

**South Dublin County Council**

# Tallaght Village Enhancement Scheme

Part 8 Chief Executive's Report to Council Members  
20<sup>th</sup> May 2026



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## **1.0 Introduction**

The purpose of this Chief Executive's Report is to present the outcome of the consultation programme carried out on the proposed construction of the village enhancement scheme at Tallaght village, to respond to the submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

## **2.0 Outline of the Public Consultation Programme**

Following a meeting with Local Electoral Area Councillors in July 2025 it was acknowledged that Tallaght Village required a significant enhancement scheme to maximise the village's potential. As there is an approved Bus Connects scheme for the village in place it was desired to have a village enhancement scheme prepared to avoid a conflict between the schemes.

SDCC commenced the Tallaght Village Enhancement Scheme and created a dedicated internet page on [www.SDCC.ie](http://www.SDCC.ie) for Tallaght Village Enhancement Scheme to provide updates and provide contact details including a scheme email [talVES@sdublincoco.ie](mailto:talVES@sdublincoco.ie) and a hashtag for social media updates #TalVES.

### **Non-Statutory Public Consultation**

Public Workshop No. 1 was held on 13<sup>th</sup> and 14<sup>th</sup> October 2025, to gather public opinion on the future of Tallaght Village. There were 70 attendees, 6 Written & Emailed Submissions received, and a dedicated Business Survey conducted. Participants included local residents, business owners, community groups, disability advocates, and elected representatives.

Public Workshop No. 2 was held on 24<sup>th</sup> and 25<sup>th</sup> of November 2025, to gather public feedback on five initial concepts for the scheme. There were approximately 50 attendees, 14 Written & Emailed Submissions were received. Participants included local residents, business owners, community groups, disability advocates, and elected representatives.

### **Statutory Part VIII Public Consultation**

On the 11<sup>th</sup> of February 2026, South Dublin County Council (SDCC) gave notice that it had prepared a Part 8 Development to construct a village enhancement scheme from Old Blessington Road, along Main Street Tallaght to Greenhills Road at Tallaght Village in the townland of Tallaght. The site is located within Tallaght Village, South Dublin and the approximate centre point of the site is located at 53°17'17.2"N, 6°21'34.7"W

The proposed development would consist of the following:

- Upgrading and realignment of the existing footpath/walkway
- Public realm improvement works in Tallaght Village; including traffic calming, provision of cycle facilities and bus stop shelters, footpath upgrade and realignment of road (if required)

- Provision of a pedestrian crossing on main street (location & design subject to consideration);
- Provision of public lighting & CCTV (if required)
- Enhancement/enlargement of public realm space
- Additional pedestrian and cyclist connections
- Efficient car park layouts that maximise functionality (caters for deliveries)
- New entry detail on approaches to the village
- Removal of street clutter and minimisation of signage
- Landscape design that will increase trees, planting, SUDs and biodiversity
- EV Charging options
- Active Play & teen space with the focus on natural measures
- Street Art
- All ancillary works

The Public consultation period took place from the 11<sup>th</sup> of February 2026 to 25<sup>th</sup> of March 2026 inclusive (a period of 6 weeks) during which time information on the Proposed Part 8 Development and environmental reports were disseminated to the public and submissions were invited as follows;

- Notification of the preparation and display of the Proposed Part 8 Development including Planning reports and Environmental Reports for the purpose of public consultation were placed in the Echo 11<sup>th</sup> of February 2026 with information on the public consultation programme and an invitation for submissions.
- Emails that provided notification of the Proposed Part 8 Development consultation programme and an invitation for submissions were sent together with a report on the Proposed Part 8 Developments, to, inter alia, the Minister for Housing, Planning and Local Government and relevant prescribed authorities.
- The Proposed Part 8 Plans and Particulars were available on SDCC Public Consultations Portal (<http://consult.sdublincoco.ie>) during the period 11<sup>th</sup> of February 2026 to 25<sup>th</sup> of March 2026 at 5pm. The material was available for inspection and displayed electronically in County Hall Tallaght Offices. The display material included hard

copies of the Proposed Part 8 Development reports, environmental reports, a copy of the newspaper notice and a map.

- Part 8 information drop-in days were held at the Priory Market on Thursday 19<sup>th</sup> of February and Wednesday 11<sup>th</sup> of March from 12pm to 8pm and at St Maelruains Church on Thursday 5<sup>th</sup> of March from 4pm to 8pm.
- A social media campaign on Instagram and Facebook for #TalVES took place during the 6-week public consultation period.

### **3.0 Context and Design Rationale**

The Village Enhancement Scheme is designed to be a transformative scheme for Tallaght that allows the village to maximise its potential. From informing visitors of the historic and heritage significance of Tallaght to embracing the new modern culture that the village encompasses the scheme aims to deliver for the full community. An attractive village that can attract and support existing and new businesses will increase the vibrancy and vitality of the area. Designed to compliment and align with the Bus Connects planning approval it is intended that Tallaght Village becomes a destination for people to visit, socialise and do business.

Some of the most significant changes are described below

#### **3.1 Tallaght Main Street**

The historic core of Tallaght Village, centred on Main Street, currently serves as a high-volume transit corridor. The street presently dominated by vehicular through-traffic, with many motorists using the village as a "rat-run" to bypass the N81 Tallaght Bypass.

The existing street layout is heavily oriented toward vehicular movement. While the planning permission for BusConnects makes provision for 14 formalised pay-and-display spaces, the current configuration of these bays, coupled with the volume of through-traffic; acts as a significant barrier to pedestrian accessibility and community interaction.

The design intent is to reclaim Main Street as the primary civic heart of Tallaght. This involves a fundamental shift from a "transport-first" to a "people-first" environment. By removing through-traffic for private cars and implementing a shared-surface standard in key areas, the project will provide a more generous and well-designed space for pedestrians. This includes widened footpaths, the removal of street clutter, and the introduction of high-quality street furniture and LED lighting.

While the physical interventions will be evident it is the way in which people interact and use the street that will deliver the transformative outcome desired by the community. Seating and outdoor dining promote activity and community engagement. Additional benches support active aging and encourage an elder cohort of the community to visit. Playful walkways through the shrubbery provide a place to explore for younger kids. Additional planting will provide segregation from vehicles that will deliver a

calm and tranquil community space. Larger plazas will support community events and activities and provide space to tell the heritage and history of Tallaght.



Fig. 01: Artist Impression of potential scheme

### 3.2 Material Options

Materiality plays an important role in reinforcing this transformation, with high quality paving and stone surfaces introducing a durable, tactile, and civic-quality palette that contrasts with the previous utilitarian character of asphalt & concrete paved areas. At key areas, like outside the Priors entrance and around seating nodes, placemaking matts made up of coloured paving strengthen the spaces as places to linger.

The cohesive material palette visually calms the street and the colours chosen will be selected to complement the historic stone walls and village architecture. Bespoke furniture, edging, and planting boundaries add warmth, texture, and a contemporary identity to the public realm, while also providing robust low-maintenance detailing that knit the spaces together in a cohesive manner.

Together, these materials create a more coherent and high-quality streetscape that feels permanent, grounded, and place-specific to Tallaght village. The redesign also significantly enhances placemaking by

encouraging informal social activity, walking, cycling, and lingering, with people occupying the centre of the public realm rather than being confined to narrow pavements at the edges. Overall, the proposal shifts the identity of the street from a road with sidewalks to a shared civic space where movement, ecology, and social life coexist, creating a safer, greener, and more attractive public realm.



Fig. 02: Existing Condition.



Fig. 03: Proposed Sketch



Fig. 04: Existing Condition



Fig. 05: Proposed Sketch

### **3.3 Parking Relocation**

To facilitate this transformation, the scheme requires the reallocation of 14 on-street parking spaces from Main Street to nearby locations. This represents a minor reduction (approximately 2%) of the 667+ parking spaces available in the wider village vicinity. To offset this, the design provides 14 formalised spaces within 200 metres of the village core on Greenhills Road, Old Blessington Road, and Blessington Road. This strategy ensures that total parking capacity remains stable while freeing up the most constrained parts of the village for socialising, commerce, and community life.

An additional accessible parking bay will be provided to the east of the Old Greenhills Road which will result in an overall increase of parking as part of this scheme.

### **3.4 Junctions and Connectivity**

Tallaght Village currently sits at the intersection of several heavily trafficked thoroughfares, leaving the historic core feeling isolated and fragmented. The existing signalised junctions at Old Bawn Road and Greenhills Road are operating at or above capacity, with volume contribution from vehicles transiting through the village to reach other destinations.

This Part 8 proposal seeks to restore the village's role as a destination rather than a transit route. By implementing a bus gate and traffic filters, the design encourages through-traffic to remain on the N81, which is the appropriate high-capacity corridor for such movements. This reduction in traffic volume allows the internal junctions to be redesigned to much higher accessibility standards.

Following consultation with accessibility stakeholders, including Voice of Vision Impairment (VVI) Ireland, the design intent for all major intersections is to provide signalised crossings with audio-tactile feedback. These will be programmed with sufficient crossing times to ensure that individuals with reduced mobility can cross the full width of the carriageway with certainty and safety. The traffic signals will incorporate Artificial Intelligence technology so that additional demand can be responded to which will result in improved traffic flow through the area

### **3.5 Public Realm and Green Infrastructure**

The enhancement of Tallaght Village is conceived not simply as a transport intervention, but as the re-establishment of the village core as a coherent civic space and destination in its own right. The design seeks to shift the balance of the street from movement corridor to social place, allowing the public realm to function as an extension of village life, where daily activity, community gathering, and informal occupation can take place naturally. This recognises that the long-term success of a village centre is shaped not solely by access, but by the quality of the environment in which people choose to spend time.

The proposed plazas, widened pedestrian areas, and landscape interventions are positioned to strengthen this civic role by creating spaces that are legible, comfortable, and connected to existing pedestrian movement. A key objective is to increase dwell time within the village by providing places for pause, seating, and informal interaction. This approach aligns with the urban design studies of William H. Whyte, whose observations demonstrated that successful civic spaces are shaped by their relationship to pedestrian flow, seating, and the presence of everyday social activity. In turn, this supports the principle described by Jane Jacobs as “eyes on the street”, where the ordinary presence of people contributes to safety, sociability, and a stronger sense of shared ownership.

The landscape strategy is intended to bring a stronger ecological character into the village core while also improving environmental performance. New tree planting, rain gardens, and integrated SuDS features are designed as part of the public realm itself rather than as isolated engineering interventions. These elements will reduce surface water runoff, improve seasonal interest, and establish a greener village identity that matures over time. Planting is arranged to provide shelter, soften hard surfaces, and reinforce key civic spaces, while contributing to biodiversity objectives under the County Development Plan and the All-Ireland Pollinator Plan. Material selection and street furniture are intentionally restrained, allowing the existing village fabric and daily life to remain central. The aim is to create a public realm that feels durable, welcoming, and appropriate to Tallaght’s established character, while providing a robust framework for future social, commercial, and community use. In this way, the scheme establishes a landscape that supports both everyday village life and larger community events, helping Tallaght Village evolve from a place passed through to a place spent in.

### **3.6 Design Evolution and Incremental Refinements**

#### Initial Concept and Objectives

The Tallaght Village Enhancement Scheme began with a strategic vision to transform the village from a vehicle-dominated transit corridor into a high-quality, pedestrian-focussed destination. The initial concept prioritised maximum public realm expansion, which involved the implementation of strict traffic filters to eliminate non-local through-movement. This "blank canvas" approach was designed to test the maximum potential for greenery, seating, and civic plazas.

#### Phase 1: Pre-Statutory Consultation & Technical Validation

Following the first two rounds of non-statutory consultation with local businesses and residents, the project team identified that while there was strong support for rejuvenation, with a large cohort of attendees pushing for the most ambitious option of full pedestrianisation for Main Street. Significant concerns were also raised regarding the immediate loss of all parking and the specific routing of local traffic.

A suite of options was presented ranging from severity of traffic management measures across the scheme, from do-nothing, do-minimum, to two-way trafficked options, to one-way options, and finally full pedestrianisation of Main Street. The general consensus was that something ambitious was needed to transform Tallaght Village, the do-nothing and do-minimum option were not seen as viable options for the scheme.

#### Phase 2: Incremental Adjustments to Parking and Access

In response to the feedback received during the mid-design phase and the formal Part 8 process, the design underwent a series of incremental refinements:

- **Parking Rationalisation:**

The initial proposal to remove all 14 spaces on Main Street was refined. To support local businesses and residents, the design was amended to reallocate these 14 spaces from Main St to adjoining roads. This incremental change ensured that total parking capacity within 200 metres of the village core remained stable.

- Traffic Filter Optimisation:

The proposed location of the "Bus Gate" was adjusted westward. This change was made specifically to maintain vehicular access to the village via both the Old Bawn Road and Greenhills Road junctions. This refinement ensures that while the "rat-run" is eliminated, local access to the Priory, shops, and residences remains intuitive and functional.

## **4.0 Environmental Impact Assessment and Appropriate Assessment**

The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC). South Dublin County Council as the Competent Authority having considered the AA Screening Report prepared by Civic Plus Limited (Ireland) Consultants for South Dublin County Council, has determined that a Stage2: Appropriate Assessment will not be required for Tallaght Village Enhancement Scheme either alone or in combination with other plans or projects, with respect to any Natura 2000 site and its Conservation Objectives. South Dublin County Council has determined that the implementation of the proposed development would not be likely to have significant adverse effects on the integrity or conservation objectives of any Natura 2000 network of sites.

The proposal has also undergone screening, and the Planning Authority has determined that the proposal to upgrade Tallaght Village will not present a risk to the environment, either alone or in combination with other plans or projects. As such this screening exercise concludes that an Environmental Impact Assessment is not required for this project.

## 5.0 Public Consultation Submissions and Themes

### 5.1 Submission Details

141 submissions (66 written submissions and 75 surveys)

Submissions received were to allow the public to comment and provide observations on the proposed scheme. 66 written submissions were received. These are available in Appendix A1.

On the public consultation portal, a survey was created to obtain additional feedback on particular questions relating to the scheme. This information is analysed to understand trends in relation to the topics of the survey. See Appendix B for the survey results.

The items most referenced in the submissions are summarised in the chart below;

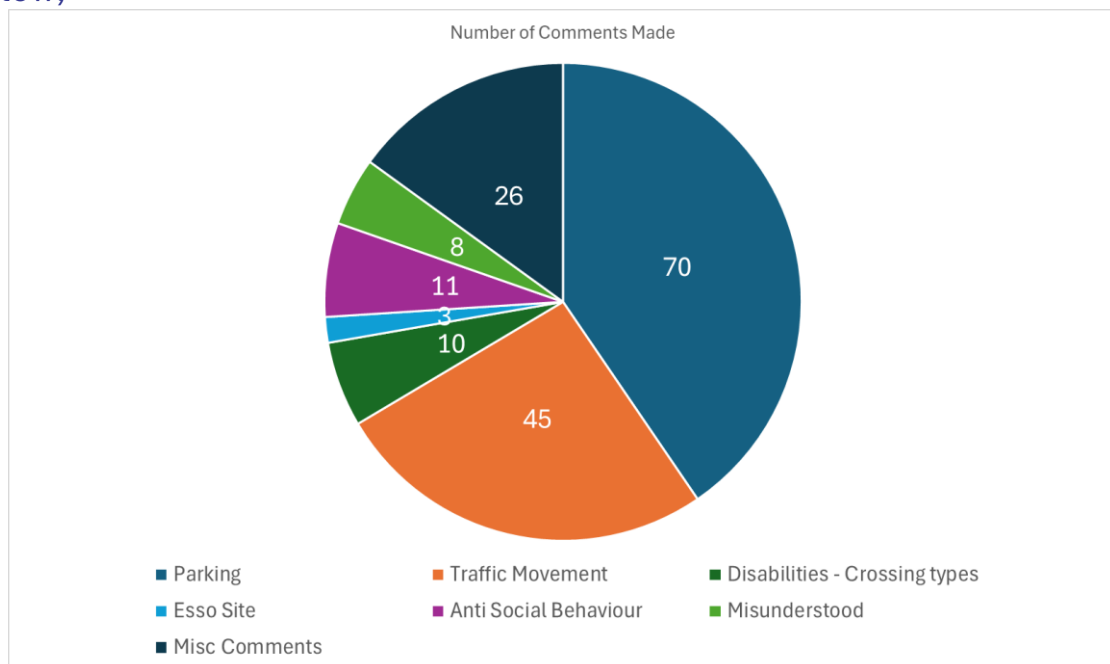


Fig. 06: Pie Chart Showing the Ratios of Comments Made

## 5.2 Submission Themes

Based on the survey and written submissions the following five items were common themes from the consultation;

Theme	Theme Details
Concerns Regarding Reduction in Parking Provisions and Impact on Local Economy	<p>The primary concern raised during the consultation related to the removal of on-street parking, representing around 40% of all feedback. Respondents highlighted the potential impact of reduced parking availability on residents, businesses, and visitors, with particular emphasis on the need for adequate accessible parking bays for people with disabilities or reduced mobility. Despite these concerns, the scheme aims to improve the urban environment by creating a safer, more inclusive, and pedestrian-friendly public space through a more efficient parking layout, increased green infrastructure, and enhanced pedestrian areas.</p>
Traffic Movement and Access	<p>Respondents raised concerns that the proposed road narrowing, traffic calming measures, and bus gate could increase congestion and journey times, particularly affecting people with mobility challenges, as well as service and delivery vehicles. Many submissions expressed opposition to the bus gate, citing fears that traffic would be diverted onto surrounding roads, especially routes approaching from the eastern side of Main Street. Concerns were also raised that features such as chicanes could create delays and traffic build-up by slowing vehicle movement. However, the scheme is intended to reduce overall traffic volumes by removing through-routes, discouraging non-local traffic, and prioritising pedestrians and cyclists. Traffic calming measures are therefore considered necessary to</p>

	<p>lower vehicle speeds and support safer, more attractive conditions for walking and cycling</p>
<p>Accessibility – Crossing Types</p>	<p>Concerns were raised about the design and accessibility of the proposed pedestrian crossings, particularly for people with disabilities. Many respondents questioned the suitability of zebra crossings and suggested that signalised crossings would provide a safer and more inclusive solution, especially for individuals with visual impairments or reduced mobility. Feedback also highlighted the need for carefully designed raised crossings and sufficient crossing times to ensure safe and comfortable access for all users. Overall, respondents emphasised the importance of a universal design approach that prioritises accessibility and inclusivity across all crossing facilities.</p>
<p>Incorporation of the former Esso Site</p>	<p>A small number of respondents requested that the former Esso site be acquired and incorporated into the scheme. While these suggestions were acknowledged, the site lies outside the current project scope and is therefore not being considered at this stage. The project remains constrained by its defined objectives, boundaries, and available resources, limiting the feasibility of including additional lands within the scheme at present.</p>
<p>Anti-social Behaviour and Street Lighting</p>	<p>Concerns were raised about the potential for anti-social behaviour, particularly at night and in relation to the proposed additional seating. Some respondents feared that benches could encourage loitering, large gatherings, or prolonged occupation of public spaces, including by vulnerable individuals, potentially affecting perceptions of safety. In response, respondents emphasised the need for appropriate design and management measures, with improved street lighting identified as a key way to</p>

	<p>enhance visibility, natural surveillance, and overall safety. Overall, feedback highlighted the importance of balancing safety considerations with the creation of an inclusive, comfortable, and accessible public realm for all users.</p>
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All submissions received can be viewed in Appendix A1

## **6.0 Chief Executive's Responses on Key Themes**

This section presents an analysis of the submissions and includes a summary of each of the issues raised and the responses and recommendations of the Chief Executive. The responses of the Chief Executive have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

### **6.1 Concerns Regarding Reduction in Parking Provisions and Impact on Local Economy**

Concerns relating to the removal of on-street parking accounted for approximately 40% of all submissions. Opposing groups have cited a loss of up to 40 spaces. Apprehension was expressed regarding the impact on businesses that rely on customers travelling by car, as well as the availability of parking for residents outside of pay and display hours. Specific concerns were also raised regarding the potential reduction of accessible parking bays.

#### **Chief Executive's Response - Concerns Regarding Reduction in Parking Provisions.**

##### Clarification of Parking Numbers

It is necessary to clarify the parking figures to address conflicting information. The proposed scheme involves the removal of 14 formal on-street parking spaces on Main Street. Claims of a 40-space loss are inaccurate as they likely include informal or unregulated parking areas that do not meet current safety or design standards. The project does not simply remove parking; it relocates it. To offset the removal on Main Street, the design provides 14 formalised spaces within 200 metres of the village core, located on Greenhills Road, Old Blessington Road, and Blessington Road.

##### Relocation and Availability

The proposed scheme involves the strategic rationalisation and reallocation of 14 on-street parking spaces from Main Street to adjacent roads. This adjustment is essential to facilitate the creation of high-quality civic spaces and to deliver a pedestrian-prioritised environment. It should be noted that within the wider village vicinity, there are more than 667 available parking spaces; as such, the relocation of these 14 spaces represents a minor

adjustment of approximately 2% of the total capacity serving the village core.

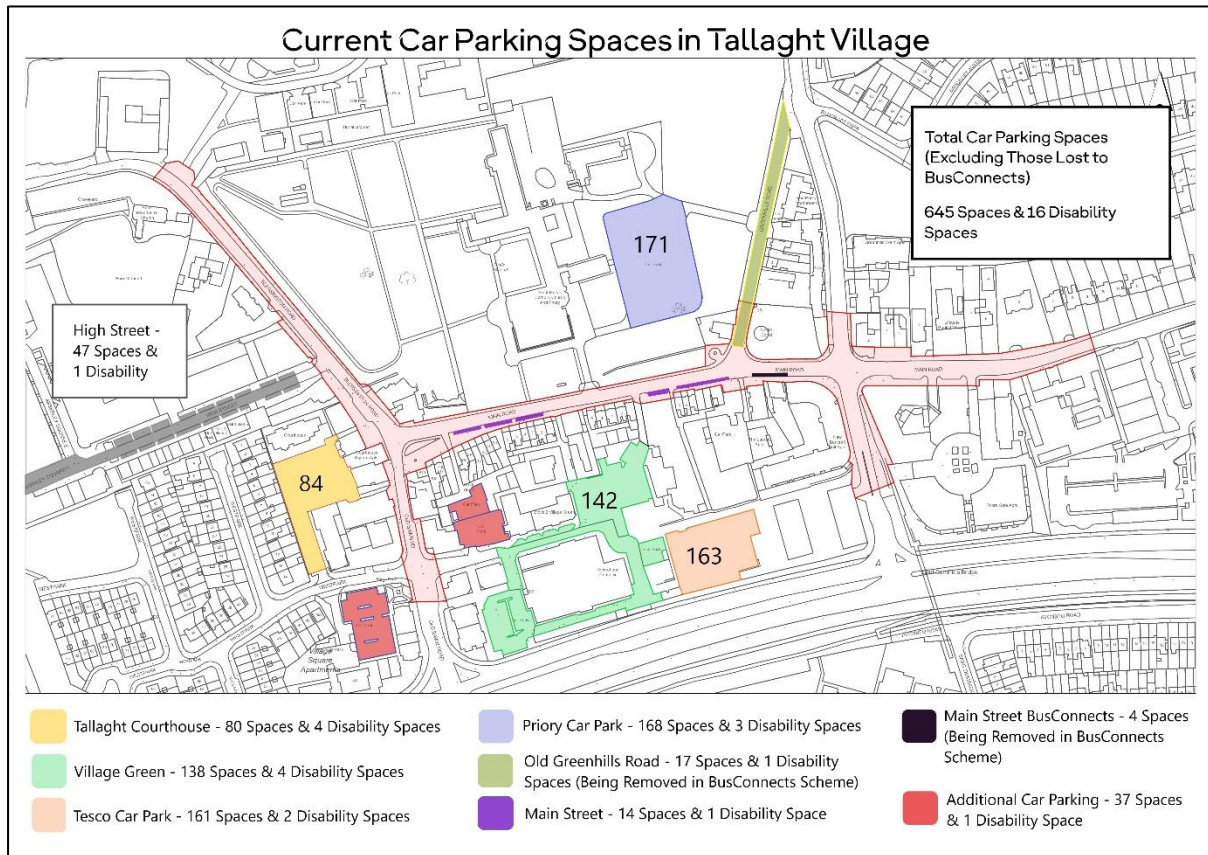


Fig. 07: Current Car Parking Spaces in Tallaght Village

To offset the changes on Main Street, the design provides for 14 formalised spaces within 200 metres of the village centre, specifically located on Greenhills Road, Old Blessington Road, and Blessington Road. This strategy ensures that total formalised parking capacity remains stable while freeing up the most constrained sections of the village for socialising, commerce, and community interaction.

Furthermore, while the current spaces on Main Street are subject to Pay and Display charges, the Council acknowledges the presence of 6no. residents who have permit parking on the street. The council are currently exploring options to minimise this loss of convenience. The relocation strategy maintains parking availability within close proximity to existing bays but preserves the village centre for significantly improved environment for pedestrians and the community. Research and empirical data consistently demonstrate that increased footfall and dwell time are significant drivers of commercial success for local businesses, ensuring the long-term viability of the village as a flagship community and commercial destination.

### New Loading Provisions for Business

The scheme introduces new, dedicated loading bays on Main Street where no formalised provision currently exists. These bays will be regulated to allow for a high turnover of vehicles throughout the day (for example, a 30-minute maximum stay). This represents a positive enhancement for local businesses, as it ensures that delivery vehicles and short-stay customers have dedicated access that is not occupied by long-stay parking.

### Accessible Parking (Improvement and Retention)

Regarding accessible parking, there is currently one space on Main Street and one on Old Greenhills Road. The proposed scheme improves this provision. The design retains and upgrades one accessible space on Main Street and provides an additional accessible space on Main Street opposite the Esso site. Additionally, the proposed scheme retains the accessible space to the east of the Main Street / Greenhills Road junction. This represents an increase from two to three accessible bays serving the village core, ensuring better provision for those with limited mobility.

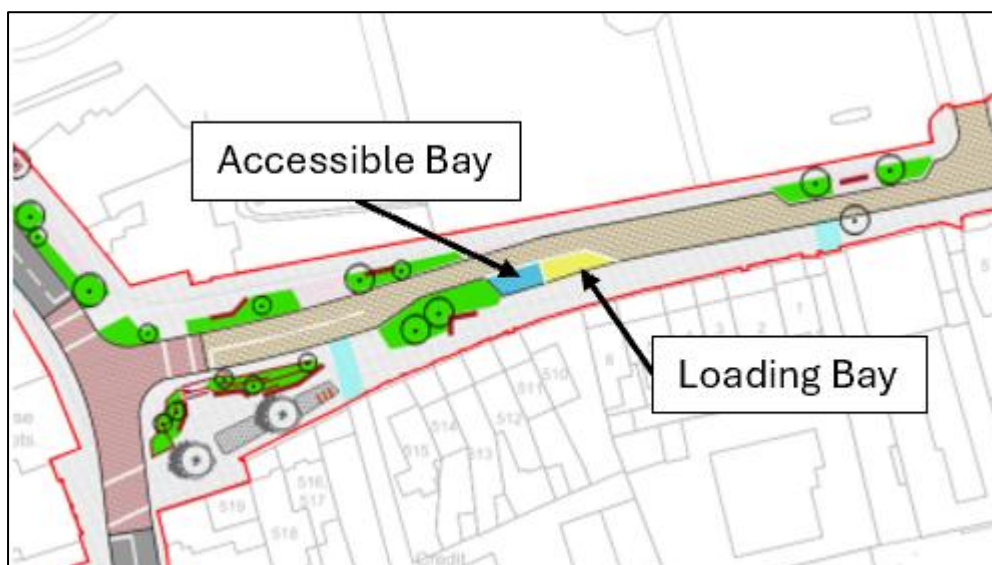


Fig. 08: Proposed Relocation and Upgrade of Current Accessible Bay



Fig. 09: Additional Accessible Bay Along Main Street

### Parking Utilisation

Site observations and utilisation data indicate that parking demand is often driven by through-traffic and long-term stays. By relocating general parking and introducing regulated loading bays, the proposal will make parking more available in practice for shoppers and visitors by increasing the turnover of vehicles in high-demand areas.

### **Chief Executive's Recommendation**

Design refined to incorporate a revised parking strategy that ensures the retention of 14 formalised spaces in the vicinity, the introduction of new business-focussed loading bays, and an improvement in the provision of accessible parking bays.

### **6.2 Traffic Movement and Access.**

Concerns were raised that the proposed narrowing of the roadway, the introduction of chicanes, and the implementation of a bus gate would result in significant traffic congestion and delay local trips, buses or deliveries. There was also concern regarding the clarity of future access arrangements and whether the scheme would lead to an increase in traffic volumes on surrounding routes, such as Greenhills Road.

### **Chief Executive's Response - Traffic Movement and Access.**

#### Through-Traffic and Data Validation

Technical analysis and traffic surveys undertaken in February 2026 confirm

that the existing junction arrangement at Old Blessington Road and Greenhills Road is currently operating at or above its theoretical capacity. A significant proportion of this volume consists of through-traffic utilising the village as a shortcut. The primary objective of the scheme is to redirect non-local traffic back onto the N81 Tallaght Bypass, which is a high-capacity corridor located approximately 130 metres to the south.

#### Modelling Outputs and Traffic Redistribution

Junction modelling has been conducted to assess the impact of the proposed changes. The modelling demonstrates that removing non-local through-traffic allows the junction to accommodate local needs much more effectively than the existing arrangement.

#### Access Arrangements and Journey Patterns

It is important to acknowledge that the proposed changes will alter existing movement patterns. While full vehicular access to all residences, businesses, and the Priory is maintained via the Old Bawn Road and Greenhills Road junctions, some journeys will become less direct. Certain trips may take longer as drivers can no longer use the village core as a continuous through-route. This shift is a necessary requirement to reduce the current saturation levels of the village junctions and to provide a safer environment for pedestrians and cyclists. The redistribution of traffic to the N81 is a planned outcome intended to protect the village core from excessive vehicle volumes.

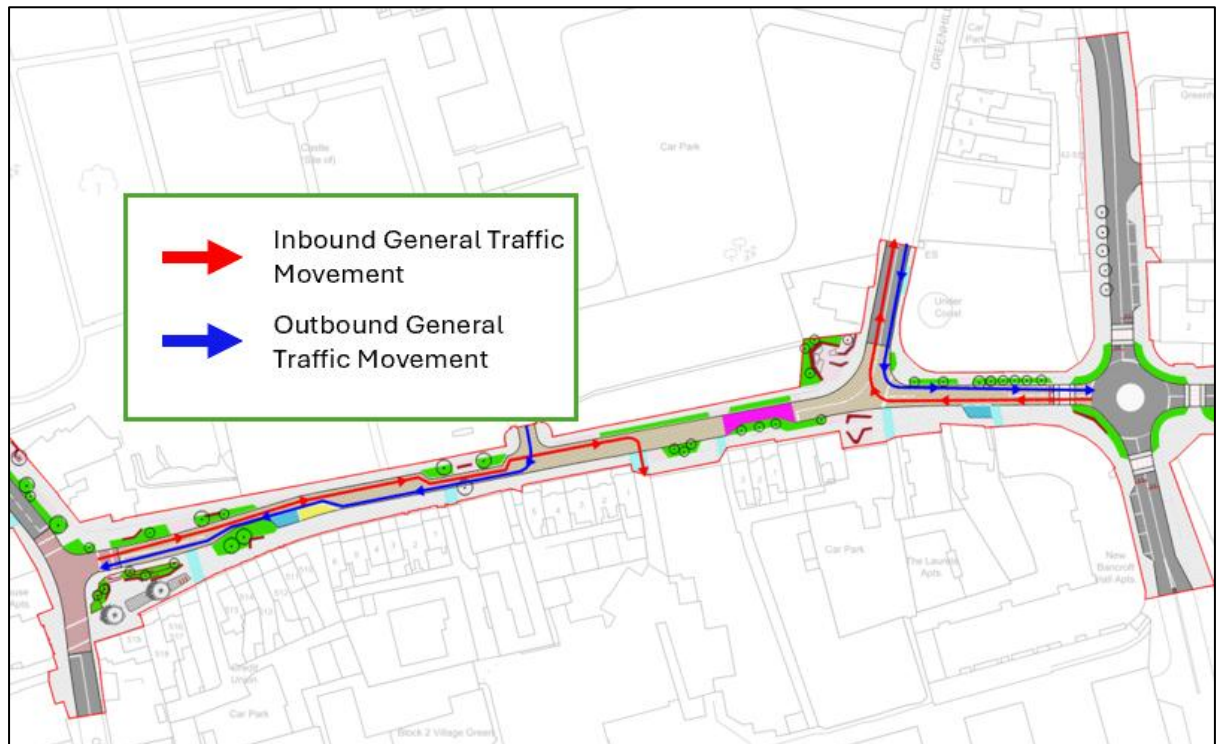


Fig. 10: Proposed Access Arrangements – General Traffic

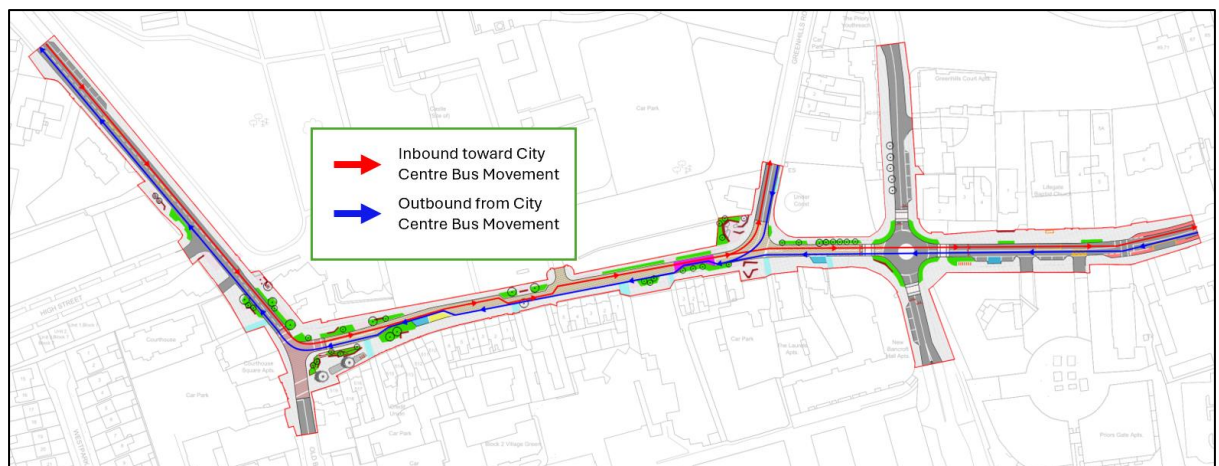


Fig. 11: Proposed Access Arrangements – Buses

Safety and Operational Reliability

The proposed lower speeds and traffic calming features are intended to reduce the frequency and severity of road traffic collisions. The technical assessment confirms that even with the introduction of a bus gate and narrowed carriageways, there is sufficient operational capacity to support local requirements. The modelling includes provision for demand-responsive signalling for buses, ensuring that public transport reliability is maintained without adversely affecting local vehicular access. The N81 will

remain the prioritised route for through-movements, allowing the village core to function as a safe destination rather than a transit corridor. A revised speed limit of 30kph on Main Street will be included in the speed limit review later this year.

### **Chief Executive's Recommendation**

No change proposed – access to the village will be maintained while removing non-local through-traffic to improve safety and operational efficiency based on validated traffic modelling.

### **6.3 Accessibility, Crossing Types.**

A number of respondents expressed a preference for signalized (button-operated) crossings rather than zebra crossings, citing better safety, clarity, and control for the visually impaired or those with reduced mobility.

### **Chief Executive's Response - Accessibility, Crossing Types**

#### Consultation with Accessibility Stakeholders

To ensure the scheme meets the highest standards of accessibility, South Dublin County Council and the project team have held a dedicated consultation meeting with Voice of Vision Impairment (VVI) Ireland. This engagement has directly informed the design intent, ensuring that the specific requirements of visually impaired users—such as the need for audible signals and tactile paving—are addressed as a priority rather than through general design assumptions.

At detailed design SDCC have committed to engaging with local services in the Village to incorporate comments into the detailed design

#### Universal Access and Crossing Times

Addressing the concerns regarding crossing times, the signalised elements of the scheme will be programmed to ensure that individuals with reduced mobility have sufficient time to cross the full width of the carriageway safely. This approach moves beyond a 'box-ticking' exercise by responding to the lived experience of users who require more time and clearer signals to navigate urban environments.

### **Chief Executive's Recommendation**

The pedestrian crossing strategy has been refined to prioritise signalised crossings at key junctions and high-demand locations. The final placement and technical specifications of all crossings will be developed in continued consultation with accessibility stakeholders to ensure safety and clarity for all users.

#### **6.4 Incorporation of the former Esso Site.**

Several submissions suggested that South Dublin County Council should acquire the former Esso site and incorporate it into the village enhancement scheme.

#### **Chief Executive's Response - Proposed Incorporation of the Esso Site.**

The former Esso site is privately owned and falls outside the defined scope and budget of this specific project. The Tallaght LAP has identified this site as having residential potential and previous planning permissions have been granted for this purpose. While these planning approvals have lapsed the site potential is being actively considered by the current landowner.

While the site is not being developed as part of this scheme, the project involves significant improvements to the footpaths and public realm directly fronting the site. This investment makes the location more attractive for future high-quality development that will complement the updated village environment.

#### **Chief Executive Recommendation**

No change proposed – the site remains outside the scope of the current project.

#### **6.5 Anti-social Behaviour and Street Lighting.**

##### **Anti-social Behaviour, Street Lighting, and Public Space Management.**

Concerns were raised that the introduction of new seating and public plazas could encourage loitering, nighttime noise, or anti-social behaviour. Some respondents suggested that these spaces might be misused, particularly during evening hours.

#### **Chief Executive's Response - Anti-social Behaviour and Street Lighting.**

##### Street Lighting and Identification of Dark Areas

A review of the existing street lighting has identified several areas with poor coverage and low light levels, which can contribute to a sense of unease and facilitate anti-social activity. The proposed scheme involves a comprehensive upgrade of the lighting network to modern LED standards. This transition will improve the uniformity and reach of the light, ensuring that unlit "blind spots" are eliminated. This upgrade is intended to improve visibility for both pedestrians and existing CCTV systems, acting as a clear deterrent to nighttime anti-social behaviour.

### CCTV and Coordination with An Garda Síochána

While urban design is a significant factor in safety, the Council acknowledges that design alone cannot fully eliminate anti-social behaviour. The scheme is part of a broader management approach that includes coordination with An Garda Síochána regarding patrols and enforcement in the village core. Furthermore, the project includes the provision of underground ducting and infrastructure to allow for the potential expansion or relocation of CCTV cameras to ensure optimal coverage of new public spaces.

### Seating Justification and Evening Activity

The provision of seating is a fundamental requirement to make the village accessible to everyone, particularly the elderly, parents with young children, and those with limited mobility who require regular resting points. The Council understands the concerns regarding loitering; however, evidence from similar rejuvenation projects, such as Templeogue Village, shows that seating integrated into a high-quality, active streetscape generally supports a welcoming atmosphere. By maintaining vehicular access for local trips and taxi drop-off/pick-up services, the village will continue to have a level of evening activity and "passive surveillance" that discourages the misuse of public furniture.

### A Multi-Agency Approach to Safety

The Council recognises that maintaining a safe environment requires ongoing management. The proposed open layouts and clear sightlines are designed to support, rather than replace, active enforcement. The scheme aims to transform the village from a transit corridor into a community destination, which typically leads to an increase in positive use by the general public. The Council remains committed to working with local stakeholders and the Gardaí to monitor the area and adjust management strategies as required once the scheme is operational.

### **Chief Executive's Recommendation**

No change proposed – the detailed design stage will involve a formal lighting assessment and continued engagement with An Garda Síochána regarding safety and CCTV infrastructure.

## 7.0 Chief Executive's Summary of Proposed Amendments

The table below provides a summary of the Chief Executives Proposed Amendments to the Part 8 Development, as detailed in this report above.

### Chief Executive's Summary of Proposed Amendments

#### Amendment 1 - Relocation of Parking

The 14 bays that were proposed to be removed from Main Street are relocated to Old Blessington Road and Greenhills Road. In addition to this an additional accessible bay be provided between Old Greenhills Road and Greenhills Road



Fig. 12: Amendment 1: Relocated Parking Bays (drawing also available in Appendix D2)

#### Amendment 2 - Accessibility, Crossing Types

All pedestrian crossings at junctions will include signalised pedestrian facilities. This is to support accessibility throughout the village and at detailed design SDCC will liaise further with advocacy groups to resolve additional issues encountered by these groups.

### Amendment 3 - Relocation of Bus Gate

Proposed bus gate on Main Street be relocated from east of the Old Greenhills Road to west of Old Greenhills Road. This further aligns the project with Bus Connects and retains more traditional access to the east of Main Street

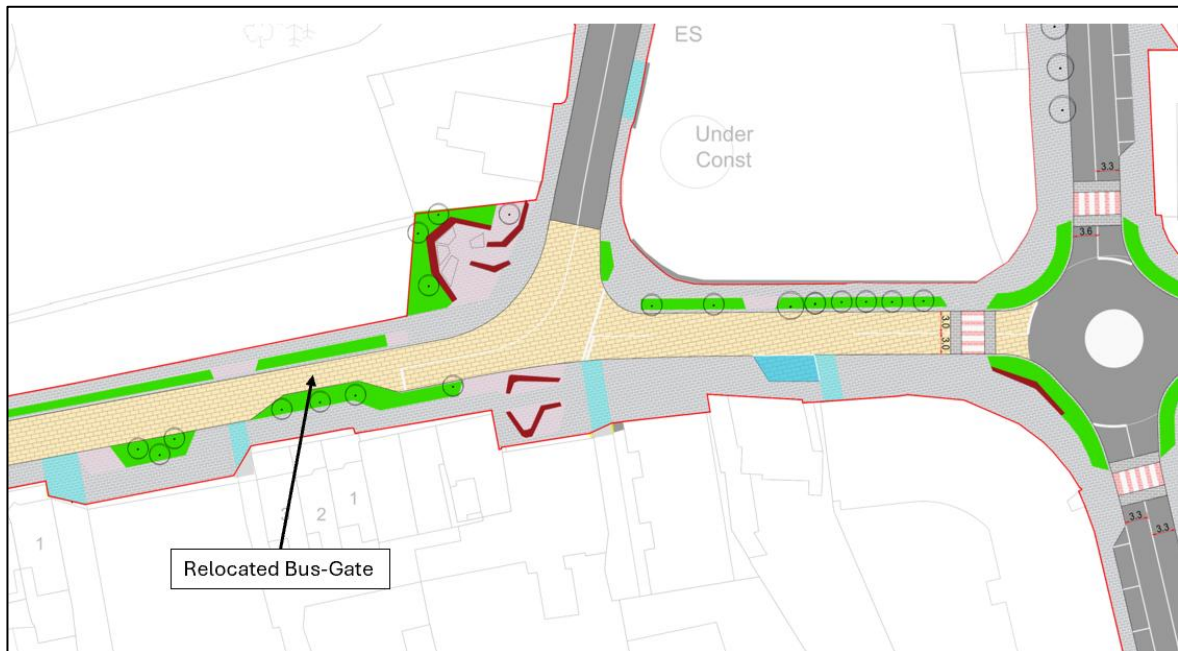


Fig. 13: Amendment 3: Relocated Bus-gate (drawing also available in Appendix D2)

### Amendment 4 - Revised Site Extents

Due to Amendment 3 the proposals on the Old Greenhills Road are now reduced to the junction with Main Street. As a consequence, the Old Greenhills Road is now not included within the site extents for this project but will be developed as part of the delivery of Bus Connects

### Amendment 5 - Provision of Teen Space

The southwest corner of the junction between Old Bawn Road and Westpark Estate is currently a public realm plaza. As part of this project it is proposed to develop this into a teen space in accordance with the SDCC Teen Space programme. A centrally located space provides

## 8.0 Chief Executive's Conclusion

The delivery of the Tallaght Village Enhancement Scheme is an exciting opportunity for the County Town's public realm to be developed into a place that matches its stature. The creation of vibrant public plazas and increased greenery will transform Tallaght Main Street from a transit corridor into a destination.

The robust and detailed engagement with the community has been an extremely positive aspect to the scheme and the proposed amendments in this report are a sign of the value SDCC put into finding the balance between all voices within the community. The engagement and feedback have challenged the project team to re-consider and revise elements of the design and a consequence of this is a better and more considered scheme. The refined parking strategy, alongside the westward adjustment of the bus gate to preserve local access are clear examples of SDCC responding to issues raised and being solution focussed.

If the scheme is approved SDCC commit to continuing to engage with stakeholders such as community groups, landowners, NTA and advocacy groups throughout the detailed design process. Inputs from across the community will assist in delivering the best outcome for Tallaght.

The successful delivery of recent District Centre Enhancement Schemes in Castletymon, Rosemount and Bawnogue have shown how changing the public realm and streetscape of an area positively affects how people interact and engage with it. Using the same design principles, the Tallaght Village Enhancement will increase footfall and vitality into the village and provide commercial and community opportunities.

SDCC are committed to Tallaght Village and establishing it as a flagship village within the county.

## **9.0 Chief Executive's Recommendation**

Taking account of the proper planning and sustainable development of the County, it is recommended that the proposed development proceed in accordance with the recommendations of this report including the Chief Executive Proposed Amendments

## **Appendices**

Appendix A1 – Submissions Received

Appendix A2 – SDCC response to submissions

Appendix B – Survey Results

Appendix C – Part VIII Planning Notice

Appendix D1 – Part VIII Planning Drawings

Appendix D2 – Part VIII Amendment Drawings

Appendix E – Part VIII EIA Screening Report

Appendix F – Part VIII AA Screening Report