

7<sup>th</sup> January 2026

Subject: Submission on Proposed Material Alterations to the Draft Clondalkin Local Planning Framework (Variation No. 1).

FAO: Senior Executive Officer, Forward Planning Section.

Reference Material Alteration: MA 25 (Section 8.7 / Figure 8.32)

A Chara,

I am writing as a resident of Millpark, Old Nangor road, Clondalkin, to formally observe and object to specific elements of the Proposed Material Alterations to the Clondalkin Local Planning Framework, specifically regarding the access strategy for the Ninth Lock Road Framework Site.

While I acknowledge the need for residential development, the proposed movement strategy for the 1,400+ units on this site is fundamentally flawed for the following reasons:

1. **Traffic Congestion & Residential Amenity:** The proposal to create vehicular permeability through the Mill Shopping Centre car park (MA 25) and/or funneling increased volumes onto the Old Nangor Road is unsustainable. The Old Nangor Road is already at capacity due to the presence of multiple schools and its role as a primary village artery.
2. **Impact on Millpark Estate:** As a resident of Millpark, I am gravely concerned that these proposals will lead to "rat-running" and significant traffic displacement into our residential area, which was not designed for such volumes.
3. **Alternative Access via R134 (New Nangor Road):** I formally propose that the Council mandates primary vehicular access for this large-scale development via the New Nangor Road (R134). Directing traffic to this higher-capacity regional road, rather than through the village core or the Mill Centre car park, this is the only solution that preserves the safety and character of the existing residential communities.
4. **Village Core Bottlenecks:** The junction at the Clondalkin Garda Station is already a known bottleneck. Adding the vehicular load of 1,400 households via Ninth Lock Road development access point will cause permanent gridlock in the village.

In addition to this the SDCC Clondalkin LPF Ch8 Urban Design Strategy report on page 26 does not take into consideration that all properties in Millpark are not the same height. Please refer to Figure 1 below and appendix 1 & 2. Along my proposed cross section C-C aligned with my property [REDACTED] which identifies that the two story Millpark houses (No. 129 – 144) will be overshadowed by the proposed 9<sup>th</sup> Lock development which was not considered or overlooked by the planning team.



Figure 1

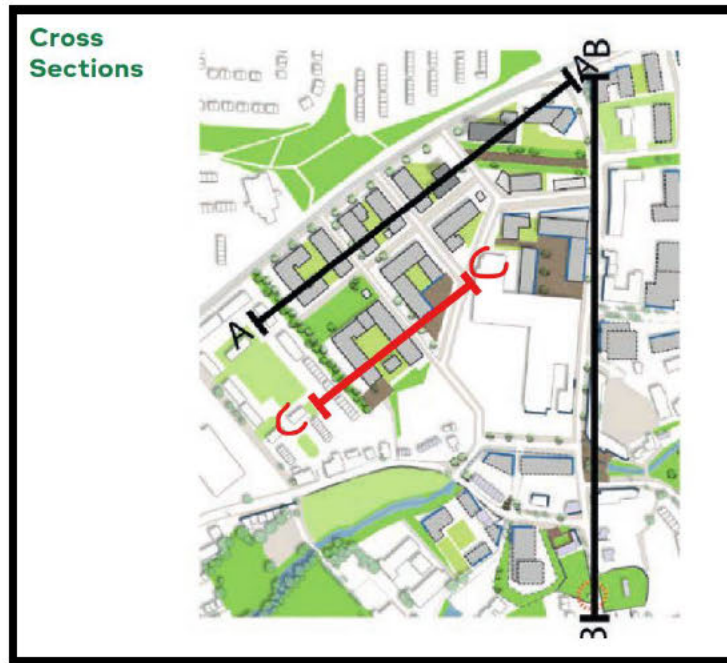
I request that the Council amends the movement strategy in Figure 8.32 to remove the proposed vehicular link through the Mill Shopping Centre and instead prioritize a direct link to the New Nangor Road infrastructure.

I would also like the Council to investigate the assumption that all Millpark residential structures along the proposed development boundary line are five stories in height, this is a significant planning oversight.

Best regards,

James O'Brien Beng, MSc, LSSMBB

**Appendix 1:** Alternative cross section C-C through Millpark house No: 136 (graphics taken from SDCC Clondalkin LPF Ch8 Urban Design Strategy report page 26)



**Appendix 2:** Cross section at point C-C highlighting the height difference between the Millpark Apartment blocks, the proposed new develop height and the Millpark houses (in Red) No. 129 – 144 for consideration.

