

# Scenario 1: What if we grow Clondalkin with an Emphasis on Local Vitality?

Comhairle Contae  
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Clondalkin has two key sites with the potential for growth (Framework Sites) at Ninth Lock Road and Knockmeenagh / N7. These sites will accommodate most of the future growth in Clondalkin. This scenario emphasises the need to grow in a way that protects and adds to the existing vitality of the village centre and local businesses. To enhance vibrancy, necessary social and community facilities will need to be considered. Vibrancy is facilitated by strengthened connections between the growth areas and the village centre, and local business. This scenario will require decisions to be made on how we use available space for active travel and vehicular movement.



## Ninth Lock Road Streetscape Improvement

Ninth Lock Road is dominated by vehicles, with limited planting and poor street frontages, which can make it feel like a 'hostile' environment.

Investment in material improvements, new planting, reallocation of streetspace, and added activity through kiosks and shopfronts could significantly improve pedestrian experience, vibrancy and accessibility.

From an improved public plaza, suitable for local markets and events, all the way to a future gateway at New Nangor Road, Ninth Lock Road can evolve into a bustling street that supports the ongoing success of Clondalkin Village.



Ninth Lock Road photo

## HOW WOULD WE SHARE STREET SPACE IN THIS SCENARIO?

### Main Street Case Study

- Prioritised movement into and around the centre for buses, pedestrians, cyclists
- Reduced traffic on primary commercial streets
- Improved pedestrian environment; seating, spillout spaces, lighting, planting
- Improved accessibility; blue badge/ elderly parking spaces, level surfaces, dished kerbs, clear footpaths
- Segregated cycle lanes where feasible

One movement lane for cyclists and buses. More space for pedestrians, businesses, and for people to enjoy the Centre



A reallocation of space to allow for cycle lanes where possible, no private vehicles on Main Street. A calmer and safer centre with space for lingering.



More space for planting, trees, seats and events



Main Street, September 2023



Case study; Clonakilty, Cork. Investment in the public realm has resulted in increased investment, new retail opportunities, new community groups, festivals and events and reduced vacancy.

**Framework Site: Ninth Lock/ Mill Centre**

The framework site is a large area of future residential and mixed use growth

To promote local vitality the framework site will:

- Establish a green link from the New Nangor Road to the Old Nangor Road
- Establish an active travel link between the Mill Centre and New Nangor Road toward Dunawley Avenue and the train station beyond
- Develop a new pedestrian link between the site and the Ninth Lock Road
- Develop an interior active travel spine to the Ninth Lock Road
- Prioritise active frontages to the Ninth Lock Road and along the reactivated vehicular connection to the site.
- Develop secondary opportunities for mixed use frontage interior to the site along the active travel route.

## Ambition: Support the Continued Success And Vitality of Clondalkin

### Vibrant Village Centre



### Local Identity and Character



### Engaged and Active Community



## Approach: Improved Accessibility, Connections, Use of Space

### New opportunities for seating, planting, lighting



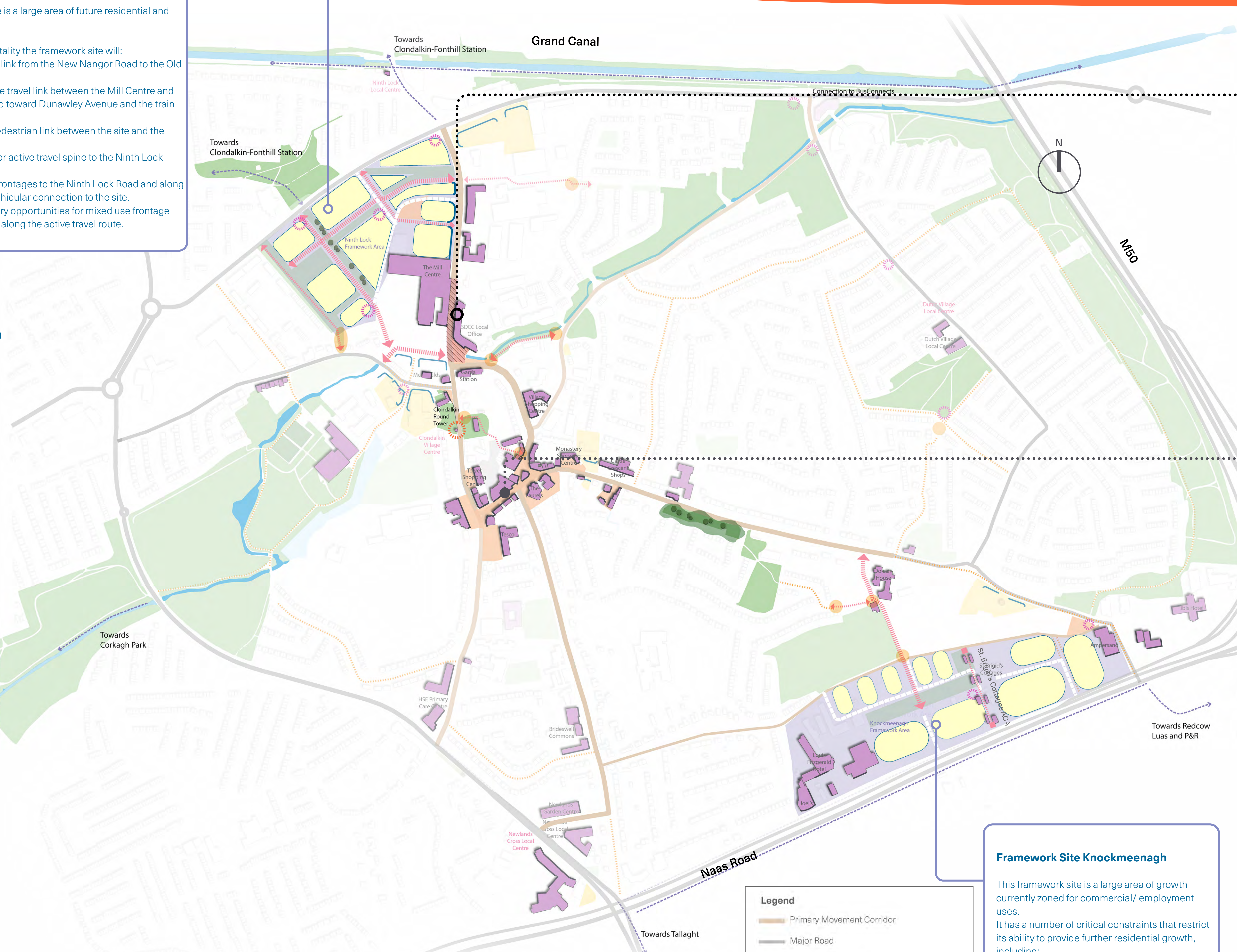
### Opportunities for pop-up shops, kiosks, activation



### Evening economy and activity



### Modern, wide, level footpaths



**Legend**

- Primary Movement Corridor
- Major Road
- Existing Quiet Link
- Suggested Active Link
- Proposed Connection Point
- Tree Planting/ Nature Based Intervention
- Potential Public Realm Upgrade
- Active Frontage - Existing
- Active Frontage - Proposed
- Future Opportunity Site
- Village Enhancement Scheme
- Nodal Point
- Framework Site and Proposed Link

**Framework Site Knockmeenagh**

This framework site is a large area of growth currently zoned for commercial/ employment uses. It has a number of critical constraints that restrict its ability to provide further residential growth, including:

- Lack of viable existing access points
- Difficulties in delivering new access points
- St. Brigid's Cottages ACA and Knockmeenagh Lane.

To promote local vitality the framework site will:

- Consolidate and intensify employment uses to the N7 frontage
- Provide active frontage to the south of Knockmeenagh Lane to provide passive supervision to this connection between local centres and provide improved access to the Luas Red Cow and buses on Monastery Road
- Investigate feasibility of cul-de-sac at St Brigid's with new street access.

# Scenario 2: What if we grow Clondalkin with an Emphasis on Healthy Environment?

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South Dublin County Council



Clondalkin has a number of existing areas of natural environmental amenity. This scenario emphasises the management of the environment in a way that protects the natural amenity and enhances biodiversity / ecology through connecting green spaces. This scenario also makes best use of the natural environment to combat climate change through enhanced greening and natural solutions to flooding and surface water management. By looking after and protecting Clondalkin's natural areas, opportunities will arise to support human health too. This means that we may have to make choices where we prioritise the natural environment by creating and enhancing green corridors and linkages through urban areas and connecting these to the wider green network which includes the Grand Canal, Clondalkin Park, Corkagh Park and Knockmitten Park. This scenario requires decisions to be made on how to use available space for active travel and vehicular movement.

## Framework Site: Ninth Lock/ Mill Centre

The framework site is a large area of future mixed-use residential growth.

- To promote a healthy environment the framework site will:
- Establish a green connection between Corkagh Park and the Grand Canal
- Establish a primary public open space within the site along a green link from the New Nangor Road to the Old Nangor Road
- Establish a green corridor along the active travel link from the Mill Centre and New Nangor Road toward Dunawley Avenue and the train station beyond
- Develop the active travel spine to the Ninth Lock Road as a green corridor that includes the pylon reserve area.
- Prioritise active frontages to the Ninth Lock Road and in proximity to green spaces.

## Ambition: Prioritisation of ecological and human health

### Bird Life



### Biodiversity Enhancement



### Wildflowers and Pollinators



## Approach: Active travel, Planting, Rainwater management, Nature based solutions

### Cycling prioritisation



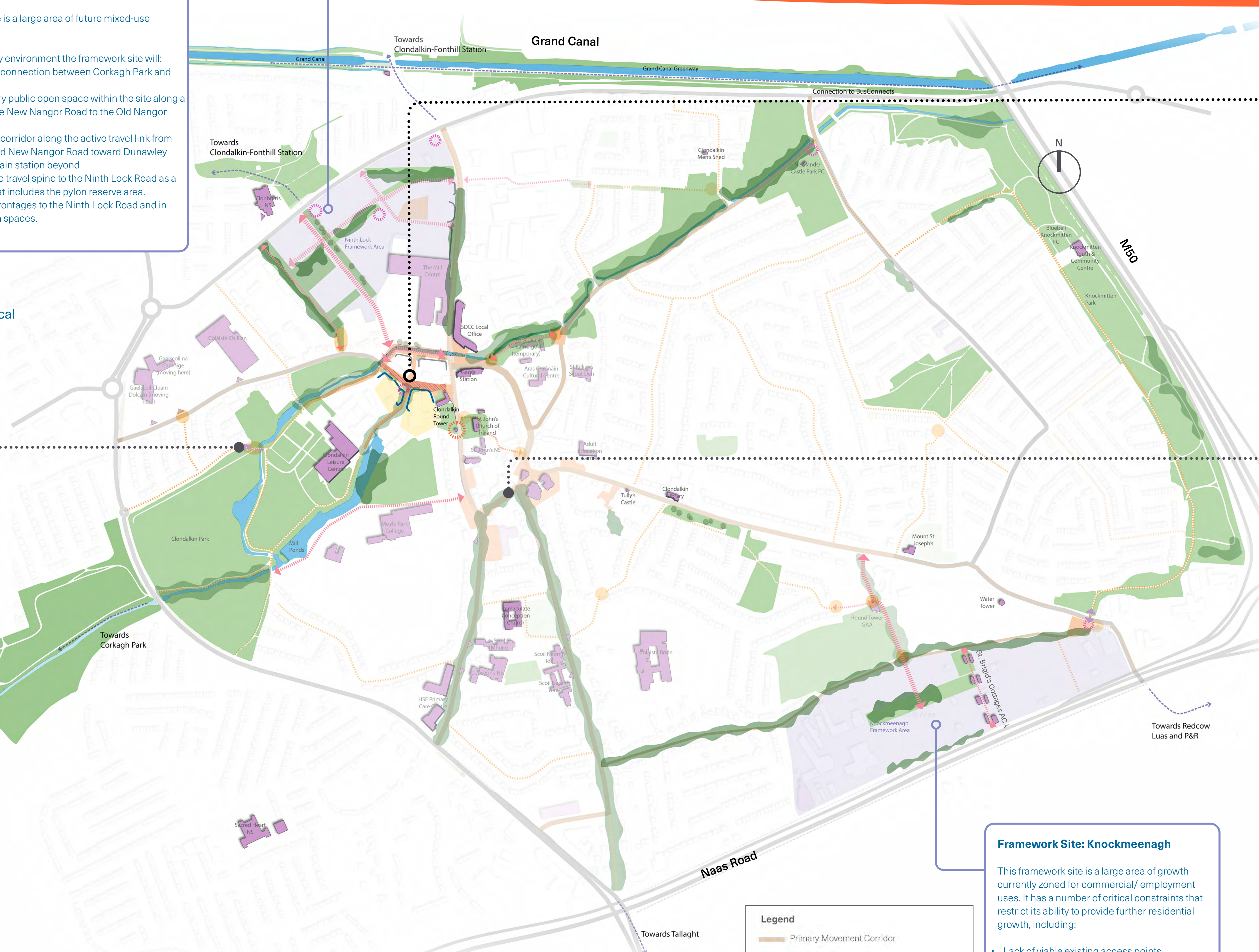
### Street greening



### SUDS and nature based solutions



### Recreation Park



## Framework Site: Knockmeenagh

This framework site is a large area of growth currently zoned for commercial/ employment uses. It has a number of critical constraints that restrict its ability to provide further residential growth, including:

- Lack of viable existing access points
- Difficulties in delivering new access points
- St. Brigid's Cottages ACA and Knockmeenagh Lane.

To promote healthy environment the framework site will:

- Establish Knockmeenagh Lane as a primary green connection
- Provide a public open space buffer between different types of commercial uses to establish an integrated network of green stepping stones from the N7 edge through the site to Monastery Road via Knockmeenagh Lane and the SIAC/ Round Tower Lands
- Develop a green buffer along the N7 frontage.

## Clondalkin Park Entrance on Old Nangor Road

Clondalkin Park would benefit from a stronger access point within the Village Centre.

Investment in the public realm on Old Nangor Road would help reintegrate the former RIC Barracks and Leinster Terrace with the Architectural Conservation Area, whilst improving access to Clondalkin Park at both Mill Lane and alongside the River Camac.

The proposal would include improved materials, planting, signage, boundary treatments, protection of historic walls and ecological setting of the waterways.



## HOW WOULD WE SHARE STREET SPACE IN THIS SCENARIO?

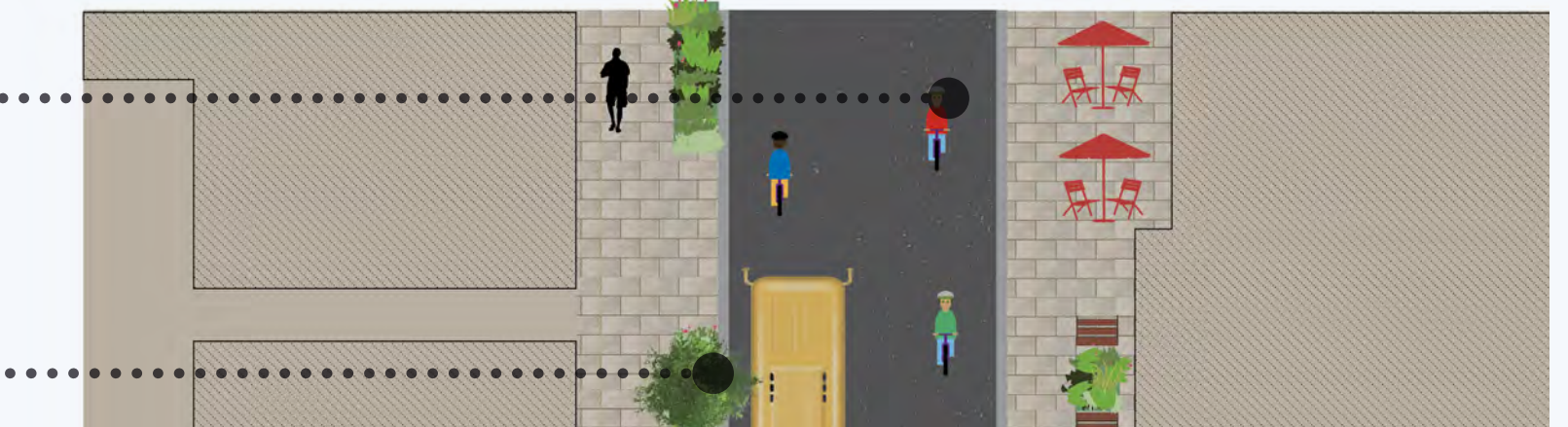
### Main Street Case Study

- Prioritised active travel for pedestrians and cyclists
- Reallocation of space for new planting, habitat, rain gardens
- Improved pedestrian environment; seating, spillout spaces, lighting, planting
- Permeable paving with one movement lane and reduced traffic
- Improved connections between all open spaces, schools and waterways
- Growth in a sustainable and compact way, aligned to Clondalkin Decarbonization Zone

More space for planting and Nature-based solutions along the streets

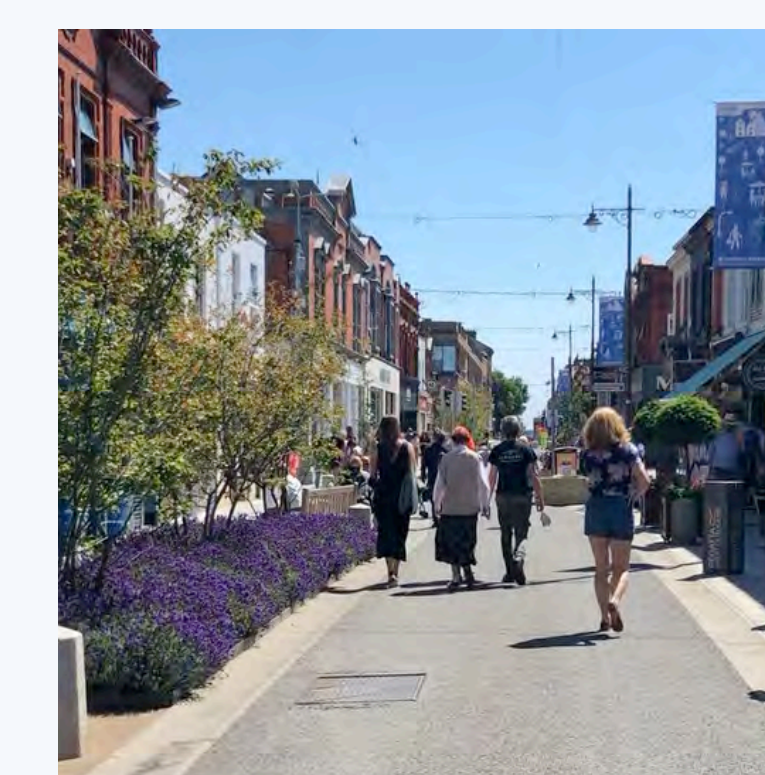


More space for walking and cycling, aligned with a decarbonisation agenda



More space for planting, trees and seats

Main Street proposed part plan and section



Case study; George's Street, Dun Laoghaire; road space has been reallocated to seating, planting and lingering spaces, resulting in increased pedestrian volumes and trade.



Main Street, September 2023

# Scenario 3: What if we grow Clondalkin with an Emphasis on Built Heritage?

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Clondalkin not only contains an historic village core, but it also has other important historic assets around the wider village area. This scenario prioritises the value of the built heritage as a key part of Clondalkin's identity. It also recognises that there are historic buildings which can be used to act as gateways to the village centre. This scenario means putting Clondalkin's heritage first in making decisions about future growth. Prioritising built heritage means that in some places we would need to compromise the amount of street space we have for different forms of transport in order to allow for a greater appreciation of heritage features. It also means greater emphasis on integrating any new development within the village, particularly how we connect streets and provide street frontage.



Village Enhancement Scheme



Main Street photo

**Framework Site: Ninth Lock/ Mill Centre**

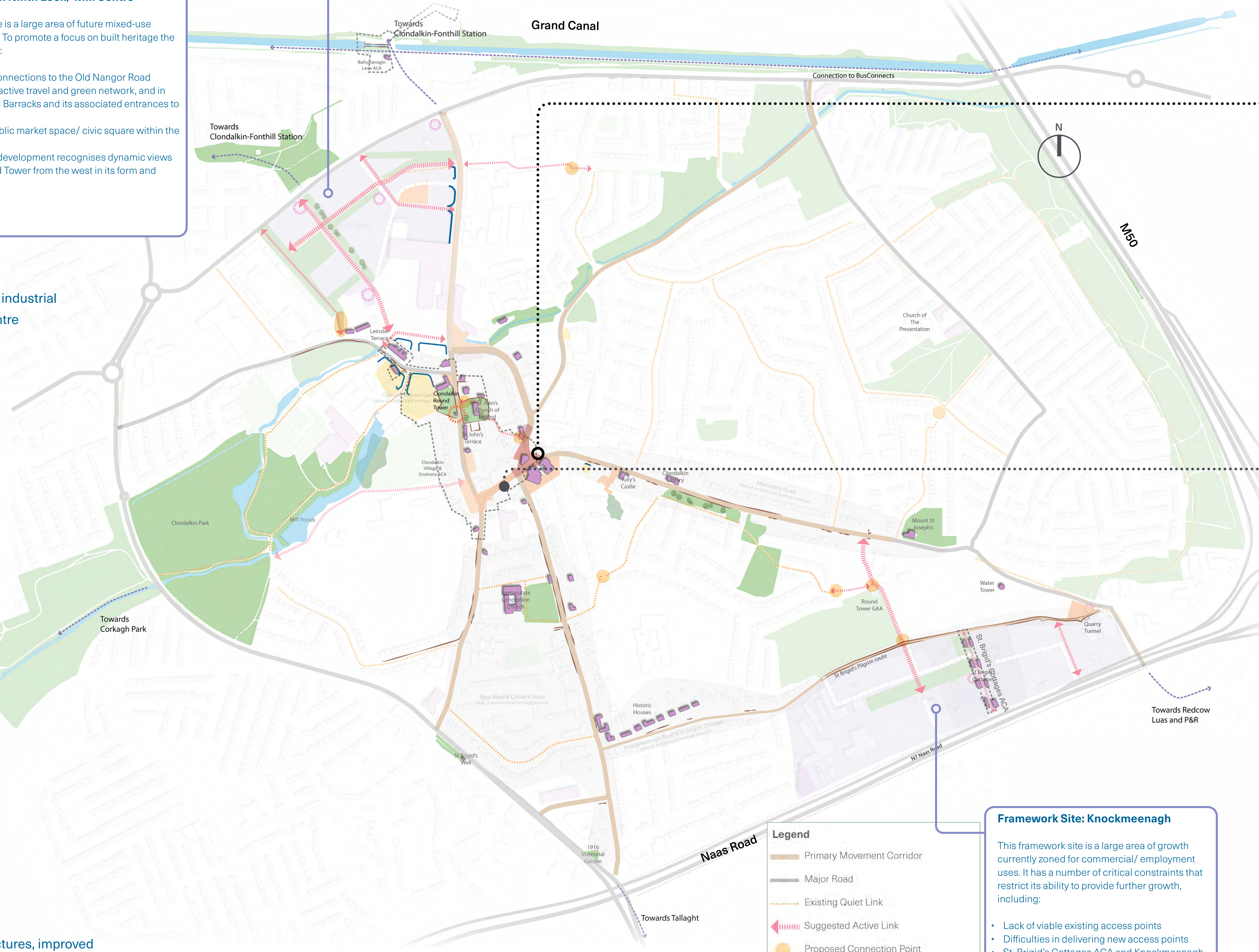
The framework site is a large area of future mixed-use residential growth. To promote a focus on built heritage the framework site will:

- Emphasise the connections to the Old Nangor Road through the new active travel and green network, and in particular the RIC Barracks and its associated entrances to the historic parks
- Provide a new public market space/ civic square within the framework site
- Ensure that new development recognises dynamic views toward the Round Tower from the west in its form and massing.

**Ambition: Putting the historic and industrial history of Clondalkin front and centre**



**Approach: Adaptive reuse of structures, improved access to waterways, materials and character**



**Legend**

- Primary Movement Corridor
- Major Road
- Existing Quiet Link
- Suggested Active Link
- Proposed Connection Point
- Tree Planting/ Nature Based Intervention
- Potential Public Realm Upgrade
- Active Frontage - Existing
- Active Frontage - Proposed
- Future Opportunity Site
- Village Enhancement Scheme
- Nodal Point
- Historic Wall (non exhaustive)
- Architectural Conservation Area (ACA)

**Framework Site: Knockmeenagh**

This framework site is a large area of growth currently zoned for commercial/ employment uses. It has a number of critical constraints that restrict its ability to provide further growth, including:

- Lack of viable existing access points
- Difficulties in delivering new access points
- St. Brigid's Cottages ACA and Knockmeenagh Lane.

To promote a focus on built heritage the framework site will:

- Seek to engage with the quarry and SIAC lands to develop Knockmeenagh Lane as an elevated heritage causeway with different access points from Monastery Road
- Investigate potential for a future connection of Knockmeenagh Lane and the Limestone Tunnel.
- Provide a buffer between the Brigid's Cottage ACA and employment uses that spatially integrates it with potential residential uses.
- Improved setting for St Brigid's ACA and Knockmeenagh pilgrim causeway.

## Works to the Laurels' Junction and Main Street Public Realm

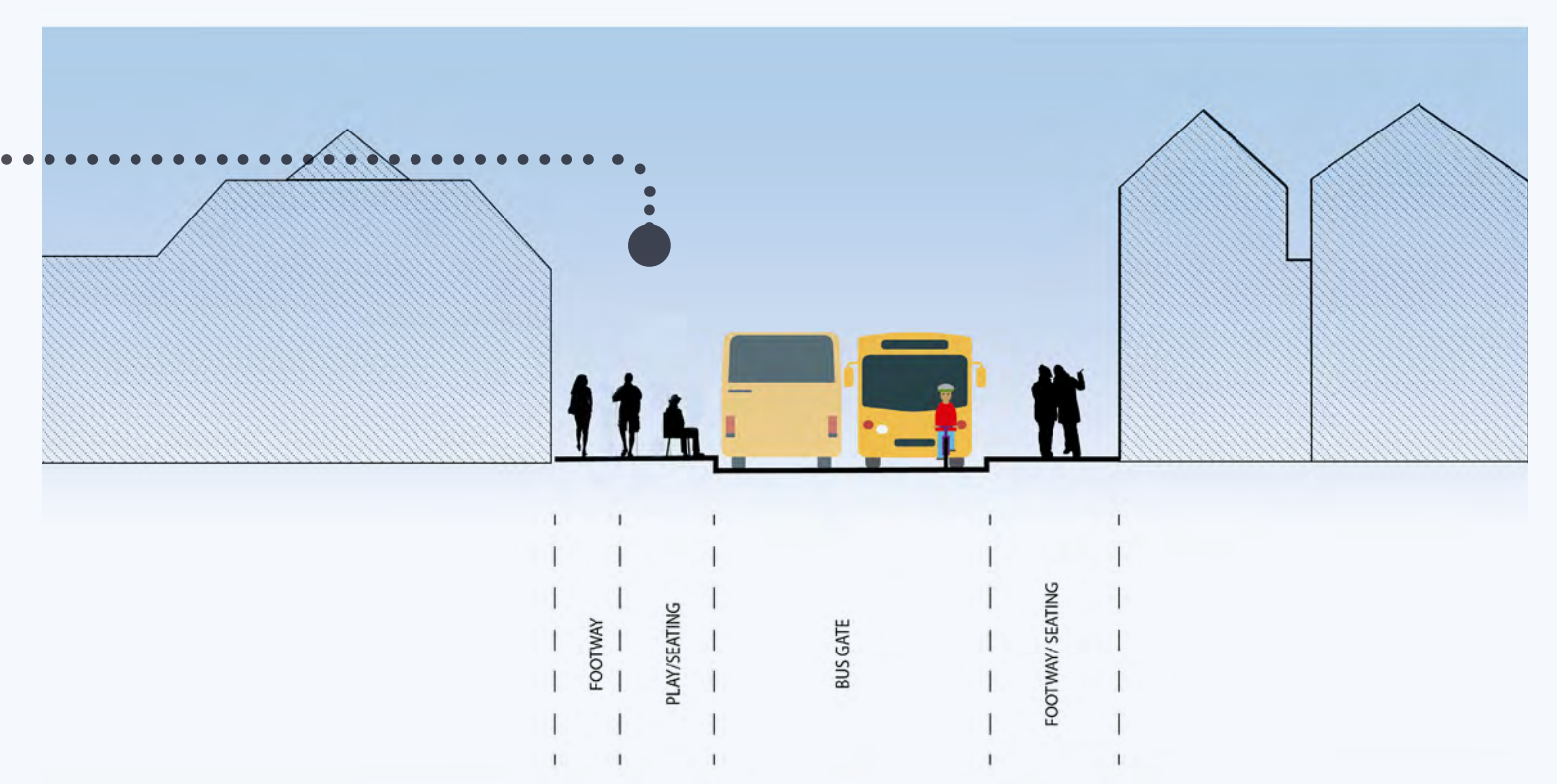
Main Street would benefit from reduced traffic volume and speed. Reconfiguring the junction at The Laurels would benefit Main Street with reduced traffic, public realm upgrades, supporting local businesses through improved seating and footfall. Works could include material upgrades, traffic diversion, lighting, café seating and frontage upgrades.

## HOW WOULD WE SHARE STREET SPACE IN THIS SCENARIO?

### Main Street Case Study

- Prioritisation of the historic built fabric, including block scale, materials and building lines
- Improved legibility of the historic movement network, including access to waterways
- Reduced traffic in the centre
- Improved frontages, materials and pedestrian environment in the centre

Priority to the built heritage. Where space allows planting and street furniture can enhance the character.



Cohesive material palette. Functionality recedes to let the built fabric shine.



Traffic reduction to enhance usability and character of the historic core

Main Street proposed part plan and section



Case study; Tramway, Waterford. An integrated traffic, parking and public realm scheme has allowed the historic centre to shine and thrive.



Main Street, September 2023

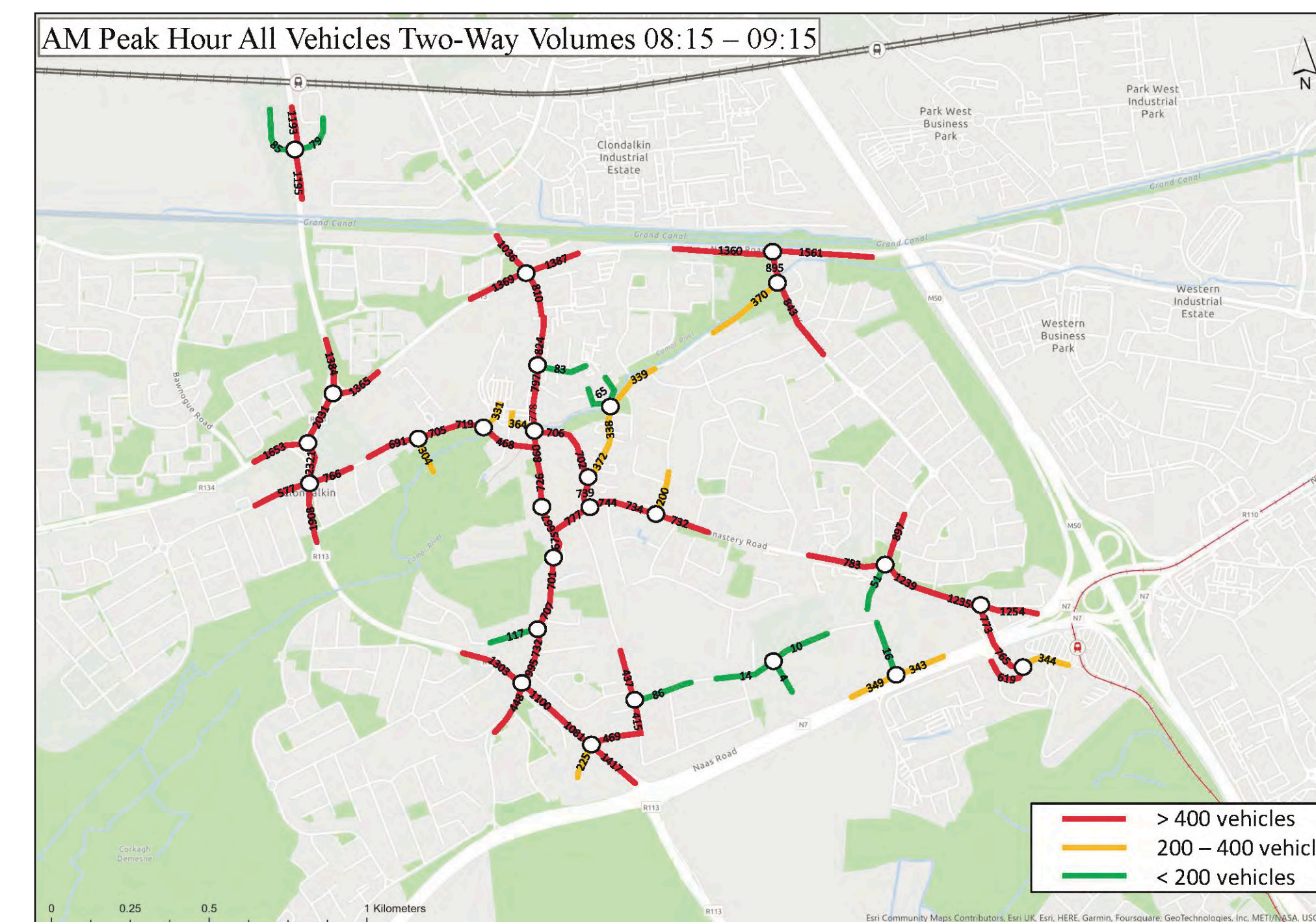
# Options for Movement Measures

How do we reduce traffic congestion and encourage greater walking and cycling?

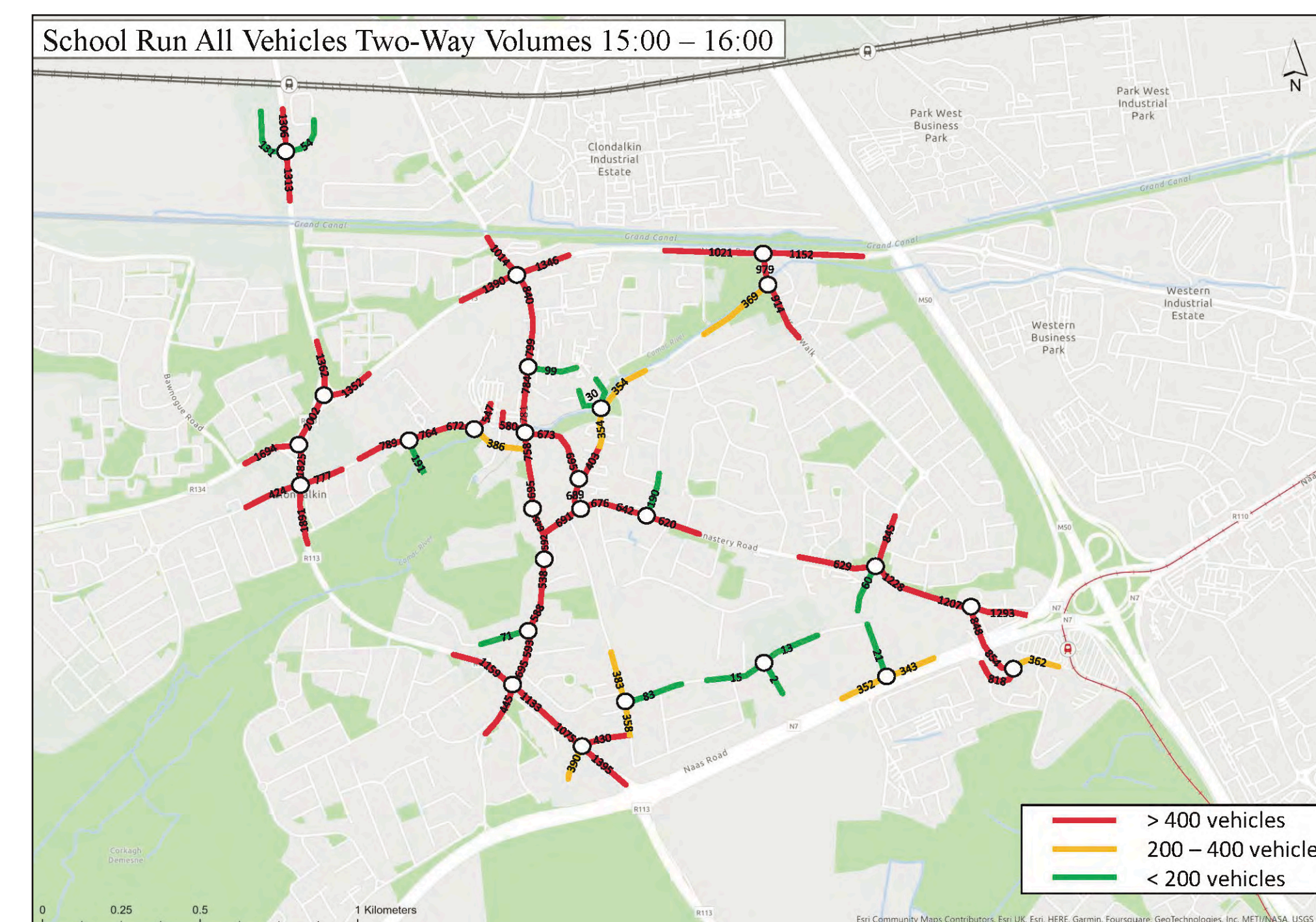
## Current Traffic Volumes

Traffic surveys were conducted in November 2023 and the results are shown below:

### Morning Traffic Volumes



### Traffic Volumes During Afternoon School Run



## Options for Movement Measures

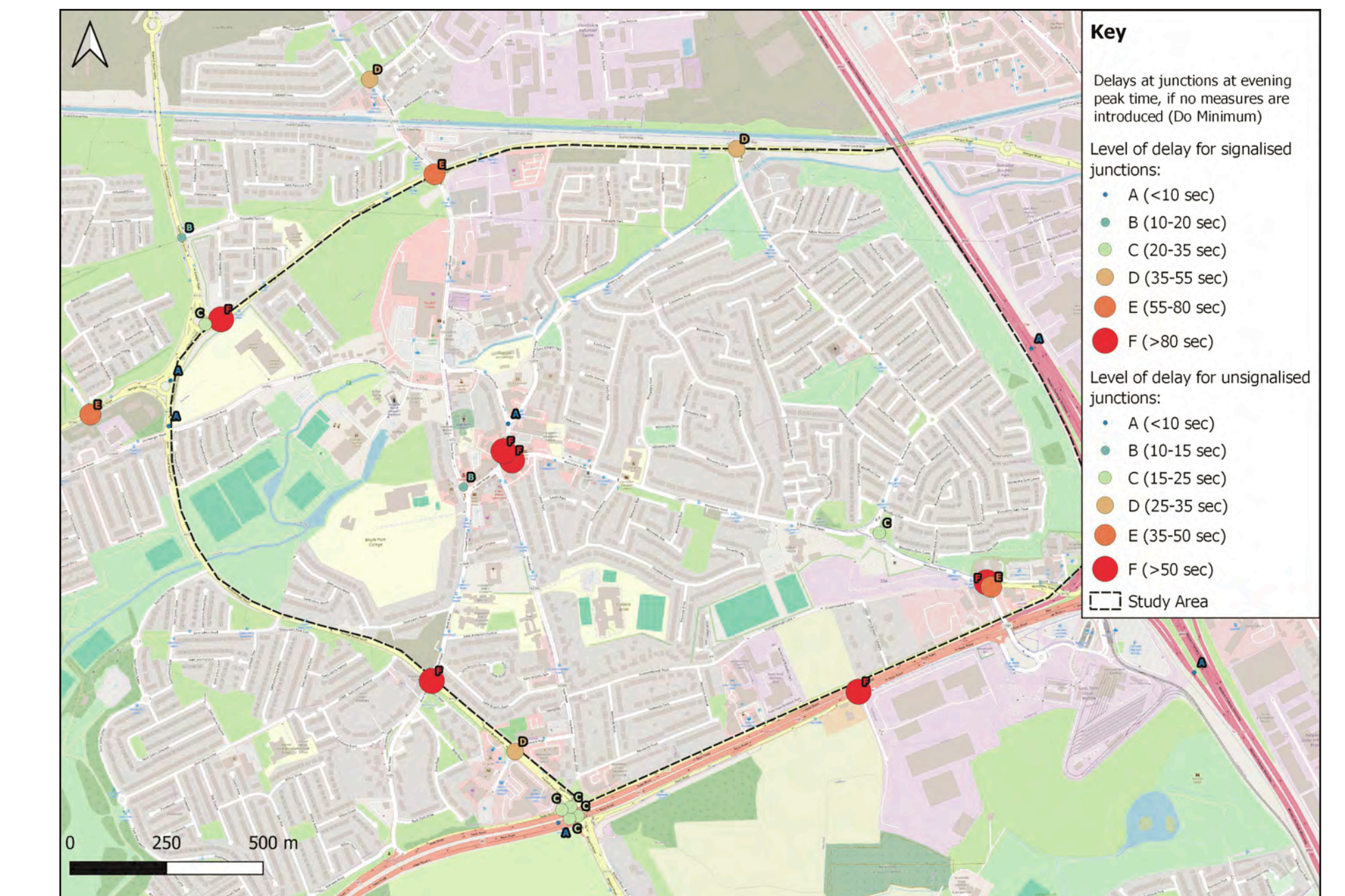
The purpose of this is:

- 1) To make the experience within the village centre more enjoyable and add vibrancy.
- 2) To make cycle and walking safer and more comfortable
- 3) to meet the modal shift targets to reduce our emissions.
- 4) To help meet our mandatory climate change targets.

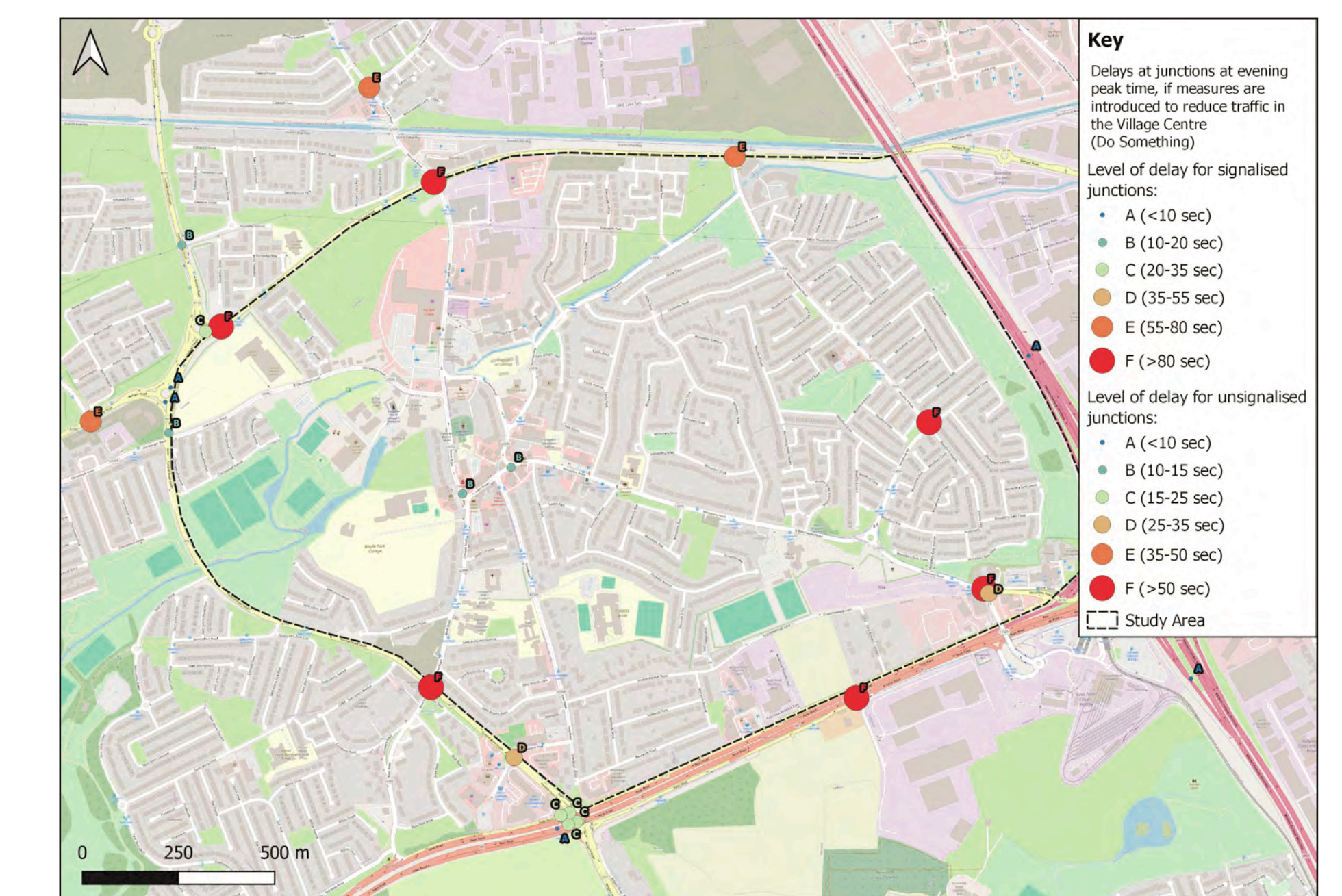


## If we introduce this type of measure the traffic analysis findings show:

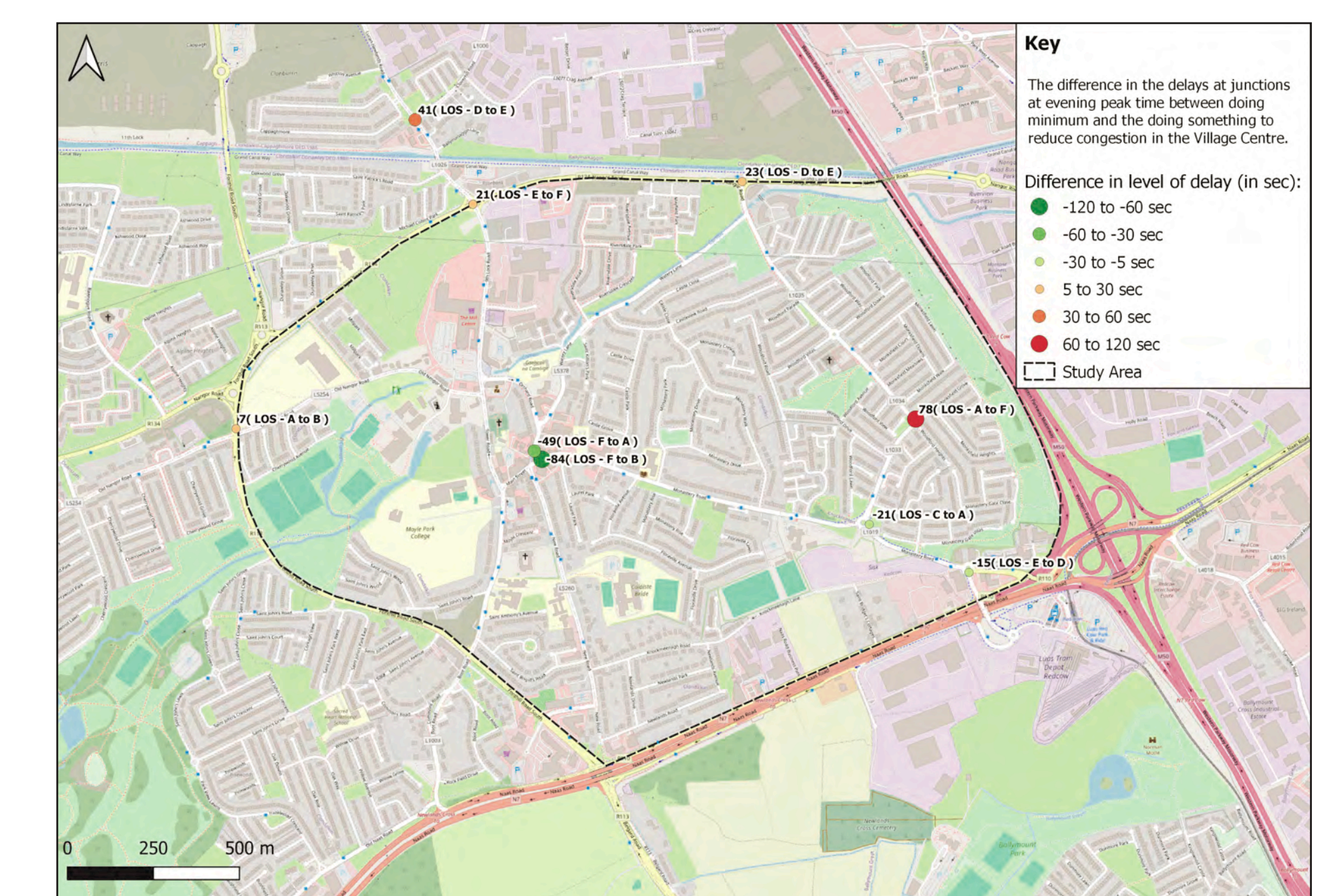
Delays at junctions at Evening Peak time if no measures are introduced



Delays at junctions at the Evening Peak if 'options for movement' measures are implemented



Difference in delays at junctions if 'options for movement' measures are implemented



LoB	Signalised Intersection	Unsignalised Intersection	Significance of Effect	Classification
A	<10 sec	<10 sec	High	Low delay and good progression/good
B	10-20 sec	10-15 sec	High	Generally good progression/good
C	20-35 sec	15-25 sec	Medium	Fair Progression
D	35-55 sec	25-35 sec	Medium	Completion becoming noticeable
E	55-80 sec	35-50 sec	Significant	Poor Progression
F	>80 sec	>50 sec	Significant	Deteriorated

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# Comparison of Scenarios

How three sample streets might be impacted in each scenario



Scenario 1: What if we grow Clondalkin with an emphasis on **Local Vitality?**  
As much street as possible given to Movement



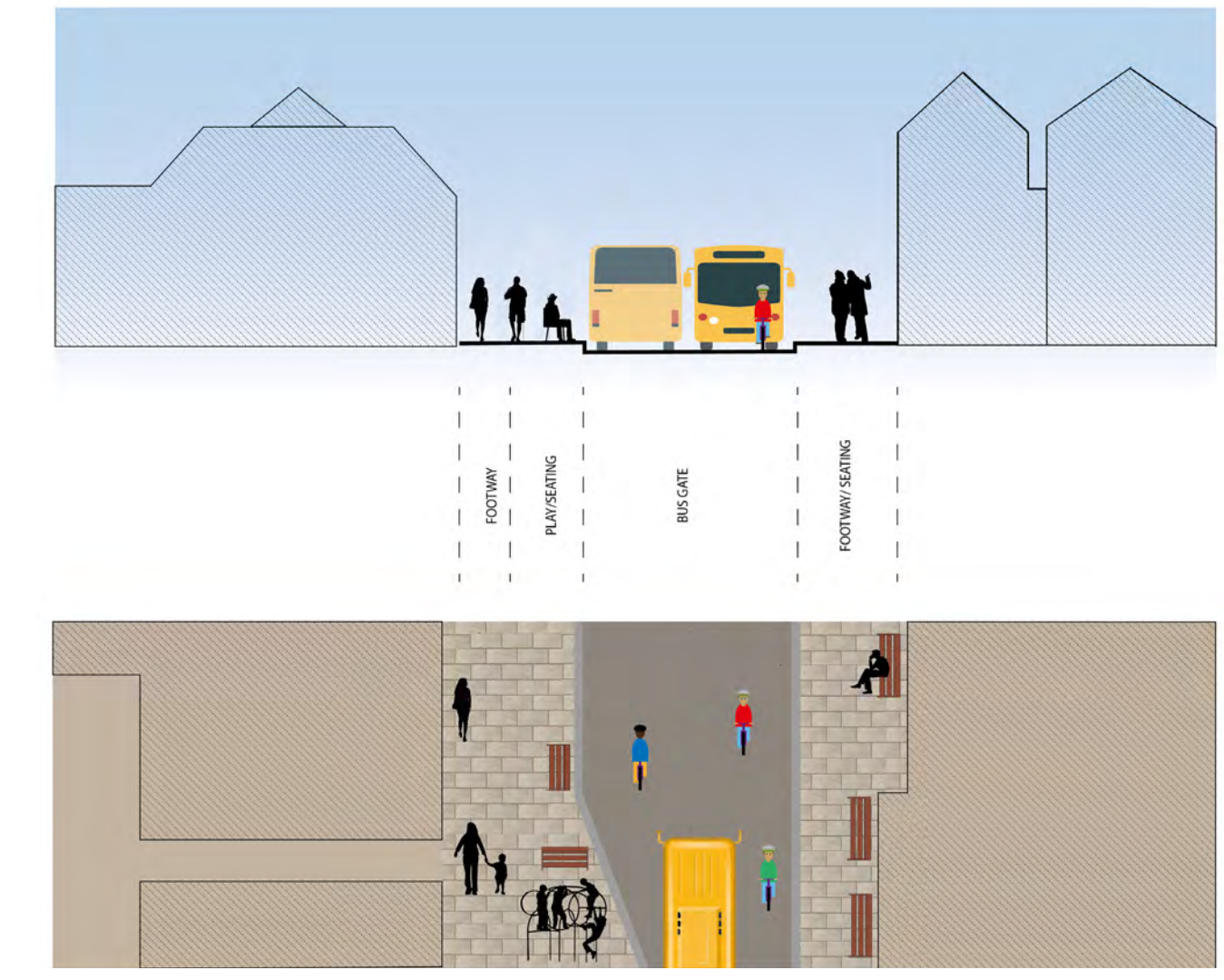
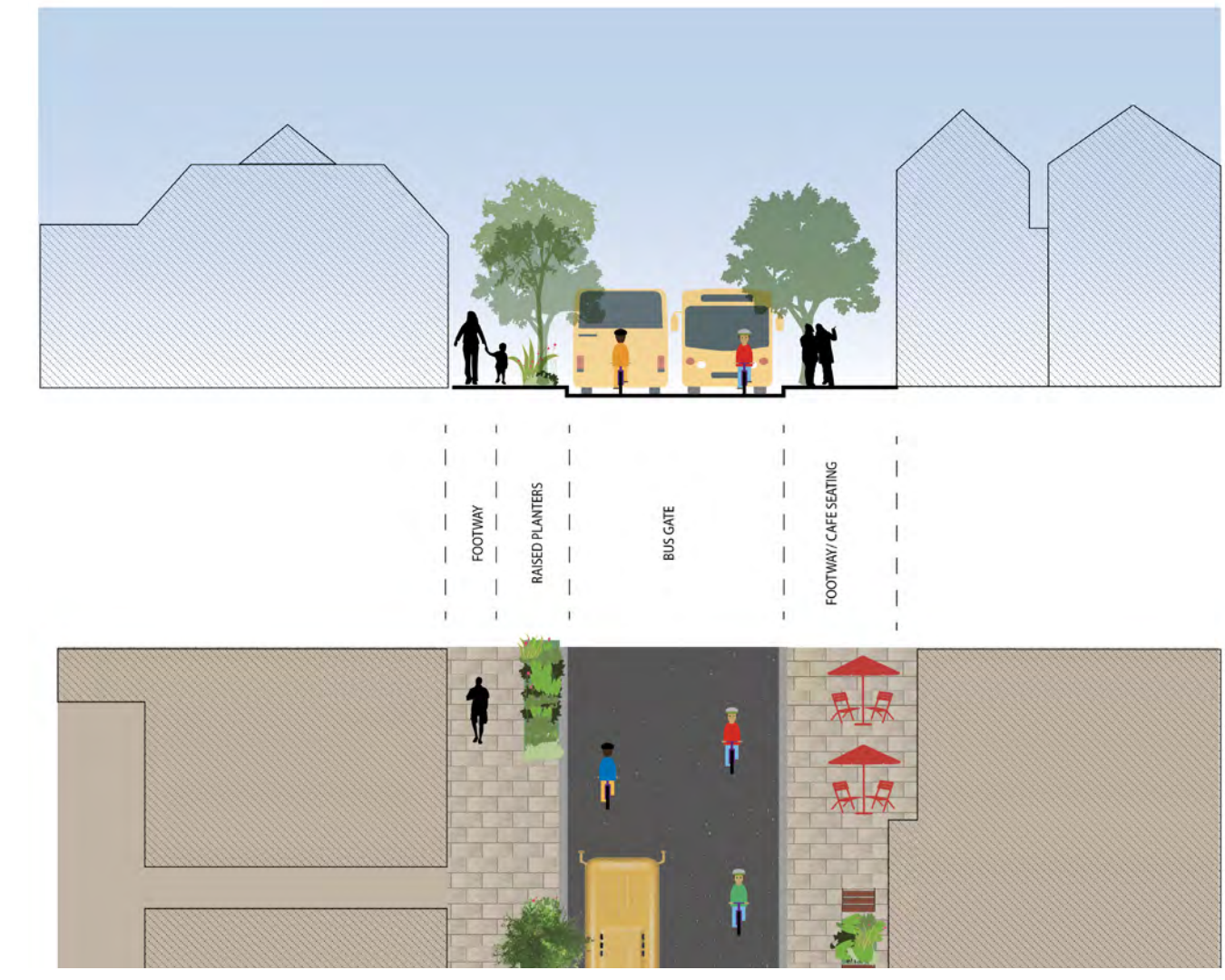
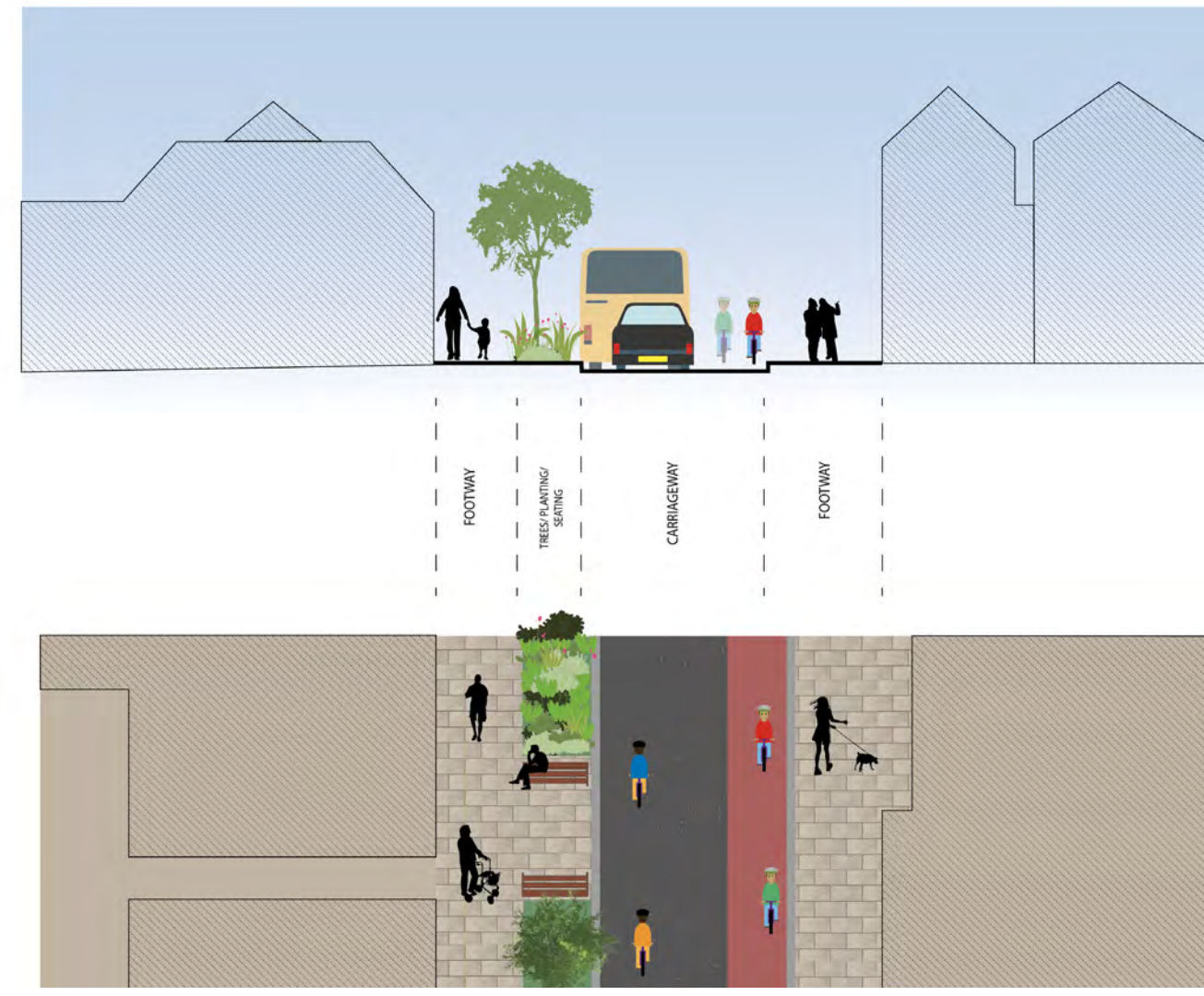
Scenario 2: What if we grow Clondalkin with an emphasis on **Healthy Environment?**  
As much street as possible given to Nature



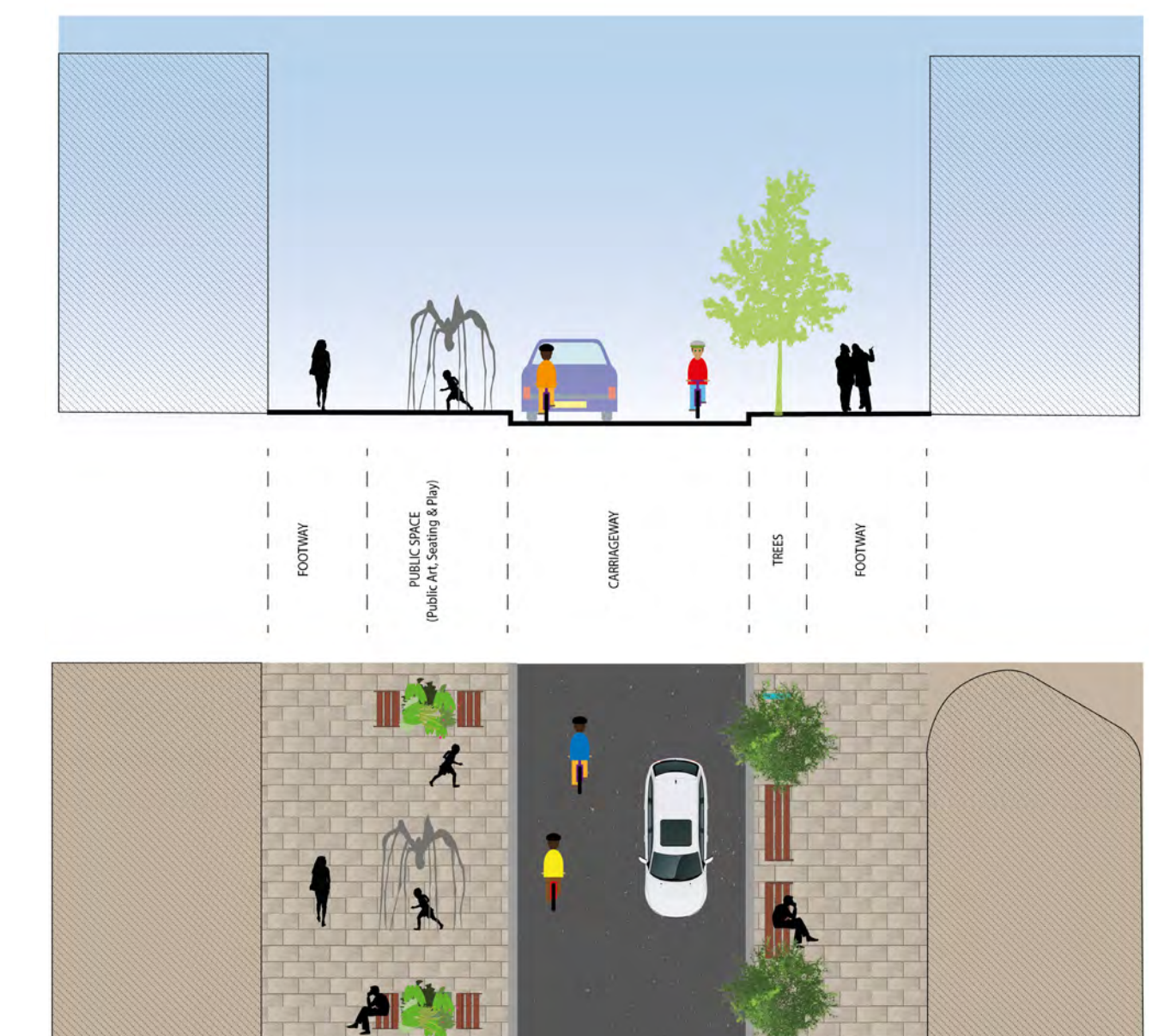
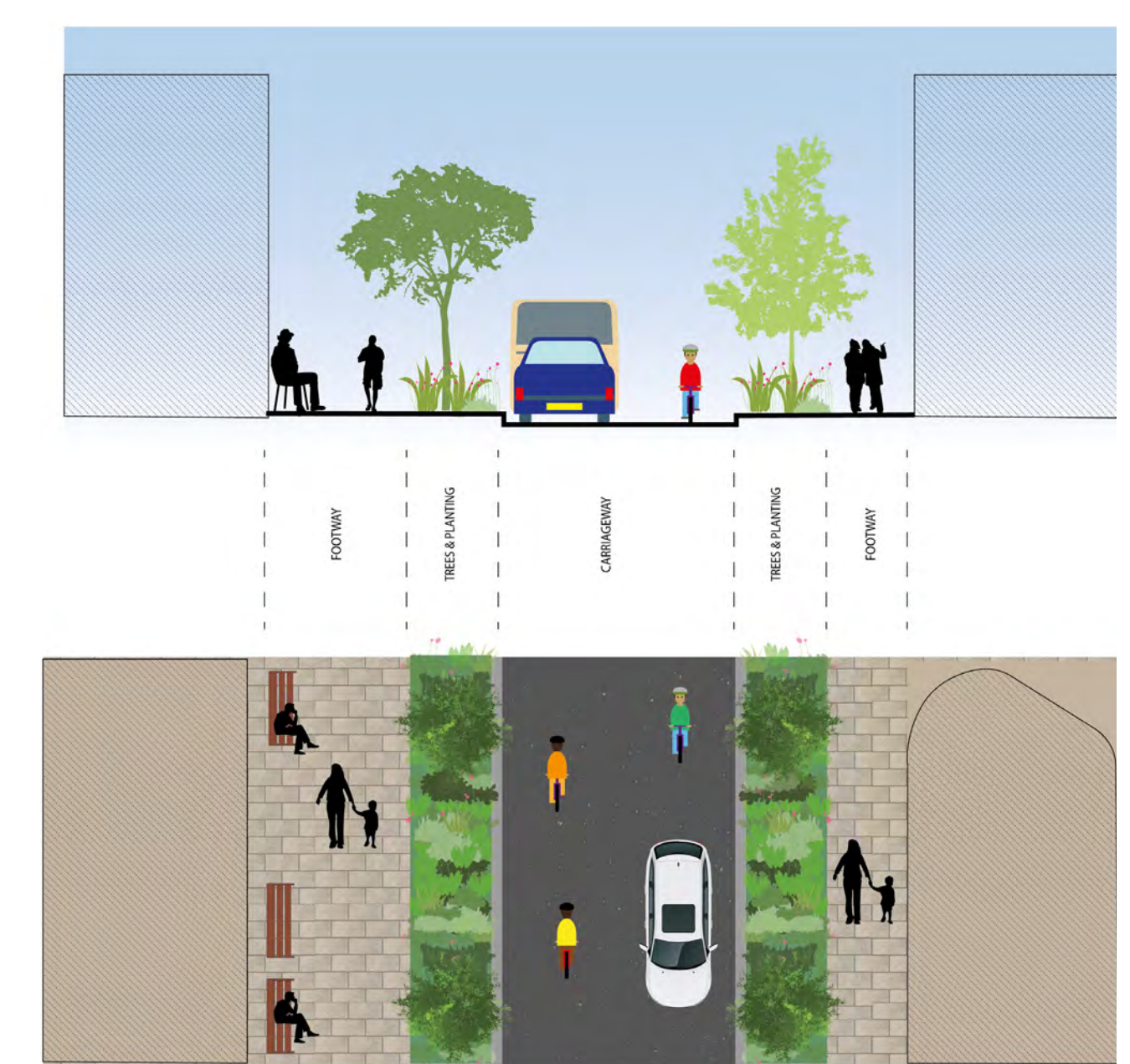
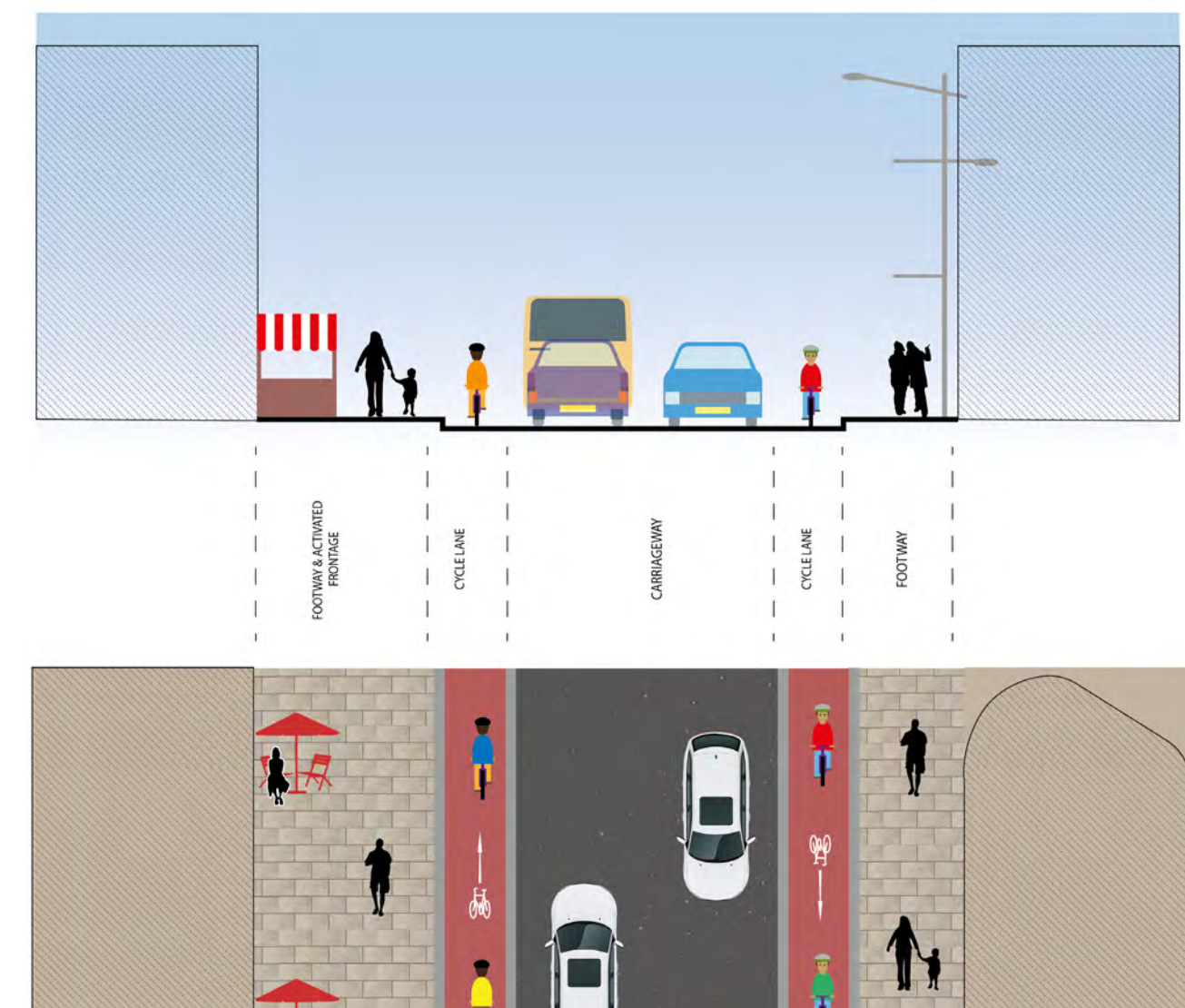
Scenario 3: What if we grow Clondalkin with an emphasis on **Heritage?**  
Movement and Nature respond to give as much room as required for Built Heritage



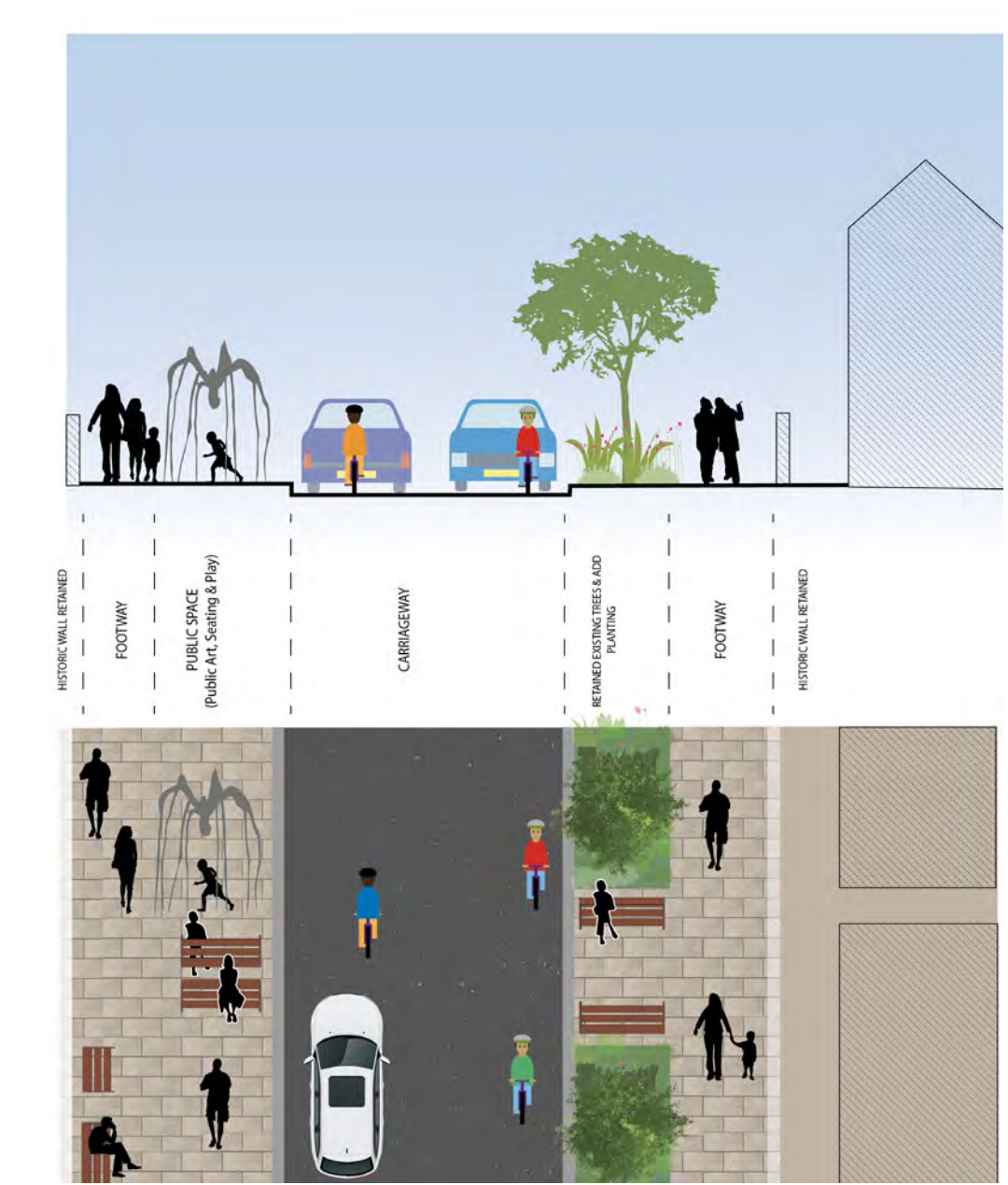
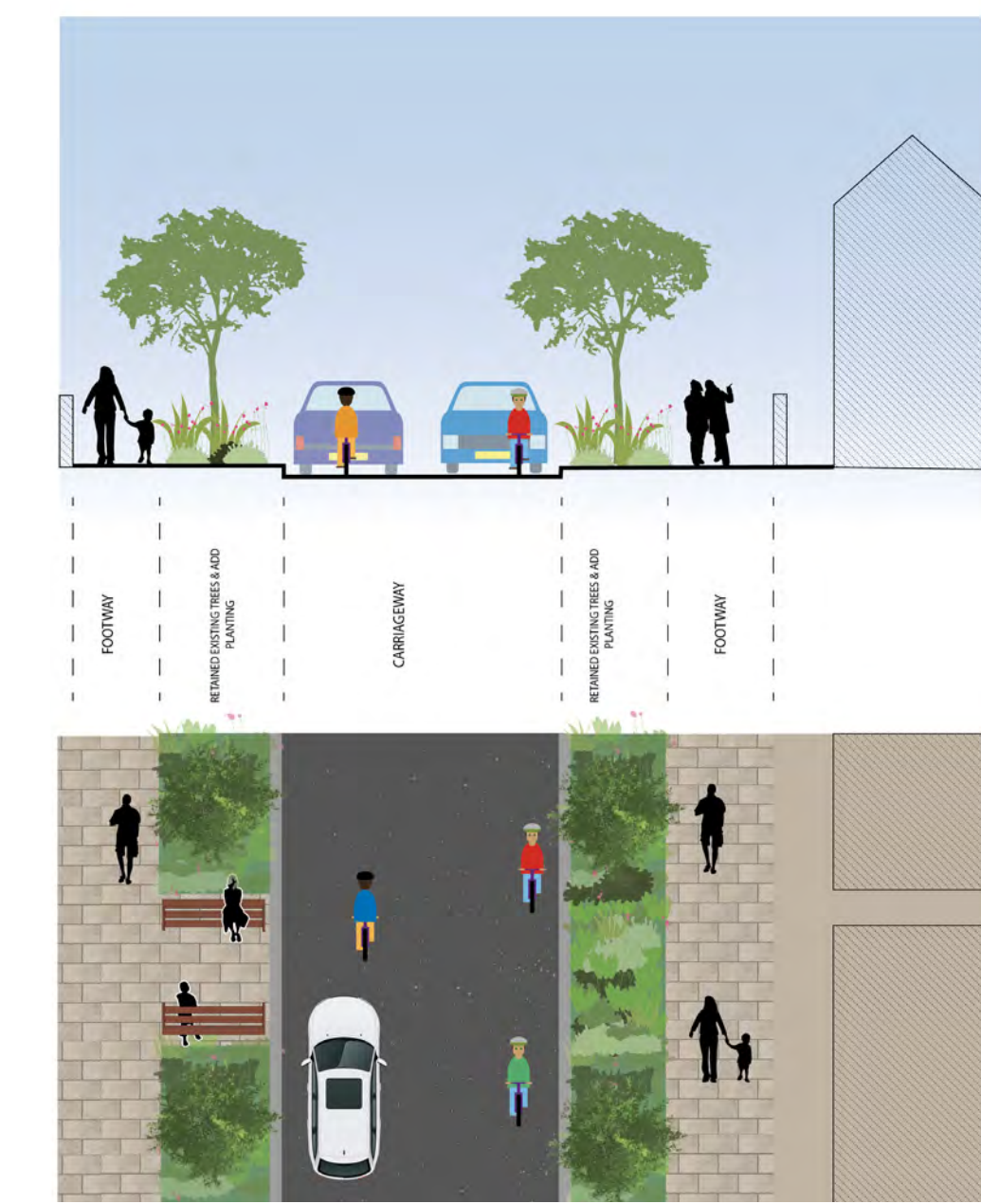
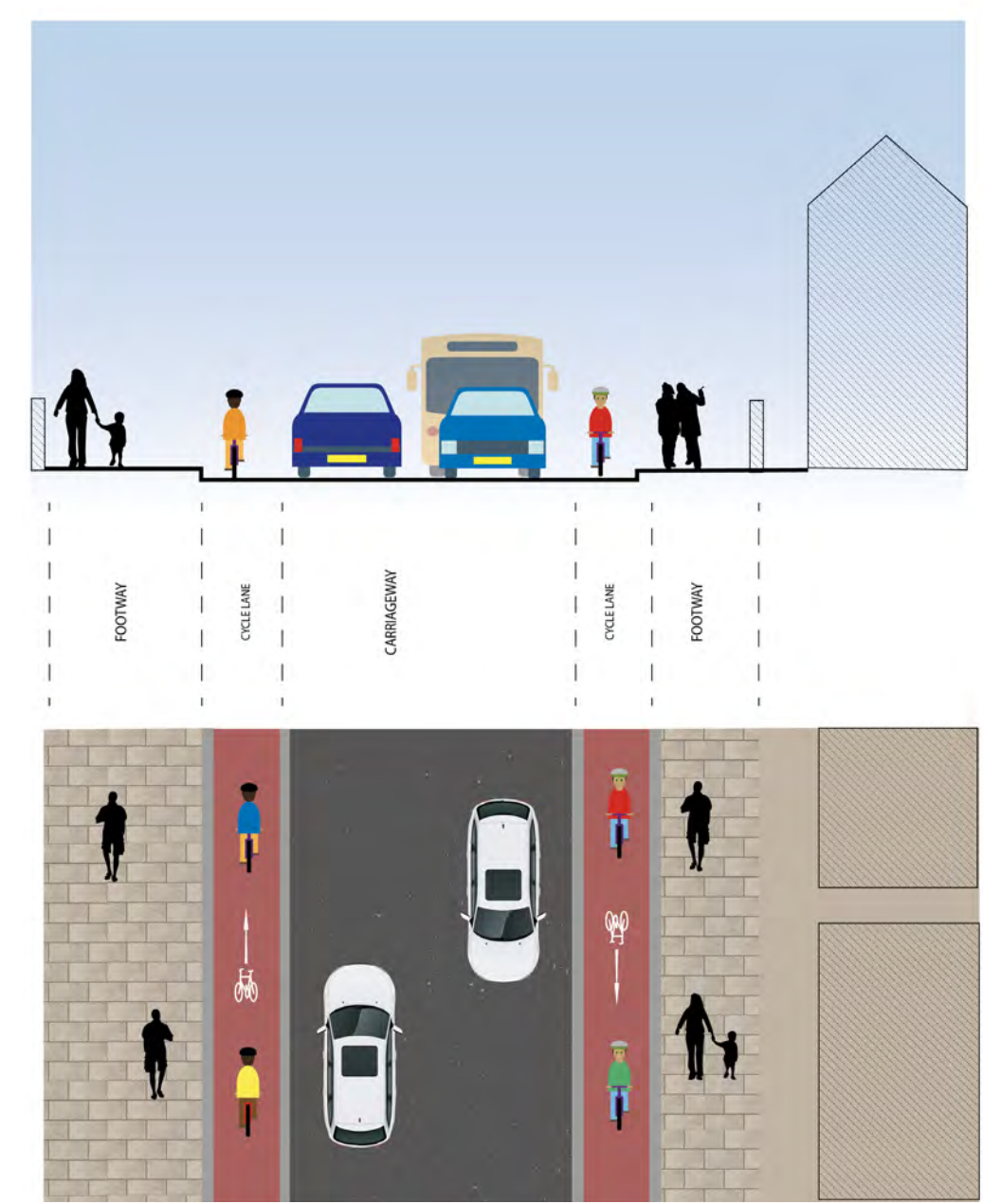
Main Street, September 2023



Ninth Lock Road, November 2022



Orchard Road, September 2023



# Village Enhancement Schemes

South Dublin County Council will progress one Village Enhancement Scheme in the short to medium term. Other schemes identified can be progressed over time as budgets facilitate. All schemes can be included in the Local Area Plan as potential projects.

If you could choose between the three Village Enhancement Scheme proposals, which would you like to be delivered first?



Ninth Lock Road Streetscape Improvement

## 1 | A VITALITY-FOCUSED PROJECT



Vitality and vibrancy improvement through re-allocation of space in favour of active modes, softening through planting and activation where possible on long stretches of dead frontage.



A safer and animated public realm through SDCC Public Realm Reconfiguration. Addition of seating, signage, shading and other pedestrian improvements as appropriate



## 2 | A HEALTHY ENVIRONMENT-FOCUSED PROJECT



Clondalkin Park Entrance on Old Nangor Road

Provide a safer and improved gateway to the Town Park, through more appropriate built form and activity used to support a safer and easier pedestrian experience. Enhanced riparian and ecological setting of the waterways and millponds.



Pave the way to an adaptive re-use of the protected former RIC Barracks building on Old Nangor Road to improve visibility and access to Clondalkin Park.



Town centre- Illustrative Aerial View



## 3 | A BUILT HERITAGE-FOCUSED PROJECT



Laurels' Junction and Main Street Public Realm

Historic junction and Main Street enhancements through the increase in public realm quantity and quality in this important location, supporting local businesses through improved setting and footfall



Enhancing the pedestrian experience by reducing traffic through-flow and offering seating space, planting and enclosure for people to engage with the historic core area of Clondalkin



# Clondalkin Conservation Plan

## Issues and Emerging Recommendations

As part of the preparation work for the draft Local Area Plan, the Council has employed conservation architects to ensure that the built heritage and associated heritage features are integrated into an urban design strategy. Their work has included both desktop and on-the-ground assessment of the heritage features within Clondalkin village. They will also be preparing character assessments of the existing ACAs to augment policy and objectives in the LAP.

The townscape is sensitive to change and vulnerable to inappropriate development. A framework for future development which is cognisant of the architectural heritage value of the existing townscape is required to protect the character of the existing town and to identify opportunities to encourage regeneration, introduce new connections and create new public spaces.

### Conserving Architectural Structures and Features in ACAs

**Issue:** Loss of architectural features in ACAs.

**Recommendation:** Prevent the removal of architectural features and architectural detail from character-rich structures and associated features within ACAs.

New elements should reflect the composition and materiality of their traditional counterparts.



### Revitalising our historic built environment and promoting Architectural Conservation

**Issue:** Historic buildings at risk due to vacancy including the former RIC barracks, Ninth Lock House, and St. Brigid's Cottages.

**Impact:** Vacancy jeopardises building integrity and diminishes streetscape appeal.

**Opportunity:** Adaptive Reuse and restoration of these buildings could lead to broader historic renovations within ACAs. (Architectural Conservation Areas). Provide examples of how vacant buildings could be adaptively reused.



### Vantage Points and Heritage Views in Clondalkin

**Issue:** Unprotected vantage points in Clondalkin offer crucial views of the Round Tower and church spires.

**Recommendations:** Map and protect key vantage points to ensure the Round Tower and church spires remain visible landmarks. Require future urban development to safeguard incidental views of heritage features, incorporating design strategies that enhance and formalise these views from historic routes and settings.



### Preservation of Historic Walled Boundaries

**Importance:** Historic walls are key to the streetscape's character.

**Issues:** Modern boundary treatments using inferior methods dilute historic walls' visual impact.

**Recommendations:** New walls should adopt complementary styles, like the Round Tower Visitor Centre's boundary on Old Nangor Road. Avoid damaging interventions like cementitious strap pointing.

Authentically replicate details of the locality including the 'cock and hen' cappings.

Raise awareness including incentives under the National Architectural Conservation Grant Schemes.



### Shopfronts within the ACA

**Issue:** Mix of authorised and unauthorised signage detracts from town centre's visual appeal.

**Recommendations:** Encourage removal of unnecessary elements and projecting signs to reduce clutter. Discourage oversized plastic signage and externally mounted shutters for aesthetic improvement. Promote good contemporary design and necessary retention and repair of traditional elements.



### Further Recommendations:

In addressing the urban design challenges within Clondalkin, the consultants identified two primary issues: limited pedestrian connectivity and restricted access to Clondalkin Park and the Camac River.

The dense urban layout around the historic core limits access to the area's rich heritage, suggesting a need for improved and new pedestrian pathways.

Clondalkin Park, a crucial green space, requires better access and amenities to fully capitalise on its potential and historical significance, including its connection to the river and mill industry.