ROAD**

Appendix C Consultation Advertisements

LEADER BRIEFS

Licensed firearm taken during raid on house

Gardaí are investigating a burglary in the Broadford area which took place on Wednesday, January 27.

A bedroom window was forced in the property between 3.30pm and 5.30pm.

A number of items were taken and it is understood a licensed firearm was missing from the house afterwards.

The occupier of the property had left for a short period when the crime took place.

A Garda statement said: "An Garda Síochána responded to reports of an alleged burglary at a



Gardaí said a number of items were taken

domestic premises in Broadford on the afternoon of January 27.

"A sum of cash and a number of items were taken from the premises during the incident.

"It's understood that the house was unoccupied at the time and no injuries were reported.

"Investigations are ongoing."

TV appeal on home raid in Newbridge

Aggravated burglary: Elderly man hit in chest with stick

Senan Hogan
news@leinsterleader.ie

More details have emerged of an aggravated burglary in Newbridge on New Year's Eve as gardai renewed their appeal for information.

The crime that took place at a house in Páirc Mhuire between 5.15pm and 5.30pm on December 31 was the subject of a nationwide public appeal on RTE's Crimecall.

Gardaí said that one of the occupants of the house — a

man in his early 90s — was threatened by a masked man and hit in his chest with a baton.

The occupant was forced to give the raider money from his pocket while other intruders ransacked the home.

A Garda statement said: "On the date in question at approximately 5.15pm to 5.30pm, an elderly couple were in their sitting room when the doorbell rang.

"The owner of the house

opened the door and noticed a male not known to him, standing at the front door, dressed in dark clothing and wearing what appeared to be a hat and mask.

"This male pushed past the injured party and went into the sitting room where the second injured party was.

"Approximately four other males then entered the house through the front door, into the hallway and upstairs in the house.

"The first suspect had

what is described as a dark-coloured baton.

"The injured party was threatened and hit him in the chest with the baton by the suspect who demanded all the money in the house.

The injured party gave him what was in his pocket. All the other suspects upstairs then came running down the stairs and left through the front door."

Gardaí in Newbridge are investigating and can be contacted at 045 440 180.

Plans for works on protected bridge in Monasterevin

Plans have been revealed to restore the 19th century bridge in the middle of Monasterevin.

The Council wants to carry out remediation works on the protected structure located within the River Barrow and River Nore Special Area of Conservation (SAC).

The early 19th Century bridge structure is on the R445 route on the western side of the town.

Works will require removal of defective parts of the bridge such as dismantling displaced masonry.

The designs include removing nearby vegetation and embedded roots.

Electric charging bays on way

Works are due to start soon on installing six high-powered electric charging bays at the Mayfield Interchange Services Area off the M7 near Monasterevin.

The existing car parking area will be revised to accommodate the project.

Fencing, signage and lights are also included in the designs.

The project is being promoted by ESB International and has a construction cost of €50,000.

Permission was granted by Kildare Co Council in October for the 24 square metre development.

Trying to enter premises

A man found trying to enter a closed premises in Naas town centre was arrested by gardai.

The incident happened at Poplar Square on January 18 shortly before 3pm.

The 42 year old, who has an address in Sallins, was detained on an allegation of being intoxicated in a public place.

He was detained at Naas garda station.

Kildare peatland project gets €35k grant

Senan Hogan
news@leinsterleader.ie

A project to convert a Kildare bog into a peatland habitat centre has been boosted with a €35,000 grant.

The Community Foundation for Ireland with support from the National Park and Wildlife Service is backing projects which involve communities in protecting biodiversity.

Irish Peatland Conservation Council in Kildare has been awarded €35,028 for the development of the Lodge Bog into



Denise Charlton of The Community Foundation for Ireland

Ireland's first peatland habitat best practice model for research, restoration and education resource.

Works include the installation of a new 38m

raised bog bridge and seating, monitoring of flora and fauna, including the Large Heath Butterfly and Curlew.

Commenting on the grants, Denise Charlton,

Chief Executive of The Community Foundation for Ireland said: "Climate action only works if it is connected to and relevant to local communities. We are delighted to partner with Government to support eight biodiversity projects nationally, many of which have a direct impact for Co Kildare. We recognise the uniqueness of the county in protecting peatlands and as the home of rare birds and butterflies and are delighted to be able to provide funding to support native species as well as the improvements to Lodge Bog."

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Celbridge to Hazelhatch Link Road Public Consultation on Route Options

Kildare County Council wishes to invite feedback from members of the public on the Route Corridor Options for the Celbridge to Hazelhatch Link Road.

Following Government Covid-19 restrictions, all public consultation will be managed online or by submissions in writing to the postal address provided below. Submissions are invited from **midday Friday, 12 February 2021** on Kildare County Council's Public Consultation Portal.

The consultation portal will contain links to project information and maps of the Route Corridor Options and is available at: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

Submissions may be made through the following on or before **5:00 p.m. on Thursday, 11 March 2021**:

Online: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

Post: Senior Executive Officer, Roads, Transportation and Public Safety Department at the address below.

KILDARE COUNTY COUNCIL
 Áras Chill Dara, Devoy Park, Naas, Co. Kildare. W91X77F.
 Telephone: 045-980200 • Emergency Number
 (Outside Office Hours) 1890 500 333

facebook.com/KildareCountyCouncil
twitter.com/kildarecoco

www.kildarecountycouncil.ie

Legal Section

Notice Planning Notices

LAOIS COUNTY COUNCIL: We, Alan & Elaine Carney are applying for Planning Permission to Renovate & Extend Existing Bungalow Dwelling to provide a Single Storey Granny Flat Extension to the Side/South-East Elevation and a Single Storey Extension to the Rear/South-West Elevation and to include all Associated Ancillary works at Ballydavis, Portlaoise, Co. Laois. This Planning Application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority during its public opening hours and a submission or observation in relation to the application may be made to the Authority in writing on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the Authority of the Application. (Q Architecture Design & Consultancy, Portlaoise, Ph 087 2245884)

Notice Planning Notices

CARLOW COUNTY COUNCIL: Elgin Energy Services Ltd., intend to apply for planning permission for a development in the townlands of Ardneue and Friarstown, County Carlow. The proposed works will include a solar farm on an area of approximately 17.6 hectares, comprising photovoltaic panels on ground mounted frames, 1 no. onsite 38 kV substation, 10. no single storey inverter/transformer stations, security fencing, a palisade double security gate, 2 no. storage containers, CCTV, a temporary construction stage wheel wash system and all associated ancillary development works. Elgin Energy Services Ltd. are applying for the proposed solar farm to have planning permission that is effective for 10 years (and an operational period of 40 years). A Natura Impact Statement (NIS) has been prepared and will be submitted to the planning authority with the planning application. The planning application and Natura Impact Statement (NIS) may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority, Civic Offices, Athy Road, Carlow, during its public opening hours. A submission or observation in relation to the application may be made in writing to the Planning Authority on payment of the prescribed fee, €20, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The Planning Authority may grant permission subject to or without conditions, or may refuse to grant permission.

Notice Planning Notices

CARLOW COUNTY COUNCIL: We Mark & Sharon Shirley wish to apply to Carlow County Council for permission for the following, 1. Retention permission for the demolition of a two storey dwelling, and the partial construction of a replacement two storey dwelling 2. Permission for the completion of the above mentioned replacement dwelling and all associated site works at High Park House, Craanlusk, Bilboa, Co. Carlow. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority, Civic Offices, Athy Road, Carlow, during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions, or may refuse to grant permission. Signed James Kealy Planning & Design Services 085-100 2 200

LAOIS COUNTY COUNCIL: We, Rachel Carroll and Stephen Norton, are applying for planning permission for a bungalow dwelling, garage, septic tank and percolation area, new entrance and all associated site works at Morette, Emo, Co. Laois. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee within a period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions or may refuse to grant permission.

CARLOW COUNTY COUNCIL: I James Groarke T/A Stradbally Farm Services (c/o Frank Casey BSc Bldg Surveying Rathmore Stradbally 086 8882634) am applying to the above authority for full planning permission to demolish existing store/shed and replace with new store/shed at Grange Lower, Stradbally. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority during public opening hours. A submission or observation in relation to the planning application may be made in writing to the Planning Authority on payment of the prescribed fee, €20, within the period of five weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application.

KILDARE COUNTY COUNCIL: We, Aaron Cullen and Sophie Ridgeway, intend to apply for permission for development at Oldgrange, Monasterevin, Co. Kildare to demolish existing dwelling and permission to construct new dwelling and detached garage together with all ancillary services. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of Kildare County Council, Aras Chill Dara, Devoy Park, Naas, Co. Kildare, during its public opening hours. A submission or observation in relation to the application may be made in writing to the Planning Authority on payment of the prescribed fee, €20, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application. The Planning Authority may grant permission subject to or without conditions, or may refuse to grant permission

LAOIS COUNTY COUNCIL: We Eve Mortimer and Mark Brennan intend to apply for permission for the renovation and extension existing dwelling, the works consists of the removal of existing dining room and domestic shed and to construct a new two storey extension to rear with single storey extension to the side and all associated site works at Ardfield, Oldtown, Clonkeen, Portlaoise, Co. Laois. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, within the period of 5 weeks beginning on the date of receipt by the authority of the application.

Kildare County Council: We, Jim & Elizabeth Fingleton, intend to apply for planning permission consisting of retention of 2no. first floor two bed apartments and all ancillary site development works including provision of new accessible entrance ramp & stairs, erection of new weld mesh fencing with pedestrian gate, new dado wall with metal railing over to match existing at car parking area, revisions to front boundary fence including provision of pedestrian gateway, new external bin store and new external bicycle store at Stanhope Place, Athy, Co. Kildare. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours and a submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the authority of the application.





Celbridge to Hazelhatch Link Road Public Consultation on Route Options

Kildare County Council wishes to invite feedback from members of the public on the Route Corridor Options for the Celbridge to Hazelhatch Link Road.

Following Government Covid-19 restrictions, all public consultation will be managed online or by submissions in writing to the postal address provided below. Submissions are invited from **midday Friday, 12 February 2021** on Kildare County Council's Public Consultation Portal.

The consultation portal will contain links to project information and maps of the Route Corridor Options and is available at:
<https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

Submissions may be made through the following on or before **5:00 p.m. on Thursday, 11 March 2021**:

Online:
<https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

Post:
 Senior Executive Officer, Roads, Transportation and Public Safety Department at the address below.

KILDARE COUNTY COUNCIL
 Aras Chill Dara, Devoy Park, Naas, Co. Kildare. W91X77F.
 Telephone: 045-980200 - Emergency Number
 (Outside Office Hours) 1890 500 333
 facebook.com/KildareCountyCouncil
 twitter.com/kildarecoco



www.kildarecountycouncil.ie

Notice Planning Notices

LAOIS COUNTY COUNCIL: I James Groarke T/A Stradbally Farm Services (c/o Frank Casey BSc Bldg Surveying Rathmore Stradbally 086 8882634) am applying to the above authority for full planning permission to demolish existing store/shed and replace with new store/shed at Grange Lower, Stradbally. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority during public opening hours. A submission or observation in relation to the planning application may be made in writing to the Planning Authority on payment of the prescribed fee, €20, within the period of five weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application.

Notice Planning Notices

LAOIS COUNTY COUNCIL: We, Rory Doyle and Laura Murphy intend to apply to the above authority for permission for development at Kilmainham, Mountmellick, Co. Laois. The development will consist of (a) construction of dwelling house, detached domestic garage/shed, septic tank, percolation area, (b) erect temporary log cabin (to be used as temporary living accommodation until the dwelling house has been constructed). And all associated site works. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the authority of the application.

Notice Planning Notices

LAOIS COUNTY COUNCIL: We, Paul Quail and Teresa Brown intend to apply for Permission for the construction of a (single and two storey) extension to existing dwelling house, alterations to the dwelling house including the demolition of a single-storey, rear extension, a chimney removal, the widening of the site entrance and all associated siteworks and ancillary services at Kilree, Stradbally Road, Portlaoise. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within a period of 5 weeks beginning on the date of receipt by the authority of the application.

Notice Planning Notices

LAOIS COUNTY COUNCIL: I Teresa Cullivan intend to apply for planning permission to retain the conversion of the first floor to include 2 bedrooms and bathroom, new window, new rooflight, bored well, and associated site works at Clonking, Abbeyleix, Co. Laois. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority during public opening hours. A submission or observation in relation to the planning application may be made in writing to the Planning Authority on payment of the prescribed fee, €20, within the period of five weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application.

Notice Planning Notices

LAOIS COUNTY COUNCIL: We Andrew & Aevril Allely, C/o Daniel Keane, RIAI (Arch Tech) 20 Church St., Portlaoise, Co. Laois. R32 C9EH. The development consists of permission to retain existing domestic shed and all associated site works. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within a period of 5 weeks beginning on the date of receipt by the authority of the application.

Carlow County Council: I, John Lawler, hereby apply to Carlow County Council for Planning Permission for a detached domestic garage and all associated site works at Phillipstown, Rathvilly, Carlow. The planning application may be inspected or purchased, at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours and that a submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the authority of the application.

LAOIS COUNTY COUNCIL: We Alan & Linda Burnell intend to apply for planning permission for a new dwelling adjoining garage, new entrance, and associated site works at Clonrook Little, Portlaoise Co. Laois. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within a period of 5 weeks beginning on the date of receipt by the authority of the application.

Kildare County Council: I, Seamus Nolan am applying for planning permission for the construction of a straw store and associated site works on my farm at Blackrath, Colbinstown, Co. Kildare. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours and a submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the Planning Authority in making a decision on the application.

LAOIS COUNTY COUNCIL: I, Shane Holohan, intend to apply for Planning Permission to demolish existing workshop, construct new workshop with office, toilet, new entrance and all associated site works at Watercastle, Abbeyleix, Co. Laois. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within a period of 5 weeks beginning on the date of receipt by the authority of the application.

LAOIS COUNTY COUNCIL: I Seamus Foyle intend to apply for planning permission for proposed milking parlour, dairy, holding shed, passage way, collecting yard/slurry tank, cubical shed, calving shed, machinery storage and dry bedding shed and to retain existing calving shed, demolish existing cubical shed and milking parlour and associated site works at Cullenagh, Ballyroan, Co. Laois. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made to the authority in writing on payment of the prescribed fee within a period of 5 weeks beginning on the date of receipt by the authority of the application.

Man detected driving more than 50km/h over speed limit banned from road

by Sarah Peppard

A MAN detected travelling at 176km/h in a 120km/h zone on a County Kildare road has been disqualified from driving for two years.

Before the Kilcock sitting of Naas District Court on Tuesday, 2nd February was Darragh McEllin, 24, with an address listed in court documents as Nanulla, Castlebar, County Mayo, charged with dangerous driving at Greenfield, Maynooth, M4 on 17th January.

Sarah Connolly, BL, representing the defendant, asked Judge Desmond Zaidan to consider reducing the charge from dangerous to careless driving.

The court heard there was no objection from the State. Judge Zaidan asked for the particulars of the case.

Sgt Jim Kelly told the court that at 10:45pm at the M4 Northbound, gardai were conducting a speed check when they detected the defendant travelling at 176km/h in a 120km/h zone.

When he was stopped by gardai he said he was travelling to work and apologised.

Sgt Kelly said the defendant has no previous convictions, was co-operative and apologetic to gardai.

Sgt Kelly said there was very little traffic on the road and conditions were good.

Ms Connolly said her client is anxious to keep his licence.

She said it was a "momentary lapse in judgement" and that her client was mortified, and she said it was certainly a wake up call for him.

Ms Connolly said her client is in full-time employment and that his licence is vital for this as he works in a plant and machinery facility.

She asked Judge Zaidan to consider reducing the charge to careless because of the manner in which her client has met the offence.

Judge Zaidan said he took on board all the circumstances, including the fact the State was not objecting to a reduction.

However, he said he was satisfied it is within the remit of dangerous driving.

He said 176km/h is a dangerous speed.

He said he wasn't going to impose a custodial sentence, and thankfully there were no incidents but that when speed goes wrong the consequences are catastrophic.

He disqualified Mr McEllin from driving for two years and fined him €650.

Carbury woman charged with public order offences

by Sarah Peppard

A CARBURY woman has appeared in court charged with public order offences.

Rebecca Fox, 24, with an address listed in court documents as 4 Ashbrook, Derrinturn, Carbury appeared before the Kilcock sitting of Naas District Court on Tuesday, 2nd February, charged with intoxication in a public place and threatening, abusive or insulting behaviour in a public place.

Sgt Jim Kelly told the court that on 16th June 2020 at Trinity Crescent, Derrinturn, gardai responded to a public order incident at 10:50pm.

When gardai arrived on the scene, Ms Fox was allegedly highly intoxicated.

She was directed to leave the area by gardai but she allegedly refused to comply.

Sgt Kelly said she was arrested for her own safety and conveyed to Leixlip Garda Station where she spent a number of hours in the cells.

Aisling Murphy, BL, said her client and her partner had got into a row and it spilled into the public domain and it shouldn't have.

Ms Murphy said her client has a problem with alcohol and that she is trying to address it but because of COVID hasn't been able to.

She said her client is willing to accept help.

Ms Murphy said her client is not working but is looking after her sister who has a disability.

Judge Desmond Zaidan asked if she is still with her partner, to which she replied she is.

Ms Murphy said her client has a small sum of cash in court with her but said she could work with the probation services. She said the probation services are taking appointments over the phone.

The case was adjourned until 15th June 2021 for a probation report and sentencing.

Leixlip resident jailed for possession of €0.5 million worth of drugs

by Sonya McLean

A POLISH man who held over half a million euro worth of drugs in his Leixlip home because he was struggling financially has been jailed for six years.

Przemyslaw Goska, aged 33, was also caught with almost €70,000 worth of cocaine in the back of a car he was driving.

He told gardai he had been asked to transport the drugs from "point A to point B".

Goska pleaded guilty at Dublin Circuit Criminal

Court to possession of MDMA with a value of €506,000 at his then rented accommodation in Louisa Park, Leixlip on 1st August, 2020.

He also pleaded guilty to possession of the cocaine, which had a street value of €68,300 for sale or supply in a car that he had borrowed from a friend on the same date. He has no previous convictions either here or in Poland.

Garda Jason Tone told Fiona McGowan BL, prosecuting that the house Goska was renting a room in at the time was under

surveillance and a warrant was secured.

The house was searched by gardai and the MDMA was found in a bag in a wardrobe in his bedroom.

Goska was not at home at the time so gardai remained at the house until he returned later that afternoon.

Goska and the car he had been driving were searched and the cocaine found on the back seat.

Afraid

Garda Tone said Goska was interviewed 10 times and although he co-oper-

ated in terms of his own involvement, he said he was too afraid to give gardai any further information.

He said he had been promised money for holding the drugs and had also agreed to transport the cocaine from Point A to Point B.

He said he hadn't intended to bring the cocaine into the house but had just returned home to pick up a change of clothes.

Garda Tone accepted that it was someone else in the house who was under sur-

veillance that day and Goska was not on the garda radar.

He agreed with Damien Colgan SC, defending that Goska's motivation was to: "try and make a few bob to send back to his family" in Poland and he felt he was used because of his vulnerable financial circumstances.

Garda Tone accepted that the threat Goska was under was credible and that a letter provided from his former partner acknowledged that he was a good provider for his children.

Mr Colgan said his client had come to Ireland three years ago to make money for his family and had been working in the construction industry.

Judge Melanie Greally said she had taken into account Goska's co-operation with the garda investigation, his pleas of guilty and the hardship his family will be exposed to now as a consequence of his actions.

She also acknowledged that Goska will find his time in prison more difficult because of both the global pandemic and the fact that he has limited English.

Judge Greally imposed a sentence of seven-and-a-half years but suspended the final 18 months of the sentence on condition that he keep the peace and be of good behaviour for 18 months and leave Ireland within 14 days of his release from prison.



Far apart but close friends...

Frances Flanagan (left) and Rosemary Duddy were out for a stroll in St Catherine's Park last Sunday (7th February). Pic: Ian Scully

Tionscaldal Fireann
Project Ireland
2040



COMHAIRLE CONTAE CHILL DARA
Kildare County Council

RPS MAKING COMPLEX EASY

Celbridge to Hazelhatch Link Road Public Consultation on Route Options

Kildare County Council wishes to invite feedback from members of the public on the Route Corridor Options for the Celbridge to Hazelhatch Link Road.

Following Government Covid-19 restrictions, all public consultation will be managed online or by submissions in writing to the postal address provided below. Submissions are invited from midday Friday, 12 February 2021 on Kildare County Council's Public Consultation Portal.

The consultation portal will contain links to project information and maps of the Route Corridor Options and is available at: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

Submissions may be made through the following on or before 5:00 p.m. on Thursday, 11 March 2021:

Online: <https://consult.kildarecoco.ie/en/consultation/celbridge-hazelhatch-link-road-public-consultation-scheme-options>

Post: Senior Executive Officer, Roads, Transportation and Public Safety Department at the address below.

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