

Clonburris Strategic Development Zone Planning Scheme 2019,
Senior Executive Officer,
Delivery Section, Planning and Transport,
South Dublin County Council,
County Hall,
Tallaght,
Dublin 24,
D24 A3XC.

An tÚdarás Náisiúnta Iompair
Teach Mhargadh an Fhéir
Margadh na Feirme
Baile Átha Cliath 7, D07 CF98

National Transport Authority
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29th September 2026

RE: Proposed Material Amendment to the Clonburris Strategic Development Zone Planning Scheme 2019

Dear Sir/Madam,

The National Transport Authority (the “NTA”) has reviewed the documentation relating to the proposed material amendments to the Clonburris Strategic Development Zone (“SDZ”) Planning Scheme. Based on the Transport Strategy for the Greater Dublin Area (“GDA”) 2022-2042 (the “Transport Strategy”), which is prepared under Section 12 of the Dublin Transport Authority Act and which provides a long-term strategic planning framework for the integrated development of transport infrastructure and services in the GDA, the NTA make the following observations and recommendations.

1. Overview

Measure PLAN4 of the Transport Strategy states the following:

“...the NTA will support and prioritise development patterns in the GDA which seek to consolidate development as a means of preventing urban sprawl, reducing the demand for long-distance travel and maximising the use of existing transport infrastructure and services.”

The NTA is of the view that the development of the Clonburris SDZ is consistent with the above measure and has been supportive of South Dublin County Council throughout the planning for the Clonburris SDZ as an exemplar of integrated land use planning and transport planning. Any proposed amendments to the SDZ Planning Scheme should be considered in this context and having regard to most up-to-date transport policy and guidance.

In the interests of transparency, the NTA notes that documentation relating to the proposed amendments to the SDZ was submitted to the NTA in 2025 and further correspondence in 2026 for review. A letter, setting out the views of the NTA in relation to several of the proposed transport related amendments to the Clonburris SDZ Planning Scheme was sent to South Dublin County Council (‘SDCC’) on 28th July 2026. The observations made in the letter sent to SDCC in relation to proposed amendments Nos. 2, 3 and 5 are reiterated below and remain the views of the NTA. Additional observations are made in relation to proposed amendments Nos. 9 and 10.

2. 'Amendment No. 2

'Amend and relocate a proposed Pedestrian Bridge over Canal to a smaller scale bridge at 10th Lock and/or 11th Lock and amend the strategic pedestrian cycle route.'

The current proposed Strategic Pedestrian and cycle route with bridge provides connectivity for pedestrians and cyclists from south of the canal all the way to Thomas Omer Way at the northern boundary of the SDZ. It is stated that *'a smaller bridge'* at the revised location *'will provide the permeability envisaged in the Planning Scheme as it will provide a direct link from the north bank of the canal to the strategic cycle corridor on the south bank, which the larger bridge would have crossed over the cycle route to the park and provided a longer route to the strategic cycle way.'* The NTA support the provision of a direct link from the north bank of the canal to the south and is of the view that this maintains the envisaged connectivity set out in the Planning Scheme.

3. Amendment No. 3

Amendment No. 3 proposes to *'Amend the proposed vehicular bridge over railway to a pedestrian and cycle bridge and amend streets from Link Street to Local Street'* and provide *'Strategic Pedestrian and Cycle Routes'* to both the north and south of the bridge. (Figure 6)

SDCC engaged Systra to consider the potential impact of removing the proposed vehicular bridge which focused on the potential impact on key junctions in the surrounding network. The analysis was presented to the NTA for discussion and is included in the subject document.

It is the view of the NTA that the proposed amendment maintains access for walking and cycling at this location and the development of links to the wider network which supports the concept of filtered permeability in Clonburris. The amendment supports prioritisation of walking and cycling which is regarded as consistent with the Transport Strategy. The supporting analysis demonstrates that the impact of the displacement of traffic on the surrounding network is largely manageable.

4. Amendment No. 5

'Amend and relocate a proposed Pedestrian Bridge over Railway to be integrated with the Clonburris – Fonthill Railway Station/ Fonthill Road.' (c.250m east)

'It is proposed to relocate a proposed pedestrian bridge over the railway bridge in the Planning Scheme to be integrated with the Clonburris – Fonthill Railway Station/ Fonthill road.'

It is the view of the NTA that this proposed amendment maintains access for walking and cycling in this area as envisaged in the Planning Scheme and has the potential to contribute to improved integration between Clondalkin-Fonthill train station and the surrounding area.'

5. Amendment No. 9

The NTA supports the proposed amendment No. 9, relating to car parking management, which aim to ensure that planning proposals provide clarity on the proposed, quantum, layout and management of car parking.

6. Amendment No. 10

The NTA supports proposed amendment No. 10, relating to Mobility Management Plans which clarify requirements and expected contents of MMPs.

7. Concluding Remarks

In summary, the NTA is of the view that the proposed amendments maintain the principles and objectives of the Clonburris SDZ Planning Scheme and have no objection to South Dublin County Council making the proposed changes.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Clements', is written over a light blue rectangular background.

David Clements
Senior Land Use and Transport Planner