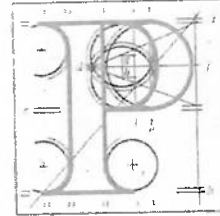


**Our Case Number:** ABP-322638-25

**Planning Authority Reference Number:**



**An  
Bord  
Pleanála**

Foxborough Maintenance Association  
c/o Tanya McDonald  
37 Foxborough Way  
Lucan

**Date:** 15 July 2025

**Re:** Proposed residential development at the Kishoge Development area of Clonburris SDZ  
In the townlands of Kishoge, Esker South, Grange and Balgaddy, Clonburris, County Dublin

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed development shall not be carried out unless the Commission has approved it or approved it with conditions.

If you have any queries in relation to the matter please do not hesitate to contact the undersigned officer of the Commission at [laps@pleanala.ie](mailto:laps@pleanala.ie)

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Lauren Griffin  
Executive Officer  
Direct Line: 01-8737244

JA02

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**Submission to An Coimisiún Pleanála on behalf of Foxborough Maintenance Association in relation to the Kishoge10 Site 5 proposed development, Ref No: JA06S.322638**

**To:** An Coimisiún Pleanála, 64 Marlborough Street, Dublin 1

**From:** Foxborough Maintenance Association.

**Group contact:** Tanya McDonald, 37 Foxborough Way, Lucan, Co. Dublin

**Email:** [foxboroughestate@gmail.com](mailto:foxboroughestate@gmail.com)

**Date:** 14.07.2025

**Re: *The Proposed development of Site 5 within the Kishoge Development Area of the Clonburris Strategic Development Zone (SDZ).***

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## **Introduction**

The Foxborough Maintenance Association is made up of residents who strive to improve and enhance their area through general maintenance of the estate such as organising litter pickups and tree planting and providing information to residents about local issues of interest and concern via social media. The Association maintains good relations with local elected representatives and has worked closely with many over the years to ensure that the estate receives its fair share of local authority investment and services. There are approximately 900 houses and apartments in the Foxborough Estate which was constructed in the mid to late 1990s. Over the past thirty years, the formerly rural and agricultural lands adjacent to the estate have undergone significant development resulting in a rapid population growth, increased pressure on local facilities such as schools, huge increase in traffic volumes and loss of habitats for biodiversity. This development continues apace with the construction of the Clonburris SDZ, presently putting additional pressure on amenities and services in Foxborough and likely to continue to do so into the future.

On June 11<sup>th</sup>, 2025, a public meeting was arranged by the Association to provide an opportunity for residents to raise, and voice concerns they have in relation to the proposed Site 5 development at Kishoge (hereafter referred to as the 'proposed development'). It is important to point out that no one attending the meeting objects to the proposed development as it is widely recognised that good quality and appropriately serviced housing is required amid a national housing shortage. However, several concerns were raised, including the permeability of the proposed development's boundary, the resulting increase in vehicular traffic congestion, the lack

of amenities to keep pace with population growth and the requirement to enhance the existing boundary wall between Foxborough and the proposed development to ensure privacy, noise reduction and provision of habitats for flora and fauna. The Association believes that these concerns fall under the two permitted headings '*implications of the proposed development for proper planning and sustainable development of the area in which the proposed development is concerned*' and '*the likely effects on the environment of the proposed development*'

### **1. Boundary wall permeability**

As per the planning notice, new pedestrian connections are facilitated to the Foxborough and Omer Walk residential estates. One of these connections will link the proposed Kishoge Site 5 development to Foxborough Court which is a cul de sac, with one access road, Foxborough Lawn, linking it to the Balgaddy Road. The residents wish to continue to benefit from the peaceful and secure area that this cul de sac provides. The cul de sac provides a sense of community on the street and parents are assured that children are safe when playing outdoors. The proposal to open the street up to pedestrian traffic from the proposed development and beyond will transform this settled cul de sac into a busy pass through. This brings issues such as increased levels of noise, litter and anti-social behaviour.

The inclusion of this connection is considered unnecessary and obtrusive and will result in negative impacts on residents. There are no amenities within Foxborough Court or Foxborough Lawn that require access by non-residents. The provision of a pedestrian access via the recently completed Griffeen Court housing estate and the existing walkways at Tor an Rí are considered adequate to enable people to move between the proposed development, the Balgaddy Road and Thomas Omer Way.



*Photo 1. Proposed Access Point to Foxborough Court*



*Photos 2 & 3. Existing Permeability walkway from Thomas Omar Way into Tor an Rí Walk and Griffeen Court leading to Balgaddy Road*

The issue of inappropriate permeability between Foxborough and the proposed development was a concern raised by residents once the Clonburris SDZ plans were made public. Over the years, elected representatives have raised the permeability issue on behalf of residents in Foxborough and other areas that are affected by the Clonburris SDZ. In 2018, Cllr. Liona O'Toole raised a motion at a South Dublin County Council SDZ planning meeting, dated January 26<sup>th</sup>, under section 2.2.4 Permeability '*Permeability design to be kept within the SDZ land and not traverse into existing residential areas*' and that any proposed connections between the proposed development and adjacent residential areas were to be discussed on a case-by-case basis and subject to further assessment and a part 8 approval if deemed. This motion was adopted by the council and included under Section 2.3.3 as follows: "A Permeability Strategy Plan (PSP) (similar to Park and Landscape Strategy (PLS) should be prepared by SDCC, this would allow for public consultation on a case by case basis for existing residential area's including but not limited to, Northern side of SDZ Boundary (Oldbridge, Tullyhall, Rossberry, Foxborough).

The Clonburris Planning Scheme by SDCC was appealed to An Bord Pleanála in June 2018. Following an oral hearing, ABP approved the Planning Scheme with modifications in May 2019. The ABP decision omitted the text inserted in the Planning Scheme passed in the motions above from the Planning Scheme. It was listed as one of the modifications to the decision, namely the omission of Material Alteration Ref. Section 2.2 – No. 2 & Material Alteration Ref. Section 2.2 – No. 3. Despite this omission of the Material Alterations by ABP we would still like to see any proposed openings subject to further public consultation

## **2. Increasing traffic levels**

Foxborough already suffers from severe traffic congestion with the Balgaddy Road particularly affected, especially during peak times. The Balgaddy Road currently serves as a terminus for the 151 bus and has bus-stops to serve bus services C1 and C2. These are heavily used services and during peak hours, it is not uncommon for buses to not stop in Foxborough due to being full. Traffic lights with inappropriate sequencing located at the junction of the Balgaddy Road and the R136 exasperate the congestion with lengthy traffic queues along the Balgaddy Road being a daily occurrence, having an impact on residents trying to exit or access their residential streets. The

existing road infrastructure within Foxborough was not designed to cope with the levels of traffic that is currently being experienced and there are concerns amongst residents that the proposed development in conjunction with the overall Clonburris development will further add to this issue. The level and frequency of public transport is not sufficient to meet the demand of Foxborough and the surrounding areas. The new train station at Kishoge does not address this issue adequately as the train services are limited with no weekend services going beyond Heuston Station. Additionally, the non-inclusion of an appropriate car park at the station has resulted in the R136 being reduced to a single laneway in both directions to facilitate on road car parking. This results in chronic daily congestion which clogs up the roads and streets around Foxborough.

In addition, there are no dedicated cycle lanes along the Balgaddy Road within Foxborough, due to space constraints. This goes against the promotion of sustainable transport and encourages people to continue using private cars. It is also a concern that the increasing levels of traffic congestion are contributing to poorer air quality due to emissions.

The R136 outer ring road no longer serves its original function as a relief road. It carries very heavy levels of traffic, with increasing numbers of vehicles using it to drive between the N4 and N7 (to avoid using the M50). This combined with the increasing levels of local traffic have rendered the junction of Griffeen Avenue / Balgaddy Road and the R136 unsafe for pedestrians and cyclists. A combined bridge for pedestrians and cyclists is required to provide safe and traffic separated access between the communities on either side of the junction.

### **3. Landscaping and biodiversity**

The green area to the immediate south of Foxborough (located between Foxborough Road and Thomas Omer Way) is an important local recreational amenity that also provides a refuge for local biodiversity. The existing boundary wall would benefit greatly with additional landscaping on the Foxborough side using native trees, shrubs and ground flora to retain and increase privacy for the residents on streets such as Foxborough Road and Court. This planting will also provide habitat for flora and fauna.

There are also concerns about the removal of a section of the sound reducing wall that faces out onto Thomas Omer Way. Residents would like to see substantial planting of native trees and shrubs to help compensate for the loss of this section of wall as treelines and scrub areas can help reduce levels of vehicular noise. Such a planting scheme would also help to deter anti-social behaviour that may occur due to the increased numbers of people moving into the adjacent proposed development. The inclusion of thorny dense growing native species such as blackthorn *Prunus spinosa* and hawthorn *Crataegus monogyna* can deter people from gathering or passing through an area whilst also providing habitat for an array of species. This planting would also help retain some ecological connectivity in the area, benefitting birds, small mammals and insects.

It is noted that a 30 meter wide no building zone is in place within the proposed development due to the presence of the ESB pylons. In the future, this electricity line will be decommissioned, and residents are concerned that this available additional ground could be used for further construction. Residents would like to see a commitment that any ground that becomes available after the electricity lines are removed is earmarked for biodiversity enhancement, such as ponds, wildflower meadows and wooded areas. This would help to offset some of the habitat loss and fragmentation and consequent decline in flora and fauna species resulting from the large-scale development in the area.



*Photo 4. The existing boundary wall around the green area to the immediate south of Foxborough*

### **3. Pressure on existing amenities**

There is scant detail on essential services in the plan such as retail, health and youth facilities. Two creches are mentioned for sites 3 and 4 but no concrete commitment for any other services.

GP Practices in the area are very stretched and are not taking on any new patients. There is currently a waiting period of approx. 2-3 weeks just to secure a doctor or dental appointment locally.

There is no large grocery store within walking distance and no commitment for one in the Kishoge development plans. The nearest stores with approx. distances from Foxborough Road are Lidl in Ballyowen (1.5km), Supervalu on the Newcastle Road (2.9km), Tesco in Dodsboro (4km), Tesco in Liffey Valley (3.8km), Dunnes in Clondalkin Mill Centre (4.5km), Aldi and Lidl stores in Fonthill Retail Park (2.6km approx.) The nearest convenience stores are centra within Foxborough and centra in Griffeen (900m approx), Eurospar in Ballyowen is a further walk (1.6km).

There is a shortage of facilities for teenagers in the immediate area. It would be nice to see an improvement in facilities for teens as part of the overall planning strategy. The swimming pool and new gym that was planned for the existing population is still not opened and there is no confirmed date on when this is likely.

### **4. Summary of Issues for Consideration:**

The Foxborough Maintenance Association fully supports the delivery of high-quality, well-planned and maintained housing to meet the current national housing needs. However, the proposed Site 5 development at Kishoge presents several challenges and concerns for existing residents that must be carefully addressed to ensure the principles of sustainable development and proper planning are upheld.

Key issues raised by residents at the June 11th public meeting include:

- **Inappropriate boundary wall permeability** that undermines the safety, security, and cohesion of established cul-de-sacs such as Foxborough Court;

- **Increased traffic congestion and inadequate public transport infrastructure**, compounded by ineffective junction design and the lack of safe cycling routes;
- **Impacts on local biodiversity due to habitat loss and fragmentation and insufficient landscape screening** along the boundary wall, resulting from the removal of sections of the existing noise-reducing wall;
- **Lack of detail and commitment to essential community amenities and services**, including GP access, retail provision, and youth facilities.

Foxborough residents request that all proposed pedestrian connections are subjected to **further public consultation under Part 8**, as previously outlined in the SDZ planning process. We also request that traffic and transport issues, ecological considerations, and amenity deficits are comprehensively addressed as part of this planning review process.

Yours Sincerely,

*Tanya McDonald*

Foxborough Maintenance Association

