

Uimhir Thagarta Uathúil: SD-C367-179

Stádas: Submitted

Submission: Draft Planning Framework

Údar: Margueritte

Sherry

Comhairliúchán:

Draft Clondalkin Local Planning Framework

Dáta a cuireadh isteach: 29.09.2025 -

21:49

Observations:

Chapter 6: Homes, Community and Employment

Caibidil: Draft Clondalkin Local Planning Framework » Chapter 6: Homes, Community and Employment

I wish to object to the density of the proposed 9th lock development which is excessive and in conflict with Sustainable and Compact Settlements Guidelines for Local Authorities.

The proposed development is not included in any targets for the area in the SDCC Development Plan (Figure 1.). Clondalkin Village has yet to absorb the impact of the largest Strategic Development Zone in the country as well as a large development at Kilcarbery. Both of these sites are significant for Clondalkin, they are also not represented in the figures included for social housing (LPF, p.8). This is misleading and should be revised to reflect the actual development of social housing units in recent years. A table should be included in the LPF document to show the figures of all housing units completed and under construction in the Clondalkin area with a breakdown of tenure type.

None of the developments in recent years in Clondalkin village and have been for sale.

The apartments at Watery Lane are another example of a development 'not for sale'. In fact, this development has been in breach of the original development plan with many of the original planning conditions quashed.

The transient nature of apartment living does not facilitate 'place making'.

Chapter 4: Green Infrastructure

Caibidil: Draft Clondalkin Local Planning Framework » Chapter 4: Green Infrastructure

There has been a loss of green space, trees and habitats during recent and current developments.

Established hedgerows were removed at Seven Mills development. Can the Local Authority provide detail on how much green space has been lost in the LPF area throughout the duration of the current Development Plan?

There is no mention of the Nature Restoration Law/Plan which aims to halt the loss of green space in built up areas to mitigate against climate change impacts including increased temperatures and flooding as well as biodiversity loss. There was significant flooding at Clondalkin Park during the summer of 2025. More up to date data (to include recent developments and impermeable surfaces) needs to be used for flood risk assessments. The data used for the LPF is out of date and does not reflect recent developments.

Recent developments (built during the current Development Plan) near Clondalkin Park have also not adhered to the River Basin Management Plan guidelines. The proposed development at ninth lock is on flood risk land and will increase flood risk within the area and the sub-catchment. This will further disrupt hydraulic connections and deteriorate the ecological condition of the Camac River which is failing to meet EU WFD objectives. The Camac is home to a number of protected species under the Wildlife Acts which includes the White-clawed Crayfish.

Chapter 3: Climate Action and Infrastructure

Caibidil: Draft Clondalkin Local Planning Framework » Chapter 3: Climate Action and Infrastructure

Decarbonisation of Clondalkin

Considering the amount of data centres in Clondalkin, perhaps a more ambitious plan would be to decarbonise the data centres and take the onus of decarbonisation off the individual.

Chapter 5: Sustainable Movement

Caibidil: Draft Clondalkin Local Planning Framework » Chapter 5: Sustainable Movement

I wish to object to the permeability routes proposed for: All proposals for Floraville estate, Monastery Heath to Woodford, Cherrywood Avenue to Old Nangor Road.

I object to the proposed cycle way routes on New Road/Laurel Park, Tower Road, Orchard Road as narrowing these roads will severely restrict traffic and contribute to an already congested traffic system.

Unfortunately, the use of ebikes and escooters to facilitate anti-social behaviour in this area needs to be recognised when proposing linking areas for walkability. Currently, footpaths are unsafe for pedestrians and walking to the local shops is now less safe than driving. This a real and serious risk for residents in this area. Current legislation has done nothing to address these issues.

In my opinion, this dangerous form of transport should be banned. There is nothing 'green' about e-scooters. In fact, they contribute to the ubiquitous amount of e-waste traversing the globe in bunker ships which use the most polluting form of oil.

In addition, I would like to point out that while walking and cycling are good for fitness and general wellbeing, not everybody is fit and well enough /able bodied to walk and cycle.

For those of us who can walk, it has become an increasingly unpleasant and dangerous experience due to e-scooters (teenagers and adults) on the paths and roads. This has an impact on mental health and wellbeing if you do not feel safe walking to your local shops/village.

The permeability proposal will facilitate anti-social behaviour and crime which will, in turn, negatively impact the mental health of the people living in those areas.

Documents Attached: Níl

Teorainneacha Gafa ar an léarscáil: Níl