

Comhairle Contae Chill Dara Kildare County Council

**To: SONYA KAVANAGH
CHIEF EXECUTIVE**

**Re: ROADS ACTS 1993-2015
PLANNING AND DEVELOPMENT ACTS 2000-2022 (As Amended)**

**Scheme: Celbridge Hazelhatch Mobility Corridor
Planning Certificate**

1. Overview

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

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

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

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

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

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

2. Policy Context

Table 5.4 of the Kildare County Development Plan 2023-2029 (as varied) outlines Kildare County Councils Priority Road and Bridge Projects for the plan period. See below Nr G which identifies the Second River Crossing – Celbridge as a priority project.

Table 5.4 - Priority Road and Bridge Projects²⁴

Nr.	Name	Route
A	Maynooth Eastern Ring Road (MERR)	R148 to R405 – Leixlip Road to Celbridge Road
B	Maynooth Outer Orbital Route (Northwest)	L1012 Moyglare Road and Dunboyne Road (Co. Meath) to be delivered by Meath County Council under Section 85 agreement.
C	Maynooth Outer Orbital Route (West/Southwest)	R148 to L1012 c. 3km – Kilcock Road to Moyglare Road and from the Kilcock Road south to Rathcoffey/Straffan Road.
D	Examine options in consultation with South Dublin County Council, Fingal County Council, Meath County Council, TII and other statutory agencies for the delivery of a M50 resilient outer orbital link road connecting the M3 to the M4.	Preferred route to be examined and determined.
E	The Gallops Avenue ²⁵ , Naas	Blessington Road to Dublin Road
F	A new bridge for pedestrians and cyclists will be constructed parallel to the existing bridge in Celbridge providing enhanced Vulnerable Road User (VDU) infrastructure.	A new bridge parallel to the existing River Liffey Bridge, Celbridge
G	Second River Crossing- Celbridge	From R403 Clane Road to Hazelhatch Train Station
H	Second River Crossing ²⁶ - Newbridge.	From Old Connell Road to R416 Athgarvan Road.
I	Examine options for a Western Inner Relief Road in Maynooth.	From Kilcock Road to Rathcoffey/ Straffan road.
J	Inner Relief Road, Newbridge.	L2028 to R416 Between Great Connell Road and Athgarvan Road (Liffey Hall Junction) with bridge crossing over River Liffey.

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3. Route Alignment

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

A new bridge crossing over the River Liffey is proposed approximately 200m south of the Clane Road junction.

4. Road Design and Active Travel Facilities

The mainline road will be a single carriageway with two 3.5m lanes (total width: 7.0m). Provision for pedestrians and cyclists is integral to the design:

- **Ch. 0+000 to Ch. 1+720:**
 - 2.0m footpaths and 2.0m one-way cycle tracks on both sides
- **Ch. 1+720 to Ch. 1+1959:**
 - 2.0m footpath and 3.0m two-way cycleway on the northbound side

Typical verge widths include:

- 2.0m between cycleway and carriageway
- 1.0m between footpath and adjacent slopes

Note: Across the proposed River Liffey Bridge, verge widths are omitted between cycle tracks and carriageway, and between footpaths and parapets.

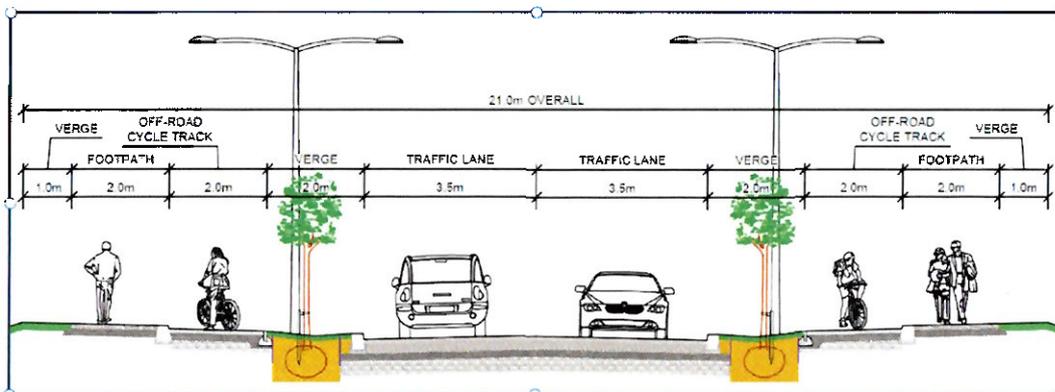


Figure 1-1: Typical Cross Section – Image Placeholder

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5. Junction Treatments

The CHMC will interface with existing roads through the following junction configurations:

- **Clane Road (R403):** 3-arm signalised junction
- **Newtown Road (L1016):** 4-arm signalised junction
- **Simmonstown Manor Road (L5062):**
 - Priority junction (northbound)
 - Turning head at cul-de-sac (southbound)
- **Hazelhatch Road (R405):** 3-arm signalised junction
- **Loughlinstown Road (L5061):** Minor upgrades to existing roundabout

6. River Liffey Bridge

A new single-span bridge is proposed approximately 200m south of Clane Road. The design ensures no construction activity within the river channel, preserving the natural environment.

This bridge will significantly reduce pressure on the existing town centre crossing, improving traffic flow and accessibility.



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

 *Figure 1-2: CGI of Proposed CHMC River Liffey Bridge – Year 10*
Source: VP06 Riverview - Abbey Farm Photomontage View (Year 10)

7. Legislative Context

This application for approval is being made to ACP under 177AE of the Planning and Development Act 2000 (as amended) (hereafter referred to as 'the Act'). Section

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177AE of the Act states: The following documents will be included with the application.

- Natura Impact Statement (NIS) including Appendices
- Environmental Impact Assessment (EIA) Screening Report
- Planning Report
- Environmental Report Including Appendices
- Flood Risk Assessment
- Preliminary Construction Environmental Management Plan (CEMP)

8. Conclusion:

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

Approved By:



10/9/2025

Senior Planner

Date

Approved By:



11/9/2025 | 9:33 AM BST

Director of Services

Date