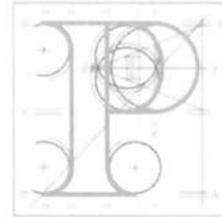


Our Case Number: ACP-323851-25

Your Reference: Celbridge Estates Limited and
the Donovan Family



An
Coimisiún
Pleanála

Coonan Property
c/o Will Coonan
Property House
Main Street
Maynooth
Co. Kildare

Date: 16 January 2026

Re: Proposed construction of the Celbridge Hazelhatch Mobility Corridor
Celbridge Town, County Kildare

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

Please note that the proposed development shall not be carried out unless the Commission has approved it with or without modifications.

If you have any queries in relation to the matter please contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Kevin McGettigan

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

AA02

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64 Sráid Maoilbhríde 64 Marlborough Street
Baile Átha Cliath 1 Dublin 1
D01 V902 D01 V902

From: Will Coonan <willc@coonan.com>

Sent: Monday 5 January 2026 17:01

To: LAPS <laps@pleanala.ie>

Subject: Case reference: JP09.323851 - The Celbridge Hazelhatch Mobility Corridor Section 177 AE Planning Application

Importance: High

You don't often get email from willc@coonan.com. [Learn why this is important](#)

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Sir / Madam,

Please see the attached submission in relation to the above-mentioned planning application.

Should you have any queries please drop me a line.

Regards,

Will Coonan



Property House, Main Street, Maynooth, Co. Kildare.
PSRA No.: 003764

DD: +353 1 610 6053 T: +353 1 628 6128 F: +353 1 628 6726 E: willc@coonan.com

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The Offices of An Coimisiún Pleanála
64 Marlborough Street
Dublin 1

Date: 5th January 2026

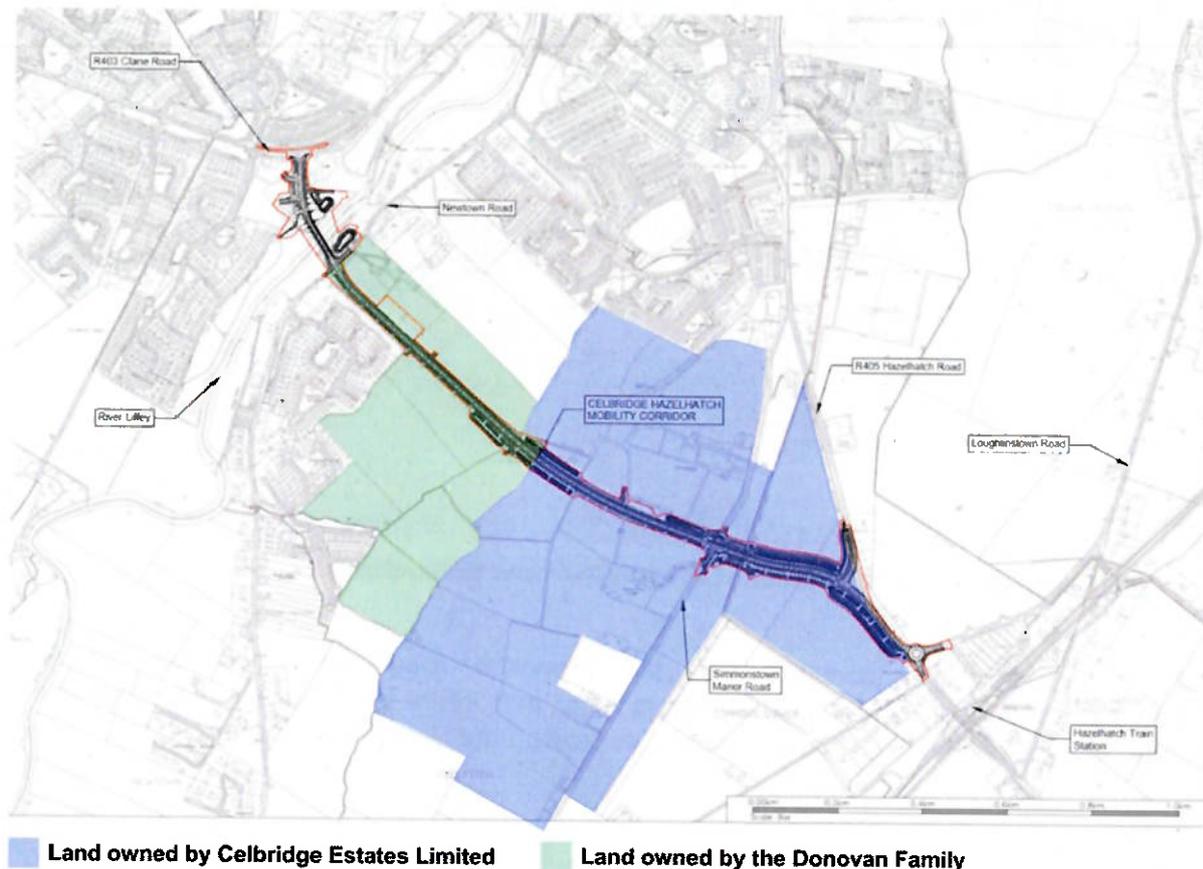
Dear Sir / Madam,

RE: Celbridge Hazelhatch Mobility Corridor Application, Case Ref: JP09.323851

Coonan Property, acting on behalf of Celbridge Estates Limited and the Donovan family, welcome the submission of this planning application and the opportunity to make an observation of the design of this critical infrastructure for Celbridge and the surrounding area.

As illustrated in Figure 1 below, our clients are the majority landowners of the application site area and will be impacted most significantly by the proposal.

Figure 1: Land Ownership Context Map



I confirm that our clients are broadly supportive of the principle of this proposed infrastructure which includes an additional bridge crossing of the River Liffey which will relieve traffic congestion in the area and in particular the improved linkages to Hazelhatch & Celbridge train station. This proposal has the potential to transform southern Celbridge and support the

sustainable development and growth of the town towards the primary public transport provider for the area.

It is our strong opinion that the existing Simonstown Key Development Area (KDA) needs to be updated in line with current National Policy which focuses on Transit Orientated Development and the need for additional residential zoned land in sustainable locations. This submission focuses on strategic importance of this new infrastructure and ensuring it is designed in a manner that facilitates and enables development to come forward in a phased and sustainable manner in the short term. Figure 2 illustrates the extent of the KDA relative to the road and also

Figure 2: KDA and future development land relative to the proposed Corridor



In this context we consider that the proposed road design could be improved to better accommodate and integrate with existing and future zoned development lands either side, along its entire length and in particular incorporate DMURS principles.

Specific items that we ask to be reviewed are outlined below.

Figure 4 – Indicative Masterplan of a new KDA for Simmonstown



Ownership Division relative to a Reimagined KDA Layout being promoted.

1. Access to Potential Future Development Lands

The proposed road design should not restrict future access junctions along its route to the KDA development lands (currently zoned as residential and educational) and to currently un-zoned lands that lie to the north and south of the proposed Mobility Corridor.

Approximately three field access points and five maintenance access points are proposed along the Mobility Corridor. Given the potential for significant residential development on lands adjacent to the corridor, it will be necessary to provide appropriate vehicular access points from the Mobility Corridor. While the precise location and number of these access points cannot yet be definitively determined, the approved design and planning conditions of the Mobility Corridor should accommodate flexibility to ensure that future residential development can be served by safe and suitable access arrangements to both the north and south of the Mobility Corridor.

Figure 5 – Extract of KDA Layout

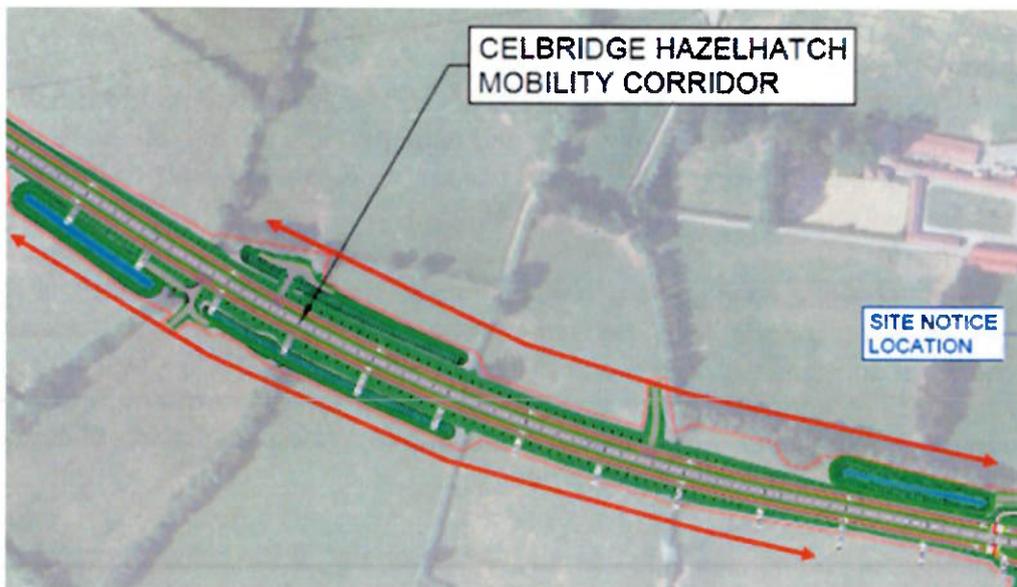


2. Building Lines & DMURS Principles

The proposed road design does not appear to facilitate street frontages up to the back of footpath which is an important placemaking strategy in accordance with DMURS. The consented scheme should facilitate development / building frontages up to the back of footpath for KDA zoned lands and currently un-zoned lands. The proposed road levels should not result in excessive embankment / fill that may have implications for future accesses, development and any associated infrastructure works or building levels. The road should follow existing contours where possible to avoid this.

It is our opinion that the stormwater management strategy for the Mobility Corridor, incorporating linear stormwater channels and storage features, should be reviewed so as not to impact adjacent proper development. The current design has swales on both sides of the corridor. This is not conducive to a streetscape and should be reconsidered.

Figure 6 – Extract of design highlighting linear attenuation features.



There are a number of attenuation basins and swales located on both sides of the Mobility Corridor. While it is acknowledged that these features are necessary for the construction of the Mobility Corridor, it is suggested that their layout and extent be reviewed in light of their potential impact on future residential development frontages. As currently proposed, the location of the basins and swales would push back potential residential building lines from the road edge, in some instances by up to 20m.

The Design Manual for Urban Roads and Streets (DMURS) places a strong emphasis on the relationship between buildings and the street, promoting continuous and well-defined building lines that contribute to a sense of enclosure and place. DMURS states that buildings should generally be located close to the street edge in order to frame the public realm, create active frontages, and provide passive surveillance, all of which are key to establishing safe, attractive and legible streets. Active frontages as identified in DMURS are a fundamental component of successful urban streets, supporting social interaction, increasing natural surveillance, and reinforcing the function of streets as places for people rather than solely as movement corridors.

DMURS also recognises that the spatial enclosure created by buildings positioned close to the carriageway plays an important role in influencing driver behaviour. A well-enclosed street environment, with clear definition between public and private space, is proven to reduce perceived road width, encourage lower vehicle speeds, and support a safer and more pedestrian / cyclist friendly environment. Conversely, excessive building setbacks or large intervening landscape features can undermine enclosure, weaken the street's sense of place, and contribute to higher vehicle speeds.

In this context, the current extent and positioning of the proposed attenuation basins and swales along the Mobility Corridor may conflict with DMURS principles by increasing the separation between the carriageway and future development plots. This could result in recessed building lines, reduced enclosure and a diminished opportunity to deliver active frontages along the corridor. A review of the layout, scale, and continuity of these features is therefore suggested to ensure alignment with DMURS objectives and to support the creation of a legible street that balances movement with placemaking.

2. Road Alignment / Speed / Traffic Calming

Confirmation that the posted speed limit along the Mobility Corridor will be 50 km/h. We note that the proposed alignment is predominantly long and straight, and in the absence of sufficient traffic calming or place making design interventions, motorists are likely to exceed the intended speed limit without proper traffic calming.

Consideration of additional traffic calming measures could also be considered to reinforce a lower speed environment which prioritises pedestrian and cyclist safety, facilitates active frontages, and creates a stronger sense of place along the street e.g. additional pedestrian and cyclist crossing points, horizontal deflection / curves, carriageway narrowing, raised junctions, landscaping / tree planting, verge width increased to facilitate potential intermittent on-street parking bays in conjunction with development.

As outlined previously, facilitating future residential development with active frontages addressing the road edge, along with building lines that create a sense of enclosure, would help reinforce the perception of a built-up residential environment. This approach is consistent with DMURS principles and would contribute to lower vehicle speeds by visually narrowing the carriageway for motorists.

Collectively, these measures would help transform the Mobility Corridor from a high speed arterial road, into a lower speed "*Link Street*" avenue, for example similar to that of Lyreen Avenue in Maynooth.

3. Bus Stops / Bus Route

While no future bus routes are currently proposed along the Celbridge Hazelhatch Mobility Corridor as part of the BusConnects plans for the area, it is reasonable to anticipate that as the area develops, re-routed or new bus services may operate along the corridor. Accordingly, it would be prudent to futureproof the road design / cross-section at this stage, ensuring that bus stops can be easily integrated at appropriate locations along its length and junctions can accommodate bus movements so as to avoid significant alterations or additional works at a later stage.

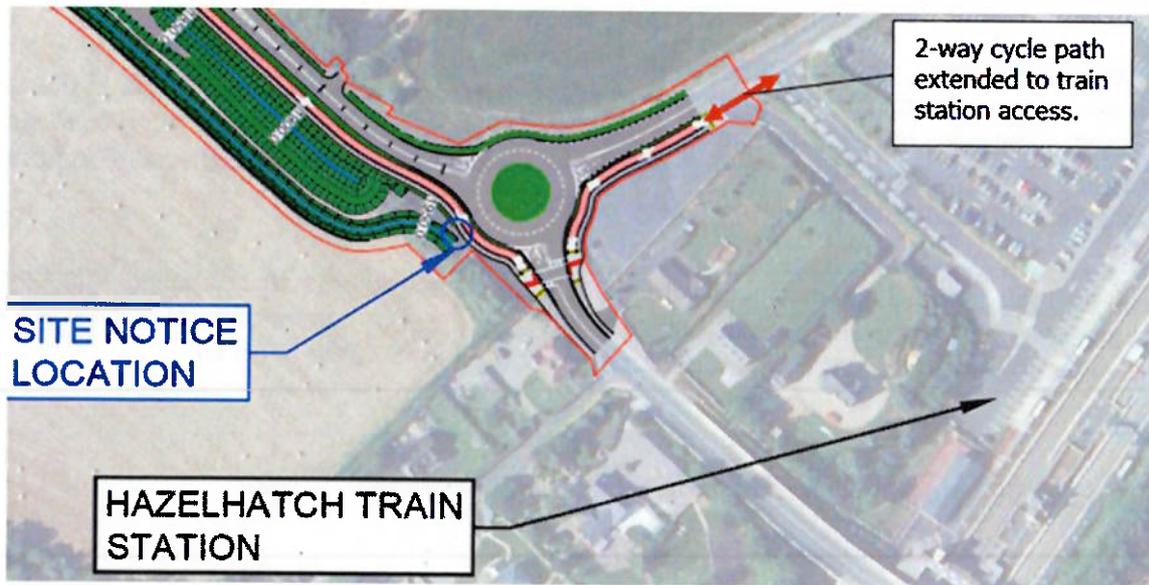
4. Strategic Services

The proposed Mobility Corridor will occupy a strategic central location with development on both sides. For the proper development of the lands and to minimise future disruption to the corridor the construction of key services and utilities along the route to facilitate the development of the KDA lands.

5. Cycle Link to Hazelhatch & Celbridge train station

We are fully supportive of the improved cycle link to Celbridge & Hazelhatch train station. The link would be improved by the extension of the cycle path to the train station existing exit road.

Figure 6 – Extract of Design identifying poor cycling connections



6. Junction Treatments

It is assumed that junction sizes have been designed to facilitate the future full development of adjacent zoned lands. However some could be updated to better facilitate compliance with the Cycle Design Manual e.g. the Newtown Road / Mobility Corridor junction could be redesigned as a protected junction (ref. TL 501-503), removing shared space for pedestrians and cyclists and providing a safer, more direct route for active travel users.

Figure 7 – Extract of Design identifying opportunity for improved design



Conclusion

My clients are the main landowners where this vital infrastructure is proposed to be delivered. They fully support the principle of the development and the benefit it could have to the immediate and wider area.

This submission makes suggestions so that the potential future development that the road infrastructure can support is not only improved but is also more appropriate in terms of place making. Our concern at this stage is that the infrastructure is a throughfare more than an urban street. In accordance with DMURS this road needs to support appropriate development on both sides of the road to the north and the south.

Our clients look forward to engaging with the various stakeholders in delivering this key infrastructure and I can confirm that discussions are ongoing with a development partner with the intention of delivering sustainable development of their land in the short term.

If you require any additional information from our clients please get in touch.

Yours sincerely,

Will Coonan