

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
<ul style="list-style-type: none">→ 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.	<ul style="list-style-type: none">→ 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.	<ul style="list-style-type: none">→ 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.	<ul style="list-style-type: none">→ 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.

