

Proposed Material Amendments to the Clonburris SDZ Planning Scheme 2019

This submission is made by Parkleigh Residents' Association, SDCPPN-1366. Parkleigh is the first residential development in the new neighbourhood of Seven Mills, part of the Clonburris SDZ.

While our Association supports sustainable urban development and the principle of modal shift toward active travel and public transport, we wish to formally lodge an **Objection to Amendment No. 2, Amendment No. 3, and Amendment No. 9** of the **Proposed Material Amendments to the Clonburris SDZ Planning Scheme 2019**.

Our objections stem from premature infrastructure reductions, lack of current public transport infrastructure, and the negative impact these amendments will have on safety, traffic congestion, and residential amenity.

Amendment No.2: Amend and relocate a pedestrian bridge over canal

We object to relocating and downsizing this bridge. Retaining a full-sized bridge in its original location will work much better for the community over the long term.

- The original location provides a direct, uninterrupted route connecting the Grand Canal Greenway, South Link Street, Northern Link Street, and the Urban Core. Moving the bridge forces pedestrians and cyclists through local residential roads, creates unnecessary detours on a primary transit route, and pulls foot traffic further away from local schools.
- We anticipate this bridge will be heavily used by cyclists, runners, families with buggies, dog walkers, and wheelchair users. A downsized bridge will inevitably create bottlenecks and won't be fit for purpose during busy periods.

Amendment no. 3 - Amend vehicular bridge over railway to a pedestrian and bicycle bridge and reclassify associated streets from Link Street to Local Street

We object to this change as we believe it will cause more traffic congestion on the other two junctions and will restrict our connections.

- Completely removing vehicular connectivity across the railway line forces all north-south traffic onto surrounding external arterial roads (such as Fonthill Road / R113 and the local road network).

- As highlighted in the Council's own Bridge Removal Assessment Modelling Report (Systra, 2025), removing this vehicular link results in significant traffic rerouting. The report states the following: *An issue was identified in both the AM and PM for this junction. The impacts of the road removal may require mitigation to address the impact at this junction.*

Amendment no. 9 - Car parking management – clarify layout and management

We object to this proposed amendment, particularly the Council's intention to avoid allocating individual parking spaces to residents.

- Residents in developments such as Parkleigh and Cooper Square already have allocated parking. We are concerned about what the proposed changes would mean for existing developments and how parking would be managed and enforced in practice.
- Unallocated parking directly contradicts the Council's push for EV adoption. In existing developments like Parkleigh, allocated spaces allow residents to invest their own money in installing home EV chargers. Without assigned spaces, neither residents nor Owners' Management Companies (OMCs) have certainty about where to install EV chargers or who will cover the cost. This leaves neighbourhoods stuck with the minimum 10% provision.
- These restrictions are being introduced before public transport projects (DART+ SW, BusConnects) are delivered. Until viable alternatives exist, restricting resident parking will only lead to overspill onto surrounding roads.

Instead of prematurely restricting resident parking, we ask South Dublin County Council to consider the following practical measures:

- Investigate the use of undeveloped building sites (e.g. future school or employment building site) as a temporary overflow parking until public transport projects are delivered.
- Increase commuter and visitor parking near the urban cores.
- Launch an SDCC bike-sharing scheme, using Clonburris and Adamstown as high-density pilot locations, utilising the Grand Canal Greenway as one of the key corridors.