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| **Land Use Planning and Transportation Directorate** | |
|  | Part VIII Report – February 2022 |
| **Project Title:** | Castletymon District Enhancement project |
| **Description of Project for Part 8 Consultation Notice and Site Notice:** | **Proposed New Works**  **Planning and Development Act, 2000 (as Amended)**  **Planning and Development Regulations 2001 (as Amended)**  In accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended), South Dublin County Council hereby give notice of a proposal for a District Centre Enhancement Scheme at Castletymon Shopping Centre, Castletymon Road, Tallaght, Dublin 24. The scheme extends from Castletymon Library / Bancroft Park to the NBA entrance / Tymon Park, including the shopping centre and its environs.   * Narrowing of 250m of carriageway * Provision of 250m new cycleways in each direction * Creation of a landscaped plaza with street furniture including cycle stands * Rationalisation of the carpark layout * Improvement of the rear pedestrian access to the shopping centre * Upgrade works to the façade of the shopping centre * Work with traders regarding shopfront upgrades * Commissioning of an Artwork in the form of a Mural   The proposal has undergone Appropriate Assessment (AA) Screening under the Habitats Directive (92/43/EEC) and Environmental Impact Assessment (EIA) Screening under the EIA Directive (2014/52/EU). The authority has concluded that there is no likelihood of significant effects on the environment arising from the proposed development and a determination has been made that an AA and EIA are not required. Any person may, within 4 weeks from the date of publication of this notice, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment.  Persons wishing to inspect drawings and particulars of the proposed development can do so as follows:  ONLINE: Visit our virtual consultation room www.dcepconsultation.com during the period from 9th November 2021 to 4th January 2022.  IN PERSON: Due to Covid-19 restrictions, plans and particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy, only by appointment, at County Hall, Tallaght, Dublin 24 during office hours from 9th November 2021 to 4th January 2022.  Appointments can be made by contacting the Planning Department by email at planningdept@sdublincoco.ie or by phoning (01) 4149000.  Submissions and observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development will be situated, may be made in writing up to 5.00pm on the 4th January 2022 and may be submitted:  ONLINE: www.dcepconsultation.com or http://consult.sdublincoco.ie  In writing: Post to Senior Engineer, Roads Maintenance, LUPT, South Dublin County Council, County Hall, Tallaght, Dublin 24 YNN5.  NOTE: Please make your submission by one medium only. All submissions should include your name and a contact address. It should be noted that the Freedom of Information Act, 1997 (as amended) applies to all records held by South Dublin County Council. South Dublin County Council’s Personal Data Privacy Statements can be viewed at www.sdcc.ie and all personal data will be retained in line with statutory requirements.  **Senior Executive Officer,**  **Roads Department,**  **Land Use, Planning & Transportation,**  **South Dublin County Council,**  **County Hall, Tallaght, Dublin 24. Dated: 9th November** |
| **Context:** | South Dublin County Council has carried out various District Enhancement Schemes in the last number of years, to make local areas more liveable, sustainable and attractive for local residents, businesses and visitors alike.  The proposed scheme includes enhancement works carried out on Castletymon Shopping Centre and carpark and approximately 250 metres of Castletymon Road between the new Castletymon Public Library/ Bancroft Park and Tymon Park/ National Basketball Arena.  The promotion of more sustainable modes of transport that link more consolidated urban areas together is central to the core strategy of the County Development Plan.  The scheme is also along a Cycle South Dublin “Now” route from Greenhills Road to Tallaght Village. The cycle route being proposed is being identified as a phase 1 section of cycle infrastructure for that scheme. It will also connect the shared surfaces in Tymon Park to those in Bancroft Park. |
| **Project Description** | The proposed scheme will involve the upgrading and modernisation of Castletymon Shopping Centre and its environs in Tallaght, Co Dublin. This will involve improvements within the shopping centre area and along the roadway from the new Library to Tymon Park/ NBA entrance.  Works include:  • Narrowing the carriageway – To enhance pedestrian and cycle facilities to and within the centre  • Provision of new cycle way – To create links to and between the shopping centre, Bancroft Park and Tymon Park  • Creation of a landscaped plaza with street furniture – To create more amenity space within the centre  • Rationalisation of the carpark layout – To widen pedestrian areas in front of the shops  • Improvement of rear pedestrian access – To combat anti-social behaviour  • Upgrade works to the façade of the shopping centre – To modernise the look and support local businesses (subsequent to appropriate liaison and approvals)  • Upgrade works to the shopfronts – To modernise the look and support local businesses (subsequent to appropriate liaison and approvals)  • Commission Art in the form of a Mural – To create a vibrant and distinctive place  The proposed scheme has been designed to current standards including the Design Manual for Urban Roads and Streets (DMURS), TII DMRB and the National Cycle Manual (NCM).  Please refer to the attached Part 8 drawing for details. |
| **Previous consultations** | The scheme was presented as a proposal to the Tallaght Area Committee immediately prior to the Area Committee Meeting on 18th October 2021. The proposal was approved in principle. |
| **Project Partners** | SDCC Architectural Services  Directorate of Environment, Water and Climate Change  Directorate of Economic, Enterprise and Tourism Development  Chambers of commerce |
| **Site / Services Contraints :** | All major existing services runs have been identified for the design. Local alterations may be required when on site investigations establish the precise location of utilities. |
| **Schedule of Part 8 Submissions**  **Received** | **Submissions were received during the specified period of the public consultation in respect of the proposed works from the following:**  **1. SD-C208-CEP01-2: Proinsias Mac Fhlannchadha**  **2. SD-C208-CEP01-5: Muireann O’Dea (on behalf of Dublin Cycling Campaign, South Dublin Group)**  **3. SD-C208-CEP01-6: Brian McArdle**  **4. SD-C208-CEP01: Cyclist.ie - The Irish Cycling Advocacy Network**  **5. SD-C208-CEP01: Greg Conway** |
| **Recommendations Summary of Issues Raised, Responses and** | **1. SD-C208-CEP0-2: Proinsias Mac Fhlannchadha**  **Title: Landscaping and Trees**   * No trees have been proposed in the car parking area. The landscape plan for the site can be considered harsh in that it simply will replace the existing with more grey/paving. Trees should be provided every 5/6 car parking spaces to reduce the hard impact of the proposed re-development.   ***Chief Executive’s Response:***  *The rationalization of the carpark is to create more space for pedestrian areas in front of the shops. Additional landscaping will be considered during the detailed design to provide for more green areas. New Planting will be included along Castletymon Road also.*  **Chief Executive Recommendation**  *Additional landscaping will be considered during the detailed design to provide for more green areas*   * Whilst it is referenced that ducting will be installed to future proof for the provision of e-charging, SDCC should provide for e-charger spaces in the car park as part of this plan and in line with TM7 Objective 4 in the SDCC Development Plan (2016-2022). It is not good enough to simply provide the ducting. SDCC should identify appropriate spaces for e-charging and provide e-chargers where relevant.   ***Chief Executive’s Response:***  *SDCC are developing county wide e-charger provision scheme, under our Climate Change Action Plan. Castletymon is included in that scheme. The required civils works will be completed under this scheme and the charging stations will be installed at a later date as part of a countywide rollout.*  **Chief Executive Recommendation**  No change   * There are no disabled/ parent & child spaces allocated in the car park. Again, this could be a barrier to utilising the shopping Centre by locals given the inaccessibility of same.   ***Chief Executive’s Response:***  *2 disabled car parking spaces are provided within the proposed scheme. The provision of parent and child spaces would likely require a further reduction in general parking spaces. The proposed scheme would see a reduction in 7 car parking spaces to provide an improved public realm. Through the public consultation process, concerns have separately been raised about the loss of these spaces and the potential impact on businesses. It is considered that the proposed parking arrangements successfully balances these competing issues. As such it is not proposed to make any changes to the Part 8 proposal. However, if it is possible to provide Parent and Child spaces within the parking area at detailed design without the loss of any of the proposed parking spaces this will be considered at the detailed design stage.*  **Chief Executive Recommendation**  *Disabled spaces are to be provided. Parent and child spaces will be considered during the detailed design.*   * The bike stand should be moved to a more prominent location (car park spaces 12/24 for instance) to encourage their use, to give prominence to, and detract from the theft of bikes given that the area will be busy.   ***Chief Executive’s Response:***  *Currently there are 5 standard cycle stands and 1 alternative cycle stand (for cargo/alternative bicycles) being proposed at the shopping centre. The area to the front is prominent and visible to provide passive surveillance. Regarding the use of further car parking spaces for bicycle stands, the proposed scheme reduces the overall car park by 7 spaces to create the pedestrian/cycle space where the bicycle stands will be provided. The provision of further cycle stands will be assessed during detailed design.*  **Chief Executive Recommendation**  *A full review of bicycle parking will be undertaken during the detailed design and additional spaces will be incorporated if possible.*   * Greater focus should be placed on bringing biodiversity into the area, which is not clear in this plan, particularly in reference to the area to the rear of the shopping centre.   ***Chief Executive’s Response:***  *The plant selection for the proposed scheme balances the existing aesthetic of the area, the use and maintenance requirements, and increases tree lines as well as planted areas. The area north of the shopping centre is to be realigned to allow direct connection to the shopping centre and create edge planting while retaining unprogrammed grassed area for play/kickabout. The plant selection for the proposed edge planting will be reviewed during detailed design to include native/pollinator planting to increase the overall biodiversity of the scheme.*  **Chief Executive Recommendation**  *Native / Pollinator planting will be included to increase the biodiversity of the scheme.*   * There is no reference to planned upgrades to CCTV or if public WiFi would be made available in the centre in line with Objective 4 of the scheme.   ***Chief Executive’s Response:***  *CCTV is not being proposed as part of this scheme as it is not within the scope of works. The Council does not have a legislative basis for installing CCTV for the purpose of monitoring Anti-Social Behavior and it is not considered necessary to install CCTV in this location for the purpose of monitoring Traffic.*  *SDCC are currently investigating the provision of public WiFi in Tymon Park. Castletymon is now included in the scope of that investigation.*  **Chief Executive Recommendation**  *No change. WiFi will be considered under an alternative SDCC scheme.*   * No upgrade by way of Bus shelter (Stop #2427) has been envisaged as part of this plan. This should be considered by SDCC as part of improvements to the scheme.   ***Chief Executive’s Response:***  *The provision of new bus shelters at both bus stops will be considered. This provision will be dependent on the NTA, who have authority over such installations. SDCC will liaise with the NTA regarding the provision of bus shelters within the proposed scheme.*  **Chief Executive Recommendation**  *SDCC will liaise with the NTA to request new shelters at both stops.*  **2. SD-C208-CEP01-5: Muireann O’Dea (on behalf of Dublin Cycling Campaign, South Dublin Group)**  **Title: Cycle tracks**   * The cycle tracks ending abruptly and will put cyclists in danger as they rejoin the carriageway.   ***Chief Executive’s Response*:**  *The proposed cycle track will connect with cycle facilities at Tymon Park and Bancroft Park. The cycle lanes being proposed under this scheme will form Phase 1 of the Cycle South Dublin Scheme for Castletymon Road. Phase 2 will see the provision of cycle lanes along the rest of Castletymon Road from Tallaght Mainstreet to Greenhills Road.*  **Chief Executive Recommendation**  *No change.*   * The cycle tracks are shown with a red surface, which is not consistent with other cycle tracks in the area. A consistent design makes it easier for all road users to understand the layout and know where to expect cyclists.   ***Chief Executive’s Response*:**  *SDCC will review the proposed surface treatments in accordance with the NTA cycle manual, with a view to implementing a consistent cycle track design for the area and in consideration with the proposed Cycle South Dublin Scheme on Castletymon road (Phase 2).*  **Chief Executive Recommendation**  *Surface treatments will be reviewed with a view to consistency.*   * The new signalized crossing should be a toucan crossing to allow cyclists cross to Tymon Park.   ***Chief Executive’s Response*:**  *The proposed new crossing will be a toucan crossing and designed to appropriate standards.*  **Chief Executive Recommendation**  *No change. Crossing will be a Toucan Crossing.*   * The bicycle parking should be suitable for cargo bikes and disabled bikes.   ***Chief Executive’s Response*:**  *A variety of bicycle parking facilities will be made available including cargo and adapted tricycles to accommodate a variety of users.*  **Chief Executive Recommendation**  *Bicycle parking will be provided for a variety of bike types.*  **3. SD-C208-CEP01-6: Brian McArdle**   * I don't understand, why the bicycle parking is so far away from the shops? This makes it very vulnerable to opportunistic thieves passing by, because there is no passive surveillance from traders or people using the shops.   ***Chief Executive’s Response:***  *The bicycle parking has been provided in the proposed location adjacent to the cycle tracks to avoid cyclists having to cycle on the pedestrian area in front of the shops or in the vehicular area. The location to the front of the centre offers good passive surveillance, as it is adjacent to the carriageway, cycle tracks, footways crossing and bus stop. It is an open area in full view of the car park. Bicycle parking will be further assessed during detailed design stage.*  **Chief Executive Recommendation**  *A full review of bicycle parking will be undertaken during the detailed design and additional spaces will be incorporated if possible.*   * The car spaces marked 1-11 could be repurposed as disabled parking and a transparent bicycle shelter, including stands for cargo bikes or modified bikes for people with disabilities.   ***Chief Executive’s Response:***  *Car park design will provide for 2 disabled car parking spaces. A variety of bicycle parking facilities will be provided, including cargo and disabled cycles, in the shared space areas.*  **Chief Executive Recommendation**  *A further reduction of parking spaces will not be considered for bicycle parking. However, a full review of bicycle parking will be undertaken during the detailed design, utilising the space already created.*   * The number of car spaces vs the number of bike spaces does not seem in accordance with local and national policy on climate change. Having so many car spaces will only encourage people to drive, despite the massive amount of homes within easy walking and cycling distance.   ***Chief Executive’s Response***  *The scheme reduces the carriageway width and removes vehicle turning pockets to provide more appropriate and attractive walking and cycling facilities in and around the centre, in line with local and national policies. The rationalisation of the carpark is to create more space for pedestrian areas in front of the shops as well as the pedestrian, cycle and shared areas to the front of the centre. There are 5 regular stands and 1 alternative cycle stand (for cargo/alternative cycles) proposed in the scheme. Additional cycle parking stands will be included at the new library. A shelter is also being considered for both locations. There may be further capacity to provide more stands within the scheme, which will be considered during detailed design.*  **Chief Executive Recommendation**  *A full review of bicycle parking will be undertaken during the detailed design and additional spaces will be incorporated if possible.*  **4. SD-C208-CEP01: Cyclist.ie - the Irish Cycling Advocacy Network**   * The limited extent of this scheme and the lack of continuation of cycle facilities along Castletymon Road itself, at a time when ‘temporary’ schemes can relatively easily be implemented. Cyclists need to be kept safe along the full length of Castletymon Road.   ***Chief Executive’s Response***  *The proposed cycle track will connect with cycle facilities at Tymon Park and Bancroft Park. The cycle lanes being proposed under this scheme will form Phase 1 of the Cycle South Dublin Scheme for Castletymon road. Phase 2 will see the provision of cycle lane along the rest of Castletymon road from Tallaght Mainstreet to Greenhills Road.*  **Chief Executive Recommendation**  *No Change. Works requested will be undertaken as Phase 2 under CySD.*   * The lost opportunity to reduce the carriageway lane widths down to a basic 6metres, rather than the chosen 6.2metres. Narrower lanes help to reduce speeds.   ***Chief Executive’s Response***  *The proposed lane width of 6.2m will be decreased to 6m and designed to current standards including the Design Manual for Urban Roads and Streets (DMURS), TII DMRB and the National Cycle Manual (NCM).*  **Chief Executive Recommendation**  *Carriageway width will be reduced to 6m for this scheme. Further width reductions will be undertaken as Phase 2 under CySD.*   * The poor quality of junction design at the shopping complex entrance. The proposed design encourages stacking of vehicles on the large, raised crossing platform, possibly blocking cyclists and pedestrians crossing. We suggest a review of this raised crossing to ensure that vehicles entering and exiting yield to pedestrians and cyclists crossing.   ***Chief Executive’s Response***  *The junction design is in accordance with the required junction layout in the National Cycle Manual for HGV accesses. SDCC is working with the NTA regarding updated junction designs, which we hope to implement on this scheme during detailed design. All junction designs will be reviewed by the NTA and undergo Road Safety Audits prior to construction. The raised table provision is in accordance with DMURS, and the necessary Road Safety Audits will be completed.*  **Chief Executive Recommendation**  *A full junction review, including a road safety audit, and if additional safety measures are identified these can be incorporated at detailed design.*   * The alignment of the crossing at the entrance to the shopping complex. We suggest it should remain straight and in line with the main carriageway edge.   ***Chief Executive’s Response***  *The junction design is in accordance with the required junction layout in the National Cycle Manual for HGV accesses. SDCC is working with the NTA regarding updated junction designs, which SDCC hopes to implement on this scheme before we go into construction.*  **Chief Executive Recommendation**  *A full junction review will be undertaken during detailed design.*   * The design of the new improved crossing points, which are sure to cause conflict between cyclists travelling straight on, along the main road, and pedestrians wishing to cross. Pedestrians (and cyclists) wishing to cross should be held behind the main cycle track route at all times.   ***Chief Executive’s Response***  *The crossing will be reviewed during detailed design to minimise conflict with pedestrians and cyclists. This will be done in accordance with the relevant standards, including the National Cycle Manual (NCM).*  **Chief Executive Recommendation**  *A crossing review will be undertaken during detailed design.*   * We would prefer to see wider (2meter?) cycle tracks on both sides of the road, rather than the proposed arrangement of 1.75m and 3.6m on opposite sides. This would also support a possible increase in footpath width for pedestrians.   ***Chief Executive’s Response***  *The south bound cycle track will be increased to 2m. All cycle track layouts will be reviewed during detailed design.*  *The proposal of the wide cycle lane is to accommodate the increased usage between the parks and the shopping centre. Consideration has also been given for contraflow cycling, which is anticipated along this section, given the existing desire lines.*  **Chief Executive Recommendation**  *The southbound cycle lane will be increased to 2m. All cycle lane layouts will be reviewed during the detailed design.*   * The cycle parking location should be more central to the complex and not remain on the periphery   ***Chief Executive’s Response***  *The bicycle parking has been provided in the proposed location adjacent to the cycle tracks to avoid cyclists having to cycle on the pedestrian area in front of the shops or in the vehicular area. The location to the front of the centre offers good passive surveillance, as it is adjacent to the carriageway, cycle tracks, footways, the crossing and bus stop opposite. It is on open area in full view of the car park. Bicycle parking will be further assessed during detailed design stage.*  **Chief Executive Recommendation**  *A full review of bicycle parking will be undertaken during the detailed design.*  **5. SD-C208-CEP01: Greg Conway**   * Greg Conway here (Trader), following our meeting about the redevelopment of the car park at Castletymon Shopping Centre, I have been monitoring the carpark on a daily basis and come to the conclusion that the removal of 15 parking spaces would leave the centre unable to function as it should. I would like to propose another meeting in the near future to develop a plan that would be suitable for all concerned.   ***Chief Executive’s Response***  *Only 7 spaces are being lost. There are 52 existing spaces, plus 6 unofficial spaces (loading spaces and unmarked spaces). There are 51 proposed spaces, this is a total reduction of 7 spaces (1 existing space and the 6 unofficial spaces). The rationalisation of the carpark is to create more space for pedestrian areas in front of the shops as well as provide more amenity space in front of the centre itself. This is essential for the scheme.*  **Chief Executive Recommendation**  *No Change.* |
| **Chief Executive’s Recommendation** | Following consideration of the above submissions, I recommend that the proposal be approved in line with the recommendations set out in this Report. |