



Clondalkin

Draft Local Planning Framework

August 2025

Variation 1



Contents

Chapter 1: Introduction and Context..... 4

1.0	Introduction and Context	4
1.1	Legislative Context.....	5
1.2	Settlement Context.....	5
1.3	Historic Context.....	5
1.4	Policy Context and Local Planning Framework Purpose	6
1.5	Climate Action	7
1.6	Local Planning Framework Area and Population	8
1.7	Preparation of the LPF	8
1.8	Pre-Plan Consultation	9
1.9	Structure of the LPF: How to use the document.....	9

Chapter 2: Vision and Strategic Objectives..... 10

2.1	Introduction	10
2.2	Key Provisions of the County Development Plan 2022-2028 (CDP) which inform the LPF vision and objectives	10
2.3	Public Consultation: Summary of Findings.....	11
2.4	SWOC Assessment.....	12
2.5	Vision and Strategic Objectives.....	14

Chapter 3: Climate Action and Infrastructure16

3.1	Introduction	16
3.2	Climate Action	17
3.3	Infrastructure	21
3.4	Electricity Infrastructure	24

Chapter 4: Green Infrastructure 26

4.1	Introduction	26
4.2	Strategic Themes	27
4.3	The County GI Network and Clondalkin-Corridors/Core Areas and Stepping Stones.....	27
4.4	Clondalkin: Analysis.....	28
4.5	County Development Plan GI Corridor/Core Areas/Stepping Stones objectives relevant to Clondalkin	31
4.6	County Development Plan - Green Infrastructure: Clondalkin Village Case Study and Local Objectives	33

Chapter 5: Sustainable Movement..... 36

5.1	Introduction	36
5.2	Policy Context	37
5.3	Area Based Transport Assessment (ABTA)	38
5.4	Local Transport Plan Vision, Objectives and Mode Share Targets	42
5.5	Strategy Options	43
5.6	Preferred Strategy	43

Chapter 6: Community, Homes and Employment..... 54

6.1	Introduction	54
6.2	Community	55
6.3	Homes and Growth	60
6.4	Employment	63

Chapter 7: Conservation and Built Heritage.....68

7.1 Introduction 68

7.2 Policy Context 70

7.3 Character and Structure72

7.4 Conservation and Built Heritage Objectives74

Chapter 8: Urban Design Strategy 78

8.1 Introduction and Policy Context.....78

8.2 Integrated Design Approach.....79

8.3 Urban Design – General.....81

8.4 Urban Structure 82

8.5 Frameworks and Opportunity Sites..... 86

8.6 Village Enhancement Schemes 96

8.7 Large Scale Development Frameworks.....100

Chapter 9: Implementation and Monitoring 110

9.1 Introduction110





Vision

That Clondalkin grows as a vibrant, sustainable community rooted in its unique history and heritage, where people of all ages and backgrounds can enjoy a rich mix of culture, social connections, and economic opportunities. With new green areas and easy-to-use transport options, everyday life will be improved, making it safer and more enjoyable for everyone as a place where people will love to live, work, visit, and invest in the future.



Strategic Objectives

The following strategic objectives underpin the Plan as a framework for development:

- Promote good urban design and healthy placemaking to create a strong sense of place and to build positively on Clondalkin's rich identity.
- Recognise the cultural, historic and economic value of the heritage assets of Clondalkin, promoting their appropriate re-use where underutilised and ensuring that new development responds sensitively to all such assets.
- Promote improved travel choices to achieve a reduction in vehicular traffic and through traffic, by the integration of active travel measures and schemes, improved public transport, and improved walking routes to and from key destinations.
- Ensure that areas of concentrated new growth are well connected to the town centre and to the surrounding areas, ensuring the necessary infrastructure is provided as required, adding to the vitality of the town.
- Promote and enhance a diverse and resilient local economy, building on the vibrancy that currently exists.
- Strengthen and expand the existing green infrastructure, as the foundation of a green and blue infrastructure network in the village and surrounding areas.
- Enable future growth in line with the compact growth approach, optimising densities, as appropriate, across the Plan area, prioritising brownfield land, ensuring that the mix and intensity of land uses are appropriate to their location in the town and their historical context and to their access to facilities, amenities, and public transport.
- Promote climate action and support the designation of Clondalkin as a DZ Zone by integrating climate action policy, objectives and measures into all aspects of the plan making process, which will deliver the strategic objectives of the Plan.

Chapter 1: Introduction and Context

1.0 Introduction and Context

Clondalkin is an historic settlement located within what is now an expanding modern city and suburbs area 11km west of Dublin City (See Figure 1.1 and 1.2). The purpose of this Local Planning Framework (LPF / the Plan) is to provide policy and objectives to guide the sustainable growth of Clondalkin and ensure its continuous success as a vibrant urban village with associated commercial, cultural and community facilities to serve the growing population. This must be achieved while protecting and preserving the important features of the historic village and supporting the strong tourism and service industries which depend on its historic identity. This Planning Framework is being undertaken in the context of DQP14 Objective 3 and EDE4 Objective 14 of the County Development Plan 2022-2028 which state as follows:

‘To prepare a LAP for Clondalkin, the extent of the boundary to be defined, which will be guided by the Local Area Plans Guidelines for Planning Authorities, 2013 (Department of the Environment, Community and Local Government) or any superseding guidelines and which will incorporate:

- A vision for the development of Clondalkin;
- Wider urban design principles;
- Framework plans for larger infill sites;
- A Conservation Plan;
- A local Green Infrastructure strategy derived from the County GI Strategy;
- Local Transport Plan.’

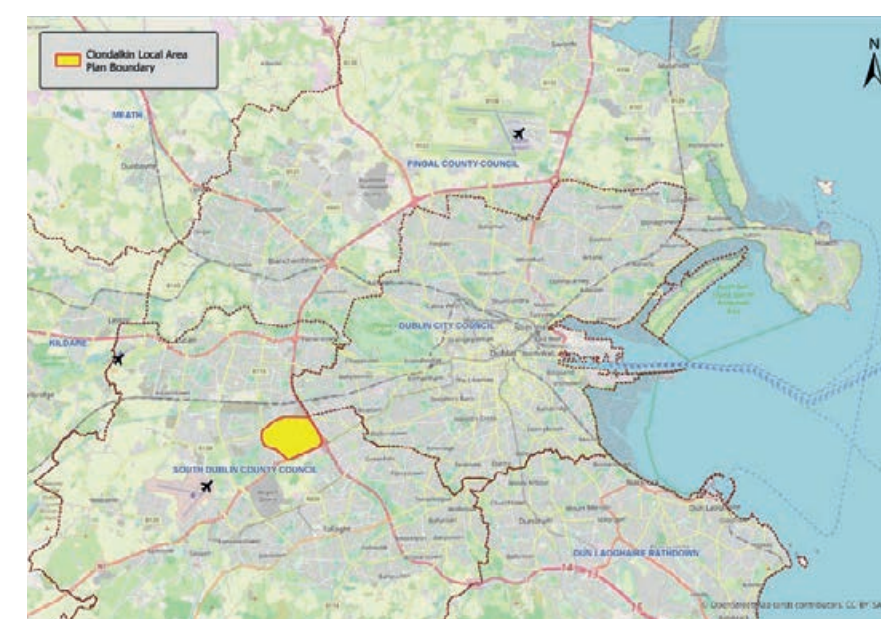


Figure 1.1: Clondalkin LPF location in context.



Figure 1.2: Aerial view of Clondalkin LPF boundary.

1.1 Legislative Context

This LPF has been prepared at a time of flux in legislation. The Planning and Development Act 2024 was passed into law in October 2024. However, implementation of the various parts of the Act are being rolled out in a phased basis, until which time the 2000 Act applies. Part 3 of the new Act deals with Plans, Policies and Related Matters and is due to commence in Q3 2025. Transitional arrangements for LAPs under the 2024 Act were not confirmed at the time of writing this document. To deliver on the County Development Plan (CDP) objective for a LAP for Clondalkin the Council is including this Local Planning Framework as an appendix to the Development Plan by way of a Variation. The Planning Framework provides for the incorporation of the various considerations outlined in the Development Plan objective and has been developed to align with the themes and subject matters which relate to sustainable planning, and which would previously have been incorporated into Local Area Plans.

The LPF has also been subject to a Strategic Environmental Assessment (SEA), an Appropriate Assessment (AA) and a Strategic Flood Risk Assessment (SFRA).

The LPF has had regard to section 28 Ministerial Guidelines and is consistent with any relevant Specific Planning Policy Requirements set out therein. In this regard, since the adoption of the CDP it is noted that the Sustainable Residential Development and Compact Settlements Guidelines (2024) and new Apartment Guidelines (2025) have been published.

1.2 Settlement Context

Clondalkin is located 11 km west of Dublin City and a secondary administrative centre for South Dublin County. It is identified as a Level 3 Retail Centre in the Regional Spatial and Economic Strategy (RSES). Its historic and wider town centre includes shopping facilities, civic and administrative services and associated commercial, cultural and community facilities. Outside of the centre, the area is characterised by low density suburban neighbourhoods that are based around a network of local centres providing convenience retail and services.

Clondalkin is also within the Dublin City and Suburbs Settlement Boundary and within the Metropolitan Area Spatial Plan (MASP) policy area identified in the RSES. It lies on the northern side of the N7

economic corridor, to the west of the M50 and CityEdge and to the south of the Grand Canal and Kildare rail line and in close proximity to the Clonburris and Adamstown SDZ areas (See Figure 1.5 on next page).

The continued development of the various urban centres in Dublin City and Suburbs such as Clondalkin will provide for new mixed-use development as the engine to drive growth in the urban environment. There is potential for larger development on brownfield lands adjacent to Clondalkin village. Smaller infill sites may also come forward on a case-by-case basis.

A key component of the South Dublin County Development Plan 2022-2028 and of the National Planning Framework (NPF) is to support the consolidation of built-up areas. The alignment of everyday services focused within urban centres will facilitate the 10-minute settlement concept in line with national policy by ensuring that homes and services are proximate to each other. This concept is known as Compact Growth (NSO1).

1.3 Historic Context

In addition to its role within the expanding modern city and suburbs area Clondalkin is also a place of historical significance. The Round Tower is the renowned symbol of Clondalkin and dates from c.750AD (See Figure 1.4).

The village retains a significant portion of the original monastic layout, as found in its street network and property division (See Figure 1.3). Clondalkin developed in the eighteenth and nineteenth centuries as a typical mixed-use market town for neighbouring farmers and market gardeners, as well as providing housing for the local mill workers, another



Figure 1.3: Duncans Map 1821.



Figure 1.4: Round Tower in Clondalkin Village.

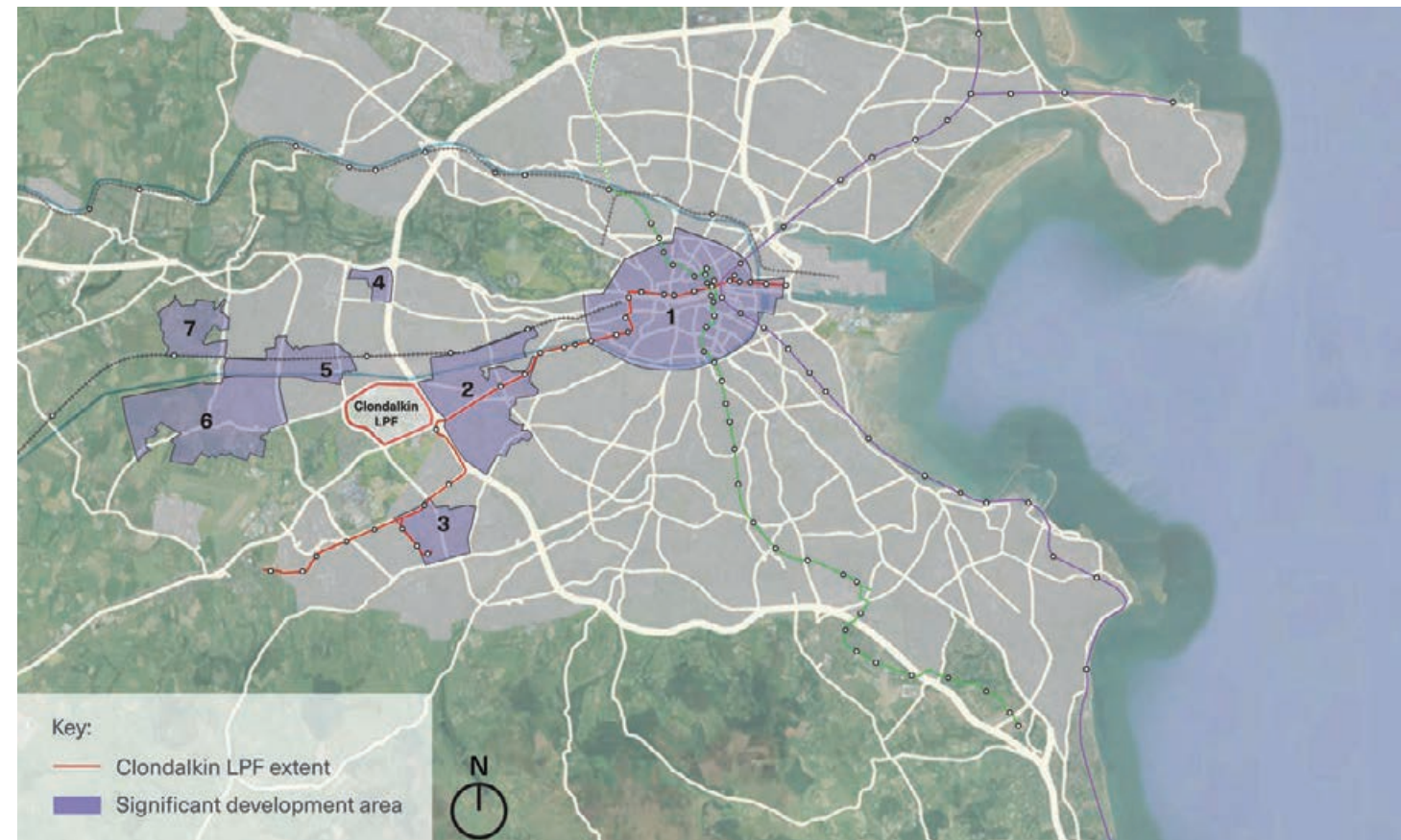


Figure 1.5: Clondalkin's strategic location.

key feature of the area. Clondalkin retains many remnants of its industrial past, associated with the mills, as well as a small number of houses from the nineteenth century.

Clondalkin's growth remained relatively organic until the latter half of the 20th century when significant development interventions occurred that interrupted its gentle growth. The growth and expansion of Dublin, coupled with major road projects, including the widening of the N7, the extension of the M50, and the construction of the New Nangor Road all contributed to 'hemming' in of the settlement and diminishing historical linkages such as those between the religious settlement of Tallaght. Further urban expansion also occurred as Dublin continued to modernise and develop, impacting the traditional character of the area. Clondalkin's strategic context is shown in Figure 1.5 and can be described as:

- 1. Dublin City Centre:** 11km from the centre of Clondalkin Village with direct access by the Grand Canal Greenway and by public transport including Luas and the Kildare rail which is due to be upgraded to a DART line as far as Hazelhatch & Celbridge Station.
- 2. City Edge:** 700 hectares of regeneration land between DCC and SDCC which, in the long term, will support up to 65,000 – 75,000 jobs, homes for 75,000 – 85,000 people, 50% green cover and integrated urban services including public transport.

- 3. Tallaght:** The County Town of South Dublin is subject to a 2020 LAP, which aims to support the sustainable intensification of the Town Centre with 8,410 to 11,090 new homes; 7,800 to 15,300 additional jobs; and a population of up to 34,000 people in the long term. This is supported by a new road extension at Airtown Road and cycle infrastructure including the Tallaght to Clondalkin Cycle Scheme.
- 4. Liffey Valley / Fonthill:** A Level 2 Major Retail Centre for the County. The Centre is developing as a key public transport hub that will facilitate the implementation of BusConnects, allowing for the growth of the existing shopping centre and complementary leisure / entertainment, commercial and other land uses.
- 5. Clonburris SDZ:** A planning Scheme, adopted in 2019 to deliver a target of 9,416 new homes, minimum of 7,300 sq.m gross community floorspace, approximately 22,520 sq.m gross retail floorspace and in the range of 30,000 to 40,000 sq.m employment floorspace, in addition to 90 ha of parks and open space and 12.5km of cycleways and walkways. The SDZ also includes two railway stations on the Dublin – Cork railway line and will become a more frequent service with the introduction of the DART+SW.
- 6. Grange Castle Business Park:** A key strategic employment area for the county, identified in the MASP as a strategic development area for the promotion of high-tech manufacturing, research and development.

There are currently over 6,500 people employed in companies including Pfizer, Grifols, Takeda and Microsoft. The extension of Grange Castle will allow jobs to continue to grow in the area.

- 7. Adamstown SDZ:** A Planning Scheme (amended) 2014, 2020 and 2023 for a population of approximately 25,000. The scheme has progressed at a steady pace since 2016 with the scheme expected to be substantially delivered within the current Development Plan cycle (by 2028). The SDZ includes multiple schools such as Adamstown Community College and St John the Evangelist National School, parks including Tandy's Lane Park and Airlie Park and retail options such as Tesco, Aldi and Lidl.

1.4 Policy Context and Local Planning Framework Purpose

The purpose of this LPF is to provide a local framework for the sustainable development and growth of Clondalkin. It provides for change and growth to occur while setting a framework to ensure that the key assets which promote its vibrancy through its historic features, businesses, community and cultural assets are protected.

The LPF will be included within the CDP by way of a Variation and as

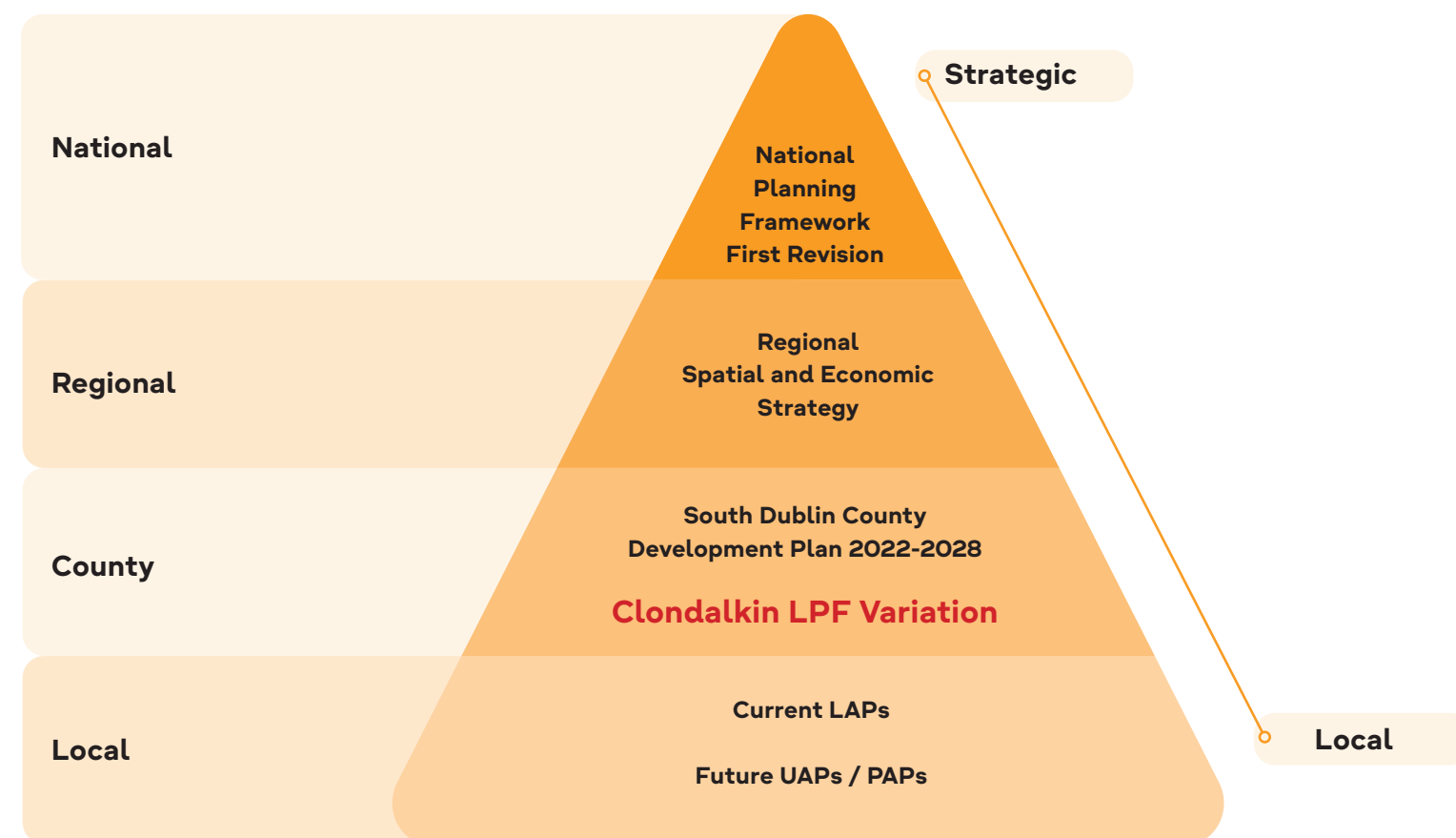


Figure 1.6: Hierarchy of Plans.

such it will allow for settlement specific objectives for Clondalkin to sit alongside the wider county policy context. The LPF will align with the core strategy of the Development Plan as set out in Chapter 6. As part of the CDP, the LPF also aligns with Regional and National Policy, see Figure 1.6 above.

This LPF seeks to deliver high quality housing and well-connected neighbourhood areas with a strong sense of community and social cohesion, as well as to aid the delivery of key services required by the population as it continues to grow and evolve through different life cycles. It seeks to promote prosperity and opportunity in terms of employment, economic development and tourism, while ensuring the conservation of built heritage and the enhancement of green infrastructure. This Plan comprises a vision and framework for the development of Clondalkin using well established urban design principles, individual framework plans for both larger and smaller infill or opportunity sites, a conservation plan, a local green infrastructure strategy and a local transport plan.

Developing this LPF is an opportunity to take a more focused approach to the key physical, social, economic and environmental challenges affecting the future development of Clondalkin. A well-crafted LPF is one that delivers a resilient development framework that both implements quality planning outcomes, whilst also enjoying broad-based community support within a settlement. This consensus-driven approach offers certainty and

clarity for residents, landowners, developers, and investors regarding the future development in Clondalkin.

1.5 Climate Action

The South Dublin County Development Plan 2022-2028 reflects the important role that spatial planning has in the delivery of Climate Action. The CDP supports local and central government actions in addressing maximum co-ordination between the CDP, the South Dublin Climate Change Action Plan and other climate related policies and programmes. The Clondalkin LPF being subject to the provisions of the CDP has a key role to play in delivering the wider strategic climate objectives of the CDP at the local level (See Figure 1.7).

Furthermore, in accordance with Action 165 of the Climate Action Plan 2019, South Dublin County Council has selected Clondalkin in which to establish the Decarbonising Zone (DZ). A DZ is an area that has been identified by a Local Authority as a key area for climate action. In the DZ, creative solutions will be provided to respond to local low carbon energy, greenhouse gas emissions, and climate needs. This will contribute to national climate action targets. The LPF, as a land use plan, will facilitate the SDCC Climate Action Plan to the greatest extent possible. Climate Action objectives are set out further in Chapter 3.



Figure 1.7: A 'layered' approach facilitating a holistic integration of climate action South Dublin County Development Plan 2022-2028.

1.6 Local Planning Framework Area and Population

The Planning Framework Area

The focus of this planning framework is the village of Clondalkin and its immediate surrounding area. However, continuing to link the centre of the village with its wider environs is critical for the village's prosperity and sustainability into the future, whilst allowing new communities to develop a sense of belonging and place.

Figure 1.8 outlines the extent of the LPF area, approximately 286 hectares, which is bordered by the New Nangor Road / Grand Canal to the north, the N7 to the south, the M50 to the east, and Fonthill Road South to the west. While this LPF concentrates on the village and its immediate surrounds, it is recognised that Clondalkin comprises communities outside this immediate area and the LPF is relevant to all and how they move around and use the village.

The interconnectedness of Clondalkin to the wider urban areas within Dublin City and Suburbs, including the newly developing areas of Clonburris, the planned City Edge regeneration area and employment lands to the west is shown in Figure 1.5.

Population

The 2022 Census of Population indicates the resident population of the area was 12,750 persons in 2022, a 0.64% increase compared to the 12,669 people in 2016 (See Figure 1.9). Examination of Census data points to there being young families in the LPF area, with a slightly higher than national average of children in the 0-5 age cohort and less than the national percentage of primary school and secondary school aged children with this being particularly marked in the secondary school age



Figure 1.8: LPF boundary and key connections to areas outside the boundary.

group. This is reflected by a higher percentage of adults in the 30-44 age cohort. The LPF area is also marked by a lower percentage than the national average in the 65+ age group but as is the case nationally overall the population is ageing with a significant percentage of the total population in the 45-65 age group (See Figure 1.10).

In terms of employment, the dominant industry where the working population is employed is the commerce and trade industry (28%), followed by the professional services industry (21.3%). Clondalkin also has a significantly higher percentage of manual skilled workers compared to national and county averages. Manual skilled is 5.1% higher than national average and 4.6% higher than county average.

Housing

Clondalkin's housing stock is dominated by 3-bedroom households (49.23%). At just over 16%, there are less four plus bedroom houses than the average for SDCC and the other Dublin authorities (apart from DCC) and nationally. When it comes to the percentage of one and two bedroom homes, Clondalkin has a higher percentage than the national average but below DCC and DLRCC (See Figure 1.11). There is the potential to diversify future types and tenures to ensure an appropriate mix of house type to suit different needs. Currently, 67.1% of households in Clondalkin are owner occupied, 21.9% are privately rented and 5.35% are social housing. Compared to national figures, Clondalkin LPF has a lower proportion of social housing than the national average (10%) but a higher proportion of owner-occupied (65.9%) and privately rented households (18%).

1.7 Preparation of the LPF

The Council considered that the opportunities and challenges presented by the particular characteristics of the LPF area would require specialist input in a number of different areas. Therefore, and having regard to the requirements of the CDP objective the following were appointed:

- O'Mahony Pike and associates urban designers leading a team which included Molloy Associates (Conservation Architects), JBA (Green Infrastructure) and Urban Movement to provide Urban Design services ensuring the integration of conservation, GI and movement considerations into urban design;
- ARUP was appointed to provide the technical services to carry out the Local Transport Plan;
- CAAS were appointed to carry out Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) of the plan; and
- JBA were appointed to carry out a Strategic Flood Risk Assessment (SFRA).



Figure 1.9: Population in Clondalkin LPF.

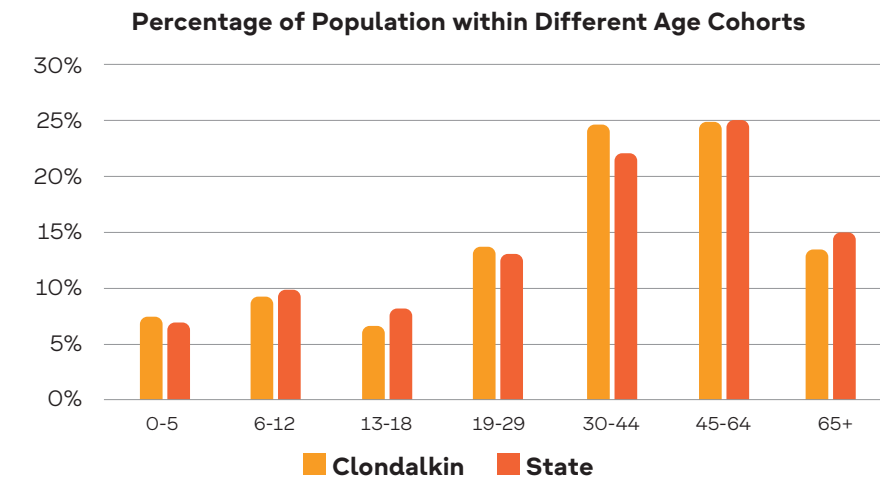


Figure 1.10: Clondalkin LPF age groups profile.

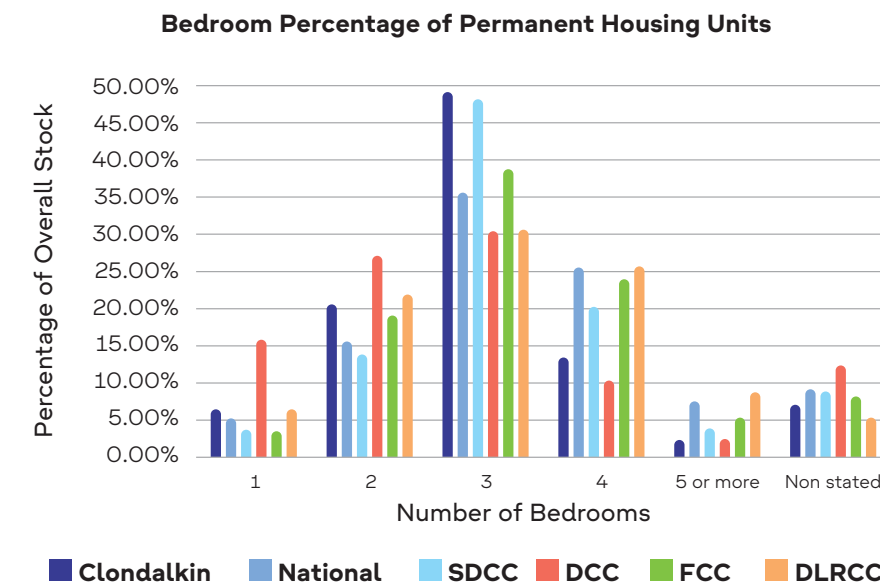


Figure 1.11: Clondalkin LPF bedroom percentages compared to national and Dublin averages.

1.8 Pre-Plan Consultation

First Round

In March 2023, the Planning Department of South Dublin County Council (SDCC) embarked on what was then the preparation of a Local Area Plan (LAP) for Clondalkin with a public consultation engagement with the Clondalkin residents, community groups and other stakeholders during the period March to May 2023. This initial consultation was facilitated by Connect the Dots, stakeholder consultation specialists, and sought to understand, by way of face-to-face workshops (See Figure 1.12), surveys and engagement with schools and different groups, what the different perspectives and views were on Clondalkin. Overall, the finding from this public consultation exercise was that the community of Clondalkin is concerned about preserving the village's character and heritage, whilst enhancing community facilities, green spaces, and accessibility for all residents. There was also a call for a focus on traffic management solutions to alleviate congestion. The report from the first round of consultation was published on a dedicated Clondalkin website.

Second Round

The second round took place to follow up from the initial public consultation which had taken place in early 2023. The findings of the first round of public consultation, taken in conjunction with investigations and research carried out by the planning team with consultants during 2023 and early 2024, brought forward four clear themes, identified as:

- Movement and Transport
- Social and Community Facilities
- Culture and Heritage
- Environment, Biodiversity and Planting

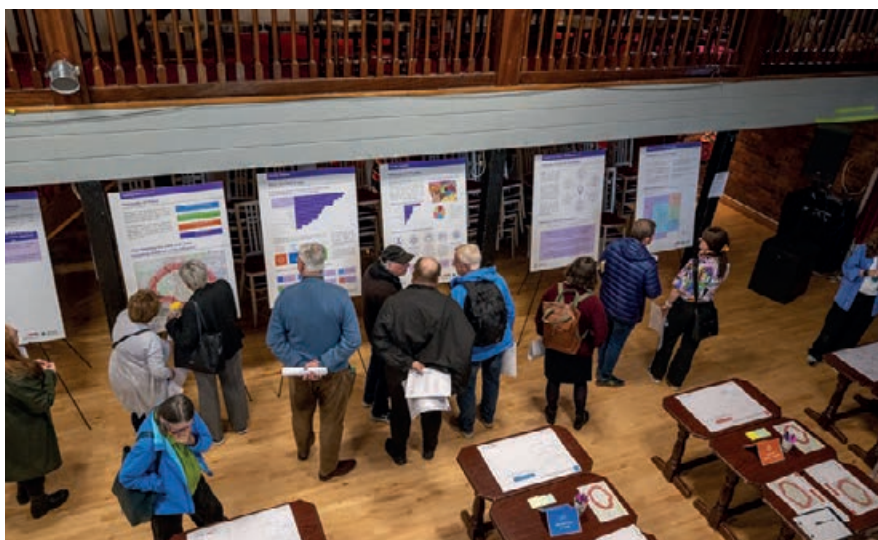


Figure 1.12: Face-to-face workshop during the first round of public consultation.

These themes culminated in the preparation of drawings and proposed measures focused on three growth scenarios for Clondalkin: 1) Local Vitality, 2) Healthy Environment; and 3) Built Heritage. These scenarios were the subject of the second round of public consultation in March - April 2024, preceded by a student council workshop in February (See Figure 1.13).

This second round of consultation also put forward a potential solution to traffic congestion, involving significant changes to the existing traffic circulation. Given the extreme concern of the public generated by the option shown for transport it was agreed to run a third public consultation.

Third Round

This third round of public consultation was facilitated by KPMG during the period November 2024 to January 2025 and focused on areas of possible agreement on the transport approach. One-to-one meetings were held followed by a presentation and discussion at four public workshops (See Figure 1.14). The outcome was a broadly agreed consensus on the transport options.

The reports from the first, second and third rounds of the consultation process were published on the dedicated Clondalkin website.

The feedback from the consultation process has informed the drafting of this LPF.

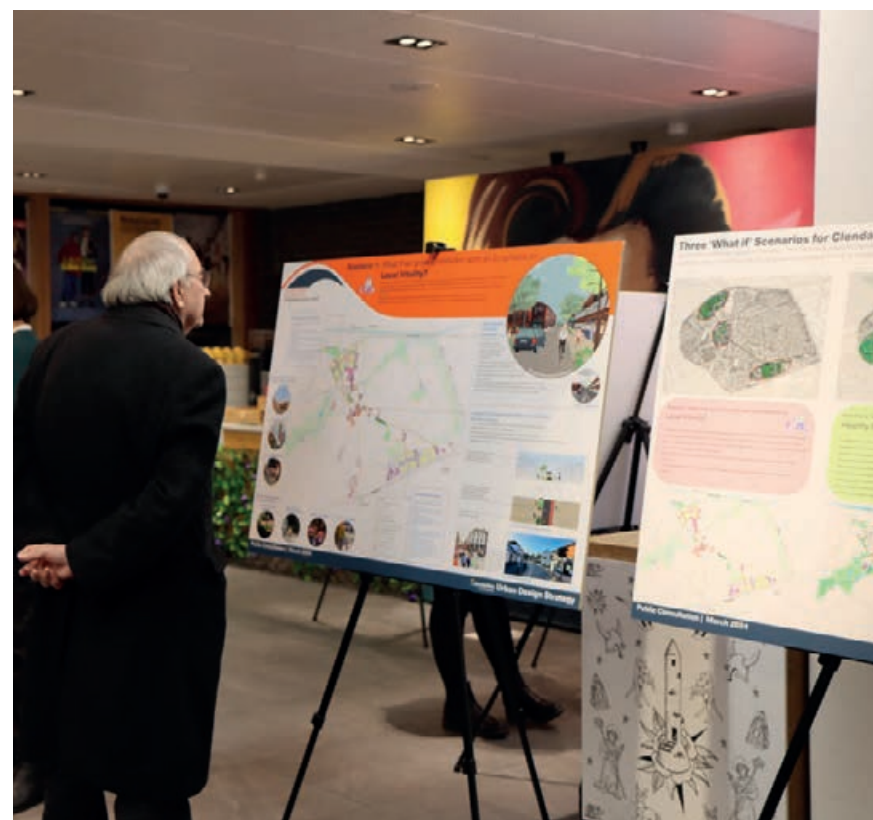


Figure 1.13: Second round of consultation which put forward three options for growth.

1.9 Structure of the LPF: How to use the document

This LPF follows the layered approach taken by the CDP, building on the different elements of plan making chapter to chapter through relevant objectives. These are then carried forward into the Urban Design chapter which allows for a focus on principles for development taking account of what has gone before and the need for the integration of the different elements.

The LPF should be read as a whole as the objectives and measures combine to provide a holistic and sustainable approach to development.

The LPF is accompanied by a Conservation Plan, ACA character appraisals and the Local Transport Plan. Each of these documents has informed the relevant chapters within the LPF.

The LPF was also informed by the environmental assessments in the form of the accompanying SEA, AA and SFRA.

The LPF is intended for use by all stakeholders with an interest in Clondalkin and its development. This includes but is not limited to residents, interest groups, the local authority, landowners and developers to gain an insight into what is required to be considered as part of any future changes or proposals within the village and the wider Plan area.

As a variation, this LPF will come into immediate effect once adopted and will be part of the CDP until that plan expires. The objectives complement those of the CDP, as such the provisions of the CDP shall be complied with throughout the implementation of the LPF.



Figure 1.14: Picture taken from the third round of public consultation.

Chapter 2: Vision and Strategic Objectives

2.1 Introduction

The vision and strategic objectives for the Clondalkin Local Planning Framework (LPF) have been informed by the provisions of the County Development Plan 2022-2028 which itself was informed by national and regional policy. They have also been informed by the three stages of pre plan public consultation and the findings of work carried out by specialist consultants appointed to support the preparation of the Plan. This process informed the preparation of a SWOC analysis and ultimately a vision and set of strategic objectives, as set out in this chapter.

2.2 Key Provisions of the County Development Plan 2022-2028 (CDP) which inform the LPF vision and objectives

This section reviews the policy in the CDP which informs this LPF.

As stated in Chapter 1 of this LPF, the County Development Plan included objective QDP14 Objective 3 to prepare a Plan for Clondalkin informed by a vision for the future development of the area and supported by wider urban design principles, a conservation plan, a green infrastructure strategy and a local transport plan. The objective provides for framework plans for larger infill sites referred to in this document as 'Framework Sites'.

Climate Action

The County Development Plan incorporates climate action objectives throughout in addition to climate action audits for each chapter. This LPF has incorporated climate action through the various policy and objectives within the plan but also Chapter 3 deals with climate action directly.

Land Capacity and Zoning Objectives

Zoning is established under the adopted County Development Plan. This LPF is based on the existing zoning and while some recommendations are made for further consideration of zoning in specific areas the LPF itself does not make zoning changes. Chapter 2 of the County Development Plan sets out the Core Strategy and Settlement Strategy for the County. Clondalkin is located within Dublin City and Suburbs and within the Clondalkin, Clonburris and Grange Castle Neighbourhood. The plan identifies capacity for growth within this area. This is reviewed in Chapter 6 of this LPF.

Green Infrastructure

Chapter 4 of the County Development Plan deals with Green Infrastructure. Clondalkin is located proximate to three GI Strategic Corridors: the Grand Canal, the Camac and the M50 Corridors. There is significant potential for the creation of new, as well as the enhancement of existing GI elements (stepping stones) within the Clondalkin area, enhancing and consolidating the County GI network. Appendix 4 of the CDP also includes a specific GI Case Study for Clondalkin which will further enhance GI potential in Clondalkin. GI is addressed in Chapter 4 of this LPF.



Figure 2.1: Brú Chrónáin

Built Heritage

Chapter 3 of the County Development Plan recognises the importance of built heritage to the County and to Clondalkin and its contribution to the character and economy of the area. Reflecting this, a Conservation Plan has been prepared to support this Plan and its key recommendations incorporated into Chapter 7 Conservation and Built Heritage and Chapter 8 Urban Design Strategy of this LPF.

Chapter 3 of the CDP also includes county wide policy on natural and cultural heritage, and this has been reflected at a local level in this plan.

Urban Design

Chapter 5 of the County Development Plan deals with Quality Design and Healthy Placemaking while Chapter 6 deals with Housing. The policies and objectives of both chapters feed in at a local level to the LPF. This is particularly important for the framework sites. Urban design consultants were employed in the preparation of this document and their consideration of the framework sites, and the village centre, took account of the County Development Plan and national planning guidelines.

Movement

Chapter 7 of the County Development Plan addresses movement. Policy in this area aims to increase the number of people walking, cycling and using public transport and reduce the need for car journeys. This will

facilitate more active and healthy communities, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, quieter neighbourhoods and a positive climate impact. To this end a target mode share is set out. The topic of movement and traffic was a significant one for the community in Clondalkin and was the core issue addressed during the 2nd and 3rd rounds of pre-plan public consultation carried out prior to the writing of this document. A local Transport Plan was prepared to support this local planning framework, the output of which informs Chapter 5 of this document.

Community Infrastructure and Economic Development

Chapters 8 and 9 of the County Development Plan deal with Community Infrastructure and Open Space and with Economic Development respectively. The objectives of these chapters have been considered at the local level for Clondalkin and are reflected as appropriate in chapter 6 of this LPF.

Energy, Infrastructure and Environmental Services

These subject matters are dealt with in Chapters 10 and 11 of the County Development Plan and reflected at local level in this plan in Chapter 3 (Climate Action and Infrastructure). This LPF has also co-ordinated with the on-going work to create a decarbonisation zone in Clondalkin as part of the actions set out in the South Dublin Climate Action Plan.

2.3 Public Consultation: Summary of Findings

Chapter 1 of this document details the three stages of pre-plan public consultation which was carried out in support of the preparation of the LPF. While movement and traffic concerns predominated the pre-plan consultation process, a wide range of other issues were also raised by the community. These too have informed the LPF. An outline of the main issues raised during the various pre-plan consultation process are set out below.

Community Facilities and Services

Desire for new, enhanced and increased social and community facilities. Promotion of cultural activities and facilities which meet the needs of different age groups.

Culture and Heritage

Future planning should consider historical and aesthetic aspects, preserving the built heritage while integrating new, sympathetic developments.

Biodiversity, Greening and Open Spaces

Desire for robust tree planting programmes, conserving biodiversity, creating new green areas, and integrating outdoor recreational spaces into existing and new developments.

Urban Design and Placemaking

Importance of the redesign and regular maintenance of public spaces, especially with regard to the needs of individuals with disabilities. Suggestions included the widening of pavements, the addition of ramps to public buildings, and the creation of cycle lanes which are separated from traffic.

Housing

Deficiencies in both affordable and accessible housing options were noted. A need for thoughtful urban planning and design was highlighted throughout the discussions.

Shopping/Retail

Accessibility issues in shopping/retail areas, particularly for individuals with disabilities. More parking needed across the centre of Clondalkin. The need for improvements to shopfronts was also raised.



Climate Action

The survey results indicated that Climate Action was a priority by a relatively small proportion (1%) of respondents. During the workshops, a small number of community members recommended various measures to mitigate the impact of climate change. They highlighted the importance of promoting recycling and waste reduction and increased support for sustainable transportation options such as cycling and public transport. Additionally, in the workshops, there were calls for the council to raise awareness among residents about climate change and their efforts to mitigate its effects.

Tourism

The community emphasised the importance of preserving the unique character of the village and historical sites of Clondalkin while creating opportunities for visitors to engage with the local culture and experience the atmosphere of the village.

Employment, Economy, Business and Enterprise

The need to support local businesses and boost economic growth in Clondalkin was highlighted. Suggestions included providing incentives and support for independent local shops, encouraging entrepreneurship and small business development, and creating networking opportunities for local enterprises. Additionally, there was a call for diversification of the local economy, exploring sectors beyond traditional industries.

Flooding

Flooding was raised as a concern by a small number of people. Some issues mentioned were flood prevention in the area, recognising that while it may not be an immediate concern, future generations could face the consequences of inadequate flooding prevention mechanisms.

Concerns about Inappropriate Design and Overdevelopment

Concerns about potential loss of heritage value and the inadequate preservation of historical buildings and landmarks. Issues were raised with developments which had not been designed and planned in a manner that were appropriate to the character and size of the village. The scale and density of new constructions in and near the village were strongly criticised, with concerns that they overshadow or disrupt the aesthetic of the historic surroundings. Additionally, increased traffic congestion resulting from this type of development was a prominent concern. A lack of affordable and accessible housing options. There was a desire to preserve existing housing stock and prevent high-rise developments in the village centre to maintain its character.

Movement, Mobility and Transport

Desire for improved public transport and traffic management combined with more active travel and pedestrian facilities.

Lack of Accessibility to the Village Centre from the Outskirts and in the Village Centre

Accessibility concerns were raised frequently throughout the consultation, including the need for improvements in public transportation for people with disabilities, availability of more wheelchair-accessible spaces on buses, and better design and maintenance of public paths. Poorly maintained footpath surfaces, parking on footpaths, and high kerbs were noted as preventing people from accessing the village centre.

Public Transportation and Traffic Management

The issue of a lack of frequency of public transport connections were raised. In particular that bus timetables and apps are not accurate and that buses are frequently late or do not turn up. Heavy traffic in the village centre, particularly at school times was also raised as an issue.

Accessibility

These include challenges using public transportation, widespread misuse of accessible parking spaces, and restrictive designs in public spaces. A more inclusive approach to planning, ensuring essential services are easily accessible and affordable for everyone, regardless of physical ability or age was raised.

2.4 SWOC Assessment

Table 2.1 on the following page provides a summary of findings by way of a SWOC analysis—evaluating Strengths, Weaknesses, Opportunities, and Challenges—that informs the vision and strategic objectives of the plan. This structured approach draws on the policy and objectives of the written statement of the County Development Plan, public consultations, and specialist analysis, guiding the plan-making process by highlighting key areas and attributes for enhancement and / or protection. It helps identify potential risks and challenges, ensuring the plan effectively addresses areas for improvement while capitalizing on future opportunities.





Strengths	Weaknesses	Opportunities	Challenges
→ Quality open/green spaces/GI elements across the plan area including the village centre itself, Clondalkin Park, Corkagh Park and Knockmitten. → Primary GI Corridors within and surrounding the Plan boundary including Camac River Corridor, Grand Canal Corridor and M50 Corridor. → Architectural and industrial heritage. Archaeological monuments from the monastic settlement, a well preserved 19th century architectural townscape and a wide variety of building typologies. Clondalkin has three ACA's (one outside the Plan boundary) and multiple protected structures. → Nearby Luas and Train stations. (see opportunities) → Key transport links exist for all modes of transport connecting Clondalkin to Dublin City and the wider area. → Some existing active travel networks are well established in some areas e.g. the Grand Canal greenway and Clondalkin Park with the potential for further advancement, including the east-west (Corkagh – Clondalkin-Watery Lane) and north-south (Tallaght to Clondalkin-Grand Canal) Cycle South Dublin active travel routes. → The urban structure is clearly informed by the historic network of roads which has emerged over many generations with classic oval formation at the core of the area and a fine urban grain. → There are a number of opportunity sites throughout the study area for example the Mill site and Knockmeenagh to provide additional housing, employment, community services etc. → A vibrant and healthy town centre with low rates of vacancy and dereliction. → Abundance of educational facilities/schools. → Active and engaged local community/ strong community groups in the area. → Strong cultural identity e.g. Irish language.	→ New development has not generally aided the connection between GI corridors and stepping stones in the study area. → Gaps exist in green space connectivity, for example the Camac corridor. → Heritage value is in some places compromised by unsympathetic modern development, signage and inappropriate materials. → Streetscape is cluttered with signage and materials often inappropriately applied and detracting from urban form and fine urban grain. → Lack of clear and consistent signage. → Poor Permeability, particularly connections to schools from residential areas. → Traffic congestion impacting safety, movement within the public realm, air quality and enjoyment of the village and its heritage. → Poor transport infrastructure (e.g. bus not on time, lack of bus shelters, poor active travel links). → Poor traffic management measures around schools affecting safety of children and adults. → There are some long stretches of blank walls and facades, including the edges of housing developments, the side of The Mill Centre, enclosures around modern apartment blocks and boundaries to schools reducing the quality of the public realm and creating unfriendly environments. → Limited housing choice and availability of housing to serve local and market demands.	→ Create a more climate resilient village in conjunction with Clondalkin's designation as a decarbonising zone. → Potential for creation of GI stepping stones within the study area particularly on development and infill sites to create new connections and enhance existing connects to the county GI network. → Increase urban greening on framework site using the CDP green space factor to best effect. → Use the Conservation Plan together with detailed ACA appraisals to provide policy direction and to give a better understanding of the ACA's and of heritage quality of Clondalkin and how future development might interact with them. → Improve identity of Clondalkin by continued preservation of built heritage and heritage features. → Continue to recognise and support existing heritage assets such as Brú Chrónáin. → Improve the network of active travel primary and secondary links including implementing the proposed Cycle South Dublin routes and reduce reliance on primary vehicle routes. → Support population growth through implementation of NTA's public transport strategy. → Promote and enhance the role Clondalkin can play in the 10-minute neighbourhood concept. → Integrate urban design with SDCC active travel schemes. → Improve traffic infrastructure and safety throughout Clondalkin LAP. → Potential roll out of safe routes to all schools in Clondalkin. → Improve movement connections (permeability) between the centre of Clondalkin and surrounding residential neighbourhood centres, schools and the Luas and Train station. → Continue to consult with residents and stakeholders on proposed movement solutions and opportunities. → Use Infill/opportunity sites to establish improved legibility and way-findings. → Use the LPF as an integrated and sustainable framework for future development and growth. → Improvements to the public realm including through new village enhancement schemes.	→ Potential flooding in some areas of the plan if not mitigated. → Fragmentation of the riparian corridor could lead to irreparable damage if safeguards are not implemented. → Climate change and associated negative consequences. → Failure to enhance and create new GI elements will present a threat to the overall county GI network and biodiversity. → Maintaining the historic urban grain and network of public spaces as new development progresses → Integration of future proposals into existing town and village scape, notably the historic features. → Unlawful works to historic features. → Continuance of 'business as usual' model of development that is reliant on private vehicular transport and does not maximise opportunities arising from major public transport investment initiatives on projects such as DART+ and BusConnects. → Reducing congestion and through traffic in the village centre. → Improving safety around schools → Limited public land ownership may reduce the potential to drive change. → Lack of a framework to guide future development opportunities could result in lost opportunities for overall public gain.

Table 2.1: SWOC Assessment



2.5 Vision and Strategic Objectives



Vision

That Clondalkin grows as a vibrant, sustainable community rooted in its unique history and heritage, where people of all ages and backgrounds can enjoy a rich mix of culture, social connections, and economic opportunities. With new green areas and easy-to-use transport options, everyday life will be improved, making it safer and more enjoyable for everyone as a place where people will love to live, work, visit, and invest in the future.



Strategic Objectives

The following strategic objectives underpin the Plan as a framework for development:

- Promote good urban design and healthy placemaking to create a strong sense of place and to build positively on Clondalkin's rich identity.
- Recognise the cultural, historic and economic value of the heritage assets of Clondalkin, promoting their appropriate re-use where underutilised and ensuring that new development responds sensitively to all such assets.
- Promote improved travel choices to achieve a reduction in vehicular traffic and through traffic, by the integration of active travel measures and schemes, improved public transport, and improved walking routes to and from key destinations.
- Ensure that areas of concentrated new growth are well connected to the town centre and to the surrounding areas, ensuring the necessary infrastructure is provided as required, adding to the vitality of the town.
- Promote and enhance a diverse and resilient local economy, building on the vibrancy that currently exists.
- Strengthen and expand the existing green infrastructure, as the foundation of a green and blue infrastructure network in the village and surrounding areas.
- Enable future growth in line with the compact growth approach, optimising densities, as appropriate, across the Plan area, prioritising brownfield land, ensuring that the mix and intensity of land uses are appropriate to their location in the town and their historical context and to their access to facilities, amenities, and public transport.
- Promote climate action and support the designation of Clondalkin as a DZ Zone by integrating climate action policy, objectives and measures into all aspects of the plan making process, which will deliver the strategic objectives of the Plan.



Chapter 3: Climate Action and Infrastructure

3.1 Introduction

Climate action is one of the most significant policy challenges we have today, with its impacts already having far-reaching environmental, economic and social consequences. The ‘layered’ format of the County Development Plan aims to facilitate a holistic approach to ensuring Climate Action is at the forefront of all future developments within the County. This has been done by creating policies and objectives which enables significant change moving us towards addressing climate change and reducing the County’s carbon emissions in a meaningful and tangible way. Given the increasing challenge climate change places on local communities, climate action forms a key part of this LPF.

The SDCC Climate Action Plan 2024 – 2029 (CAP) sets out mitigation, adaptation and other climate measures to create a low carbon and climate resilient County. The Climate Action Plan sets out a range of actions across six theme areas of Energy and Buildings, Transport, Flood Resilience, Nature Based Solutions, Circular Economy and Resource Management and Citizen Engagement. As well as this Clondalkin has been identified as a ‘Decarbonisation Zone’ within the CAP, creating opportunities for the LPF to support measures which will aid in reducing carbon emissions by 51%.

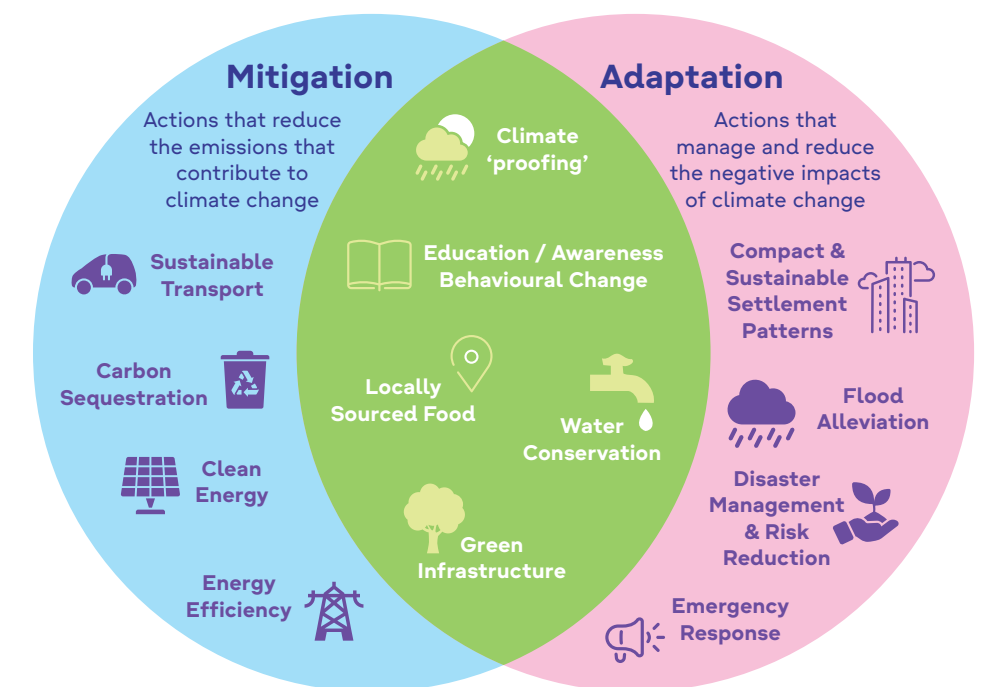


Figure 3.1: Climate Action – Mitigation and Adaptation Actions
(Source: Climate Action Regional Office)



South Dublin is responsible for enhancing climate resilience, increasing energy efficiency and reducing greenhouse gas emissions, across its own assets, services and infrastructure, whilst also demonstrating a broader role of ‘*influencing and coordinating*’ other sectors to meet their own climate targets and ambitions. Climate change mitigation and adaptation measures are integral to achieving this, with a focus on compact settlements through the ten-minute neighbourhood, improvements and the electrification of the public transport network, improving energy efficiency in new buildings and supplying appropriate renewables.

As well as dealing with climate mitigation and adaptation, this chapter will also deal with infrastructure and environmental services. The quality of our environment has implications for our health and wellbeing. The availability of high-quality infrastructure networks and environmental services is critical to securing economic investment, creating sustainable and attractive places, ensuring health and well-being for all and in safeguarding the environment.

Each chapter of the Clondalkin LPF has been prepared with the purpose of integrating climate action policies and provisions as they relate to land use planning. Figures 3.1 and 3.2 outline the role that spatial planning plays when it comes to climate action.

3.2 Climate Action

The South Dublin County Development Plan 2022-2028 and its provisions reflects that Climate Action is now a key responsibility of spatial planning. The County Development Plan supports local and central government actions in addressing maximum co-ordination between the County Development Plan, the South Dublin Climate Action Plan 2024-2029 and other climate related policies and programmes. The Clondalkin LPF being subject to the provisions of the County Development Plan has a key role to play in delivering the wider strategic climate objectives of the CDP at the local level.

The Local Planning Framework has been assessed against its impact on the receiving environment through the SEA and AA processes. The LPF has also been subject to a Strategic Flood Risk Assessment (SFRA) taking account of the most up to date flood risk information available.

Reflecting the approach of the County Development Plan, the theme of Climate Action is integrated into all the themes of the LPF with policies and objectives crafted in a manner which contributes significantly towards addressing climate change and reducing the County’s carbon emissions in a meaningful and tangible way. These overarching climate action principles align closely with the key action areas of the South Dublin Climate Action Plan 2024-2029; namely Energy and Buildings, Transport, Flood Resilience, Resource Management and Nature based solutions.

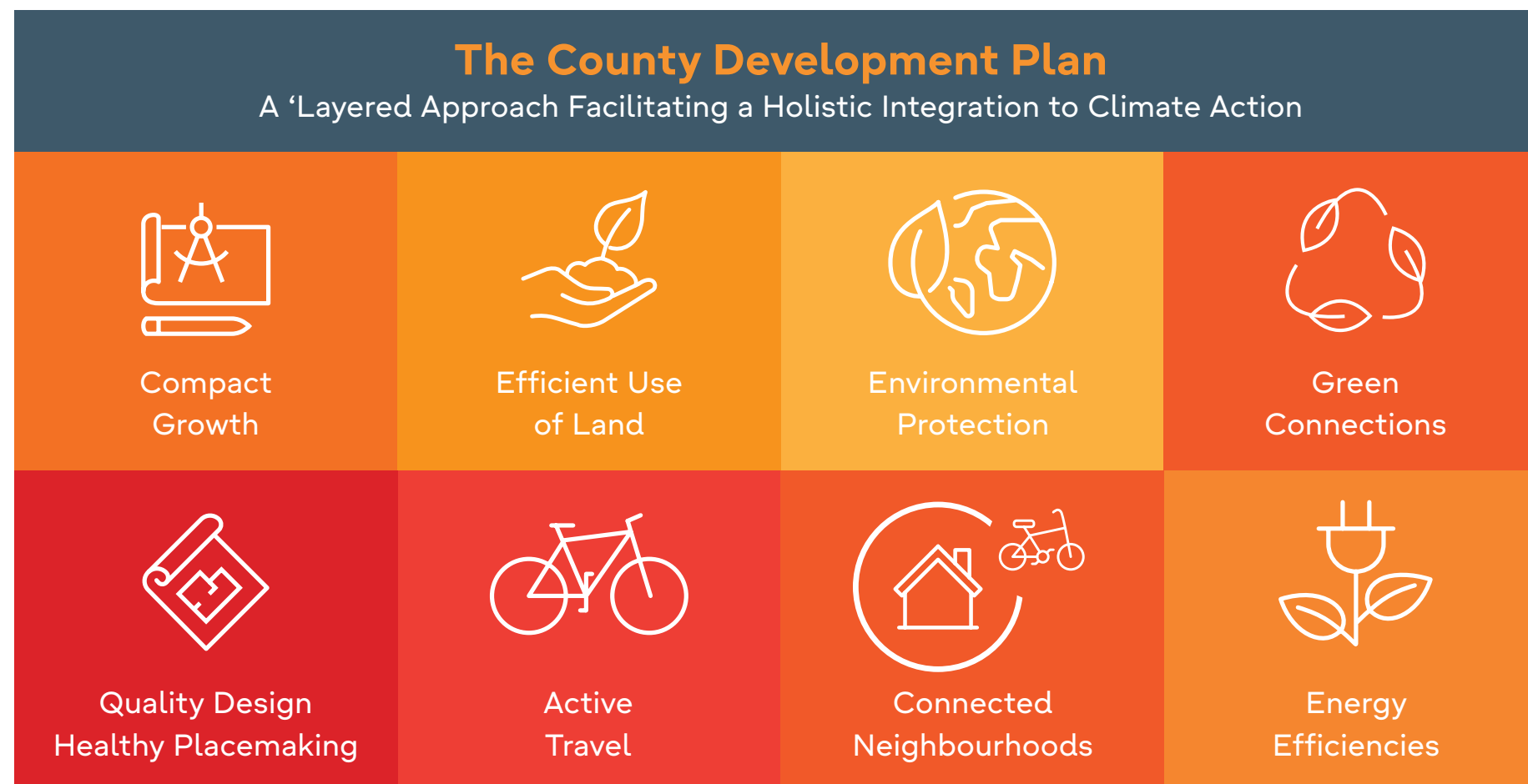


Figure 3.2: The South Dublin County Development Plans ‘Layered’ approach that facilitates holistic integration to Climate Action.

The LPF complies with the Compact Growth approach as set out in the County Development Plan through providing guidance for the development of identified Framework sites where existing public transport infrastructure and proposed active travel networks can be availed of thus reducing the need for car-based travel, contributing towards a reduction in carbon emissions. A climate resilient environment can be achieved through high-quality design and layout of buildings, appropriate mix of uses, densities, height and the sensitive integration of the natural and built environment. Creating a strong sense of place and enabling connections across the Plan area and the wider County can be enhanced through a robust and resilient Green Infrastructure network employing nature-based solutions and contributing directly to climate action measures through carbon sequestration, water quality improvements and other measures (see Chapter 4 Green Infrastructure).

CA1: Climate Action

CA1 Objective 1:

Support the County Development Plan 2022 -2028 and the South Dublin County Climate Action Plan 2024 – 2029 in delivering the wider strategic climate objectives at local plan level.

3.2.1 Clondalkin Decarbonisation Zone

As part of Ireland’s National Climate Action Plan 2019 (CAP) Action 165, and the 2024 CAP action LG/24/2, every Local Authority is required to develop ‘Decarbonising Zones’. In 2023, Guidelines for Local Authority Climate Action Plans, Decarbonising Zones, were issued. South Dublin County Council (SDCC) selected Clondalkin to establish the decarbonising zone. To qualify as Decarbonising Zones, the chosen areas need to have certain characteristics that have potential for climate action across a variety of sectors.

Clondalkin was chosen as a Decarbonising Zone as it was considered;

1. To be ready to support climate action,
2. To have a strong sense of community,
3. To be the right size in terms of population (at least 5,000 people for urban decarbonising zones).

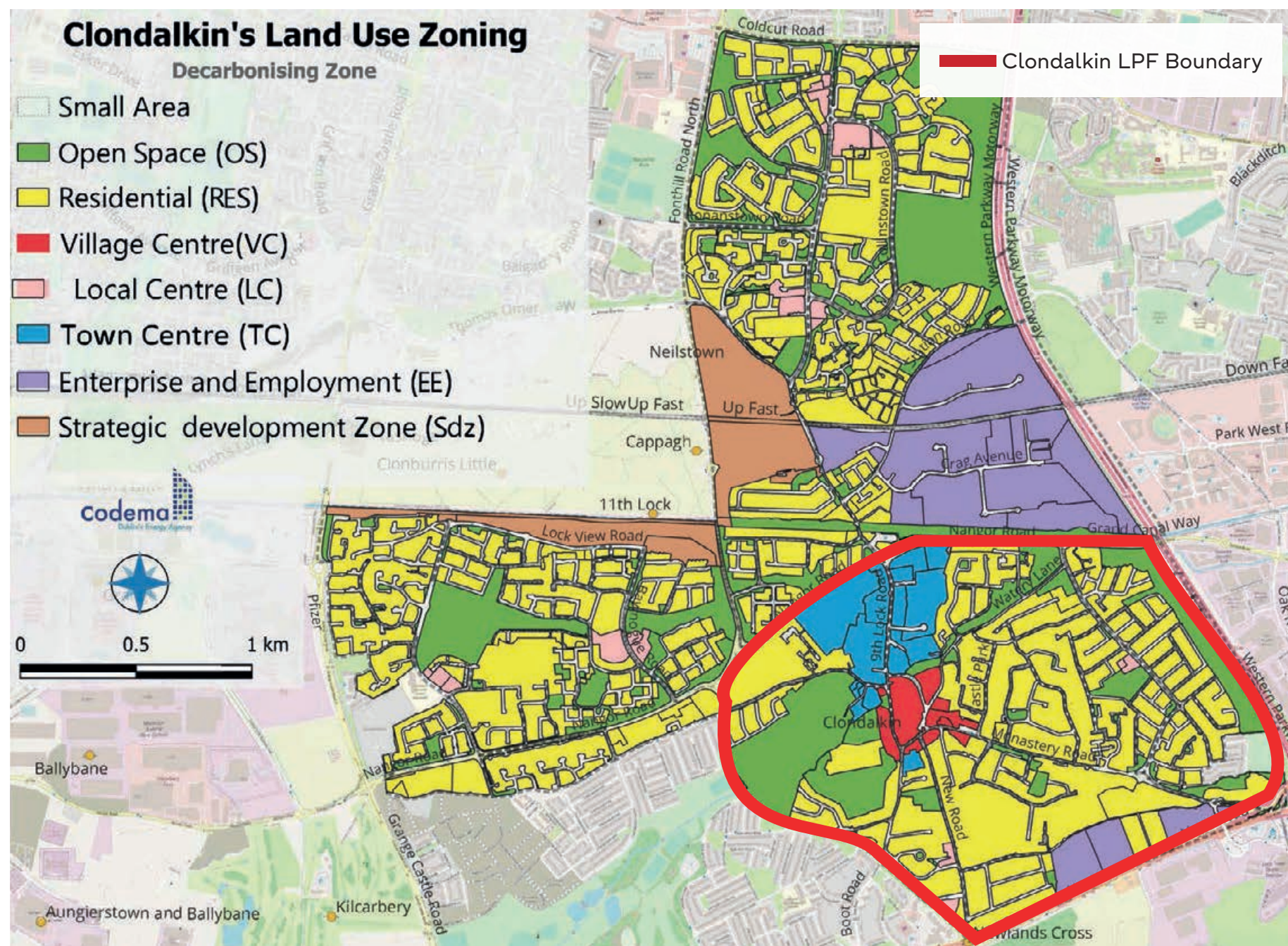


Figure 3.3: The Clondalkin Decarbonisation Zone Boundary showing Land Use Zoning and identifying the LPF area within the red line.

As a decarbonising zone, Clondalkin has potential for developing new and existing climate projects, with opportunities for tackling a variety of issues, including air quality improvements, energy sustainability and greening projects. The SDCC Climate Action Plan 2024-2029 sets out a vision for the Clondalkin Decarbonising Zone as follows:

The Decarbonisation Zone of Clondalkin will showcase the opportunities for decarbonisation and sustainable living in our County.

CA2: Clondalkin Decarbonisation Zone (DZ)

CA2 Objective 1:

Engage and support the emerging Decarbonisation Zone within Clondalkin and the surrounding area, facilitating co-ordination between SDCC Climate Action Plan and spatial planning to increase the impact and benefits that relevant plans and projects will have on the locality.

CA2 Objective 2:

Seek to achieve the DZ carbon emissions targets as set out in the SDCC CAP 2024 – 2029 through collaboration with the community and relevant stakeholders, the utilisation of sustainable development principles and the promotion and adoption of best practice measures.

The key goal of the Decarbonisation Zone is to reduce greenhouse gas emissions by 51% by 2030, compared to 2018 levels. This will require all areas of the local economy to come together and highlight efficient means to reduce carbon emissions. The boundary of the proposed DZ includes the LPF boundary but also extends to parts of west and north Clondalkin.

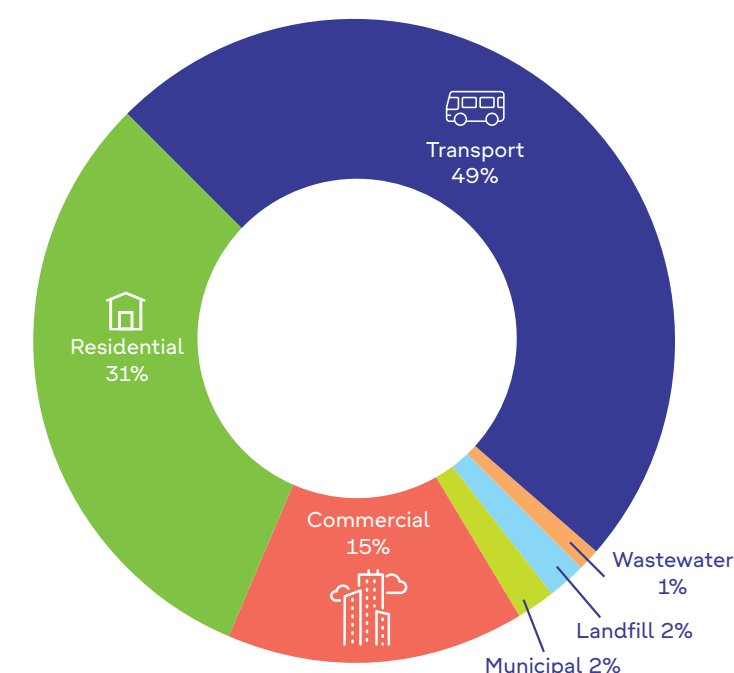


Figure 3.4: Baseline Emissions Inventory (BEI) for Clondalkin Decarbonising Zone showing key sources of GHG Emissions

3.2.2 Energy Efficiency in Buildings

A Building Energy Rating (BER) certificate rates a home's energy performance on a scale between A and G. A-rated homes are the most energy efficient, while G-rated homes are the least energy efficient. The design, construction and operation of new buildings have a significant role to play in reducing energy demand and increasing energy efficiency into the future.

As stated in the County Development Plan written statement (CDP), Policy E3 looks to support high levels of energy conservation, energy efficiency and the use of renewable energy sources in new and existing buildings including the retro fitting of energy efficiency measures in the

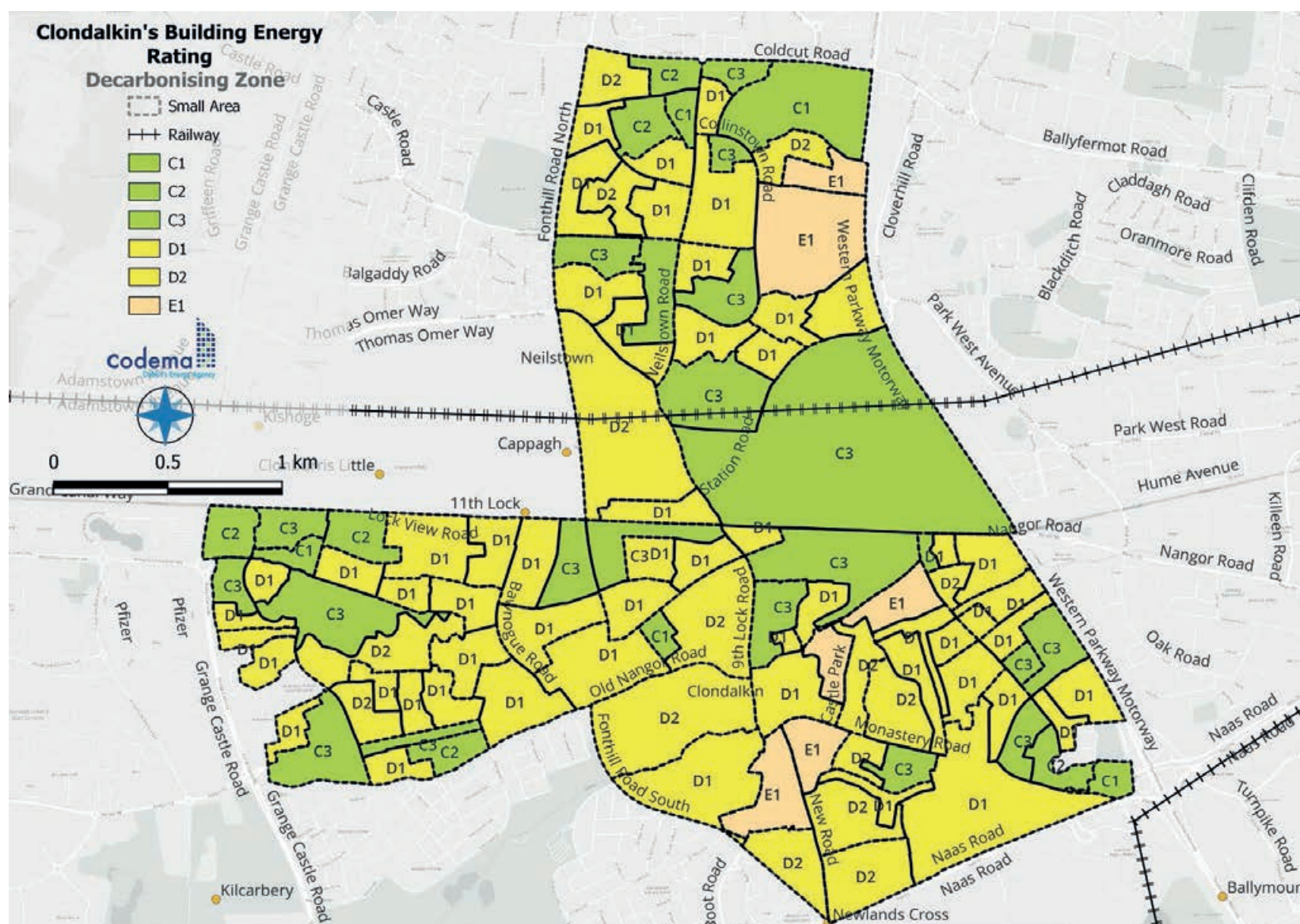


Figure 3.5: Estimated Average Building Energy Rating (BER) of the houses in each small area in the Clondalkin DZ.

existing building stock in accordance with relevant building regulations, national policy and guidance and the targets of the National and South Dublin Climate Change Action Plans.

For the most part, the Building Regulations, which are implemented outside the planning system, set the standards for building construction. However, planning policy can influence through encouragement of repair and refurbishment of existing buildings rather than demolition and through the positioning of new buildings to achieve solar gain. In line with E3 Objective 2 of the written statement of the CDP, the LPF will prioritise where possible the retrofitting of buildings over demolition and reconstruction to reduce the large quantities of embodied carbon energy generated from building materials when building from the ground up.

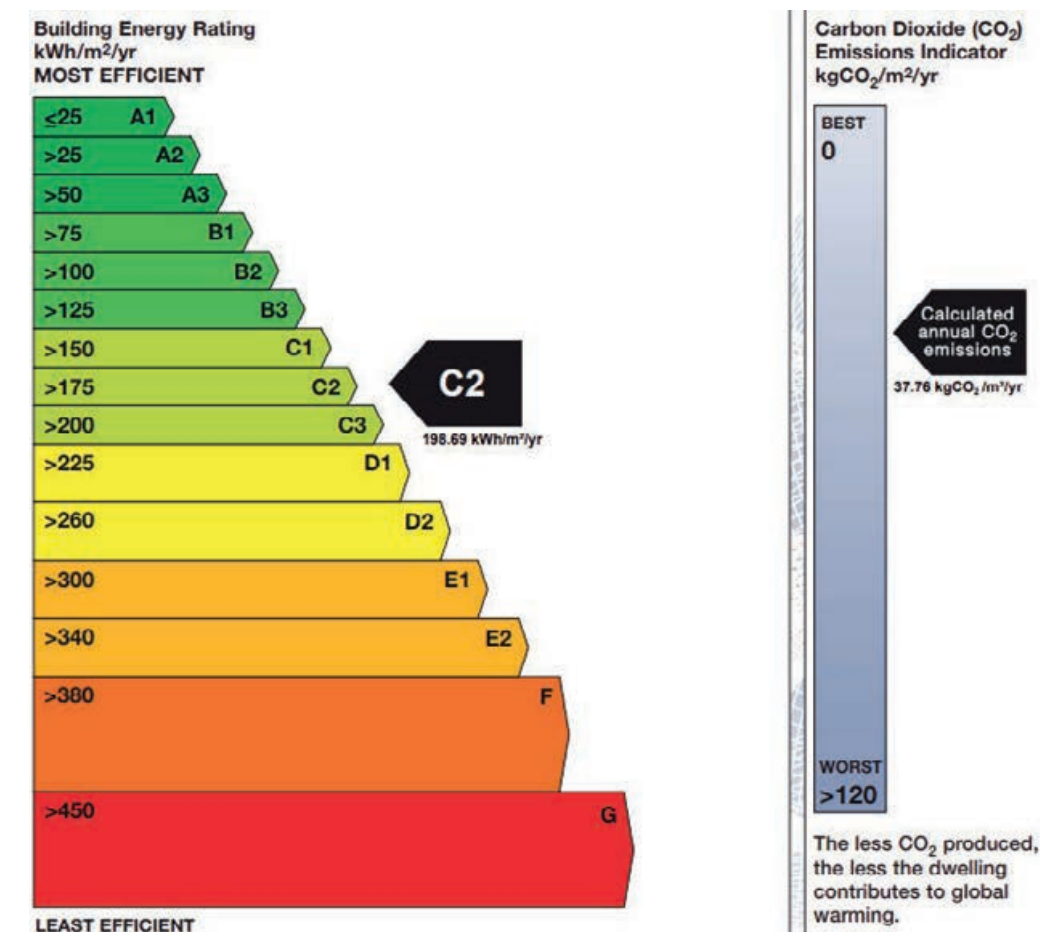
CA3: Energy Efficiency

CA3 Objective 1:

Prioritise, in line with RPO 7.40 and CDP Policy E3, the retrofitting and refurbishment of buildings over demolition and reconstruction where possible to reduce the large quantities of embodied carbon energy generated from building materials.

CA3 Objective 2:

Promote the retrofitting of buildings, through the Climate Action Team in partnership with local businesses and community groups, with the aim of delivering and improving energy efficiency and building climate resilience within Clondalkin.



Building Energy Rating (BER), Example Assessment

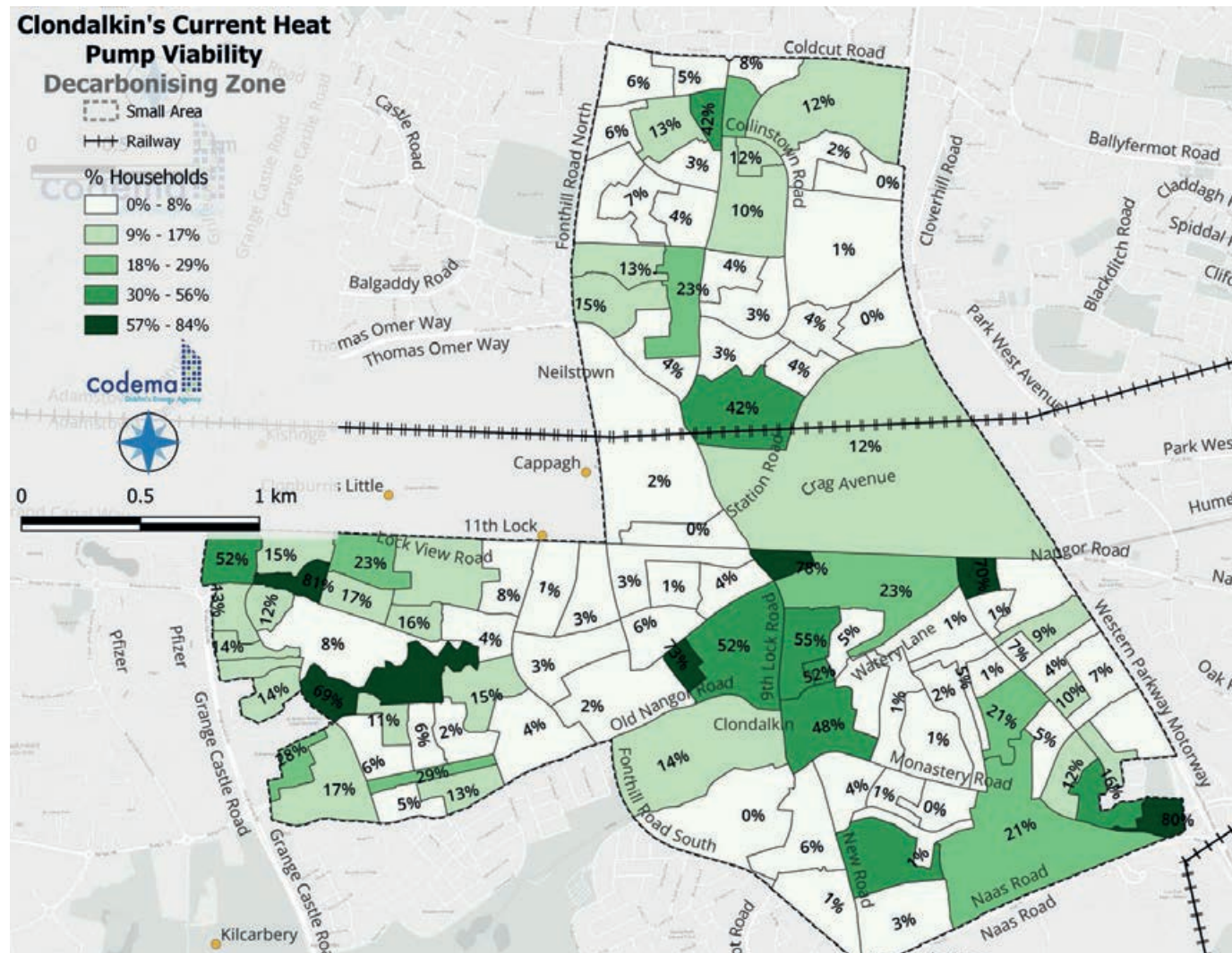


Figure 3.6: Heat pump suitability potential in Clondalkin DZ.

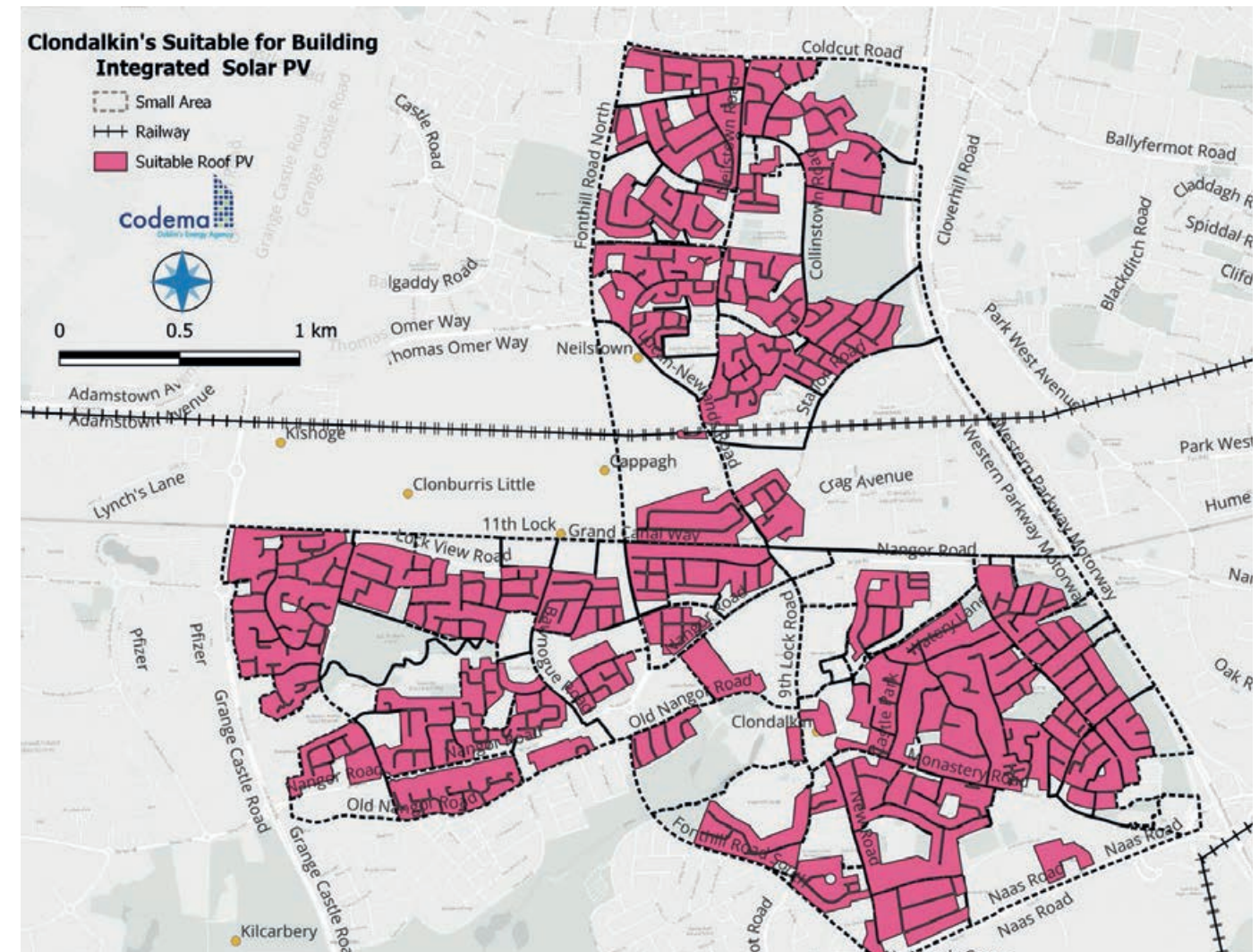


Figure 3.7: Potential Rooftop solar electricity opportunity in Clondalkin DZ.

3.2.3 Renewable Energy

As 2030 approaches, Ireland's need and requirement for further investment in renewable energy infrastructure has become more apparent. An increase in the use of renewables and low carbon resources including more local solutions in solar, heat pumps and district heating are supported and promoted by the LPF. Increased use of renewables is required to support the energy transition away from fossil fuels to reliant low carbon options.

The Clondalkin LPF, will support the Decarbonisation Zone, in the development of energy upgrades and improvements to provide appropriate renewable systems where possible. Supports can also be provided through information sessions so the wider community are aware of the benefits of renewable energy, what forms may suit them best and any available grants.

CA4: Renewable Energy

CA4 Objective 1:

Promote the benefits of choosing renewable energy through public information campaigns / community energy clinics among the community, ensuring homeowners understand available grants and incentives and their potential energy savings.

CA4 Objective 2:

Support renewable energy as part of new development and through retrofitting of existing buildings, including through an increase in solar panels, heat pumps, and micro wind energy where feasible.

3.2.4 District Heating

District Heating provides opportunities to decarbonise while expanding economic development within the wider Clondalkin settlement area. District heating enables the use of excess heat from large energy users and recycles it to provide heating for commercial and residential purposes. District heating is climate friendly and is typically more efficient than individual heating systems, leading to less maintenance and future proofing the energy network. Due to the abundance of large energy users within the county, district heating has the potential to supply a significant percentage of the County's heat demand.

The Dublin Region Energy Masterplan (DREM) proposed Grange Castle as an area that may represent further opportunities in terms of providing district heating, subject to a feasibility test.



CA5: District Heating

CA5 Objective 1

Explore opportunities for Clondalkin to create a sustainable district heating network which can provide heat to local homes and businesses, as well as provide opportunities in SDCC owned buildings and / or framework sites.

CA5 Objective 2

Promote engagement with potential district heating providers in the area and developers with a view to investigating the use of district heating for new development on the 9th Lock Road framework site and/or other sites where feasible.

in the transition to a climate resilient, low carbon community. To roll out the decarbonisation zone within Clondalkin, interventions are required to promote active travel, improve public transport provision and reduce the number of journeys made by private transport (See Chapter 5 for further detail).

CA6: Decarbonising Transport

CA6 Objective 1:

Support as appropriate, initiatives or interventions to help create a climate resilient, low carbon community in line with the roll out of the Clondalkin Decarbonisation Zone and implementation of the Local Transport Plan (LTP).

CA6 Objective 2:

Deploy public EV charging hubs within Clondalkin LPF at key transport nodes, as part of the Dublin Local Authority Electric Vehicle Charging Strategy.

3.2.5 Decarbonising Transport

As part of the Local Transport Plan (LTP), objectives for investment and improvements to a sustainable transport network have been identified



Figure 3.8: Route of Uisce Éireann Proposed Water Supply Project Eastern and Midlands Region, with proposed termination reservoir at Peamount.

3.3 Infrastructure

Water Supply and Wastewater

The *Water Framework Directive* (2000 / 60 / EC) provides the overarching set of arrangements governing the management of water quality across Europe. The *Urban Wastewater Treatment Directive* and the *Drinking Water Directive* set standards for wastewater and water supply respectively and have been transposed into Irish legislation through regulations.

Uisce Éireann is the agency responsible for the operation of public water services nationally, mandated with the delivery of secure, safe and sustainable water services for Ireland, by delivering the highest quality drinking water and ensuring the wastewater system is properly treated and safely returned to the environment. SDCC is committed to working with Uisce Éireann to support the provision of water services to ensure sufficient water supply and wastewater infrastructure to allow for sustainable growth.

Water Supply

Water supply in Clondalkin is drawn from the Leixlip Water Treatment Plant and Ballymore Eustace Water Treatment Plant. Water supply within the wider Dublin area is at critical levels of demand, with the Water Supply Project for the Eastern and Midlands Region intended to ensure sufficient treated water to meet the longer-term growth of the wider region up to 2050. The termination point for this large infrastructure project is intended to be within SDCC at Peamount. The project has undergone a non-statutory consultation early in 2025 and is due to be submitted by Uisce Éireann to An Coimisiún Pleanála for a planning decision later in 2025.

Wastewater

Wastewater in Clondalkin is delivered by Uisce Éireann. Under the Greater Dublin Strategic Drainage Study (GDSDS, 2001), a strategic analysis was carried out of the existing foul and surface water systems within the Dublin Region. SDCC will continue to support Uisce Éireann in delivering key wastewater service projects. Upgrade works are ongoing at Ringsend Treatment Plant, necessary to provide for growth in the GDA. The Clonsaugh Treatment Plant, when constructed will significantly increase capacity in Ringsend. The Irish Water Investment Plan 2020 – 2024 includes for upgrade works to the 9B sewer. This sewer serves much of the population in Clondalkin and will require duplication in the future to ensure continued capacity in the wider network.

CA7: Water Supply and Wastewater

CA7 Objective 1:

Support Uisce Éireann in protecting existing water and drainage infrastructure and in promoting the ongoing upgrade and expansion of water supply and wastewater services to meet the needs of the existing and future population of the LPF area and beyond.

**CA7 Objective 2:**

Require all new developments within the Clondalkin LPF area to provide for a separate foul and surface water drainage system.

Surface Water and Groundwater

South Dublin County Council is responsible for surface water management and aquifer protection in the County, with the Office of Public Works (OPW) having responsibility for flood risk management. The main objective of the EU Water Framework Directive (WFD) is to protect and restore water quality in both surface and groundwater.

Sustainable Urban Drainage Systems (SuDS)

Sustainable Urban Drainage Systems (SuDS) are a nature-based solution to water management that aims to address surface water in a sustainable manner, by utilising and mimicking natural infiltration processes from the environment to reduce the rate of water run-off and improve water quality. The four objectives / pillars that SuDS seek to meet are highlighted in the Figure 3.9.

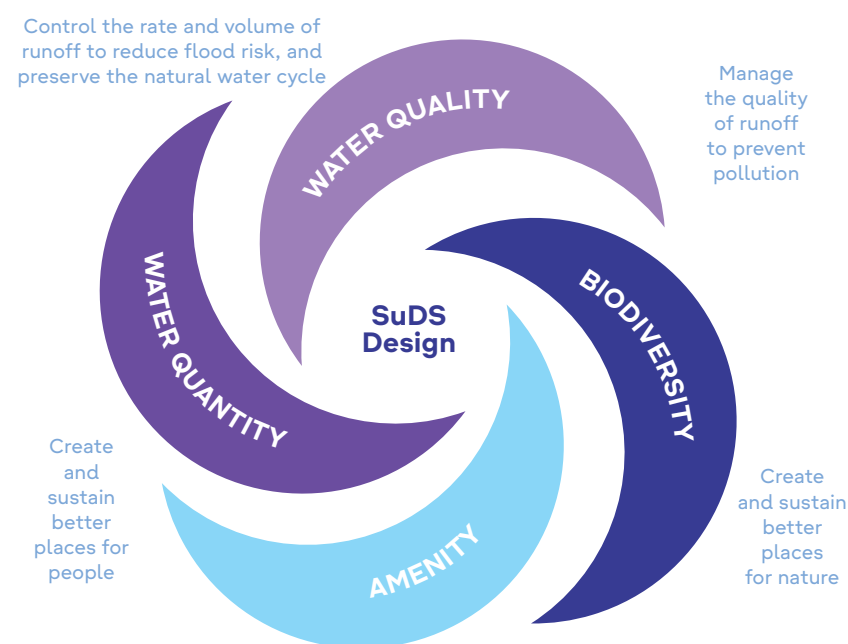


Figure 3.9: SuDS Objectives (Source: SDCC Sustainable Drainage Explanatory Design and Evaluation Guide 2022)

The Camac River flows through Clondalkin, in an east-west direction through the centre of the village. Though culverted in places, the river serves as a multi-functional ecosystem acting to mitigate flooding and improve water quality (see Riparian Corridors in this chapter and in Chapter 4), providing recreational amenity and clean / cool air as part of a key green infrastructure corridor (See Chapter 4 Green Infrastructure).

SuDS forms an important pillar in managing the quality of runoff to prevent pollution. The main objective of the EU Water Framework

Directive (WFD) is to protect and restore water quality in both surface and groundwater. The LPF will continue to promote the use of the 'South Dublin Sustainable Drainage Explanatory Design and Evaluation Guide' (2022) to promote the use of SuDS solutions within the LPF area. SuDS measures properly implemented on development and other sites also ensures that there is a reduction in surface water entering older combined surface water and wastewater drains (sewers), thus freeing up capacity for wastewater and limiting any unwanted overflow into the environment.

CA8: Surface Water and Groundwater**CA8 Objective 1:**

Ensure that surface water management plans are provided for all development proposals to include a surface water assessment for all sites, reported either in a standalone report, including drainage design drawings and supporting calculations, or they may form part of a more detailed flood risk assessment, which will also consider other flood risks.

CA8 Objective 2:

To require that climate change impacts are incorporated into drainage and surface water design, using the most recent allowances in the OPW Climate Change Sectoral Adaptation Plan

CA8 Objective 3

Promote the retrofitting of SuDS on private and public lands, such as retrofitting could include permeable paving on driveways, installation of rainwater harvesting systems and the provision of vegetated systems such as swales and bioretention areas within private gardens or public areas.

CA8 Objective 4:

To ensure that proposals for development demonstrate compliance with the EU Water Framework Directive and the River Basin Management Plan for Ireland 2022-2027. Proposals shall demonstrate that they will not, either individually or cumulatively, adversely affect the status of any waterbody, except where relevant exemptions apply. This will include requiring the removal of sediments and contaminants through the implementation of SuDS, ensuring that the quality of discharge from new development into the surrounding watercourses will not negatively impact their existing condition.

CA8 Objective 5:

Promote wetlands, where feasible, as a SuDS solution which has the additional benefit of promoting habitat creation.

Flood Risk Management

The EU Floods Directive and the recommendations of the 2004 National Flood Policy Review Report are driving forces behind flood management

in Ireland. The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and DECLG Circular P12 / 2014 address the interface between flood risk management and the planning system. The guidelines state that the steps in the plan making process and its Strategic Environmental Assessment need to be supported by an appropriate analysis of flood risk.

JBA Consulting have completed the Clondalkin LPF Strategic Flood Risk Assessment (SFRA) as part of this plan preparation, supporting the Strategic Environmental Assessment (SEA) of the plan. The assessment was carried out in accordance with the requirements of the Flood Risk Management Guidelines and the EU Water Framework Directive. The SFRA report is a separate document to be read in parallel with this Plan. The SFRA identifies and maps flood risk within the LPF boundary, supporting a sequential approach to planning, in accordance with the recommendations of the Flood Risk Management Guidelines.

Climate change adaptation and resilience has become one of the fundamental considerations for strategic planning especially with the fact that the LPF plan area is within the wider Decarbonisation Zone, adding emphasis to this. The impact or assessment of climate change has formed a core aspect of the SFRA process and as such, an appraisal of the potential impacts of climate change was carried out as part of the Strategic Flood Risk Assessment with regard to the OPW climate change parameters stated in the Flood Risk Management Climate Change Sectoral Adaptation Plan (2019), also international best practice within other European jurisdictions and the latest scientific studies.

For new developments within the LPF boundary a site-specific flood risk assessment which is in accordance with all appropriate guidance is required. A Hydromorphological assessment is required to be undertaken where proposed development is within lands which are partially or wholly within the Riparian Corridors (see Chapter 4 of this Plan and Policy GI3 and related objectives within Chapter 4 of the written statement of the CDP).

The Camac River flows directly through the LPF area creating a green infrastructure corridor as it flows from the southwest to the northeast of the Plan area. Flooding has occurred along the Camac including within Clondalkin. As this plan is being written, the Camac Flood Alleviation Scheme is being prepared by the OPW, SDCC and Dublin City Council (DCC) to help overcome the flooding of urban areas.

CA9: Flood Risk Assessment**CA9 Objective 1:**

To require an appropriately detailed flood risk assessment (FRA) to be undertaken in support of any planning application (see Section 5.2 of the accompanying Strategic Flood Risk Assessment (SFRA) document) for new developments within the Plan area, in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and the requirements of DECLG Circular P12 / 2014. For sites within Flood Zones A or B, a site-specific 'Stage 2 – Initial FRA' will be required and may need to be developed into a 'Stage 3 – Detailed FRA'.

CA9 Objective 2:

To ensure that flood risk assessments demonstrate the use of the sequential approach as set out in the Planning System and Flood Risk Management Guidelines for Planning Authorities, in terms of the site layout and design and satisfies the Justification Test (where required), demonstrating that appropriate mitigation and management measures are put in place before any proposal can be considered acceptable in principle. Consideration to the potential impacts of climate change is required in accordance with the LFP SFRA for new development.

CA9 Objective 3:

Support and facilitate, in tandem with the OPW and DCC, the delivery of the Camac Flood Alleviation Scheme, in as environmentally sensitive a way as possible and to ensure that zoning or development proposals do not impede or prevent the progression of this scheme.

Riparian Corridors

As highlighted in the CDP, riparian corridors are now regarded as essential for ecosystem provision including flood risk management. Hydromorphological integrity is identified in the WFD as one of the three key criteria for determining waterbody status, with an objective of the LPF to require Hydromorphological Assessment of development proposals that are within riparian corridors to demonstrate how the integrity of the riparian corridor can be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology. See also Chapter 4 of this Plan.

CA10: Riparian Corridors

CA20 Objective 1:

To develop, protect and conserve riparian corridors in the Clondalkin LPF, in accordance with Policy GI3 and related objectives of the County Development Plan increasing riparian corridor connectivity where possible.

CA10 Objective 2:

To protect existing floodplains and ensure that inappropriate development does not occur along existing watercourses that flow through lands or on floodplains within the LPF area.

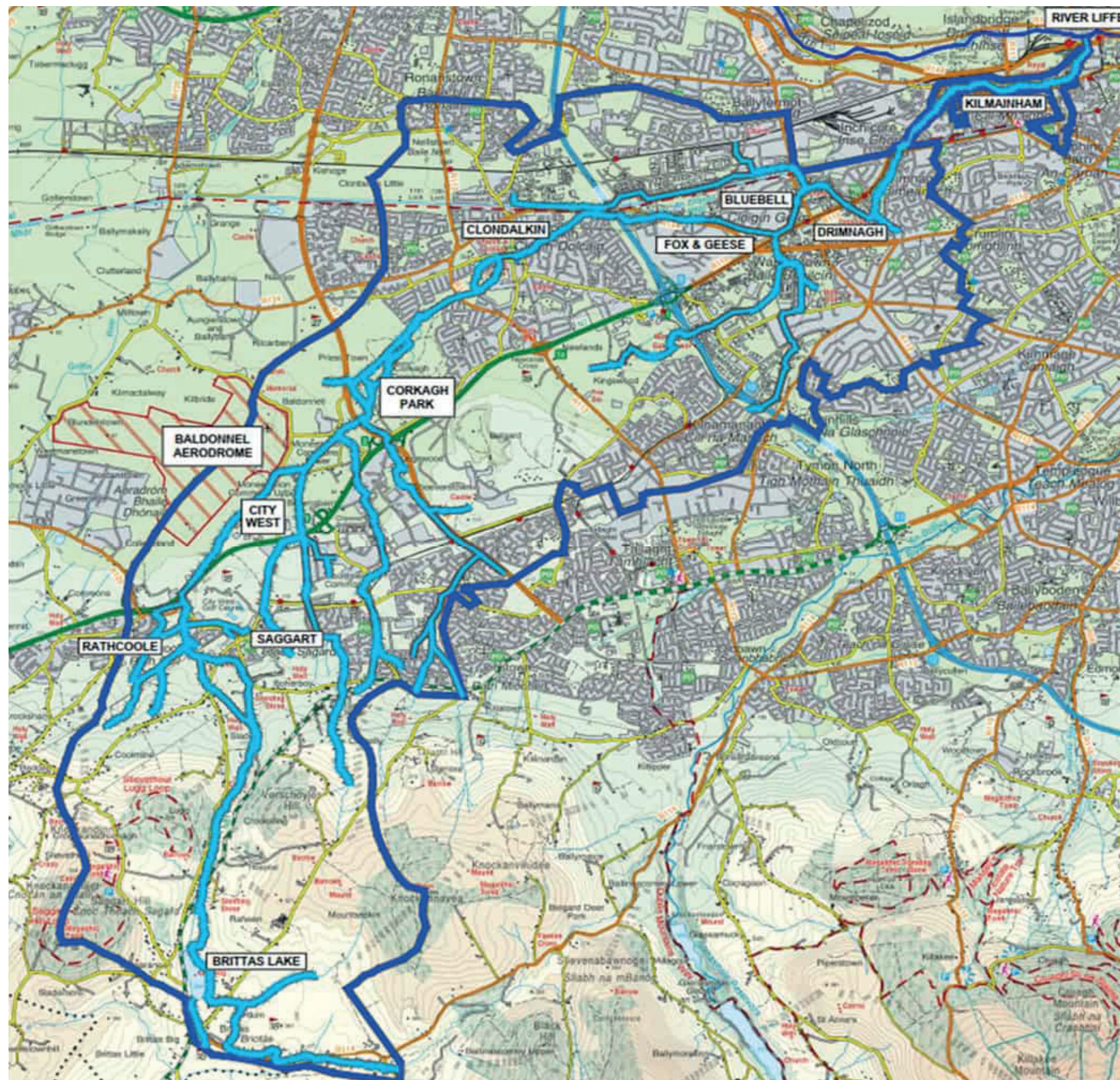


Figure 3.10: The Camac River Flood Alleviation Scheme Catchment Area.



3.4 Electricity Infrastructure

In terms of overground electricity infrastructure, the LPF area has one High Voltage Cable:

- 110 kV Overhead Line
- 110 kV Underground Cable

In addition, a 38Kv substation is located towards the north of the Ninth Lock Road, providing power to the local area. For planning and development purposes, certain limits are imposed on building activity adjacent to transmission lines, especially in the case of suburban type residential developments and commercial / industrial developments. There is potential for some development or development types around existing electrical infrastructure, subject to their meeting the legislative and safety requirements, of Eirgrid and / or ESB Networks Ireland.

While the presence of the high voltage cable line in Clondalkin facilitates the area to meet the future electricity demands of customers, the concentration of such infrastructure passing through the village has visual and land use implications. The potential undergrounding of cables would help alleviate this issue and enhance the visual amenity of the area, though cost is high and may not always be feasible.



Figure 3.11: Electrical Infrastrucutre.

CA11: Electricity Infrastructure

CA11 Objective 1:

To protect the existing electricity infrastructure and support the development of a safe, secure and reliable supply of electricity and support the development of enhanced electricity networks where required, subject to the relevant environmental assessments.

CA11 Objective 2:

To explore with the ESB, the potential to relocate the existing substation on the Ninth Lock Road subject to it being feasible and maintaining the ability to cater for the current and future electricity demands in the LPF area.

CA11 Objective 3:

To investigate the potential for undergrounding of cables and where demonstrated not to be a feasible option to provide for appropriate development within or alongside identified safety areas associated with the electricity infrastructure.

“District Heating provides opportunities to decarbonise while expanding economic development within the wider Clondalkin settlement area.”



Chapter 4: Green Infrastructure

4.1 Introduction

The 'layered' format of the South Dublin County Development Plan aims to facilitate a holistic approach to ensuring Climate Action is at the forefront of all future developments within the County. Green Infrastructure (GI) along with compact growth, sustainable travel, flood management and efficient use of land and associated infrastructure are essential components of the policy layers needed to achieve the necessary climate action and inform core principles of this plan making process. As a network of green (land) and blue (water) spaces GI improves the quality of the environment, the condition and connectivity of natural areas, as well as improving citizens' health and quality of life.

The Development Plan has the following vision for the future of GI in the County:

'Promote the development of an integrated GI network for South Dublin County working with and enhancing existing biodiversity and natural heritage, improving our resilience to climate change and enabling the role of GI in delivering sustainable communities to provide environmental, economic and social benefits.'

GI itself is defined as comprising 'the interconnected network of natural, semi-natural and artificial habitats, green spaces and ecological assets that traverse our urban and rural areas. GI networks are spatially defined in terms of several common components.'

The County Development Plan sets out a clear GI Hierarchy within the County. Core or hub areas serve as anchors within a GI network. They are the point of origin and destination for wildlife and are sites at which essential ecological processes occur. Corridors represent the physical links that tie the network together. They comprise of linear open spaces and watercourses and allow for the migration of species between Core habitats (Figure 4.1).

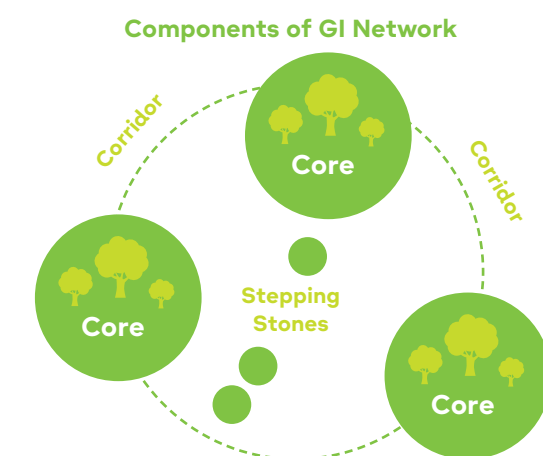


Figure 4.1: Components of GI network.

4.2 Strategic Themes

Within this hierarchy the GI policies for South Dublin County are organised under the following five themes to reflect the broad range of ecosystem services and benefits that GI provides (Figure 4.2). These themes are mutually supporting, with specific policies helping to contribute to a stronger and more resilient county-wide GI Network. The wider policy approach under each of the themes is set out below.

The vision, hierarchy, themes and related policy around Green Infrastructure are applicable to all areas of the County and are applied here to the Clondalkin LPF.



Figure 4.2: Key GI themes from the County Development Plan.

Policies from the County Development Plan have informed the following overarching GI objectives for Clondalkin:

GI1: Overarching

GI1 Objective 1:

Protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach, protecting, enhancing and further developing the identified interconnected network of parks, open spaces, natural features, protected areas, and rivers and streams that provide a shared space for amenity and recreation, biodiversity protection, water quality, flood management and adaptation to climate change.

GI1 Objective 2:

Ensure that all new development within the Clondalkin area strengthens the existing Green Infrastructure network where possible, to protect and enhance biodiversity.

GI1 Objective 3:

Protect and enhance the natural, historical, amenity and biodiversity value of watercourses within the LPF area.

Accommodate flood waters as far as possible during extreme flooding events and enhance biodiversity and amenity through the relevant riparian corridors and the application of policy and objectives within the County Development Plan.

GI1 Objective 4:

Require the provision of Sustainable Drainage Systems (SuDS) in all new developments in Clondalkin to maximise biodiversity, amenity, and climate mitigation benefits from the use of these systems.

GI1 Objective 5:

Strengthen the County's GI in Clondalkin to improve resilience against future shocks and disruptions arising from a changing climate.

GI1 Objective 6:

Improve the accessibility and recreational amenity of GI in Clondalkin to enhance human health and wellbeing while protecting and enhancing the natural environment within which the recreation occurs.

GI1 Objective 7:

Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the County Heritage Plan and County Biodiversity Plan.

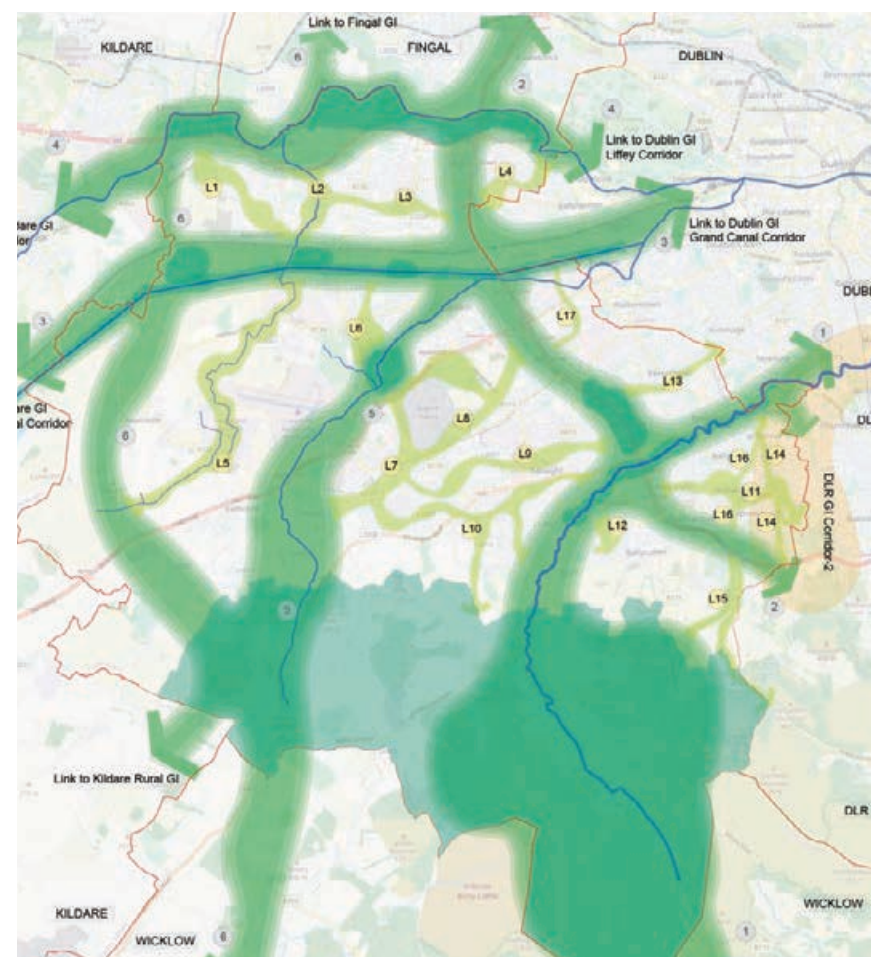


Figure 4.3: County GI strategy map showing the five primary GI corridors.

4.3. The County GI Network and Clondalkin-Corridors/Core Areas and Stepping Stones

The County Development Plan identifies five primary GI corridors across the County (Figure 4.3).

Three of the five county GI corridors converge at the northeastern edge of the Clondalkin LPF area (see Figure 4.4). The Camac River corridor follows the route of the river through the LPF area. The route of the river and its corridor is interrupted at the centre of the village at the Mill Shopping Centre where it is culverted through the site. The Camac River corridor meets the Grand Canal Corridor where the latter runs along the northern edge of the area and also meets the M50 Corridor where it directly adjoins the eastern boundary of the study area at Knockmitten Park. For a detailed description of the County GI corridors see the County GI Strategy set out in the County Development Plan.



Corkagh Park comprising 120 hectares is identified as a strategic GI Core area within the County. It is a designated regional park that is rich in biodiversity, with over 390 different species of plants and animals and the Camac flowing through it. It offers significant amenity value, with open spaces, walkways, cycleways, and passive recreation areas. It also provides active amenity opportunities including football pitches, cricket facilities, cycling track and playgrounds.

Corkagh Park is linked directly to Clondalkin along the route of the Camac and its riparian corridor through Clondalkin Park, which also hosts areas of biodiversity with rich woodlands, meadows, hedgerow and scrub. Furthermore, it provides ecosystem benefits of which the riparian corridor of the Camac plays an important part, alongside the provision of a network of paths and recreational zones such as pitches. It is a significant core area immediately adjacent to the LPF area.

As the Camac flows northeast through Clondalkin there are further open space areas along Watery Lane which serve as stepping stones along the Camac River corridor.

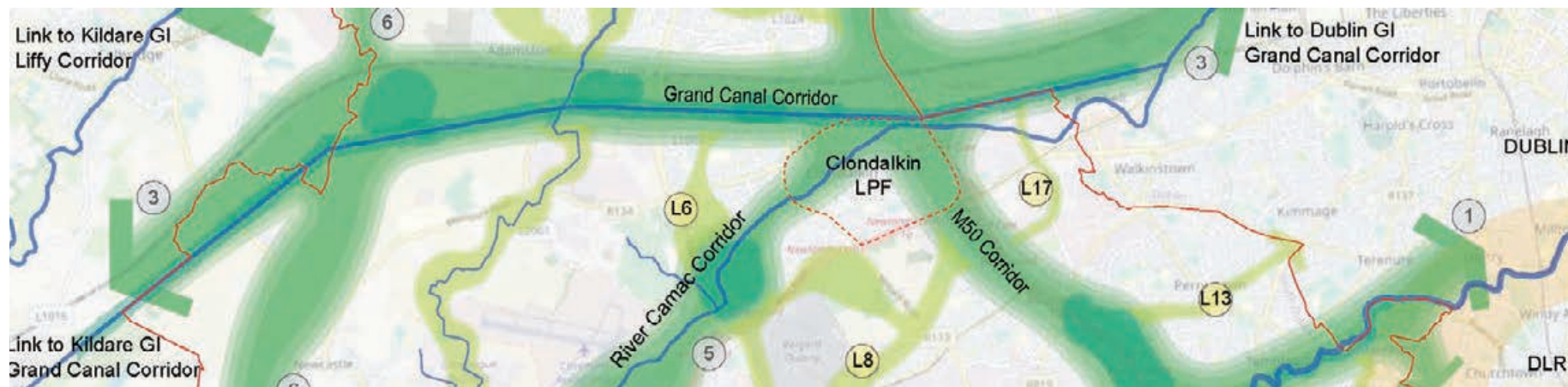


Figure 4.4: Convergence of GI Corridors (extract from CDP GI Strategy)

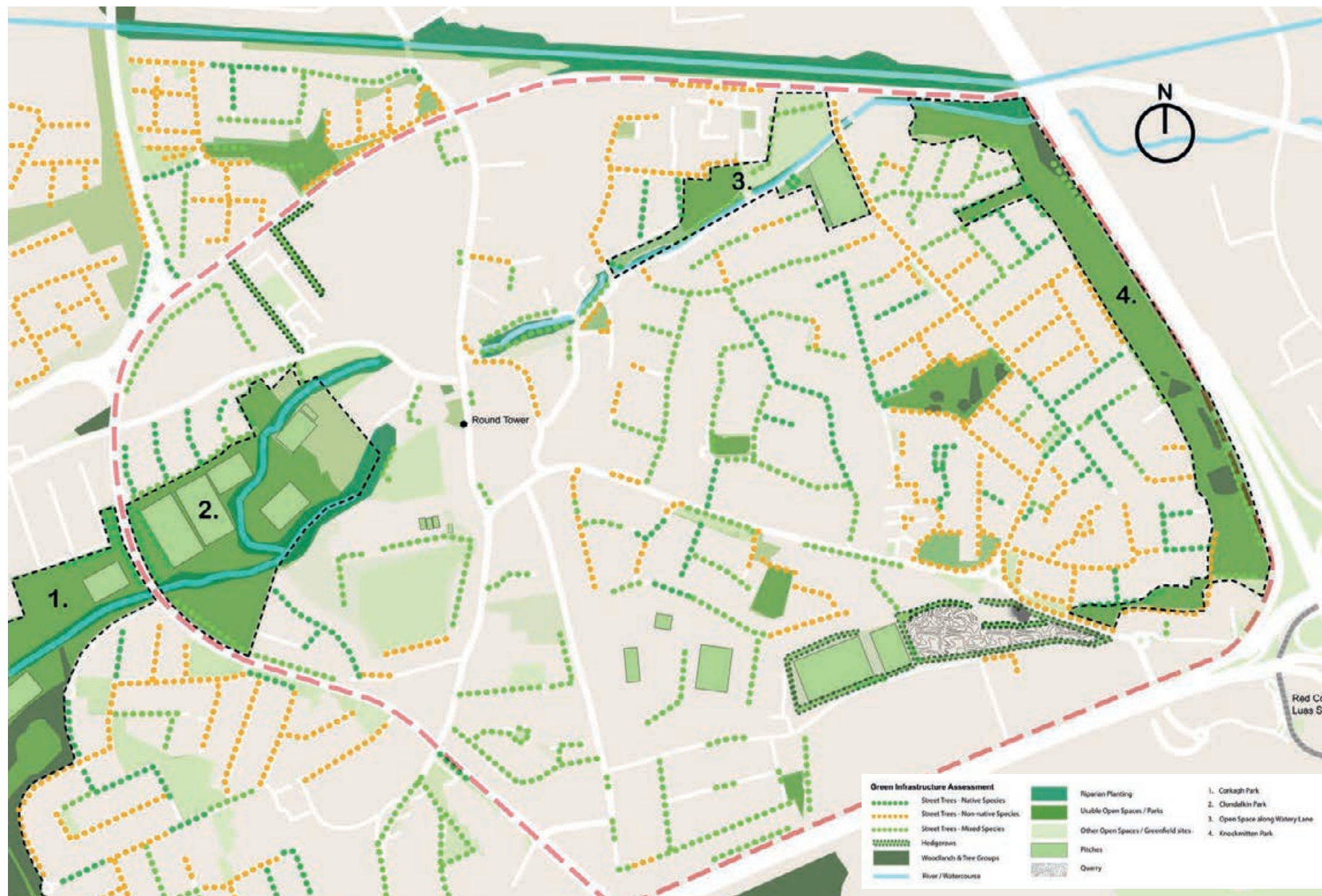


Figure 4.5: Map of existing GI elements (corridors, core areas and stepping stones).

Along the eastern boundary of the LPF area is Knockmitten Park. This park is generally composed of lawn spaces, used for recreation in conjunction with the Knockmitten Community Centre. The park forms part of the GI corridor along the M50 boundary, buffering adjoining residential areas from the M50.

Figure 4.6 shows these local stepping stones (Clondalkin Park, open space along Watery Lane, Knockmitten Park) which serve to connect the primary GI corridors. Stepping stones also include uninterrupted alignments of street trees, existing hedgerows and various alignments of mixed or non-native species.

4.4. Clondalkin: Analysis

Existing GI Overview

The study area includes approximately 50 hectares of open space. Three County GI Corridors the Camac, M50 and Grand Canal Corridors converge within the study area. Corkagh Park is a primary Core GI area in the County and regionally connects to Clondalkin along the Camac Corridor by way of Clondalkin Park. These primary GI elements are further enhanced by the existing open space network which serve as essential GI Stepping Stones throughout the study area. These include additional spaces in private, semi-private or communal ownership. They are also strengthened by uninterrupted alignments of native and non-native street trees. Stepping stones also include wildflower meadows, hedgerows, trees in public and private ownership. A Miyawaki mini-woodland was established in Corkagh Park in 2024 with a second mini-woodland planted in Clondalkin Park in 2025. See Figure 4.5 for the existing GI elements within the LPF.

Gaps and Opportunities

The Green Infrastructure assessment as part of the preparation of this plan identified a number of gaps within the GI network within the LPF area. The LPF has identified measures that, if applied in the short, medium or long term, would act as stepping stones to bridge the identified gaps and secure an LPF-wide strategic GI connection. There are also a number of areas where GI connectivity is fragmented and weak including within the public realm area, but where existing trees / hedgerows and green areas are in private ownership and if protected and retained, present an opportunity to protect and enhance existing GI elements. Over time, opportunities may arise through re-development of sites, road enhancement schemes or similar, to expand existing GI elements and create future stepping stones, further contributing to the delivery of LPF-wide connections. The following gaps/opportunities exist (See Figure 4.6):

1. Ninth Lock Road Framework and Surrounds Gap Ninth Lock Framework (CB Packaging) Site

The Ninth Lock Framework Site presents a unique opportunity to integrate GI elements providing links to the Village Centre and Corkagh and Clondalkin Park to the south, the Old Nangor Road VES (see Chapter 8) and the Mill Shopping Centre. It also offers opportunity to link GI

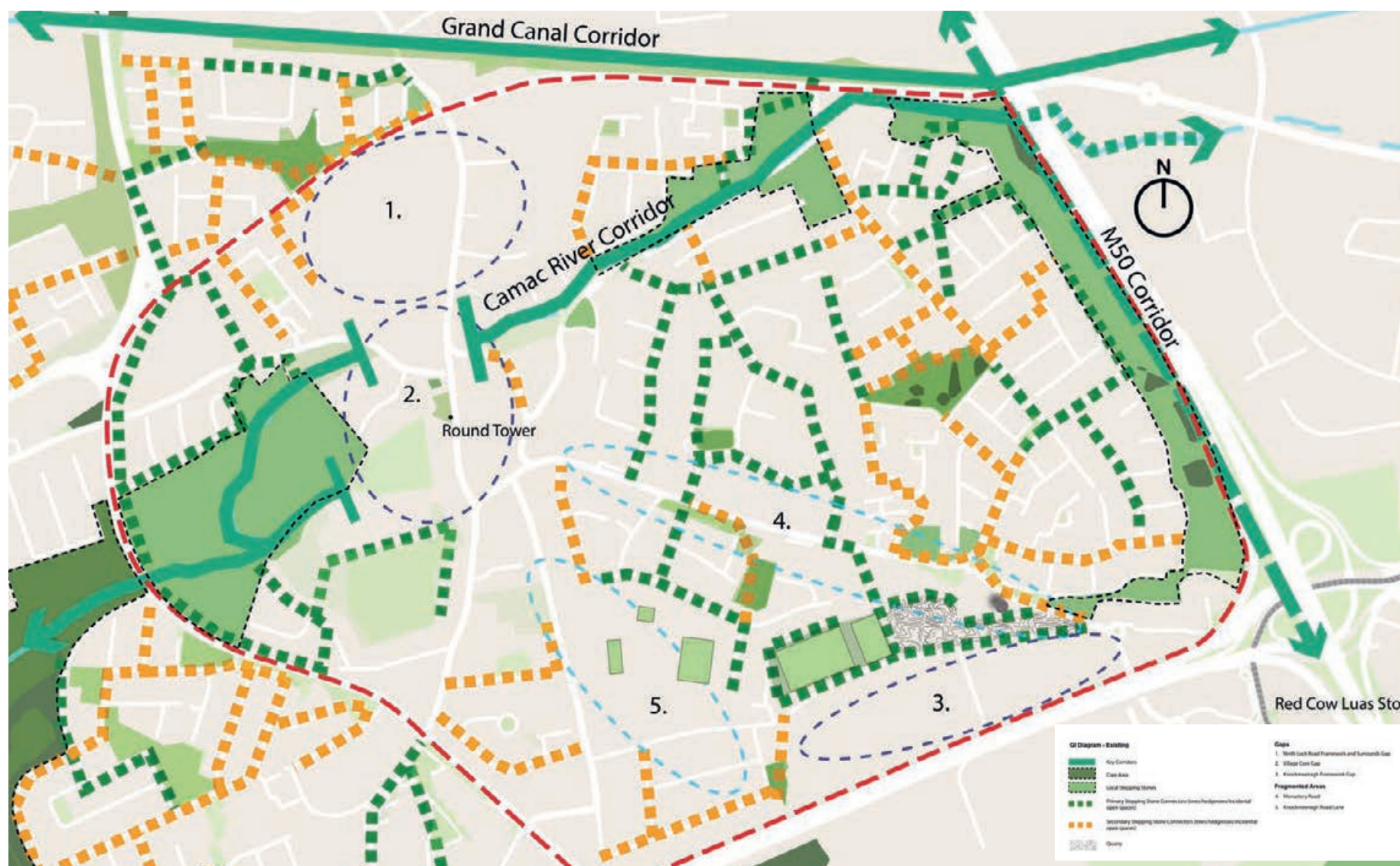


Figure 4.6: Stepping stones, stepping stone connectors and gaps within the existing GI corridors.

northward across the New Nangor Road to Dunawley Park and adjoining residential areas and to create greater linkages eastward across the Ninth Lock Road to Oakfield on the eastern side of the Ninth Lock Road.

Mill Shopping Centre

Figure 4.6 shows the green areas at Corkagh Park and Clondalkin Park extending towards the village along the route of the Camac. It then stops abruptly at the Mill Shopping Centre, with the river and its riparian corridor emerging at the Civic Plaza where it is then flanked by adjoining open spaces along Watery Lane as it continues northeast across the LPF area. The culvert starting at Old Nangor Road through the Mill Shopping Centre creates a gap in an otherwise strong GI corridor. The long-term de-culverting of the Camac here would be a significant benefit to the GI network of the LPF. In the short to medium term any re-development of this site should not compromise the potential for the de-culverting of the river and strengthening of the GI route through the site following the route of the Camac. At a minimum, GI elements through SuDS, soft

landscaping and so on, reflecting the route of the Camac and sufficient to bridge this gap, should be provided through any re-development of the site. Any redevelopment of the shopping centre site should be strongly integrated with any development of the Ninth Lock Framework Site.

2. Village Core Gap

Village Streets (Oval and Adjoining Lands)

There is sporadic tree planting throughout the village streets of Clondalkin along Tower Road, Old Nangor Road, Orchard Road and Main Street. The network of old walls throughout the village and its environs also acts as connective GI corridors for specialist plants and insects that rely on these historic features as habitats in built-up areas. There are also green areas on the lands between these streets within the 'oval' of the historic settlement, also featuring historic walls. Many of these areas comprise the front and back gardens of existing houses, where fronting onto these roads. Historic lands such as at St John's Church and around many of the protected structures in the village are essential elements of

the GI network of the village connecting to public GI elements such as existing and future public realm projects, street trees and historic walls. It is important for the connectivity of GI through the LPF area that these GI elements are retained wherever possible. Where these lands come forward for development, GI implications need to be considered, and elements of historic GI integrated into any new development regardless of size.

Old Nangor Road and Ninth Lock Road and Main Street

The Old Nangor Road, Ninth Lock Road and Main Street all present an opportunity as GI connectors across the village and to adjoining areas. The village centre streets are characterised by hard landscaping and limited tree planting but do feature historic walls which can contain biodiversity value. There are opportunities to link GI elements from Clondalkin Park through the field at Moyle Park across the Old Nangor Road, north to the Mill Shopping Centre and Ninth Lock Road Framework Site, and across the Ninth Lock Road to the Civic Plaza and along Watery Lane and towards Knockmitten. Similarly, any future new development or redevelopment on Main Street or adjoining lands present an opportunity to link to existing and future GI elements along Monastery Road, Laurel Park and adjoining areas.

Moyle Park Lands

Between the Old Nangor Road/Mill Shopping Centre and Clondalkin Park, the open lands at Moyle Park present an opportunity to protect future GI links between Clondalkin Park, Tower Road and the Old Nangor Road. It is essential that any future development of the site retains strong GI features and links to the adjoining GI elements mentioned above. It is a significant opportunity to retain and enhance the GI network through and within the Village Centre.

3. Knockmeenagh Framework Site Gap

The Knockmeenagh Framework Site lands also present a unique opportunity to provide strong links through the site and potentially towards residential green areas to the north, connecting with green elements along Monastery Road and Knockmeenagh Lane and Road to Laurel Park and towards Clondalkin Village.

4. Monastery Road and Knockmeenagh Lane/Road Fragmented Area

As with the Village Centre there are some street trees and pocket open space areas along these roads potentially linking Knockmeenagh to the Village. However, the front and rear gardens of houses along these roads also add to the overall GI network and act as a loose GI local corridor which it is important to protect, and over time where opportunity allows, through re-development of existing sites or new development, the retention and extension of GI elements. GI here also should be a strong consideration when public roadworks or proposed development comes forward. Furthermore, there is GI strengthening opportunity at the water tower and SIAC site along Monastery Road, these areas have the future potential to act as a local stepping stone to Knockmeenagh and northward to Monastery and adjoining residential areas.



GI2: Gaps and Opportunities

GI2 Objective 1:

To ensure that in areas where gaps have been identified that proposed development / redevelopment incorporates appropriate GI elements to enhance and expand the overall GI network.

GI3: Green Links

GI3 Objective 1:

Create and enhance the following ‘GI stepping stone’ opportunities across the LPF area enabling the delivery of the following potential GI connections over time:

Corkagh Park to Fonthill Train Station through Ninth Lock Framework Site (Short to Medium Term Potential)

Enhance existing fragmented corridor from Corkagh Park and Clondalkin Park across the Old Nangor Road, onward through potential GI connections in the Ninth Lock Framework Site, linking northward through Dunawley Park and adjoining residential areas.

Corkagh Park to Grand Canal and M50 GI Corridors (Short to Medium Term Potential)

Potential link from Clondalkin Park to the Old Nangor Road through Moyle Park and northward through potential development sites on Old Nangor Road connecting northward to the Mill Shopping Centre and eastward across the Ninth Lock Road to the Camac as it emerges at the Civic Plaza. This GI route runs along the edge of Riversdale, connecting the open space along Watery Lane which follows the route of the Camac and thus connecting to Knockmitten Park (on the M50 GI Corridor). Finally, there is potential to traverse the New Nangor Road and Camac through a new connection, providing a direct link to the Grand Canal and BusConnects on the New Nangor Road. Thereby, potentially linking the Camac, Grand Canal and the M50 primary GI Corridors. Potential route also between the Red Cow Luas Stop adjoining Knockmitten Park through the Park and along the Grand Canal on onward towards the Fonthill Train Station.

Station to Station (Long Term Potential)

There is long term potential for delivery of a GI link from the Luas Station at the Red Cow through the potential framework lands at Knockmeenagh. This route runs westward towards and through the village along Monastery Road or Knockmeenagh Lane/Road and onwards along Tower Road across Old Nangor Road, through the Ninth Lock Road Framework Site and northward onward to Dunawley Park and adjoining residential areas.



GI3 Objective 2:

Village and Approach

Reinforce and extend GI stepping stones within the village core and its approach, through emerging village enhancement and other schemes by retaining and protecting existing street trees and pockets of open space and planting new trees, where feasible. Where Village Enhancement Schemes or new development requires the removal of trees, appropriate replacement planting shall be identified within the Plan area.

“As with the Village Centre there are some street trees and pocket open space areas along these roads potentially linking Knockmeenagh to the Village.”

4.5 County Development Plan GI Corridor/ Core Areas/Stepping Stones objectives relevant to Clondalkin

As indicated above, there are three converging strategic corridors within the Clondalkin plan area. Each one is described in Chapter 4 of the County Development Plan alongside identification of the core areas, stepping stones and relevant objectives. There are opportunities within each of these and within the wider plan area to improve the GI connections and ecosystem services as identified below.

Strategic Corridor: M50 Corridor

The M50 is an important piece of national transport infrastructure that links South Dublin County Council to Dún Laoghaire, Dublin City and Fingal. While it acts to sever connectivity for biodiversity and for local communities on either side of this major transport route, the GI Strategy recognises that there are opportunities for GI enhancement along the M50.

Overarching Objectives relevant to Clondalkin:

- To enhance corridor links and biodiversity value through appropriate planting along both sides of the M50 Corridor, to maximise opportunities to ameliorate noise and air pollution, increase visual amenity, enhance biodiversity and provide continuous ecological corridors and green links where possible in consultation with TII / NTA.
- To investigate the potential to implement improved pedestrian and cycling infrastructure between the Grand Canal corridor and green spaces at Knockmitten.
- To identify and support additional north-south pedestrian and cyclist green links (for example at Grand Canal) as well as east-west links where possible.

Strategic Corridor: Grand Canal Corridor

The Grand Canal is a key national Green Infrastructure feature, acting as a major ecological and recreational link between the River Shannon in the midlands and Dublin City where the canal enters the sea. As a proposed Natural Heritage Area, the Canal supports a range of key ecosystem services along its entire route and offers a major route for a range of protected species from Dublin's rural hinterland through the urban environment of South Dublin County.

While the Grand Canal offers significant opportunities for recreation and amenity, these provisions must be appropriate to the status of the Canal, at a time of biodiversity loss, as a key biodiversity corridor.

Overarching Objectives relevant to Clondalkin:

- To protect and enhance the Grand Canal as an ecological green corridor, recognising its role as a national / regional corridor for wildlife and some ecosystem services.
- To engage with stakeholders along the Grand Canal to achieve shared objectives for this GI feature, without negatively impacting on the Canal's natural ecosystem services. To improve permeability and access to the Grand Canal for residents and visitors in a manner that does not cause habitat fragmentation.

Strategic Corridor: Camac River Corridor

This corridor generally marks the interface between the urban and rural parts of the County. It follows the route of the River Camac from its origins in the foothills of the Dublin Mountains through the urban area of Clondalkin, flowing through Corkagh Park, Clondalkin Park and eastwards through the green space parallel to Watery Lane until it exits the plan area by way of a culvert under the M50 at Knockmitten Park. While urban pressures have impacted upon the Camac River, it still sustains populations of protected species and habitats, making the Camac a key GI feature with potential as a regional level GI corridor.

Overarching Objectives relevant to Clondalkin:

- To avoid further fragmentation of the Green Infrastructure network at the urban fringe and strengthen existing ecological links between built-up areas along this corridor.
- To enhance the GI network by addressing habitat quality issues along the Camac River and by identifying and including additional 'stepping stone' opportunities along the river.
- To improve the ecological GI value and connectivity of landscape features created as part of permitted development.
- To seek the de-culverting of existing culverted sections of the Camac River Corridor.
- To promote the completion of a Greenway linking Corkagh Park with Clondalkin Village and onwards to the Grand Canal Greenway.

Camac Strategic Corridor: Core Areas and Stepping Stones - Strategic Objectives relevant to Clondalkin:

Corkagh Park is the only identified core area in the CDP on this corridor relevant to Clondalkin:

To preserve and enhance the status of Corkagh Park as a regional park for biodiversity and ecosystems services (including flooding) importance.

The LPF has identified the following as local stepping stones (Figure 4.7):

- Clondalkin Park
- Open Space along Watery Lane
- Knockmitten Park

Camac Riparian Corridor

Riparian zones are vegetated areas bordering rivers and other bodies of surface water. These are important due to the rich habitat provision along water bodies, which enable wildlife corridors to establish and facilitating species movements from place to place. The landscape of riparian corridors can vary between flood plains to steep embankments, while functioning as buffer zones that protect / improve the water quality in associated watercourses while at the same time protecting built areas from flooding. The natural presence and the protection of existing riparian vegetation plays an important role in the successful establishment, quality and flow of the existing watercourses. Riparian zones are particularly vulnerable to damage from inappropriate development. A key requirement of an integrated watercourse protection strategy is to set aside sufficient land along the river margin or corridor, as shown in Figure 4.7.

The County Development Plan includes policy and objectives for its mapped riparian corridors. This LPF has examined the riparian corridors in Clondalkin as part of the strategic flood risk assessment. The riparian zone for Clondalkin varies in width according to location and land use. The majority of the Camac riparian corridor does not achieve the minimum 10m vegetated buffer from the top of the riverbank as required in the objectives of the County Development Plan, see Figure 4.8.

GI4: Camac River Riparian Corridor

GI4 Objective 1:

To maximise the effectiveness of the Riparian Corridor in Clondalkin Park and other open space areas along the Camac through enhanced planting or other measures as appropriate to the integrity of the corridor.

GI4 Objective 2:

To seek to improve the integrity of the riparian corridor through enhanced riparian planting in conjunction with the Camac FAS along Watery Lane at Riversdale, Mayfield and Yellowmeadows.

GI4 Objective 3:

To support the completion of the Cycle South Dublin active travel route linking Corkagh Park with Clondalkin Village and onwards to the Grand Canal Greenway having regard to the need to maintain the integrity of the Camac riparian corridor, exploring any synergies with the Camac FAS.

GI4 Objective 4:

To require, where feasible, the relocation of footpaths/cycleways to be considered from the inside to the outside of the minimum 10-metre riparian buffer. In all other cases active travel links should, insofar as is feasible, be located as a minimum 10 metres from the top of the bank of the river.

GI4 Objective 5:

To require that ecological assessments are undertaken alongside hydromorphological assessments where any development, private or public, is within lands which are partially or wholly within the Riparian Corridors.

GI4 Objective 6:

To require, where deculverting is not feasible in the short-medium term, as part of any future redevelopment of the Mill Shopping Centre lands or Civic Plaza that planting and SuDS at ground level following the route of the Camac culvert is provided sufficient to serve as a GI stepping stone.

GI4 Objective 7:

Retain, protect and enhance the open channel of the Camac.

Flood Risk Management and Riparian Corridor

Flood risk in the LPF area has been considered through a Strategic Flood Risk Assessment (SFRA), informing this LPF and is included as an accompanying document. Section 7 of the SFRA addresses Flood Risk Management within the LPF area.

Flood events have occurred within the Plan area broadly coinciding with the route of the Camac and adjoining open space areas, reflecting their multifunctional purpose. The Camac Flood Alleviation Scheme is at preliminary design stage at the time of writing this plan and will take account of the implications of climate change. It is a joint project with South Dublin County Council, Dublin City Council and the OPW. See Chapter 3 for further understanding of flood risk management, and related objectives.

Flood Risk Management in this area is directly linked to the riparian corridor zone of the Camac within the Clondalkin LPF. Retention and

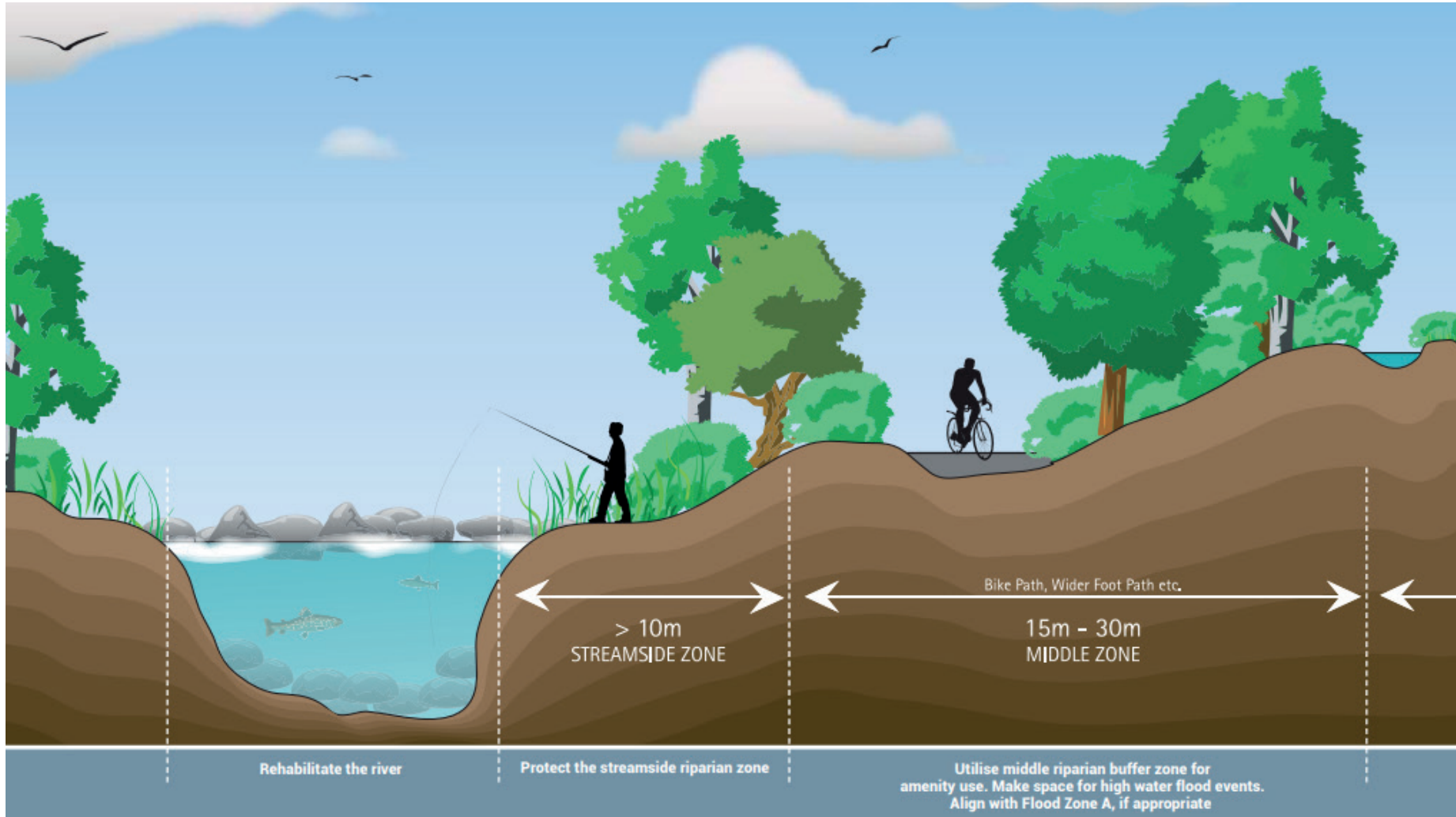


Figure 4.7: Riparian Buffer Zones (Source: *Planning for Watercourses in the Urban Environment*, (IFI, 2020))

protection of riparian corridors is critical to creating and strengthening GI networks, including flood mitigation. As in the County Development Plan, this LPF includes three key objectives relating to the riparian corridor (see also Chapter 3 of this plan), these are set out below:

GI5: Riparian Corridor - Overarching

GI5 Objective 1:

To ensure that hydromorphological assessments are undertaken where proposed development is within lands which are partially or wholly within the Riparian Corridors.

GI5 Objective 2:

Development proposals within the riparian corridors shall clearly demonstrate how the integrity of the Riparian Corridor will be maintained and enhanced having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.

GI5 Objective 3:

To promote and protect native riparian vegetation along all watercourses and ensure that a minimum 10m vegetated riparian buffer from the top of the riverbank is maintained/ reinstated along all watercourses.

GI6: Flood Risk Management

GI6 Objective 1:

To facilitate the Camac Flood Alleviation Scheme where flood alleviation measures are identified within the LPF area.

GI6 Objective 2:

To encourage natural flood defences in preference to hard flood defences wherever feasible and to examine the potential for a wetland within the Plan area as part of the Camac Flood Alleviation Scheme.

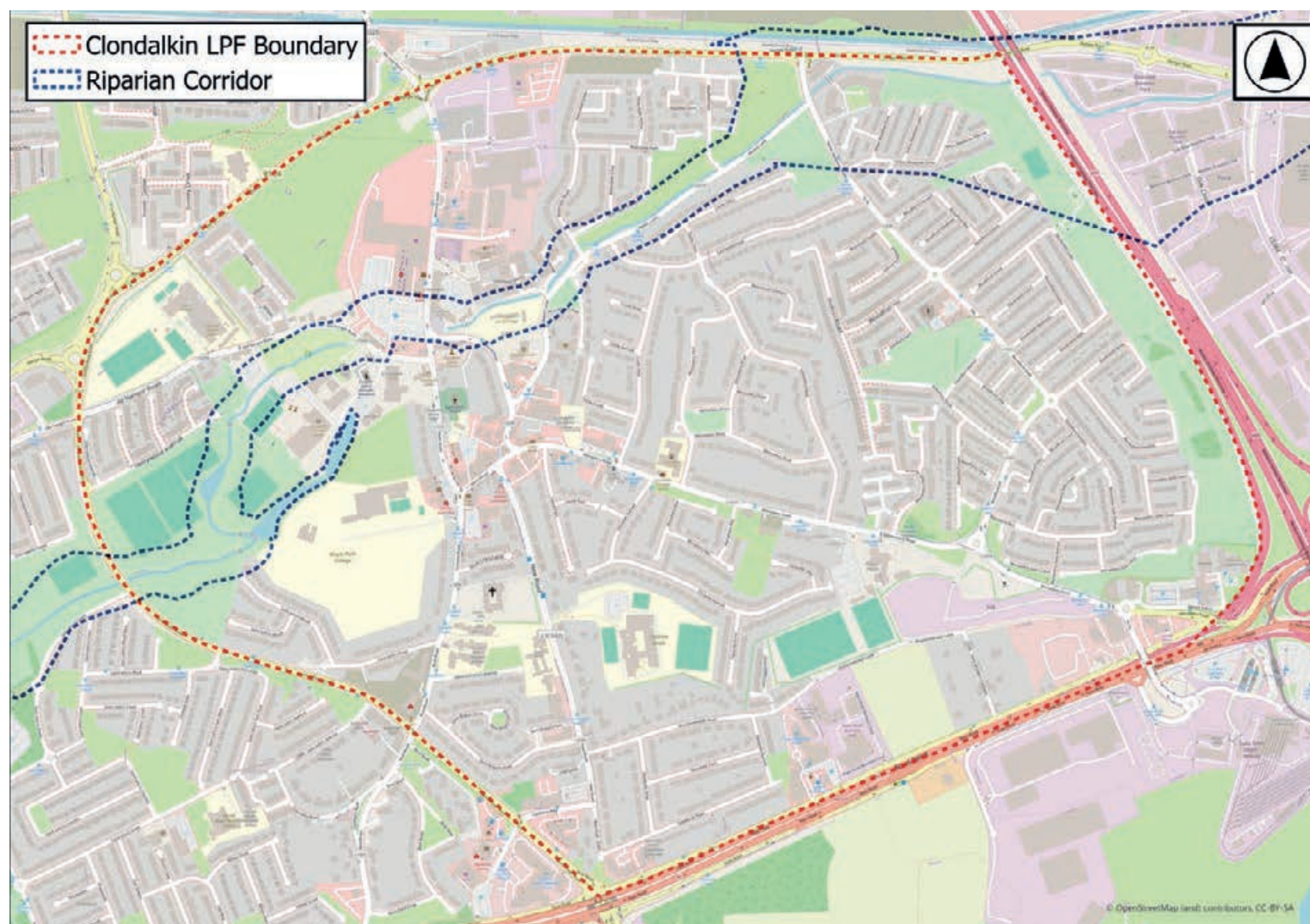


Figure 4.8: Riparian Corridor within the Clondalkin LPF.



Figure 4.9: Example of SuDS (Source: South Dublin County Council Sustainable Drainage Explanatory Design & Evaluation Guide 2022).

GI6 Objective 3:

To ensure that nature-based solutions are employed in new open spaces and any upgrades or revisions to existing open spaces to improve surface water quality and, where relevant, aid flood alleviation.

For more detail on SuDS, flood risk and riparian corridors see Section 3.3 of Chapter 3 (Climate Action and Infrastructure).

4.6. County Development Plan - Green Infrastructure: Clondalkin Village Case Study and Local Objectives

The County Development Plan, Appendix 4, includes a series of case studies providing GI policy recommendations for a range of settlement scenarios. The case studies demonstrate how local GI corridors could provide additional interconnectivity for the county-wide GI network and contribute ecosystem services at the local scale. One of these case studies considered policy recommendations for an Established Urban Area. In this category Clondalkin village was examined and policy recommendations were made. This Plan has reviewed those recommendations and has incorporated them, as appropriate, within relevant objectives set in this chapter and elsewhere.

The following Clondalkin Village Policy recommendations from the Clondalkin Village case study in Appendix 4 of the CDP to be advanced through the Clondalkin LPF include:

- Amelioration of air quality and noise through appropriate planting/screening;
- Improvement of water quality through SuDS and other measures (Figure 4.9);
- Retrofitting of hard paved areas to permeable surfaces where feasible;
- Retain the important ecosystems and heritage value of the Mill Ponds.

The key lesson emerging from the case study is the need to maximise existing GI assets within established urban areas. Other applicable lessons are as follows;

- To promote enhanced pedestrian and cycling links between existing GI infrastructure (including parks, greenways, river corridors) and town and village centres.
- To promote ecosystem services through, for example, the de-culverting of culverted rivers and streams where appropriate, the provision of SuDS, enhanced street planting, and use of green building approaches.
- To ensure that new urban development does not result in an overall loss of green infrastructure.

The policy recommendation and lessons from the case study are incorporated into the LPF through the various objectives in this and other chapters and are further focused at a site-specific level within the Urban Design Strategy.



GI7: New Development

GI7 Objective 1:

Improve the ecological value and connectivity of landscape features within new development through the implementation of the Green Space Factor, ensuring that all relevant developments meet the Green Space Factor score. In particular, ensure:

- a) All new developments are designed in accordance with SDCC’s Sustainable Drainage Explanatory, Design and Evaluation Guide 2022 or as amended and should incorporate Nature Based Solutions into the site design
- b) Provide for native tree and ecologically friendly planting on new development sites in line with public realm recommendations.

GI7 Objective 2:

Demonstrate the proposed GI connectivity to be achieved within the site of all new developments, including to external areas, by retention / protection and enhancement of existing GI assets or where this is demonstrated and agreed not to be feasible, through the creation of new GI elements.

GI7 Objective 3:

Demonstrate that development proposals within the riparian corridors will maintain and enhance the integrity of the Riparian Corridor having regard to flood risk management, biodiversity, ecosystem service provision, water quality and hydromorphology.

GI8: Public Realm

GI8 Objective 1:

Facilitate SuDS and nature-based solutions within the public realm and streetscape, ensuring it integrated to the greatest extent possible alongside the required transport network.

GI8 Objective 2:

Increase native street tree planting in the public realm and along existing streets where opportunity arises such as in VES to improve local air and water quality, maximise placemaking opportunities and improve overall effectiveness of GI.

GI8 Objective 3:

Require street tree planting along all new streets ensuring it is integrated with on-street car parking where the latter is provided. Street tree planting, and other tree planting where appropriate, should incorporate natural Sustainable Drainage Systems such as SuDS Tree pits, as part of a nature-based solutions surface water treatment train.

GI8 Objective 4:

Incorporate planting and permeable paving in new or upgraded car parking provision and surfaces to ameliorate the impact of pollution and surface water runoff.



“

Flood risk in the LPF area has been considered through a Strategic Flood Risk Assessment (SFRA), informing this LPF and is included as an accompanying document.

”



Chapter 5: Sustainable Movement

5.1 Introduction

In line with the strategic objectives of the County Development Plan (CDP), the creation of a well-connected and accessible village centre for Clondalkin is a key desired outcome of this Local Planning Framework (LPF). This can be achieved by integrating the village with adjoining local communities through the delivery of efficient and accessible options for movement for all.

As part of the preparation of the LPF, an Area Based Transport Assessment (ABTA) was carried out culminating in the Local Transport Plan which has informed the objectives in the LPF and which accompanies it. The integration of the preferred option identified in the Local Transport Plan with the wider objectives for Clondalkin, set out in the chapters of this Plan, has been a key aim in the preparation of the Plan.

The ABTA method uses the A-S-I approach (Avoid/Reduce - Shift - Improve). This approach aims to avoid / reduce the need to travel by organising land use and access, shifting to more sustainable transport modes, improving environmental sustainability of residual vehicular traffic and addressing the day-to-day efficiency of the transport network. The aim of the ABTA is to make sure that movement and accessibility of all forms, across all modes of transport are considered as a key component in the development of areas at a local level.

The application of the ABTA approach and the roll out of pre- draft public consultations, resulted in the development of options and associated concepts to demonstrate that the proposed transport interventions were feasible and to also give the public a good sense of what is being proposed within the relevant policy context. Detailed designs for the concepts and exact locations of different elements of transport infrastructure will require further and separate consultation with the community and, where relevant, environmental assessment through the Part 8 or relevant legislative process (development carried out by a local authority). This will include the preparation of detailed design drawings to inform a Part 8 and, where relevant, the required environmental assessment process before associated development takes place.



5.2 Policy Context

National Transport Authority, Greater Dublin Area Transport Strategy 2022 – 2042

The Transport Strategy for the Greater Dublin Area, 2022-2042 was prepared and published by the National Transport Authority in accordance with Section 12 of the Dublin Transport Authority Act, 2008. The Strategy aims to provide a sustainable, accessible and effective transport system for the GDA which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy.

The Strategy identifies four objectives to support the delivery of its aims. These can be summarised as:

- **An enhanced natural and built environment** - by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use and reducing car dependency;
- **Connected communities and better quality of life** – by improving connectivity between people and places;
- **A strong sustainable economy** – improving the opportunity for people to travel for work where and when they need to, and facilitating the efficient movement of goods;
- **An inclusive transport system** – a transport system which caters for the needs of all members of society.

Greater Dublin Area Cycle Network Plan 2022 - 2024

The Greater Dublin Area Cycle Network Plan was adopted as part of the GDA Transport Strategy 2022 – 2042 and identifies cycle networks across county boundaries in the GDA to ensure continuity of route networks. Proposals for the delivery of this planned cycle network are included in this LPF, supporting both the GDA cycle network and the approved Cycle South Dublin programme.

National Sustainable Mobility Policy, Department of Transport

The National Sustainable Mobility Policy sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to support Ireland meeting its climate obligations.

Spatial Planning and National Roads Guidelines for Planning Authorities, January 2012

The Spatial Planning and National Roads Guidelines for Planning Authorities set out planning policy considerations relating to development affecting national primary and secondary roads, including

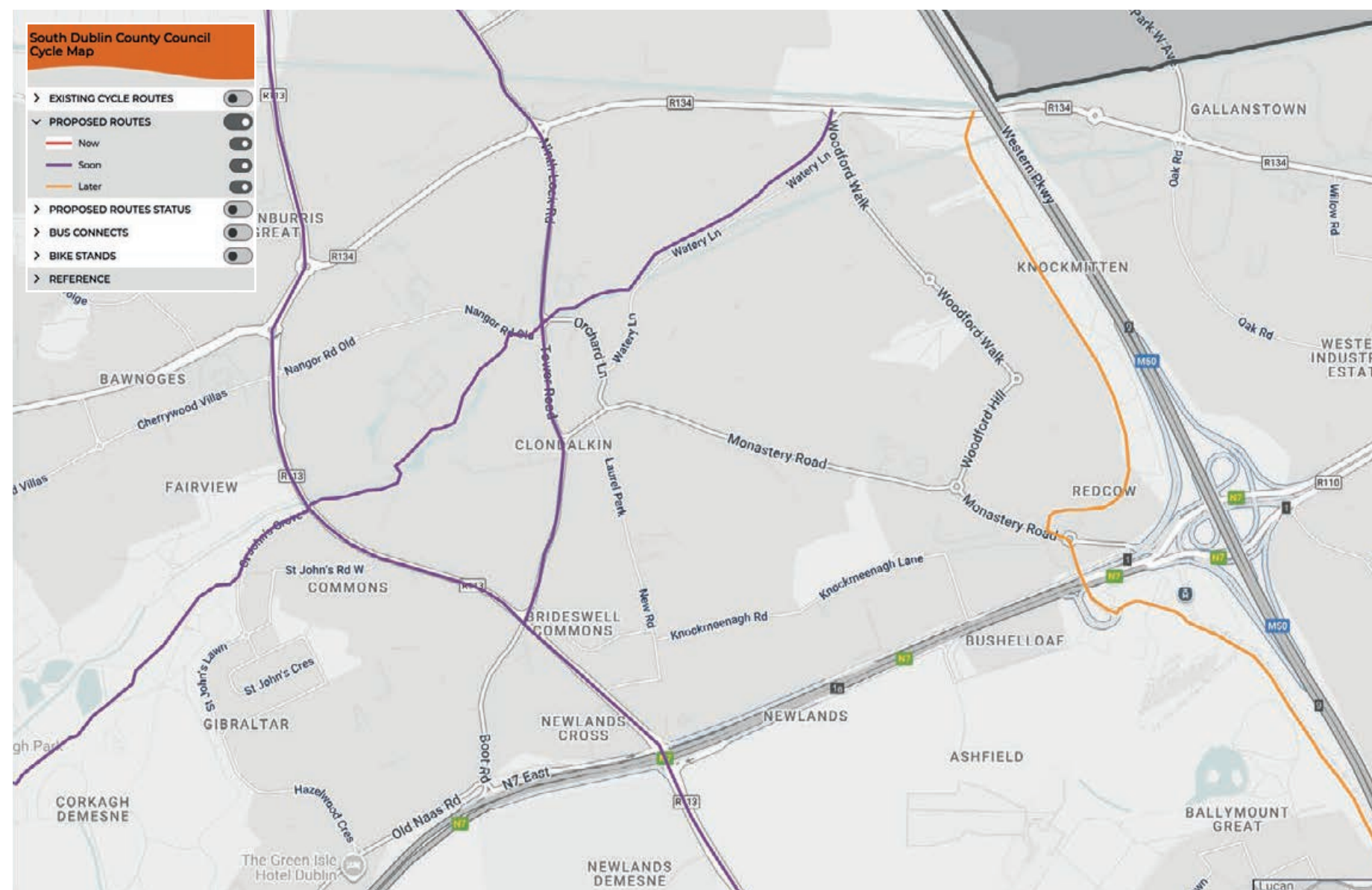


Figure 5.1: Cycle South Dublin Cycle Schemes. (Source: [South Dublin County Council: Cycle Map](#))

motorways and associated junctions, outside the 50 – 60 km/h speed limit zones for cities, towns and villages. Due to the proximity of strategic transport infrastructure (M50, N7) to the LPF boundary, the LPF has regard to these Guidelines.

South Dublin County Development Plan 2022 – 2028 (CDP)

The South Dublin County Development Plan 2022 – 2028 is consistent with national and regional planning and transport policy.

Policy QDP14 Objective 6 requires a Local Transport Plan to be carried out as part of any local area plan preparation process, commensurate to the scale of the plan. This Local Planning Framework (LPF) has had regard to the NTA and TII Guidance Note on Area Based Transportation Assessment (2018). Since the adoption of the CDP, the NTA / TII have released an additional document as follows relating to ABTA:

- Area-Based Transport Assessment and Local Transport Plans: Supplementary Advice Notice (2024).

Cycle South Dublin: Programme of Work

Cycle South Dublin is an ambitious programme of work that reflects the increasing importance of making cycling a realistic and integral part of how people move around the County. Its aim is to develop 45 routes that would deliver approximately 263km of new and improved cycle lanes over the next ten years, with commitments from the NTA and central Government.

As part of the scheme, cycle priorities have been identified using a NOW, SOON and LATER system, where projects aim to be delivered in the next 3, 5 and 8 years. Two projects relevant to Clondalkin are the Tallaght to Clondalkin scheme and the Corkagh Park to Grand Canal scheme. Both



Informing the Plan



Figure 5.2: ABTA Methodology. (Source: ABTA How to Guide Guidance Document)

schemes are identified as ‘Soon’ projects (progressed within the next 5 years) in the Cycle South Dublin programme and will provide additional active travel connections for all residents from within and outside the locality.

5.3 Area Based Transport Assessment (ABTA)

The aim of the ABTA Baseline Assessment is to collect a wide range of background data and information including details on travel patterns, origin and destination data, existing and future demand analysis, existing transport infrastructure and general area land use characteristics all of which will influence the policy outcomes of the LPF. Typically, a SWOC (Strengths, Weaknesses, Opportunities and Challenges) analysis is prepared which helps to identify the most important policy areas which should be addressed by the LFP. Further understanding on the background detail of this chapter can be found in the accompanying Local Transport Plan (LTP).

ABTA Methodology

The ABTA for the Clondalkin Local Planning Framework follows the methodology from the NTA / TII ‘Area Based Transport Assessment (ABTA), Advice Note (December 2018)’, ‘ABTA and LTPS – Supplementary Guidance Note (2024)’ and the NTA’s ‘How to Guide – Pilot Methodology (2021)’.

This Sustainable Movement chapter sets out the relevant preferred strategy and interventions which emerged from the ABTA process, and which has informed this Plan.

ABTA Baseline Assessment

The aim of the ABTA Baseline Assessment is to establish the receiving plan area characteristics in terms of transport demand / demand patterns, mode split, existing spatial characteristics, land uses, transport conditions and constraints relating to the Plan area.

Existing Travel Patterns and Mode Share

A detailed assessment of existing travel patterns was carried out, including a study on commuting journey times and mode split. From assessing travel patterns approximately 41% of trips originating in the study area have destinations within the study area, with 59% of trips being to external areas. The most popular destinations outside the LPF are Grange Castle, Park West, Tallaght, Ballymount, Kingswood, Kilnamanagh and Newcastle. A significant number of internal trips are to the school areas located at Convent Road / Boot Road and Laurel Park / New Road. Trips to Coláiste Chilliaín are also observed, as well as trips to the village centre.

63% of commuting trips to the study area originate from outside the study area, mainly traveling from the direction of Bawnogue, Deansrath, Clonburris, Lucan and Moorfield. Similar to the study area to study area trips, a significant number of trips originating outside the study area are to the school locations at Convent Road / Boot Road and Laurel Park / New Road.

Regarding commuting journey times, 54% of the population travel between under 15 minutes and 30 minutes each day to work, school or college. 23% of the population have a commuting time of less than 15 minutes, which highlights the opportunity for these trips to be made by bicycle or walking. 46% of the population in the area have a commuting time of more than 30 minutes.

The table below identifies the mode split of journeys to work, school or college based on 2022 Census of population data. Modal Split data from the 2022 Census of Population indicates that 60% of journeys to work and 37% of journeys to school or college are made by car.

Travel Mode	Work	School or College
Active Travel	9%	37%
Bus	12%	14%
Rail	5%	2%
Private	60%	37%
WFH / Home School	8%	1%
Not Stated	6%	9%

Table 5.1: Percentage Mode of travel to work, school or college. Source Census 2022, POWSCAR

Existing Walking Network

Clondalkin has a primarily flat topography with a pedestrian network consisting of footpaths, pedestrian links and pedestrian crossings (both signalised and zebra).

Within the surrounds of Clondalkin, the area is bounded by the M50 to the east, Grand Canal to the north and N7 to the south, all of which have

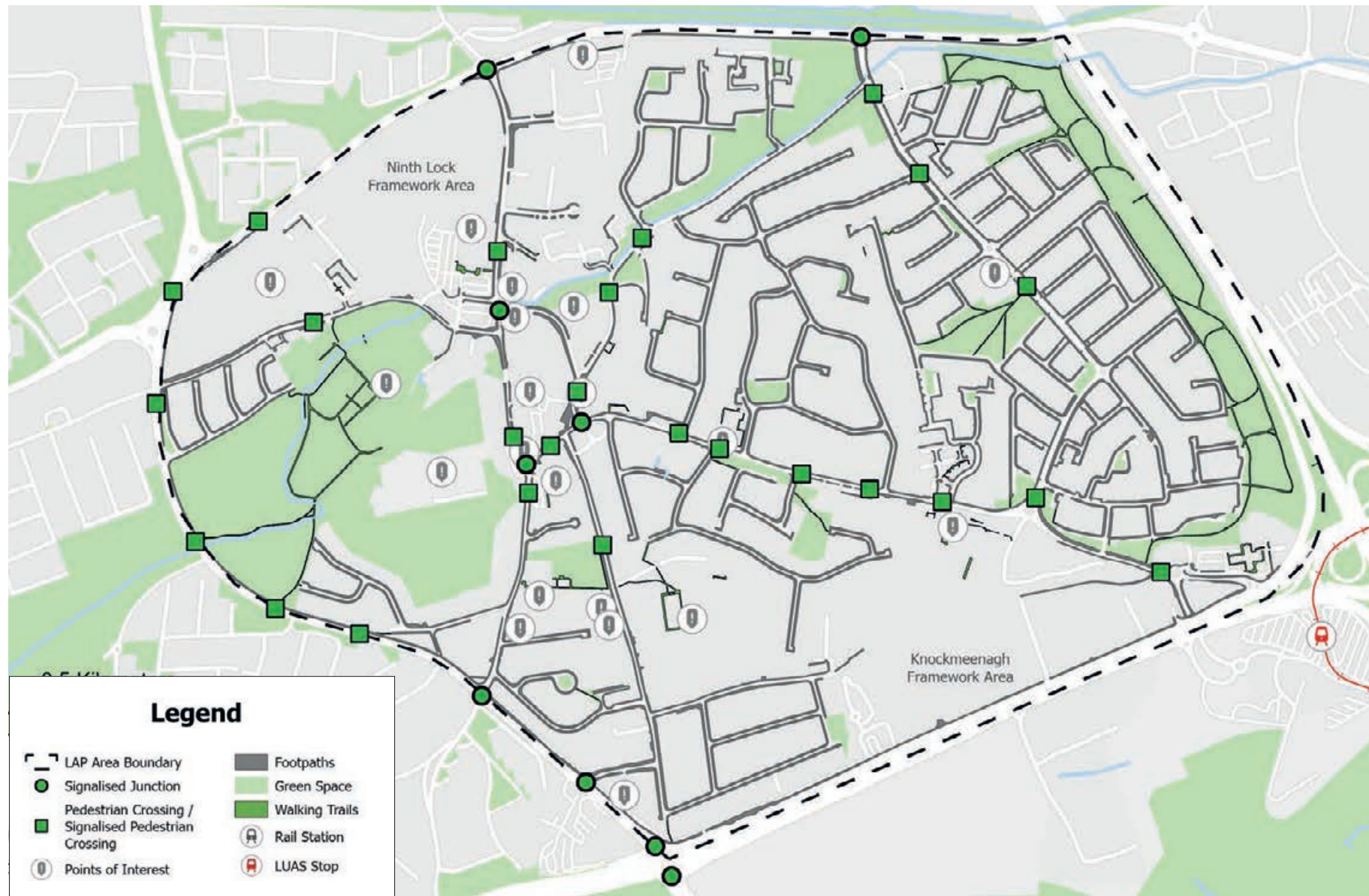


Figure 5.3: Existing Pedestrian Crossings.

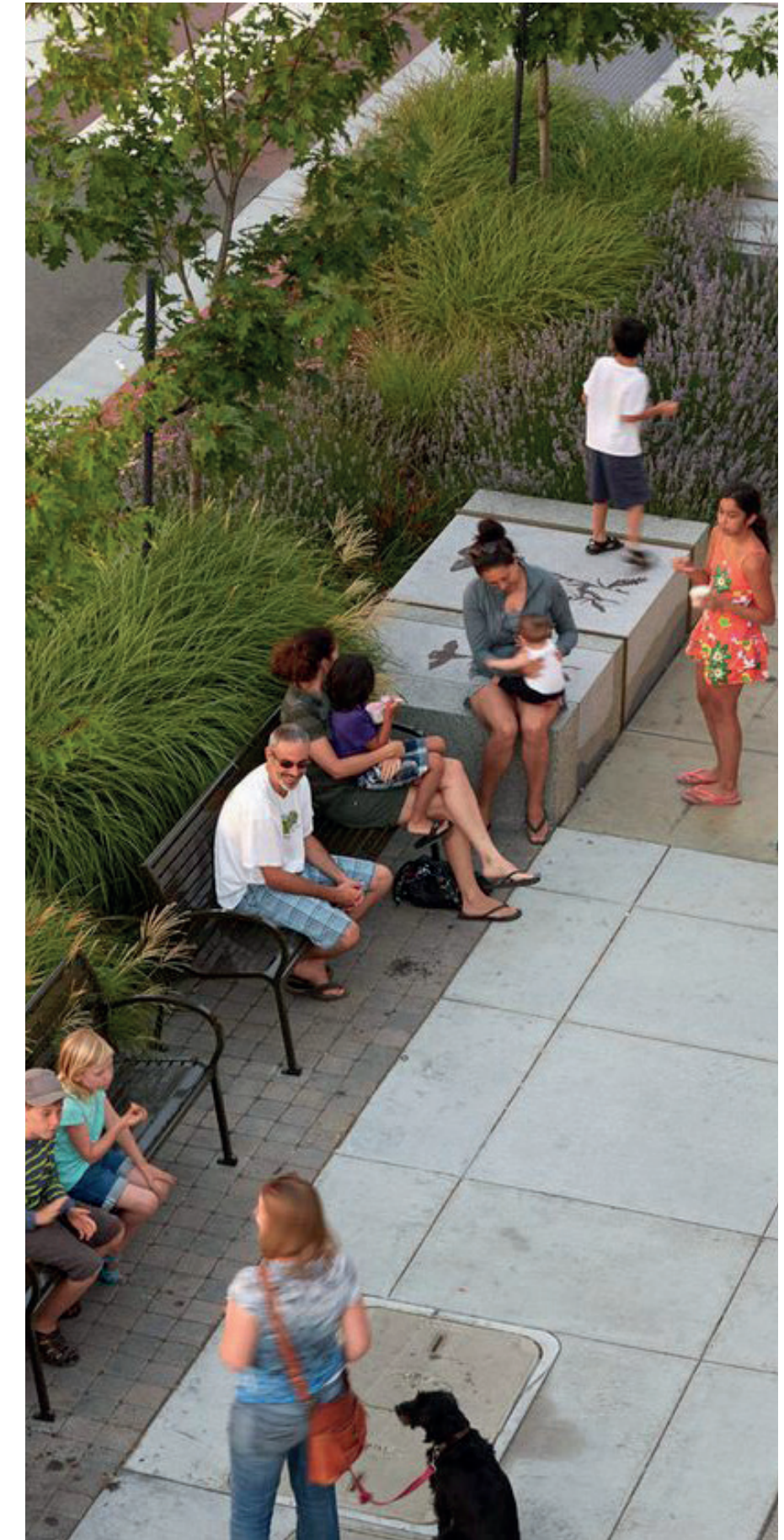
some pedestrian crossing facilities. The pedestrian crossings on these roads and the Grand Canal are listed below.

- **M50 Pedestrian Crossing:** Grand Canal Greenway, New Nangor Road, Red Cow Footbridge.
- **Grand Canal Pedestrian Crossing:** Ninth Lock Road, R113 Fonthill Road North.
- **N7 Pedestrian Crossing:** Newland's Cross, Joe Williams Bridge.

The area's external permeability is further constrained to the north by the Dublin-Kildare railway line. There are only three available railway crossings (Fonthill Road, Ninth Lock Road, Station Road / Cloverhill).

Local connectivity is facilitated through walking trails in Corkagh Park, Clondalkin Park and Knockmitten Park / Yellow Meadows Estate. There are footpaths along the majority of the local road network (Convent Road / Boot Road, Ninth Lock Road, Monastery Road and Woodford Walk).

In some instances, pedestrian connectivity exists but is not necessarily of good quality, attractive or well developed. There are areas where dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that are not contributing to a safe environment for pedestrians. Poor signage, lack of CCTV, overgrown vegetation and lack of lighting have been observed along pedestrian routes. The island in the town centre between Tower Road and Orchard Road is not permeable for pedestrians (pedestrian friendly).



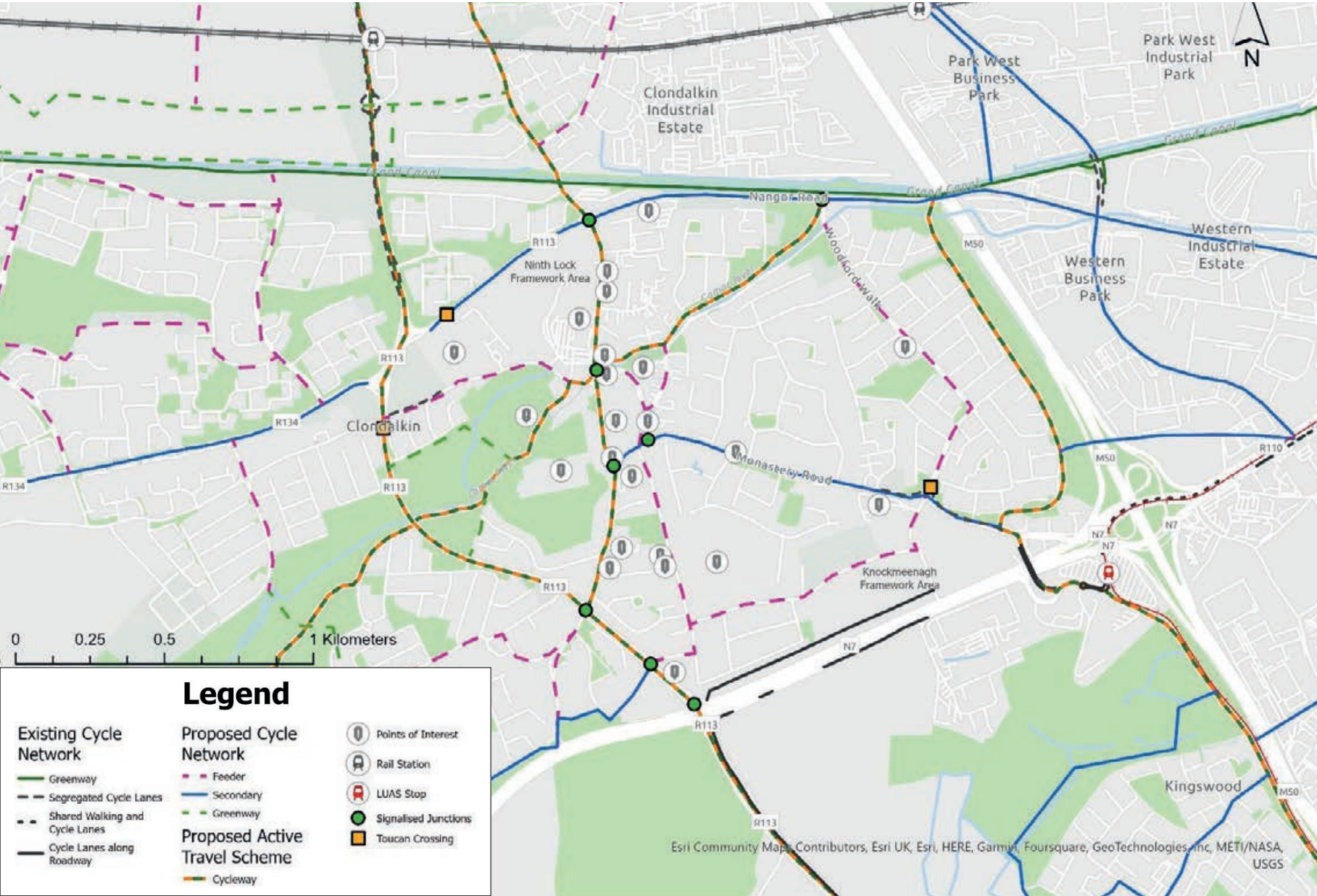


Figure 5.4: Existing and Planned Cycling Infrastructure in current GDA and Cycle South Dublin schemes.

Existing and Planned Cycling Network

The main dedicated cycle facility within Clondalkin area is the Grand Canal Greenway. This is a shared pedestrian and cycle route extending from Inchicore in the east to the 12th Lock in Lucan with an approved Part 8 to extend as far as Hazelhatch. As well as the integrated cycle lanes within the bus lanes along the New Nangor Road and Fonthill Road North, other dedicated cycle facilities include;

- ➔ Segregated cycle track immediately adjacent to the N7 along both sides, from the Newlands Cross (R113) junction to west of the Joe Williams Bridge.
- ➔ Cycle link to Clondalkin Fonthill Train Station from Ninth Lock Road, which includes segregated and mixed

facilities.

- ➔ Shared segregated pedestrian and cycle links through Corkagh Park.
- ➔ Shared segregated pedestrian and cycle track along a portion of Old Nangor Road.

Other facilities within the Clondalkin area include a section of cycle track along Monastery Road, and the cycle lane in both directions across the Joe Williams Bridge (crossing the N7) to the Red Cow Luas Stop. There are no dedicated cycle facilities within the village centre.

As part of the Greater Dublin Area Cycle Network Plan (2022), a number of cycle routes have been proposed. These routes are presented as

Feeder Routes, Secondary Routes and Greenways in Figure 5.4 below. There are also two active travel schemes proposed by Cycle South Dublin as part of the Council's Active Travel Programme - Tallaght to Clondalkin Cycle Scheme and Corkagh to Grand Canal Cycle Scheme. These routes will integrate with the existing cycle network to improve cycle safety and accessibility throughout Clondalkin and the wider area.

As with the pedestrian environment, there are areas where dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that are not contributing to a safe environment for cyclists. Poor signage, lack of CCTV, overgrown vegetation and lack of lighting have been observed along routes. The island in the village centre between Tower Road and Orchard Road does not aid permeability for cyclists.

Existing and Planned Bus Network

The study area is served by both Dublin Bus and Go-Ahead Ireland services (see Table 5.2). A map of the local public transport infrastructure and services existing throughout the Clondalkin Plan area, as well as proposed infrastructure and services, is shown in Figure 5.5.

Operator	Route No.	Route	Direction	Frequency	Journey Time
Dublin Bus	13	Grange Castle Business Park - Harristown	East - West	Every 12 Minutes	~2hrs
	51D	Aston Quay - Clondalkin, via Liffey Valley	North - South	Once Daily	~1hr
	60	Rogerson's Quay - Red Cow Luas	East - West	Once Hourly	~1hr
	68	Greenogue Business Pk - Hawkins St	East - West	Once Hourly	~1hr 20min
	69	Rathcoole - Hawkins St	East - West	Once Hourly	~1hr 15min
	69n	Westmoreland Street -Saggart	East - West	3 times every Sat & Sun	~1hr 10min
	151	Lucan- Docklands	East - West	3 times hourly	~1hr 10min
	G1	Red Cow LUAS - Spencer Dock	East - West	4 times hourly	~50min
	L54	Lucan - Red Cow Luas	North - South	Half hourly	~1hr 30min
Go Ahead Ireland	76	Chapelizod - Tallaght	North - South	3 times hourly	~40min
	76A	Blanchardstown - Tallaght	North - South	7 times daily	~1hr

Table 5.2: Dublin Bus and Go-Ahead Bus Services travelling through Clondalkin

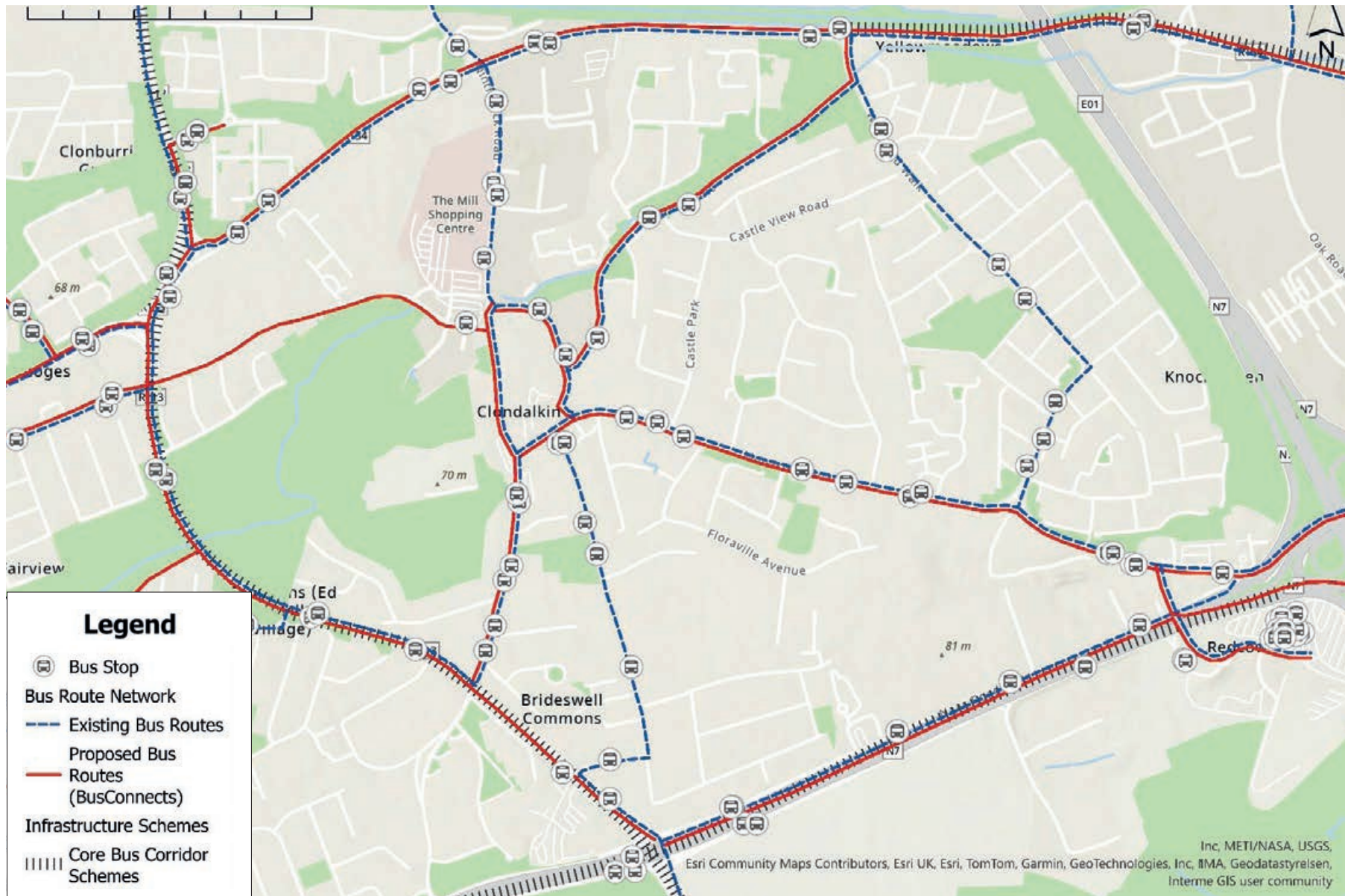


Figure 5.5: Existing and Proposed Bus Routes and Stops.

Bus services are running along most local roads, except Old Nangor Road. There are no bus shelters along Fonthill Road (R113), Monastery Road or New Road. There are approximately 15 bus services every hour connecting Clondalkin with the areas immediately to the east and west (Grange Castle Business Park, Greenogue Business Park, Rathcoole, Saggart, Lucan and Dublin). In addition, there are approximately 12 bus services every hour connecting Clondalkin with the areas immediately to the north and south (Liffey Valley, Red Cow Luas Stop, Chapelizod, Tallaght and Blanchardstown).

There are BusConnects route proposals along all current bus routes and Old Nangor Road. There is also a proposed local route connecting Clonburris SDZ northwest of the study area through Clondalkin to Dublin.

The study area will see the introduction of new bus services throughout the launch of the following phases of BusConnects, including a D-spine route (Clongriffin - City Centre - Clondalkin), as well as an orbital

route (Liffey Valley - Clondalkin - Tallaght). These will replace some of the existing lines, redesigning the network and providing improved frequencies.

A number of infrastructure schemes will also provide bus priority through continuous bus lanes in each direction making the bus system more efficient and reliable. The study area, at New Nangor Road, is identified along the Radial Core Bus Corridor Route 8 (Clondalkin to Drimnagh).

The GDA Transport Strategy also identifies a Regional Core Bus Corridor running along the N7, to the south of Clondalkin, which will serve regional buses from Kildare, Laois and adjacent counties, as well as longer distance buses from Cork, Limerick and Waterford.

An indicative local bus route between Lucan and Park West, running along New Nangor Road to the northern boundary of the study area, is also proposed as part of the Clonburris SDZ scheme.

Existing and Planned Rail Network

Clondalkin is served by both commuter rail and light rail services, albeit not directly within the Plan area. As shown in Figure 5.6 the nearest commuter rail station (Clondalkin-Fonthill) is located approximately 1.5km from the village centre and the nearest light rail station (Luas Red Cow) is approximately 2 km to the south-east of the village centre. The Park West and Cherry Orchard Train Station is 1.6km from the village centre (as the crow flies).

Dart+SW will significantly increase services along this line. The South Dublin County Development Plan 2022-2028 includes a reservation for a long-term higher capacity public transport route along the R113 and Fonthill Road passing through the Plan area. The GDA Strategy, post 2042, includes the provision of a link between the Luas light rail at Red Cow and the heavy rail at Fonthill Station.

Existing and Planned Road Infrastructure

The Clondalkin Town Centre area is located west of the M50 Motorway and north of the N7 National Primary Route Road. The M50 is Dublin City's primary ring road which carries high volumes of traffic to and from the national road network. The N7 provides key connectivity to Clondalkin from the national road network through the grade separated interchange at Fonthill Road (R113) and N7 (referred to as Newlands Cross).

The R113 Fonthill Road and R134 New Nangor Road are two regional roads that run along the western and northern boundary of Clondalkin village. The R113 runs in a north-south direction, providing a link between the N4, N7 and N81 as well as providing a western by-pass of Clondalkin village. The R134 runs in an east-west direction and provides a key link to and from the city centre while also providing a northern by-pass of the village.

There are a number of local distributor roads throughout the Clondalkin area. Links such as Ninth Lock Road, Tower Road, Watery Lane, Woodford Walk, Monastery Road, Boot Road and Old Nangor Road are links of this type in the area.

There are also a number of local access roads in the area. They lead predominantly to vehicular cul-de-sac residential estates, for example, Laurel Park, Floraville Avenue, and Castle Park.

In terms of future proposals associated with road infrastructure in the vicinity of the study area, the South Dublin County Development Plan identifies upgrades of Ninth Lock Road from Fonthill Road to a new link road north of the Dublin-Kildare rail line outside of the study area. This supports significant road infrastructure within the lands at Clonburris SDZ. While Clonburris road infrastructure is underway, other upgrades constitute medium to long-term proposals of the Plan.

Summary of Existing Network

From assessing the walking, cycling, public transport and existing road network infrastructure, a number of gaps have been identified within the current transport infrastructure. The key findings are as follows:

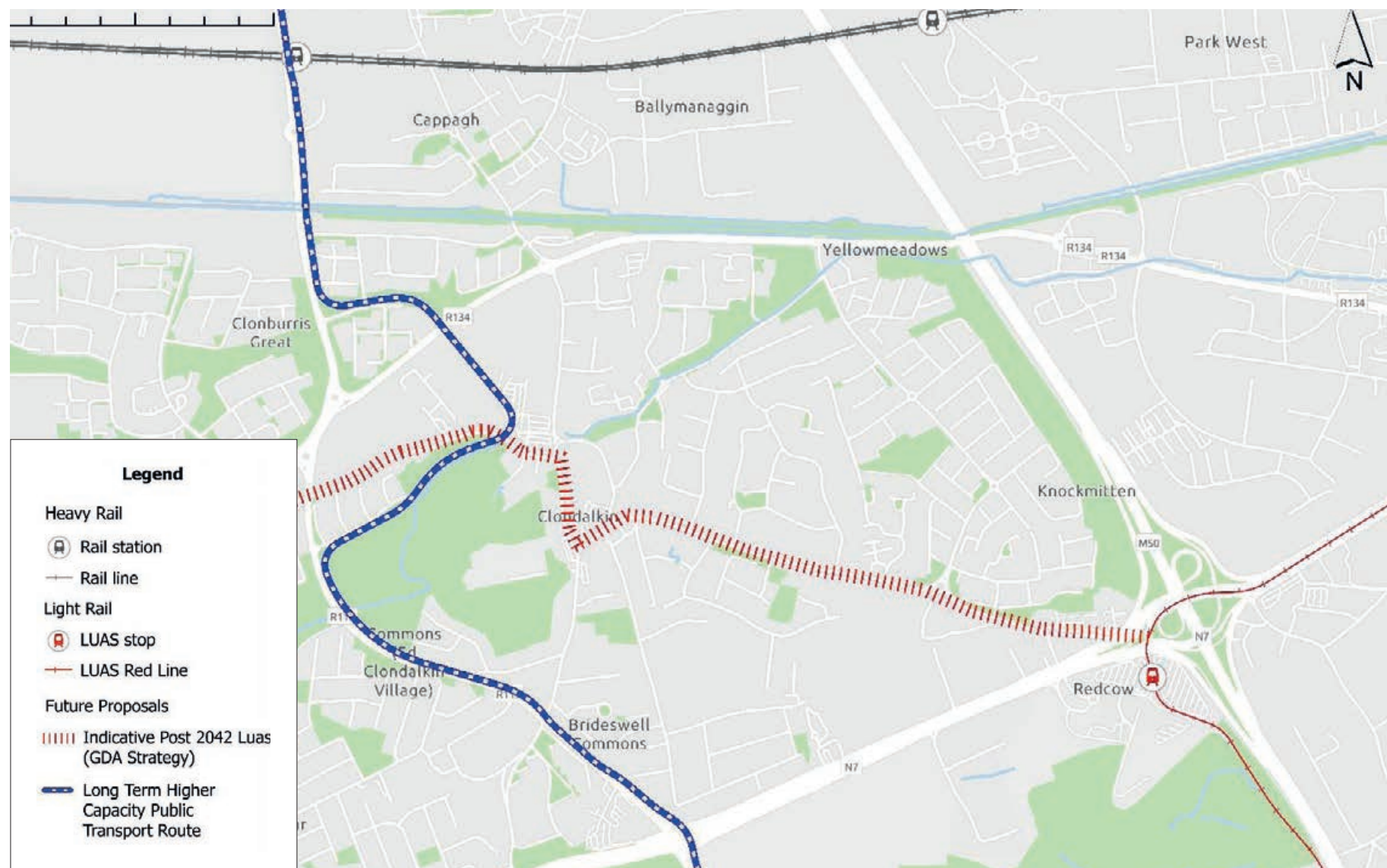


Figure 5.6: Potential High Capacity Links to existing rail network.

5.4 Local Transport Plan Vision, Objectives and Mode Share Targets

The vision for the Clondalkin Local Transport Plan (LTP) aligns with the South Dublin County Development Plan, reflecting relevant national, regional and local policy. The vision and associated objectives have also been informed by the three rounds of public consultation in preparation of the plan. Together, policy and consultation has informed the preferred strategy of the local transport plan and the sustainable movement objectives set out in this chapter.

The Local Transport Plan vision is:

Vision: To increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, quieter neighbourhoods and a positive climate impact.

This LTP vision is reflected in a set of objectives which support sustainable movement. These are as follows:

LTP Objectives

- 1 Contribute towards the reduction in carbon emissions and associated pollution and limit the negative impacts of transport on the local environment.
- 2 Reduce the dominance of the car in the village centre.
- 3 Improve walking and cycling and public transport connectivity within the LPF and adjoining areas.
- 4 Integrate east-west (Corkagh – Clondalkin) and north – south (Tallaght – Clondalkin) Cycle South Dublin active travel routes through the village centre having due regard to good urban design.
- 5 Ensure the integration of transport (walking, cycling, public transport) with existing and future land uses.
- 6 Improve the safety of the transport network for end users.
- 7 Support the integration of transport with good place making where transport measures enhance the image, historical character and liveability of Clondalkin.
- 8 Provide better and safer routes and access to schools by way of walking / cycling and public transport.
- 9 Improve travel times and reliability.

- Peak hour and school run congestion and on-street parking in residential areas are affecting local access route capacities and creating safety issues for children and adults.
- Pedestrian crossings exist throughout the LPF area but are not all of good quality, attractive or consistent throughout. Dedicated slip lanes, wide junctions / corner radii also support high vehicle speeds and detract from a safe environment for pedestrians.
- Poor wayfinding material within the LPF area hinders good placemaking and paired with a poor level of accessible linkages within the village hinders permeability within the plan area and beyond.
- The island in the village centre between Tower Road

and Orchard Road is not permeable for pedestrians or cyclists.

- Limited segregated or partially segregated cycle lanes for cyclists and poor connectivity between them.
- Increased bus travel times as a result of traffic congestion, limited longer distance bus connections between Clondalkin and the west, no bus shelters along Fonthill Road, Monastery Road or New Road and no bus service currently running along Old Nangor Road.
- Low utilisation of Clondalkin – Fonthill train station.

The findings of the ABTA baseline study have informed a vision, and related objectives for the local transport plan and sustainable movement within the study area. These are set out in the following Section 5.4.



Mode Share Targets

Mode share targets have been developed based on an analysis of the current mode share (Census 2022) in the LPF area and the mode shares set at national and regional level by different policy documents. These targets are further informed by the low intervention strategies and measures of this Plan and are set out in Table 5.3.

Mode	Census 2022 %	CAP 24 %	GDA Metropolitan Area (2042) %	SDCC CDP %	LPF / LTP Target %
Car	60	53	41.9	50	51
Public Transport	19 (15 bus, 4 rail)	19	19.7	25 (20 bus, 5 rail)	19
Walking	18	28 (Active Travel)	24.3	15	24
Cycling	3		14.1	10	6

Table 5.3: Comparison (%) of mode share targets, identifying a mode share target for the LPF which reflects the transport plan objectives.

5.5 Strategy Options

The preferred strategy for the local transport plan emerged through an iterative process aimed at achieving the objectives outlined above in the context of the assessment of the current movement characteristics and particular movement issues identified within the Plan area. Emerging options were subject to consultation with the local community and stakeholders. This consultation resulted in consideration of additional options which were more acceptable to the local community. The preferred strategy provides interventions the success of which can be assessed over time against the objectives of the LTP. Other options, which involved more significant interventions within the village centre, with the aim of reducing through traffic and congestion to the greatest extent possible and maximising modal shift were not preferred at this time but can be re-assessed at a future time should it be necessary.

Therefore, the preferred strategy is a low impact one which focuses on targeted measures which go some way to reducing the dominance of the car, enabling safe walking and cycling, increasing connectivity to key destinations, facilitating improved public transport and infrastructure. It includes measures to improve safety for all around schools and improve connectivity between Clondalkin Village and its surrounding residential areas. For further details on how the low intervention option was arrived at, see Section 5.7 Strategy Evaluation of the Local Transport Plan (LTP).

5.6 Preferred Strategy

The measures outlined in the preferred strategy have been assessed to ensure that they integrate to the greatest extent possible with good urban design and the urban design strategy outlined in this Plan as part

of an enhanced public realm. The different elements of the strategy are set out below.

Active Travel

A ‘re-balance’ is required regarding movement priorities towards sustainable modes of travel both locally and nationally, by prioritising the development of walking and cycling facilities (active travel) and encouraging a shift towards active travel for people of all ages, abilities and sexes. Clondalkin will reap the benefits of a safer streetscape if action is put in place regarding a ‘movement’ towards more active modes of travel for those living within walking and cycling distance of the day-to-day services they use.

Clondalkin village and the surrounding area does not have sufficiently connected cycle and walking routes to provide optimum access to and from the village centre and schools. Connected cycle routes encourage better uptake and use of cycle facilities as people feel safer using them. Though the village would benefit from a fully connected and segregated cycle network, this is not always possible due to the constraints in road space. Safety issues can be overcome to a significant extent if travel speeds are reduced and if shared road space for cars and bicycles is identified clearly through street materials and design and appropriate means in the village centre. A reduction in the speed limit throughout the area will enable safer cycling and open possibilities for different types of pedestrian crossings, proposed speed limits are set out in Figure 5.13.

The overarching policy objectives are highlighted below as they relate to the entire LPF area.

SM1: Active Travel - Overarching

SM1 Objective 1:

To deliver, subject to detailed design and further public consultation, as part of the local authority development process (Part 8) the active travel measures identified in Figures 5.7 and 5.8, which will enable better connected facilities throughout the Plan area and beyond, increase permeability and provide a safer walking and cycle network.

SM1 Objective 2:

To provide a connected and meaningful cycle and pedestrian network which will establish a connected north / south and east / west active travel network within the LPF boundary, through the Part 8 process and further public consultation.

SM1 Objective 3:

To support modal shift, through the support of the SDCC road safety officer and local stakeholders, to create a ‘movement’ towards more active modes of travel within the village and surrounding areas, working with the community to highlight health, safety and environmental benefits of altering how we travel.

SM1 Objective 4:

Support and facilitate the Clondalkin Decarbonisation Zone (DZ) and its role in reducing carbon emissions, by supporting projects which provide active travel enhancements within the village and the surrounding area.

SM1 Objective 5:

To promote the ‘10 – minute settlement’ concept in Clondalkin by improving permeability and reducing walking times for the wider community, enabling a safer and better-connected space for those attending school or working in the area.

Walking

Clondalkin’s historic core provides a framework for future development opportunities which can incentivise walking as a primary means of travel, for those living locally. At present the village suffers from congestion issues at peak travel times, creating additional traffic which in turn does not create an attractive space to walk through. As highlighted in the LTP, dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that contribute to less safe environment for walking. This is exacerbated by higher speed limits (50 kph) in the village centre and some pedestrian crossings which could be better located. Permeability through the village core is also poor which does not encourage walking (this is discussed in permeability section).

As identified in Figure 5.7, Clondalkin requires a safe network of pedestrian crossings which will facilitate walking while providing for traffic to continue moving within the village. While some pedestrian crossings exist, it is recognised that these require improvement works in places, with potential for the lights to be more responsive and ‘smart’, allow traffic to move while pedestrians are not waiting to cross the road or where speed limits are reduced, lights are replaced with zebra / toucan crossings.

Walking can emerge as a viable movement option but requires that the safety is improved within the village core and that attractive spaces are created for pedestrians. Walking in Clondalkin, much like cycling, provides a viable alternative to driving as steps are taken to improve the walking network within the wider area. Walking within Clondalkin is not just for those travelling to work or to the shops but should also be an accessible option for travel to schools, whilst also improving safety for school children by reducing the number of private car journeys to school. As identified in the LTP, the top two destinations in Clondalkin at peak traffic times are the school areas, which creates opportunities for additional walking measures to be put in place to improve safety and open access, which can include a reduction in speed limits from 50kph to 30kph and the creation of additional ‘Safe Routes to Schools’ zones on both Convent and Boot Road.



Figure 5.7: Existing and Future Pedestrian Crossing facilities and improvements with the Plan area.

SM2: Walking

SM2 Objective 1

To support the development of walking infrastructure within the village and wider LPF area, by enhancing walking through increased permeability, the improvement of pedestrian crossings, the widening of footpaths where feasible, and an attractive public realm facilitated by village enhancement schemes.

SM2 Objective 2

To support the development of future pedestrian crossing infrastructure and improvement projects outlined in Figure 5.7, subject to a reduction in speed limits and detailed review and design, to facilitate a mode shift and reduction in the usage of private motor vehicles and associated congestion.

Cycling

Clondalkin's intact historic street layout presents challenges in the creation of space for different users. Space for cyclists is currently limited and restricts safe movement through, to and from the village. As highlighted in the LTP, dedicated slip lanes, wide junctions / corner radii and wide carriageways are supporting high vehicle speeds that contribute to an unsafe environment for cyclists. This is exacerbated by poor signage and wayfinding material, poorly connected cycle linkages throughout the village and surrounds and obstacles to permeability such as the island in the village centre between Tower Road and Orchard Road.

As identified in Figure 5.8, Clondalkin requires a cycle network which will facilitate cycling for all. While some cycle lanes exist, it is recognised that the creation of cycle lanes that start and end without further connectivity have limited benefit, with a requirement for well-designed and comprehensively implemented cycle lanes with complementary infrastructure, where feasible.

SM3: Cycling

SM3 Objective 1:

To support the development of the Corkagh to Grand Canal cycle route and the Tallaght to Clondalkin cycle route, as part of the program of the approved Cycle South Dublin schemes.

SM3 Objective 2:

To support the development of future cycle infrastructure and improvement projects outlined in Figure 5.8 and Table 5.2, subject to detailed design and public consultation, which facilitates a mode shift and reduction in the usage of private motor vehicles and associated congestion.

SM3 Objective 3:

To improve access to the Grand Canal greenway where feasible from the Plan area, further encouraging this as a commuter route, and to raise awareness of the proximity of Clondalkin village to cyclists through better wayfinding from the Grand Canal to Clondalkin.

SM3 Objective 4:

To support Green Schools initiatives in schools within Clondalkin that will lead to an increase in walking and cycling to schools, including the '#andshecycles' campaign, which aims to focus on addressing the teenage cycling gender gap.

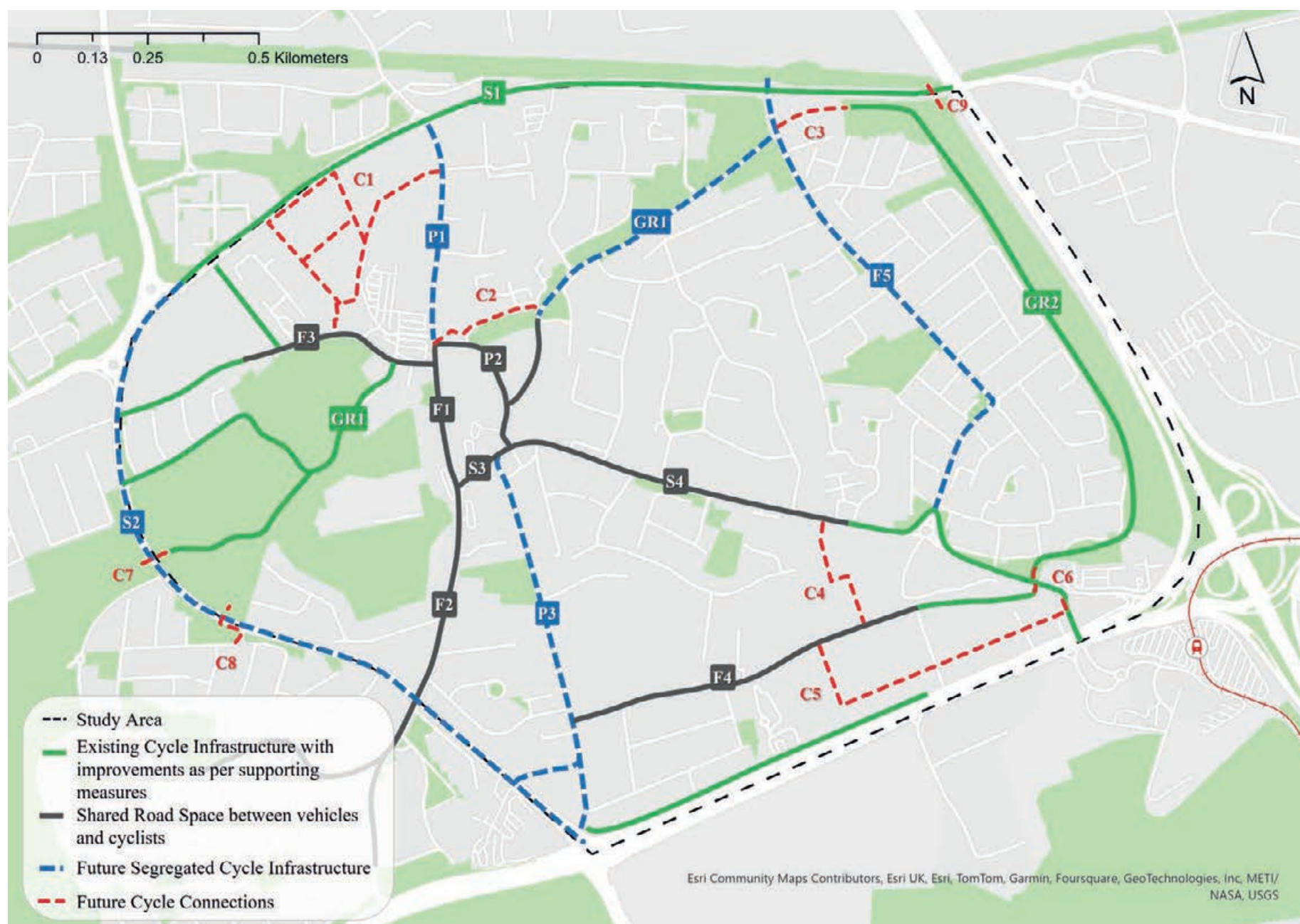


Figure 5.8: Existing and indicative future cycle connections within Clondalkin

Cycling in Clondalkin will grow and emerge as a viable alternative to driving as steps are taken to improve the network within the wider area. Cycling within Clondalkin is not just for those travelling to work or to the shops but should also be an accessible option for travel to schools. As identified in the LTP, the top two destinations in Clondalkin at peak traffic times are the school areas, which creates opportunities for additional cycling measures to be put in place to improve safety and open access.

Due to the restrictive street space outlined above, those children who cycle are currently using the roads to get to school and elsewhere. Additional safety measures are required to be put in place to protect children from traffic, which can be facilitated in a number of ways including reduction of speed limits, road junction improvements, better crossing points, the 'Safe Routes to School' and better off road connections. These further measures are detailed in the sections below.

Intervention	Description
Greenways	
GR1	Corkagh Park to Grand Canal Greenway
GR2	Knockmitten Park Greenway
Primary Links	
P1	Segregated cycle infrastructure along Ninth Lock Road.
P2	Cyclists accommodated within mixed traffic along Orchard Road (at 30 km/h speed limit)
P3	Cyclists accommodated within segregated / mixed traffic along Laurel Park / New Road (at 30km/h speed limit.
Secondary Links	
S1	Improvements to existing cycle infrastructure along the New Nangor Road.
S2	Segregated cycle infrastructure along Fonthill road.
S3	Cyclists accommodated within mixed traffic along Main Street (at 30 km/h speed limit)
S4	Cyclists accommodated within mixed traffic along Monastery Road (at 30 km/h speed limit)
Feeder Routes	
F1	Cyclists accommodated within mixed traffic along Tower Road (at 30 km/h speed limit)
F2	Cyclists accommodated within mixed traffic along Convent Road / Boot Road (at 30 km/h speed limit)
F3	Cyclists accommodated within mixed traffic along Old Nangor Road (at 30 km/h speed limit)
F4	Cyclists accommodated within mixed traffic along Knockmeenagh Road (at 30 km/h speed limit)
F5	Segregated cycle infrastructure along Woodford Walk and Woodford Hill.
Future Cycle Connections	
C1	Links through the Ninth Lock Framework Area.
C2	Link between Orchard Road and Watery Lane.
C3	Riverside shared pedestrian and cycle path between the M50 bridge and Woodford Walk.
C4	Link between Knockmeenagh Lane and Monastery Road.
C5	Link between Knockmeenagh Lane and Monastery Road through Knockmeenagh Framework Area.
C6	Improved connection between the Knockmitten Park greenway and Knockmeenagh Lane.
C7	Upgrade of the access to Corkagh Park.
C8	Improved connection across Fonthill Road between St Johns residential area and Clondalkin Park.

Table 5.2: Description of cycle infrastructure interventions in Figure 5.8.



Permeability

The ‘Permeability Best Practice Guide’ (NTA, 2012), describes permeability as the extent to which an urban area permits the movement of people by walking or cycling. It does not relate to the movement of motorised vehicles and is therefore concerned with providing a competitive advantage to walking and cycling over these modes. To put it simply, it facilitates quicker access by walking or cycling from one point to another, which enables freer movement of people.

Establishing permeability through the creation of better linkages to places people wish to go helps create an accessible village core, while improving local connections throughout the wider Plan area. It also encourages people to walk more because distances are made shorter, improving health, decreasing congestion from driving and reducing air emissions. Consultation with any communities within which permeability measures are proposed will be undertaken before implementing any proposed measures.

Collectively, these measures will provide for a better connected and accessible community, shortening distance and providing real alternatives to using the car, as well as providing connections to future development areas. There are a significant number of permeability opportunities throughout the Plan area, where connections can be established between areas where barriers currently exist and where clear desire lines can be formalised. The proposed permeability links are highlighted in Figure 5.9 and will be subject to further consultation prior to any implementation.

SM4: Permeability - Overarching

- SM4 Objective 1:**

To support the permeability routes and links identified in Figure 5.9 and Table 5.4, subject to further consultation, which will enable quicker and safer access to schools, shops, places of work and social interaction in a pedestrian and cycle friendly environment.
- SM4 Objective 2:**

To ensure that proposed permeability links are designed in line with the NTA’s best practice guidance and in such a way as to reduce the potential for anti-social behaviour, providing wide and inviting openings which are well lit.
- SM4 Objective 3:**

To provide and establish connections from all new development areas where opportunity allows, including the two large framework sites (see Chapter 8, Urban Design) to the wider community and key destinations, through the development of high-quality pedestrian and cycle links.



Priority Permeability Routes

This plan identifies priority permeability routes to help reduce congestion and create a safer environment for children and their parents / guardians to move around. For the reasons set out below, these priority routes concentrate on creating safer routes to schools.

The LTP indicated that school trips made by private motor vehicles in Clondalkin are slightly lower than the SDCC average at 37%. While this is welcome, there remains significant opportunity to reduce traffic congestion within and around the village and to increase children’s safety around schools by increasing trips to school by walking and cycling. The LTP also identified that there are a higher-than-average number of trips to school made by walking (35%) but that cycling is lower than average at 2%. This would suggest that there is an appetite to walk to school where feasible. It would also suggest that cycling to school is not yet seen by many as an option to get to school.

While the above is generally positive there are significant opportunities for improvement. The LTP clearly identified that much of the traffic and associated congestion within the village is generated through trips to

and from school. This is evidenced in the LTP and evidenced in Table 5.3 which shows that nine of the ten top destinations at peak times originating in the study area are to school locations. This creates issues in addition to congestion. Engagement with the public during the pre-draft consultation phase of this Plan identified a number of safety concerns involving car movement around schools at drop off and pick up. This Plan seeks to reduce the conflict of cars and children around schools in a number of ways including:

- Safe Zones around Schools
- Reduced traffic speed limits
- Permeability - Improved options for walking and cycling reducing the need to be driven
- Associated reduction in congestion

Origin	Destination	No. Trips
8 – Woodford Walk	9 – Moyle Park College/ Convent Road/ New Road	178
7 – Woodford Heights/ Monastery Gates	9 – Moyle Park College/ Convent Road/ New Road	145
5 – Monastery Road	9 – Moyle Park College/ Convent Road/ New Road	140
3 – Watery Lane	9 – Moyle Park College/ Convent Road/ New Road	97
10 - New Road/ Monastery Road South	9 – Moyle Park College/ Convent Road/ New Road	85
5 – Monastery Road	1 – Old Nangor Road	71
5 – Monastery Road	4 – Town Centre	70
6 – Woodford Hill	9 – Moyle Park College/ Convent Road/ New Road	63
9 – Moyle Park College/ Convent Road/ New Road	1 – Old Nangor Road	54
10 - New Road/ Monastery Road South	1 – Old Nangor Road	54

Table 5.3: Top Ten Origin-destination of local trips (originating within the Plan area) showing the impact of school journeys.

The Clondalkin area does not have good quality, safe pedestrian connections between schools, the village core and residential developments in the immediate area. The proposed permeability improvements are recommended to improve journey quality to and from schools in the Plan area and beyond. The improvements aim to create safer, more direct connections to schools in the area, increasing the options for adults and / or children to walk and cycle to school from their



home by opening barriers to what would be shorter and safer routes. It also helps to reduce air pollution through reduced emissions thus helping with climate action. Walking and cycling also have benefits for health and wellbeing. Having regard to the above this Plan is identifying permeability links which facilitate access to schools as Priority Permeability Routes with a high priority for delivery as identified in Table 5.4.

Secondary Permeability Routes

Secondary permeability links have also been identified. These links would also benefit walking and cycling movement and help to connect places within and around the village. However, while their delivery would be beneficial and might help with indirect school and other access, they have not been identified as priority routes as they do not directly facilitate decongestion and safety around schools. These routes are identified in Table 5.5.

Strategic Permeability Routes

These routes are required to be delivered in the longer term and will be critically important to ensuring that new development and key lands provide for active travel to the village centre, services and schools to the greatest extent possible, and facilitate maximum access to public transport. These are described in Table 5.6.

SM5: Priority, Secondary and Strategic Permeability Routes

SM5 Objective 1:

To deliver the identified priority permeability routes, subject to local consultation, to facilitate improved connections to schools, increasing the safety of children currently using active travel and providing improved options for children and their parents / guardians currently travelling by car to switch to walking or cycling.

SM5 Objective 2:

To encourage permeability improvements in general, including those identified as secondary permeability links, at suitable locations following appropriate consultation, throughout the Plan area.

SM5 Objective 3:

To ensure that new development and key lands maximise the potential for active travel connectivity between the site to the village centre, local services and schools and to public transport

SM5 Objective 4:

To engage with the community prior to any formal Part 8 or related process to facilitate consultation on proposed new links and their design.



“

The ‘Permeability Best Practice Guide’ (NTA, 2012), describes permeability as the extent to which an urban area permits the movement of people by walking or cycling. It does not relate to the movement of motorised vehicles and is therefore concerned with providing a competitive advantage to walking and cycling over these modes.

”



Priority Permeability Links	
Link	Description
Woodford - Schools	At present, if walking from Woodford towards school locations on New Road, the quickest route to take is along Castle View Road and Castle View Park, approx. 1.9km which will take approximately 25 minutes to walk. There is a potential connection through Woodford Drive and Monastery Heath, which if connected with potential permeability routes through Round Towers GAA club lands and the existing permeability connection through St. Brigid's Secondary school, reduces the overall distance to approx. 1.6km, improves safety and provides connections from Monastery Heath towards the Dutch village which will reduce car usage for trips to the shop.
Village Centre - Old Nangor Schools	The Village Centre has opportunities to create better linkages between Watery Lane / Orchard Road as you move towards the schools on Old Nangor Road. These linkages will improve journey times towards schools and improve safety for school children. The linkages are possible adjacent to the Camac River, which will allow for cycle and walking access, reducing movement towards Old Nangor from Riversdale or Castle View by approx. 200m, improving journey times and safety for children.
Primary Schools Linkage Convent Road - New Road	The primary schools along Convent and New Road (Scoil Mhuire, St Joseph's Boys National School, Scoil Naomh Ide and Scoil Naomh Aine) have no permeable linkages connecting the schools. There are opportunities to establish permanent linkages, creating safer crossings for parents who have children in multiple schools in the area and providing quicker access towards residential areas in the east.
Moyle Park College Linkages	Linkages from outside the boundary towards the LPF boundary provide good access, though direct access to schools requires improvements. There is an opportunity to open a previous link from St. Johns Wood which will create safer access to Moyle Park College and towards schools on Old Nangor Road.

Table 5.4: PRIORITY permeability links / routes.

Secondary Permeability Links	
Link	Description
Clondalkin Park	A number of connections are available throughout the Clondalkin Park area to provide access from residential areas in the east and west towards the park and schools located on Old Nangor Road. These measures, alongside those shown as strategic, will enhance access throughout the LPF area, allowing for quicker journey time if walking or cycling. The linkages will enhance the overall area, while improving walking times towards schools and leisure centre if traveling from the southern area of the LPF.
Knockmitten Park - Grand Canal	Potential link between the Grand Canal and Knockmitten Park at the point of new Bus Connects access.
Ninth Lock Road - Riversdale	Potential link through the north of Oakfield industrial estate from Ninth Lock to Riversdale. This linkage would create a safer active travel option towards the Ninth Lock road.
New Nangor Road - Oakfield	Potential link through the back of existing industrial units in Oakfield which would establish linkages to the Lidl site.
Outside the LPF Boundary	Linkages from outside the LPF boundary can be improved, creating better access from Deansrath, St. Johns Road, Dunawley and the Grand Canal.
Newlands Road - N7 Corridor	Potential link from Newlands Road towards the N7, creating a permeability link which will improve walking time towards bus linkages along the N7.
Other Connections	Other connections spread throughout the Clondalkin LPF will allow for quicker movement of people using active travel measures, create safer, public spaces for people to move through away from traffic and improve the overall environment within Clondalkin.

Table 5.5: Secondary Permeability Links / Routes.

Strategic Permeability Links	
Link	Description
Ninth Lock Framework Site	The Ninth Lock Road Framework Site provides opportunity to include permeable routes throughout, connecting the Old Nangor Road to the New Nangor Road, as well as providing movement to and from the Mill Shopping Centre Site. The linkages will allow for pedestrian and cycle movements to be prioritised through the framework site while creating new links to public transport.
Knockmeenagh	The Knockmeenagh Framework Site provides opportunity to enhance and provide a safer permeable space through Knockmeenagh Lane which connects directly to New Road from Monastery Road. It also allows for the creation of additional permeable linkages through the Framework site, which will enhance connections south towards the N7 and north towards the GAA club lands. Overall, this would improve safety, while also reducing journey times between the Red Cow Luas and Clondalkin Village and school locations. Permeability improvements will also provide additional options for development at this location, in time developing overlooking onto the lane, improving visibility and safety.
Village Centre	The Village Centre has opportunity to provide permeable routes through back land development which will enable the establishment of new connections, enhancing journey time towards schools, leisure facilities and reducing the need to use private transport to access the village. The aim of enhancing permeability links within the village centre is to increase journeys towards the village as a destination. These connections will require the opening of backland development within the village core and establish additional connections which will link with priority and secondary permeability corridors (e.g. Q's Snooker Hall towards Moyle Park Open Space).

Table 5.6: Strategic Permeability Links / Routes.

Additional connections may come forward in time once initial connections are established, creating a safer space for people to walk, reducing the need to use the car.



Figure 5.9: Priority Permeability Links / Routes and Potential Secondary and Strategic Permeability Links / Routes within the Plan area.



Safe Routes to Schools

The ‘Safe Routes to School’ (SRTS) programme was developed in partnership with NTA and Green Schools (An Taisce), as a response to the need to support schools to increase walking and cycling to school. The aims of the Safe Routes to Schools programme are:

- Improve safety at the school gate by providing ‘front of school’ treatments to alleviate congestion and improve access;
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

Measures included in the active travel, public transport and permeability sections within this chapter will help improve access and safety to schools, with this section providing clear and concise policy regarding the provision of safety features outside schools. Figure 5.11 identifies locations for further safe routes to schools’ measures within Clondalkin. As identified in Table 5.3 above, the school areas are the most heavily trafficked roads within the Plan area at peak times.



Figure 5.10: Examples of Safe Routes to Schools infrastructure within the Dublin region.

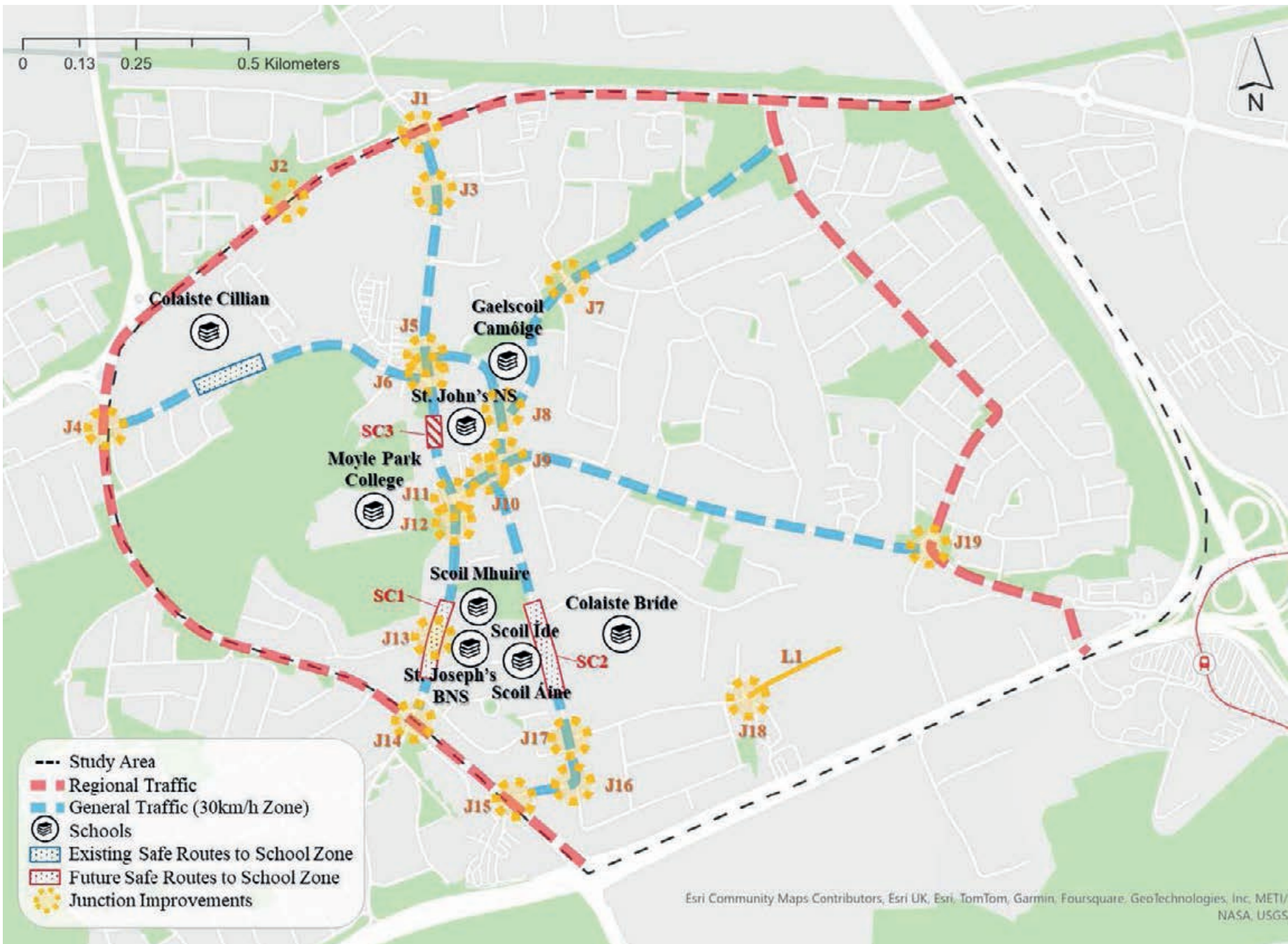


Figure 5.11: Existing and Proposed Safe Routes to School locations and proposed junction improvements.

SM6: Safe Routes to Schools

SM6 Objective 1:

To support the development of ‘Safe Routes to Schools’ throughout the LPF area, supporting measures that prioritise the safety of school children and the creation of safer school routes through the implementation of appropriate infrastructure measures.

SM6 Objective 2:

To engage with the road safety officer to create school focused transport campaigns regarding mindset changes around travel to and from school, creating a ‘movement’ from private motor vehicles to more sustainable methods of transport.

**SM6 Objective 3:**

To support the 'Slower Speeds, Safer Roads' information and awareness campaign, to highlight changes in speed limits on roads nationally.

Public Transport**Buses**

Public transport provides opportunity to reduce private car traffic on roads if the service is timely, reliable and includes facilitating infrastructure (for example, timetables, bus shelters) insofar as possible. Dublin has seen a rapid increase in public transit since the end of Covid, with approx. 6 million journeys¹ in Dublin per week, which has been enabled by increasing service and a reduction in journey cost. Travel times to and from key destinations were assessed as part of the LTP and highlighted significant differences between bus travel times and car travel times between key external trip locations (Tallaght, Ballymount), indicating that the journey times by bus remain significantly higher compared to by car.

The Local Transport Plan identified that during peak hours there is a high volume of buses within Clondalkin, where more than 10 buses per hour were recorded along the main roads throughout the study area. The highest volume of buses was observed along Monastery Road, with 22 services throughout the morning peak hour. Tower Road, Ninth Lock Road, Orchard Road, Watery Lane and Woodford Walk all recorded high bus volumes.

Notwithstanding the above, the community consistently communicated that the bus network needed to be significantly improved to get people out of the car. The most frequent complaint concerning buses related to cancellations or buses not turning up, which puts the community off using this transport mode. Though SDCC has limited influence on the bus network and its operation, the following was seen as required:

- Increasing frequency of buses on underserved routes.
- Relocate and improve the location of bus stops in the village
- Develop a high frequency route from the Red Cow Luas Stop through the Village towards Clondalkin Fonthill train station
- Engage with the Department of Education and the Department of Transport regarding the creation of a school bus service within Clondalkin.

¹ [Public Transport Volumes Sustainability and Transport Hub - Central Statistics Office](#)

There is a clear need for frequent, reliable and accessible bus services to serve current and future residents of Clondalkin. There has been an acknowledged issue by Bus Éireann / Dublin Bus with bus services being impacted by a shortage of drivers. The Council understands that measures are being taken by the operators to overcome this which should improve the reliability of bus services and therefore their attraction as an alternative option of transport.

The issue of journey times is impacted by general traffic congestion with congestion in the village centre area being particularly difficult for buses to navigate, slowing journey times. Without significant changes to how road space is allocated this is not an issue which can be readily resolved. While options were identified in the LTP for reallocation, they were not the preferred strategy at this time. However, journey times should be kept under review as other measures in the preferred strategy are delivered alongside greater bus reliability, to provide improved options to using the car.

The Tallaght / Clondalkin to City Centre Core Bus Corridor is 15.5km with an additional offline cycling facility of approximately 3.9km. The corridor consists of two sections, the Tallaght to City Centre section and the Clondalkin to Drimnagh Section. The Clondalkin to Drimnagh section begins at the junction of New Nangor Road and Woodford Walk and is routed along the R134 New Nangor Road within the Plan area. This scheme, due to start construction from early 2026, will improve the BusConnects service within the Plan area, improving bus scheduling and improving bus service to and from the area.

In recent years, South Dublin, working in conjunction with the NTA, has invested significantly in improvements to bus stop infrastructure. These improvements are being delivered under several initiatives including the BusConnects Network ReDesign (NRD) programmes, the Connection Ireland Programme, the Bus Stop Enhancement Programme (BSEP) and Active Travel Programme.

SM7: Bus**SM7 Objective 1:**

To deliver, insofar as possible, the infrastructure measures identified in this chapter to facilitate alternatives to the car, which will enable a reduction in private vehicles, reducing congestion and improving the public transport journey times.

SM7 Objective 2:

To maximise existing and proposed public transport opportunities, including the development of BusConnects Core Bus Corridors, influencing more frequent routes to the Clondalkin area and establishing linkages to both LUAS and DART / rail stations from the village centre.

SM7 Objective 3:

To support access to bus stops, LUAS and rail through the provision of an integrated and connected network of walking and cycling infrastructure with appropriate supporting infrastructure including bus shelters and cycle parking facilities at rail stations.

SM7 Objective 4:

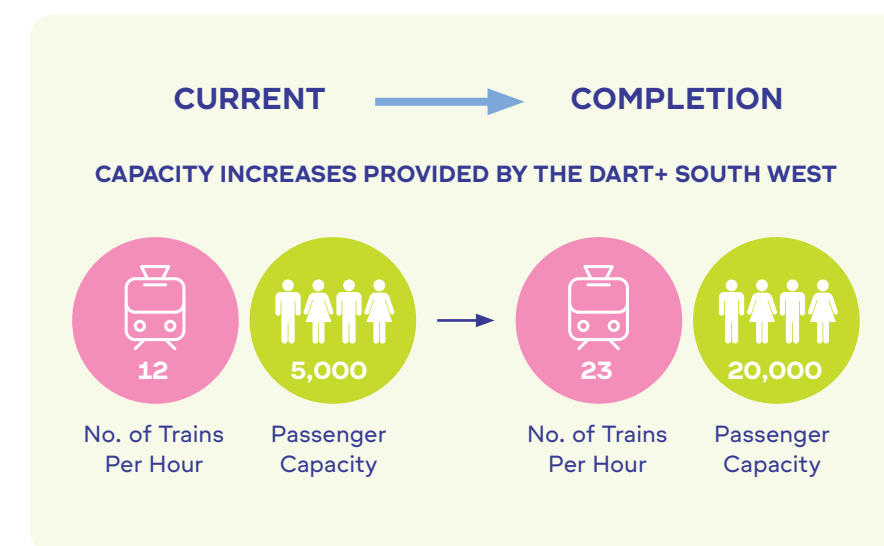
To investigate the delivery of a school bus service within Clondalkin, liaising with the Department of Education, local schools and bus operators, to provide a service that enables a reduction in private vehicle usage and a reduction in traffic and parking outside schools.

SM6 Objective 5:

To provide good quality, secure and covered cycle parking at selected bus stops, as well as the Red Cow Luas stop and Clondalkin Fonthill train station.

Rail

Clondalkin is strategically located between two rail lines which link directly to Dublin City Centre to the east and to Tallaght and Citywest to the south. The Red Cow Luas stop is a key transport interchange located to the southeast of the plan area along the N7 serving the Red Line from Tallaght and Citywest to Dublin. It serves as an interchange and transport hub connecting to a range of bus services. It also includes a large Park and Ride facility. Fonthill train station lies to the northwest of the study area on the Cork mainline. Dart+ SW was recently granted a Rail Order which will increase rail transit from Hazelhatch and Celbridge station to the city centre along this line, providing for 23 trains per hour. Linkages to both rail lines require access improvements to make them a more attractive alternative to private car usage.



Source: [DART+ DART+ South West](#)



SM8: Rail

SM8 Objective 1:

To maximise and support existing and proposed light rail and rail opportunities, including the development of Dart+ SW, linkages between the Luas and DART and any future proposals to improve rail transport serving Clondalkin.

SM8 Objective 2:

To support the continued improvement of connections between the rail stations and Clondalkin village, through improving and creating appropriate junctions, pedestrian crossings and footpaths within the Plan area and beyond.

SM8 Objective 3:

To support the continued improvement of cycle connections to the rail lines, including from the Red Cow to the Plan area, providing for upgrades to cycle infrastructure along the Slí at Knockmeenagh Lane where possible, and improvements to connections to Joe Williams Bridge and into and from the station.

Road, Traffic and Junction Management

As part of the consultation process in preparing this plan, the community raised issues with road, traffic and junction management throughout the Plan area. Issues around light sequencing not being coordinated across Clondalkin and the potential removal of traffic lights within the village (to be replaced by zebra crossings) were all mentioned as possible opportunities to improve traffic flow and management.

Public consultation raised the issue of heavy goods vehicles (HGV) travelling through the village although their destination was elsewhere.

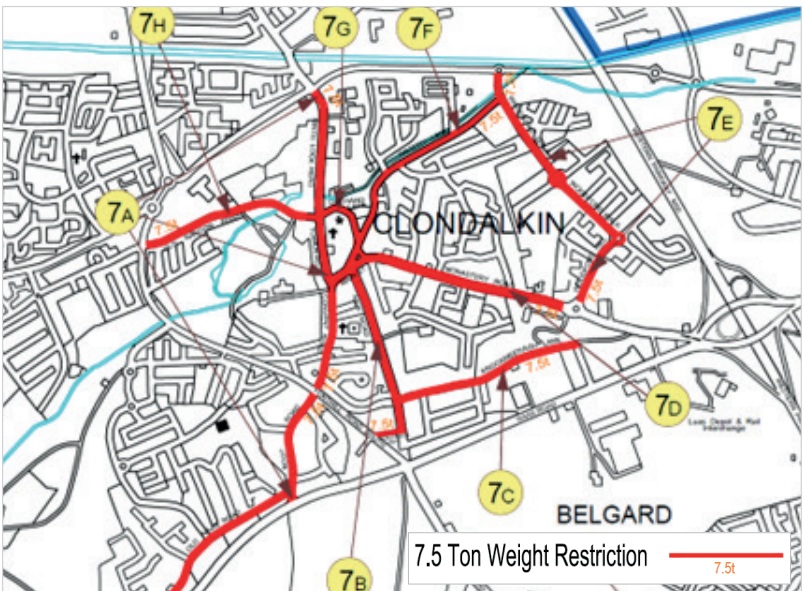


Figure 5.12: Existing Weight Restrictions Map within Clondalkin.

Weight restrictions already exist within the roads around the village as shown in Figure 5.12. SDCC will continue to review roads which may be unsuitable for HGV's and introduce further weight restrictions where appropriate. Weight restrictions are enforced by An Garda Siochana and the Council will continue to engage on this and other matters through existing fora.

The Local Transport Plan has assessed junctions and the proposed measures to curb vehicle speed and make the roads safer for other users, see Figure 5.11.

A reduction in speed within urban environments is being rolled out nationally. At local level this will be subject to public consultation by the Council. As indicated in the sections above, the introduction of lower speed limits will provide a safer environment for all and will also allow for pedestrian crossings which do not require traffic lights. This will facilitate a more responsive road infrastructure for both vehicles and active travel users.

The proposed application of a reduction in speed limits for the roads within Clondalkin has been assessed as part of the LTP and is shown in Figure 5.13. However, as indicated above, this will be subject to public consultation as part of the rollout of reduced speed limits across the county.

SM9: Road, Traffic and Junction Management

SM9 Objective 1:

To assess the need for junction improvements, upgrading where necessary, to improve road safety for all users, giving priority to those most vulnerable, while providing for traffic flow in and out of the village centre.

SM9 Objective 2:

To continue to engage with An Garda Siochana to encourage a reduction in HGVs / large vehicles driving through the village, through better enforcement of heavy vehicle bans and awareness raising (through signage), to create a safer environment for all road users and reduce traffic congestion within the village.

SM9 Objective 3:

To continue to review roads which may be unsuitable for HGV's and introduce and / or review weight restrictions where appropriate.

SM9 Objective 4:

To work with the wider community, in conjunction with the NTA and TII to reduce through traffic in the village by encouraging mapping app providers to limit diversions through the village centre at morning and evening traffic peaks.

As part of the consultation process in preparing this plan, the community raised issues with road, traffic and junction management throughout the Plan area.

Parking

Policy 'SM7: Car Parking and EV Charging' in the County Development Plan will play a fundamental part in establishing appropriate levels of parking for businesses and communities, while allowing a just transition towards more sustainable forms of transportation.

Future residential car parking shall accord with the requirements of Specific Planning Policy Requirement (SPPR) 3 – Car Parking, of the section 28 Sustainable Residential Development and Compact Settlements Guidelines 2024 (or as superseded), in terms of the appropriate quantum of car parking in particular locations.

The National Climate Action Plan (2024) continues to promote the acceleration of the take up of EV for private and commercial use to comprise 100% of all new cars and vans by 2030, with no new non-zero emissions vehicles being sold beyond this date. Achieving this goal would result in 945,000 EV's on the road by 2030. The LPF will continue to promote change towards EV vehicles and charging infrastructure through Climate Action initiatives and the Decarbonisation Zone (DZ).

SM10: Parking

SM10 Objective 1:

To require developers of Large-Scale Residential Developments (of 100 units or more) or residential schemes located within 800 metres of high-capacity public transport routes to provide reserved space for car sharing schemes or mobility hub drop off points within the Plan area.

SM10 Objective 2:

To require that all car parking introduced aligns with the SPPR 3 – Car Parking of the Sustainable Residential Development and Compact Settlements Guidelines (2024) and the County Development Plan standards in Section 12.7.5 Car Parking / Charging for Electric Vehicles (EVs), or as may be superseded.

SM10 Objective 3:

To promote on street communal EV charging in the form of EV Hubs in accordance with SDCC and ESB EV charging policies, guidance and specifications as part of Climate Action initiatives and the implementation of the Clondalkin Decarbonisation Zone (DZ).

Clondalkin Mobility Hub

As a Decarbonising Zone (DZ), Clondalkin has potential to develop new and existing climate projects, with opportunities to tackle a number of issues. The development of ‘mobility hubs’ has been raised as a potential action in the South Dublin Climate Action Plan to improve air quality within the DZ. Mobility hubs can facilitate a range of shared travel options like bikes, scooters, e-cars etc. These can be accessed at one location by the wider community, often located near public transport nodes.

Supporting Measures

Attractive streets form a part of good placemaking. Measures to improve placemaking are set out in Chapters 6, 7 and in the Urban Design Strategy, Chapter 8. Where streets are pedestrian friendly and aesthetically pleasing it creates a better environment and makes it more likely that people will choose to leave their car at home.

Universal Design Approach

As stated in Policy COS2: Social / Community Infrastructure of the County Development Plan, the Council support the planned provision of universally accessible and well-connected social, community, cultural and recreational facilities, close to communities they serve, consistent with RPO 9.14 of the RSES and as set out in:

- Building for Everyone: A Universal Design Approach – Planning and Policy (2012).

SM11: Supporting Objectives

SM11 Objective 1:

Ensure that proposals for improved active travel and public transport have due regard to the heritage features within Clondalkin recognising the value that they bring to the enjoyment of the village and its surrounds. (see Chapter 7 Conservation and Built Heritage)

SM11 Objective 2:

To provide well designed wayfinding and signage, consistent throughout the Plan area, which aligns with the forthcoming SDCC Signage and Wayfinding Strategy, and which ties into the historic context of the village.

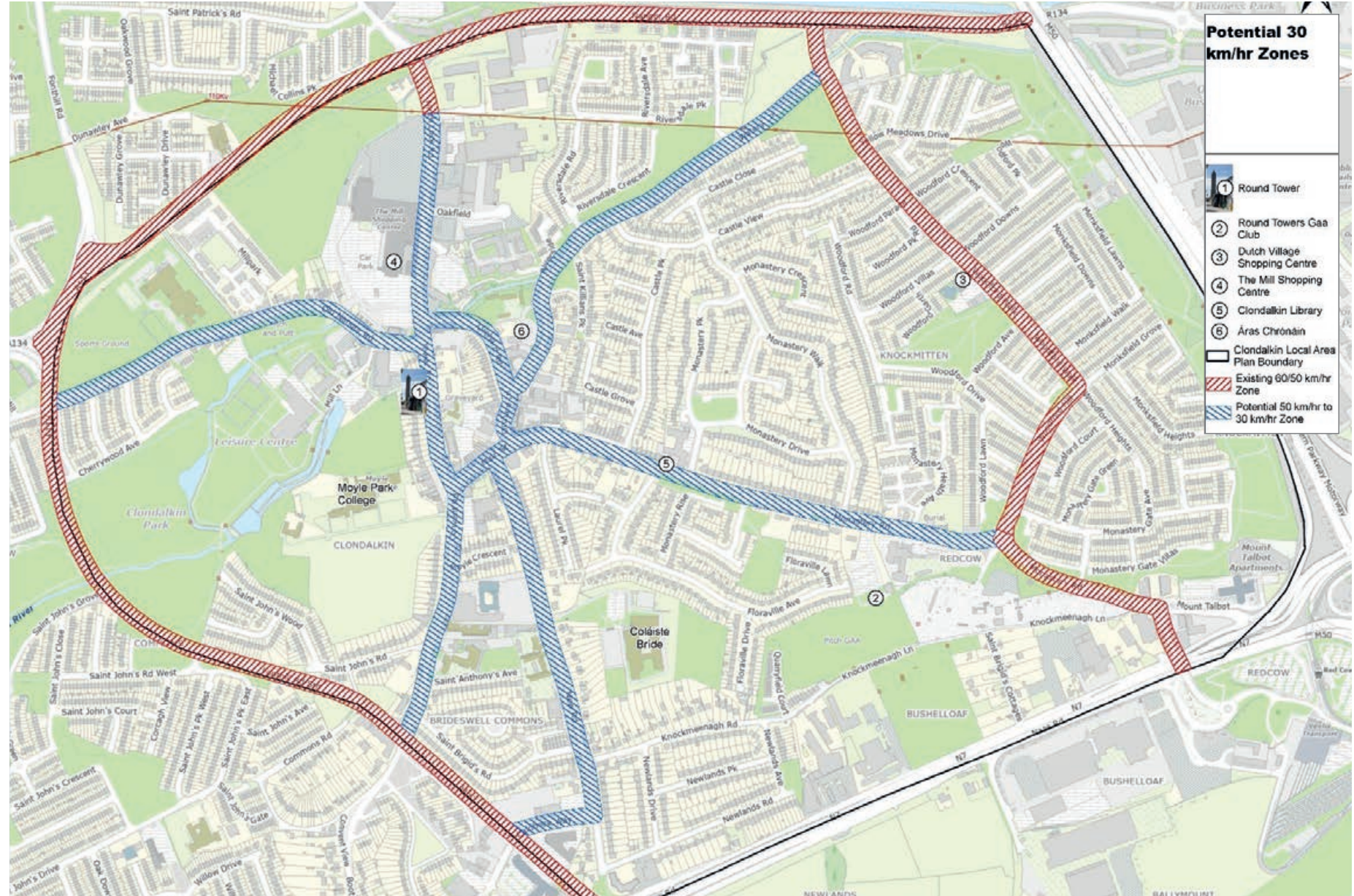


Figure 5.13: Potential 30 km/h routes within the Plan boundary.

SM11 Objective 3:

To reduce visual and physical clutter within the village including unnecessary poles, overhead cables etc., to improve safety for all road users and improve the overall aesthetics of the village centre.

SM11 Objective 4:

To support the delivery of a mobility hub, in conjunction with the NTA and third-party providers, at an appropriate location to serve the village of Clondalkin, to supply the population with alternative and renewable forms of transportation with drop off points at central locations throughout the Plan area.

SM11 Objective 5:

To review the Local Transport Plan for Clondalkin, following implementation of the measures in this Plan, to establish the effect the interventions have had on reducing traffic and improving mode share and safety within the village and to examine whether a further review of high level interventions are required.

SM11 Objective 6:

To reduce the speed limit of the identified roads from 50km/h to 30 km/h, in line with the Road Traffic Act 2024, following consultation with residents and stakeholders within the village.

Chapter 6: Community, Homes and Employment



6.1 Introduction

The creation of sustainable, healthy, and socially inclusive neighbourhoods is one of the overarching cross-cutting themes of the County Development Plan (CDP). A quality public realm, access to parks, open spaces, sports and recreational facilities are crucial elements of quality places and are central to our health and wellbeing. In addition, essential services such as healthcare, childcare and education along with culture and the arts, all have a significant role to play in our quality of life. All of these services and facilities should ideally be located within easy walking and cycling distance (10 minutes) promoting sustainable travel movements and helping us live greener and healthier lives.

The way in which the Council provides community infrastructure and open space can help us to tackle climate change by reducing our demand for energy and our carbon emissions. For example, parks and open spaces and greenways intertwined within the County's green infrastructure network offer great opportunities for carbon sequestration (capturing and storing carbon). The provision of parks, open space and social, community and recreational facilities within walking and cycling distances of communities and on public transport routes will encourage active travel and a shift away from car-based transport. Together, these measures will assist South Dublin County in achieving its climate action targets.

Clondalkin has a strong local community which is reflected in the high number of community groups in the area. The Town Health Check for Clondalkin indicates a low vacancy rate and a vibrant town centre with a wide range of services and retail offerings. In terms of the existing community infrastructure – including local schools, community centres, libraries, leisure facilities – Clondalkin has a solid foundation, with key services located within walking and cycling distance of homes together with opportunities to access quality open space, play spaces, parks and other recreational facilities including Clondalkin Park, Corkagh Park and the Grand Canal Greenway. A key goal of the Local Planning Framework for Clondalkin is to build on this strong foundation, applying the Council's holistic approach to neighbourhood and community development, which aims to deliver attractive mixed use sustainable neighbourhoods containing a variety of housing types and tenures together with supporting community facilities, public realm and good connections to public transport links and local amenities and services.

Community, homes and employment together make up a *local economy*. These '*economic determinants*' play a vital role in forming relationships within new and existing communities. This chapter will set out objectives aimed at creating and maintaining a successful community within the LPF area, through the provision of social infrastructure, homes for all and employment which serves residents and attracts new residents and investment to the area. This chapter is divided into the following three sections:

- **Community:** This section highlights the importance of neighbourhood infrastructure including community facilities and social infrastructure. It also provides details of future requirements based on standards set out within the CDP. The importance of establishing 10-minute settlements or compact communities is also set out.
- **Homes:** This section deals with the delivery of housing in the context of growth within Clondalkin, creating sustainable communities and meeting housing targets set out in the core strategy of the County Development Plan
- **Employment:** This section will focus on sustaining and growing employment within the LPF area, detailing how employment and tourism can deliver positive economic benefits to the wider community.

Each of the sections will provide objectives which complement those in the written statement of the CDP.

6.2 Community

South Dublin County strives towards the delivery of connected neighbourhoods and the 10-minute settlement concept through the promotion of a compact settlement form and sustainable movement (see also Chapter 5 Sustainable Movement). Policy QDP5 of the written statement of the County Development Plan actively promotes short distance neighbourhoods and the achievement of 10-minute settlement by promoting compact growth, sustainable movement and connections to services, community facilities, jobs and amenities.



Figure 6.1: Knockmitten Park Family Day

Clondalkin caters for diverse community and social infrastructure needs, with significant public investment already evident within the village, recognising that additional investment will be required in the coming years to cater for its growing population. Community facilities play an important role in general life, providing an outlet for community groups, special interest groups and others to come together, building on the existing community spirit within the wider Clondalkin area. The village will prosper economically from community action and the additional economic benefits they bring to the surrounding area.

CHE1: Community Overarching

CHE1 Objective 1:

To support the expansion and enhancement of existing community facilities and / or the provision of new community facilities as the population grows to meet the needs of current and future residents, where required.

Education

Education facilities play an important role in developing future generations while also providing sustainable communities within Clondalkin and the surrounding area. The Department of Education and Youth (DoEY) is responsible for the delivery of educational facilities and services, working with South Dublin County Council to reserve and identify sites for primary and post-primary provision. The current CDP identifies school sites to meet the targeted population to 2028 and beyond. Their identification was undertaken through extensive consultation with the DoEY at the time of preparation of the CDP.

There are six primary schools within the LPF boundary and three secondary schools. Located within approximately 1500 metres (15 minutes) walking distance of the LPF boundary are five further primary schools, Scoil Mochua (Special School) and Deansrath Community College (Post-Primary School) also serve the wider area of Clondalkin.



School Name (Primary & Special Education)	Location
Gaelscoil Chluain Dolcáin	Old Nangor Road
Gaelscoil Na Camóige	Orchard Road
Scoil Mhuire	Convent Road
Saint John's National School (Scoil Naomh Eoin)	Tower Road
Scoil Naomh Íde	New Road
Scoil Naomh Áine	New Road
Scoil Chroí Ro-Naofa Srúleen*	Saint John's Park East
Scoil Nano Nagle*	Bawnogue Road
Talbot Senior School*	Bawnogue Road
Our Lady Queen Of Apostles (Clonburrish National School)*	Dunawley Way
Saint Ronan's National School*	Saint Cuthbert's Road
Scoil Mochua*	Old Nangor Road

*Within 1500m of the LPF boundary.

School Name (Post-Primary)	Location
Coláiste Chilllain	Old Nangor Road
Coláiste Bríde	New Road
Moyle Park College	Convent Road
Deansrath Community College*	Westbourne Rise

*Within 1500m of the LPF boundary.

As part of this plan making process, the DoEY has indicated that no additional primary schools or post-primary schools, beyond those sites already identified / existing within the LPF and wider area, are required to meet the demand associated with the potential population increase for Clondalkin. At the time of writing, two new primary schools are under construction on the Old Nangor Road which will provide new homes for Gaelscoil na Camoige and Gaelscoil Chluain Dolcain, in the form of two 16 classroom, three-storey school buildings, with general-purpose areas, special educational needs accommodation and ancillary facilities together with play areas for each school. The development includes the construction of a new PE Hall building for Coláiste Chilllain, all within a shared campus setting. The Council will continue to engage with the Department regarding the timing and future provision of any required primary and secondary school facilities within the plan area.

Schools are at the heart of the local communities in Clondalkin. The use of school premises for community or after-school purposes will be encouraged and promoted in accordance with the CDP policies and objectives and supported through the Department of Education's 'Procedures on the use of school property and school sports facilities outside of school hours' (2024) guidance document. The use of school facilities for early learning and school age childcare, for example, during the school day where there is space available can provide huge benefits



Figure 6.2: New Primary Schools under construction on Old Nangor Road

locally – supporting active travel by reducing the number of trips within Clondalkin and the wider area, providing a revenue stream for the school, enriching the school community through the co-location of education services. In addition, the use of school premises and sporting facilities after school hours by local community groups and sporting organisations, strengthens links and connections within the community generally.

CHE2: Education Facilities

CHE2 Objective 1:

To facilitate the delivery of planned new schools, expansions or refurbishments within the LPF area and within the wider school catchment area serving Clondalkin as needs are identified by the Department of Education and Youth.

CHE2 Objective 2:

To promote and support the co-location of pre and after-school childcare facilities at primary schools and the use of primary and post-primary school premises and sports facilities for community use outside of school hours.

CHE2 Objective 3:

To continue to engage with the Department of Education and Youth to promote and support the delivery of new, expanded or refurbished primary and post-primary schools within Clondalkin as required to meet identified needs.

Childcare Facilities

Policy COS7 Childcare Facilities in the written statement of the CDP seeks to 'support and facilitate the provision of good quality and accessible childcare facilities at suitable locations with the County in consultation with the County Childcare Committee', setting out policy objectives for the provision of childcare facilities in tandem with new residential developments and co-locating childcare facilities with community buildings. As Clondalkin grows, the need for additional childcare facilities will be considered. The Pobal maps Early Years Application indicates ten private childcare facilities within the plan area and one community childcare facility. There are a further six private childcare facilities and five community childcare facilities identified immediately outside the Plan area.

A recent report from South Dublin County Childcare Committee on the supply and demand for childcare services in the County indicates that in 2022, Clondalkin had the third highest demand for childcare places. The report also indicates that between 2016 and 2024 approximately seven new childcare services were opened in the Clondalkin area, and approximately nine services closed, resulting in a net reduction of 22% approximately. It is noted that this assessment included an area wider than the LPF. At a Countywide level, there has been a sharp decline in sessional childcare services, a rising demand for toddler-age ELC spaces and persistent facility vacancies, with 16% of approved childcare facilities remaining unused, often due to construction delays or operational challenges. However, there has been a remarkable growth of 288% in School Age Childcare (SAC) services in the County. The key recommendations of the report include more targeted interventions to address geographic inequities in the provision of childcare services, more

investment in sessional services, targeted repurposing of vacant and unused childcare facilities, expansion of spaces for toddler-age Early Learning Care (ELC) services, particularly for children aged 1-3 years and sustainment of funding for School Age Childcare (SAC) services to ensure continued after-school care availability. The *South Dublin County Childcare Committee ELC and SAC Supply & Demand Analysis (2024)* was conducted internally within SDCCC and based on data available to SDCCC at that time.

The Council will continue to work in conjunction with the South Dublin County Childcare Committee and all relevant stakeholders to address the needs of local communities within Clondalkin and to support the delivery of suitable childcare services in tandem with the construction of new residential and mixed-use development of scale, as appropriate to the likely demand it produces. It is noted that within the LPF area the number of families with pre-school and early school children decreased in the period 2016 to 2022 but this will be kept under review.

The ‘*Childcare Facilities Guidelines for Planning Authorities*’ (2001), recommend that one childcare facility with a minimum of 20 places for every 75 units of new residential developments are provided with any variation to this standard being justified having regard to factors such as type of residential units, emerging demographic profile and availability of existing childcare services in the vicinity. For all developments above 20 units, the developer shall demonstrate sufficient provision (existing and committed) is provided by way of a childcare facilities audit.

CHE3: Childcare Facilities

CHE3 Objective 1:

To support and facilitate the provision of good quality and accessible childcare services within Clondalkin, liaising with the South Dublin County Council Childcare Committee, to meet the needs of local communities

CHE3 Objective 2:

To require, in accordance with the provisions of the ‘*Childcare Facilities Guidelines for Planning Authorities*’ (2001) or any superseding guidelines, that a Childcare Facilities Audit is completed on all applications above 20 units assessing the type of residential units, emerging demographic profile and availability of existing childcare services in the vicinity and that provision is made for childcare facilities where there is an identified need.

Children’s Play Facilities

The CDP outlines the requirements for children’s play areas in section 8.7.6 *Play Facilities*. Children’s play facilities were raised in the LPF pre-draft public consultation, with a requirement for more children’s facilities which integrate appropriate and best design standards for play. At present there are two playgrounds located within the Plan area in Clondalkin Park and Knockmitten Park.

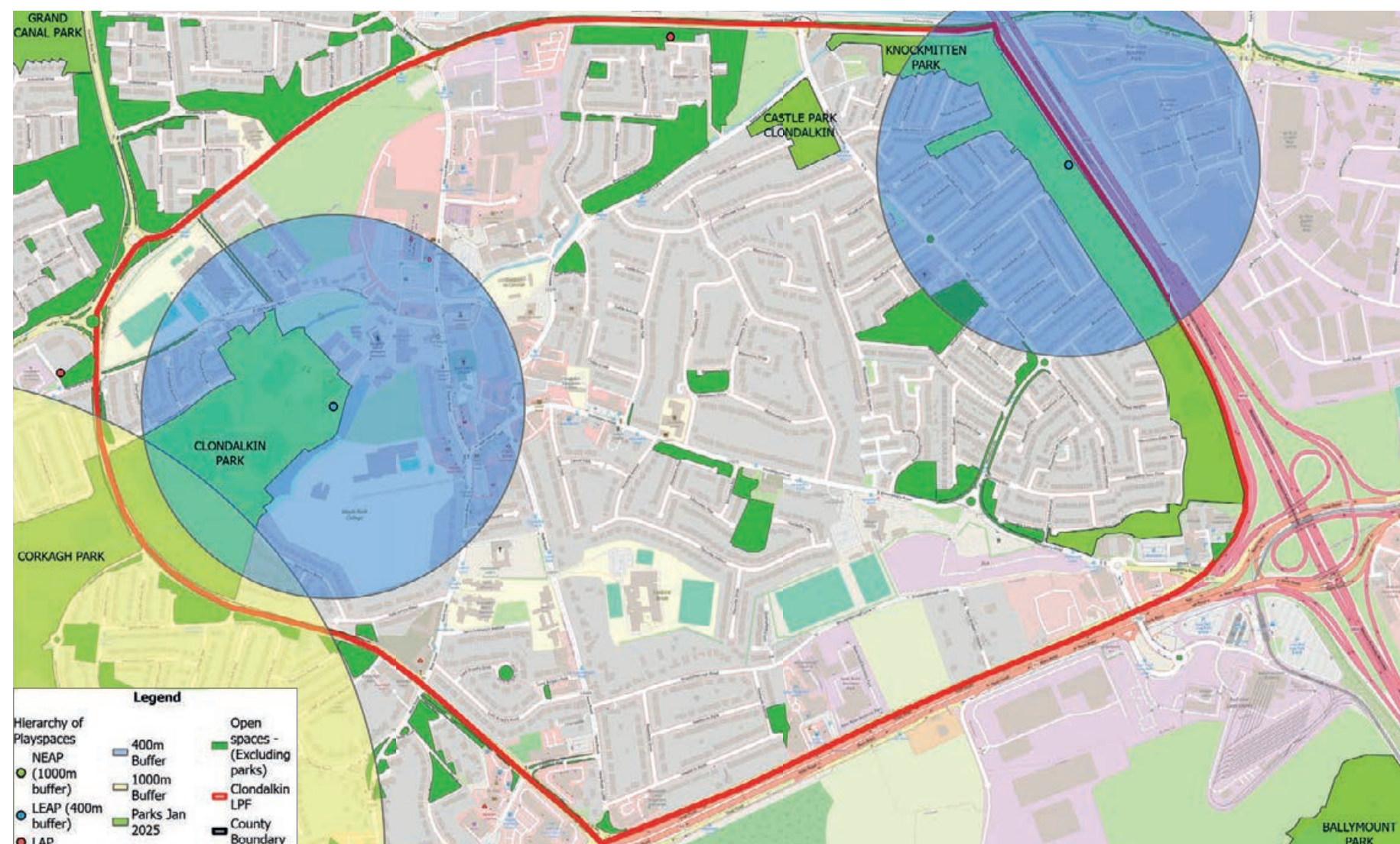


Figure 6.3: Play Policy analysis in the LPF as part of the *Nature of Play: South Dublin County Council Play Policy 2025-2030*.

The Council is currently developing the ‘*Nature of Play, South Dublin County Council Play Policy 2025-2030*’. Under this emerging policy document, smaller play spaces or ‘Local Equipped Areas of Play’ (LEAPs) would be located within 400 metres of all residential areas. Larger play spaces or ‘Neighbourhood Equipped Areas of Play’ (NEAPs) such as those provided in our regional parks, would be located within 1000 metres of all residential areas.

Funding for additional Teenspaces within the County, including in Clondalkin, is also planned. The standard for provision of Teenspaces will be within 3000 metres of all residential areas

CHE4: Children’s Play Facilities

CHE4 Objective 1:

To continue to deliver on play spaces within Clondalkin, ensuring that new residential and mixed-use developments include play spaces to the standard required as part of their design and delivery.

CHE4 Objective 2:

To address the gaps in play space identified through the analysis undertaken for the *Nature of Play: South Dublin County Council Play Policy 2025-2030* (see Figure 6.3) and in accordance with the emerging Play Policy for the County.

CHE4 Objective 3:

To ensure that the needs for play of different age groups are catered for and that different abilities and needs are accommodated, ensuring that playspaces and facilities comply with universal design principles.



Recreational Facilities

There are a range of parks and recreational facilities within and adjoining Clondalkin village centre including:

Location	Facilities
Clondalkin Park	Gym, Swimming Pool Playing Pitches (all weather and grass), Skate Park, Sports Hall (multiuse).
Moyle Park College	Playing Pitches.
Watery Lane Pitch	Playing Pitch.
Knockmitten Park	Sports / Community Hall, Playing Pitch (All weather), Changing Rooms.
Bushelloaf Park	GAA Playing Pitches (all weather / grass), Gym.
Other facilities	C.P.M Sports and Social Club, Q's Snooker Hall.

As visible throughout much of the county, playing pitches constitute a major proportion of the facilities available within the Plan boundary. However, there is a wide-ranging sports community within Clondalkin. Significant improvements have been made to recreation facilities in recent years including:

Location	New Facilities
Clondalkin Park	→ Calisthenics equipment installed in 2023. → Half Court MUGA installed in 2023
Clondalkin Park	→ Mini woodland planted in 2025. → Drainage system installed on GAA Pitch 49 in 2023.
Knockmitten Park	→ Calisthenics equipment installed circa 2023. → All Weather Pitch installed 2025. → Half Court MUGA installed in 2025. → Playground upgrade in 2025.
Castle Park Open Space	→ Boundary wall upgrade in 2024/25.
Woodford Open Space	→ Pollinator bulbs and public lighting installed in 2024.

There is further opportunity to increase active recreational facilities in the larger framework sites. Any such recreational space should be based on identified gaps in the needs of particular age groups. This will be informed by the current provision and needs identified by the Council's Public Realm and Active South Dublin.



Figure 6.5: The Clondalkin Leisure Centre provides a large number of recreation facilities for the wider community.

CHE6: Recreational Facilities

CHE6 Objective 1:

To support and facilitate new recreational facilities, while appropriately expanding and retrofitting existing ones to encourage a wide range of uses.

CHE6 Objective 2:

To ensure the provision of recreational facilities based on an assessment of need and agreed with South Dublin's Public Realm section as an integral part of any development on larger framework or other sites.

Public Open Space

The LPF has significant areas of open space as identified in Chapter 4, Green Infrastructure. This comprises of parks including Clondalkin Park and Knockmitten Park to the west and east of the plan area respectively. These parks are complemented by significant areas of public open space associated with different residential areas, including open space associated with the River Camac and its riparian corridor. Further to the west Clondalkin Park is connected to the regional scale Corkagh Park which accommodates a variety of active recreational pursuits as well as providing for more passive recreation.

There are also areas which are zoned as open space, therefore directing the type of land use which is appropriate within it, but which are in private ownership and not in use as public open space. These lands will be kept under review as part of the review of zoning and related matters required for the preparation of each county development plan.

Standards for public open space are set out in Chapter 8 of the written statement of the County Development Plan. These standards apply to development within the LPF.

Corkagh Park and Clondalkin Park form the largest regional park in the County and have a combined area measuring more than 132 hectares. The County Council is currently delivering plans to broaden the destination appeal and better position Corkagh Park within the overall tourism proposition of South Dublin and Clondalkin Village in particular. Guided by the County Development Plan, national tourism policy, the South Dublin Tourism Strategy and the Corkagh Park Masterplan and Delivery Plan (2020), a range of integrated public realm and parkland upgrade projects, including a central visitor hub with coffee shop, picnic areas, playspaces and related facilities are being developed to elevate Corkagh Park's visitor experience.

A key action identified in SDCC's Parks and Open Space Strategy (March 2025) is to investigate the need for the development of a new Local Park or upgrade of existing open spaces to the south of Clondalkin Village.

CHE7: Public Open Space

CHE7 Objective 1:

To apply the standards for public open space set out in Chapter 8 of the County Development Plan 2022-2028.

CHE7 Objective 2

To support the implementation of the Parks and Open Space Strategy 2025, noting the need for investigation of a new local park or upgrade of existing open spaces to the south of Clondalkin village.

Healthcare

Clondalkin provides a wide range of healthcare services to residents of the village and wider area, providing GP, specialist and the new HSE primary care facility on Boot Road.

SDCC will continue to liaise with the HSE and other stakeholders to support the delivery of healthcare.

CHE5: Healthcare

CHE5 Objective 1:

Support the Health Service Executive (HSE) and other statutory and voluntary agencies in the provision of appropriate healthcare facilities, including the provision of community based primary care facilities.



Figure 6.4: Refurbishment work to Orchard Lodge Meeting Centre

Social Inclusion

Inclusive and accessible design promotes the development of high-quality services, community infrastructure and opens spaces that are available to all. Development within the LPF area should be designed using these guiding principles, which enables users to appropriately access, navigate and comfortably use all public buildings and the public realm. The principles of universal design should ensure that all environments are inclusive and can be utilised as much as possible by users regardless of age, ability and disability consistent with RPO 9.12 and 9.13 of the RSES.

The Pobal deprivation index provides an understanding of relative levels of disadvantage within an area, helping to inform policy interventions and the targeting of resources. The Pobal deprivation index based on data from the 2022 Census indicates that there are a number of small areas within the LPF which are marginally below average with the majority of the remainder marginally above average. Analysis of the Pobal index for the LPF small areas is shown in Table 6.1.

Pobal Index	Small Areas	Population	% of Population
Marginally Above Average	14	4,752	38.22%
Marginally Below Average	25	7,064	56.82%
Disadvantaged	2	617	4.96%
Clondalkin Total:	41	12,433	100%

Table 6.1: Analysis of Pobal Deprivation Index of Census 2022 Small Areas within Clondalkin LPF

A range of community facilities and supports are provided in Clondalkin to respond to the various needs of the community. This includes organisations providing youth services with a wide range of activities and supports for young people aged 10 to 25.

In addition, there is a range of activities for older people. In 2024 a new age friendly centre was opened on Orchard Lane, comprising of upgrade works to an existing building to provide modern, appropriate facilities.

In 2025 the Council also approved access improvement and refurbishment works for the Protected Structure of Clondalkin Library to provide universal access.

CHE8: Social Inclusion

CHE8 Objective 1:

To support the delivery of facilities to help towards an improved quality of life and social inclusion in Clondalkin by facilitating a range of services for different needs connected by good public transport infrastructure.

CHE8 Objective 2:

To support the provision of universally accessible and well-connected social, community, cultural and recreational facilities, close to the communities they serve consistent with Policy COS2 of the CDP and RPO9.14 of the RSES.

Irish Language

Clondalkin has a rich heritage, connecting the community to the past and developing a sense of pride in place. Heritage can be considered in terms of natural, built and cultural heritage. Clondalkin is rich in each of the above, providing it with an ability to showcase its diverse history. Cultural heritage within Clondalkin is also well established, providing one of six 'Neo-Gaeltacht' areas across Ireland. This provides opportunity to highlight the Irish language as part of national events, given proximity to



a large population, such as Seachtain na Gaeilge and Tradfest. There is also significant opportunity for South Dublin County Council to develop linkages amongst venues, whether these are located in Áras Chrónáin (the Irish Language Centre) or the Round Tower visitor centre.

CHE19: Irish Language

CHE19 Objective 1:

Support Clondalkin's establishment as a 'Neo-Gaeltacht' and connection to the Irish language providing opportunity to expand knowledge of the language and support the development of local festivals to capture a national audience.

CHE19 Objective 2:

Explore opportunities to maximise the use of existing arts venues, theatres and parks within Clondalkin for a varied and distinctive range of events and programmes that attract visitors from both within and outside the locality.

Future Community Provision

As part of the preparation of this Plan, research was collected regarding community provision within the village and surrounding area. Conclusions from the study found that, based on current Development Plan standards, there is a deficit in community space to meet the needs of the existing and future populations of approximately 1,134 – 2,884 sqm. An assessment of the optimum location for a multi-functional and flexible space / building was undertaken within the LPF area including the Old Clondalkin Leisure Centre, the Civic Offices and the CB Packaging site. Each location has potential to provide opportunity for community engagement. However, the opportunity to establish a strong and functional new purpose built civic / community space for the settlement of Clondalkin which will enable flexibility for different community groups is considered best met within the CB Packaging site as part of future development on that site. Locating it along the Ninth Lock Road will also facilitate the opportunity for placemaking and greater integration between the current and new communities.

CHE9: Future Community Facilities

CHE9 Objective 1:

To ensure the provision of appropriately sized and purpose-built community facilities as part of future development of the Ninth Lock Framework site (CB Packaging site) adjacent to the Ninth Lock Road, to serve new and existing populations and to facilitate good placemaking and social integration of the existing village with new residents.

6.3 Homes and Growth

There has been limited growth in the Clondalkin LPF area over the last Census period, with an increase in population of just 0.64% between 2016 and 2022. Population statistics from Census 2022 indicates growth in the number of people of retirement age and younger people going into adulthood. Families are at different stages in the family cycle but there was a decrease in the pre-school age and slight increase in the pre-adolescent age group.

- 47% of people living in the area are over 40 years old, highlighting an increase of approx. 6% on the previous census year.
- 20.8% of families in the area are retired or empty nest period of the family cycle, in comparison to 18.8% in South Dublin.
- 42.7% of families in the area comprise of 2 persons, which has grown from 37.6% in 2016.
- The proportion of 4+ person families has decreased by approx. 6% from 2016 to 2022, accounting for 32%.

The presence of a large brownfield site in proximity to the village centre provides an opportunity for growth at a time when housing is badly needed. Building sustainable communities requires a mix of housing type and tenure alongside community facilities and services. The delivery of housing and house type and tenure is influenced by national policy and its application to the local level.

Core Strategy

The provisions of the County Development Plan 2022-2028 (CDP) including variations to it, are required to align with the National Planning Framework First Revision (NPF 2025), and the Regional Spatial and Economic Strategy (RSES).

While the NPF has been revised, corresponding revisions to the RSES have not yet been published. The core strategy of the CDP was adopted prior to the first revision of the NPF and reflects the targets provided for at that time. Revised targets were issued to local authorities in July 2025 and the target for South Dublin County is now 3,270 units annually up to 2034.

Clondalkin is part of a wider settlement defined within the Regional Spatial and Economic Strategy as Dublin City and Suburbs. Within the CDP, it is included within the neighbourhood area of Clondalkin, Clonburris and Grange Castle. There is an identified capacity of undeveloped lands of over 5000 units for this neighbourhood area. Most of this capacity is within Clonburris SDZ where development is proceeding at pace. The current potential within the LPF area lies largely

within the large framework site along Ninth Lock Road at the old CB packaging site, estimated at over 1000 units based on the application of densities set out in the Sustainable Residential and Compact Settlement Guidelines 2024. Smaller sites also have potential to provide for infill development throughout the plan lands. The delivery of housing within the sites identified as framework sites in Chapter 8 and other infill sites will continue beyond the life cycle of the 2022-2028 CDP.

As part of the new housing targets, land capacity will be reviewed at county level and variations may follow, as required, to ensure that any revised targets will be met. Where any revisions impact on the core strategy as it relates to Clondalkin they will go through the appropriate variation process, separate to this LPF variation.

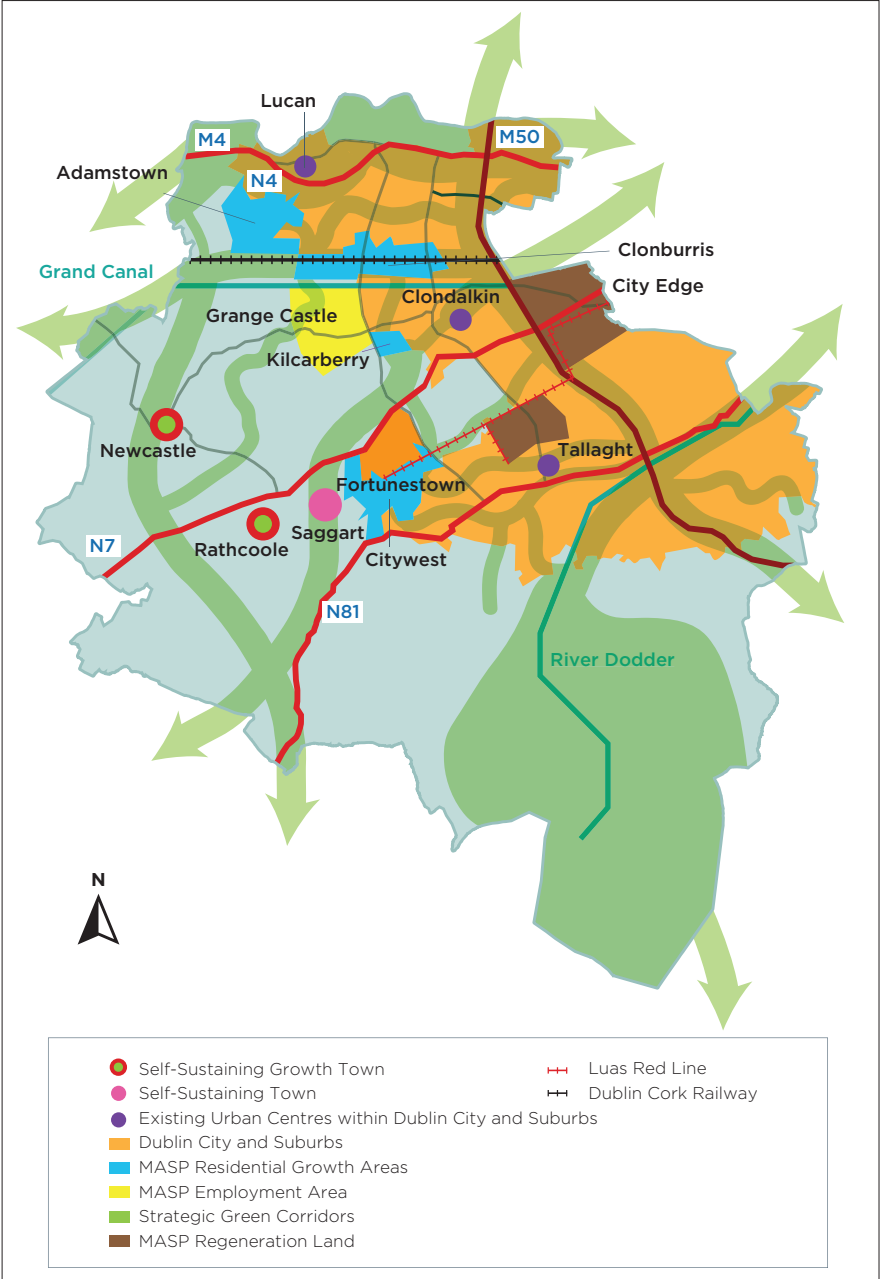


Figure 6.6: South Dublin County Core Strategy Map 2022 – 2028.



CHE10: Core Strategy

CHE10 Objective 1:

To monitor delivery of housing within the Clondalkin LPF to ensure that it aligns with the targets and related objectives set out in the core strategy of the County Development Plan.

Housing Mix

Changing housing needs through family life cycles will require an appropriate housing mix within the LPF and surrounding areas enabling the building of sustainable communities, providing for people to establish roots within the community while giving both younger and older people the opportunity to continue residing in their local area. Though housing growth has slowed in the previous two census' within Clondalkin, there is opportunity for it to grow in the coming years.

The overall dwelling mix in the LPF area should provide for a range of dwelling types and sizes to support different stages and types of households. Dwelling types should contribute to the delivery of a mixed and balanced community within high-quality and well-designed developments, complying with national, regional and local policy. This should include a range of 1, 2 and 3 + bed homes across the LPF within a mix of apartments, duplex and houses.

Housing typology will be influenced by context and related design considerations within the LPF area. This is detailed further in Chapters 7 and 8.

In July 2025 new guidelines entitled 'Planning Design Standards for Apartments' were published by the government. These guidelines include a number of Specific Planning Policy Requirements (SPPRs) which are

aimed at improving the viability of apartments and housing delivery. In terms of planning legislation, SPPRs are required to be complied with. SPPR1 of the guidelines requires a specific approach to apartment schemes in that the local authority can no longer specify the mix of unit sizes (bedrooms) within them except where they are social housing schemes, social / affordable under Part V or schemes to provide for older persons where a mix of unit sizes may be required.

H1 Objective 2 of the County Development Plan requires that 20% of lands zoned for residential use or for a mixture of residential and other uses for development of 5 or more units be reserved for social and affordable housing.

H1 Objective 2:

To require that 20% of lands zoned for residential use, or for a mixture of residential and other uses for development of 5 or more units or development of units on land greater than 0.1 hectares (or relevant figures as may be revised by legislation) be reserved for social and affordable housing in accordance with the Affordable Housing Act 2021 and the Planning and Development Act 2000 (as amended).

As outlined in Chapter 1 of this Plan, Clondalkin's housing stock is predominantly 3-bedroom units, and a choice of more one and two bed units would generally be appropriate. However, particularly in large schemes which could have, because of their relative scale within the existing LPF area, an important influence on providing sustainable communities it remains important to provide a mix of housing type while having regard to the need to deliver densities appropriate to location. This is supported in the 2025 Apartment Guidelines where it is stated within section 2.3 Implementation:

'When identifying areas suitable for higher densities, consideration should also be given to the mix of housing typologies that can be provided. A key focus of the Sustainable Residential Development and Compact Settlement Guidelines are innovations with regard to compact forms of 'own door' housing that can deliver more diverse and affordable forms of housing at medium densities. This will reduce the need for apartments in locations where access to public transport services are more limited in nature or where a more bespoke low-rise design response is warranted.'

For individual sites a holistic approach to site assessment is required to ensure that proposals integrate with the character of the area, and historic setting of Clondalkin (context), and provides development that

can foster a sense of community, belonging and place. Population growth and changing demographics including a general decrease in household size will require a more diverse range of house types and sizes, alongside traditional housing. In this regard, H1 Objective 12 of the CDP is relevant.

CHE11: Housing Typology

CHE11 Objective 1:

To ensure that proposed development provides for an appropriate mix of housing typologies to support sustainable communities within the LPF area having due regard to the context of the site within a given area and the need to deliver appropriate densities in line with the Sustainable Residential and Compact Growth Guidelines 2024.

CHE11 Objective 2:

To support compact 'own door' typologies to deliver a more diverse and affordable form of housing which can support medium density development either on its own or in combination with higher residential development schemes, as appropriate to context.

CHE11 Objective 3:

To require proposed development to demonstrate how 'The Plan Approach' as set out in section 5.2.1 of the South Dublin County Development Plan 2022-2028 written statement has been taken into consideration including how the overarching principles for the achievement of successful and sustainable neighbourhoods has been integrated as part of the design proposal.

Changing housing needs through family life cycles will require an appropriate housing mix within the LPF and surrounding areas enabling the building of sustainable communities, providing for people to establish roots within the community while giving both younger and older people the opportunity to continue residing in their local area.



Figure 6.7: Planning Guidelines influencing Housing



Density

The Sustainable Residential and Compact Settlement Guidelines 2024 set out different density ranges for defined areas. The range applicable to Clondalkin is described as ‘City – Urban Neighbourhood’ within which the density range to be generally applied is 50 to 250 dwellings per hectare (net), subject to context and to some exceptions as set out in criteria in the guidelines, see Figure 6.8. As outlined in the section above, in achieving the densities required, the guidelines support different housing typologies as part of building sustainable communities.

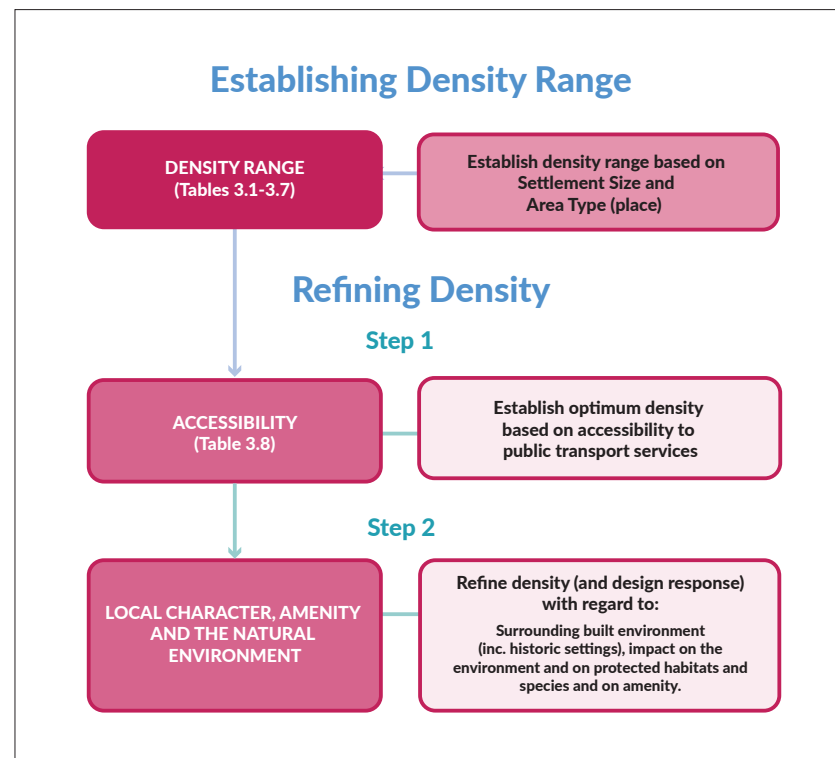


Figure 6.8 Establishing Density (Source: *Sustainable Residential Development and Compact Settlement Guidelines*, page 33).

The consideration of proximity and accessibility to services and public transport plays a crucial role in determining the most appropriate density within the identified range for development sites. Accessibility distances to public transport are outlined within the relevant guidelines. The current walking distances to public transport have been analysed against the accessibility criteria set out in the guidelines as shown in Figure 6.9. Areas shaded in green represent zones of high accessibility and strong integration with their surroundings, whereas yellow areas indicate locations where accessibility and integration could be enhanced.

Improvements through Active Travel initiatives, as well as improved accessibility which can be provided as part of development within relevant sites, will further inform the appropriate density in line with the criteria set out in the guidelines.

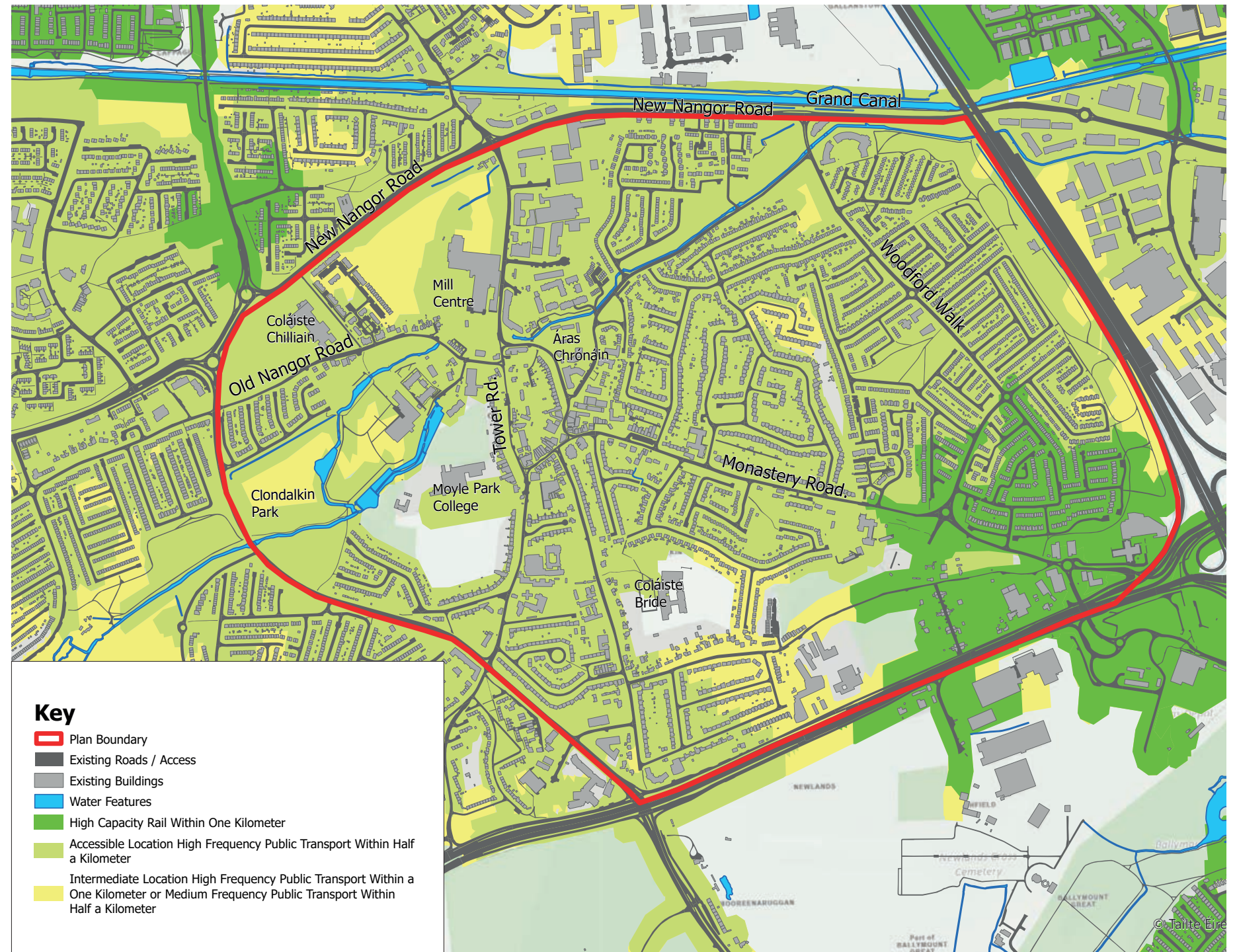


Figure 6.9: Accessibility Analysis based on current walking distance to public transport.

CHE12: Density

CHE12 Objective 1:

To ensure that housing density within the Plan lands meets with the provisions of the density ranges and criteria set out in the Sustainable Residential Development and Compact Settlement Guidelines 2024 (or as may be superseded)

Housing Options and Social Inclusion

As is evident from Table 6.2, owner occupied with or without mortgage makes up the dominant tenure type in the plan area at 67% in 2022. Housing should remain responsive to new and innovative methods of providing for growth while ensuring an appropriate mix of tenure and dwelling types to meet the current and future needs of those wishing to live in Clondalkin. There is a need to facilitate the provision of different housing tenures including social, private, affordable, voluntary, special needs and age friendly homes within the community. At the same time, it is an objective of the County Development Plan to avoid an over-proliferation of any single tenure within a local area.

Census	2022	2022	2016	2016
Total Households	%	12,750	%	12,669
Owner Occupied with Mortgage	32.0%	1431	35.9%	1548
Owner Occupied No Mortgage	35.1%	1566	31.5%	1358
Rented from Private Landlord	21.9%	979	24.5%	1056
Rented from Local Authority	4.2%	188	3.9%	167
Rented from Voluntary Body	1.1%	49	0.6%	26
Occupied free of rent	2.6%	117	0.8%	36
Not Stated	3.0%	135	2.8%	120

Table 6.2: Permanent Private Households by type of Occupancy - Census 2022.

CHE13: Housing Options

CHE13 Objective 1:

To support the provision of a mix of tenure types within Clondalkin LPF in creating suitable accommodation for all in promoting sustainable and mixed income communities and discourage an over proliferation of a single tenure (whether private owner occupier, private rental, social rental or affordable purchase and rental) within any local area (within a 10-minute walking distance) in line with the Housing Strategy and Interim HNDA of the South Dublin County Development Plan.

Social and Affordable Housing and Cost Rental

Social and affordable housing forms an integral part of housing supply within the Plan area, with all residential development proposals

complying with the requirements of Part V of the Planning and Development Act 2000 (as amended)

Those renting social housing within the LPF rose very slightly over the 2016 to 2022 Census period but still represents just 4.2% of all tenure within the plan area.

Cost rental is a relatively new housing tenure that was created under the Affordable Housing Act 2021, that offers affordable long-term, secure rented accommodation, based on the cost of building, managing and maintaining the homes. The rent on this form of property is at least 25% below market rents in a specific area, which provides choice across all tenures. This form of development is currently provided by Local Authorities, Housing Agencies and the LDA. Although having a limited remit in the provision of tenure, the planning system will continue to support the development of a mix of tenures including social, affordable and cost rental in line with CHE13 Objective 1.



Figure 6.10: Age friendly housing at Sallymills, Clondalkin, provides 1- and 2-bedroom units for those aged 55 and above.

Age Friendly Housing and Rightsizing

As Clondalkin's population continues to grow and age, there will be additional need for Age Friendly Housing and the option to 'rightsized' within the community. These units are made up of different housing typologies, but in general can be described as self-contained properties designed for older people so that independence can be maintained with options for support where this is required.

To ensure delivery of age friendly homes and to meet the needs of the local area, the Council are exploring additional opportunities for age friendly developments in Clondalkin through direct delivery and in partnership with AHB's. The LAP will continue to support the delivery of energy efficient and well-designed homes which will allow homeowners to continue long term independent living, including being able to adapt the property as required into the future.

CHE14: Age Friendly Housing and Rightsizing

CHE14 Objective 1:

To support the provision of age friendly homes to support long-term independent living within the LPF area.

CHE14 Objective 2:

To support a choice of accommodation within the Plan area that will provide appropriately sized homes which can support changing needs over the life cycle.

6.4 Employment

Employment in the LPF

Clondalkin Village, a late 6th or early 7th century settlement, has emerged as a vibrant service centre in addition to retailing, hospitality and tourism services since its establishment. Clondalkin plays a pivotal role in ensuring that South Dublin County maintains a strong and diverse economic base in terms of employment, retailing and industry, while enhancing and contributing to the County through the tourism and recreation sectors. Clondalkin has significant tourism assets, including an 8th Century Round Tower, coupled with its location beside the Grand Canal and neighbouring Corkagh Park. This has contributed to Clondalkin's historic tourism importance for South Dublin County.

In line with the vision of the LPF and of Chapter 9 of the SDCC CDP, which looks to create a strong and resilient economic base for expanding employment opportunities and facilitating a good quality of life with vibrant and attractive places to live, work, visit and invest, the LPF will focus on the delivery of vibrant communities and economic opportunities within Clondalkin. Clondalkin village has a mixed-use zoning, alongside the town centre zoning, which provide varying employment types. The LPF will facilitate employment opportunities within the different zoning types built on the principles of good placemaking which, in turn, will help deliver attractive, vibrant urban areas in which to reside and work.

Analysis of Census 2022 POWCAR data (place of work, college anonymised records) shows the number of workers living in the wider Clondalkin area (resident workers) and where they work, alongside the number of workers from other areas coming into the LPF area to work - see Figure 6.11 for the area encompassed in the analysis. The analysis

also provided detail on the employment sectors within the Clondalkin area with a summary shown in Table 6.3:

Local Jobs Profile	
Number of Local Jobs in Clondalkin area:	7,040
Largest Employment Sector in Clondalkin area:	Wholesale, Retail Trade, Transportation and Food – 27.1% (1,911 employed)
Number of workers employed in local jobs in Clondalkin area that live in SDCC:	58.9% (4,146)
Mode of Transport to work for people working in Local Jobs in the Clondalkin area:	Private Car/Van/Motorbike – 69.9% (4,919) Active Travel – 11.7% (823) Public Transport – 8.6% (602) Home Worker – 9.3% (652)

Resident Workers* Profile	
Number of Resident Workers living in Clondalkin area:	13,171
Employment Sector that most Resident Workers are employed in:	Wholesale, Retail Trade, Transportation and Food – 28.6% (3,771)
Number of Resident Workers employed in Clondalkin area:	17.2% (2,261)
Mode of Transport to work for Resident Workers in the Clondalkin area:	Private Car/Van/Motorbike – 59.8% (7,872) Active Travel – 10.5% (1,378) Public Transport – 15.4% (2,026) Home Worker – 6.3% (835)

**All those in employment that live in the Clondalkin area and work either within the Clondalkin area or outside the Clondalkin area.*

Table 6.3: Census 2022 POWCAR data for the wider Clondalkin Area.

The largest employment sector for local jobs and resident workers in the area of Clondalkin is Wholesale, Retail Trade, Transportation and Food, followed closely by ICT, Financial, Real Estate, Professional, admin and support service activities. A significant number of workers employed in local jobs in Clondalkin travel from within SDCC to work, with approximately 27% using either public transport or walking or cycling, reflecting the significant investment in sustainable transport infrastructure in the County.

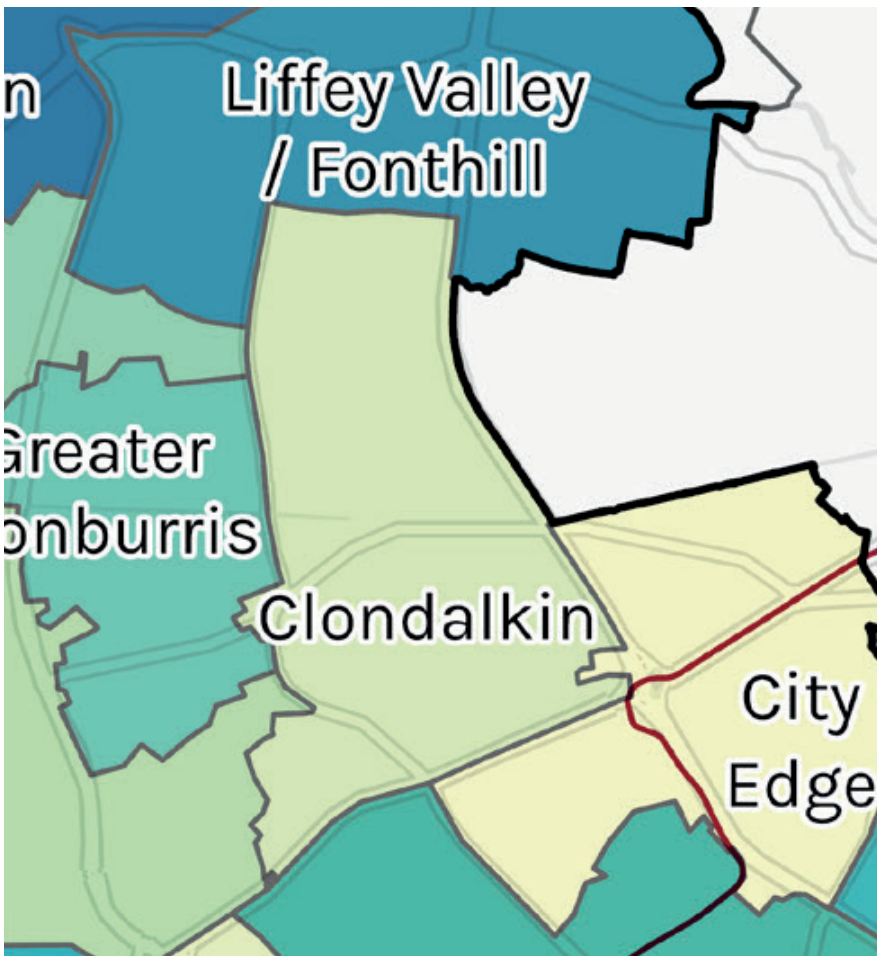


Figure 6.11: Area of Clondalkin analysed through Census 2022 POWCAR data.

CHE15: Economic Development

CHE15 Objective 1:

Support sustainable enterprise and employment growth in Clondalkin, recognising its role in South Dublin County and the Dublin region as a driver for economic growth.

Each consultation session raised awareness of issues that operating businesses face, which includes the overall visual appearance of the village, providing appropriate parking for customers and creating a safe space to operate. Residents also spoke of improving the retail offering within the village and highlighted the lack of restaurants and niche trading outlets to serve the local community and visitors alike. As referenced within Chapter 8, the Village Enhancement Schemes will improve the public realm environment within the village, making it safer and more attractive. This in turn should help attract new businesses, providing opportunities to further increase the scope of the current offering.

CHE16: Village Improvement

CHE16 Objective 1:

Support the implementation of the Village Enhancement Schemes (VES), as part of public realm improvements within the village.

Clondalkin benefits from a diverse local economy, which is built on retail, tertiary services and tourism. The LPF aims to support and encourage increased economic activity within the LPF boundary, for diverse economic activity, with an aim to provide additional economic benefits in the form of public realm improvement.



Figure 6.12: The Clondalkin Round Tower Visitor Centre demonstrates an ability to create a strong tourism attraction which benefits from a supplemental café / restaurant.



Retail and Tertiary Services

In the course of preparation of this LPF, Town Centre Health Checks were carried out in Clondalkin, providing data on the health of the village.

Year	Surveyed (No).	Vacant Buildings	Vacancy Rate	% Change
2023	172	14	8.14%	-
2025	180	9	5%	Decreased by 3.14%

Table 6.4: Clondalkin Town Centre Health Check Buildings Surveyed and Vacancy Results (Commercial).

In comparing the land use breakdown, the categories are based on the GOAD Experian Ltd. Categories and Classifications as recommended by the Town Centres Retailing and Methodologies paper (Scottish Government, 2007). The results below highlight the results of the survey in 2023 and 2025:

Use	2023	2025
Comparison	19	17
Convenience	14	15
Financial & Business Services	21	23
Health & Medical Services	12	12
Leisure Services	36	37
Other Retail	1	8
Public Service	12	15
Religious Service	3	3
Residential	238	241
Retail Service	36	35
Vacant	14	9
Vacant Residential	4	6
Total	410	421

Table 6.5: Land Use Breakdown by category of individual unit.

Between the surveys, there were changes where new businesses took over from the previous occupants. Overall, Clondalkin’s vacancy rate is low and decreased in the 2025 survey, identifying the retail and business strength of this location. As Clondalkin continues to grow, it will require the necessary infrastructure and placemaking measures to be in place to further enhance the attractiveness of the village.

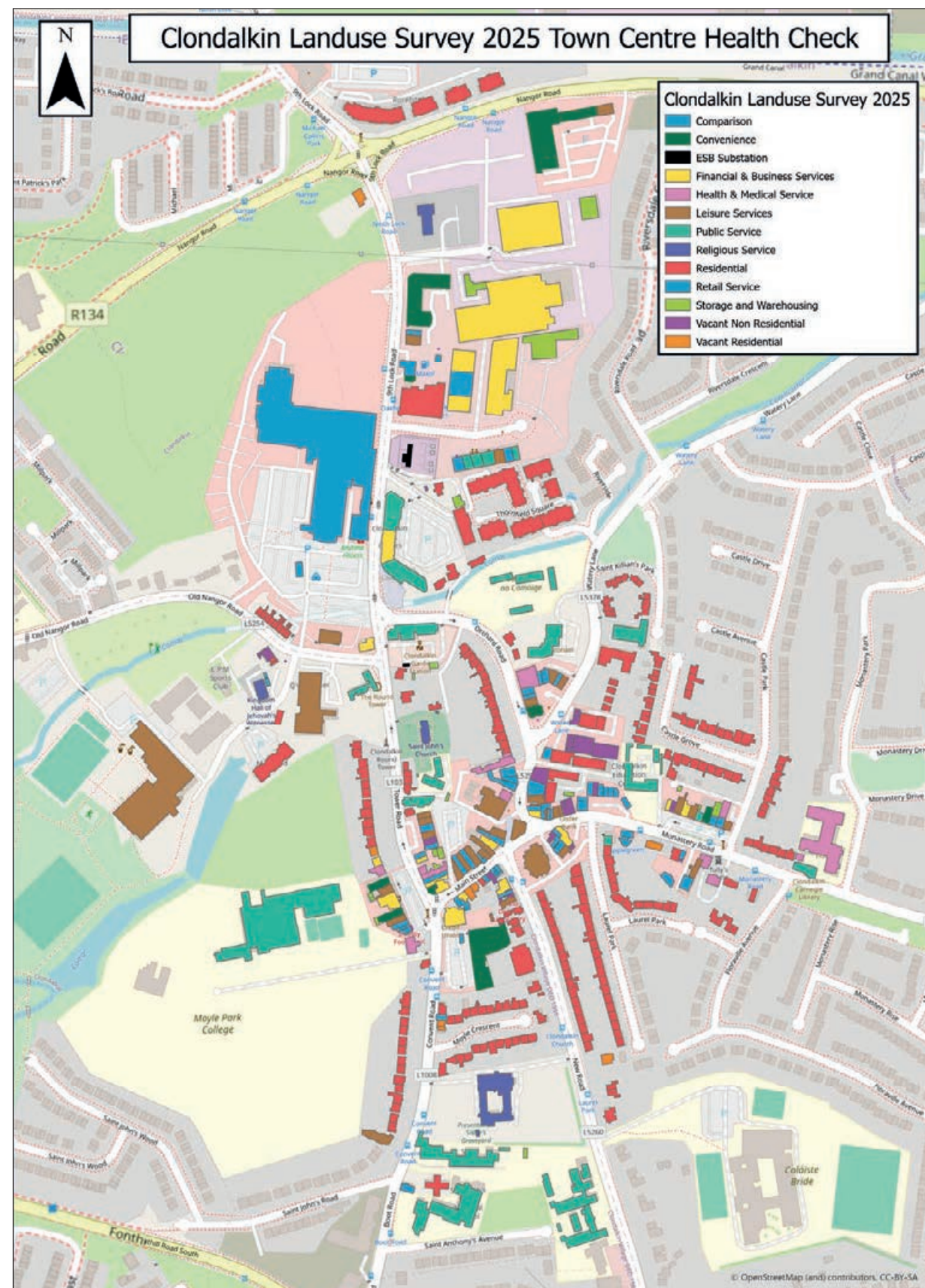


Figure 6.13: Town Centre Health Check – Land Use Survey (2025)

“Clondalkin benefits from a diverse local economy, which is built on retail, tertiary services and tourism.”



The LPF boundary has two designated zonings / sites within the County's Retail Hierarchy, as outlined in the South Dublin County Development Plan 2022 – 2028. These are as follows:

- **Clondalkin Town Centre**, Level 3 (Town and / or district Centre and Sub-County Town Centres (Key Service Centres))
- **Clondalkin Village**, Level 4 (Neighbourhood centres, Local Centres – Small Towns and Villages)).

As a whole, both centres work together to highlight the importance that the village and surrounding area provides to the wider LPF and beyond. Clondalkin acts as a key service centre for surrounding communities, providing a broad selection of retail and service uses. The established uses and zoning allow for complementary leisure, town centre retail and commercial land uses. There is some potential to expand the retail and associated town centre type uses on vacant lands within the town, including within the Ninth Lock Framework site and to upgrade the existing shopping centre and its surrounds. There is also potential for more intense employment or mixed use within the industrial area to the north of the village at Oakfield.

In line with the CDP, to counteract challenges facing traditional retailing, SDCC will continue to support retail development at the different levels of the retail hierarchy, recognising the role of retail in creating a vibrant mix of uses in support of our communities while cognisant of the on-going changing retail trends.

CHE17: Retail and Services

CHE17 Objective 1:

To support the ongoing role Clondalkin has as a significant employer in the retail and services sector in providing further retail opportunities to create a diverse and broad retail attraction while facilitating a sustainable and resilient economy through the provision of improved placemaking measures.

CHE17 Objective 2:

To consider as part of any village improvement scheme, the need for loading bays to facilitate the businesses and traffic movement in the village centre.

CHE17 Objective 3:

To promote improvements to the environment around the Mill Shopping Centre including placemaking improvements to the frontage along the Ninth Lock Road.



Figure 6.14: Village Centre Retail and Mixed Use.

Tourism

The LPF aims to enhance tourism throughout Clondalkin, working with the local community and stakeholders to provide potentially transformative improvements to Clondalkin's tourism offering. Clondalkin and its rich history have the potential to increase tourism numbers and act as a gateway to Corkagh Park, reinforcing the potential for complementarity between the historic village and the regional park. The South Dublin Tourism Strategy has identified the '*Clondalkin Cluster*' as a key tourism area, which includes the Clondalkin Round Tower, historic village centre and numerous heritage points of interest, overlapping with the '*Grand Canal Corridor*' with linkages to Dublin City, Adamstown, Lucan and Clonburris. Understanding the spatial distribution of tourism areas in the County by identifying key 'clusters' and 'corridors' can aid in understanding their tourism offering and identifying where certain gaps exist. The strategy has identified a number of initiatives within Clondalkin, involving both public and private partnerships at the heart of the community.

As identified in the Tourism Strategy, the Clondalkin Round Tower is one of four remaining round towers in County Dublin and is a National Monument. The round tower continues to act as the landmark '*identifier*' for Clondalkin village, being one of the County's most recognisable and

most popular visitor attractions since the opening of the visitor centre and the completion of refurbishment works to the tower in 2017. In line with Action 1.9 of the tourism strategy, the LPF will aim to diversify and enhance the tourism offering of the tower and its connection to the wider area.

CHE18: Tourism

CHE18 Objective 1:

Support the development of a sustainable tourism industry for Clondalkin that maximises the tourism potential of the County, through the implementation of the South Dublin Tourism Strategy 2024 – 2029.

CHE18 Objective 2:

Support Action 1.9 of the South Dublin Tourism Strategy 2024 – 2029, by reviewing the Clondalkin Round Tower management model, establishing linkages to the Grand Canal Greenway through public investment to reinforce the role of the Round Tower as a hub for the village.

“

The LPF aims to enhance tourism throughout Clondalkin, working with the local community and stakeholders to provide potentially transformative improvements to Clondalkin's tourism offering

”



Chapter 7: Conservation and Built Heritage

7.1 Introduction

A Conservation Plan and separate character appraisals for each of the three Architectural Conservation Areas (ACA) in Clondalkin were prepared by specialised consultants – Molloy & Associates conservation architects – to inform the architectural heritage context for this Clondalkin Local Planning Framework (LPF) (Figure 7.1).



Figure 7.1: Conservation Plan and ACA Character Appraisal inform this plan.

The focus of the Conservation Plan and the ACA appraisals is an analysis of the character of the built heritage within the LPF boundary, together with identification of vulnerabilities affecting that character.

The wider cultural (archaeological), industrial, natural and social heritage intrinsically shaping village character and exposed to similar threats and opportunities is also referenced.

The Conservation Plan strives to achieve a balance between the need for change and protection of the special character of the area, consolidating corresponding measures in the County Development Plan.



Figure 7.2: Clondalkin Village ACA.

The Conservation Plan identifies:

- Urban patterns and features of architectural heritage significance which are found to positively contribute to the identity of Clondalkin Village and environs.
- Issues which threaten and undermine that significance.
- Recommendations to inform policies and objectives that will underpin the Local Planning Framework with a view to protecting the setting and composition of architectural heritage and influencing the extent and nature of future interventions and change within the LPF area.

The expert guidance provided through the Conservation Plan has informed the content and objectives set out in this chapter and wider LPF. They, together with the guiding design principles and objectives set out in the wider LPF, go towards safeguarding Clondalkin's rich heritage and maintaining its unique sense of place, while promoting sustainable development and growth and enhancing the quality of the urban environment. Any proposed development within the LPF must also comply with County Development Plan policy and objectives which are complemented here with objectives specifically relevant to Clondalkin and the LPF.

Separate standalone documents which accompany this LPF, related to the Conservation Plan, are the detailed character appraisals for the three identified Architectural Conservation Areas in Clondalkin. While two of these are located in the Clondalkin LPF area – Clondalkin Village (Figure 7.2) and St. Brigid's Cottages (Figure 7.3) - the third, at Ninth Lock and



Figure 7.3: St. Brigid's Cottages ACA.

Ballymanaggin Lane (Figure 7.4) is located to the north of the LPF. These appraisals provide a detailed description and analysis of the character of the ACA areas which made them worthy of designation. The appraisals are designed to be of particular use to owners of buildings within the ACA, providing guidance on key features and the removal of some planning exemptions as an implication of being within an ACA. For more detail on the ACA's see the relevant appraisal reports and the character and policy sections below.

This chapter provides objectives applicable to conservation throughout the LPF area but should be read in conjunction with the Urban Design chapter where objectives are focused to relate to specific sites.

CBH1: Overarching

CBH1 Objective 1:

To ensure that development complies with the objectives set out in the built heritage section of the South Dublin County Development Plan Written Statement (Chapter 3), as appropriate, complemented by the objectives set out in this plan and that regard is had to the Architectural Heritage Protection Guidelines for Planning Authorities, DAHG (2011).

Background and History

The historic town of Clondalkin originated on the 7th century monastic site of Cluain Dolcáin, founded by St. Mochu. It is thought that the Round Tower was built as part of this monastery, possibly around 750 AD (Figure 7.5). Fragments of the medieval church on the eastern side of Tower Road survive on the site of the present St John's Church. Orchard Road's



Figure 7.4: Ninth Lock and Ballymanaggin Lane ACA



Figure 7.5: View of Clondalkin Round Tower, William Roe ca. 1830-1850. Source: National Library of Ireland.



distinctive curve follows the boundary of the former monastic enclosure. It is possible that upstanding masonry within garden walls contain remnants of the fosse. The settlement developed around this religious site.

The milling industry in Clondalkin dates from at least the 13th century and extensive gunpowder and paper mills were developed over the course of the 18th and 19th centuries. During the 19th century its economic prosperity was evidenced by altruistic development including the characterful Alms Houses and school on the eastern side of Tower Road. With the decline of the milling industry the village has emerged as a strong market and service centre.

Pockets of lower-density residential and commercial developments have occurred over the course of the 20th century, which with its 18th and 19th century predecessors, combine to create a dynamic townscape character.

7.2 Policy Context

The objectives set out in this chapter align with the National Planning Framework and the Regional Spatial and Economic Strategy for the Eastern and Midlands Region. These documents recognise the important role of our built heritage assets and their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development.

National Policy Objective NPO 90 of the National Planning Framework First Revision recognises the merits in nurturing our built heritage assets, and states: *‘Enhance, integrate and protect the special physical, environmental, economic and cultural value of built heritage assets, including streetscapes, vernacular dwellings and other historic buildings and monuments, through appropriate and sensitive investment and conservation.’*

NPO 89 states: ‘Protect, conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance.’

The South Dublin County Development Plan 2022-2028 includes objectives and policies for the protection of the County’s archaeological, architectural, and cultural heritage in Chapter 3. While the objectives and policies within it are relevant to the protection of the built heritage within the county as a whole, they are relevant to Clondalkin, and the Clondalkin Conservation Plan has had cognisance of them.

The Development Plan includes two specific local objectives relating to structures within the LPF area, these are:

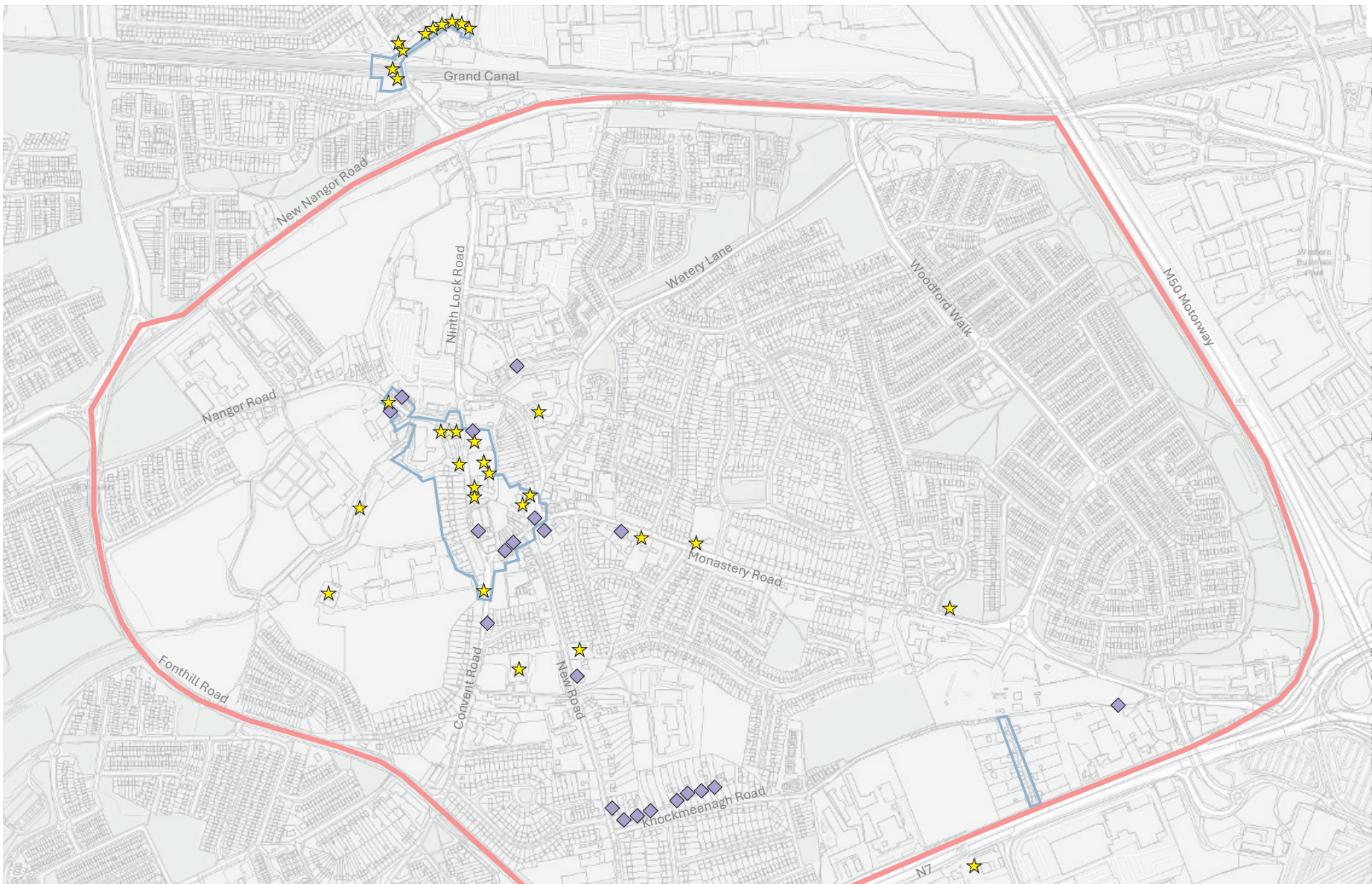


Figure 7.6: Approximate boundaries of ACAs are identified with a blue line, structures included on the RPS are identified with a star icon and structures on the NIAH with a regional rating but not included on the RPS identified with a diamond icon.

NCBH20 SLO 1:

To investigate the purchase and development of the old RIC Barracks on the Old Nangor Road which is a Protected Structure within the present Architectural Conservation Area (ACA).

NCBH21 SLO 1:

To protect and maintain the remaining old stone walls of Clondalkin

The CDP has designated two Architectural Conservation Areas (ACAs) within the LPF boundary namely, Clondalkin Village ACA, and St. Brigid’s Cottages ACA, with a third, Ninth Lock and Ballymanaggin Lane ACA

positioned to the north of the village, adjacent to the Ninth Lock of the Grand Canal and outside of the LPF boundary (see Figure 7.6).

The CDP’s Record of Protected Structures (RPS) includes structures of special architectural, archaeological, artistic, cultural, scientific, social, or technical interest within the county boundary, nineteen of which are within the LPF study area adding architectural interest and contributing to the streetscape (see Figures 7.7, 7.8, 7.9 and 7.10).

In addition to these protected structures an additional forty-one buildings within the study area are included in the NIAH (National Inventory of Architectural Heritage) and identified as having a regional rating. A number of these structures are located within the Clondalkin Village Architectural Conservation Area (see Figure 7.6).



Figure 7.7: RPS 146 - The Black Lion, Orchard Lane, Clondalkin. Semi-Detached Five-Bay Two-Storey Public House.



Figure 7.8: RPS 147 - Tully's Castle, Clondalkin. Stone Castle (Ruin) (RM).



Figure 7.9: RPS 158 - Presentation Convent and Church of Immaculate Conception. Source: Google Earth.



Figure 7.10: RPS 419 - Towerville, Tower Road, Clondalkin. Detached, five bay, two storey house, c.1850.

One of the structures on the NIAH list is SIAC bridge. Amongst other structures which are outside Clondalkin, this is included in an objective of the CDP as follows:

NCBH19 Objective 9:

To investigate the merit of including the following on the Record of Protected Structures and where such merit is identified to undertake the necessary public consultation process under the Planning and Development Acts:

→ SIAC Bridge, Monastery Road, Clondalkin, Dublin 22

As noted, ACA Character Appraisals have been carried out as stand-alone documents and complement the Conservation Plan. These documents, alongside this LPF, should be referred to where development is proposed within ACAs.

7.3 Character and Structure

Urban Structure

Clondalkin has existed as a settlement for 1,000 years, since its monastic origins in the late 6th century. The area maintained a rural character, with pockets of industrial intensification in the form of mills and quarries, until the 20th Century, when significant residential expansion began.

As such, the nature of the settlement has evolved over time. However, Orchard Road’s distinctive curve follows the boundary of the former monastic enclosure (Fosse). Together with the juxtaposition of Tower Road and Main Street the distinctive ‘oval’ shape at the core of the village has emerged.

The village then extends outward from this core area following the routes of the six historic roads - Boot Road, New Road, Monastery Road, Watery Lane, Ninth Lock Road and Old Nangor Road. These six roads create four key intersections (three ‘spines’), in the Town Centre (Figure 7.11). Development in later centuries and into modern times has broadly followed the original monastic urban structure.

The modern day Clondalkin village can be defined as a core retail area, with an established town centre use, allowing for complementary leisure, retail and commercial land uses within the village centre. The village has a thriving tourism industry linked to its rich historic significance and linked archaeological and architectural heritage.

Beyond this, the urban structure is defined more by 20th and 21st century residential development and associated local centres and amenities.

The village centre demonstrates a clear fine grain street pattern characterised by small narrow building plots featuring a large number of

buildings and closely spaced streets and open spaces. This type of urban structure provides for a mix of uses, mix of ownership, mix of business, streetscape and street life in an urban setting and is commonly associated with thriving urban areas.

Past amalgamation of historic plots within the village area is found to have interrupted its established small-scale urban grain.

Urban Character

Clondalkin’s built heritage identity has emerged from its historical origins as a monastic settlement, combined with its bespoke local vernacular variety of building forms and styles, architectural coherence and characterful landmark buildings. All of these combine to create an attractive, picturesque townscape.

The village and its environs are steeped in architectural heritage. The Round Tower maintains its prominence within the village core as a dominant visual landmark, identifiable as one of the most important archaeological sites in the country and protected as a national monument.

The Round Tower along with many of the other protected structures within the village are located within the Clondalkin Village ACA, designated as such due to the quality of the architectural character of the area.

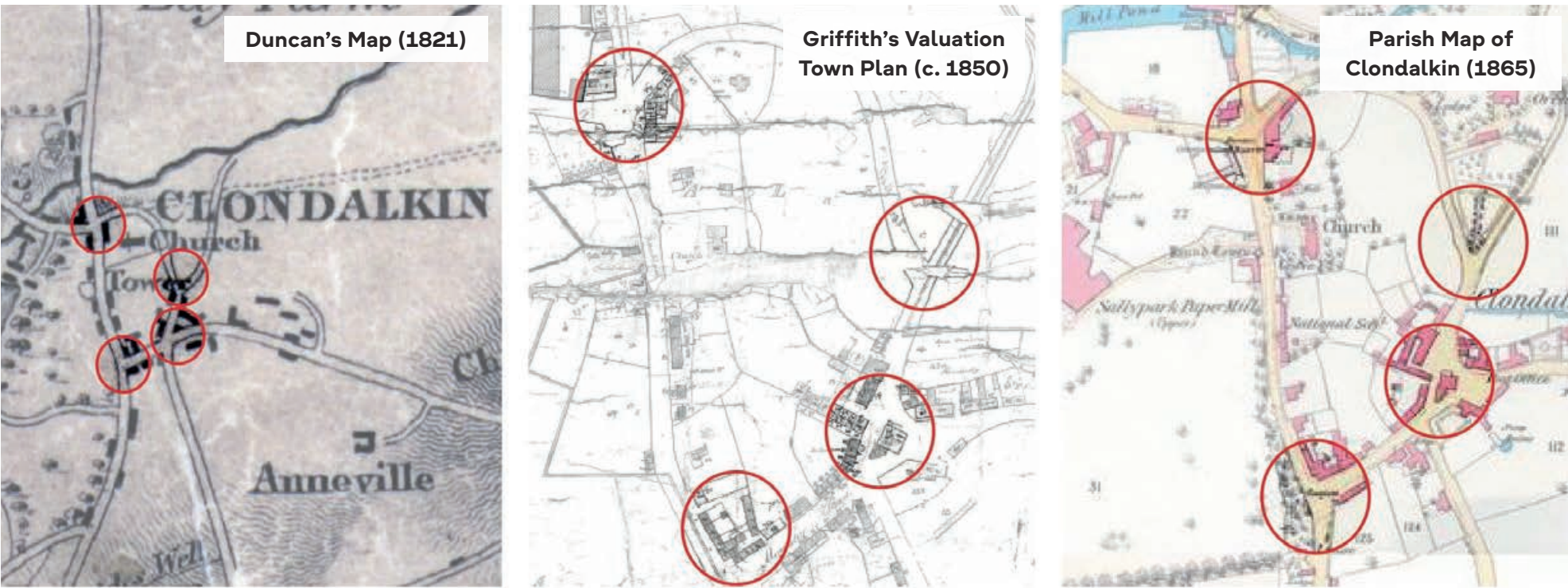


Figure 7.11: The historic road layout underpins the urban structure of Clondalkin today – the broadly oval ‘loop’ of Orchard Road, Tower Road and Main Street evident from the 19th century maps still defines the village centre, and connects the radial routes from the wider settlement of Old Nangor Road, Ninth Lock Road, New Road, Boot Road, Watery Lane and Monastery Road through four key intersections. Knockmeenagh Lane (Figure 7.12) may be part of the ancient Slí Mór and is still considered an important Pilgrim Route today.



Figure 7.12: Knockmeenagh Lane.



Figure 7.13: RPS 149 - Carnegie Library on Monastery Road.

The skyline is relatively consistent with buildings being predominately single or two storeys, with the exception of the Round Tower, with some landmark 19th century buildings and more recent 20th century buildings extending up to four and a half storeys.

The majority of buildings date from the early to mid-19th century, are well preserved particularly along Tower Road and Main Street and share many characteristics. A large number are in a simple local vernacular style, with undulating rooflines arranged around the concentric forms of Tower Road, Orchard Road and Main Street.

The 19th century vernacular buildings to Main Street are typically finished in a smooth or roughcast render painted finish. There is evidence in place of surviving harling, a lime and aggregate technique creating a textured surface on stonework. Whilst roof pitches and styles vary, roofs are typically pitched, slated, with expressed gables, in the vernacular style. Chimneys are typically rendered with clay chimney pots.

A wide variety of building typologies enrich the area, ranging from



Figure 7.14: Rubble limestone wall with fieldstone cappings on Knockmeenagh Road.

substantial 19th century country houses such as Moyle Park House and Orchard House (Áras Chrónáin), to low density residential groupings, including neat rows of late 19th-early 20th century single storey cottages, amongst them the more modest labourer's cottages of the late 19th to early 20th century designed by the architect T. J. Byrne, who was also responsible for the design of the characterful Carnegie Library on Monastery Road (Figure 7.13).

Outside the ACA many of the streets and roads boast features of historic merit. New Road is a radial route leading to the village centre, and whilst later than other routes noted above, contains some of Clondalkin's landmark buildings and surviving walled structures of interest. It has experienced extensive erosion in recent decades, with what survives representing an important vernacular legacy.

Knockmeenagh Road has many structures of architectural heritage interest specific to Clondalkin (Figure 7.14), included on the NIAH. Its unique vernacular character is recognised in the Conservation Plan.

Mill Lane has maintained its alignment over time, notwithstanding the changes to Clondalkin's industrial milling heritage. Many features representative of that legacy still survive on the lane; notably its masonry walls; its width and its meandering route to the waterways.

The decline of the milling industry led to redevelopment of large parcels of land in the 20th century including the aptly named Mill Shopping Centre.

The river and surviving millponds positioned along the Camac River traverse the village and are testament to the mill industry which has impacted the character of the modern village.

The setting of the village is enhanced by the proximity of Corkagh Park, Clondalkin Park and the Grand Canal.

The historic street patterns and the distinctive limestone walls that thread through the urban fabric all collectively contribute to the architectural character and cultural identity of the village.



7.4 Conservation and Built Heritage Objectives

The main vulnerabilities and issues facing Clondalkin's built heritage include inappropriate new development, loss of historic structures, poor connectivity, and visual clutter in the public realm. The need to protect the views and vistas of historical structures is also an issue.

The objectives included in this chapter apply in general and are complemented by more focused objectives relevant to individual framework sites included in the Urban Design Strategy Chapter 8.

Development within ACA's

In the context of the above particular attention to the quality of development within and adjoining the designated ACAs is required to ensure that new development does not negatively impact on historic buildings and key features identified within the relevant ACA character appraisals.

All proposals for development within an ACA must also have regard to the Architectural Heritage Protection Guidelines for Planning Authorities, DAHG (2011) in addition to the ACA Character Appraisals carried out for the three ACAs. Proposals should demonstrate how they protect the historic character, existing amenities, visual setting and streetscape character of the ACA. The CDP 2022-2028 also sets clear policy and objectives for development within ACAs.

CBH2: Architectural Conservation Areas

CBH2 Objective 1:

To retain the essence of the urban structure within the village core which is integral to its heritage, historic and tourism value, ensuring that new development respects the proportions and scale of the existing urban structure and modest vernacular building designs.

CBH2 Objective 2:

To ensure that all planning applications for new developments within or immediately contiguous to an ACA, includes an Architectural Impact Assessment and a Design Rationale in line with NCBH20 Objective 8 of the written statement of the County Development Plan, having regard to the relevant ACA Character Appraisal accompanying this LPF.

CBH2 Objective 3:

To prohibit demolition of a structure that positively contributes to the architectural character of any of the ACAs or to a structure where the Council deems it to contribute to the historic character of areas outside the ACAs.

CBH2 Objective 4:

To promote awareness and understanding of ACAs through the inclusion of the ACA Character Appraisals on SDCC's website and through wider direct engagement with business owners and residents within the ACAs.

CBH2 Objective 5:

To ensure that all development within the ACAs has due regard to the detailed ACA recommendations set out in the relevant ACA Appraisal accompanying the LPF and which complement the objectives in this section.

Record of Protected Structures and Structures of Architectural Heritage Interest

The CDP's Record of Protected Structures (RPS) includes structures of special architectural, archaeological, artistic, cultural, scientific, social, or technical interest within the county boundary, nineteen of which are within the LPF study area, the majority clustered around the historic village centre (see Figure 7.6). There are also an additional ten structures on the RPS clustered around the Ninth Lock Road at the Grand Canal. These structures have been recognised for their special architectural interest and the contribution that they make to the streetscape.

Each ACA 'Character Appraisal and Recommended Safeguarding Policies' provides further detail on the context of different structures within the ACAs.

The Conservation Plan also identifies fourteen non-protected structures of architectural heritage interest within and adjacent to the study area in Appendix A2 of that plan, Figure 7.15 is an example. Most of these structures are included on the NIAH. These structures can be included in the next review of the RPS, alongside the CDP objective for investigation of the SIAC bridge for inclusion.

CBH3: Protected Structures and Structures of Architectural Heritage Interest

CBH3 Objective 1:

To encourage adaptive reuse of buildings, including but not limited to protected structures and historic buildings of interest, to bring the buildings back to life, avoid vacancy and contribute to the vibrancy of Clondalkin.

CBH3 Objective 2:

To support a review of the Record of Protected Structures (RPS) as part of the County review and to consider, subject to further assessment, the addition of significant structures of architectural heritage interest identified in Appendix A2 of the Conservation Plan.



Figure 7.15: St Cecilia's, New Road. Presbytery/Parochial/Curate's House 1900-15. An example of a non-protected structure of architectural heritage interest.

CBH3 Objective 3:

To strongly encourage the retention of existing buildings and original features that, while not listed as Protected Structures, are considered to contribute to the local and historic character, visual setting, or streetscape value within Clondalkin. Any proposal to the contrary shall clearly demonstrate to the satisfaction of the Planning Authority why its retention cannot be achieved.

CBH3 Objective 4:

To encourage owners of protected structures and structures of architectural heritage interest located in Architectural Conservation Areas to carry out appropriate conservation and alteration of their property to ensure their continued contribution to historic townscape character facilitating the uptake of funding opportunities insofar as possible.

CBH3 Objective 5:

To facilitate owners of structures of architectural heritage interest in areas falling outside but informing the peripheral setting of ACAs to;

- Be informed of the significant contribution their properties make to the quality of the village-scape
- Avail of national grant schemes for architectural conservation (where applicable) to facilitate appropriate conservation of their property to ensure their continued contribution to historic village-scape character.

CBH3 Objective 6

To acknowledge and consider as part of the design of any new development the special interest of the historic routes identified here and in the Village Centre framework and other relevant framework sites both inside and outside the ACAs.

CBH3 Objective 7

To promote the amenity of the waterways including the Grand Canal, the Camac River and Mill ponds in an appropriate manner that aids interpretation of the architectural legacy of the mill industry and the canal infrastructure, promoting their historical significance and increasing awareness of their biodiversity value and environmental benefits.

New Development

Inappropriate new development risks altering Clondalkin's historic character, potentially diminishing its unique identity and sense of place. When considering new developments within the context of the historic town of Clondalkin and its three Architectural Conservation Areas, it will be necessary to demonstrate that they address design considerations such as urban structure and grain, density and mix, scale, height, materials, landscape, views and landmarks and the historic development context.

CBH4: New Development

CBH4 Objective 1:

To support placemaking initiatives and village enhancement schemes in making the village and its surrounds more attractive to residents, businesses and visitors, improving the urban environment, the sense of identity and community wellbeing.

CBH4 Objective 2:

To support the development of sustainable back land and infill development that responds to the historic pattern of development including its varied street character, building alignment, heights and roof forms, ensuring development transitions appropriately and accommodates surviving structures to the greatest extent possible.

CBH4 Objective 3:

To take into consideration the scale, massing, materiality and boundary treatments of proposed developments in the assessment of their impact on historic settings.

CBH4 Objective 4:

To require appropriate integration between new development of large-scale land parcels and existing built heritage.

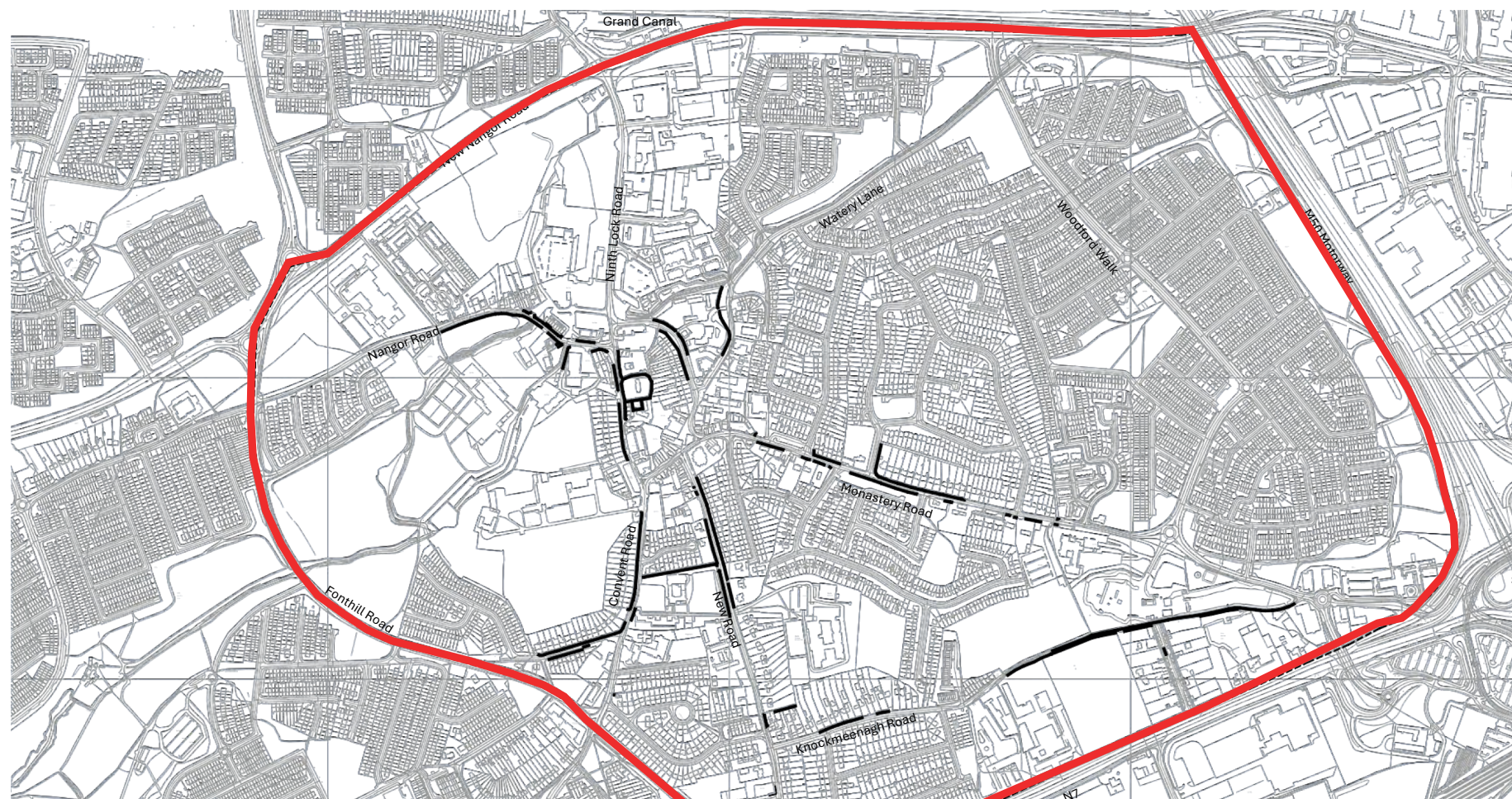


Figure 7.16: Limestone walls of architectural and historic interest identified in the study area which positively contribute to the architectural character of the area. (See Village Framework Site in Chapter 8 Urban Design Strategy for further detail).

CBH4 Objective 5:

To encourage new developments to generate niches of public space or urban pocket parks, where favourable orientation allows, as buffers to transition between new and established urban environments, complementing the functioning and patterns of established historic urban areas.

CBH4 Objective 6:

To assess new development in terms of its response to the historic patterns of development to avoid homogenisation of the architectural environment.

Historic - Walls and Boundaries

The loss of historic structures should always be avoided. This Local Planning Framework and the associated ACA character appraisals have identified many of the key historic structures and features within the plan area. Amongst these features are the historic walls and the LPF, through the Conservation Plan, has sought to define and qualify the extent and

condition of surviving sections of historic walls within the plan area, recognising that they enhance Clondalkin's unique character and identify (see Figure 7.16). The loss or inappropriate repair of historic structures can negatively impact on the authenticity, identity and sense of place important to Clondalkin's heritage.

The distinctive curve of Orchard Road follows the boundary of the former monastic enclosure (fosse) and it is possible that masonry within garden walls contain remnants of the fosse. While it is included in the Record of Monuments and Places (RMP) as DU017-04100, its origins are not always obvious to property owners and changes have occurred over time which may not always have reflected their statutory designation.

CBH5: Historic Walls and Boundaries

CBH5 Objective 1:

To ensure protection of historic gate piers, gates and entrances, safeguarding these important features so that they continue to enrich the quality of the public realm.



CBH5 Objective 2:

To require new boundary treatments or reconstruction of boundaries to reflect where appropriate, the composition and materials of traditional boundary / entrance treatments.

CBH5 Objective 3:

To protect and preserve the identified historic limestone walls of Clondalkin whether located within or outside of designated ACA areas (Figure 7.16 - Historic Walls) and ensure that any future development proposals will have due regard for the historic nature and importance of these walls.

CBH5 Objective 4:

To ensure that where development is proposed which includes a boundary or other wall, and where it is not known whether this wall is historic (Figure 7.16 - Historic Walls), that an examination, including a report, of the wall is undertaken by a qualified professional prior to any proposal for development. Where the wall is identified in this way as historic it shall be protected and designed in to any development proposal.

CBH5 Objective 5:

To ensure that sufficient set back is provided where development is proposed adjacent to historic walls, recognising that their foundations may be minimal and / or they may be vulnerable to development.

CBH5 Objective 6:

To maintain historic walls in accordance with best practice, repairs should be undertaken by a competent craftsman using traditional methods and materials, where possible. If this is not possible a clear rationale should be set out as to why, alongside the proposed alternative solution. The proposed methodology for repair shall be submitted to the planning authority for agreement prior to the repairs or ground works / development being carried out.

CBH5 Objective 7:

To encourage new boundary walls to be low walls finished with roughcast render with solid limestone cappings, as generally preferable to the application of limestone cladding or veneers.

CBH5 Objective 8:

To require any proposed development along Orchard Road which may impact on any existing walls within or enclosing the properties fronting the road to be accompanied by a report from a suitably qualified person indicating the location of any upstanding masonry within existing walls which may contain remnants of the old monastic boundary of Clondalkin (fosse) Recorded Monument DUO17-041001. Any identified remains shall be recorded and protected in accordance with best conservation practice.

Views and Vistas

Clondalkin possesses multiple vantage points from within the public realm and enclosing parks offering views and specific vistas of the round tower and church spires. Historic routes into the village centre along Old Nangor Road, Ninth Lock Road, Monastery Road and Convent Road are predominantly flanked by stone walls of architectural and social interest, framing incidental vistas of landmark buildings and amenities. It is important that changes to the public realm to address traffic, parking and public amenities, do not subsume the physical fabric of walled features that enhance the existing urban character and frame incidental vistas.

CBH6: Views and Vistas

CBH6 Objective 1:

To safeguard incidental views of landmark historic structures through and across the village centre from historic routes or settings by means of design strategies that respond to their presence and further to respond to how those views are framed by the historic routes and their boundaries.

Connectivity

In general, the connectivity between Main Street in the village centre and the surrounding streets is poor with some historic connections now closed off. Additionally, opportunities to improve permeability and create safer, more pleasant pedestrian and cycle routes within the wider area should consider the enhancement and interconnection of existing historic routes such as the canal, the Camac River and Knockmeenagh Road (See Chapter 5 and Chapter 8 for more detail).

CBH7: Connectivity

CBH7 Objective 1:

To encourage opportunities to consolidate the urban village centre and increase permeability to the benefit of an inviting public realm.

Visual and Urban Clutter

A significant issue within the historic village core is visual and urban clutter resulting from inappropriate traffic management structures, utility



Figure 7.17: Example of how shopfronts can be improved to the benefit of the public realm.

structures, signage and shopfront design and treatment. These structures can negatively impact on the authenticity, identity and sense of place important to Clondalkin's heritage.

The LPF aims for greater visual cohesion within the streetscape and the promotion of shopfronts and signage that utilise materials, colours and textures that complement the architectural character of existing buildings and are of a high standard of design, finish and installation (see Figure 7.17 by way of example).

CBH8: Visual and Urban Clutter

CBH8 Objective 1:

To reduce visual clutter created by, but not exclusively, traffic management structures including bollards, utility structures and signage and strengthen wayfinding connections between historic elements of the town.

CBH8 Objective 2:

To ensure that signage, street furniture, and road markings, particularly within and in close proximity to designated ACAs, are simple and visually restrained in design promoting a holistic approach to quality street surfaces, reflecting the high quality public realm at Brú Chrónáin Visitor Centre insofar as is feasible.

CBH8 Objective 3:

To work towards a targeted scheme to encourage repainting of facades using a selected palette of complementary colours, sympathetic to the historic setting to enhance the urban setting.

CBH8 Objective 4:

To promote SDCC's Shop Front Grant Scheme and Shop Front Design Guide to improve the appearance of independently owned and other shops fronting public streets so as to enhance Clondalkin's visual cohesion and attractiveness, particularly within the village core.

CBH8 Objective 5:

To ensure that in all new developments and improvement projects within the public realm, consideration is given at an early stage to the location of all building services, particularly where they interface with the public realm (including ESB substations). All building services shall be carefully designed to be as visually acceptable as possible, and located to avoid an over concentration on any particular street or frontage.

CBH8 Objective 6:

To encourage, where introducing new routes, boundaries and entrances, that established characteristics are adopted to maintain visual homogeneity (consistency), while recognising that adaptation will be required to accommodate modern-day standards to new routes.

Record of Monuments and Places (RMP)

The Record of Monuments and Places (RMP) is a list of recorded monuments and places for each county. All monuments listed in the RMP are protected under the National Monuments Acts. Every archaeological monument is surrounded by a Zone of Notification. These zones are not subject to statutory protection; however, they help inform any person proposing to carry out work at or in relation to a Recorded Monument that there is a requirement to give notice in writing to the Minister of Housing, Local Government and Heritage (under Section 12 of the National Monuments (Amendment) Act, 1994) two months before commencing that work. Figure 7.18 shows the distribution of Recorded Monuments and Notification Zones within the LPF (see also Appendix A3 of the Conservation Plan).

CBH9: Record of Monuments and Places

CBH9 Objective 1:

To appropriately safeguard all monuments listed in the Record of Monuments and Places (RMP), ensuring their protection under the National Monuments (Amendment) Act, 1994.

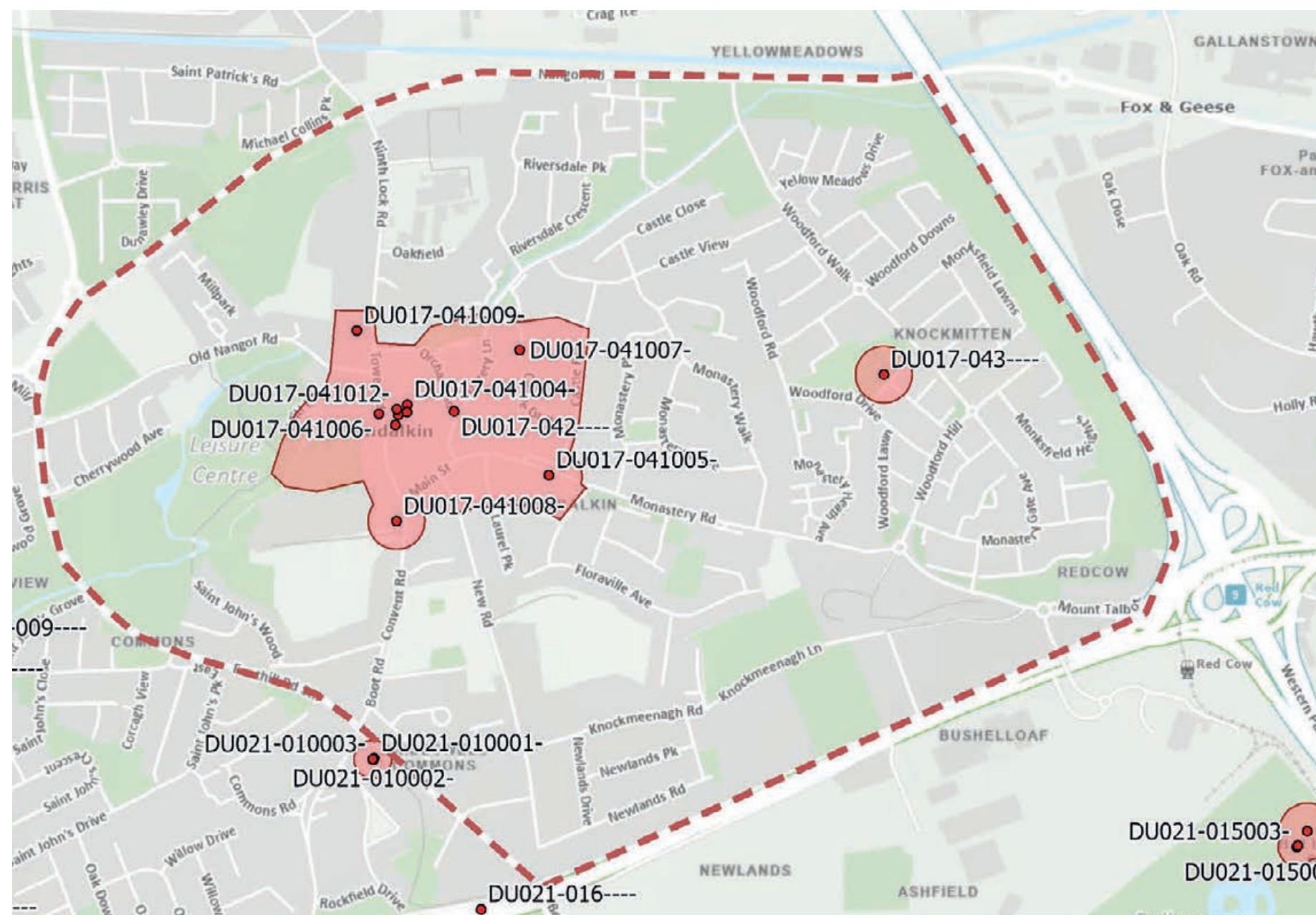


Figure 7.18: Distribution of Record of Monuments and Notification Zones within the Study Area. Source: HeritageMaps.ie.

Chapter 8: Urban Design Strategy

8.1 Introduction and Policy Context

Introduction

This chapter of the LPF brings together the objectives of the previous chapters, focusing on their contribution at both the site and wider plan level to a sustainable and coherent approach to urban design. It does this by setting out overarching objectives relating to urban design and by applying the objectives of the previous chapters through to the different scales of the framework and opportunity sites.

The Strategy draws on the unique assets of Clondalkin to ensure that new development respects the historic character and key features within the historic core of the village, through a careful approach to placemaking. In the wider environs principles for development are set out to ensure that growth reflects both its geographic and planning policy context

The preparation of the Urban Design Strategy for the Clondalkin Local Planning Framework involved the carrying out of a baseline assessment of the LPF area and using the findings and outcomes of the pre-plan consultation to inform a Strengths, Weaknesses, Opportunities and Challenges (SWOC) assessment (see Chapter 2).

The conclusions of this work indicated that the strategy needed to address the key themes of Urban Structure, Built Heritage, Movement and Green Infrastructure at both the strategic and local level. Therefore, the first step was to identify an approach for each of these themes across the entire LPF area based on the opportunities and challenges falling out of the SWOC analysis. This approach has been reflected in the previous chapters. The different themes in each chapter have then been integrated to create the Urban Design Strategy (See Figure 8.1).

The individual sites and frameworks set out further in this chapter will bridge the different scales of the strategy. Larger framework sites are described in sufficient detail to guide their sustainable development in the short to medium term. A variety of smaller scale opportunities are also identified and described. Some of these can become early wins or pilot projects. Others are longer term objectives and opportunities, intended to guide development management into the future.

Policy Context

The LPF and the urban design strategy is set within a wider policy context as outlined in Chapter 1 and the other chapters of this document. It is also set at a time of a recognised national housing crisis. Different measures by the government in response to this crisis will be of relevance to growth in the area. The application of densities set out in the Sustainable Residential Development and Compact Growth Guidelines applies to all development and is relevant to Clondalkin as set out in Chapter 6. The Planning Design Standards for Apartments issued on 8th July 2025 will apply to all planning applications made to the Local Authority following that date.

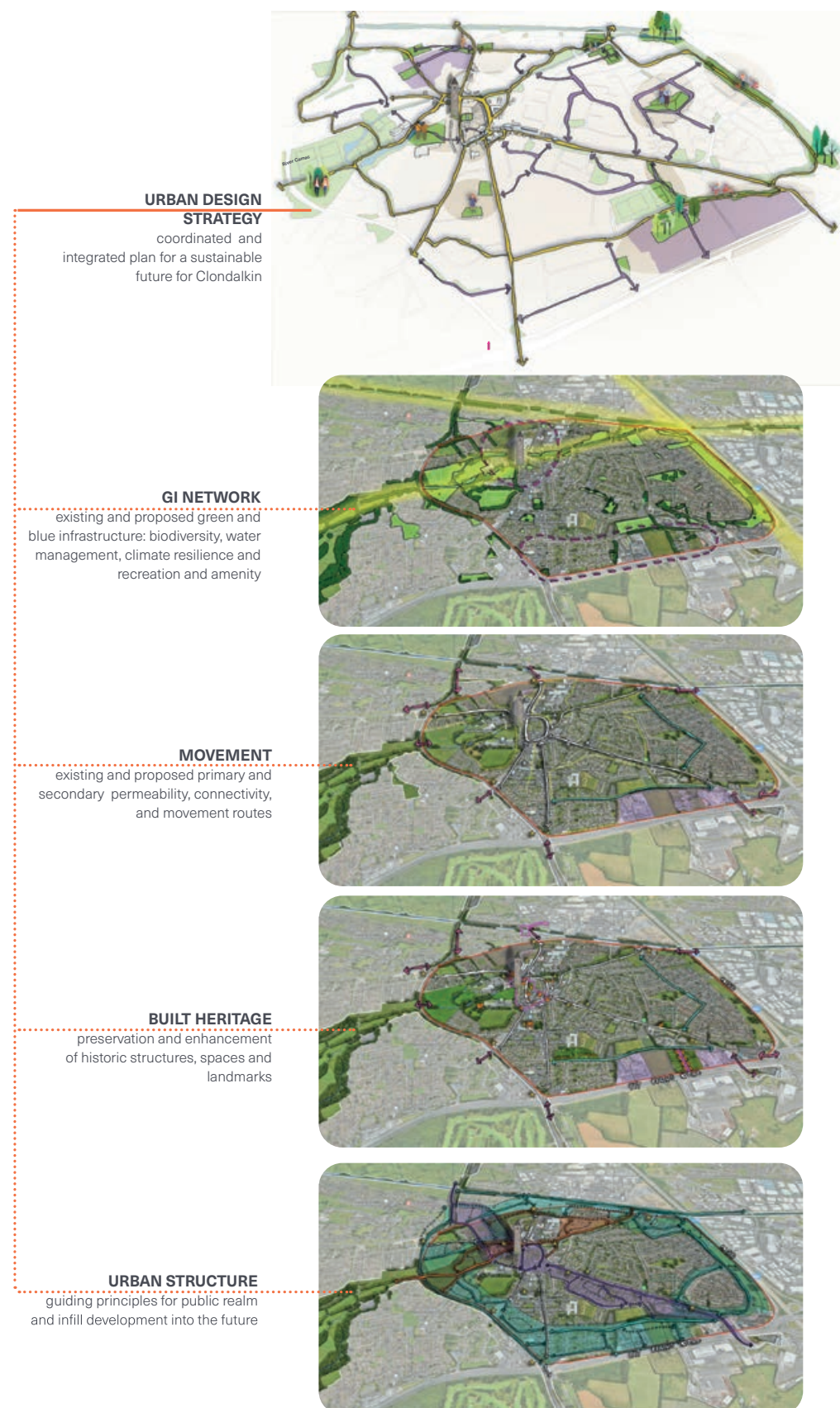


Figure 8.1: Layers of Urban Design Strategy

This strategy recognises the need for compact and sustainable growth within Clondalkin and sets out the design parameters, which take account of the place specific context of Clondalkin, to guide sustainable development over the next decades of its history.

8.2 Integrated Design Approach

At each scale, consideration is given to urban structure, movement, built heritage, and green infrastructure, examining opportunities for improvement and ensuring that as Clondalkin grows the key assets which create its sense of place and identity are sensitively considered.

Movement

Urban structure is built around movement and safe and convenient active travel routes are critical to this. Streets and public spaces are where public life takes place and opportunities to improve these spaces and create new ones are explored building on objectives in Chapter 5.

Built Heritage

Protection of the built heritage of Clondalkin is embedded into the strategy reflecting the objectives in Chapter 7. The historic road network, ACAs, protected buildings, structures of historic interest and cultural identity of Clondalkin is integrated into each scale and identified areas within the LPF. This allows for greater legibility of the built heritage.

Green Infrastructure

As shown in Chapter 4, gaps have been identified within the green infrastructure network within and around Clondalkin. The urban design strategy takes account of these and identifies where they can be overcome or improved within various areas of the strategy.

In addition to the above, where particular infrastructure or community facilities are identified as important to provide, they are identified in the relevant framework site.

Overarching Urban Design Strategy Objectives

Taking account of the vision and strategic objectives set out in Chapter 2, and the themed detailed objectives within each chapter, the Urban Design Strategy seeks to deliver on the following aims in the context of delivering quality and sustainable planned growth for Clondalkin;

- protection and enhancement of the cultural and built heritage,
- delivery of sustainable and more efficient movement options for everyone, and
- enhancement of green and blue infrastructure.

This approach also responds to the wider Clondalkin area being designated as a decarbonisation zone (See Chapter 3), with an aim to cut emissions in the area by 51% by 2030.

These overarching strategic urban design objectives, set out below, should be read alongside the detailed objectives set out within each chapter of the LPF and the specific context to which they are applied within the different framework sites.

Protection and Enhancement of the Cultural and Built Heritage:

- Enhance Clondalkin's sense of place and identity through recognition and respect of the existing cultural and built heritage context and protection of its key historic features
- Require development to respond positively to vistas, landmarks, and the setting of protected structures and architectural conservation areas (ACAs) within the Plan area.
- Ensure that public realm, frontages, open space and streets within the Plan area whether in new development or in the redevelopment of existing built form are designed to provide a quality public realm and enable the safe and comfortable movement of all users, extending and enhancing natural heritage corridors where feasible.
- Ensure that new development strengthens the urban fabric through high-quality, well-designed development and interventions which respond to the urban form, urban grain, and layout in the context of Clondalkin and ensure that the approach to building height, materials and finishes are appropriate to this context.
- Promote Climate Action by supporting the adaption and re-use of the existing building stock as a compact growth model that preserves local identity while encouraging new investment in the core area and creating a more attractive environment for residents and visitors.
- Identify a village enhancement scheme for delivery which will set the context for future village public realm upgrades through the consistent use of appropriate materials which enhance the overall identity of the village centre
- Reduce visual clutter, ensuring that signage, street furniture, and road markings, within the village centre and surrounds are simple and visually restrained in design promoting a holistic approach to the public realm, promoting SDCC Shop Front Design Guide for shopfront signage.



Sustainable and More Efficient Movement Options for Everyone:

- Ensure that areas of concentrated new growth are well connected to the town centre and to each other so that they add to, rather than draw from, its vitality.
- Ensure the maintenance of access for destination traffic and businesses within the town centre while deterring through traffic that contributes to traffic problems within the Plan area.
- Provide access to and enjoyment of the built and natural heritage assets of Clondalkin within the movement framework to encourage their enjoyment by the whole community.
- Integrate public transport services within a safe and attractive network of cycling and walking routes to and between established communities in the Plan area.
- Support pedestrian and cyclist permeability and connectivity and address physical severance with priority given to improving routes to schools as a measure to improve safety, encourage physical activity and reduce congestion at school opening and closing times.
- Deliver on a cohesive strategy for improved public realm and associated wayfinding and legibility measures.
- Promote Climate Action by reducing the need for car-based transport where feasible, facilitating active travel and public transport to reduce emissions, create a safer and more pleasant environment and improve options for healthy activity.

Enhancement of Green Infrastructure:

- Recognise the existing green infrastructure of the Plan area (the River Camac, the Grand Canal, Knockmitten Park and Clondalkin Park) as the foundation of a green and blue infrastructure network, reinforce and create improved links between them and new development areas, using to best effect the opportunities presented by the framework areas and taking account of the gaps and opportunities identified in Chapter 4.
- Extend the consolidated core green areas (including the framework sites) into a network of secondary corridors and biodiversity stepping stones across the existing residential communities and key streets within the Plan area (Monastery Road, New Road, Orchard Road, Old Nangor Road) to conserve and create ecological links.
- Enhance the attractiveness of Clondalkin by further contributing to quality placemaking through improving the opportunity for the connection of humans with nature.
- Identify underutilised or ancillary green spaces within the Plan area appropriate for inclusion in the extended green network whose improvement would allow not only for the promotion of biodiversity but also for the integration of nature-based solutions for the management of urban drainage and the promotion of active travel and healthier lifestyles.
- Increase public open space provision in the Plan area through the development of the framework sites to include an improved, universally accessible green corridor at Knockmeenagh Lane and the provision of a quality public open space designed to cater for both passive and recreational uses and Green Infrastructure links through the site at 9th Lock Road.
- Promote Climate Action by identifying flood measures and responses critical to Clondalkin's resilience in adaptation to and mitigation of climate change and integrating nature-based solutions for surface water management into a wider urban greening strategy that promotes biodiversity, or the use of alternatives such as green or blue roofs and green walls where such solutions are not practicable at ground level.

Deliver quality and sustainable planned growth for Clondalkin:

- Facilitate an appropriate spatial distribution of new development, across the Plan area, including the Framework sites, that supports the creation of new linkages, increased green infrastructure, public realm, and opportunities for economic activity.
- Deliver residential growth and supporting infrastructure that not only meets housing targets but also promotes quality as part of a variety of house types and tenures, having regard to relevant guidelines or planning statements.
- Optimise densities across the Plan area so that the mix and intensity of land uses are appropriate to their location in the town and their historical context and to their access to facilities, amenities, and public transport.
- Encourage compact growth within the Plan area through the reuse of derelict and infill sites in line with best practice urban design and conservation principles, including sites that can be used to effect regeneration of the built heritage.
- Support higher density redevelopment of brownfield, derelict and infill sites, where appropriate to context, to include mixed-uses for retail, services, tourism, community, and employment creation. Height will be guided by SDCC Building Height and Density Guide 2022, adopted as part of the South Dublin County Development Plan 2022-2028.
- Promote and enhance a diverse and resilient local economy that enhances existing business strengths including, tourism, services and retail and the maximisation of commercial occupancy.
- Encourage positive community engagement and a vibrant local economy through good accessibility and a quality public realm which provides for inclusive design and universal access for all to the greatest extent possible.
- Promote Climate Action and the decarbonisation of Clondalkin through appropriate design solutions, higher densities closer to existing or planned high-capacity public transport links, where the context allows, and support for the actions on decarbonisation set out in the SDCC Climate Action Plan.
- Provide appropriately phased quality social and community infrastructure at accessible locations within larger scale development, or at locations agreed with the Planning Authority as part of good placemaking to benefit the wider community.
- Ensure that all development uses materials and finishes which are appropriate to their context within the Plan area.

8.3 Urban Design – General

Existing Residential Areas

Clondalkin has experienced several phases of residential development over the twentieth century. These include lower density suburban type housing in different phases, typically three bed with own door and gardens. More recently there has been development of medium-high density residential infill. The different residential character areas are shown in Figure 8.2.

Significant areas for development have not been identified within existing residential areas as part of the LPF. The exception, seen as an opportunity site, is the Dutch Village where principles for development are set out further in this chapter. In all other cases, proposed development will be considered through the planning application process having regard to the relevant standards and objectives set out in the CDP and to the objectives set out within the chapters of this LPF, where they are relevant.

Objective UD 1 Existing Residential

UD1 Objective 1

To assess applications for development within existing residential areas as they arise against the policies and objectives contained within the County Development Plan and the objectives set out within the chapters of this LPF, where they are relevant.

Commercial / Industrial Areas

The LPF includes areas which are more commercial / industrial in nature. In addition to the commercial central village area covered by the Village Framework below, industrial areas include Oakfield to the east of Ninth Lock Road. The LPF has not proposed any specific objectives for this area other than to identify it as an area which could provide improved east-west movements between the Ninth Lock Framework site and residential areas to the east. As part of this there is the opportunity to improve green infrastructure within the employment area. As the area is zoned Town Centre, there is potential for more mixed use within it. Any applications coming forward will be considered through the normal assessment process having regard to the wider objectives set out in this plan and the CDP.

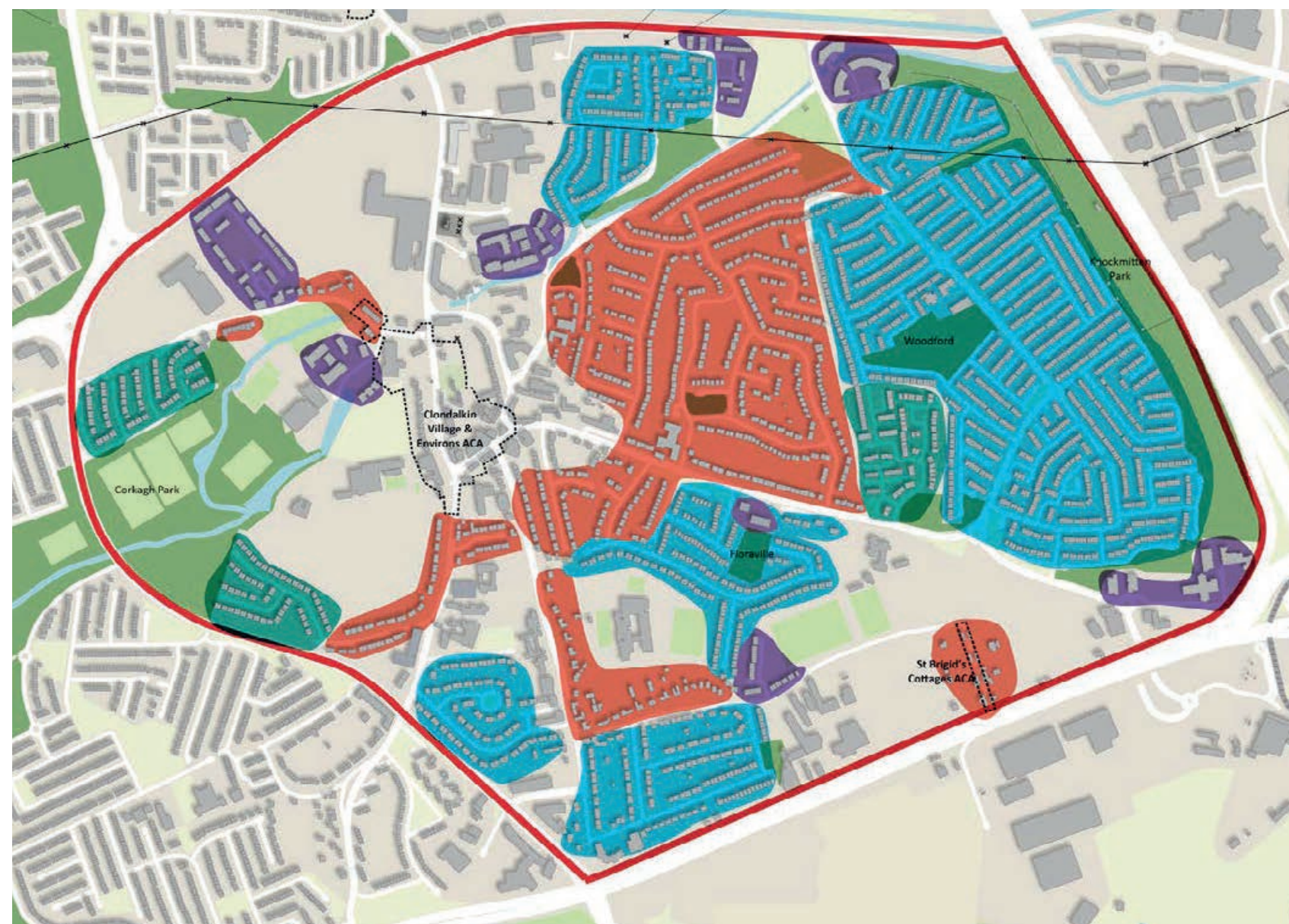
Objective UD2 Commerical / Industrial Areas

UD2 Objective 2

To assess applications for development within the existing industrial estates to the east of Ninth Lock Road, north of the village as they arise against the policies and objectives contained within the County Development Plan and the objectives set out within the chapters of this LPF, where they are relevant.

UD2 Objective 2

To improve connections at Oakfield / Elmfield in an east – west and north – south direction where opportunity arises to provide for increased permeability between the residential areas to the east and the Framework site to the west, ensuring that opportunity to improve green infrastructure enhancement and linkages is promoted to the greatest extent possible.



- Mid-century garden city (approx 10-20dph)
- Late-century low density (approx 15-20dph)
- Boom-era housing estates (approx 30-60dph)
- Modern medium-high density infill (100+dph)

Figure 8.2: Clondalkin Residential Character Areas.



8.4 Urban Structure

Clondalkin continues to be structured around the monastic 'oval' of Tower Road, Orchard Road and Main Street. The oval is connected outwards along the original, six historic roads - Boot Road, New Road, Monastery Road, Watery Lane, Ninth Lock Road and Old Nangor Road.

These six roads can be grouped into three 'spines', intersecting in the Town Centre and described below. These spines are loosely connected by a green loop which wraps around the village and surrounding residential areas adjacent to the road network of M50, N7, Fonthill Road and New Nangor Road.

Chapter 5, Sustainable Movement identifies active travel and wider transport movement within the spines. This section addresses how the framework and opportunity sites, and the village enhancement schemes, identified further on in this chapter are influenced by their location within the urban structure and in turn how the urban structure can be adapted and improved where opportunities arise.

The movement spines and the surrounding loop can be described as follows, with the title colours reflecting the spines on the map:

- 1. Station to Station** – from Clondalkin-Fonthill train station, through the historic centre, onto the Red Cow Luas and Park & Ride.
- 2. Corkagh to Canal** – A green link through the heart of the centre, connecting Corkagh Park, through Clondalkin Park, along the length of the Camac River and onto the Grand Canal Greenway at New Nangor.
- 3. Green Periphery** – A series of large green spaces around the periphery hint at the opportunity to connect these up into a network of safe and green links.
- 4. Tallaght to Grand Canal** – this route follows the hisotric roads of New Road, Boot/Convent Road, Tower Road and Ninth Lock Road. Subject to detailed design, the alignment of the Cycle South Dublin route will be aligned as far as the canal through the village centre. See Sustainable Movement, Chapter 5.

Urban Structure Strategy

As illustrated in Figure 8.3, the movement spines and the surrounding loop are described in more detail below.

Place specific proposals arising from each are outlined within the relevant Framework and Opportunity site sections and in the village enhancement schemes set out in section 8.6 below.

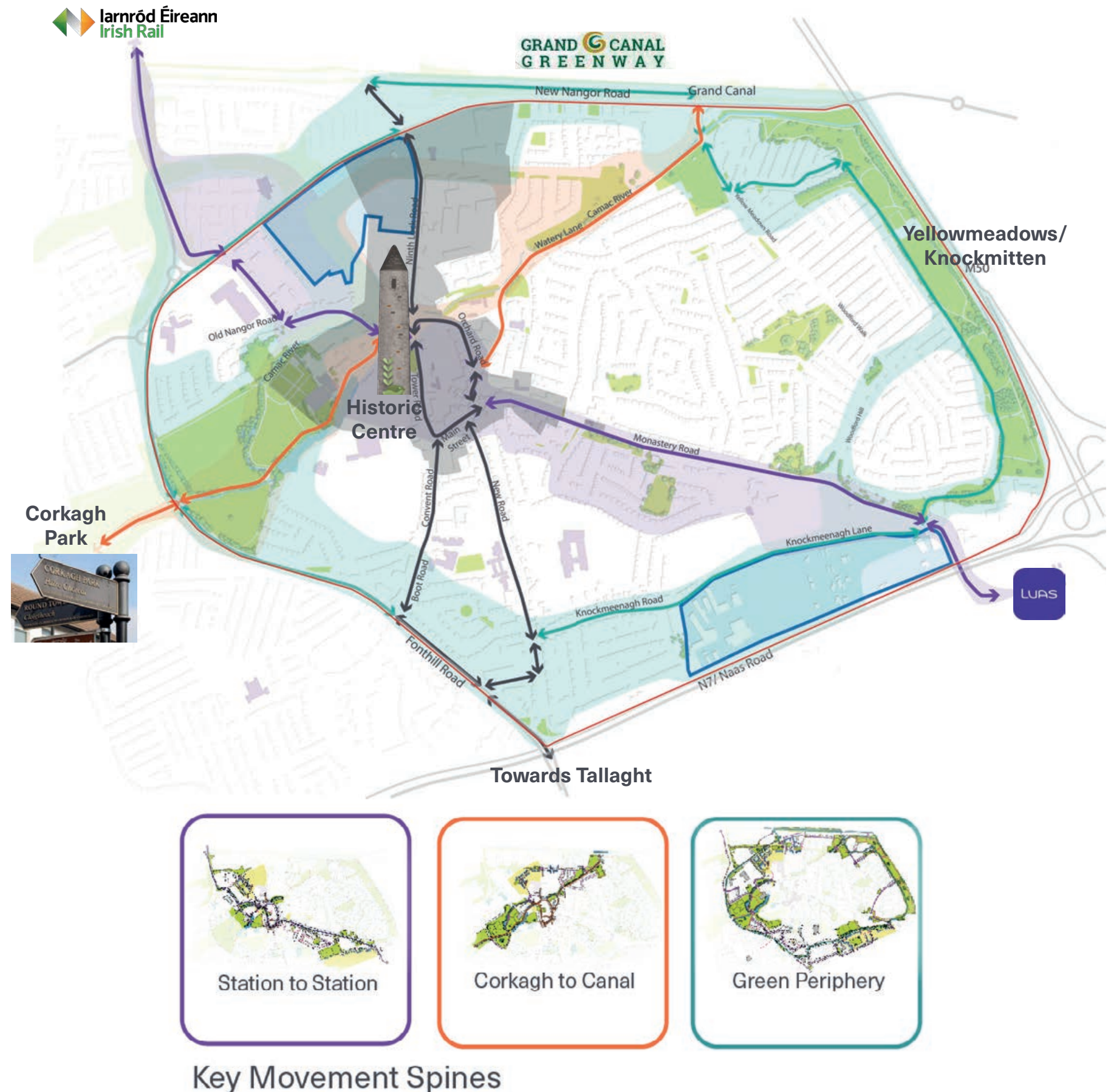


Figure 8.3: Urban Structure Strategy and Key Movement Spines

1. Station to Station: from Clondalkin-Fonthill train station, through the historic centre, onto Red Cow Luas and Park & Ride.

The primary route on this spine follows the road network from Fonthill Road North and New Nangor Road, through the Town Centre, and along Monastery Road. This route includes some opportunities for improvement.

The secondary and tertiary routes offer opportunities for quieter routes away from the main roads. These are suited to active travel modes. Some of these are existing and some aspirational. The Ninth Lock Framework site includes opportunities for secondary and tertiary connections.

Station to Station Objectives:

- ➔ To improve the pedestrian environment between Fonthill Road North and New Nangor Road.
- ➔ Improve the pedestrian environment and road crossings and connections to the train station from the Ninth Lock Framework site and from Old Nangor Road at the existing pedestrian / cycle lane to the east of Coláiste Chilliain and Gaelscoil Chluain Dolcáin
- ➔ Improve footpaths and cycle facilities at the eastern end of Old Nangor Road and through the village as part of any VES
- ➔ Investigate opportunities for improved pedestrian facilities on the southern side of Monastery Road, in particular from Joe Williams Bridge to the Round Tower GAA lands.
- ➔ Investigate opportunities for an active travel link from Old Nangor Road to Tower Road through Clondalkin Park, providing for a new crossing over the Mill Ponds through lands at Moyle Park.
- ➔ Ensure that opportunities to improve permeability within the village centre and its surrounds are promoted through the Council and engagement with local residents and reflected, where relevant, in any future development. See Chapter 5.
- ➔ Investigate opportunities to enhance the disused water tower structure as a way-finding device, signalling the centre.
- ➔ Safeguard the delivery of an active travel link across the SIAC quarry, towards Knockmeenagh Lane.

These objectives are reflected further in the relevant framework sites and VES.



Figure 8.4: Station to Station Spine



- 2. Corkagh to Canal:** A green link through the heart of the centre, connecting Corkagh Park, through Clondalkin Park, along the length of the Camac River and onto the Grand Canal Greenway at New Nangor Road.

The primary route on this spine is partially within the open spaces of Corkagh Park and Clondalkin Park, before coming out onto the roads within the village centre and at Watery Lane. This route includes significant opportunities for improvement as it is fragmented, difficult to identify in places and indirect particularly through the centre.

It is intended that this spine will incorporate the Corkagh Park to Grand Canal Cycle South Dublin scheme.

The secondary and tertiary routes offer alternative options, for quieter routes away from the main movement spine. These are not immediately achievable, because of significant barriers to movement along the Camac corridor, through the Ninth Lock Framework Site and through Oakfield into Riversdale and on into Mayfield.

Significantly, where this spine deviates from the Camac River channel the legibility of the route becomes fragmented, and wayfinding is reduced. Legibility of this spine could be improved through providing new connections set back from the river, having regard to the riparian corridor and using materials and planting at ground level to signal the route where it continues to deviate from the river.

Corkagh to Canal Spine Objectives:

- ➔ Investigate opportunities to signal the parks on either side of the Fonthill Road, whether through additional greening, opening up views and improving the access points.
- ➔ Maintain the newly planted mini-woodland within Clondalkin Park as an enhancement to green infrastructure.
- ➔ Ensure that opportunity sites on Old Nangor Road, and the VES, is designed in such a way as to form part of a way-finding strategy towards Clondalkin Park, with materials, planting and frontages being used as tools to signal the proximity of the park.
- ➔ Improve wayfinding between Sally Lane and the Civic Space opposite the Mill Shopping Centre, including safeguarding the potential for an alternative and more direct active travel route through the Mill Shopping Centre from the Ninth Lock Framework site.
- ➔ Pursue opportunities to create an active travel off-road link between Orchard Road/Lane and Watery Lane.
- ➔ Investigate a spatial reorganisation of footpaths,

carriageway and open space between Áras Chrónáin and the entrance to Riversdale to improve the pedestrian/cyclist experience and signal the route towards the village centre.

- ➔ Promote the Cycle South Dublin scheme along this spine, facilitating off-road routes where feasible.
- ➔ Ensure that active travel routes at Knockmitten are connected to the new Bus Connects access points to the Grand Canal

- ➔ Promote an active travel link from Clondalkin Park to Old Nangor Road, on the south side of the Camac River, ensuring that proposed development along this route facilitates such a linkage.
- ➔ Investigate opportunities for improved public access to and visibility of the Camac River at lands to the north of Watery Lane at the junction with Woodford Walk.

These objectives are reflected further in the relevant framework sites.



Figure 8.5: Corkagh to Canal Spine

3. Green Periphery: A series of large green spaces around the periphery hint at the opportunity to connect these up into a network of safe and green links.

This presents the opportunity for an informal green loop around the LPF boundary, connecting large parks of Clondalkin and Knockmitten, through smaller green spaces and opportunities for greening.

The primary green loop can be generally viewed as two parts:

- incidental green spaces along Fonthill Road and New Nangor Road and footpaths adjacent to the traffic, and
- moderate quality routes with limited overlooking through Knockmitten Park and along Knockmeenagh.

The primary routes are supported by an informal secondary and tertiary network, mostly interspersed through residential streets, with gaps in connectivity, kissing gates, kerbs, partially hidden turns and unsignalled road crossings along the way.

This presents opportunities for improvements to both green infrastructure (See Chapter 4) and to movement through better active travel links and connections to the other two movement spines.

Green Loop Spine Objectives:

- Investigate options for active travel links between Newlands Road to Newlands Cross and the intensification of planting to improve the environment, where feasible.
- Promote increased planting at the green space at Newlands Garden Centre and from the southern end of Fonthill Road from Newlands Cross to St. Brigid's Well as part of a pilot for grey to green surface water proposals, ensuring that the setting of St. Brigid's Well is protected.
- Safeguard the historic connection from Fonthill Road to St. John's Road as an important secondary link from the village centre to Sacred Heart National School.
- Promote the re-opening of the historic entrance to Moyle Park College from St. John's Wood as an alternative route for active travel during school hours. Further to investigate the continuation of this link into Clondalkin Park by way of the Sandy Hole and lands to the north of Moyle Park College building.
- Investigate the opening of the gate from Cherrywood Avenue to Old Nangor Road either during school hours

or permanently, to support active travel routes to school through Clondalkin Park.

- Support opportunities for improved road crossing, planting, lighting and overlooking along the length of the existing pedestrian link between New Nangor Road and Old Nangor Road, recognising it as an important link to three schools – Coláiste Chillian, Gaelscoil Chluain Dolcáin and the relocated Gaelscoil na Camóige.
- Promote a pedestrian and green connection within any buffer zones under the pylons, proving for east-west connections across the Ninth Lock Road.
- Consider how the Ninth Lock Cottage and adjacent green space can support wayfinding between the Grand Canal and the village centre.

- Where opportunity arises, safeguard the delivery of active travel links between the Oakfield industrial area as far as Woodford Walk to the east and New Nangor Road to the north.
- Investigate the feasibility of a pedestrian crossing from Woodford Parade to help access the existing active travel link through Woodford Crescent to Knockmitten Park.
- Support improved road crossings between Knockmitten Park and Knockmeenagh Lane as an important connection in active travel.

These objectives are reflected further in the relevant framework sites and in Chapters 4 and 5.



Figure 8.6: Green Loop Spine



4. **Tallaght to Clondalkin - Grand Canal:** In the Cycle South Dublin scheme an indicative route follows the historic roads of Boot/Convent Road, Tower Road and Ninth Lock Road. The route will predominantly follow the existing road network where space for additional interventions is limited. Due to the constraints along Boot / Convent Road the Local Transport Plan indicates a more realistic route for the active travel Cycle South Dublin scheme is along New Road. The route shown below is indicative and detailed design will be subject to public consultation

Tallaght to Clondalkin - Grand Canal Objectives:

- ➔ Support the Cycle South Dublin active travel Tallaght to Grand Canal scheme, subject to its detailed design and further consultation to be carried out as part of the Part 8 process.
- ➔ To ensure that the routing of the scheme through the village centre is designed as an integrated part of the Village Enhancement Schemes.
- ➔ Promote a way-finding strategy from the Grand Canal to the village centre, ensuring the use of consistent signage and materials.

8.5 Frameworks and Opportunity Sites

This section provides parameters and objectives which will guide the future growth and development of Clondalkin for the Village Framework Area and associated Mini- Frameworks, Ninth Lock Road Framework, Knockmeenagh Framework, the Village Enhancement Schemes (VES) and identified Opportunity Sites

8.5.1 Village Centre Framework Site

This framework examines the historic and mixed-use village centre of Clondalkin. While not being a single potential development area the village centre has some potential for future development and presents opportunities for improvements which will contribute to the consolidation of the existing historic urban form, improve permeability and movement across the LPF area and enable public realm and placemaking interventions which will serve the entire LPF area. The village centre is outlined here as the area within the bounds of Oakfield to the north, St. Killian’s scout den on Watery Lane, the Carnegie Library on Monastery Road, the Moyle Park gate lodge on Boot Road and the Camac bridge on Old Nangor Road. This area includes the designated Clondalkin Village ACA. See Figure 8.9.



Figure 8.5: Corkagh to Canal Spine

The existing urban form of the Village Centre is mixed in terms of typologies, building heights and scale of buildings.

The Village Centre Framework area presents a unique opportunity to integrate proposals at the strategic and local level in more detail allowing the strategy to address the fine grain built form of the Village Centre. Similarly, several locations within the village centre are of sufficient importance, such as the historic junctions and streets of the village centre that they are addressed in the Village Enhancement Scheme (Section 8.6). These areas are presented by means of indicative layouts demonstrating site-specific public realm and open space interventions within the urban area.

The key Urban Design Principles for future development within the Village Framework Area are set out below;

Table 8.1: Urban Design Principles for the Village Framework Site

Urban Design Principles for the Village Centre Framework Area
Improve the main north- south route through Clondalkin along the Ninth Lock Road, through high quality design and placemaking, including through the design of the proposed village enhancement scheme, seeking to create solutions to blank frontages where they exist.
Ensure proposed development responds to the surrounding context with transitions provided where necessary, with taller buildings located along key movement corridors, gateways and nodes. In this regard, proposed development must demonstrate how it has had regard to context as set out in SDCC Building Height Guidelines, Appendix 10 to the County Development Plan.
Ensure that proposals and their built form integrate in an appropriate manner with the prevailing character and context of Clondalkin Village and the ACA area. See Conservation Chapter for detail.

Urban Design Principles for the Village Centre Framework Area

Ensure building edges engage with the street creating a smooth transition between street and buildings and actively promote well-designed buildings and public spaces that provide for active frontages and 'live' edges that feel safe, secure and attractive for all to use.

Prioritise pedestrian movements and improve pedestrian mobility within the village whilst calming traffic.

Enhance biodiverse soft landscaping within the village and seek to create connections and new stepping stones enhancing the existing GI network.

Encourage new development to provide niches of open space or urban pocket parks as buffers to transition between the historic village and new development.

Improve wayfinding across the village centre and establish way finding parameters where new connections are established or existing improved arising from the provisions of this chapter. (See CBH8 Objective 1.

All development must also comply with the provisions of the County Development Plan. The County Development Plan 2022-2028 sets out the following objective:

EDE11 Objective 4:

To protect the historic village core of Clondalkin, recognising the role it has in placemaking and the of the town to retailing and other functions.

The current County Development Plan also includes the following Specific Local Objective relating to Clondalkin Village Centre:

NCBH21 SLO 1:

To protect and maintain the remaining old stone walls of Clondalkin.

The focus of the Village Centre Framework is to provide guidance around future public realm and GI measures, pedestrian accessibility, legibility and wayfinding within the area and the protection and enhancement of the cultural, built and natural heritage features, ensuring a balanced approach to the introduction of new build proposals. See Figure 8.9 along with associated text.

Nodal Points

The village centre also has multiple key existing nodal points. These are indicated on Figure 8.8 as the Round Tower, Tower Parade, Clondalkin Leisure Centre, the Mill Shopping Centre and the Black Lion.

The 20th century realignment of the junction at Orchard Road and Ninth Lock Road has created an additional Civic Plaza which also serves as a key nodal point. This strategy proposes the addition of two more nodes at the Ninth Lock Framework Site in the form of a plaza and the junction of Mill Lane and Old Nangor Road as part of the VES signalling the connection to Clondalkin Park. The VES schemes later in this chapter address opportunities affecting some of the primary nodal points in the village. Existing and proposed permeability and GI links further connect and reinforce these nodal points

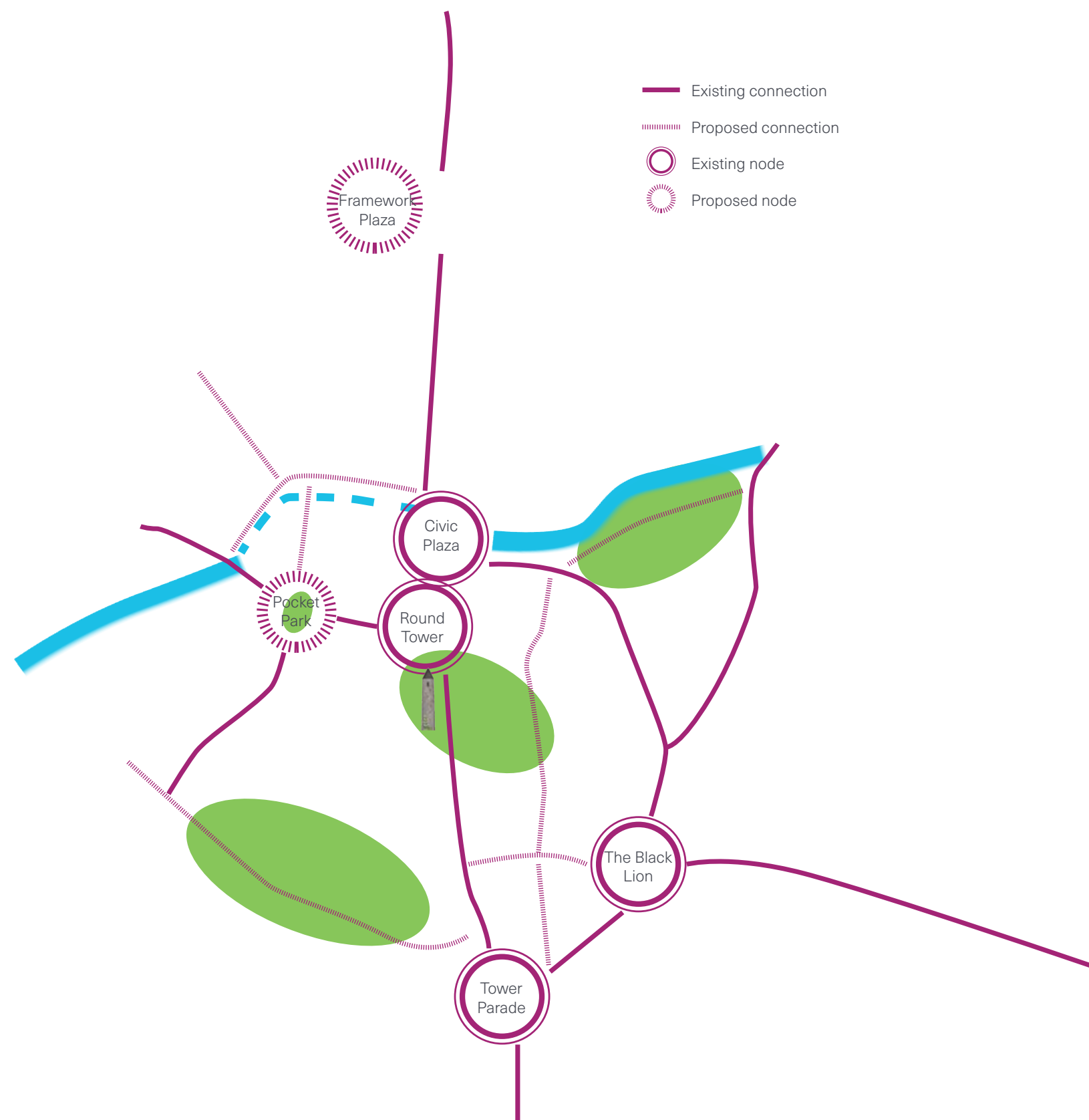


Figure 8.8: Existing and proposed nodal points within the village and their interconnections.

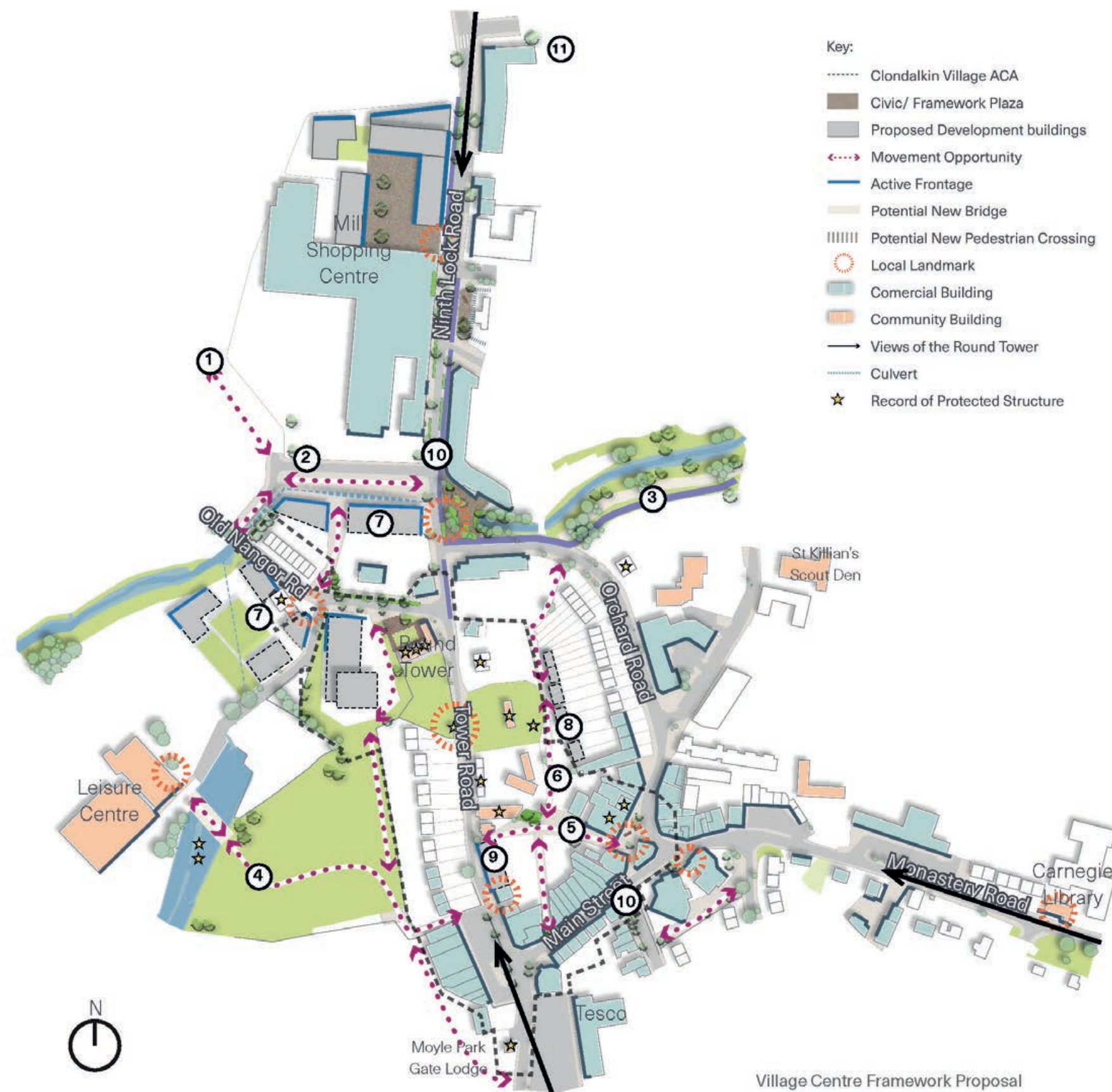


Figure 8.9: Village Centre Framework Area

Opportunities within the Village Centre

Figure 8.9 indicates through the numbering on the map and associated commentary, different areas where key connections in the village centre could be improved, alongside development and public realm opportunities. In terms of linking different areas within the village, they are identified in the context of urban design and the benefit of good connections. It is recognised that many of the lands identified are in private ownership and will only come forward through new development and / or as part of agreements with the landowner.

Opportunities for Greater Connectivity:

1. Ninth Lock Framework Site safeguards a connection on the potential alignment of a high-capacity transport route, from the Mill car park towards the open space at Dunawley, as identified on the County Development Plan. This is the most direct connection to Clondalkin-Fonthill Train Station and Clonburris National School from the village. This same route presents an opportunity to create green linkages within the Framework Site itself, southward to the village and Mill Shopping Centre Site (connecting with GI elements of any re-development of this site). Potential GI connections eastward also through the Oakfield development area.
2. Camac alignment connection: There is a long-term opportunity locally for re-development of the surface parking area at the Mill Centre with town centre appropriate blocks. This potential should be safeguarded, with the future road adjacent to the Camac culvert alignment re-establishing the original route of the Camac and enabling a modern permeability route. This allows for the potential future de-culverting of the river in tandem with development. This presents an opportunity to change the entire character of the town centre in time. The interaction between any proposed active travel route and the protection of a green link re-establishing this historic biodiversity and GI route along the route of the Camac needs to be carefully considered. The delivery of both will need a considered design approach.
3. Orchard Road to Watery Lane along the route of the Camac: There is a strong desire line identified by the Cycle South Dublin alignment study between Orchard Road and Watery Lane generally following the route of the Camac. Here the existing riparian corridor along the Camac is a huge asset. The options for delivery of this active travel route while protecting the existing riparian corridor should be considered further.
4. Village Centre Open Space: The village centre would benefit strongly from improved access to Clondalkin Park, and onwards towards Corkagh Park. This connection would provide both permeability and GI potential. As a link, this is the most direct route towards the Fonthill Road by way of the Leisure Centre and Clondalkin Park (See Corkagh to Canal Spine). Furthermore, the north-south link connecting this open space to Old Nangor Road helps improve permeability between Clondalkin Park and the village centre, while also offering a quieter, more scenic, and pleasant alternative route.



5. East-west through the 'oval': There is also long-term potential for a strategic east-west link through the central 'oval' of the village from the Black Lion junction through to Tower Road or southward to the Main Street via the car parking at the 'Steering Wheel'. This is a historic link with the potential as a secondary route for pedestrians, away from the trafficked street. The Black Lion frontages already provide some degree of overlooking and activity on this route.
6. North-south through the 'oval': With the potential for the east-west route connection through the 'oval' of the village, there is further opportunity to be investigated moving south towards Main Street and north along the edge of St John's Churchyard. There is an existing Mews Lane to the rear of Orchard Road, understood to be in private ownership. If this link can be brought all the way through the central 'oval' these mews buildings could come into use as live-work units, artists' studios or similar small scale mixed-use appropriate to a historic village centre. Similarly, there is potential to link to the east-west route connection through the 'oval' with Main Street.

Opportunities for Development and Public Realm Improvements:

Figure 8.9 also indicates potential development and public realm opportunities within the village centre.

7. Opportunities for infill development at Old Nangor Road and Mill Centre Car Park. These opportunities are explored in the Mini-Frameworks piece of this chapter (Section 8.5.2).
8. As noted above, if the existing mews lane to the rear of Orchard Road can be connected up to the east-west link then there is potential for mews infill on this lane.
9. Tower Shopping Centre: The east-west link may be deliverable with the current alignment of Tower shopping centre, there is currently a narrow opening to the northern edge, adjacent to St John's National School. In the longer-term it would be preferable to see this shopping parade redeveloped with frontage to Tower Road. This would support better streetscape and enclosure on Tower Road. It would also support reduced traffic movements on Tower Road. Parking could be relocated to the rear as necessary and appropriate.
10. Village Enhancement Scheme (VES): The Ninth Lock Road and Old Nangor Road VES and Main Street VES offer opportunities to redistribute space towards pedestrians, cyclists, planting and activation while maintaining vehicular access. This can be achieved through public realm and streetscape improvements such as tree planting, widening footpaths, creating active travel routes, and implementing nature-based solutions, including SuDS. Further details on VES can be found in Section 8.6.
11. Oakfield: There is a long-term opportunity for infill and some mixed-use development at Oakfield. The area is designated a Town Centre (TC) zoning and offers a potential to integrate with Clondalkin village centre. Furthermore, the area offers potential links from key existing and proposed nodes on the Ninth Lock Road with adjoining residential areas to the east.

Objectives for the Village Centre Framework Area

The following objectives under key themes build on relevant objectives set out in previous chapters.

VF 1: Movement and Permeability Objectives

Movement and Permeability

Ensure best practice urban design principles are incorporated in all movement related aspects of proposed development or schemes within the village area.

Support the delivery of the cycle and pedestrian permeability routes in the village centre outlined in Figure 8.9 above and Figure 5.9 of Sustainable Movement, Chapter 5, ensuring the development of any such routes is subject to public consultation and that any necessary landowner agreements are in place.

Active Travel Links

- Route through Ninth Lock Framework site linking Clondalkin Village with residential areas to the north and to Fonthill Railway Station.
- Route linking Orchard Road and Watery Lane (active travel).
- Tower Road through Moyle Park lands and Clondalkin Leisure Centre towards Old Nangor Road and towards Fonthill Road.
- Route southward from Ninth Lock Framework and Mill Centre car park lands to Old Nangor Road and the Snooker Hall site southward through Moyle Park and Clondalkin/Corkagh Park
- Links from Ninth Lock Framework site across Ninth Lock Road to Oakfield with potential further linkages to the east.
- From New Nangor through Lidl site and southward through Oakfield.
- Potential links through the 'Village Centre' oval as shown in Figure 8.9.

VF 2: Green and Blue Infrastructure Objectives

Green and Blue Infrastructure / Surface Water Management

Ensure compliance with the provisions of chapter 4 of the South Dublin County Development Plan 2022-2028 and with the objectives set out for Clondalkin in Chapter 4: Green Infrastructure of this document.

Ensure that all proposed development incorporates SuDS in accordance with the SDCC SuDS Guidance.

Opportunities

- New development/re-development within the Village Framework Area shall address any gaps identified in the GI assessment in Chapter 4 of this document.
- Support the delivery of Village Enhancement or similar schemes and encourage the use of SuDS and native planting within the village centre where possible. Limit the removal of trees and where feasible support appropriate re-planting.
- Implement the Green Space Factor requirements of the CDP delivering an increase in net GI value
- Provide for native tree and ecologically friendly planting.

VF 2: Green and Blue Infrastructure Objectives (continued)

Green Links

- Demonstrate how green links that intersect with the village centre (GI Stepping Stones) set out in detail in chapter 4 of this document under GI3 are incorporated into and will be delivered through any future development/re-development within the Village Centre.

Camac River Riparian Corridor

- Require hydromorphological assessments where development lands are within the Camac riparian corridor and ensure that proposed development is sufficiently informed by their findings.
- Require development to include measures to protect and where possible extend riparian corridors.
- Ensure that where active travel routes are adjacent to the riparian corridor that they are sufficiently set back from the river to ensure the integrity of the corridor. In the absence of sufficient setback not being feasible, ensure that mitigatory planning or other measures are introduced to augment the corridor.
- Encourage the de-culverting of the Camac to support the integrity of the Camac riparian corridor, increase opportunities for biodiversity and significantly improve placemaking opportunities for the wider village.
- Ensure that in the shorter term, any re-development of the Mill Shopping Centre car park, or plaza outside the civic offices, includes planting and SuDS at ground level following the route of the Camac culvert.

Conservation and Built Heritage

As set out in Chapter 7 the historic urban settlement of Clondalkin Village can be traced back to the monastic site founded by St. Cronan Mochua in the 7th century. Features originating from this period remain an intrinsic feature of the present townscape. Part of the centre of the village is designated as an Architectural Conservation Area and lies within an area of Archaeological Potential. The village centre also includes a number of recorded monuments (RPS), as set out in the accompanying Conservation Plan to this LPF and for which objectives are set out in Chapter 7 of this document.

Other conservation and built heritage considerations within the village centre include the historic walls, other structures of interest, materials, boundary treatments, building typologies, and architectural detailing. Further detail and objectives on these elements is detailed in Chapter 7 of this document. The LPF is also accompanied by an ACA appraisal entitled '*Clondalkin Village Architectural Conservation Area Appraisal and Recommended Safeguarding Policies*'. The detail of these documents should be referred to where any development impacting any of the above is being considered.



VF 3: Conservation and Built Heritage Objectives

Conservation and Built Heritage

Development potentially impacting on the built heritage elements of Clondalkin Village set out in Chapter 7 of this document shall comply with the relevant objectives set out in that chapter. The following directly apply to the village centre but are not exhaustive:

Architectural Conservation Areas

- Applications within and contiguous to the ACA to be accompanied by an Architectural Impact Assessment.
- Demolition of structures which are deemed by the Council to positively contribute to the ACA is prohibited.
- Development to comply with recommendations set out in 'Clondalkin Village Architectural Conservation Area Appraisal and Recommended Safeguarding Policies' which accompanies the LPP.
- Encourage adaptive re-use of historic buildings
- Ensure that new development respects the proportions and scale of the existing urban structure and modest vernacular building designs.

New Development

Support infill and backland development which is appropriate in character and scale to Clondalkin's historic village centre

Views and Vistas

- Incorporate incidental vistas of heritage features, such as the Round Tower and church spires and convent.
See also CBH 6 Objective 1.

Visual Clutter

- Reduce visual clutter from signage, street furniture and road markings across the village including the ACA.
- Ensure consideration at the early stage of development to be given to location and appearance of services where they interact with public realm.
- Work to improve the appearance of shop fronts and promote SDCC's Shop Front Grant Scheme and Shop Front Design Guide to enhance visual cohesion in the village.

Front Gardens

- Protect and enhance the sylvan nature of gardens fronting onto the village including along Orchard Road, Tower Road and Mill Lane, resisting the creation of additional car parking in front gardens, where it would further erode the character of the village.

Historic Streets

- Protect and enhance the historic character of streets such as Mill Lane which feature vernacular proportions, walled boundaries and general rural character in its framing of the Old RIC Barracks and access to Clondalkin Park.
- Protect the unique setting for structures of historic significance along Monastery Road and New Road both feature historic buildings and walled structures.

Historic Walls

Objectives for the historic walls within and outside the village areas are set out in Section 7.4 of Chapter 7. They are repeated here for ease of reference.

VF 4: Historic Walls Objectives

Historic Walls

- To protect and preserve the identified historic limestone walls of Clondalkin whether located within or outside of designated ACA areas (see Figure 8.10 - Historic Walls identified in Clondalkin Village and environs) and ensure that any future development proposals will have due regard for the historic nature and importance of these walls.

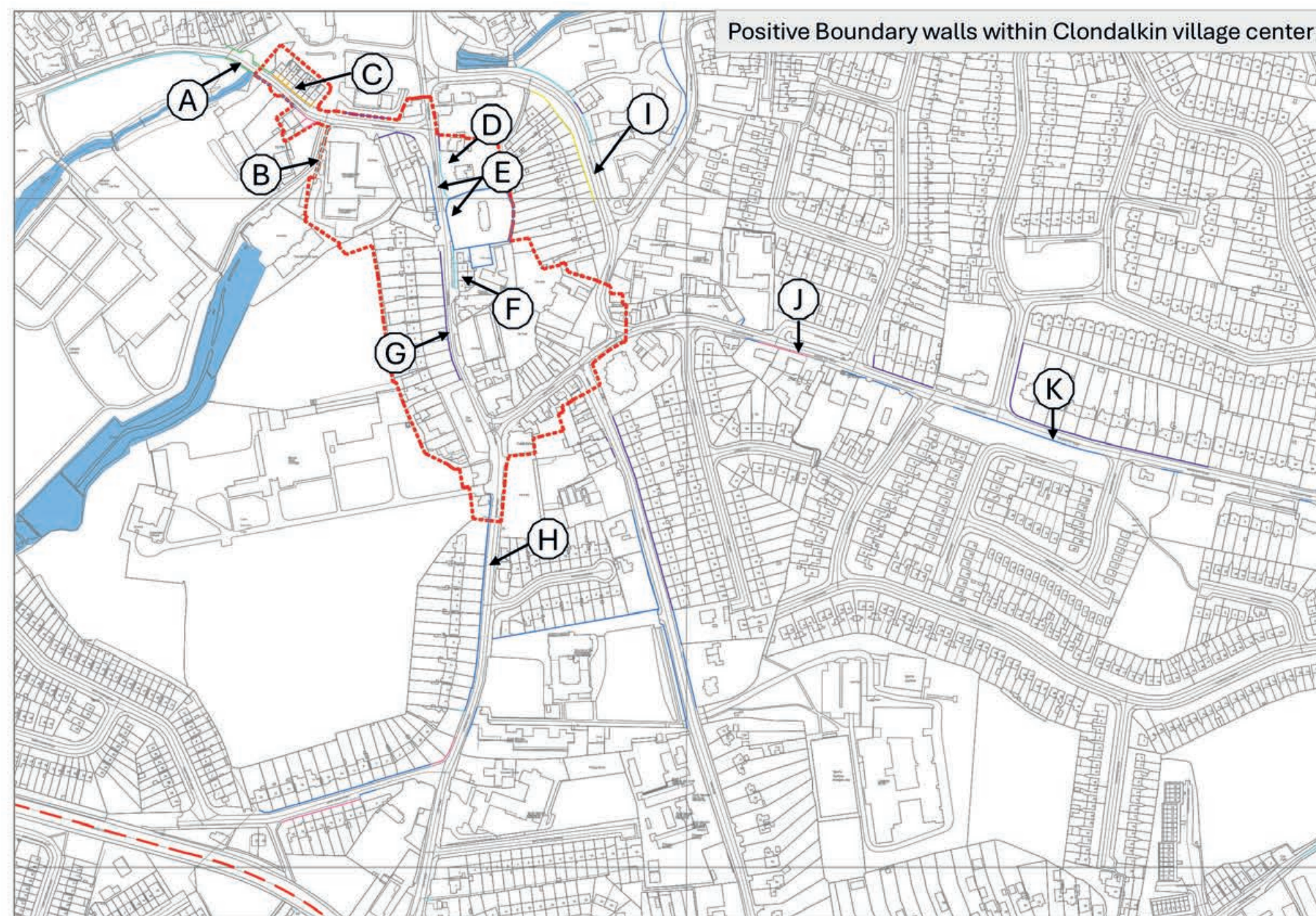
Objectives from Chapter 7

- To ensure protection of historic gate piers, gates and entrances, safeguarding these important features so that they continue to enrich the quality of the public realm CBH5 Objective1)
- To require new boundary treatments or reconstruction of boundaries to reflect where appropriate, the composition and materials of traditional boundary / entrance treatments (CBH5 Objective 2)
- To ensure that where development is proposed which includes a boundary or other wall, and where it is not known whether this wall that an examination, including a report, of the wall is undertaken by a qualified professional prior to any proposal for development. Where the wall is identified in this way as historic it shall be protected and designed in to any development proposal (CBH5 Objective 4)

VF 4: Historic Walls Objectives

- To ensure that sufficient set back is provided where development is proposed adjacent to historic walls, recognising that their foundations may be minimal and / or they may be vulnerable to development (CBH5 Objective 5)
- To maintain historic walls in accordance with best practice, repairs should be undertaken by a competent craftsman using traditional methods and materials, where possible. If this is not possible a clear rationale should be set out as to why, alongside the proposed alternative solution. The proposed methodology for repair shall be submitted to the planning authority for agreement prior to the repairs or ground works / development being carried out (CBH5 Objective 6)
- To encourage new boundary walls to be low walls finished with roughcast render with solid limestone cappings, as generally preferable to the application of limestone cladding or veneers. (CBH5 Objective 7)
- To require any proposed development along Orchard Road which may impact on any existing walls within or enclosing the properties fronting the road to be accompanied by a report from a suitably qualified person indicating the location of any upstanding masonry within existing walls which may contain remnants of the old monastic boundary of Clondalkin (fosse) Recorded Monument DUO17-041001. Any identified remains shall be recorded and protected in accordance with best conservation practice (CBH5 Objective 8)





LEGEND

Wall Type 1

Rubble limestone with rounded or flat copings.

Wall Type 2A/2B

Rubble limestone wall with 'cock and hen' copings, roughcast render or weathered so that limestone masonry is fully exposed.

Wall Type 3

19th C Bridge parapet with rock faced copings.

Wall Type 4

Low brick / rubble wall with render finish, rounded coping.

Wall Type 5

Positive boundary, mid 20th century and contemporary, various styles. Note: earlier fabric may be concealed or reused within.

Wrought iron railing

Plinth following line of fosse

ACA Boundary

LAP Boundary



Bridge parapet walls, in roughly coursed limestone blocks with rock-faced copings.

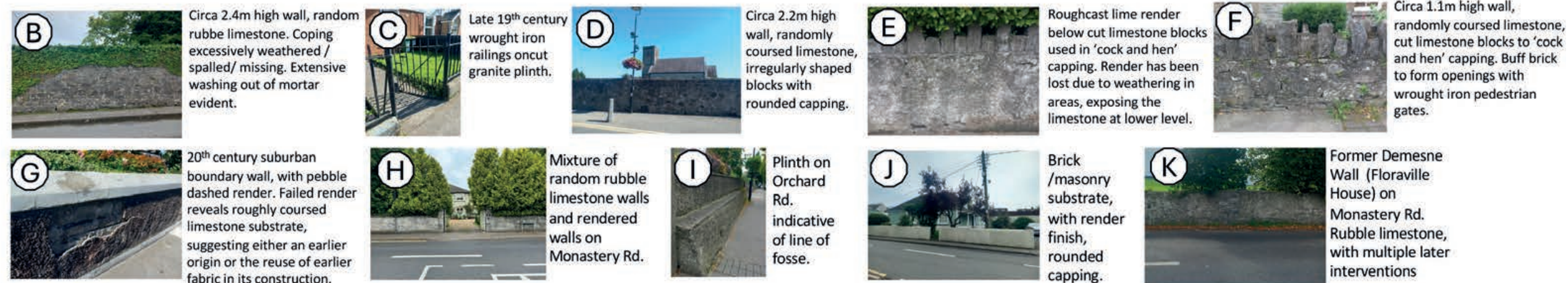


Figure 8.10: Historic walls identified in Clondalkin Village and environs



8.5.2 Mini Framework Sites

Three Mini Framework Sites have been identified within the Village Centre Framework Area and they are expanded on below.

Mill Centre Car Park

The Camac River enters a culvert at Old Nangor Road and re-emerges on Orchard Road. In addressing identified gaps in green infrastructure, the Council support the de-culverting of the Camac as part of any future redevelopment of the car park at the Mill Shopping Centre. Should redevelopment of this site occur, consideration should be given in the first instance to de-culverting as part of development or where de-culverting is not feasible at the time, to a street alignment within the development that allows for long term de-culverting.

Development at this site should make a positive contribution to the Village Centre by improving street frontage and enclosure on Old Nangor Road and Ninth Lock Road.

Together, these actions would prove positive for the village, aiding legibility and improving the human scale of the centre. Future reimagining

of the civic offices and space around them would present an opportunity for complementarity between the spaces.

Any future development of this area should address the following:

Mill Centre Car Park – Parameters for Development

Parameters for Development

- Ensure that any development improves street frontage and enclosure on Old Nangor Road and has due regard to its historic setting at this location
- Encourage the opportunity of any redevelopment to review the current shopping centre and potential improvements to its presentation to Ninth Lock Road in particular.
- Rationalise car parking across the site to encourage improved access/parking and promote more efficient uses on this site.
- Deliver improvements to the environment around the Mill Shopping Centre including placemaking improvements to the frontage along the Ninth Lock Road (See CHE17 Objective 2)

Mill Centre Car Park – Parameters for Development

- Require landowner/developers to engage proactively to review potential access from Ninth Lock Road, both for the Mill Shopping Centre and the Ninth Lock Framework Site, to ensure safe and efficient movement of pedestrians and cyclists, and separately of private vehicles and service/delivery vehicles, thereby improving links to and delivering positive impacts to the village centre.
- Promote the rationalisation of delivery, servicing and loading arrangements for businesses in the shopping centre through potential new access from New Nangor Road requiring constructive engagement with the adjoining landowners of the Ninth Lock Framework site and joint delivery / agreement.
- Any future development shall prioritise the de-culverting of the River Camac through the site or where this is not feasible in the short term, creating a GI soft landscaped and active travel route along the route of the culvert. This key element linking east and south to the VES Schemes and to Clondalkin Park
- Require the delivery of active travel routes linking to the Ninth Lock Framework site and south to Mill Lane.

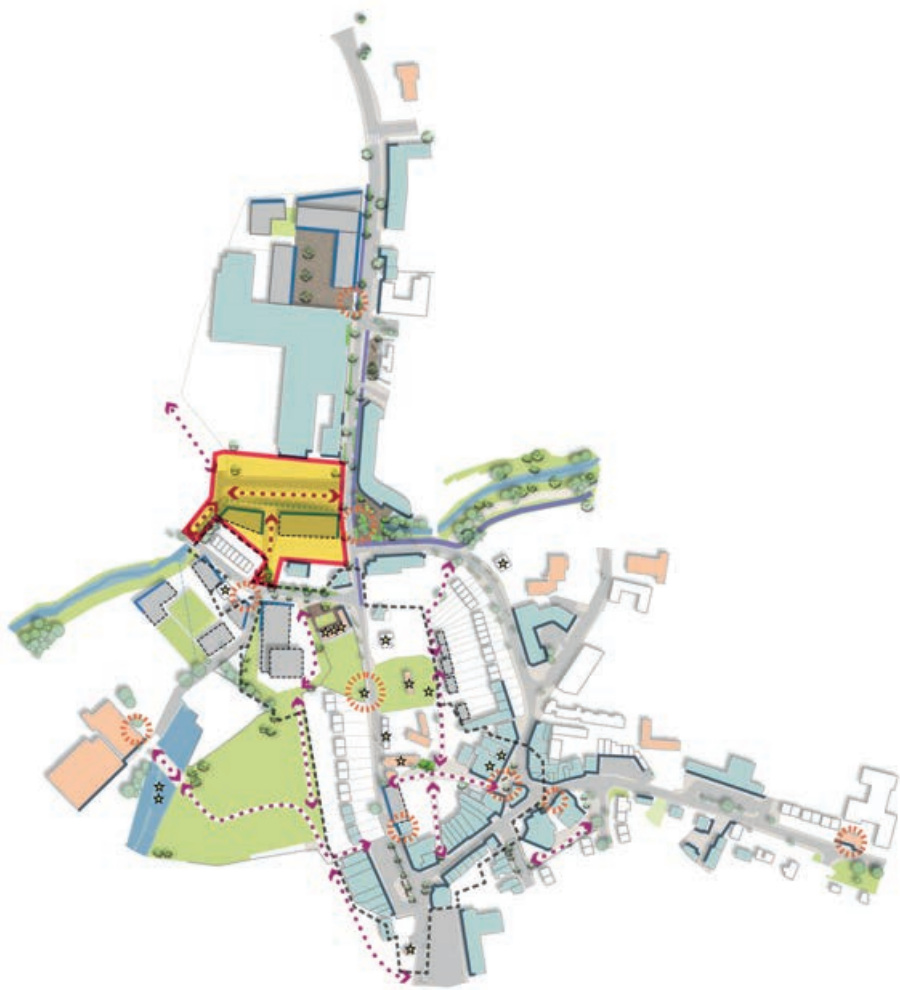


Figure 8.11: Mill Centre Car Park Location



Figure 8.12: Mill Centre Car Park Interventions

Old Nangor Road Infill Site

The Old Nangor Road, from the Round Tower Visitor Centre to the bridge over the Camac River, is an important piece of the original streetscape of Clondalkin. The overall legibility of the streetscape here is poor resulting in Leinster Terrace and the Old RIC Barracks (Riverside) feeling disjointed from the village. There are opportunities to enhance GI stepping stones and connecting to GI on lands adjoining. There is also long-term potential for the integrated development of lands to the rear of the Old Nangor Road and surrounding the Old RIC Barracks potentially delivering a stronger street frontage but there are significant constraints on these sites relating to flood risk and the fact that the Camac culvert traverses these lands severely limiting their potential re-development.

Note: Due to uncertainty around flood extents the provisions of this section are conditional on the completion of the River Camac Flood Alleviation Scheme (FAS). Until such time any development is premature (See the Strategic Flood Risk Assessment accompanying this report).

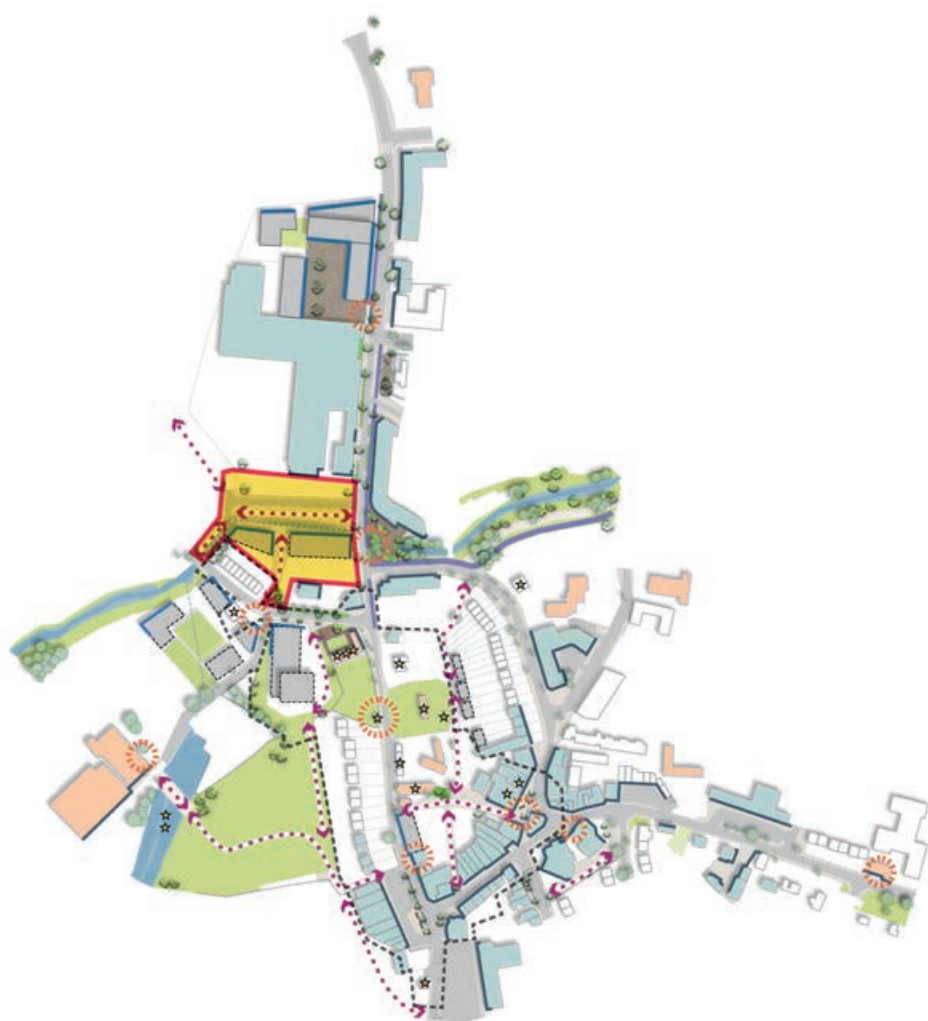


Fig 8.13: Old Nangor Road Mini Framework Location

Objective VF 5 – Old Nangor Road Flood Risk

Ensure that no new development takes place within the flood plain of the Camac River at the Old Nangor Road until such time as the measures required as part of the Camac Flood Alleviation Scheme are known (See SFRA accompanying this LPF).

Any future development of this area should address the following parameters:

Old Nangor Road – Parameters for Development

Parameters for Development

- Any future development in this area shall comply with the objectives relating to Built Heritage and Conservation and Clondalkin Village ACA as set out in Section 8.5 of this chapter and Chapter 7 of this LPF.
- Repair the building line and frontage along the full length taking the RIC Barracks as a guide.
- Ensure the integration of the historic features: RIC Barracks, gate pillar, Leinster Terrace where relevant to new development.
- Active or residential frontages should provide passive surveillance of the pedestrian routes on all paths: Camac River, Sally Park Lane, Old Nangor Road.
- Provide strong corner buildings and planting on each side of Sally Park Lane where not conflicting with built heritage objectives, to help wayfind the primary pedestrian entrance to Clondalkin Park.



Figure 8.14: Old Nangor Road Infill Sites Interventions

Old Nangor Road – Parameters for Development

- New development to integrate with public realm measures, tree planting and SuDs measures, bringing public realm (including any proposed VES Scheme) and tree planting in the town along the length of this stretch of road to support visual cohesion, where feasible.
- Prioritise through any new development coming forward along the Old Nangor Road the delivery of a quality GI connection to Clondalkin Park, allowing for connections through a potential future route through the Moyle Park lands. Any future development of Moyle Park lands to incorporate GI connections across and through the site providing connections between Old Nangor Road and Clondalkin and Corkagh Park and to the open space at the Round Tower visitor centre to the east, subject to future consents.
- All new development shall comply with the Green Space Factor requirement of the CDP.
- All objectives relating to the protection of existing riparian corridors shall be complied with.
- Require the delivery of active travel / permeability routes through this area.
- Proposed development within the Camac River Flood Alleviation Scheme (FAS) catchment is premature until such time as the FAS has been finalised.



Figure 8.15: Artists Impression Old Nangor Road



8.5.3 Opportunity Sites

Adaptive Reuse of the Old RIC Barracks

The protected structure of Riverside located on the Old Nangor Road (see Figure 8.16) is a five-bay, two-storey house with small gardens to the front and back from circa 1820. The building has been vacant for several years and forms an important part of the streetscape and western boundary of Clondalkin. The re-use of the building as residential could be considered. Similarly, consideration could be given to the adaptive reuse of the building for non-residential uses such as community/ art/ afterschool or combined with potential heritage building use. Commercial uses aligning with heritage status of the building such as art studio's, architectural or related businesses might also be considered. Such uses would provide the opportunity for the enclosed front garden to become a new, publicly accessible open space in the historic core of Clondalkin supporting and complementing the Round Tower site. There is also potential for the interior to be adapted to provide open plan spaces and functionality using contemporary design. Potential for re-development of this site in conjunction with adjoining site to the rear should the opportunity arise should also be considered.

Note: Due to uncertainty around flood extents the provisions of this section are conditional on the completion of the River Camac Flood Alleviation Scheme (FAS) until such time any development is premature.

The Old RIC Barracks

Parameters for Development

- ➔ Facilitate if opportunity arises the use of the enclosed front garden as a new, publicly accessible open space in the historic core of Clondalkin contributing to GI connections through the village centre.
- ➔ Explore opportunities for the re-development of this site in conjunction with existing potential development site to the rear, incorporating redevelopment of both sites with the Old RIC Barracks as centrepiece taking into account existing culvert traversing the site to the rear and potential risk of flooding on site.
- ➔ Ensure any future re-development is carried out in conjunction with works associated with any emerging VES.

Dutch Village

The Dutch Village Local Centre is located off Woodford Walk in Knockmitten, a primarily residential area to the southeast of the village core, within the outer environs of the Clondalkin LPF. The site directly adjoins church lands in private ownership to the west and public open space adjoining Woodford Avenue and Woodford Drive to the south and east. The site is zoned LC 'To protect, improve and provide for Local Centre Facilities' in the South Dublin County Development Plan 2022 to 2028.

While permeability and planting within the Dutch village are generally excellent, there are opportunities for small interventions which could support usability of the existing spaces and connections.

A number of local centres within the county have been redeveloped or have planning permission for redevelopment. While this is generally welcomed, any redevelopment must reflect its context within an existing suburban residential area.



Figure 8.16: Old RIC Barracks, Old Nangor Road: Architectural Impression



Figure 8.17: Dutch Village Location Map



Figure 8.18: Dutch Village

Dutch Village Parameters for Development

Dutch Village Parameters for Development

Parameters for Development

- ➔ Explore opportunities as they arise to open a direct pedestrian/cycle connection from the car park to the adjoining open space lands at Woodford.
- ➔ Support the opening of the boundary wall between Woodford Drive and Monastery Heath as a Priority Permeability Route to shorten children's route to school and providing an alternative pedestrian route to Monastery Road.
- ➔ Assess any proposals for redevelopment of the existing buildings in the local centre against policy and objectives in the County Development Plan, ensuring that any such proposals have regard to their surrounding residential context.

Water Tower

The disused Water Tower visible from Monastery Road is an asset and a potential way-finding device. Landmarks such as these can enrich the character of the built environment and public realm and contribute to the distinctiveness of an area. The Council will explore the potential to utilise this asset to provide greater legibility at this important gateway into the town centre. Lighting historical buildings and landmarks involves a thoughtful approach to ensure preservation, enhance aesthetics, and create a captivating nighttime experience, while also considering environmental impact and maintenance.

Water Tower Parameters for Development

Parameters for Development

- ➔ Investigate the potential to develop an art project at the disused water tower structure on Monastery Road as a southeastern landmark, signalling the entrance to Clondalkin Village Centre.
- ➔ Investigate opportunities to enhance the water tower structure as a way finding device associated with the village centre
- ➔ Safeguard potential opportunities to a future active travel link through this area to Knockmeenagh with the water tower and associated open space being a feature of such a link.



Figure 8.19: Water Tower Location Map



Figure 8.20: Water Tower Waymarking Example



8.6 Village Enhancement Schemes

The Village Enhancement Schemes (VES) present specific opportunities for high-impact projects to demonstrate the Local Planning Framework’s ambitions for Clondalkin. South Dublin’s capital programme includes a budget towards VES in Clondalkin and the LPF has ensured this has been considered as part of the urban design strategy. Two VES proposals are illustrated here in indicative form, with final determination of extents and implementation to follow at detailed design stage through a separate process which includes public consultation. At implementation stage the works may be phased in the manner considered most appropriate to their delivery.

8.6.1 Ninth Lock to Old Nangor VES

This VES is for a public realm proposal including cycling infrastructure for Ninth Lock Road from the Oakfield Junction opposite the Mill Shopping Centre, to the Junction with Mill Lane on the Old Nangor Road. It will include the Civic Plaza at the Clondalkin Civic Offices and the junction of the Old Nangor Road and the Tower Visitor Centre. A primary purpose of this VES is to achieve placemaking improvements on the approach to the Village from the north along the Ninth Lock Road. Of particular interest is the potential to improve on the blank facades presented by the Mill Shopping Centre to the Ninth Lock Road. This frontage is characterised by a long unbroken façade with narrow footpath fronting onto a wide heavily trafficked road. The VES can potentially achieve widening of footpaths, provision of segregated cycle lanes, added planting and SuDS features along the Ninth Lock Road. This would help mitigate the negative visual impact and poor current placemaking of the lengthy facade. Potentially it can also integrate with future improvement to the frontage of the Civic Plaza providing for example seating and planting, and improved cycle infrastructure. As the brownfield site to the north of the shopping centre develops there is opportunity to set development back to ensure that it complements the VES through provision of good cycle and pedestrian infrastructure and increased planting. Another primary purpose of the VES is to optimise road space along the Ninth Lock Road to provide for improved active travel infrastructure.

The VES for this area shall have regard to the following overarching policy objectives:

VES1: Ninth Lock to Old Nangor VES Overarching

VES1 Objective 1:

To support the preparation of a Village Enhancement Scheme (VES) from the northernmost point of the Mill Shopping Centre building, (opposite Oakfield) to the north, along the Ninth Lock Road, including the Civic Plaza, and to the junction with the Old Nangor Road at Round Tower Visitor Centre and west along Old Nangor Road to the junction with Mill Lane. The delivery of the VES may be phased.

VES1 Objective 2:

To support the rebalancing and redistribution of space within Clondalkin Village, notably from the Ninth Lock Road to the junction with Old Nangor Road, and along Old Nangor Road to the junction with Mill Lane, and towards the Old RIC barracks, to provide for improved active travel, urban greening, including nature-based SuDS features where feasible, and increased activation, making it more vibrant, engaging, and welcoming for all.

VES1 Objective 3:

To support better placemaking through measures to improve the animation of the Ninth Lock Road through increased soft landscaping, including nature-based SuDS features and trees where feasible, and providing additional crossing points and active frontages.

VES1 Objective 4:

To support the redevelopment of the Civic Plaza to provide an attractive urban space as part of a cohesive design with provision for an appropriate mix of hard and soft surfaced areas; de-culverting the River Camac where feasible or where not, the planting at ground level where the river is culverted, in the interest of representing the corridor by way of soft proposals; to provide a visually and functionally successful space, accommodating use by people of all ages and abilities, enhancement of biodiversity through urban greening including nature-based SuDS features.

VES1 Objective 5:

To support public realm improvements which will increase legibility of and increase activation along Old Nangor Road from the Mill Lane junction to the Ninth Lock junction through improved active travel provision, additional street planting, and durable, high-quality materials, complementing the materials around the Round Tower Visitor Centre.

Any future VES scheme for this area shall be guided by the following Design Parameters:

Ninth Lock Road to Old Nangor Road VES Design Parameters

Urban Design

- ➔ Facilitate the re-design of the Civic Plaza at the Clondalkin Civic Office as a key node within the village centre integrating it into the emergence of the Ninth Lock Road VES and active travel schemes
- ➔ To support and encourage improved urban design and placemaking, facilitating a visually attractive and welcoming urban village. To deliver guidance addressing street furniture, including bollards, to establish consistency, rationalise street features and remove features that contribute to clutter.
- ➔ To ensure a consistent approach to durable, high-quality materials complementing those already in place outside the Round Tower Visitor Centre.

Movement

- ➔ Create a public realm proposal for Ninth Lock Road and east of Old Nangor Road that improves the environment for active modes of travel.
- ➔ Fully integrate VES proposals with the Cycle South Dublin Programme.
- ➔ Prioritise pedestrian comfort and safety.

Climate Action and GI and Surface Water

- ➔ Increase tree provision and nature-based SuDS features, where feasible within the finite space needed to deliver on active travel improvements, vehicular movement and placemaking upgrades .
- ➔ Require new car parking provision and surfaces to incorporate planting and permeable paving.
- ➔ Where deculverting of the Camac is not feasible, delineate at ground level where the Camac is culverted, in the interest of representing the corridor by way of soft landscaping.

Wayfinding

- ➔ Provide consistent surface materials, planting and other wayfinding cues, including signage, within the VES area and across the village centre.

Activation

- ➔ Encourage ground-floor retail, restaurants, and other businesses that attract foot traffic and create a sense of activity along the street.
- ➔ Incorporate features such as outdoor seating, public art, landscaping, and street furniture that enhance the pedestrian experience.
- ➔ Ensure a consistent approach to street furniture within the VES and village area, in key locations, to facilitate the enjoyment and use of the village core and environs.

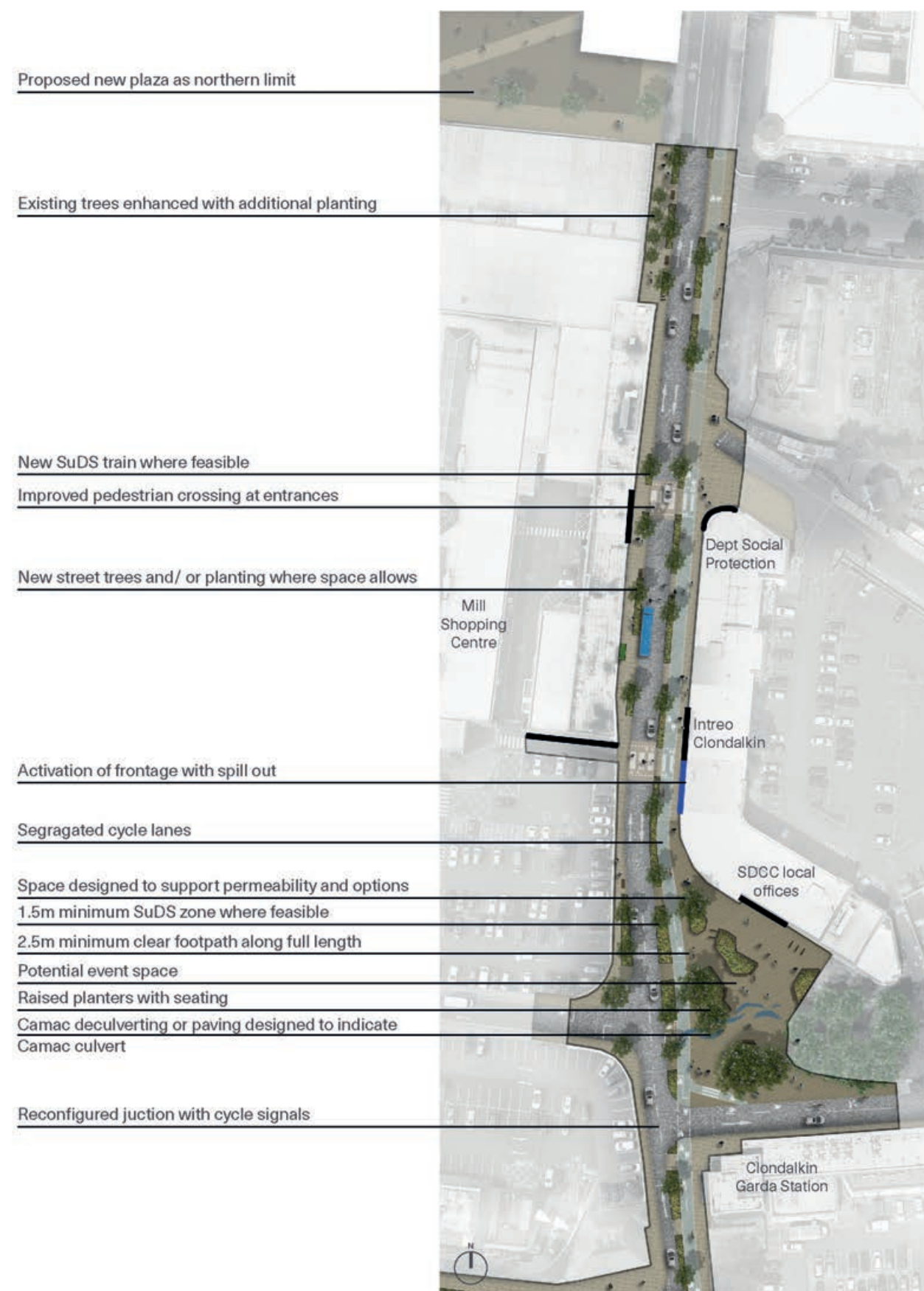


Figure 8.21: Ninth Lock Road VES indicative plan



Artists Impression of Civic Plaza

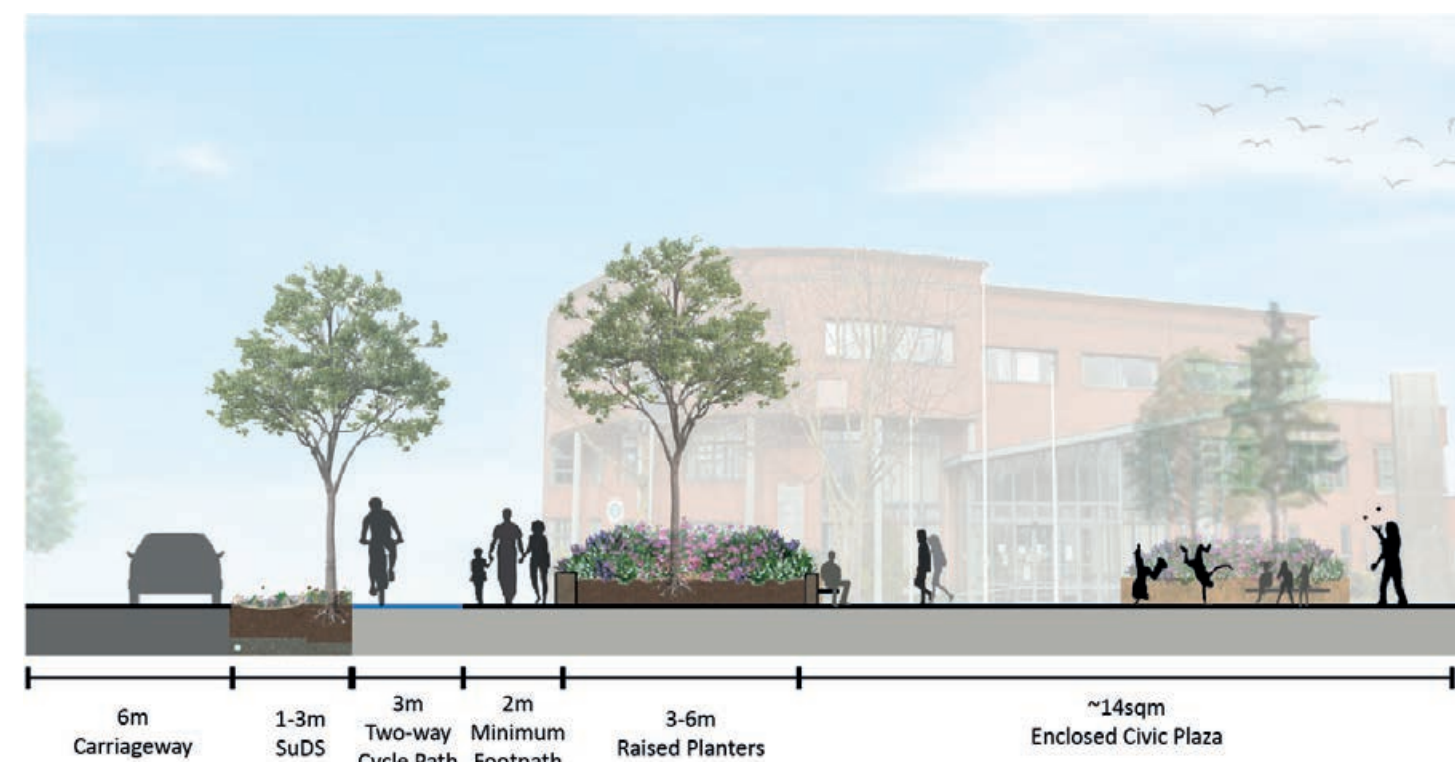


Figure 8.22: Ninth Lock Road VES Cross Section

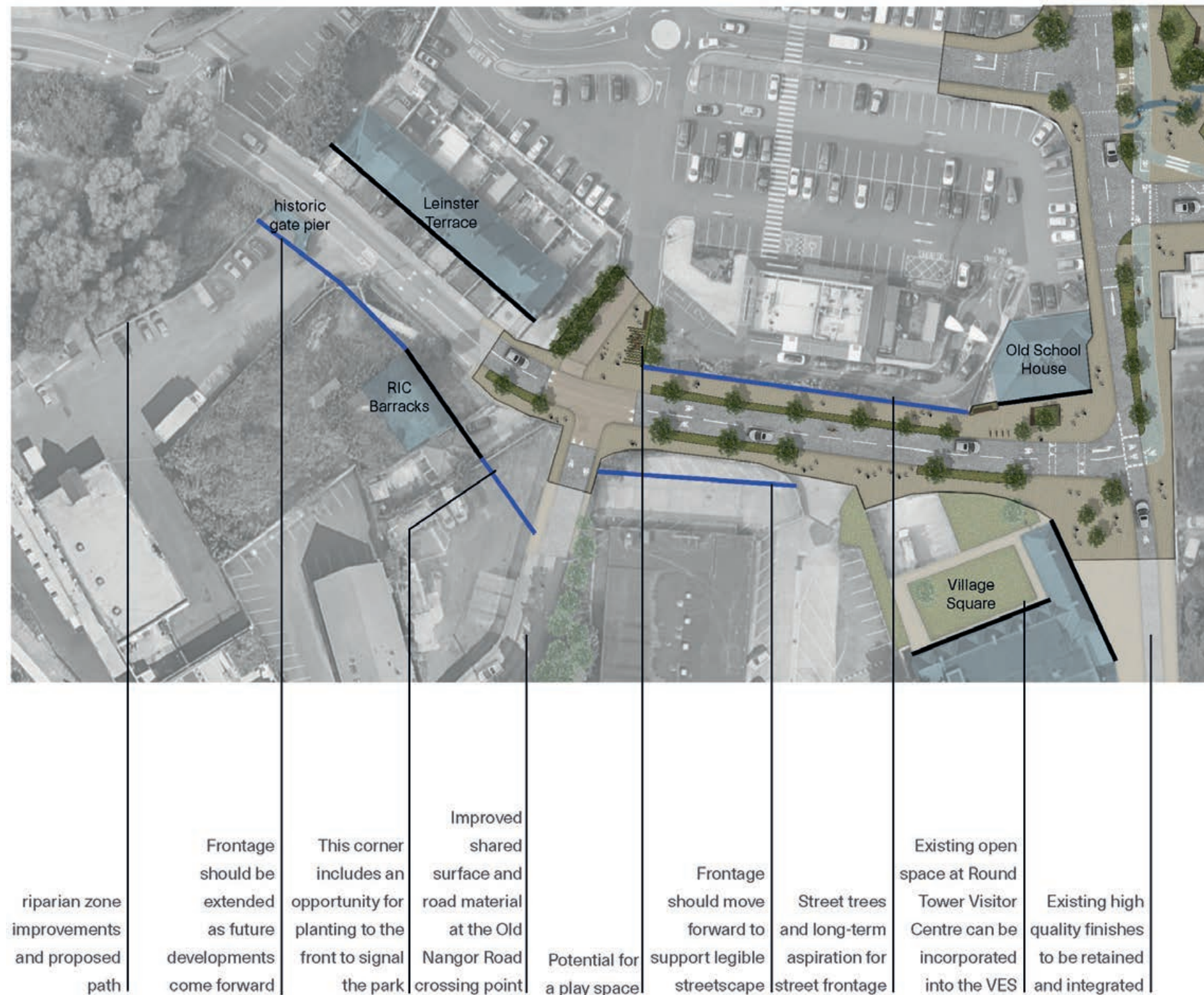


Figure 8.23: Old Nangor Road VES indicative plan



Figure 8.24: Artists Impression Ninth Lock Road Phase of VES

8.6.2 Main Street VES

Main Street VES involves a public realm proposal from Pope Lane/The Black Lion junction, along Main Street, to Tower Road. This project aims to let the historic streetscape dominate, through restrained application of materials throughout and decluttering and rationalising of street furniture. Its extents take account of the aspiration to create a new public entrance to Clondalkin Park from the village centre at the Tower Road Parade, and the potential for Cycle South Dublin routing through Pope Lane.

The VES for this area shall have regard to the following overarching policy objectives:

UD6: Main Street VES Overarching Objectives

UD6 Objective 1:

To support the preparation of the Village Enhancement Scheme (VES) from the junction of Tower Road, Main Street, along Main Street to the east as far as the Black Lion junction of Main Street / Orchard Lane / New Road (Laurel Park) / Monastery Road, encompassing Pope Lane. The delivery of the VES may be phased.

UD6 Objective 2:

To support the rebalancing and redistribution of space within Clondalkin Village, notably to Main Street and at the junction with Tower Road, Convent Road, Orchard Road and Laurel Park to provide for an improved pedestrian and cycle environment, urban greening and nature-based SuDS features where feasible, and increased activation, making it more vibrant, engaging, and welcoming for all.

Any future VES scheme for this area shall be guided by the following design parameters:

Main street VES Design Parameters:

Urban Spaces

- Ensure that the VES is designed to signal the Black Lion junction as a historic junction of significance to the Village Centre.
- Improve the current environment for pedestrians through reimagining of currently underutilised space within the public realm.
- Ensure the VES benefits businesses through an Improved public realm, with appropriate street furniture where space allows (e.g. seating) encouraging greater footfall and street activity.
- Investigate opportunities to reorganise car parking within the Tower Parade to the benefit of the public realm and wider village environment.

Movement

- Investigate and promote further opportunities for permeability through the Town Centre 'oval'.
- Integrate Cycle South Dublin schemes, both east-west and north-south through this critical junction, examining the potential for Pope Lane to better support active travel movement.
- Consider as part of any village improvement scheme, the need for loading bays to facilitate the businesses and traffic movement in the village centre

Climate Action and GI

- Increase tree provision and nature-based SuDS features, where there is sufficient width to incorporate planting, pedestrian and cyclist movement alongside vehicular movement.
- Provide new urban street tree planting at appropriate locations to help improve local air and water quality. Require new car parking provision and surfaces to incorporate planting and permeable paving to ameliorate the impact of pollution and surface water runoff.

Wayfinding and Legibility

- Ensure that the VES incorporates opportunities to improve wayfinding into the village from Convent Road and Boot Road.
- Incorporate wayfinding features to signal the junction of Main Street and Tower Road as the southern entrance to the village core.
- Ensure a consistent suite of wayfinding and legibility design features for the whole village and surrounds.

Materials and Finishes

- Ensure high quality durable materials and a consistent approach to VES throughout the village which complements the existing public realm improvements at the Round Tower Visitor Centre.

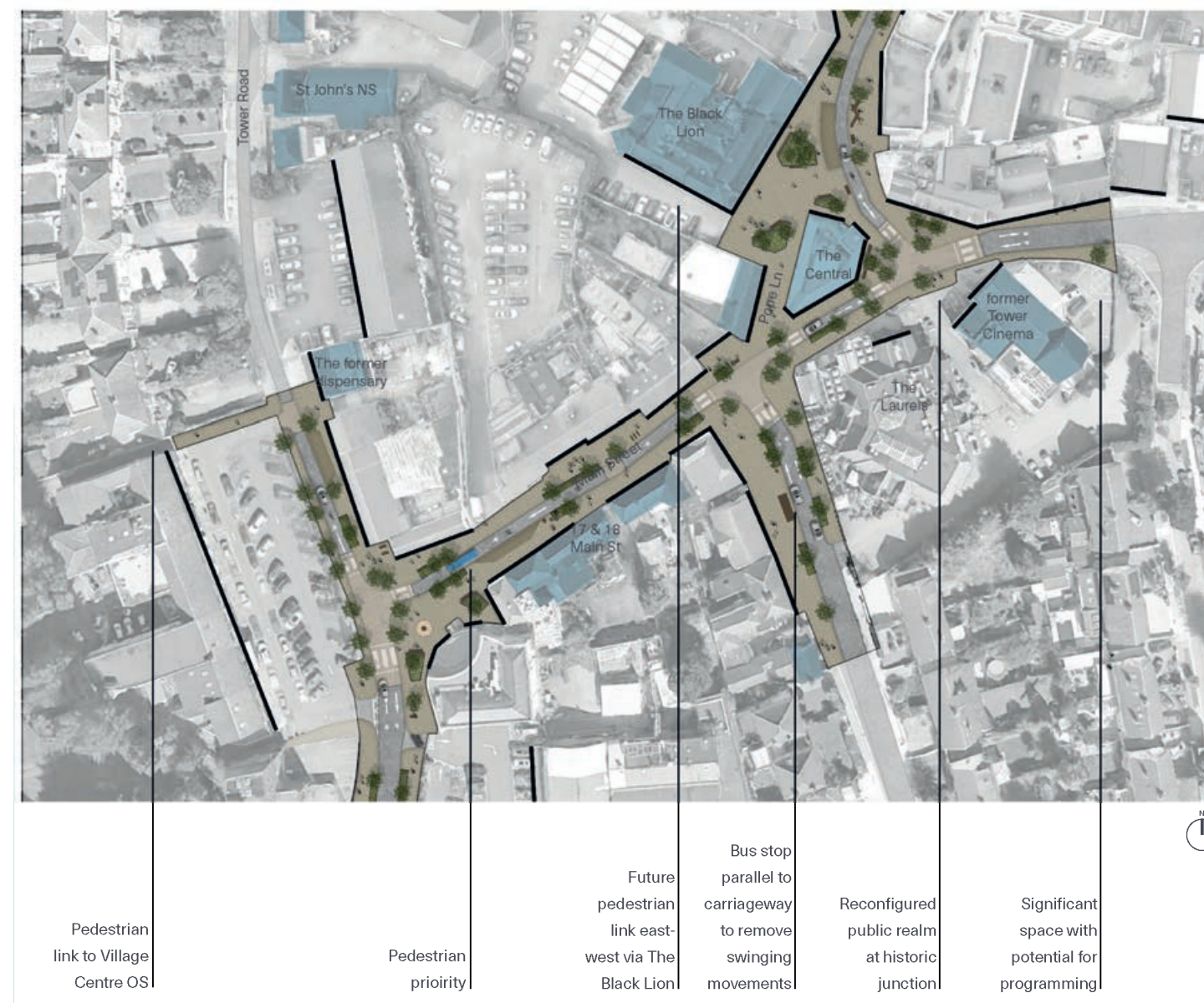


Figure 8.25: Main Street VES



Figure 8.26: Artists Impression Main Street VES



8.7 Large Scale Development Frameworks

The identified large scale development sites, which represent the areas of significant transformational potential within the Clondalkin Local Planning Framework (LPF) boundary are:

8.7.1 Ninth Lock Road Framework Site

The Ninth Lock Road Framework Site comprises lands located to the north and west of the Mill Shopping Centre (west of the Ninth Lock Road) and to the south of the New Nangor Road extending to approximately 7 hectares.

The framework site represents the largest opportunity for new residential and mixed use in the town centre, with capacity for 1,000+ new homes, alongside associated amenity and open space, community facilities, town centre frontage and green infrastructure.

Development of this site will play a crucial role in delivering the wider objectives of the Urban Design Strategy, including connecting the core village area and ACA, open space network and the planned Ninth Lock Road Village Enhancement Scheme. With an approximate future population of 2,400 people this framework site contains a significant element of the future population growth for Clondalkin.

Guidance is provided here for future development to enact these positive contributions to village centre life. Proposals should have reference to the four key indicators of urban design performance identified by the DHLGH Sustainable Residential Development and Compact Settlement Guidelines, and should develop contextual responses in line with the South Dublin County Council Building Height and Density Guide.

Range	Ninth Lock Framework Area
Zoning	TC (Town Centre)
Site Area	c. 7 HA in two parcels.
Density Designation	City – Urban Neighbourhood
Density Range	50dph – 250dph
Potential Residential Development Capacity	1000+ dwellings alongside associated open space, amenities and services/facilities with other mixed uses.

The following development parameters provide a site-specific focus to the objectives in the preceding chapters. Objectives within those chapters remain relevant and should be referred to alongside the development parameters in the preparation of any development proposals and their assessment.



Figure 8.27: Location of Ninth Lock Road Framework Area within the LPF



Figure 8.28: Aerial View of Ninth Lock Framework Site

Ninth Lock Framework Site – Development Parameters

Placemaking:

- Demonstrate how development has had regard and responded to the design principles, including urban grain, set out in this section for the framework site.
- Ensure that development along Ninth Lock Road is designed to provide for an attractive approach to the village centre at a scale which facilitates the integration of new development along this road frontage with the village centre.
- Ensure the provision of appropriately sized and purpose-built community facilities as part of any future development of this site, locating it to facilitate good placemaking along the Ninth Lock Road and the integration of new and existing communities with the village centre. See Chapter 6, CHE9 Objective 1
- Ensure that the delivery of development fronting the Ninth Lock Road including the community space is phased in such a manner that it commences prior to the completion of 250 units within the site or as may otherwise be agreed with the planning authority.
- Provide for a civic plaza along the Ninth Lock Road – ideally this will be integrated with the community centre to provide for indoor and outdoor community uses.
- Provide for a landscaped ‘landing space’ on arrival from Old Nangor Road into the development.
- Deliver a mix of housing typologies to meet the needs of different age and family cycles, including housing for older people where such need is identified, to ensure a sustainable community.
- Ensure the appropriate provision of recreational facilities, with potential for some to be located within the pylon corridor alongside green infrastructure, based on an assessment of need and agreed with South Dublin’s Public Realm section as an integral part of any development on this site.
- Consider views of the Round Tower and church spires from Dunawley Park south through the framework site and demonstrate how they have been incorporated into the design of any future development.

Ninth Lock Framework Site – Development Parameters

Movement

- Encourage servicing to the Mill Shopping Centre to be carried out by way of access through a new road network within the Framework site, to help reduce commercial traffic movement within the village centre.
- Ensure permeability throughout the site including:
 - Active travel link to / from the Old Nangor Road
 - Active travel links to Ninth Lock Road through an east-west connection.
 - Active travel link to the car park at the Mill Centre Shopping site
 - Active travel link/s to the New Nangor Road facilitating access to bus stops and to Fonthill train station by way of Dunawley Park open space
 - Vehicular link to New Nangor Road and Ninth Lock Road
 - Potential for future vehicular link to the Mill Centre should it be required in the future
- Retention of the high-capacity transport reservation and provision of active travel links along it ensuring it is sufficiently wide for future accommodation of any planned transport.
- Ensure sufficient setback along the Ninth Lock Road to provide for cycle lanes, street trees, widened footpaths in addition to the existing bus lane along this road.
- Provide continuance of the existing footpath from Mill Park to the west of the site from the New Nangor Road to connect to the Ninth Lock Junction.
- Liaise with the NTA to investigate the positioning of bus stops and potential for any additional bus stops along New Nangor Road and the provision of bus shelters.

Green Infrastructure

- Deliver public open space in accordance with the standards set out in the County Development Plan.
- Create pockets of green space designed to increase biodiversity
- Provide for a landscaped ‘landing space’ on arrival from Old Nangor Road into the development.
- Create an east-west GI connection through the site.
- Facilitate improved GI connections between Clondalkin Park and Dunawley Park to the north.
- Require street tree planting and ensure that it is within the public realm.
- Retain the existing mature treeline and hedgerow along the western boundary of the site and establish a pedestrian / homezone route alongside.
- Ensure that a SUDS Strategy is provided for any development on the site in line with South Dublin County Council Sustainable Drainage Explanatory Design & Evaluation Guide and which includes bio retention tree pits as part of street tree planting.
- Ensure that development meets the Green Space Factor requirements of the County Development Plan

Ninth Lock Framework Site – Development Parameters

Infrastructure

- Ensure that where contamination is present it is sufficiently identified and remediated prior to any development on relevant sites as part of any phasing requirement.
- Investigate the feasibility of undergrounding the existing pylon corridor in the northeast of the site. In the absence of such feasibility to ensure that development appropriate to any safety constraints is facilitated including potential recreational facilities and green infrastructure.

Contextual Analysis

An outline contextual analysis of the Ninth Lock Framework Site is provided here to identify design drivers for a contextually responsive and appropriate form of development for future proposals, following the methodology of the SDCC Building Height and Density Guide 2022 (Appendix 10 of the CDP).

Context

The lands are serviced by a frequent bus service, which will be improved with the introduction of BusConnects. The routes provided at this location include the 60, 68, L54 and W2. Buses also serve the train to the north and the LUAS at Red Cow, as well as providing services to the Quays, Grange Castle, Liffey Valley and Tallaght. The Ninth Lock Road is also identified as a Cycle South Dublin (CySD) route, connecting Tallaght to Clondalkin towards the Canal, to provide for improved cycle infrastructure.

The framework site is an appropriate location for local intensification and a Metropolitan Landmark (see SDCC Building Height Guidelines) to signal the northern entrance of the village. The western edge of the framework site is adjacent to finer grain historic and contemporary housing and should respond to these. Across the 400 + m of the framework site proposals will need to reconcile this difference in context.

Setting

The context of the framework site is predominantly vehicle dominated wide roads with a lack of active frontage and permeability. The framework site provides opportunity for significant benefits to this context by changing the dynamic, breaking down the block size, introducing increased permeability and active frontages on appropriate streets, including on the Ninth Lock Road, drawing from the historic grain of the Village.

Connections

The framework site is bisected by the 30m reserve for high-capacity transport (shown as Metro reserve on Figure 8.29). This is ideally aligned to provide a direct route through the site to Clonburris National School and onwards to Clondalkin – Fonthill station from the village centre. The site also contains a pylon corridor which will provide a green link between Oakfield and Dunawley Park. Allowance should be made for future connectivity into a redeveloped Mill Centre, should that happen.



Inclusivity

Primary active frontages onto the Ninth Lock Road can help improve the environment of the village centre, with internal frontages with residential own door units providing a more local context.

Variety

From the finer grain of the western boundary, across the ~430m to the Ninth Lock Road, there will be at least 3-4 urban blocks and an opportunity to introduce variety of typologies, massing and materiality. For example, this could vary from own-door duplexes on the Mill Park edge, through medium-higher density residential apartment blocks, to mixed-use and commercial frontages with apartment above on Ninth Lock Road.

Efficiency and Distinctiveness

Given the Town Centre zoning and proximity to public transport density will generally need to be towards the upper end of the city-urban neighbourhood density range, subject to further detailed analysis at planning application stage.

The framework site offers an opportunity to introduce a new urban grain into a part of Clondalkin which has long remained undeveloped. The character of narrow streets and narrow frontage widths can be introduced through this site, as a way of reflecting the local character.

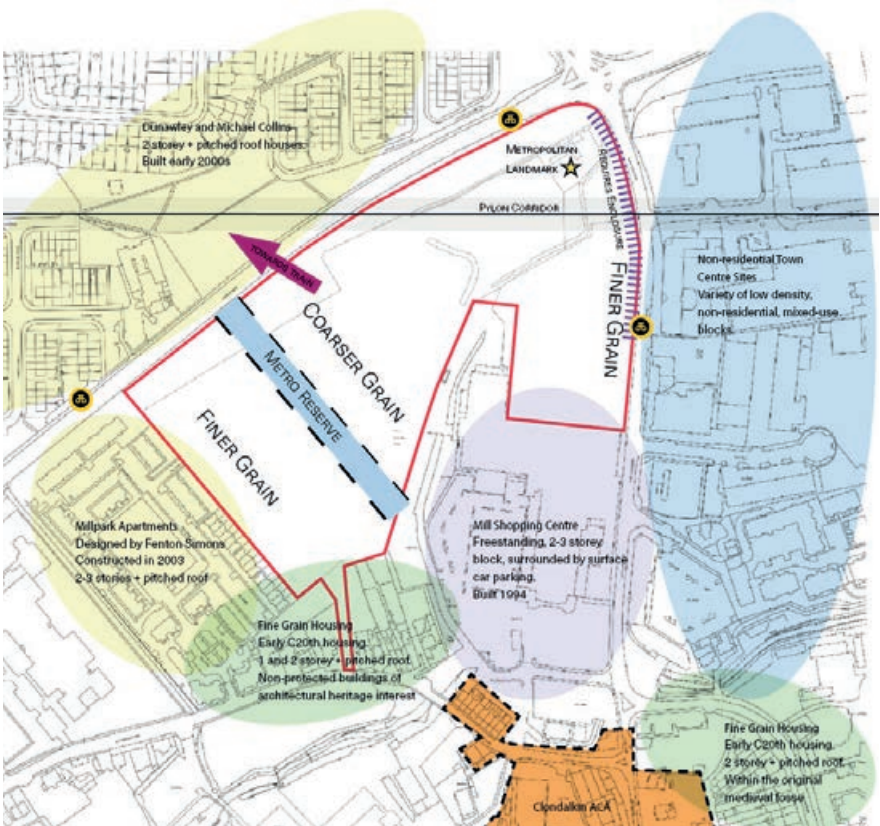


Figure 8.29: Contextual Analysis

The northern gateway should be distinct and support wayfinding to the village. This could include additional height at this corner, transitioning to the village/town centre scale over the 250m of Ninth Lock Road frontage.

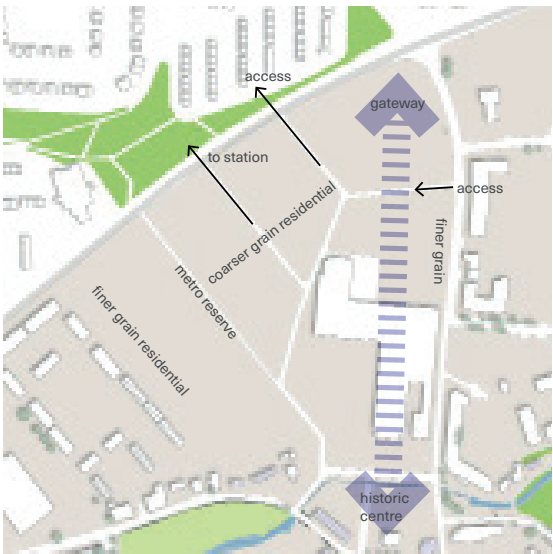
Layout

The layout should prioritise frontage and enclosure onto all existing and proposed streets. This includes making provision for future redevelopment of the Mill Centre site.

DESIGN PRINCIPLES



01 The receiving environment lacks permeability.



02 The first step is to break up the land and establish a new urban grain.



03 The blocks are further broken down into development plots and pedestrian connections.



04 The public realm is defined: green links, green open spaces, street trees and SuDS, public plazas.



05 Frontages are identified.



06 Plots can be infilled with appropriate buildings, delivering finer grain frontages, activity, mixed-uses and a diversity of new homes.

Figure 8.30: Design Principles

Public Realm

The framework site can deliver a custom public plaza appropriate to the scale of Clondalkin on Ninth Lock Road. This space can be designed to suit the needs of the growing population, to host markets, festivals and local cultural events. Ideally this space will be activated by a community use. The framework site will also support GI with a new stepping stone park as part of the wider requirement for public open space and green infrastructure.

Adaptability and Parking

Given the TC zoning and location, it would be appropriate to reduce car parking and podiums. Parking should be reduced throughout the development, giving opportunity to introduce local accesses through perimeter blocks.

Detailed Design

Significant opportunity for refinement will be available through detailed design. The design parameters here aim to establish the urban grain and overall character.

Streetscape Analysis

Below are indicative site sections / elevations demonstrating activity, grain and connections.

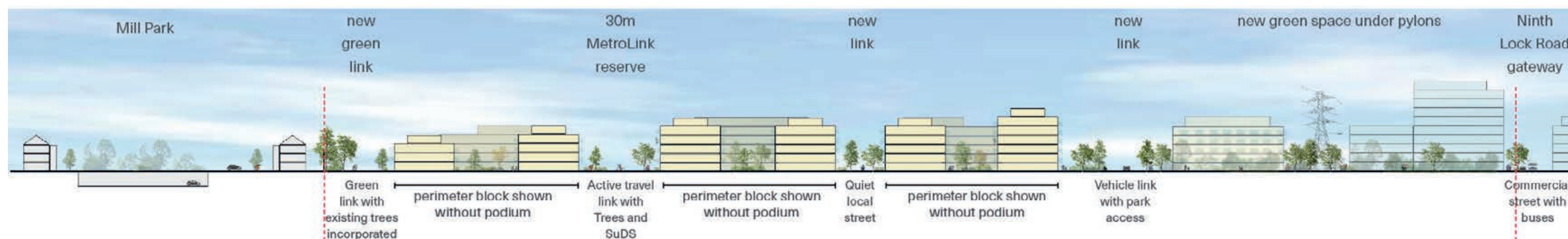
AA-AA: East-west section

Transitioning from the low density, low-rise context of Mill Park on the western edge to the commercial frontage and landmark of Ninth Lock Road can happen gradually over 3 to 4 urban blocks, with a diversity of homes and streets in between.

BB-BB: Northern Gateway – North-South Section

From the New Nangor Road junction to the Round Tower Visitor Centre is approximately 600m (10 mins walk). The framework site can positively influence the first stretch of this journey, with activity and enclosure, as well as street trees, SuDs and high-quality footpaths and cycle lane.

Cross Sections



Figures 8.31: Streetscape Analysis: Cross Sections

BB-BB: East-west section



Figures 8.31: Streetscape Analysis: Cross Sections



Figure 8.32: Ninth Lock Road Framework Indicative Layout.

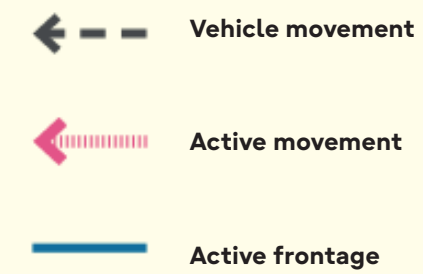


Figure 8.32 Key:

- a. Retained and enhanced tree line with active link
- b. New public open space (urban park)
- c. Density closer to mid-range of city – urban neighbourhood reflecting context of adjoining site, and finer grain housing blocks at this location subject to detailed design
- d. Pedestrian connection to Old Nangor Road with ‘landing’ green when entering from Old Nangor.
- e. Housing blocks at higher density than to the west, within city – urban neighbourhood range, medium grain, housing blocks.
- f. Potential for open space and activity which could integrate with any future development on adjoining Mill Centre site.
- g. Active link and green spine under pylons
- h. Pedestrian crossing to open space at Dunawley Park facilitating links to Fonthill train station
- i. Landmark building
- j. Re-opened vehicle connection
- k. Double fronted building with active community use at ground floor.
- l. Green link under pylon potential to link eastwards within Oakfield
- m. Pedestrian connection towards Clondalkin Park.

Adjacent Lands and Northern Gateway

The northern edge of the Ninth Lock Framework Site is bounded by the New Nangor Road to the north and the Ninth Lock Road to the east and serves as an important gateway to the village.

Any future development on this part of the framework lands to be guided by the following overarching considerations and principles:

Northern Gateway – Parameters for Development

- Support the South Dublin County Council tourism strategy to encourage appropriate wayfinding from the Grand Canal to the Village centre.
- Support wayfinding and strengthen legibility through an appropriately designed landmark building which responds appropriately to SDCC building height guidelines at the entrance to the village centre.
- Mark the entrance to the village encouraging reduced vehicle speeds and facilitating safer cycle and pedestrian movement within the village through improvements to the junction of Ninth Lock Road with New Nangor Road.
- Improve the streetscape and public realm at this junction in as part of any future development.
- Ensure that development complies with the Planning System and Flood Risk Management Guidelines for Planning Authorities and the SFRA accompanying this plan.
- Ensure that, where the electricity network cannot be undergrounded, development complies with the reservation distances required for safety or other reasons underneath the pylons and provides for an active travel route and greening within the reservation area as a minimum, with potential for recreational facilities.
- Ensure that where sites are developed independently on either sides of the junction (east and west), consideration should be given to how they would be reflected on the opposing side of the road, ensuring that provision is made for a coherent design approach to reflect the northern entrance to the village.

Subject to flooding and related assessment, there is also potential for development on the eastern side of the junction. Reference to a metropolitan landmark building applies here also and many of the parameters for development around wayfinding and legibility, junction improvements also apply. Should sites be developed independently on both sides of the road, consideration should be given to how they would be reflected on the opposing side of the road, ensuring that provision is made for a coherent design approach to reflect the northern entrance to the village.



Figure 8.33: Aerial Image of Northern Gateway



8.7.2 Knockmeenagh Framework Site

Lands within the Knockmeenagh Framework Site are zoned for employment with residential zoned land containing St. Brigid's ACA in the centre. From the west, Joel's Restaurant and the Louis Fitzgerald Hotel form the boundary with the residential context to the west. They are adjacent to low rise, light industrial units. Between this light industrial and St. Brigid's lies a large green field which has been subject to unsuccessful planning applications in the past. St Brigid's itself is made up of very low density single storey housing running north-south. The eastern end of the framework site returns to the light industrial employment character, much of it related to logistics and underutilised sites, with an office block on the junction with the Joe Williams Bridge / L1019.

Further mixed industrial lands lie within the small triangle of land further east between the L1019, the N7 and Monastery Road.

Knockmeenagh Lane to the north of the framework lands has the potential to improve active travel routes and permeability and better integrate the framework site, St Brigid's ACA and the Luas with the central area of the village. There is currently full access through the lane, but it has no overlooking, is poorly lit and the surface finish varies. Development principles described in this section will give guidance as to how these issues can be remedied through future redevelopment.

Challenges for Development

As described above, this framework site is zoned for employment with the exception of the lands at St. Brigid's cottages. Typically, the demand for employment use along the N7 has been in the form of logistics and retail or car showrooms. Notwithstanding the different context with the presence of an ACA between the employment lands, the presence



Figure 8.35: St. Brigid's cottage within ACA.



Figure 8.34: Extract from CDP 2022-2028 zoning map as adopted in June 2022.

of the N7 to the south and the associated slip road between it and the framework lands has led to difficulties in developing the lands to their full potential. Discussion as part of the preparation of this LPF with TII has indicated that no further access points can be accommodated along this stretch of road and ideally the number of current access points would be reduced.

Knockmeenagh Lane and Road enclose the lands on their northern boundary. As set out in the Conservation Plan and Chapter 7 of this document, the lane is recognised as part of an old pilgrim route, a Slí. As the road narrows at its eastern end its use is appropriate for walking and cycling only. Given its historic context, this is unlikely to change. At the same time, the link between Knockmeenagh Lane and Monastery Road is sub-optimal for active travel in terms of its width, surface materials, boundary treatment and safety. There are opportunities to improve this as part of any future development while protecting the Slí and historic walls.

At its more western end, Knockmeenagh Road is residential in context. Having regard to that context it would not be appropriate for an intensification of industrial type vehicles to exit onto the road or lane towards New Road and onwards to the N7.

Given the constraints in the current road infrastructure, and the lack of alternative solutions to facilitate the current employment zoning it is not intended to progress this framework site at this time. However, the LPF has considered whether a form of mixed-use development within the site would facilitate a more efficient and appropriate use of land. The following sections examine the contextual analysis and the possible design principles should the lands come forward for employment development as currently zoned, but more specifically should the lands be considered for rezoning as part of a separate variation to the CDP.

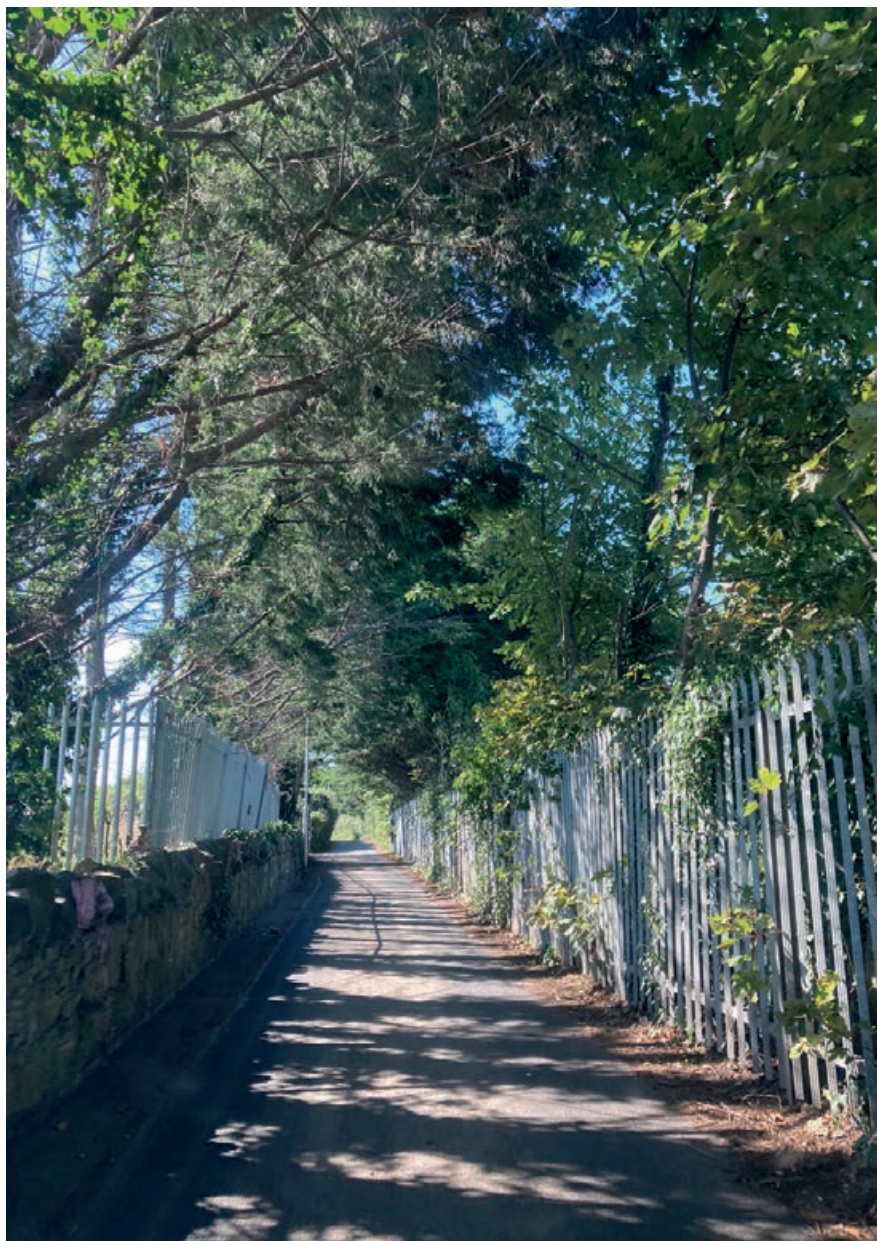


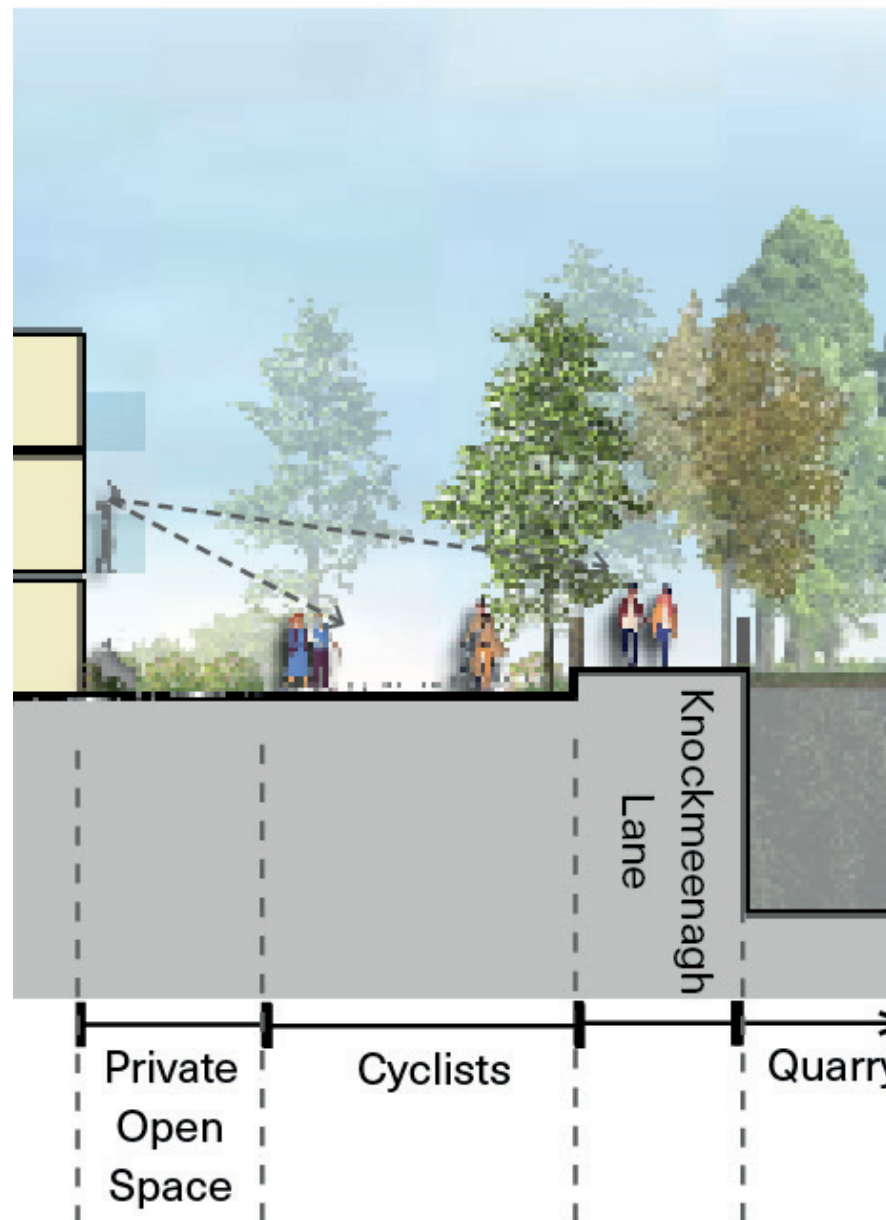
Figure 8.36: Opportunity to improve access along Knockmeenagh Lane as part of any future development while protecting its historic integrity – indicative only.

Contextual Analysis

An outline contextual analysis of the Framework Site is provided here to identify design drivers for a contextually responsive and appropriate form of future development, following the methodology of the SDCC Building Height and Density Guide 2022.

Context

Connectivity: the lands are serviced by buses 68, 13, 60, 69, L54, G1. These services will further improve with BusConnects. The Luas, bus interchanges and Park and Ride at the Red Cow LUAS are approximately 950m from St Brigid's Cottages with current connections. National bus services can be picked up from the lane at St. Brigid's.



Intensification: The framework site could be an appropriate location for local intensification because of its location adjacent to the Luas and the potential for greater active travel linkages. However, as it stands its location adjacent to the N7 provides roadside frontage but limited road access and significant noise pollution.

Setting

Contextual response: The immediate context of the framework site is mixed. To the west and north are low density residential areas with minimal permeability. To the north east there is a former limestone quarry and while no longer operated as a quarry the lands are in continued employment use for bitumen manufacturing. The N7 boundary to the south provides limited access and significant noise levels.

The framework site can provide positive benefits to the context by increasing permeability towards the Luas, breaking down the block size and providing overlooking onto Knockmeenagh Lane and its associated active travel link. St Brigid's ACA in the centre would also benefit from an improved setting.

Connections

The framework site is bisected by St Brigid's ACA. The setting of this residential lane is undermined by its N7 access. Proposals should offer an alternative and more appropriate residential access to St Brigid's Cottages. This would further allow Knockmeenagh Lane to downgrade to active travel only along its more easterly section.

Improved permeability through the framework site would support access to public transport for adjacent residential areas also.

Inclusivity

Increased population and overlooking onto Knockmeenagh Lane would support this active travel connection. A central open space would also help offer play opportunities for all ages and support improvements to green infrastructure in this part of Clondalkin.

Variety

A finer grain along the northern edge, overlooking Knockmeenagh Lane, across the approximately 210m to a coarser grain non-residential edge onto the N7, provides potential for 3-4 urban blocks and an opportunity to introduce a variety of typologies, massing and materiality. This might include own-door duplex blocks, apartments and larger footprint light industrial uses. To achieve this type of potential the lands would need to be rezoned.

Efficiency

Given the location of the framework site generally within 1,000m of a high-capacity public transport interchange, subject to improved connections, there is the potential for a review of the zoning at this location to make greater use of the lands. Should rezoning be considered in the future, the presence of the ACA and the different context throughout the site will determine the appropriate density within different areas of the site in accordance with the relevant guidelines.

Distinctiveness

Any proposals must protect the integrity of St Brigid's Cottages ACA. The ACA could benefit from a buffer of mews style development where opportunity allows at the ends of the existing long gardens. However, some piecemeal development has occurred within some back gardens and achieving a cohesive mews style development may prove difficult. However, it could be facilitated by provision of improved access ensuring the existing plot scale is preserved. The integrity of Knockmeenagh Lane and its historic setting must be preserved but opportunity to improve the active travel link it provides should be factored into future development, Figure 8.36 above gives an indicative understanding of a potential solution without impacting on the lane's integrity.

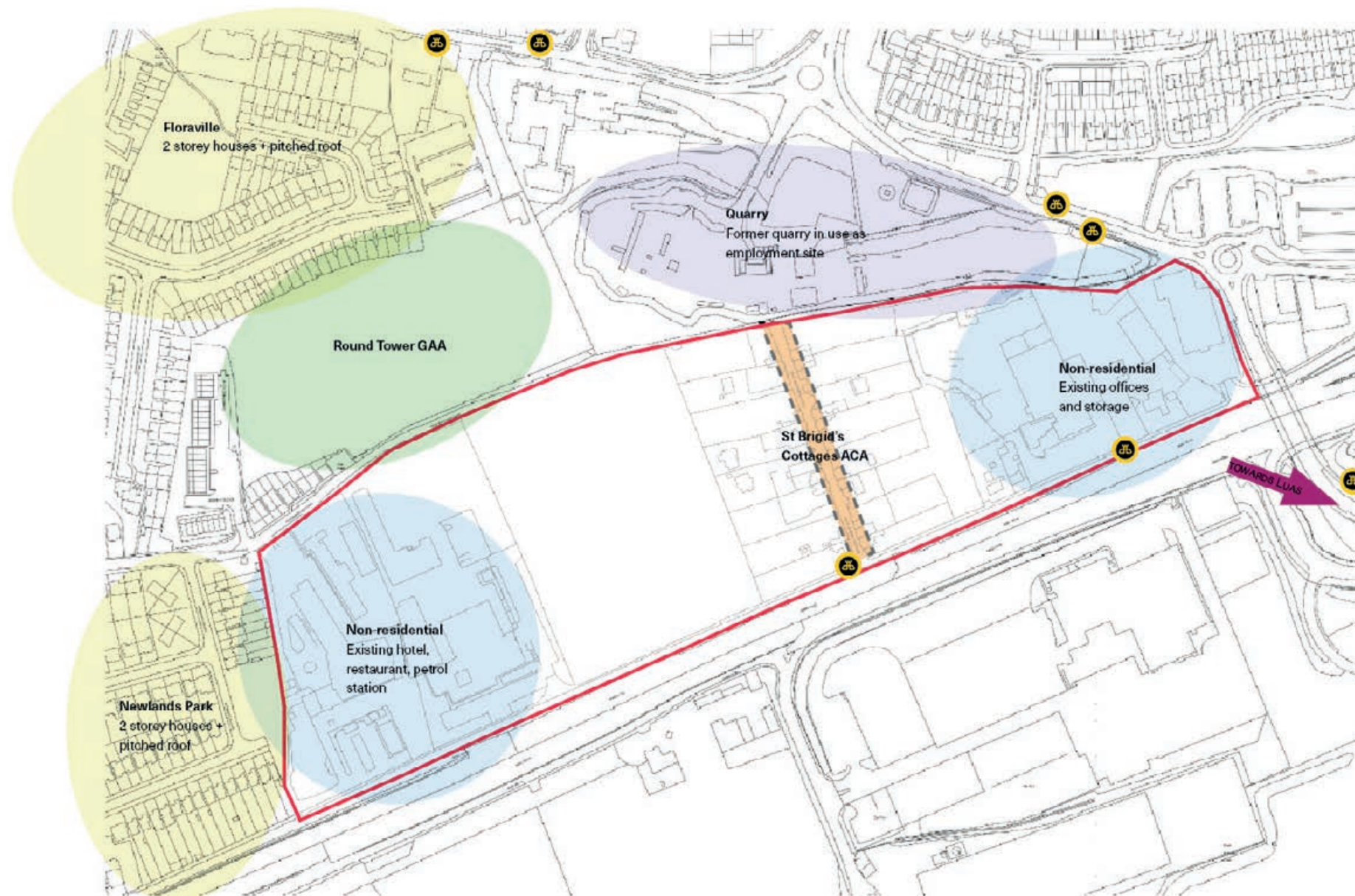


Figure 8.37: Land Uses within and around the framework site

Layout

The layout of future development should prioritise frontage and enclosure onto all existing and proposed streets.

Public Realm

The framework site should provide for a new central open space, which is much needed in this part of Clondalkin. The existing active link at Knockmeenagh will also benefit from improved overlooking.

Adaptability

Given the proximity to high-capacity public transport it would be appropriate to reduce car parking and podiums.

Privacy

There are limited close neighbours to the framework site which would be at risk of overshadowing or overlooking and this could be dealt with as part of detailed design of future development at planning application stage.

Parking

Given the proximity to the Luas and the potential for better connections through the site as part of cohesive development, consideration would be given to reduced levels of parking in line with CDP standards.

Detailed Design

Significant opportunity for refinement will be available through detailed design. The design parameters here aim to establish the urban grain and overall character of any future development.

Design Principles

The primary purpose of the design principles is to demonstrate how good design and layout could maximise the potential use of the lands in a scenario where mixed-use development which is residential led is provided for. This can only be achieved where a separate variation on zoning to the CDP is approved.



01

The receiving environment lacks permeability.



02

The first step is to break up the land and establish a new urban grain.



03

The blocks are further broken down into development plots and pedestrian connections.



04

The public realm is defined: green links, green open spaces, plazas.



05

Frontages are identified.

- Non-residential active frontage.
- Primary Residential frontage.
- Secondary frontage.

Knockmeenagh Objectives

Development within the Knockmeenagh Framework area and supporting street network shall be guided by the following overarching objectives:

Objective KF1 Zoning and Transport

KF1 Objective 1: To include the Knockmeenagh Framework site lands as part of the review of zoning for new housing targets and land capacity within the County.

Objective KF1 Objective 2: To continue to liaise with TII and NTA to work towards long-term transport solutions which would facilitate an efficient use of the lands given the context of the surrounding road infrastructure and its constrained capacity to absorb different types of development.

KF2 Design Parameters

KF2 Objective 1: To ensure that any proposed development on the lands is legible and permeable and does not compromise future potential of the lands having regard to the design principles set out in this plan.

KF2 Objective 2: To ensure that any development has the necessary regard to context as provided for in South Dublin's Height and Density Guide 2022 (Appendix 10 of CDP) and, where in proximity to St. Brigid's cottages demonstrates an appropriate design response to the existing single storey cottages.

KF2 Objective 3: To promote a strong edge to the framework lands along the N7, including elements of planting where feasible.

KF2 Objective 4: To ensure that development adjacent to Knockmeenagh Lane provides active frontage to allow for passive surveillance of the lane, incorporating new planting and providing for improved active travel infrastructure to complement the existing infrastructure

KF3 Connectivity

KF3 Objective 1: To protect the historic integrity of Knockmeenagh Lane and associated Slí Mor while supporting sensitive solutions to its improvement as an active travel route along its existing connection from Monastery Road to New Road, providing for potential new connections to and from the framework site to the Lane and further northwards.

KF3 Objective 2: To explore the potential for delivery with relevant landowners of a pedestrian and cycle link from Knockmeenagh Lane to Monastery Road by way of the western boundary of the SIAC site and Round Tower GAA club.

KF3 Objective 4: To improve wayfinding and legibility from Monastery Road to Knockmeenagh Lane through appropriate signage and public realm improvements, where feasible.

KF3 Objective 5: To safeguard the long-term delivery of an active travel link across the quarry, towards Knockmeenagh Lane.

KF4 Green Infrastructure

KF4 Objective 1: To improve the ecological GI value and connectivity of landscape features created as part of any new development.

KF4 Objective 2: To require all new development to demonstrate the integration of ecosystem services including nature-based SuDS as part of the design rationale.

Chapter 9: Implementation and Monitoring

9.1 Introduction

The Guidelines on Local Area Plans advise that all plans should include an Implementation and Infrastructure Delivery Schedule. Developing areas depend on the integrated delivery of essential social and physical infrastructure. Clondalkin is an existing village centre with significant infrastructure already in place. However, this LPF includes objectives recognising that there are areas for improvement and that as the population grows, further supporting infrastructure will be required. Having regard to this, given the nature of the Local Planning Framework and variation process applied, a monitoring and implementation approach has been set out below.

This section is broken down into three distinct sections related to the overall delivery of the Local Planning Framework (LPF) for Clondalkin. Each of the elements, related to Infrastructure; Objective Implementation; and Phasing of Development are interlinked and rely on each other to progress. In essence, this section outlines the monitoring of the LPF. Some of these elements rely on South Dublin undertaking works, implementing proposals and delivering the objectives of the Plan and the Capital Programme, other elements rely on private sector investment and development in the area, whilst some elements require State body input.

Another consideration is the area to which the LPF relates and how infrastructure relates to this. The LPF boundary cannot be viewed as a hard boundary, and it is likely that some infrastructure delivery plans will relate to projects and schemes which traverse the boundary of the LPF for Clondalkin Village.

Funding

The Council will seek to progress and secure the objectives of the LPF as set out in the various preceding chapters. The Council itself will be responsible for some components of the delivery which are key to achieving the plan objectives, including parks/amenity spaces, active travel improvements and community facilities. These will be subject to securing funding from relevant sources.

The First Revision of the NPF emphasizes compact growth, focusing development within existing urban areas, supported by the Urban Regeneration and Development Fund (URDF). South Dublin County Council will pursue URDF funding and other targeted initiatives, such as the Buy and Renew Scheme and Long-Term Leasing, to facilitate regeneration and address





issues in the village. In addition, where there is opportunity to source funding through the Town Centre First programme this will be pursued.

Notably, funding is potentially available for preserving Clondalkin's heritage assets, with opportunities through the Built Heritage Investment Scheme, Heritage Council grants, and other heritage funds. As Clondalkin is in a Decarbonising Zone (DZ), climate-related funding—both EU (e.g., Innovation Fund) and national (Climate Action Fund)—will be critical for sustainability goals. Additional sources like the Local Authority Biodiversity Action Fund will also be available.

SDCC is committed to securing funding and partnerships to deliver the LPF's objectives, including infrastructure delivery such as the active travel schemes with the NTA. Other areas where the NTA can support funding is in bus infrastructure including shelters. The Council's own capital programme currently supports key initiatives such as the Village Enhancement Schemes (VES).

Infrastructure Delivery

This section outlines the essential infrastructure required, presented in a staged delivery schedule, to support the timely achievement of this plan's objectives. Recognising that a broad range of infrastructure is needed to enhance services for homes, businesses, and schools in South Dublin, this LPF aims to promote coordinated development to meet these needs efficiently for Clondalkin LPF.

Some of these features, such as water, wastewater, transport upgrades, roads delivery, amongst other projects, may go beyond the lifetime of this plan.

The below table should therefore be treated as a living programme of larger infrastructure projects and works required around the LPF. It will be reviewed at regular intervals to assess how the implementation is progressing, available resources and as new sources of funding and/or providers emerge.

Infrastructure Table and Timing

Provider	Project	Timeline
Irish Rail	DART+SW	2029
NTA	BusConnects	2027
UE - Water	Ongoing Engagement with UE on capacity Issues - Water Supply Project Eastern and Midlands Region	Ongoing, subject to Planning Process, 4-5 year construction period 2030s
UE - Wastewater	Ongoing Engagement with UE on capacity Issues - 9B Sewer	Ongoing
UE- Leak Reduction	Uisce Eireann National Leakage Reduction Programme to reduce leakage in Dublin to 20% by 2030	By 2030
EirGrid	Kildare Dublin Grid Reinforcement Project	2030s
TII	Luas Capacity Upgrade/ fleet upgrade	2028/2029
TII	Lucan Luas as part of Luas 2050	Feasibility Ongoing
SDCC	Village Enhancement Schemes	Commence 2026, part funding through SDCC Capital Programme
SDCC	Cycle South Dublin - Tallaght to Clondalkin and other links	Ongoing
DoE	Schools Delivery	Ongoing Engagement
SDCC/Private Sector	Climate Adaptation (Decarbonisation Zone)	Ongoing- as per Climate Action Plan 2024-2029

These will be kept under review and updated accordingly in consultation with key stakeholders and service providers. Timeframes outlined are at time of writing (August 2025).

Phasing

Phasing of development within the area is generally predicated on a coordinated and integrated approach to delivering residential and commercial projects alongside essential community and transportation facilities and services. This approach aims to ensure a balanced and sustainable growth pattern, aligning development initiatives with the provision of necessary infrastructure and services.

The Local Planning Framework represents the first comprehensive initiative of its kind in recent years, designed to provide clear guidance for future development within the designated area. To date, development activity has aligned and conformed to the provisions outlined in the current, and past, County Development Plans, ensuring consistency with broader strategic objectives.

The primary objective of this LPF is to facilitate the orderly and sustainable growth of the area by ensuring that adequate levels of supporting services and amenities are developed concurrently with new projects within the designated LPF lands, crucial to support the anticipated growth.

The delivery of supporting infrastructure will be overseen and facilitated by South Dublin County Council, along with other relevant infrastructure providers and stakeholders. Their collaborative efforts will be instrumental in ensuring that growth is managed effectively, and that the development of supporting amenities proceeds in tandem with residential and commercial expansion, thereby promoting a high quality of life for existing and future residents and businesses within the area.

Phasing for the area will generally be on a site by site basis but the implementation and programming of projects on the larger framework sites will be important, this is reflected in the objectives within the urban design strategy.

The development of appropriately zoned land and key framework sites should have regard to or comply, as appropriate, with relevant Section 28 Guidelines, the County Development Plan and the Framework Sites outlined in the Urban Design Chapter.

Monitoring and Review

The objectives outlined in the LPF are designed insofar as possible to their subject matter, to be specific, measurable, achievable, and realistic, as per the SDCC County Development Plan. Nonetheless, several of these objectives are set within a longer-term framework, which means they may not be fully realised within the lifetime of the plan period, but instead will help guide development. It is important to recognise that the successful implementation of the LPF may be influenced or limited by various factors, including the prevailing economic conditions, political support, the allocation of local authority funding, and the availability of financial resources from other sources. Consequently, no guarantee can be made regarding the funding of individual projects in advance.





The successful delivery of the LPF's policies and objectives will depend on the active participation of a diverse range of stakeholders. These include voluntary groups, professional organizations, public and private sector entities and other relevant organizations open to engaging with South Dublin. Engagement and collaboration with these groups will be actively encouraged to facilitate the advancement and sustainable growth of the settlement and to ensure that development progresses in accordance with the LPF's vision and objectives.

The Planning Section of South Dublin County Council will progress the monitoring and implementation of the Plan, primarily through its development management functions. However, it is essential to acknowledge that the LPF also necessitates coordination across various directorates and departments, including those within South Dublin and bodies outside it, to ensure a cohesive approach to development and policy delivery.

Furthermore, the LPF will be subject to regular review and reassessment, particularly in response to changes in legislation, new guidelines, or emerging circumstances. This process will evaluate progress, identify areas where adjustments are necessary, and determine whether amendments or variations to the LPF are required to better serve the evolving needs of the community and align with strategic objectives.

Table 9.1 below sets out the implementation of delivery on relevant LPF Objectives. In the case where not all LPF objectives are listed, as some may have a longer timeframe, beyond the plan period, but will impact decision making on a day-to-day basis, such as those objectives which are implemented through the Development management process.

IM1 Implementation and Monitoring

IM1 Objective 1:

To pursue funding as opportunity arises to support the delivery of the objectives set out in the LPF

IM1 Objective 2:

To ensure that where appropriate, larger scale development includes phasing to ensure delivery of supporting infrastructure in a timely manner.

Monitoring and Implementation

The below table outlines the key overarching strategic objectives for the LPF, in addition to objectives which have measurable and implementable outcomes. The aim of the key themes and objectives are to aid South Dublin and the community of Clondalkin to secure the Vision, as outlined in the earlier sections of the LPF. The table does not include all objectives set out in the LPF, as to do so would be exhaustive. It should also be noted that whilst all objectives are measurable, their implementation may fall outside the timeline of the LPF or may be longer term guiding objectives for development proposals or have an aspirational element.

Table 9.1: Implementation and Monitoring

Strategic Objectives		
Objective	Implementation	Timeline
Urban Design - Promote good urban design and healthy placemaking to create a strong sense of place and to build positively on Clondalkin's rich identity.	Through the Development Management and Council led project process.	Longterm Objective – beyond the life of the plan, some elements may be secured as projects and development progress in the LPF area. Supported by the LPF objectives and the CDP Objectives and Policies. Key Project: Village Enhancement Schemes (VES)
Heritage Assets - Recognise the cultural, historic and economic value of the heritage assets of Clondalkin, promoting their appropriate re-use where underutilised and ensuring that new development responds sensitively to all such assets	Promote and protect the variety of cultural heritage assets in Clondalkin Village by promoting adaptive re-use via the Development Management Process and through Council led initiatives. The Council will ensure that new developments will respond positively and proactively to heritage assets in the town. Continued engagement with Local Community Groups and Conservation Officer.	Longterm Objective – beyond the life of the plan, some elements may be secured as projects and development progress in the LPF area. Supported by the LPF objectives and the CDP Objectives and Policies. Key Project: Protecting Existing Heritage and Structure, as well as implementation and awareness of ACA through the ACA Appraisals.
Sustainable Movement for All - Promote improved travel choices to achieve a reduction in vehicular traffic and through traffic, by the integration of active travel measures and schemes, improved public transport, and improved walking routes to and from key destinations.	Promote alternative and sustainable modes of transport options for all users, including improve walking routes into and around the village. This will be facilitated by the Council and key stakeholders, as well as through the Development Management process. Continued engagement with the Transport and Active Travel teams.	Longterm Objective – beyond the life of the plan, some elements may be secured as projects and development progress in the LPF area. Supported by the LPF objectives and the CDP Objectives and Policies. Key Project: Tallaght to Clondalkin Active Travel Scheme and Corkagh Park to Grand Canal Scheme supported by VES.
Village Centre Connectivity and Vitality - Ensure that areas of concentrated new growth are well connected to the town centre and to the surrounding areas, ensuring the necessary infrastructure is provided as required, adding to the vitality of the town.	To ensure that new areas of growth can integrate and support the vibrancy of the village through various initiatives to improve connectivity. This will be facilitated through the utilisation of grants, funding and managed through various Council led process with the community. Additionally, any new proposal will be required to promote vitality and integrate with the village, which will be managed through the Development Management process.	Longterm Objective – beyond the life of the plan. Supported by the LPF objectives and the CDP Objectives and Policies. Key Project: Public Realm and VES to improve the village area, active travel schemes. This will be complemented by improved access and permeability.



Strategic Objectives		
Objective	Implementation	Timeline
Resilient Local Economy - Promote and enhance a diverse and resilient local economy, building on the vibrancy that currently exists.	To promote existing and encourage new and diverse types of economic opportunities within the village, and support, where possible, through Council led initiatives the growth of new and emerging local business.	Longterm Objective – beyond the life of the plan. Supported by the LPF objectives and the SDCC Economic Strategy. Key Project: Public Realm and VES to improve the village area, this will be complemented by improved access and permeability. The reduction of street clutter will improve vibrancy.
Green Infrastructure - Strengthen and expand the existing green infrastructure, as the foundation of a green and blue infrastructure network in the village and surrounding areas.	To ensure green infrastructure is integrated into new development proposals and Council led schemes. This will be managed through the Development Management and Part 8 processes to ensure appropriate levels of greening and intervention, where required, in consultation with SDCC Public Realm Section.	Longterm Objective – beyond the life of the plan. Supported by the LPF objectives and the CDP Objectives and Policies. Key Projects: VES, inclusion of new GI on Framework sites, strengthening of GI in existing areas, and improved access to green spaces.
Future Sustainable Growth - Enable future growth in line with the compact growth approach, optimising densities, as appropriate, across the Plan area, prioritising brownfield land, ensuring that the mix and intensity of land uses are appropriate to their location in the town and their historical context and to their access to facilities, amenities, and public transport.	To support and enable growth in the most appropriate and considered locations around the village and the LPF, notably brownfield lands, ensuring an appropriate design solution, managed through the Development Management Process. Promotion and facilitation through Active Land Management.	Longterm Objective – beyond the life of the plan. Supported by the LPF objectives and the CDP Objectives and Policies. Key Project: Development of key Framework Sites, as set out in chapter 8, the promotion of sustainable infill development.
Climate Action and Adaptation - Promote climate action and support the designation of Clondalkin as a DZ Zone by integrating climate action policy, objectives and measures into all aspects of the plan making process, which will deliver the strategic objectives of the Plan.	To support the continued efforts and approaches for climate adaptation and mitigation, including the designation of Clondalkin as a Decarbonisation Zone. This process will be support by Climate Actions from the SDCC CAP, in addition to the application of policies by the Development Management process.	Longterm Objective – beyond the life of the plan. Supported by the LPF objectives and the CDP Objectives and Policies. Key Project: Actions within the SDCC CAP for the Decarbonisation Zone.



Overarching Urban Design Objectives

The following are the key overarching urban design objectives for the Clondalkin LPF. Again, this is not an exhaustive list of the objectives set out in the LPF or the Urban Design section, but more so the key considerations for implementation and delivery. As mentioned, the key consideration is the aspirational and guiding nature of these objectives to promote good quality urban design solutions for the village.

Overarching Urban Design Objectives		
Objective	Implementation	Timeline
Protection and Enhancement of the Cultural and Built Heritage: → Enhance Clondalkin's sense of place and identity through recognition and respect of the existing cultural and built heritage context and protection of its key historic features → Require development to respond positively to vistas, landmarks, and the setting of protected structures and architectural conservation areas (ACAs) within the Plan area. → Ensure that public realm, frontages, open space and streets within the Plan area whether in new development or in the redevelopment of existing built form are designed to provide a quality public realm and enable the safe and comfortable movement of all users, extending and enhancing natural heritage corridors where feasible. → Ensure that new development strengthens the urban fabric through high quality, well designed development and interventions which respond to the urban form, urban grain, and layout in the context of Clondalkin and ensure that the approach to building height, materials and finishes are appropriate to this context. → Promote Climate Action by supporting the adaption and re-use of the existing building stock as a compact growth model that preserves local identity while encouraging new investment in the core area and creating a more attractive environment for residents and visitors. → Identify a village enhancement scheme for delivery which will set the context for future village public realm upgrades through the consistent use of appropriate materials which enhance the overall identity of the village centre → Reduce visual clutter, ensuring that signage, street furniture, and road markings, within the village centre and surrounds are simple and visually restrained in design promoting a holistic approach to the public realm, promoting SDCC Shop Front Design Guide for shopfront signage.	Development Management process, supported by Council Led Initiatives, and the Conservation and Heritage Officers, will support the implementation of key cultural and built heritage objectives within the LPF. The implementation will require a collaborative approach across a number of sections within South Dublin, as well as private landowners.	Throughout the lifetime of the LPF and the current Capital Programme timeframe.
Sustainable and More Efficient Movement Options for Everyone: → Ensure that areas of concentrated new growth are well connected to the town centre and to each other so that they add to, rather than draw from, its vitality. → Ensure the maintenance of access for destination traffic and businesses within the town centre while deterring through traffic that contributes to traffic problems within the Plan area. → Provide access to and enjoyment of the built and natural heritage assets of Clondalkin within the movement framework to encourage their enjoyment by the whole community. → Integrate public transport services within a safe and attractive network of cycling and walking routes to and between established communities in the Plan area. → Support pedestrian and cyclist permeability and connectivity and address physical severance with priority given to improving routes to schools as a measure to improve safety, encourage physical activity and reduce congestion at school opening and closing times. → Deliver on a cohesive strategy for improved public realm and associated wayfinding and legibility measures. → Promote Climate Action by reducing the need for car-based transport where feasible, facilitating active travel and public transport to reduce emissions, create a safer and more pleasant environment and improve options for healthy activity.	These objectives will be implemented via the Development Management process, the Capital Programme and Council Led Initiatives, such as the VES. The implementation will require a collaborative approach across a number of stakeholders, including South Dublin, as well as private landowners.	Throughout the lifetime of the LPF and the current Capital Programme timeframe.



Overarching Urban Design Objectives		
Objective	Implementation	Timeline
Enhancement of Green Infrastructure: → Recognise the existing green infrastructure of the Plan area (the River Camac, the Grand Canal, Knockmitten Park and Clondalkin Park) as the foundation of a green and blue infrastructure network, reinforce and create improved links between them and new development areas, using to best effect the opportunities presented by the framework areas and taking account of the gaps and opportunities identified in Chapter 4. → Extend the consolidated core green areas (including the framework sites) into a network of secondary corridors and biodiversity stepping stones across the existing residential communities and key streets within the Plan area (Monastery Road, New Road, Orchard Road, Old Nangor Road) to conserve and create ecological links. → Enhance the attractiveness of Clondalkin by further contributing to quality placemaking through improving the opportunity for the connection of humans with nature. → Identify underutilised or ancillary green spaces within the Plan area appropriate for inclusion in the extended green network whose improvement would allow not only for the promotion of biodiversity but also for the integration of nature-based solutions for the management of urban drainage and the promotion of active travel and healthier lifestyles. → Increase public open space provision in the Plan area through the development of the framework sites to include an improved, universally accessible green corridor at Knockmeenagh Lane and the provision of a quality public open space designed to cater for both passive and recreational uses and Green Infrastructure links through the site at 9th Lock Road. → Promote Climate Action by identifying flood measures and responses critical to Clondalkin's resilience in adaptation to and mitigation of climate change and integrating nature-based solutions for surface water management into a wider urban greening strategy that promotes biodiversity, or the use of alternatives such as green or blue roofs and green walls where such solutions are not practicable at ground level.	Development Management process, supported by Council Led Initiatives, as well as the Heritage and Biodiversity Officer and Public Realm section, will support the implementation of key green infrastructure objectives and initiatives within the LPF. The implementation will require a collaborative approach across a number of stakeholders including South Dublin, as well as private landowners. These will be in addition to any improvements to Clondalkin Park or greening through the VES.	Throughout the lifetime of the LPF and the current Capital Programme timeframe.
Deliver quality and sustainable planned growth for Clondalkin: → Facilitate an appropriate spatial distribution of new development, across the Plan area, including the Framework sites, that supports the creation of new linkages, increased green infrastructure, public realm, and opportunities for economic activity. → Deliver residential growth and supporting infrastructure that not only meets housing targets but also promotes quality as part of a variety of house types and tenures, having regard to relevant guidelines or planning statements. → Optimise densities across the Plan area so that the mix and intensity of land uses are appropriate to their location in the town and their historical context and to their access to facilities, amenities, and public transport. → Encourage compact growth within the Plan area through the reuse of derelict and infill sites in line with best practice urban design and conservation principles, including sites that can be used to effect regeneration of the built heritage. → Support higher density redevelopment of brownfield, derelict and infill site, where appropriate to context, to include mixed-uses for retail, services, tourism, community, and employment creation. Height will be guided by SDCC Building Height and Density Guide 2022, adopted as part of the South Dublin County Development Plan 2022-2028. → Promote and enhance a diverse and resilient local economy that enhances existing business strengths including, tourism, services and retail and the maximisation of commercial occupancy. → Encourage positive community engagement and a vibrant local economy through good accessibility and a quality public realm which provides for inclusive design and universal access for all to the greatest extent possible. → Promote Climate Action and the decarbonisation of Clondalkin through appropriate design solutions, higher densities closer to existing or planned high-capacity public transport links, where the context allows, and support for the actions on decarbonisation set out in the SDCC Climate Action Plan. → Provide appropriately phased quality social and community infrastructure at accessible locations within larger scale development, or at locations agreed with the Planning Authority as part of good placemaking to benefit the wider community. → Ensure that all development uses materials and finishes which are appropriate to their context within the Plan area.	Through the Development Management and Council led project process. Promotion through Active Land Management. The implementation will require a collaborative approach across a number of stakeholders including South Dublin, as well as private landowners.	Throughout the lifetime of the LPF and the current Capital Programme timeframe.





Key Themes

Below are a list of key themes which align with the Vision, Overarching Objectives, and Urban Design Objectives, linking them to key objectives in each chapter.

Key Themes		
Theme	Key Objective (s)	Timeline and Narrative
Community Services and Facilities	CHE1 Objective 1 – To facilitate the expansion and enhancement of existing community facilities and / or the provision of new community facilities where required, in tandem with population growth that meets the needs for current and future residents. CHE4 Objective 1 - To continue to deliver on play spaces within Clondalkin, ensuring that new residential and mixed-use developments include play spaces to the standard required as part of their design and delivery.	Continue to engage and liaise with landowners on key sites to promote the inclusion of community services and facilities, in consultation with South Dublin Communities Section. New development proposals, managed through the Development Management team, will provide opportunities for such facilities. SDCC Nature of Play will allow for identification of gaps in play spaces and their delivery. Timeline: Delivery as part of capital budget or in conjunction with private developer, as may be appropriate, as part of new housing.
Open Space and Public Space	GI1 Objective 1 - Protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach, protecting, enhancing and further developing the identified interconnected network of parks, open spaces, natural features, protected areas, and rivers and streams that provide a shared space for amenity and recreation, biodiversity protection, water quality, flood management and adaptation to climate change. GI1 Objective 2 - Ensure that all new development within the Clondalkin area strengthens the existing Green Infrastructure network where possible, to protect and enhance biodiversity.	Continue to engage and facilitate improvements to existing and new green spaces working with the Public Realm and other sections of SDCC and with private developers. Timeline: As part of the Camac FAS, through the VES schemes and as and when sites/ opportunities come forward.
Schools Provision	CHE2 Objective 3 – To continue to engage with the Department of Education and Youth to promote and support the delivery of new, expended or refurbished primary or secondary schools within Clondalkin.	Continuing to liaise with Department of Education and Youth to ensure adequate and appropriate service provision for current and future generations. Timeline: As needs are identified.
Housing Delivery	CHE10 Objective 1 - To monitor delivery of housing within the Clondalkin LPF to ensure that it aligns with the targets and related objectives set out in the core strategy of the County Development Plan.	As part of CDP and NPF National Targets to 2040 the delivery of housing will be monitored in the Clondalkin, Clonburris and Grange Castle neighbourhood area. Timeline: As per housing targets issued in July 2025. Delivery will be as and when sites come forward within LPF area.
Sustainable Travel Options	SM3 Objective 1 - To support the development of the Corkagh to Grand Canal cycle route and the Tallaght to Clondalkin cycle route, as part of the program in the approved Cycle South Dublin Programme.	As part of Active South Dublin and the delivery of alternatives to the private car, promoting walking and cycling. Timeline: Phase 1 Funding Tallaght to Clondalkin received from NTA in Q1 2025.
Access to Public Transport	SM7 Objective 3 -To support access to bus stops, LUAS and rail through the provision of an integrated and connected network of walking and cycling infrastructure with appropriate supporting infrastructure including bus shelters and cycle parking facilities at rail stations.	Improve access to the LUAS at Red Cow, and BusConnects Routes via improved pedestrian and cycle access, utilising the VES and Active South Dublin projects as well as opportunities for improved permeability to promote a modal shift. Timeline: Bus Connects commencement 2026, Cycle South Dublin Schemes and VES 2026 onwards
Safety	SM6 Objective 1 - To support the development of ‘Safe Routes to Schools’ throughout the LPF area, supporting measures that prioritise the safety of school children and the creation of safer school routes through the implementation of appropriate infrastructure measures.	Improved safety for school children and their parents / guardians around the schools in the LPF area, aided by improved public realm via the VES and other Council projects. Timeline: As part of wider rollout of Safe Route to Schools.



Key Themes		
Theme	Key Objective (s)	Timeline and Narrative
Employment	CHE18 Objective 1 – To support the development of a sustainable tourism industry for Clondalkin that maximises the tourism potential of the County, through the implementation of the South Dublin Tourism Strategy 2024 – 2029.	Establish linkages from the Grand Canal to the village, review management model of the Round Tower, improve placemaking including through VES. Timeline: VES commencement 2026; review of management structures 2025, enabling of improved cycle connections linked to Ninth Lock Framework site.
Heritage and History	CBH1 Objective 1 - To ensure that development complies with the objectives set out in the built heritage section of the South Dublin County Development Plan Written Statement (Chapter 3), as appropriate, complemented by the objectives set out in this plan and that regard is had to the Architectural Heritage Protection Guidelines for Planning Authorities, DAHG (2011).	Continue to preserve and protect the key features of Clondalkin Village, e.g. the historic walls, Protected Structures and the ACAs set out in the LPF. This will be undertaken by the Development Management Team in consultation with the Architectural Conservation Officer. Timeline: Continuous and Ongoing.
Village Centre Vitality	CHE17 Objective 1 – Retail Support the ongoing role Clondalkin has as a significant employer in the retail sector in providing further retail opportunities to create a diverse and broad retail attraction while creating a sustainable and resilient economy through the provision of placemaking measures. SM Objective 32 – Street Furniture To reduce, visual and physical clutter within the village, for example, unnecessary poles, overhead cables etc, in order to improve safety for all road users and improve the overall look of the village centre.	Reduce street clutter, improve the public realm and present opportunities to enjoy the village centre. As part of Village Enhancement Schemes and other measures. Timeline: As per VES Programme.
Climate Adaptation	CA1 Objective 1 - Support the County Development Plan 2022 -2028 and the South Dublin County Climate Action Plan 2024 – 2029 in delivering the wider strategic climate objectives at local plan level. CA2 Objective 1 - Engage and support the emerging Decarbonisation Zone within Clondalkin and the surrounding area, facilitating co-ordination between SDCC Climate Action Plan and spatial planning to increase the impact and benefits that relevant plans and projects will have on the locality.	Promote the designation of Clondalkin as a Decarbonisation Zone, and work with the South Dublin Climate Officer and CODEMA to facilitate the transition to climate friendly alternatives and initiatives. Timeline: As per Council led initiatives and the Climate Action Plan 2024-2029.



Notes

Notes

Notes

