

Unique Reference Number: SD-C407-TLVES-1

Status: Submitted

Submission: Comments on local
plan

UID: 6674

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 16.02.2026 -
21:42

Date Submitted: 16.02.2026 -
21:59

Cover Letter

Tallaght resident with an interest in the improvements to Tallaght Village.

Observations:

Considerations for enhancement

Chapter: Tallaght Village Enhancement Scheme

Dear Council,

I was delighted to hear of the proposed enhancements to Tallaght Village. For your consideration, I would like to see public toilets with the elderly in mind. Also to consider more connection with the main road and the village green shopping area. I would like to say a change to the gated village green on tge oldbawn road, to be opened up with seating outside for the occupying restaurants. Entrances facing outwards looking across to St Vincent de Paul. This would make for a more vibrant and visible public use of the area as you enter the village. Consideration for outdoor electrical points for seasonal markets to take place on the main road (market stalls facing the units) e.g. aon steal, the well, etc. Also tree planting on main road and oldbawn road towards the college, similar to Parliament street in the city centre, with year round tree lighting. It creates a warm and safe feel to the environment. It would also make for an attractive entrance to Tallaght as people commute into Tallaght to access the college and there places of work by bus via this route. Create more spaces for Cafes.

In addition, the two cottages on the oldbawn road that have gone sale agreed would make for a wonderful cafe serving the community and those who wish to enjoy the Sean Walsh park and go for coffee after their walk.

I hope this suggestions in consider for your enhancements to Tallaght village.

Kind Regards

[REDACTED]

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-2
Status: Submitted
Submission: Main Street Tallaght Traffic
Plans

UID: 173840
Author: Lodgepatch Ltd t/a TaxAssist
Accountants

Consultation:
Tallaght Village Enhancement Scheme

Date Created: 08.03.2026 -
13:54
Date Submitted: 08.03.2026 -
14:08

Cover Letter

I represent a local business, namely, TaxAssist Accountants operating from Unit 1 New Bancroft Hall, Main Street, Tallaght, D24N726.

Observations:

I have reviewed the existing plans for Main Street Tallaght and would like to register my strong objection to the proposed plans as they currently exist.

Chapter: Tallaght Village Enhancement Scheme

I have reviewed the existing plans for Main Street Tallaght and would like to register my strong objection to the proposed plans as they currently exist.

I represent a local business, namely, TaxAssist Accountants operating from Unit 1 New Bancroft Hall, Main Street, Tallaght, D24N726. Our business model is rooted on the following core objectives and location is extremely important:

High visibility for passing traffic

Ease of access for existing and new clients

Our location and the volume of passing traffic are highly advantageous in attracting new business. Our Clients visit from time to time for short visits to drop off paperwork, collect files or to discuss their business issues. Potential clients call in to discuss our services and hopefully sign up. Our clients usually come in their work vehicle and the ability to park close by and get in and out quickly is extremely important to them.

Today, it is very easy to explain to clients where we are located, how to get to our premises and where they can park. Under the Council proposals, it will be virtually impossible to explain this to clients in a simple, easily understood fashion. In addition parking will be some distance away and Clients will need to walk a distance to get to us. Therefore we will no longer be easy and quick to access.

We spent considerable time and expense in securing the correct premises and the plans put forward by the Council removes the principle reasons which led us to choose that location. Unquestionably we would not be located in this premises if the Councils proposed scheme had been known or in place at the time.

TaxAssist Accounts in Tallaght are a growing firm and our employees and clients are from the locality. In addition, we pay considerable revenue to the state in the form of taxes and rates. We are making a positive contribution to the area.

The proposed plan destroys our business model and will force us to close or relocate our business. In addition to removing the passing traffic and making it extremely arduous for our clients to drop into the office the plans also block us from accessing the parking facilities to the side of our building.

I had been planning to invest in our premises this year to improve its image and visibility and have now had to postpone those plans. The Council's plan does not serve existing business and we strongly urge the Council to review it and develop a revised plan which better serves the needs of existing businesses located in Main Street.

Main opinion:

The proposed plan destroys our business model and will force us to close or relocate our business. In addition to removing the passing traffic and making it extremely arduous for our clients to drop into the office the plans also block us from accessing the parking facilities to the side of our building.

Main requests:

I had been planning to invest in our premises this year to improve its image and visibility and have now had to postpone those plans. The Council's plan does not serve existing business and we strongly urge the Council to review it and develop a revised plan which better serves the needs of existing businesses located in Main Street. We want the existing traffic flow preserved in Main Street

Main reasons:

Our business model is rooted on the following core objectives and location is extremely important:

High visibility for passing traffic

Ease of access for existing and new clients

Attachments:

□ SD-C407-TLVES-2-165617 - Sbmmission to Street Plans.docx

Boundaries Captured on Map:

Unique Reference Number: SD-C407-TLVES-3

Status: Submitted

Submission: Parking for residents in Tallaght village

UID: 174554

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 11.03.2026 - 19:29

Date Submitted: 15.03.2026 - 10:50

Cover Letter

I'm [REDACTED] 'm 22 living in Tallaght Village in my family home.

Observations:

The none existent parking option in the enhancement plans for Tallaght village

Chapter: Tallaght Village Enhancement Scheme

As I was asked to fill this submission out, I'm going to explain from a residence perspective on this massive issue on the parking the committee are deciding to over look. My home has been a family home passed on for years. Parking out our front has only been a paid parking in the last 10-15 years. This wasn't an issue as we still were able to park outside the front of our home. Now this committee are deciding to make the village a safe and welcoming area for people to meet and walk through. This is a brilliant idea and I've no objections to making the village a comfortable and safe place for people to congregate. The issue is that for the residents in the village that have lived here their whole lives and now are being stripped of our comfort of being able to park outside their own home to make others comfortable to walk around

where they will be for no more then an hour at any time.

The issues here are:

1. Insurance; when applying for insurance we need to give a location of were our cars are being parked. If you have to say a car park which is a 5-10 minute walk from my home, the insurance company is going to hike up my insurance because it is no where near my home which is seen as unsafe and a risk to insurance company as my car isn't at my or near my home.

2. Access: when needing access to transport items from our cars to our home for e.g food shopping or work tools. It's not fair to deny residents from this as we have always been able to do this without a worry of having to walk to and from our home's 3 to 4 times a day in ALL weather conditions.

3. Lightning conditions; having to park in the listed parking option. This provides a 5-10 minute walk through a poorly lit roads and alleyways which leave we the residents feeling unsafe and

unprotected. As a young women in this day and age it is very unsettling to feel like I have to walk with caution and having to be more aware of my surroundings especially at night.

4. Age and Population; The residents of Tallaght Village are at the higher age bracket in this community. Coming from a home living through taking care of my nanny and watching her struggle to walk with her breasting machine it is unrealistic to take the car parking away from the residents in their later years may need quicker access to a car for medical conditions.

5. Vandalism; Vandalism makes it very hard to want to leave our cars anywhere other than outside our homes. Most night when I come home from training (around 9 PM) there is no parking outside in home where I pay for parking so this means we have to leave our cars in the likes of the Priory carpark or molloys which is a risk. I bought my first car in September 2023 and one evening in November 2023 I had to leave my car in the Priory carpark cause again there was no parking outside my home and I came out the next more to a massive dint on my bonnet... it cost me €350 to get fixed. I couldn't get it fixed for a while after it happened because I had to save to get it fixed. I was very disheartened as it was only new and someone ruined my property, but what was I supposed to do in this situation?

My auntie has had her wing mirror pulled off by a group of young men a couple of years back. She had to save up and have it replaced. A neighbour of ours had her car stolen and wrote off now they share the one car.

6.Pubs; the night life in Tallaght Village is amazing. It's that good some people love to park up their cars and vans out in front of our homes which leaves us wondering where we are going to park our cars. Then in the morning when I'm walking to wherever I was able to park my car the vans and cars have just gone. Where are they gone? Home to there house after a few pints from the previous night.

Separate issue:

1.Unsafe area; Tallaght village is a lovely place to be during the day. Evening/Night time should be avoided as it can be and feel to be a very unsafe area. As a young woman calling my partner, family member or friend while I walk around because in this day and age we don't know what is going to happen as life has gone so unpredictable.

2.Cyclist/E-Scooters users; These are a problem too, they have no care about people or cars around them. Weaving in and out of traffic in Tallaght Village or missing a person walking on the path by a hair line with no warning of them coming up behind you. This is unsafe for elderly or people with children using the paths.

I hope with this I have got my point across to yous and have opened yours eyes to the parts of Tallaght Village you aren't seeing as you do not live here currently or have not lived here for a period of time to experience these things first hand.

Main opinion:

The parking in the village

Main requests:

To not take the parking out of the village in the plans

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-4

Status: Submitted

Submission: Tallaght village

UID: 175810

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 16.03.2026 -

15:44

Date Submitted: 16.03.2026 -

15:50

Cover Letter

To whom it may concern

My son uses a Hub in the village.

Can I ask where are we to park if you take away the parking spaces. As it is it's hard to get a space to get a disability park spot. And now you want to take it away.

Would you not sort out the paths and make them more accessible.

Pumping more money into a space that doesn't need to change is ridiculous.

Observations:

Read above.

Chapter: Tallaght Village Enhancement Scheme

I'm so angry. Please re consider

Main opinion:

We need the parking spaces.

Main requests:

Stop and think what you are really doing. Waste of money

Main reasons:

We need to park outside the Hubs to bring out vulnerable adults into their service

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-5

Status: Submitted

Submission: Objection

UID: 175819

Author: 

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 16.03.2026 -
16:40

Date Submitted: 16.03.2026 -
16:44

Observations:

Objection

Chapter: Tallaght Village Enhancement Scheme

As someone who works in the Tallaght Village, I feel that the removal of parking would be detrimental to businesses, residents, and visitors. If there is no parking in the village, people won't inconvenience themselves to go to businesses on the main street, they'll simply go elsewhere - where there is parking. People who work in the village will be forced to use private car parks which are extremely expensive.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-6
Status: Submitted
Submission: Tallaght village should not be closed to traffic

UID: 175822

Author: 

Consultation:
Tallaght Village Enhancement Scheme

Date Created: 16.03.2026 - 18:27

Date Submitted: 16.03.2026 - 18:41

Cover Letter

Fed up with SDCC creating havoc on the local roads for motorists

Observations:

SDCC are destroying our roads

Chapter: Tallaght Village Enhancement Scheme

Why must SDCC do everything in its to power to make the lives of drivers so miserable, all these 'active travel' and 'traffic calming' works have all been a disaster around tallaght, please stop it. There is no need for a plaza in Tallaght village, why would anyone want to hang out there, it's absurd, and a waste of money. Not everyone can cycle/walk to the village. If people want to hang out the watergate park is a short walk from there..zero need for this plan whatsoever.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-7
Status: Submitted
Submission: Tallaght Village Enhancement Scheme

UID: 175909
Author: [REDACTED]

Consultation:
Tallaght Village Enhancement Scheme

Date Created: 19.03.2026 - 08:27
Date Submitted: 19.03.2026 - 08:52

Cover Letter

Cesar Sabato owner of one apartment in Priorsgate Block (on top of Bank of Ireland)

Observations:

Consider to start the project after Greenhills and not before

Chapter: Tallaght Village Enhancement Scheme

I believe it is an improvement to the area, will increase the price of my property (that is good tbh), will bring more joy and social areas to the village + less traffic. Concerning a bit of

Who will be in a so big open area during the winter (with benches at 2c and wind?);

How to avoid drug dealers, rough sleepers and homeless people to take control of the site?;

Concerning also that all the Green Village shops will have a reduction of accesses (we have a small road beside the PUB that helps and apparently will be closed/blocked). Also Tesco car park, how to get there?

How people will park their cars to go to the mass?

Leave the junction Greenhills/Main Road out of the project to allow the traffic reach the N81 and or take the Greenhills towards the M50 otherwise you guys will block entirely the area (that "T" is vital to allow people to leave the area...it will be too many cars going to the roundabout to take the N81 there and a big loop to access the M50 making the village with less traffic but moving the cars to another area in Tallaght. You have a site that has nothing (in between old greenhills and the greenhills that could be the "green portal" where the project will start - maybe some concrete table tennis, maybe chess tables there).

Good luck guys

Documents Attached: No
Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-8

Status: Submitted

Submission: Tallaght
Village

UID: 175990

Author: Fanagans Funeral Directors

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 19.03.2026 -
14:39

Date Submitted: 19.03.2026 -
17:15

Cover Letter

A Chara,

I am writing on behalf of Fanagans Funeral Directors, Main Street, Tallaght Village regarding The Tallaght Enhancement Scheme and the planned restricted access to St. Mary's Priory.

Kind Regards,



Observations:

Tallaght Village Enhancement Scheme

Chapter: Tallaght Village Enhancement Scheme

For almost 40 years we have provided Funeral Care for the people of Tallaght. On average we conduct approximately 50 Funerals per annum in St. Mary's Priory Church. An old Tallaght tradition is for many local families to walk from the Funeral Home behind the hearse enroute to the Church - we also care for local families from Bancroft / Newtown who also have the tradition of walking from their residence to St. Mary's Priory.

- One way system
- Bus only system
- Pedestrian system

All the above options would seriously restrict how we conduct funerals for the residents of Tallaght Village and surrounding areas.

Our Funeral Home is currently located on the bus corridor through Main Street with no access from the Belgard Road, placing further restrictions and by not allowing vehicle access through Tallaght Village will only make it more difficult for grieving families to attend our Funeral Home.

My personal belief is any future plan to enhance the village should look to incorporate the The Priory and not

make more difficult to attend / access.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-9

Status: Submitted

Submission: Tallsight enhancement
scheme

UID: 172952

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 03.03.2026 -
20:08

Date Submitted: 20.03.2026 -
23:56

Cover Letter

My name is [REDACTED]. I have lived in Tallaght over 50 years now. I'm a mother of a son with severe intellectual disability, and also my sister has autism. I advocate for all with disabilities and their carers and volunteer on Tallaght Community Council as inclusion Officer. My son uses a local day service as does my sister.

Observations:

Accessibility safety and inclusiveness

Chapter: Tallaght Village Enhancement Scheme

The concept of the Tallaght enhancement scheme there are proposals to introduce non signalised zebra crossings to all the pedestrian lights at the top of village around (Dragon pub) down to the crossing of the reopening of Old Greenhills Road and onto the crossings at the Ulster bank. The rest of the village is to be what is known as natural crossing.

I feel the use of zebra crossings for these areas will greatly affect those with disabilities that use wheelchairs or mobility aids, the visually impaired, those with Autism, Dementia and the elderly using mobility aids.

The safest pedestrian crossings for wheelchair users are signal controlled crossings with specialised accessibility features, such as puffin or pelican crossings, which allow users to stop traffic and provide a dedicated, safe time to cross. Key features that define a safe crossing for those in wheelchairs include flush dished kerbs, sufficient crossing time and tactile paving for orientation as stated by (Wexford County council)

The top recommended crossing features are

1. Puffin(Pedestrian User- Friendly Intelligent Crossing) these are considered very safe because they use sensors to detect pedestrians, allowing those in wheelchairs to cross, and place signals on the same side as the user
2. Toucan Crossing like the puffin, but wider to accommodate both pedestrian and cyclists making them excellent for wider wheelchairs and scooters.
3. Accessible pedestrian signals (APS) these devices provide audible tones(locator tones) verbal messages

and vibrating surfaces to inform users when to cross.

Taking into consideration of all the above the safest road crossings for people with disabilities are signal controlled crossings with accessible features or signals such as Puffin or Toucan crossings which provide both audible and tactile feedback. These combined with dropped or flush kerbs and tactile paving offer the highest level of safety and independence as stated by Vision Ireland.

Zebra crossings are considered less safe and less accessible for people with visual impairment and those with disabilities using wheelchairs and Autism compared to signalised crossings like Pelican or Puffin crossings. While they can offer advantages in traffic calming for able bodied pedestrian they lack the necessary consistent, and independent cues for blind or partially sighted individuals according to organisations like the National Council of the Blind.

Taking in all of the above and my lived experience I share both with my son and sister and my knowledge the proposed Zebra crossings will not be safe in the Village. The issues at the top of the Village (Dragon Pub) that I have already seen and highlighted show that safer measures are needed. The left hand turn from top of village at the Dragon turning down to the N81 is already dangerous for pedestrian as the road is completely different height so drivers are unable to see pedestrians crossing or waiting to cross as they turn corner. If this was made into a zebra crossing it would become more dangerous, I would feel the same about all the other proposed crossings from the dancers to the old esso site and the Ulster bank.

With the rest of the village being a natural crossing we are only giving options of safety and independence to all able bodied people and completely neglecting all those with disabilities

It is also important to note with the Progressing disability strategy we now have more Day services for those with disabilities within our main community. The New direction policy within all the day services is to ensure a best life practice for their service users. the village and surrounding areas of the village at the back of the courthouse, behind St Vincent De Paul and on the High street to name a few have Day services there. They all use the crossings regularly and a lot of training has been done to help them navigate independently and safely.

Also the removal of the 2 disabled parking spots is a negative for the area. The issue with disabled parking bays being a national problem. This will deter people with disabilities coming to the village or if any of the residents or their family have mobility issues.

The seated area at cafe Aon Sceal will there be wheelchair benches and will there be full 360 degree turns for those in wheelchairs so that they can move independently with full accessibility.

All of the above highlights the fact that those with disabilities need to be consulted and thought of at the concept stage not just at the design stage. All of the services for those with disabilities should have been consulted from the start to allow for a proper inclusive approach for all.

I grew up in a village that was the centre of our Community. I thought from all the meetings that this scheme would enhance the village in a way to bring our Community together with safe inclusive spaces with access for all allowing for independence and for those with disabilities live their best life.

Main opinion:

Lack of consultation at concept stage for those with disabilities

Main requests:

Safer crossing for those with disabilities.

Main reasons:

Zebra crossings unsafe and take away the independence for those with disabilities using wheelchairs the visual impaired those with Autism , Dementia or the elderly using mobility aid's

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-10

Status: Submitted

Submission: Tallaght Village Enhancement Scheme

UID: 176315

Author: Broadline Group

Added by: 

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 23.03.2026 - 14:13

Date Submitted: 23.03.2026 - 14:18

Observations:

Tallaght Village Enhancement Scheme

Chapter: Tallaght Village Enhancement Scheme

To whom it may concern

I am writing this objection in relation to the Public Consultation Tallaght for the proposed Tallaght Village Enhancement Scheme on behalf of the Broadline Group, 25, The Laurels, Main Street, Tallaght, Dublin 24. I have attended public consultations in relation to the proposed changes/ enhancements that have been submitted in relation to the area.

I would like to raise several concerns as a business tenant of the main street Tallaght in relation to this enhancement project to include the removal of all on-street parking. This would have a negative impact on our business in relation to clients and candidates who attend of office for meetings, inductions and to collect uniforms. These stays are under 40 minutes, however there being no available parking will have a high impact on our business. As a recruitment agency we employ over 400 candidates across various sectors and having an accessible office is essential for the operating of our business.

I would also like to draw attention to the fact that this is now the 4th effort to cut off access to Tallaght village over the last 20 years, which would seriously impact our business and neighbouring business.

The solution we would suggest would be the realignment of the new Greenhills road from the Tallaght bypass (road with BOI, Tesco and Lombe facing out) if this road went to two lanes on both sides would elevate all traffic congestion to the area and would give more free-flowing traffic management.

We are very proud to operate our business within the heart of Tallaght Village and cannot express how removing all on street parking and narrowing of the road itself to allow only bus access will not only deter potential customers from our business but will also affect existing customers attending our office.

I believe we can all agree that the village needs to be upgraded in relation to paving, flower beds and general upgrades, however this should not be to the expense of the businesses operating in this street.

I would be very grateful if you could consider the points mentioned above.

Kind Regards



Broadline Group

Unit 25

The Laurels

Main Street

Main opinion:

Objection to the removal of on street parking

Main requests:

Please review our concerns

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-11

Status: Submitted

Submission: Comments on Tallaght
Village

UID: 105

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 16.02.2026 -
17:29

Date Submitted: 24.03.2026 -
11:51

Cover Letter

My name is [REDACTED] My children and I are the fourth and fifth generations of our family to live in our home on Main Street. This house has been part of our family for many years, holding generations of memories, stories, and everyday life. It means a great deal to us, not just as a place to live, but as a strong connection to our family history and to the community around us.

Observations:

Enhancement for whom , Not for the residents

Chapter: Tallaght Village Enhancement Scheme

My name is [REDACTED] My children and I are the fourth and fifth generations of our family to reside in our home on Main Street. This long-standing connection reflects our deep ties to Tallaght Village and our vested interest in its future development.

While the proposed project presents a vision for a more vibrant, accessible, and people-focused village centre, it is deeply concerning that the needs of existing residents have not been given adequate consideration. The only reference to parking in the proposal is the creation of efficient car park layouts designed to maximise functionality and cater for deliveries. This prioritises the needs of the business community over those of residents who live and rely on access within the village.

For households like mine, access to parking is a fundamental requirement of daily life. The reallocation of road space, potential reductions in vehicle access, and lack of resident-specific parking provisions would place an undue burden on those who have long contributed to the life and character of Tallaght Village.

Any development that seeks to enhance the village must balance the needs of businesses, visitors, and residents alike. Without clear, enforceable provisions for residential parking and access, the plan risks marginalising the people who call this community home. I respectfully submit that the needs of residents must be explicitly addressed before the project moves forward.

In addition, as a resident, I wish to highlight ongoing safety concerns. At present, there are issues with anti-social behaviour and excessive noise at night. These negatively impact residents' quality of life and sense of security. While the proposed enhancements aim to create a more vibrant and attractive village centre,

increased activity mustn't unintentionally exacerbate these existing problems.

I am concerned that without clear and specific measures, new public spaces—such as seating areas and plazas—could become focal points for loitering, late-night gatherings, and further disturbance to nearby residents. These seating areas should be planned around the Business buildings rather than residential, as they are not occupied at night time.

SDCC need to address existing anti-social behaviour through design measures (e.g. appropriate lighting, passive surveillance, and careful placement of seating). Also, include clear strategies for managing night time activity and noise.

Most importantly, listen to Residents regarding our safety concerns.

Main opinion:

This enhancement is not for the Residents .

Main requests:

Stop the project and properly survey the residents about their needs and their comments on the enhancement

Main reasons:

No consideration given to Residents and their difficulties living in Tallaght Village

Architectural Conservation Area

Chapter: Tallaght Village Enhancement Scheme

Tallaght Village is an Architectural Conservation Area. Not once is this mentioned in the Village Enhancement Scheme.

Tallaght Village is a designated ACA, and this status is central to how any development—particularly a project of this scale—should be conceived, designed, and implemented. The purpose of the ACA designation is not to prevent change, but to ensure that change is carried out in a way that respects, preserves, and enhances the unique historic character and cultural significance of the area.

The absence of any explicit acknowledgement of ACA status within the scheme documentation raises concerns that conservation principles may not be fully integrated into the design approach. Public realm works—such as paving, kerbing, lighting, signage, street furniture, and landscaping—can have a profound and lasting impact on the character of a historic area. Without a clearly articulated conservation-led strategy, there is a risk that interventions may result in a standardised or generic streetscape that diminishes the distinct identity of Tallaght Village.

In this context, I respectfully request that the scheme be revised to:

- Explicitly acknowledge Tallaght Village's ACA status
- Demonstrate how the proposed design responds to and enhances the historic character of the area
- Include details of materials, finishes, and street furniture that are appropriate to the village's heritage

context

- Confirm that a conservation specialist has been involved in the design process
- Ensure that heritage interpretation is meaningfully integrated into the public realm

A high-quality scheme should successfully balance the objectives of accessibility, sustainability, and active travel with the equally important responsibility to protect and enhance the village's architectural and cultural heritage.

Main opinion:

Architectural Conservation Area

Main requests:

That this is included in the proposal

Main reasons:

This will ensure that the guidelines of the ACA are followed

Attachments:

- [SD-C407-TLVES-11-167936 - south-dublin-county-council-guidance-for-developers-on-architectural-conservation-areas.pdf](#)
-

No Residents Survey

Chapter: Tallaght Village Enhancement Scheme

In the South Dublin Development plan, the Village is a mix of uses in accordance with the County Development Plan zoning objective for 'VC - Village Centre', including residential, appropriate retail, walk to services, cultural, civic, recreational, community and other uses which support the evening economy,

It is particularly concerning that while a business survey has been undertaken, there is no evidence of a corresponding survey or structured consultation with residents. This represents a significant gap in the consultation process. Residents are the backbone of the community and are directly affected by both daytime and night time activity. Our lived experience is essential to informing a balanced and sustainable design.

Residents did attend the consultation, but their comments and observations were mixed in with those of other people who are not daily directly affected by this scheme. The Residents' voice must hold priority as their quality of life will be most impacted. While businesses operate within defined hours, residents are exposed to the full impact of increased activity, including noise, anti-social behaviour, and late-night disturbance. These issues are already present in the village and have a direct effect on quality of life, sleep, and per A successful village centre must function not only as a place of commerce and activity, but as a safe and liveable environment for those who call it home.

Without properly addressing the needs and concerns of residents, the long-term sustainability of the scheme will be undermined.

Main opinion:

Not Residents Survey

Main requests:

Consult with Residents

Main reasons:

They are impacted the most by the Scheme

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-12
Status: Submitted
Submission:
Tallaght Village Enhancement Scheme current plan will negatively affect healthcare services

UID: 172412
Author: Allied
Chiroprody

Consultation:
Tallaght Village Enhancement Scheme

Date Created: 23.03.2026 -
12:07
Date Submitted: 24.03.2026 -
14:14

Cover Letter

Hello,

My name is [REDACTED] owner of [REDACTED] Tallaght Village. I own and operate Allied Chiroprody & Podiatry from this premises.

I strongly oppose the plans to remove parking from the Village and the new traffic proposal.

Observations:

The Village needs on-street parking

Chapter: Tallaght Village Enhancement Scheme

To Whom It May Concern,

I am writing as the owner of Allied Chiroprody & Podiatry, located at [REDACTED] Tallaght Village, to formally express my concerns regarding the proposed Tallaght Village Enhancement Scheme. While I support the goal of a more attractive village environment, I strongly oppose the proposed removal of over 40 on-street parking spaces for the following reasons:

1. Critical Patient Accessibility (Clinical Necessity) As a podiatry clinic, a significant portion of my patient base consists of the elderly, individuals with chronic conditions (such as diabetes), and those with acute mobility impairments. For these patients, "active travel" (walking or cycling) is often not a physical possibility. The removal of nearby parking—specifically the lack of dedicated disabled parking bays (Blue Badge spaces) in the immediate vicinity—creates a physical barrier to healthcare.

2. Impact on Business Viability and Staffing The removal of general parking spaces directly threatens the viability of local healthcare services. Furthermore, as a business owner and healthcare provider, I require reliable parking to ensure I can open the clinic on time and transport medical equipment. Without a designated plan for business-owner parking or a "Park and Stride" alternative that is genuinely accessible, the operational costs and stress on local businesses will become unsustainable.

3. Proposed Amendments I request that the Council revisits the current "Preferred Option" to include the following:

- **Retention or relocation of disabled parking bays** within 20 meters of healthcare entrances.
- **Short-term "set-down" areas** to allow patients with limited mobility to be dropped off safely.
- **Business permit parking** for long-standing village retailers and service providers.

The village should be for everyone, including those who are physically unable to use the proposed cycle lanes or bus routes. I urge the Council to find a compromise that balances aesthetic "greening" with the practical, medical needs of the community.

Yours faithfully,

[Redacted Signature]

Allied Chiropody & Podiatry

[Redacted Address]

Main opinion:

The current proposal will have a negative impact in terms of accessibility for users of our services.

Main requests:

Retention or relocation of disabled parking bays

Short-term "set-down" areas

Business permit parking

Main reasons:

Patients need to access my clinic through on-street parking and disabled parking. The proposal will make access much more difficult, a lot of these patients have poor mobility and are elderly.

Boundaries Captured on Map:

Documents Attached: No

Unique Reference Number: SD-C407-TLVES-13

Status: Submitted

Submission: Tallaght Village Enhancement Scheme

UID: 176487

Author: Claudine Hanratty & Co.,
Solicitors

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 24.03.2026 -
14:36

Date Submitted: 24.03.2026 -
14:53

Cover Letter

Tallaght Village Enhancement Scheme

Observations:

Tallaght Village Enhancement Scheme

Chapter: Tallaght Village Enhancement Scheme

While we encourage investment in Tallaght Village we find it completely unnecessary that the road thoroughfare should be altered as there is not traffic congestion in the village, the two way system is more than adequate even taking into account Bus Connect. While traffic calming ramps would be sufficient. Furthermore the changes with regards to pedestrianisation is entirely unacceptable given that it could create anti-social behaviour at night time and risk damage to business premises. The village does need to be spruced up and your proposals are sound in some respects we object to the change of roadway and pedestrianisation of Tallaght Village.

Main opinion:

We object to the change of roadway and pedestrianisation of Tallaght Village

Main requests:

we object to the change of roadway and pedestrianisation of Tallaght Village

Main reasons:

we object to the change of roadway and pedestrianisation of Tallaght Village

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-14

Status: Submitted

Submission: Parking for residents in Tallaght village

UID: 174554

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 11.03.2026 -
19:28

Date Submitted: 24.03.2026 -
16:50

Cover Letter

I'm [REDACTED] I'm 22 and have lived in the village since I was a child in my family home.

Observations:

None existing parking plans for Tallaght village

Chapter: Tallaght Village Enhancement Scheme

As I was asked to fill this submission out, I'm going to explain from a young residence perspective on this massive issue on the parking the committee are deciding to over look. My home has been a family home passed on for years. Parking out our front has only been a paid parking in the last 10-15 years. This wasn't an issue as we still were able to park outside the front of our home. Now this committee are deciding to make the village a safe and welcoming area for people to meet and walk through. This is a brilliant idea and I've no objections to making the village a comfortable and safe place for people to congregate. The issue is that for the residents in the village that have lived here their whole lives and now are being stripped of our comfort of being able to park outside their own home to make others comfortable to walk around where they will be for no more then an hour at any time.

The issues here are:

1. Insurance; when applying for insurance we need to give a location of where our cars are being parked. If you have to say a car park which is a 5-10 minute walk from my home, the insurance company is going to hike up my insurance because it is no where near my home which is seen as unsafe and a risk to insurance company as my car isn't at my or near my home.
2. Access: when needing access to transport items from our cars to our home for e.g food shopping or work tools. It's not fair to deny residents from this as we have always been able to do this without a worry of having to walk to and from our home's 3 to 4 times a day in ALL weather conditions.
3. Lightning conditions; having to park in the listed parking option. This provides a 5-10 minute walk through a poorly lit roads and alleyways which leave we the residents feeling unsafe and unprotected. As a young women in this day and age it is very unsettling to feel like I have to walk with caution and having to be more aware of my surroundings especially at night.

4. Age and Population; The residents of Tallaght Village are at the higher age bracket in this community. Coming from a home living through taking care of my nanny and watching her struggle to walk with her breathing machine it is unrealistic to take the car parking away from the residents in their later years as they may need quicker access to a car for medical conditions.

5. Vandalism; Vandalism makes it very hard to want to leave our cars anywhere other than outside our homes. Most nights when I come home from training (around 9 PM) there is no parking outside my home where I pay for parking so this means we have to leave our cars in the likes of the Priory carpark or molloy's which is a risk. I bought my first car in September 2023 and one evening in November 2023 I had to leave my car in the Priory carpark cause again there was no parking outside my home and I came out the next morning to a massive dent on my bonnet... it cost me €350 to get fixed. I couldn't get it fixed for a while after it happened because I had to save to get it fixed. I was very disheartened as it was only new and someone ruined my property, but what was I supposed to do in this situation?

My auntie has had her wing mirror pulled off by a group of young men a couple of years back. She had to save up and have it replaced. A neighbour of ours had her car stolen and wrote off now they share the one car.

6.Pubs; the night life in Tallaght Village is amazing. It's that good some people love to park up their cars and vans out in front of our homes which leaves us wondering where we are going to park our cars. Then in the morning when I'm walking to wherever I was able to park my car the vans and cars have just gone. Where are they gone? Home to their house after a few pints from the previous night.

Separate issue:

1.Unsafe area; Tallaght village is a lovely place to be during the day. Evening/Night time should be avoided as it can be and feel to be a very unsafe area. As a young woman calling my partner, family member or friend while I walk around because in this day and age we don't know what is going to happen as life has gone so unpredictable for women and we see it all over social media and the news.

2.Cyclist/E-Scooters users; These are a problem too, they have no care about people or cars around them. Weaving in and out of traffic in Tallaght Village or missing a person walking on the path by a hair line with no warning of them coming up behind you. This is unsafe for elderly or people with children using the paths.

I hope with this I have got my point across to you and have opened your eyes to the parts of Tallaght Village you aren't seeing as you do not live here currently or have not lived here for a period of time to experience these things first hand.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-15

Status: Submitted

Submission:

Tallaght Village Enhancement Scheme & St Mary's Priory

UID: 85289

Author: St Aengus Parish
Council

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 24.03.2026 -
22:50

Date Submitted: 25.03.2026 -
00:14

Cover Letter

As parish priest of the Roman Catholic St Aengus Parish with circa 7,000 parishioners I have a great interest in the social and cultural environment of the general Tallaght area. We are blessed here with many amenities provided by SDCC and specifically Tymon North Park. We also look to the Village as being the heart and centre of Tallaght historically (One of the oldest GAA clubs in the country viz., Thomas Davis's is still urged on by supporters shouting "c'mon the Village"!)). Many of our parishioners view St Mary's as being like the cathedral church in Tallaght. People come from far and wide to worship there, receive spiritual guidance and study at the Priory Institute. Many Tallaght families opt to have the funeral of their loved one's in St Mary's.

Observations:

Acknowledging the Spiritual Oasis that is St Mary's Priory

Chapter: Tallaght Village Enhancement Scheme

In 769 AD, a monk named Maelruain founded a monastery here that would become the centre of a radical reform movement known as the Céili Dé - the clients or servants of God. Tallaght became known across Ireland as a place of spiritual renewal and strict observance. From this quiet settlement came the Martyrology of Tallaght and Féilire Aonghusa. Texts that shaped religious practices far beyond the monastery walls.

" Today, most people pass through the village without realising that this ground once held one of the most significant and disciplined religious movements in medieval Ireland." Aindriú O'Maonaigh (The Old parish of Tallaght FB page).

The Dominicans came over a hundred years ago after Catholic Emancipation and built St Mary's Church and a priory that would become the house of studies for the Irish Dominican Province. The Dominican presence in Tallaght goes far beyond parish boundaries and parish ministry. The Dominican ministry extends to a broad catchment area as it has been doing for many years. The following are some such ministries:

□ Saint Joseph's Retreat House; The Priory Institute; St Catherine's Counselling Centre; Theology and Philosophy Discussion Groups; Prayer Groups and Lectio Divina Groups; Youth Ministries, including ministry in nine primary schools; St Vincent de Paul Conferences & partnership with Trustus.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-16

Status: Submitted

Submission:

Tallaght Village Enhancement Scheme

Comments

UID: 176215

Author: 

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 23.03.2026 -
20:43

Date Submitted: 25.03.2026 -
00:20

Cover Letter

I am a local resident, living directly in the centre of Main Street in Tallaght village. I have recently moved here and have quickly fallen for the eminent charm of the Village. The scheme represents an important opportunity for me now that I have made the commitment to staying and making my home here with my partner, we have considered the scheme and the attached represents my own honest opinions regarding it.

Observations:

Enhancement scheme opinion

Chapter: Tallaght Village Enhancement Scheme

To whom it may concern,

We have been invited to participate and contribute our feelings regarding the Tallaght Enhancement scheme at each step of the planning process and our feedback has been accepted and acknowledged throughout the process. We have welcomed the forthright opinions of those involved in the planning process and feel it is appropriate to give the following observations. These represent mostly my own personal feelings on the matter, informed in small part by other successful schemes of a similar nature.

The scheme appears to represent a genuine opportunity to revitalise the local area, while also increasing local accessibility for many members of our community. I note with particular interest the plan to widen the pathways and make the main straight more accessible to those of our community with visual and mobility impairments. The addition of of rain gardens in the area will also help curtail dangerous behaviour on e-scooters and keep the pavements for the use of those that need them.

The modification of the main street to create traffic calming for vehicles entering and leaving the area will help with the creation of community area, as will the modification of the junction at the Greenhills road end to allow for only Bus and local traffic. Simutaniously addressing the need to reduce traffic and congestion at that particular junction, which has been a particular bugbear among local residents for some time.

The leveling of the road area, addition of seating and rain gardens will do much to improve the street area

as a desirable space for people to frequent, creating a community hub that will draw foot traffic and, ideally, businesses that would serve it. We already know that there is a desire in the area for businesses such as this with the arrival of the Priory market in the locality and with luck we will see further investment and the evolution of the area into a true community space. The desire among community members to see more shops and businesses that could serve as meeting and social spaces was raised numerous times at the meetings where plans were presented to us and the development of this space is surely the most meaningful path to achieve this.

A frequently raised issue from local residents has been the matter of security on the main street, the prevalence of narcotics and non-violent, but nonetheless visible, crime on the main street, in particular at the junctions at either end. The scope of the project does not cover increasing Garda patrols or adding additional surveillance equipment on the street. The point is well received that even in the unlikely event that such equipment were installed, there would never be the appropriate level of monitoring of such equipment for it to act as an effective deterrent. It is my own personal opinion that even if the entirety of the funds allocated to the project were directed towards patrolling the street to the fullest extent possible, (which it is acknowledged is not possible on a multitude of levels,) that would only prevent criminality from being visible for the period of time until the funds would run out, which they surely would and the situation would regress back to its previous state.

The improvement plan does not promise to eliminate petty crime and low level narcotics sale on the main street, but it does offer concrete experience of how increasing footfall and community presence can help to reduce it. Planners presenting the scheme to us consistently referred to successful schemes employed in other towns and areas, most notably in the City Centre, which reduced at least the visibility of such crime on the streets. We are not foolish enough to expect any scheme to completely eradicate crime in our area, but we would welcome any scheme that aims to address it in a lasting, harmonious way.

Finally, recent opinions have been raised regarding traffic and parking in the area. The matter of parking is sensitive to many people living on the street, who have perceived those spaces outside their houses as theirs for quite some time. A recent article on the Tallaght Echo further addresses this point, voicing the opinions of an apparent plurality of people on the street. In the last few days a number of signs have printed and these feature prominently in some of the windows of houses on the street. In addressing the concerns of this group we must bear in mind several salient points. Firstly, that the parking on the main street does not amount to an effective use of the space on that road, and encourages illegal parking at several other points on the road where there is no such parking available. None of the spaces available are assigned to a particular house and are frequently used by other motorists on the same road, and in providing any car parking spaces, provision must be made for mobility impaired spaces, which further restricts the actual available spaces for parking on this road. There are parking spaces within very close proximity to the houses in question and the residents will be aware of these and will have used them. It must be stated that at the junction of the Greenhills road, the parking is a massive impediment to traffic, with vans and large SUV's frequently slowing vehicles turning down the main street. This was raised by residents at the meetings to discuss the plans for the the street. I do not claim to have an easy solution for this matter, but the matter of parking should not be the point upon which we lose an opportunity to revitalise and regenerate the village we live in and that we are so proud of.

In closing, the plan to revitalise Tallaght village has created a great degree of emotional response from the broad local community, and the plan when presented showed a massive degree of effort on the part of the planners involved to address as much of the local concerns as possible, including opening a road which had

been previously earmarked solely for Bus only transit. A great degree of care and attention has clearly gone into the plan that shows no small amount of consideration for the local community. But the real benefit of this plan lies in its ambition, which seeks to create a space that will revitalise a community and a village, when such spaces are in decline around the country. We have an opportunity to be a flagship for the renewal of community areas such as this around the country, and rekindle a greater sense of belonging among our neighbours. It is my opinion that this would be a shame to pass over.

Yours most faithfully,



Main opinion:

The plan is a positive, ambitious idea and I am keen to see it realised.

Main requests:

That the plan be implemented as fully as possible.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-17
Status: Submitted
Submission: Comments on Tallaght Enhancement Scheme

UID: 176540
Author: Molloy Group

Consultation:
Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 - 00:44
Date Submitted: 25.03.2026 - 01:33

Cover Letter

Hi,

My name is [REDACTED] I am the third generation of the Molloy family who have operated a business in Tallaght Village since 1933. I am currently the Managing Director of the Molloy Group which owns and operates Molloy's Bar & Grill, The Station Restaurant, Molloy's Off-licence and the Village Green Shopping Centre in Tallaght Village.

The motivation of my submission is to support the general enhancement of Tallaght Village, but also to oppose the restriction of traffic through Tallaght Village.

Observations:

Tallaght Enhancement Scheme: Traffic Restriction Objection

Chapter: Tallaght Village Enhancement Scheme

Dear South Dublin County Council,

I wish to express my overall support for the aims and many of the proposed elements of the Tallaght Village Enhancement Scheme. The focus on improving the public realm, enhancing pedestrian safety, upgrading footpaths, introducing greenery and biodiversity, and celebrating Tallaght's heritage is very welcome. These improvements will revitalise the village core and help create a more attractive and accessible environment for residents, visitors, and local businesses.

However, I would like to raise serious concerns regarding any measures that would restrict or significantly reduce vehicular traffic through the village. While I appreciate the intent to reduce "traffic dominance" and encourage active travel, I am concerned that overly restrictive traffic management may have unintended negative consequences, including:

- Accessibility issues for residents, especially older people, those with mobility challenges, or families who depend on car access for essential trips.
- Economic impacts on local businesses that rely on convenient customer and delivery access, particularly those that benefit from passing trade.

- Reduced vibrancy if the core becomes less convenient for everyday use by the broader community.

One of the core challenges in Tallaght Village is that relatively few people actually live on or immediately around the Main Street. If through-traffic is removed before there is a stronger residential base, the Main Street risks becoming a ghost town. If, for example, more homes were developed within the Priory Church grounds, or if Tallaght University had pedestrian access to Main Street through that area, the population might then be sufficient to sustain a more pedestrian-focused environment.

Based on our own experience at the Village Green Shopping Centre, which we own, I have seen first-hand the risks of removing day-to-day footfall without adequate planning for safety and activation. In partnership with the developers of the new Bancroft apartments, we created a pedestrian walkway and open space with seating and landscaping. While it did bring some positive footfall, it also attracted persistent loitering and anti-social behaviour, including drug dealing, over a number of years. It was only through increased Garda foot patrols—following community campaigning led by the Tallaght Community Council—that these issues were significantly reduced.

Traffic, in a sense, provides a degree of passive supervision or “self-policing” of the Main Street. If vehicle access is too restricted, there is a genuine risk that the area could again become dominated by undesirable activity rather than by everyday community life.

I would therefore encourage the Council to pursue a balanced approach that supports the scheme’s vision while maintaining practical vehicle access. Measures such as reduced speed limits, improved pedestrian crossings, managed parking, and selective traffic calming could deliver safety and placemaking benefits without isolating parts of the community or harming local business vitality.

Tallaght’s historic village deserves thoughtful renewal that enhances its role as a social and commercial centre while remaining practical, inclusive, and safe for everyone who lives, works, and travels here.

Thank you for the opportunity to contribute to this important consultation.

Yours sincerely,



Main opinion:

Strongly supports the overall aims of the Tallaght Village Enhancement Scheme.

Objects to any proposal that would restrict or significantly reduce traffic through Tallaght Village.

Believes the scheme should take a balanced approach that improves safety and the public realm without damaging accessibility or safety.

Main requests:

Maintain reasonable vehicle access while implementing enhancements.

Use balanced measures such as lower speed limits, better pedestrian crossings, and improved parking instead of traffic bans.

Plan for more local housing or university access before considering full pedestrianisation.

Ensure adequate safety measures and oversight in new public spaces.

Main reasons:

Many residents, including older people and those with mobility needs, rely on car access.

Local businesses depend on convenient access and passing trade.

Few people currently live near Main Street; removing vehicles could make the area feel empty or unsafe.

Past experience at the Village Green Shopping Centre shows that pedestrian areas without sufficient activity or monitoring can attract anti-social behaviour.

A balanced approach would revitalise Tallaght Village while keeping it practical, inclusive, and safe.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-18

Status: Submitted

Submission: Tallaght Village enhancement scheme

UID: 176605

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 - 11:03

Date Submitted: 25.03.2026 - 11:29

Cover Letter

I am the owner of Dublin Formal Wear, Located in Tallaght Village.

The store is located in Tallaght Village since 2012 and I'm very concerned in losing parking spaces in Tallaght Village

Observations:

Concerns of future development of Tallaght Village

Chapter: Tallaght Village Enhancement Scheme

Whilst I welcome change and enhancement of the historic village and a complete upgrade will certainly benefit the area for residents and businesses alike, the change cannot be at the detriment of the businesses trading in Tallaght Village.

Taking away the parking spots from all along the Main Street will certainly deter our customers coming to the village, thus eventually losing any character and draw that a business would have.

I acknowledge that there are other private areas to park in such as The Priory and at the back of Molloy's pub but customers need convenience and taking away all of those parking spaces, takes away the convenience. It will also have a knock on effect for businesses like Lidl, whose car parks will no doubt be used by customers of other businesses throughout the village.

Look at Dundrum Village as an example. Many businesses have closed and units are vacant because of the focus on pedestrianisation.

Private car traffic congestion is not a major issue in the village. There is more of an issue with buses going through the village and not even a bus stop in Tallaght Village.

Closing off vehicular access to the village will cause considerable harm to both residents and businesses in the area.

Access, as well as passing trade to our Menswear business must be maintained and is critical in order for us to continue trading.

I would like to see:

- All parking spaces kept on the Main Street and the old Greenhills Road.
- One way traffic implemented, coming into Tallaght Village at the Dragon Inn and leaving at the junction of Greenhills Road.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-19

Status: Submitted

Submission:

Comments on Tallaght Village Enhancement Scheme

UID: 176612

Author: 

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
11:41

Date Submitted: 25.03.2026 -
11:43

Observations:

Urgent

Chapter: Tallaght Village Enhancement Scheme

I work in Dublin Formal Wear in Tallaght Village and I welcome change and enhancement of the historic village and a complete upgrade will certainly benefit the area for residents but some of the changes cannot be at the cost of this business.

Our customers need to be able to park near our store for convenience. Taking away all the parking spaces on the Main Street and the Old Greenhills Road will not be good for the businesses in Tallaght Village.

Traffic congestion is not an issue in the village. Closing off vehicular access to the village will cause considerable harm to both residents and businesses in the area. Access, as well as passing trade to our Menswear business is critical in order for us to maintain trading.

I would like to see the parking spaces kept and access maintained through Tallaght Village for cars.

Jobs in Tallaght Village will be at stake if customers decide to take their business elsewhere.

I work in Dublin Formal Wear in Tallaght Village and I welcome change and enhancement of the historic village and a complete upgrade will certainly benefit the area for residents but some of the changes cannot be at the cost of this business.

Our customers need to be able to park near our store for convenience. Taking away all the parking spaces on the Main Street and the Old Greenhills Road will not be good for the businesses in Tallaght Village.

Traffic congestion is not an issue in the village. Closing off vehicular access to the village will cause considerable harm to both residents and businesses in the area. Access, as well as passing trade to our Menswear business is critical in order for us to maintain trading.

I would like to see the parking spaces kept and access maintained through Tallaght Village for cars.

Jobs in Tallaght Village will be at stake if customers decide to take their business elsewhere.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-20

Status: Submitted

Submission: Tallaght village
upgrade

UID: 176614

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
11:47

Date Submitted: 25.03.2026 -
11:50

Cover Letter

[REDACTED] manager at Dublin formal wear 3 new Bancroft hall Main Street tallaght village

Observations:

Parking and access issues

Chapter: Tallaght Village Enhancement Scheme

I work in Dublin Formal Wear in Tallaght Village and I welcome change and enhancement of the historic village and a complete upgrade will certainly benefit the area for residents but some of the changes cannot be at the cost of this business.

Our customers need to be able to park near our store for convenience. Taking away all the parking spaces on the Main Street and the Old Greenhills Road will not be good for the businesses in Tallaght Village.

Traffic congestion is not an issue in the village. Closing off vehicular access to the village will cause considerable harm to both residents and businesses in the area. Access, as well as passing trade to our Menswear business is critical in order for us to maintain trading.

I would like to see the parking spaces kept and access maintained through Tallaght Village for cars.

Jobs in Tallaght Village will be at stake if customers decide to take their business elsewhere.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-21

Status: Submitted

Submission:

Part VIII Enhancement Scheme for Tallaght Village.

Consultation:

Tallaght Village Enhancement Scheme

UID: 576


Author:

Private submission for this one, associated with TCC whom I support

Date Created: 25.03.2026 - 11:46

Date Submitted: 25.03.2026 - 11:52

Cover Letter

Dear Planning Dept, Attached is my submission of the Tallaght Village Enhancement Scheme in DOCX Format. This is a personal submission, note that I also fully support the TCC Submission, link is <https://consult.sdublincoco.ie/en/consultation/tallaght-village-enhancement-scheme> Thanks 

Observations:


Observation on Tallaght Village Enhancement Scheme 25 March 2026

Chapter: Tallaght Village Enhancement Scheme

Thanks for allowing the submission. I have been having problems accessing the site, I think it works now but I will also send a backup to

- **email:** talves@sdublincoco.ie For Attention OF: Senior Executive Officer, Planning and Transport, South Dublin County Council just to make sure it is in.

Attachments:

 SD-C407-TLVES-21-168101 - EnhanceSchemeTallaghVillage_PartVII_GStyockil25March2026Final.docx

Boundaries Captured on Map: No

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

Personal Submission — Part VIII Public Consultation Tallaght Village Enhancement Scheme

Scheme title	Tallaght Village Enhancement Scheme (TVES)
Statutory process	Part VIII — Article 81, Planning & Development Regulations 2001 (as amended)
Lead authority	South Dublin County Council (SDCC), Planning & Transport Department
Submission deadline	25 March 2026 at 5.00 pm
Submitted by	[REDACTED], Tallaght, Dublin 24
Email	[REDACTED]
Date of submission	25 March 2026

Contents

1. Value for Money — An Uncosted Scheme	2
1.1 The Scheme is Uncosted.....	3
2. Failure to Assess the Alternative Bus Route through TU Dublin Tallaght Campus	6
3. Carbon Emissions — No Net Reduction Demonstrated	8
3.1 Construction-Phase Embodied Carbon	8
3.2 The Carbon Sequestration Capacity of Newly Planted Street Trees is Very Limited	9
3.3 Traffic Diversion Emissions During Construction	9
3.4 Modal Shift Assumptions are Unverified	9
3.5 Analysis of Emission, I call on SDCC to check this and publish their own if this one is in error.....	9
4. Opposition in The Village.	11
4. Conclusion and Requests	13
Appendix: Indicative Carbon Assessment (Not demonstrably climate-efficient.	17
).....	17

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

25 March 2026.

Dear Planning Department,

I hope you are all well. I live near Tallaght Village and use it regularly.

I am making this submission as a resident of Tallaght and as a member of the local community. I wish to note at the outset that I am fully supportive of any submission made by Tallaght Community Council (TCC) in relation to the Tallaght Village Enhancement Scheme (TVES), and I adopt and endorse the arguments made therein as part of my own personal submission.

The specific concerns I wish to raise are set out below.

1. Value for Money — An Uncosted Scheme



**There are numerous Trees in
Tallaght Village, here are some
and there are many, many
more.**

Figure 1 There are many trees in Tallaght Village

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

The Tallaght Village Enhancement Scheme, reported to cost €6.5 M Jan 29 Tallaght Echo, <https://www.echo.ie/e21-5-million-allocated-for-village-and-district-enhancements-schemes/>, as presented, does not appear to be accompanied by any comprehensive, itemised cost breakdown for the proposed works. This is a serious failure of transparency. Public funds are being committed to a significant public realm intervention whose total cost has not been made available for public scrutiny.

The obligation to demonstrate value for money in public expenditure is not merely a matter of good practice — it is a formal requirement under the Public Spending Code (Department of Public Expenditure, NDP Delivery and Reform, updated 2019–2023), which applies to all Irish public bodies, including local authorities. The Public Spending Code requires that all public expenditure be planned, appraised, managed, and evaluated to ensure that it represents the best use of public funds. The Code is available at:

<https://www.gov.ie/en/collection/public-spending-code/>

Furthermore, the SDCC Annual Service Delivery Plan 2026 confirms that SDCC's own Audit Committee has a mandate to assess and promote efficiency and value for money with respect to the performance of the Council. This is an internal governance commitment. The relevant document is available at:

<https://meetings.southdublin.ie/Home/ViewReply/88118>

Against this background, I submit that the TVES, as presented, represents very poor value for public money for the following reasons:

1.1 The Scheme is Uncosted

- No unit costs, overall project budget, or life-cycle maintenance estimates have been published in the Part VIII documentation.
- Without this information, it is not possible for residents, community representatives, or elected members to assess whether the proposed expenditure is proportionate, justified, or competitively tendered.
- SDCC is requested to publish a full, itemised cost schedule — including unit costs per element, a total project cost, and estimated annual maintenance costs — before any construction is authorised.

- **1.2 The Cost of Tree Planting Appears Disproportionate**, Estimated installed cost per urban street tree: **€6,000–€20,000**

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

One of the most visible and frequently cited benefits of the scheme is 'significant greening' through tree planting. However, the costs associated with urban street tree planting in this context raise serious concerns about value for money, particularly when set against the income and amenity value of the parking bays being removed to accommodate them.

The Council is respectfully requested to confirm whether the figures set out in below are broadly consistent with the cost assumptions being used internally for the TVES. If the Council considers any figure to be inaccurate or unrepresentative (and this is possible but it is a costing and none are currently available from the council), it is respectfully asked to publish its own equivalent cost breakdown — covering the same line items , what is the cost of planting these proposed trees in the village for this scheme.. — so that the public can assess whether the greening element of this scheme represents good value for public money.

I respectfully ask SDCC to check these costing, and if they are incorrect, which is possible , **to come up with their own figures and publish the costs per tree.**

Area breakdown

- Total street section: **~2000 m²**
- Roadway: **~1050 m² (52%)**
- Footpaths: **~700 m² (34%)**
- Parking area: **~275 m² (14%)**

Parking

- Estimated parking spaces on this section: **~25**
- Estimated cumulative loss discussed later:
 - **~25 spaces on Main Road**
 - **at least ~15 more on Old Blessington Road**
 - **total ~40 spaces**

Trees

- Existing public trees on the parking side: **~4–6**
- Potential additional trees if parking were converted: **~8–18**
- Net gain from that scenario: **~+4 to +12**
- Your preferred final position was **no new trees in this section**, because of:
 - existing mature tree coverage on the **adjacent Priory lands**
 - the importance of retaining parking for **residents and businesses**
 - the view that extra trees here would be **overkill in context**

Tree cost estimate

- Estimated installed cost per urban street tree: **€6,000–€20,000**
- Estimated total for 8–18 trees: **€48,000–€360,000**

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

Present a value-for-money argument, place indicative costings in an Appendix, and raise the following questions: what is the real cost per tree, and why did the Council ignore the bus links option through the University?

Same as Removing Main St Parking creates c 40 trees space - is this worth the human and economic impacts?

Urban Street Tree Cost Estimate (Detailed Table) This may be correct or incorrect estimate but is a costing and see no such detail in the Part VII.. I ask the council to publish their own estimate and include it a revised Part 8 submission so that value for money can be measured, we also ask them to cost the entire package

This document provides a detailed breakdown of estimated costs associated with installing urban street trees in a constrained streetscape environment. Values are indicative and suitable for planning-level estimates (±20–30%).

1. Cost Breakdown per Tree

Cost Element	Description	Estimated Cost (€)
Tree Supply & Planting	Tree, delivery, planting, staking, watering	800 – 1,500
Excavation & Site Prep	Breakout of pavement, excavation, disposal	800 – 2,500
Utilities & Constraints	Working around services, protection measures	500 – 3,000
Engineered Tree Pit	Soil volume, drainage, aeration systems	700 – 2,500
Root Management	Root barriers, structural soil / cells	1,000 – 5,000
Surface Reinstatement	Tree grille, paving, kerbs, concrete works	1,500 – 4,500
Overheads & Traffic	Traffic control, supervision, preliminaries	700 – 1,500

Total Estimated Cost per Tree: €6,000 – €20,000

**Personal Submission, [REDACTED] Part VIII Public Consultation
Tallaght Village Enhancement Scheme**

2. Total Scheme Cost Estimate

Scenario	Number of Trees	Total Cost (€)
Lower Bound	8	48,000
Mid Range	12–15	72,000 – 300,000
Upper Bound	18	108,000 – 360,000

2. Failure to Assess the Alternative Bus Route through TU Dublin Tallaght Campus

I did bring this up an alternative route for the bus at consultations in October 2025 and also submitted to (via TCC) to Bus Connects on this. I am frustrated that a reasonable solution that would solve many problems is not being discussed. Tallaght village is for the people in Tallaght, and not Bus Connects route experiment for central planner in the NTA who have failed to listen to better solutions and SDCC , on this occasion, who seem to be repeating this mistake.

The NTA listed an option of the bus route through the college, it was reject without proper analysis and SDCC did not even mention it in their report.

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

Alternative Bus Connect Route proposed at Oct Consultation Meeting, Never discussed in Part VIII Documents.



Figure 2 Bus Connect through University

BG1(Through TUD Tallaght) and BG5 routes propose this dramatic alteration in the village layout, opening the cúl de sac and sacrificing the largest village public plaza plus over 20 parking spaces to create a very short bus lane that **“gains very little in distance and time strategically.”**

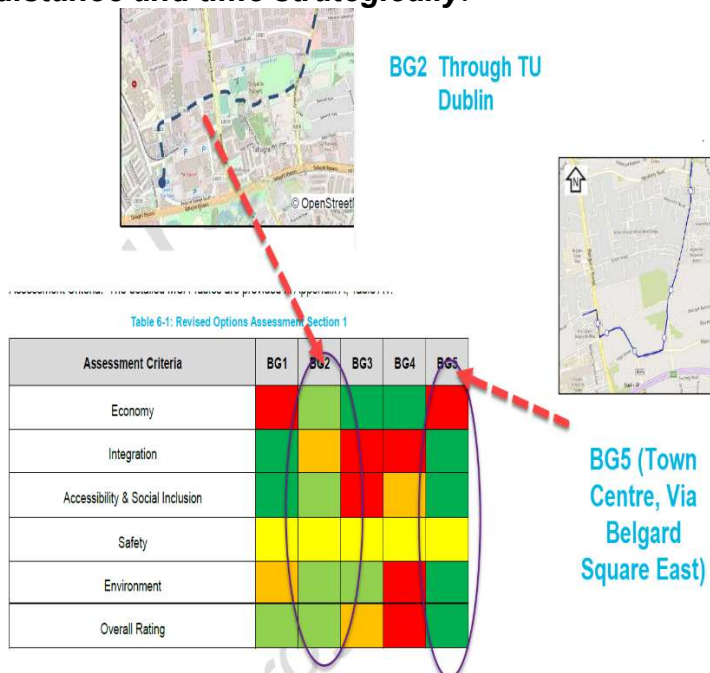


Figure 3 Bus Connect Proposals

The scheme documentation presents the current Main Street routing as the only viable option for improving connectivity, pedestrian infrastructure, and bus priority in Tallaght Village. However, there is an alternative routing option — through the campus of TU

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

Dublin Tallaght — that does not appear to have been subjected to a formal Transport Feasibility Assessment or Route Options Appraisal.

This alternative route (which was proposed by the NTA) has potentially significant advantages over the current proposal:

- It would create a dedicated, segregated corridor for buses, cyclists, and pedestrians that does not conflict with general traffic on Main Street.
- The campus road and path network is already partially established, reducing the extent of new civil engineering works required.
- The route has the potential to connect the hospital, the Luas Red Line, the Civic Offices, and the village centre more efficiently than the current proposal.
- By removing bus movements from the village core, a campus routing could achieve many of the traffic calming objectives of the current scheme at significantly lower cost and disruption.

I am not aware that this alternative has been evaluated in any published document. **I call on SDCC to commission and publish a Transport Feasibility Assessment of the campus route before any decision is made to proceed with the current scheme. We should not ignore solutions that are obvious and have benefits just because the NTA do not listen to local knowledge.**

3. Carbon Emissions — No Net Reduction Demonstrated

The scheme implies it will deliver environmental benefit through reduced carbon emissions via improved walking and cycling infrastructure. I submit that this claim has not been substantiated and that no Carbon Life-Cycle Assessment has been published.

3.1 Construction-Phase Embodied Carbon

- Portland cement concrete produces approximately 200–400 kg of CO₂ per tonne — a major urban streetscape project of this scale will consume many hundreds of tonnes.
- Dense bituminous macadam (tarmac/asphalt) for road and footpath resurfacing generates approximately 40–55 kg CO₂ per tonne of material.
- Excavation, disposal of arisings, delivery of materials, and heavy plant operations all contribute substantially to the construction carbon footprint.
- None of these embodied carbon figures have been published or included in any Environmental Statement accompanying the scheme.

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

3.2 The Carbon Sequestration Capacity of Newly Planted Street Trees is Very Limited

- A newly planted urban street tree sequesters approximately 10–25 kg of CO₂ per year in its early years.
- Data from the 100 Million Trees Project in Ireland confirms that even at optimal woodland planting density, sequestration averages approximately 24 kg per tree per year — urban street trees in hardscape settings achieve a fraction of this.
- If 30–50 street trees are planted on Main Street, total annual sequestration may be in the order of 300–1,250 kg CO₂ per year — under 1.5 tonnes per annum. This is entirely negligible relative to construction-phase emissions.
- The carbon payback period — the point at which operational savings offset construction emissions — could be a century or more. This has not been calculated or published.

3.3 Traffic Diversion Emissions During Construction

- Stop-start driving and extended idling in congested conditions increase fuel consumption and CO₂ output per vehicle kilometre by 30–50% compared to free-flow conditions.
- A construction programme of twelve to eighteen months — typical for a scheme of this scale — will generate substantial additional vehicular emissions across the Tallaght road network. These have not been estimated.

3.4 Modal Shift Assumptions are Unverified

- No baseline travel survey for the TVES corridor has been published.
- No behaviour-change model for the Tallaght context has been produced.
- Many car journeys to and through Tallaght Village serve origins and destinations well beyond comfortable walking or cycling distance.

3.5 Analysis of Emission, I call on SDCC to check this and publish their own if this one is in error.

The proposal may be inconsistent with national climate targets if it increases emissions in the short to medium term without a clearly demonstrated and timely offset.

The proposed Tallaght Village Enhancement Scheme raises a material issue regarding **compliance with national and local climate policy**, due to the likely **significant embedded and construction-phase carbon emissions** associated with the works.

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

Based on Transport Infrastructure Ireland (TII) benchmarks, the scale of intervention proposed is likely to generate **hundreds of tonnes of CO₂ at the construction stage alone**. These emissions are **front-loaded, irreversible, and occur in advance of any potential operational benefit**.

While the scheme includes the planting of approximately 40 trees, this measure does **not constitute a meaningful carbon offset**. Even under optimistic assumptions, the carbon sequestration potential of these trees would require **in excess of a century** to offset the initial emissions. Under more realistic urban conditions, the offset period extends to **multiple centuries**.

Accordingly, the proposal gives rise to a **clear imbalance between immediate carbon cost and deferred, uncertain benefit**, and must be assessed in the context of Ireland's statutory climate obligations.

Policy Context

Ireland's climate framework, including the **Climate Action and Low Carbon Development (Amendment) Act 2021**, establishes a legally binding requirement to pursue a **51% reduction in greenhouse gas emissions by 2030** and climate neutrality by 2050.

The **Climate Action Plan 2024** emphasises:

- the need to reduce **embodied carbon in construction**,
- prioritisation of **low-carbon and resource-efficient approaches**, and
- avoidance of unnecessary carbon-intensive development.

Similarly, the **National Planning Framework** and associated guidance promote:

- **compact growth**,
- **efficient use of existing infrastructure**, and
- minimisation of **lifecycle environmental impacts**.

At local level, the **South Dublin County Development Plan 2022–2028** includes commitments to:

- climate mitigation,
- sustainable infrastructure delivery, and
- integration of **carbon considerations into development decisions**.

Assessment

In this context, the proposed scheme raises the following concerns:

- It involves **significant reconstruction of existing infrastructure**, generating substantial **embodied and construction carbon**.

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

- The environmental justification relies, in part, on **tree planting**, which is **quantitatively insufficient** to offset those emissions within any meaningful timeframe.
- No evidence has been presented to demonstrate that the scheme achieves a **net reduction in emissions over a relevant policy horizon (e.g. to 2030 or 2050)**.

This gives rise to a fundamental issue:

👉 **The proposal may be inconsistent with national climate targets if it increases emissions in the short to medium term without a clearly demonstrated and timely offset.**

4. Opposition in The Village.

There is clear opposition by resident and business for many reasons, See the photos below for proof. The village is for community, people and business, not a Bus Connects experiment that will fail or a tree planting “greenwashing” that is economically indefensible, in its current form it will drive businesses from the village and destroy the community vibe which is real and has been there for hundreds of years. This is not something you do with the historic Village of the County Town in Dublin.



Figure 4 Opposition to Scheme from Locals who live and work in Tallaght Village

Recently it was reported that an SDCC source is directly quoted in *The Echo* (October 2025) in connection with the Tallaght Village Enhancement Scheme, stating that Tallaght had to "jump the queue in terms of village enhancements in South Dublin" due to the upcoming BusConnects Dublin – Tallaght/Clondalkin to City Centre corridor.

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

While I can understand the temptation to jump a queue, this is not, in current form, offering anything of note — it is destroying a village. It is not costed, and Tallaght Village is for the people who live and work there, yet it is being ignored.

If SDCC were to withdraw the current scheme and resubmit, and ensure that the University Bus Route was selected, that no car parks are taken out, that the bus gate is seen as superfluous (there would be two bus gates reducing the flow to Tallaght Village — one at the University entrance and the proposed one), and that a regeneration of the derelict St. Dominic's Hall and the derelict Esso site were restored, that would be a great solution; the positive elements mentioned below should be retained.

I have, with good reason, been critical of the major changes, but the scheme does have some well thought out elements.

- A. Old Blessington Road greening to the east and corner at The Dragon welcomed.
- B. Greening by Greenhills Court Apts is welcomed.
- C. Greening on north side of Main St is welcomed & will leverage the sunny aspect and already wide pathways.
- D. Wide existing paths and building line set back at old Ulster Bank buildings should be greened.

Doing this is much better value for money.

4. Conclusion and Requests

I submit that the Tallaght Village Enhancement Scheme should not be approved in its current form. My specific concerns are:

- The scheme is uncostered, and the cost of individual elements — particularly tree planting — cannot be assessed for value for money without a published itemised cost schedule. These obligations arise under the Public Spending Code and SDCC's own Audit Committee mandate.
- An alternative bus route through TU Dublin Tallaght Campus has not been adequately assessed, and this omission is a material deficiency in the scheme documentation.
- The scheme has not been shown to deliver a net reduction in carbon emissions. Construction-phase embodied and machinery emissions are likely to significantly exceed any foreseeable operational savings for many decades.

I formally request that South Dublin County Council:

Personal Submission, [REDACTED] Part VIII Public Consultation Tallaght Village Enhancement Scheme

1. Publish a full itemised cost schedule, including unit costs per element and a total project budget, before any construction is authorised.
2. Respond to the indicative cost analysis A, confirming whether the figures are broadly accurate or, if not, publishing its own equivalent breakdown.
3. Commission and publish a Transport Feasibility Assessment for the TU Dublin Tallaght Campus route as a credible alternative.
4. Commission and publish a Carbon Life-Cycle Assessment, including a Carbon Payback Period calculation, before the scheme is approved.

Again, I fully endorse any submission made by Tallaght Community Council (TCC) in respect of this scheme and adopt their arguments by reference. This is an opportunity to fix the site at St Dominic's Halls (Picture Echo November 28th, 2022)



Figure 5 St Dominics Hall, still a derelict building after more than three years,

And to fix the eye sore of the Esso site. Picture Source Echo 4 Oct 2022, then this would be solving real problem and not pandering to a fictitious problem with lack of trees, the

Personal Submission, [REDACTED] Part VIII Public Consultation
Tallaght Village Enhancement Scheme



Figure 6 Derelict Esso Site Source Echo

If you are going to budget €6.5 you should be able to fix these, have a Bus Connects through the University and still have money left over.

There are plenty of trees on Tallaght Village,

I would welcome the opportunity to discuss these concerns further and am available to attend any oral hearing or meeting arranged by the Council regarding this scheme. I will also be asking local TDs, councillors, and community representatives to consider a revised proposal—one that includes a Bus Connects route through the University, the restoration of St. Dominic's Hall for community use, the removal of the eyesore at the Esso site to make way for a meaningful community facility, and the retention of the positive elements already contained in the plan.

I care deeply about Tallaght. It has been exceptionally good to me. I raised my family here. I work here. I know the people, and I also acknowledge the many things the Council gets right. But we can—and should—do much better for the village.

SDCC has made many strong planning decisions over the years, and of course, like any local authority, some less successful ones. Unfortunately, this proposal in its current form falls firmly into the latter category. However, with more thought and genuine collaboration with council officials, it could be transformed into a leading example for the country—one worthy of Tallaght Village.

Right now, this project risks becoming an ugly duckling. But with revision, it has the potential to become something genuinely transformative for Tallaght.

**Personal Submission, [REDACTED] Part VIII Public Consultation
Tallaght Village Enhancement Scheme**

I urge our councillors to reject the plan as it stands and to seriously consider the alternative ideas outlined above as a far better way to invest the reported €6.5 million. (<https://www.echo.ie/e21-5-million-allocated-for-village-and-district-enhancements-schemes/>)

Yours faithfully,

[REDACTED]

Appendix: Indicative Carbon Assessment (Not demonstrably climate-efficient.

)

(All figures are order-of-magnitude estimates provided to illustrate scale. A full assessment must be prepared by the Local Authority.)

A1. Construction Carbon Estimate

Transport Infrastructure Ireland benchmark:

- **~502 tCO₂e per km per lane** (A1–A5, B2–B5, B6; excluding major earthworks)

Scaled to an urban village scheme:

👉 **Estimated: 250 – 450 tCO₂e (construction phase)**

A2. Tree Sequestration

Typical values:

- Early-stage: **14 kg CO₂/year/tree**
- Mature (upper bound): **60 kg CO₂/year/tree**

For 40 trees:

- **0.56 tCO₂/year** (early stage)
 - **2.4 tCO₂/year** (upper bound)
-

A3. Payback Period

Scenario	Payback Time
Low sequestration	446 – 800+ years
High sequestration	104 – 188 years

👉 **Conclusion:** No meaningful offset within policy-relevant timeframe.

A4. Context

- 250–450 tCO₂e ≈ **106–192 car-years of emissions**
-

Personal Submission, Gerard Stockil **Part VIII Public Consultation** **Tallaght Village Enhancement Scheme**

A5. Overall Finding

- **High immediate carbon cost**
- **Minimal annual offset**
- **Extremely long payback period**

👉 **Not demonstrably climate-efficient.**

Unique Reference Number: SD-C407-TLVES-22

Status: Submitted

Submission:

Observations regarding Tallaght Village Enhancement Scheme

UID: 176606

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -

11:13

Date Submitted: 25.03.2026 -

12:06

Cover Letter

A Chara,

My name is [REDACTED] and I have lived in Tallaght all my life - in St Maelruan's Park and now in Old Bawn. I am making this submission as a person who uses Tallaght village on a regular basis, i.e. visiting Molloy's, the Village Green, the dentist on Main St, Cafe Aon Sceal, Tidy Towns, the Priory Market, the Priory Church, etc etc.

Observations:

Local access and removal of residential on-street parking

Chapter: Tallaght Village Enhancement Scheme

To it may concern,

I would like to make this submission under two headings:

1. Local Access and 2. Removal of residential on-street parking

1. Local Access

I have frequented Tallaght Village all my life, school, shopping, dentist, church, recreation etc. all done under the heading local access. I never park on the Main Street as I believe the parking there should be kept for the residents. So I park in Molloy's car park, the Village Green car park and sometimes the Priory. With the new enhancement scheme, I am assured this will not change. If the scheme is designed effectively, I believe most people who use Tallaght Village for local access will continue to do so. However, I cannot see how this "local access" can work for residents who live on Main Street. Local access to the dentist or local access to a cafe is all fine, we can't all park outside every establishment we want to visit, BUT to expect people who live on the street to only have so called "local access" to their own homes is just too big of an ask and will cause severe stress and anxiety for many residents who rely on the safety and security of parking outside their own home.

2. Removal of residential on-street parking

I know a lot of the residents of Tallaght village, many of them are 3rd, 4th, 5th generations of the same families. Tallaght village is their home and their secure place. To remove their on-street parking would be the greatest dis-service to the life and soul of the village. If these people still must drive their cars into the village and find somewhere off the street to park then the removal of cars from the village has failed. The cars are just in a different place. The effect on the environment of the few cars that are parked by residents is irrelevant as they will be just parked nearby. I firmly believe that much of the enhancement of the village can take place without losing residential parking. We don't need more trees in the village when there is a forest across the road in the Priory and already trees growing on the street. This is a living village, loved by the people who live there, and these are the people who will be most negatively affected by this scheme. I would ask you to please re-consider the removal of residential on-street parking as there are vulnerable people living in the village who have physical and anxiety issues that just cannot be ignored.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-23

Status: Submitted

Submission: Tallaght
Village

UID: 175900

Author: [REDACTED]
[REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
11:43

Date Submitted: 25.03.2026 -
12:22

Cover Letter

Local resident of Bancroft. 77 years of age

Thinking on how these changes will effect some of my older neighbours who are not as mobile aas they once were.

Observations:

How the changes will effect our village and the access to those few business that are still open

Chapter: Tallaght Village Enhancement Scheme

The few services in the village that are used by local residents require parking. The new theatre just opened in the Aon Scéal Café requires parking to accommodate the patrons.

A playground and shops opening late would help if situated on the old Garage site to bring families to the village as there is nothing for children in the vllage.

If the existing high wall in the Priory was removed and a new line of railings was move dback to the strem and street lights installed on that side of the village it would do tthree things

- 1) Give a bigger floor area to the village
- 2) Make the existing car more user friendly
- 3) Make more space for disabled bays in the village even it ment removing some of the proposed outdoor seating

Main opinion:

The lack of parking especially for the disabled drivers will have a hugh impact on their lives and the round about way to get to the Priory

I wonder how you exit the priory to get back home without having to travell all around the village.

Main requests:

To remove some of the seating and install disability bays

Put a playground and some shops on the old garage site to make the village more attractive

Main reasons:

You have just opened a theatre in the Aon Scéal Café and now taking away the parking

If the existing wall on the PRIORY SITE COULD BE REMOVED AND the line of the railings moved back towards the existing stream it would increase the village area to play with. The proposed route of getting to the Priory by the new Greenhill Road and taking a very sharp u turn on to the old greenhill with two lanes of bus traffic seems an accident waiting to happen.

Boundaries Captured on Map:

Documents Attached: No

Unique Reference Number: SD-C407-TLVES-24

Status: Submitted

Submission: Village enhancement
scheme

UID: 175993

Author: [REDACTED]

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
13:35

Date Submitted: 25.03.2026 -
14:08

Cover Letter

My name is [REDACTED] and I am father to a severely intellectually disabled son who is a wheelchair user.

Observations:

No thought gone into enhancement concept by SDCC

Chapter: Tallaght Village Enhancement Scheme

My son [REDACTED] is 19 years old and is severely intellectually disabled and frequents Tallaght Village regularly in his wheelchair with his carers.

Having viewed your plans for the village enhancement, I have to say that no consideration has been thought out by SDCC regarding the disabled, visually impaired or the elderly in our village regarding how all these people will (A) get to village as there will be no access allowed for propelled vehicles or (B) if they are lucky to have got there, be able to get around due to health and safety risks in your proposed plans?

I feel your zebra crossings at roundabouts are out dated. There is no word on audio assisted crossings for the visually impaired. Standard zebra crossing timers are not sufficiently long enough to allow disabled or elderly cross the road quick enough.

Seated area while looks nice not wide enough for disabled users to maneuver their wheelchairs 360 degree turn, this needs to be bigger!

Not allowing vehicles enter the village will disrupt many service users attending several services like walk and Cheeverstown that attend day services daily.

How SDCC feel this enhancement will attract people is of disbelief to me. Tallaght Village needs people. People have been the heart and soul of our village for hundreds of years. Families have had business here and have passed them down through generations. The small local businesses need the people in our village for them to survive.

Please can SDCC go back and design a better more accessible concept that will take in all that need to access our wonderful village disabled and able bodies for all to enjoy on a daily basis

Documents Attached: No

Boundaries Captured on Map: No



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

South Dublin County Council,
Planning Department,
Town Centre,
Tallaght,
Dublin. 24.

24th March, 2026

Re : **Application Under part 8 Re Tallaght Village Enhancement Scheme.
Planning Reference – PT8SD349.**

Dear Sir/Madam,

I wish to lodge my concerns to the proposed Tallaght Village Enhancement Scheme under the Part 8 planning process.

Tallaght Village retains a strong historical context from previous ages and an even stronger sense of pride we want to create a village to be proud of. I acknowledge and welcome the intention to improve the public realm and support sustainable transport. I have significant concerns regarding the potential negative impacts of the current proposal on the functioning, accessibility, and vitality of Tallaght Village.

1. Loss of Parking and Impact on Local Businesses

The reduction or removal of on-street parking c. 40+spaces and loading areas will adversely affect residents and businesses that rely on convenient access for customers and deliveries, as well as delivery to their customers ie fast food.

2. Accessibility Concerns

The scheme does not appear to adequately consider the needs of elderly residents, people with reduced mobility, or those reliant on car access. Reduced parking and altered layouts may make it more difficult for these groups to access essential services. These risks undermine the economic vitality of the village centre in particular for rate payers who also rely on passing trade. Not only is traffic flow through the village essential but the ability to stop in the village. **The Priory and x2 funeral homes need a 2-way system to facilitate the volume of traffic in particular at funerals and other services.**

...../Contd.



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

3. Shop Closures

In recent times numerous retail premises have closed or relocated in particular 2 retail units by the college which had good footfall but little or no passing trade by virtue of the bus corridor. Choice's takeaway currently To Let indicating staff need easy access to their cars in particular takeaway delivery drivers.

4. Lack of Clarity on Traffic Management Measures

There is insufficient detail on how traffic will be managed during and after implementation. Clear mitigation strategies—such as enforcement, and monitoring should be outlined prior to approval.

5. Traffic Displacement and Congestion

The proposed changes to road layouts and traffic flows are likely to displace traffic into surrounding residential areas. This will result in increased congestion and creating a rat-run through the Priory by virtue of the new access via the New Greenhills Road.

6. Scale and Suitability of the Proposed Design

The extent of the proposed interventions may not be appropriate for the existing character and function of Tallaght Village which is over 200 years old. A more balanced approach is needed to ensure improvements do not come at the expense of usability, accessibility, residents, employers, businesses and rate payers.

In its current form, the proposal raises serious concerns regarding traffic impact, accessibility, and economic sustainability. I respectfully request that the scheme be reconsidered, revised, and subject to further detailed assessment and community consultation before any decision is made.

Yours faithfully,

[Redacted Signature]
For the Company



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

South Dublin County Council,
Planning Department,
Town Centre,
Tallaght,
Dublin. 24.

24th March, 2026

Re : **Application Under part 8 Re Tallaght Village Enhancement Scheme.
Planning Reference – PT8SD349.**

Dear Sir / Madam

Tallaght village has many 1st, 2nd and 3rd generation family businesses as well as many other faithful long-standing businesses all of whom serve the community. The most acclaimed and cherished landmark with the biggest draw to the village at any given time is the Priory.

We strongly encourage that the village becomes a destination, more inviting, social and engaging, highlighting its historic heritage and culture. Creating safer walkways, footpaths, attractive soft and hard landscaping, providing seating, improved public lighting, CCTV, bus stop shelters, EV charging options etc which will provide an overall enhancement of public space but not to the detriment of local business rate payers by driving traffic and passing trade away from the area.

The proposed objective is to create “A connected village”, “An Equitable Village” unfortunately instead of a balance existing between social and business there is a disconnect.

Accessibility Concerns :

The project's vision is to create a people-first, accessible, and vibrant village centre. Driving traffic away from the village does not “support local businesses”. This will be the 4th attempt to do so. For business to survive they need through traffic

.../Contd.



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

The village needs to be fully accessible and welcoming to all ages and abilities who wish to both socialise and carry out business. The village cannot be decimated or dominated by the former. A pedestrian-priority environment creates challenges for traffic and parking. The village has a moderate footfall rather than an intensive urban pedestrian footfall.

The Priory and x2 funeral homes need a 2-way system to facilitate the volume of traffic especially for funerals and other services.

Dundrum Village with excellent parking is a prime example where new road layouts have destroyed a once thriving village. There are many vacant units, numerous store closures the most recent being Donnybrook Fair in January of this year, accessibility has created the problem. The focus was also on creating pedestrian prioritisation at the cost of local business.

Parking:

The reduction or removal of **circa 40+** on-street parking spaces and loading areas will adversely affect local residents, and businesses that rely on convenient access for customers and deliveries.

Traffic Management Measures:

The proposed Bus gates – This restriction to bus traffic only ie general traffic not permitted, creating very low traffic 'quiet street' is not conducive to a business environment. This is already evident and conclusive as the Bus gate on Old Blessington Road has led to the closure of 2 retail units, both remain vacant.

The Throttle gate on both the main road and new Greenhills Roads will further drive traffic away from the village.

Traffic congestion is not an issue in the village "Traffic dominance" is predominantly on the new Greenhills Road from the N81 via Tesco and the Bank of Ireland. This can be alleviated by a modified road design which will facilitate vehicles travelling in both directions. For instance, widening the Yield to Templeogue or reducing the centre island to enable more cars to turn right or left into the village.

.../Contd.

Directors: Tom Maher PC FCSI FRICS
Fiona Maher MIPAV CV TRV MMCEPI
Anne-Maree Maher BABS SCSi RICS
Maree D. Maher MIREF

Vat. Reg. No. IE 1409442U Licence No. 001371



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

Over the years SDCC has granted permission for change of use in many of the existing cottages and buildings, creating a business hub - solicitors, estate agents, banks, credit union, creche/ Montessori etc., to serve the community complimented by various fast food/ take away outlets, cafes, barbers/hair dressers, beauty and nail salons, Chiropodist, charity shops, funeral homes, retail security and convenience stores. Now they want to remove the traffic and parking from the village. This will have a devastating knock on effect to all business owners and users.

The revelation of the lack of communication with the business community and rate payers is shocking. It actually undermines the scheme. The proposal is not just an enhancement of the village to revitalise it. The actual impact of the major changes to road layouts, the addition of bus gates, throttle gates, removal of 40+ parking spaces, bus and "local access" only will drive traffic out of and away from the village all to enable "Pedestrian Priority".

Part 8 planning submissions are part of a public consultation process under the Planning & Development Regulations 2001-2012 for local authority-led developments. Tallaght is one of Ireland's largest urban settlements. In 2022 the population was 81,022, 70 parties attended the 1st consultation meeting and 50 parties attended the 2nd a handful of people at the final 2 which highlights the lack of public awareness. Many of the local businesses and traders were not aware of the scheme until recent, the majority feel they were massively overlooked during the public consultation process. There also remains substantive confusion regarding the plans.

There is deep local pride in Tallaght's heritage and in particular the village, which we all want to be proud of. We are in favour of the aim to enhance the overall village environment, but certain factors need to be addressed. **NO bypassing the village** by creating a bus corridor. The village and buses have co-existed to date. Complete access to the village via the current 2-way system, adequate parking, loading bays and a complete overhaul creating a better and enhanced village.

Yours faithfully,

T

For the Company

Unique Reference Number: SD-C407-TLVES-27

Status: Submitted

Submission:

TCC Submission on Tallaght Village Enhancement Scheme
(TCC Submission)

Consultation:

Tallaght Village Enhancement Scheme

UID: 576

Author:

Representing TCC Tallaght Community Council, co address
given below for this submission

Date Created: 25.03.2026 -
15:44

Date Submitted: 25.03.2026 -
15:48

Cover Letter

Dar SDFCC This is the TCC (Tallaght Community Council) Observationb of the Tallaght Village Enhancment scheme, described at <https://consult.sdublincoco.ie/en/consultation/tallaght-village-enhancement-scheme>

Observations:

TCC Talalght Village Enhancment Scheme Part VIII Submission

Chapter: Tallaght Village Enhancement Scheme

TCC Submission

Attachments:

□ SD-C407-TLVES-27-168152 - 2026_03_25EnhancedtVillageSubmissionFinal.docx

Boundaries Captured on Map: No

Tallaght Community Council

C/O Tallaght Enterprise Centre,
Main Road,
Tallaght Village,
Dublin 24.

24.03.26

Dear SDCC,

Tallaght Community Council (TCC) wishes to formally register its views on the Tallaght Village Enhancement Scheme (TVES) as currently proposed under Part VIII, Article 81 of the Planning and Development Regulations 2001 (as amended). This submission is made within the statutory consultation period and should be treated accordingly.

We responded very positively last September when approached by SDCC to discuss a “once in a generation” opportunity to upgrade Tallaght village. To that end, volunteer reps met with several team members from the engineering team & helped connect them into key people & groups in the village. Shortly afterwards, a transformative budget of €8.5 million was announced in the media for this project. The transformative impact of a budget of this level is huge – it is almost double the budget indicated for the new Tallaght heritage centre in a previous Part 8.

TCC volunteer rep attended all the workshops in The Priory and Priory Market. We constructively shared our direct lived experience of accessibility challenges our members live daily. We freely shared our experience of a decade running a community event to revitalise the village, Tallafest, and finally as active volunteers who are in the village twice a week as part of Tallaght Village Tidy Towns on our direct insights of daily lift and the potential of Tallaght village.

TCC are strongly engaged active citizens, who want to see our village thrive. Our motives and motivation is clear. And we do have valuable and impactful experience and insights of Tallaght village. We should be a firm part of the design of any village scheme.

Our suggestions and views are shaped by years of direct experience and a strong insight from village residents and businesses.

We made a significant written inputs to the consultation from October to December 2025. We submitted almost 10 emails to round 1 and 2 of the consultation, with over 25 ideas, pain points and suggestions to improve Tallaght village, e.g. TUD bus route, pocket park on old Esso site, public art installations, range of materials that would lean into Tallaght’s heritage and built environment, the need to create more ***pull factors*** in the village. We see little trace of these in the impact of the concept as proposed in this Part 8.

The traffic management element and permanent removal of 21 car parking spaces on Main St **should not be coupled with the installation of benches, trees and rain gardens.** This is coupling two elements that should be considered as standalone items- public realm and traffic/movement. The traffic and parking changes are too important to review alongside soft landscaping enhancements. They need clear description, public consultation and reporting. They are now combined with other elements and the focus is dispersed.

The proposition that one must be completely dependent on the other is not fair. You cannot create pressure on residents and businesses to sacrifice an essential amenity as safe, parking and access to their homes by car to install trees and rain gardens.

We have reviewed these Part 8 maps and supporting documents. Some of the proposing greening, where it does not remove on street car parking is welcomed. The village paths all need investment and upgrade. The village street furniture need harmonisation. The historic potential of Tallaght village needs to be unlocked and amplified. The council Courthouse Square car park needs significant repair, cleansing and greening too if the council want to develop better park & walk patterns for the village. These enhancements should be happening fully independently of ANY further traffic restrictions or on street carparking spaces removal on Main St.

We make our views clear under the following headings is subsequent pages.

1. Consultations

- a. Welcome workshops, but clear lack of linkage between broad community contributions & the proposed concept of February.
- b. Clear from range of contributions at workshops of the perception this was focused around public realm & revitalisation, not traffic limitations.
- c. Lack of quantitative data from workshops driving the final concept.

2. Part 8 Issues

- a. Consultation Submission Issues from February to March 2026
- b. Why include soft public realm changes with very significant traffic changes in a Part 8?
- c. Lack of final, definitive details on key elements render a clear, binary vote impossible. Very unusual Part 8 scheme.
- d. Traffic changes and loss of 40 public on street spaces were not flagged clearly and do not punch through the maps published in February '26.
- e. No traffic movement surveys completed to provide credible, quantitative data to inform the emerging concept & significant traffic changes being proposed. Part 8 is premature.

3. Traffic and Car Parking Removal - Compliance with County Development Plan & ACA guidelines

4. Concept Elements – Positives & Negatives

Positives:

- A. Old Blessington Road greening to the east and corner at The Dragon welcomed.
- B. Greening by Greenhills Court Apts is welcomed.
- C. Greening on north side of Main St is welcomed & will leverage the sunny aspect and already wide pathways.
- D. Wide existing paths and building line set back at old Ulster Bank buildings should be greened.

Negatives:

- A. Belief that the existing bollards and street planters create accessibility issues for wheelchairs. They don't and have all been placed with due consideration for wheelchairs to pass.
- B. No flexible space for community events – despite very lengthy discussion on this issue in 2025 with the project team, the plaza on Main St appears to be filled with benches & roof coverings. These permanent structures leave very little free space. They will have an impact of creating wheelchair turning obstacles and will prevent events that need open spaces. Where is the community voice in this element?
- C. No reference to additional public lighting – clear in all consultation notes.
- D. No accommodation for the on-path parking outside Coric House on the Old Bawn Rd.
- E. Naming public places – no attempt to name any plaza or laneway – we are left describing these places as “plaza beside SVdP”... Easy means to inject real sense of place and pride into the village. Missed opportunity.
- F. Scheme boundary does not link into Belgard Rd/Parthalan Place on the Old Blessington Rd. Real gap to create a firm walkway from the Luas, hotels and theatre from a nighttime economy perspective.
- G. Scheme does not include the largest SDCC car park in the heart of the village, Courthouse Square. A huge gap in this concept given the focus on traffic mgt and changes contained.
- H. Scheme boundary does not include any greening for the public plaza at Charles O'Toole bridge. Missed opportunity.
- I. The clear current pain points of poor pedestrian safety from very narrow paths at defined locations in consultations form no part of the concept e.g. path from AIB to The Well.
 - i. Serious, permanent traffic and parking changes are under played in the Part 8 Drawings. The drawings have “General traffic” references on the Part 8 maps doesn't align with notions/ethos of “Local access”. The removal of all Main St on street parking is not referenced at all on the map or drawings.

j. No greening or sensory investment proposed on the plaza beside St Vincent De Paul – despite being close to several day services for physical and intellectually disabled service users. Lose reference to a “teen space” during presentations – this is not welcomed.

K. No plaza features grass – needed for children friendly soft play & for its sensory

5. Universal Design (UD) & Accessibility Principles Not Present at Concept Stage

6. Accessibility Issues with the Concept – Junctions & movement

7. Community Losses from this SDCC Concept

- **40+ On Street Parking Spaces for residents & businesses**
- **Increase in Traffic Restrictions with Newest Bus Gate Proposal**
- **Removal of largest and sunniest public plaza developed in 2017**

8. Distinct Risk of Loss of Commercial Vitality to the village economy

9. Bus Connect Route Options not Fully Explored by This Scheme

10. Environmental Impact of this Concept. Removing new civic spaces and existing mature trees – Costs.

11. Selection of Materials that align with village heritage and built environment

12. Conclusion

1. Reject in current form. Mixing traffic / parking losses with soft enhancements is not fair or indeed what the workshops led the community to understand was in scope.
2. Public realm enhancements should be progressed separately from traffic restrictions and permanent loss of public car parking through the planning process – stagger or phase the plan.
3. Commission an independent accessibility audit prior to any new public realm changes or concept.
4. Develop a robust a community led village design statement.
5. Ensure that future consultation exercises are structured to clearly define the scope of the changes being considered and to capture and replay quantitative insights and findings. Purely qualitative notes that include inaccuracies are not reliable indications of a community consensus.
6. Conduct full suite of traffic movement surveys into 2027 and publish the findings. Then and only then, initiate a traffic review and parking review.
7. Give the community a detailed costing and breakdown of the proposal spend e.g., €100K on tree purchasing and planting, €350K on public art, €2 million on road surfacing. The community should be able to comment on the proposed public spend of €8.5 million budget, so it is invested in the right way.

Yours sincerely,

██████████ Chair and ██████████, Vice Chair **Tallaght Community Council**

1. Consultation – Format, data and portal links Concerns

- a. TCC submitted multiple separate emails to SDCC officials & the Talves email during consultation 1 & 2 in Autumn 2025. One email listed 14 items, ideas and pain points that should be considered in scope for the enhancement scheme. We leaned into the process and made wide ranging contributions to maximise the positive impact on the vitality of the village.

- b. We welcome the workshops and the village venues, but there was clear lack of linkage between broad community contributions & the proposed concept of this Part 8 concept. Clear from range of contributions at workshops of the perception this was focused on public realm, street level vitality, more amenities to create pull factors and increase the reasons to visit the village & revitalisation, **not traffic limitations.**

There **are 4 pages, Appendix A** listing verbatims from the public discussion groups held in October. It lists 100s of comments. **Seating/benches** is mentioned only **4 times**, yet the concept relies heavily on seating **throughout the village**. This shows a disproportionate focus on some barely mentioned in the 4 x workshops. Linkages to nearby parks was mentioned more and is completely lacking in the concept brought forward to Part 8. [talves pc 1 summary-report 25-10-22.pdf](#)

SDCC summarise the findings as:

3.5. Transport and Movement

- Pedestrianisation of Main Street was cited a number of times, with many participants suggesting bus-only or one-way systems as alternatives.
- Recognition that adequate parking exists nearby (Courthouse, Molloy's, Locksmith) but signage is poor.
- Calls for clear directional signage to car parks to change the "park outside and walk in" mindset.
- Support for BusConnects rerouting through the college, freeing Main Street for pedestrian priority.
- Concerns about school drop-offs, delivery access, and traffic congestion at key junctions (notably around Aon Scéal Café and the bypass).
- Desire for better walking links to surrounding active travel schemes, the Dodder Greenway, Bancroft Park, and Priory grounds.

This points a **predisposition towards the concept design direction being locked in before the public consultation sessions.**

There is **no mention of retaining residents parking**, despite it being discussed as a key requirement several times at the Tuesday workshop in The Priory where 5 Main St residents attended.

July 2025 – eTenders details for this scheme shows the brief for engineers for this project. It again points to a pre consultation concept and design priority held by SDCC for this scheme.

5.1.7 Strategic procurement

Aim of strategic procurement: Reduction of environmental impacts

Description: The brief for this scheme is to design an environment that will promote and sustain a rich and vibrant village that promotes retail while providing local residents with easy access via walking, cycling or using public transport. The public realm should be of a high standard, promote connectivity, support socialising and feel safe and pleasant.

Approach to reducing environmental impacts: The transition to a circular economy, Climate change mitigation, Other, The protection and restoration of biodiversity and ecosystems

Green Procurement Criteria: National Green Public Procurement criteria

In October 2025: The briefing from SDCC led the public discussion, [tallaght-ves initial-consultation-rev-2.pdf](#). It clearly drove a bias in the consultation towards a focus on roads, not the wider enhancements submitted by the community in round 1. It also mentions **efficient parking** as being part of the scheme. It did NOT call out the option of REMOVING on street parking when Main St residents were in the workshop. This was misleading.

Our Brief

- Rebalance road space for pedestrians & cyclists
- Expand & enhance public realm and green space
- Improve connectivity and accessibility for all ages & abilities
- Simplify signage, reduce clutter, and integrate public lighting
- Support biodiversity with trees, planting & SUDS
- Provide active play, art, and community spaces
- Enable efficient parking, deliveries & EV charging
- Celebrate village character and heritage



2. Lack of quantitative data from workshops driving the final concept.

Workshops attended by 70 people over 2 months, in no way create a statistically representative sample of people with an interest in Tallaght village. It doesn't give unequivocal direction to endorse or progress permanent traffic changes to Tallaght village.

Simpler, less time-consuming quantitative methods such as online surveys, with closed & open questions would have been more representative and reliable.

Deciding on emerging consensus from open discussion groups in the absence of quantitative features is highly subjective. Unconscious bias and predetermined outcomes are therefore a possibility.

3. Part 8 Queries

f. Consultation Submission Issues from February to March 2026

From February 16th 2026, the link on the SDCC website to the consultation portal where submissions can be made was a broken link (error 404). Therefore, anyone trying to make a submission through this channel would have been unable to follow this online user journey. Public consultation was seriously restricted due to this broken link for 3 weeks of the consultation period.

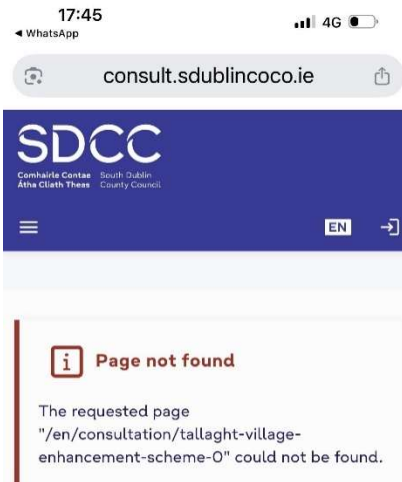
TCC raised this with SDCC on the 16th of February, but the link remained broken until Friday 13th of March 2026.

Broken Link

- **Online:** <https://consult.sdublincoco.ie/en/consultation/tallaght-village-enhancement-scheme-0>
- **In writing:** Post to Senior Executive Officer, Planning and Transport, South Dublin County Council, County Hall, Tallaght, Dublin D24 A3XC.

For additional feedback please fill out the Tallaght Village Enhancement Scheme survey

WHEN Public consultation from 11th February and closes on 25th March 2026 at 5pm.



The screenshot shows a mobile browser interface. At the top, the time is 17:45 and the signal strength is 4G. The address bar shows the URL 'consult.sdublincoco.ie'. Below the address bar is the SDCC logo with the text 'Comhairle Contae South Dublin / Atha Cliath Theas County Council'. The main content area displays a 'Page not found' error message: 'The requested page "/en/consultation/tallaght-village-enhancement-scheme-0" could not be found.'

Fixed in mid March

IN PERSON: 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, at County Hall, Tallaght, Dublin 24 during office hours from **11th March 2026 to 13th March 2026**.

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 25th March 2026** and may be submitted:

- **Online:** [Tallaght Village Enhancement Scheme | South Dublin County Council's Online Consultation Portal](#)
- **In writing:** Post to Senior Executive Officer, Planning and Transport, South Dublin County Council, County Hall, Tallaght, Dublin D24 A3XC.
- **email:** talves@sdublincoco.ie For Attention OF: Senior Executive Officer, Planning and Transport, South Dublin County Council

For additional feedback please fill out the Tallaght Village Enhancement Scheme survey [Tallaght Village Enhancement Scheme Survey | South Dublin County Council's Online Consultation Portal](#)

WHEN Public consultation from 11th February and closes on 25th March 2026 at 5pm.

g. Why include soft public realm changes with very significant traffic changes in a Part 8? Keep it clear & simple given the scope of permanent changes.

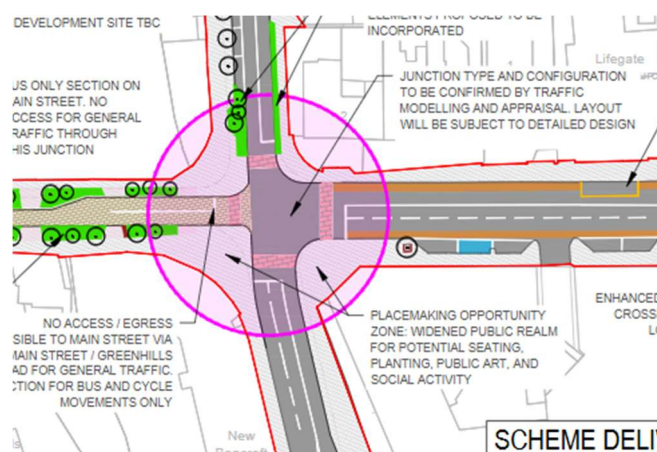
Combining complex and permanent traffic limitations, the removal of 40+ car park spaces, with soft landscaping, new seating and paving **is coupling two separate elements and creating a diffused public discussion and consideration.**

We strongly believe the traffic limitations and public car park removal should be **decoupled** from the public realm enhancements (new surfaces, lighting, benches and planting) to enable a clear, focused public debate occur and clear vote for the SDCC councillors to take place.

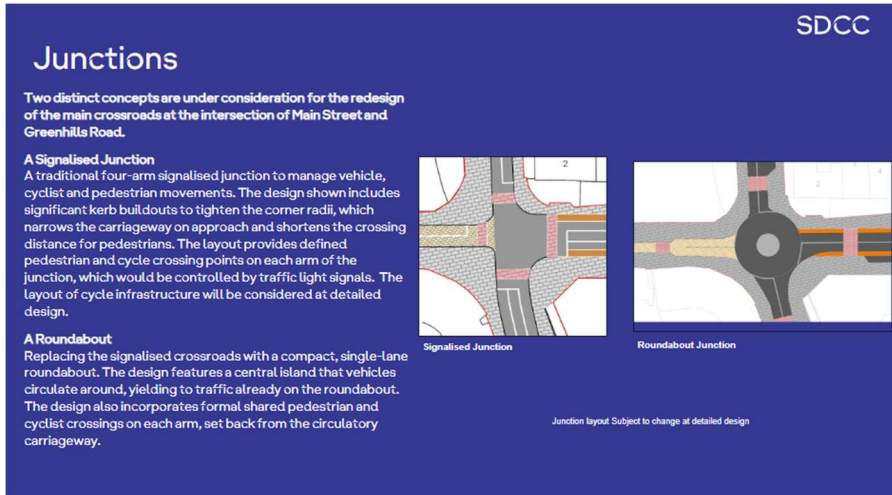
h. Lack of final, definitive details on key elements render a clear, binary vote impossible. Very unusual Part 8 scheme.

After reviewing and contributing to many draft plan consultation and Part 8s, this Part 8 is an outlier. It does not include full and final change details. When there are **multiple options outlined for an element e.g. traffic controls at key junctions** – you cannot expect councillors to give a binary yes or no vote. The actual proposed change is simply unknown. It is not reasonable to expect councillors can give approval to a significant scheme, with permanent traffic and parking changes when central elements include the full range of possible options.

You also can't impact assess the net impact of the various scenarios of the potential options easily and clearly. **For example** – when talking about junction treatments at Main St and Main Rd, the village scheme map outlines two significantly different options being explored (considered). The actual detail is not yet possible to confirm as NO traffic studies have been carried out. This Part 8 is premature.



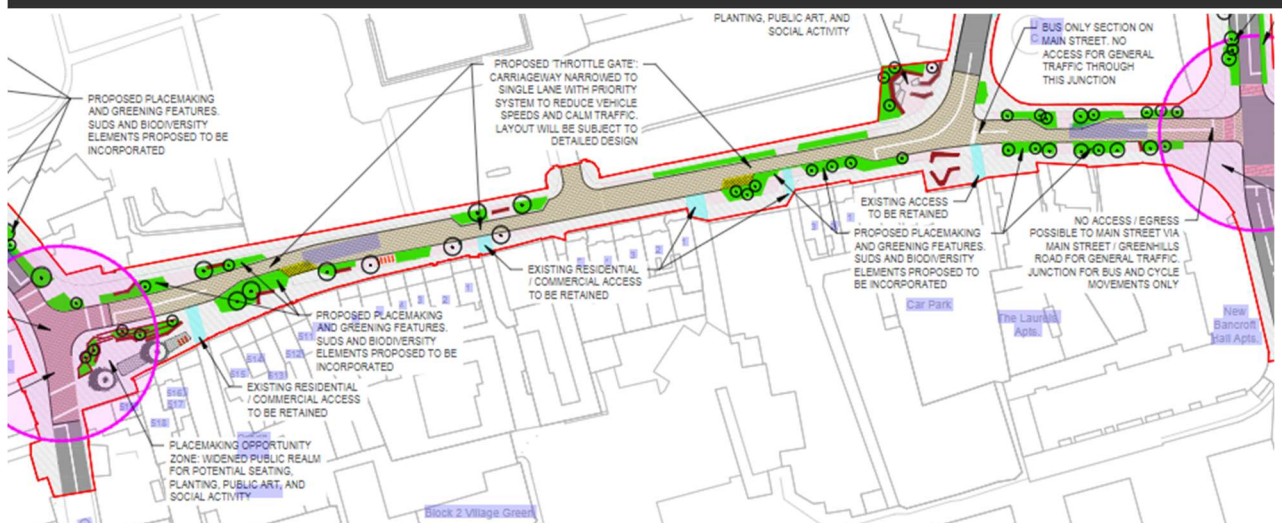
And the separate brochure then **outlines two seriously different junction control options**. No indication of the downstream traffic impacts of either. So how are councillors or the community expected to clearly consider these and vote a binary yes or no.



- i. **Traffic changes and loss of 40 public on street spaces were not flagged clearly and do not punch through the maps published in February '26.**

There is **no note or icon showing the removal of existing on street car parking** in this preferred option layout, therefore it is possible reviewers of this map will not know this option has the impact of removing the existing on street parking on Main St & Greenhills Rd. Instead, it simply shows the greenery and retained access laneways.

31042-XX-CIV-XX-XX-S-C-00001 Part VIII Drg_Prefered Option Layout_.pdf



The direct removal of on street public car parking is only clearly called out in the document called, **Tallaght VES_Part VIII Document - SDCC 260211.pdf on page 31 of 41.**

This is **hardly easy for anyone to find** unless you look at all **11 x separate PDF** attachments and cross reference them with the detailed map.



J. No traffic movement surveys completed to provide credible, quantitative data to inform the emerging concept & significant traffic changes being proposed. Part 8 is premature.

The traffic impact assessment of the proposed permanent traffic restrictions describes the volume of the traffic removed from Main St and using the Greenhills Rd and N81 as being **small below**. Why implement the traffic restrictions in this case?

This statement and scoping is also evidence of the **lack of a traffic study as anyone moving around Tallaght any day during peak hours knows of the long tail backs of traffic on the Greenhills Rd to N81 and the Old Bawn Rds.** And additional cars forced onto the Greenhills Rd will undoubtedly increase car queuing and air pollution in Tallaght village.

Bollards were installed on Main Road to manage the right hand turning lane onto the Greenhills Rd a few years ago & has increased car queueing already at this junction. It appears SDCC are trying traffic measure after traffic measure to move cars from Main Road and Main Street.

Tallaght Village Enhancement Scheme EIA Screening v3_Issued_10.02.26.pdf

<p>Traffic and Transport</p>	<p>The main roads in the town centre are the N81 (Tallaght Bypass / Blessington Road) running north to south through Tallaght, linking the town with the M50 motorway and central Dublin, along with Main Street / Old Blessington Road / Greenhills Road Junction within Tallaght Village itself, which is what will be enhanced through the Proposed Development.</p> <p>Tallaght is situated 12 km from Dublin city and has a direct Luas connection and bus links to Dublin city and Fortunestown. The closest tram stop to the Site is the Luas Red line serving as the primary rail connection for Tallaght Village, travelling towards Dublin city centre. This is located outwith the Site, 1.6 km to the west.</p> <p>Tallaght is located on the N7 economic corridor, which is a key national transport corridor.</p> <p>A dedicated cycle path runs along Main Street within the Site.</p> <p>Car parking in Tallaght Village is a combination of on street parking and dedicated car parks located in retail areas, including The Square Tallaght and Village Green Parking.</p> <p>There are several bus stops within Tallaght Village with networks to Eden Quay (Dublin city centre), Kiltipper Way, Blackrock and</p>	<p>any visual effects are anticipated to be positive.</p> <p>The potential traffic and transport effects arising from the Proposed Development relate primarily to changes in vehicle routing, reduced traffic volumes within the village centre, and minor redistribution of traffic onto the surrounding strategic road network.</p> <p>Within Tallaght Village, the removal of non-essential through traffic and the introduction of traffic-calming measures are expected to result in beneficial effects, including reduced traffic dominance, lower vehicle speeds, improved pedestrian comfort and enhanced conditions for cycling and public transport. These effects are intentional and form a core objective of the scheme.</p> <p>On the wider road network, including the N81, Greenhills Road and Old Bawn Road, a limited level of traffic redistribution is anticipated as a result of through traffic being retained on higher-order routes and a small proportion of access trips approaching the village via alternative entry points. The scale of this redistribution is expected to be small relative to existing traffic volumes on these routes and is not expected to result in a material change in junction operation, congestion levels, or journey time reliability.</p>	<p>It is considered that with suitable mitigation and management during construction and with regards to traffic management during both construction and operation, the effect of the Proposed Development on traffic and transport is not significant and will provide significant benefits for those accessing the area on foot, bike and bus.</p>
-------------------------------------	---	---	--

4. UD (Universal Design) is Essential

SDCC is committed to UD (Universal Design) in its procedures and has had success in this area, but in the case of this Part VIII it is ignored and not supported at

The **Disability Act 2005** defines **Universal Design, or UD, as:**

1. *The design and composition of an environment so that it may be accessed, understood and used*
 - a. *To the greatest possible extent*
 - b. *In the most independent and natural manner possible*
 - c. *In the widest possible range of situations*
 - d. *Without the need for adaptation, modification, assistive devices or specialised solutions, by any persons of any age or size or having any particular physical, sensory, mental health or intellectual ability or disability, and*

The **SDCC CDP 2022–2028, COS2 Objective 5:** *"To promote accessible and inclusive social infrastructure for a range of users by adopting a universal design approach where feasible and to provide for an age friendly society in which people of all ages can live full, active, valued and healthy lives... having regard to Building for Everyone: A Universal Design Approach – Planning and Policy (2012)."*

SDCC's own Universal Access page states: *"South Dublin County Council follow best practice design. We use the guidance from the National Disability Authority. The section most relevant to our Public Realm is external environments."* (Source: sdcc.ie/universal-access)

TCC notes that the Part VIII document records that "**disability advocates**" were among participants in the public consultation events. Yet the scheme as designed fails, in almost every material respect, to reflect the concerns such advocates would have raised. The document's own summary of community desires includes "*a design that is fully accessible and welcoming to all ages and abilities*" and declares "*An Equitable Village*" as a stated success factor. **We disagree with this summary.**

UD Principle 1 states

Principle 1 — Equitable Use

"The design is useful and marketable to people with diverse abilities." **Guideline 1a:** *"Provide the same means of use for all users: identical whenever possible; equivalent when not."* **Guideline 1b:** *"Avoid segregating or stigmatizing any users."*

Failure: The Part VIII document proposes a **non-signalised junction option** at the Main Street/Old Blessington Road junction, under which "*the traffic lights would be completely removed*" and traffic management would rely entirely on physical design — narrow lanes, tight corners, and raised surfaces. For a person with a visual impairment, the removal of audible pedestrian signals (the "green man" phase) effectively removes their primary means of safe crossing. This design provides an equivalent level of safety for sighted and non-disabled users, but withdraws it entirely from users with visual or cognitive impairments. **This is textbook segregation by design, in direct violation of Guideline 1b.** TCC has worked for many years with the council to improve safety at the Main St Blessington Rd junction and this will undo any progress made.

Similarly, the proposed **roundabout option** at the Greenhills Road crossroads presents a vehicle-dominated circulatory flow with no guaranteed pedestrian crossing phase. Roundabouts are among the most hostile junction types for blind and visually impaired pedestrians. The scheme offers no analysis of how these users would navigate either the roundabout or the non-signalised junction option.

UD Principle 4 States

Principle 4 — Perceptible Information

"The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities." **Guideline 4a:** *"Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information."* **Guideline 4b:** *"Provide adequate contrast between essential information and its surroundings."* **Guideline 4e:** *"Provide compatibility with a variety of techniques or devices used by people with sensory limitations."*

Failure: The scheme's material palette, as explicitly described in the Part VIII document, proposes "*natural stone across footways and carriageways*" with "*silver*

*and buff granites" creating a **continuous surface throughout**. The junction section confirms a "Raised Table Crossing: The entire junction area is raised to the same level as the surrounding footpaths, creating a continuous, level surface."*

For a person who is blind or visually impaired, the distinction between carriageway and footway is communicated through tactile paving, kerb differentiation, and surface contrast. A uniform natural stone surface across both carriageway and footway — however aesthetically pleasing — eliminates all three of these navigational cues simultaneously. **This is a direct violation of Guidelines 4a, 4b, and 4e. The scheme contains no reference to corduroy or blister tactile paving at crossing points, no specification for detectable warning surfaces, and no mention of compliance with the NDA's *Building for Everyone* external environment guidelines.**

Principle 5 — Tolerance for Error

*"The design minimizes hazards and the adverse consequences of accidental or unintended actions." **Guideline 5a:** "Arrange elements to minimize hazards and errors." **Guideline 5c:** "Provide fail-safe features."*

Failure: Traffic signals are, for pedestrians with visual, cognitive, or mobility impairments, the primary **fail-safe mechanism** at road crossings. The Part VIII document explicitly contemplates their removal at the Main Street/Old Blessington Road junction, stating that under the non-signalised option *"traffic control is achieved through the physical design itself."* This transfers the burden of safety from the infrastructure (a fail-safe) to the individual user's ability to read and respond to vehicle behaviour — an ability that people with visual, cognitive, or hearing impairments may not have equally. **This is a fundamental failure of Principle 5 and creates a foreseeable hazard for a significant cohort of Tallaght Village users.**

Principle 6 — Low Physical Effort

*"The design can be used efficiently and comfortably and with a minimum of fatigue." **Guideline 6d:** "Minimize sustained physical effort."*

Failure: The scheme proposes the *"rationalisation of on-street parking where required"* and refers users to *"nearby off-street parking."* No evidence is provided that the distance from proposed off-street car parks to the disability services located within the village (WALK, the National Learning Centre, Cheeverstown, Autism Initiatives, , Suzanne House) is within an acceptable walking distance for a person with a mobility impairment, an elderly person, or a carer assisting a wheelchair user. **The scheme contains no details of provision for accessible parking bays or set-down zones in proximity to these services, it may be planned for but the lack of details in the Part VIII data makes it impossible to tell a no data is given/ .** For a

wheelchair user, a person using a walking aid, or an elderly person, an increased distance to their destination directly violates Principle 6. **This lack of detail or total omission is not a minor — it represents a complete absence of consideration for this cohort of users.** In the context of removing car parking placers and asking elderly people to walk to a nearby carpark that is 50 meters away, this is also a clear violation and make it less safe for older people in general.

Principle 7 — Size and Space for Approach and Use

*"Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility." **Guideline 7a:** "Provide a clear line of sight to important elements for any seated or standing user." **Guideline 7d:** "Provide adequate space for the use of assistive devices or personal assistance."*

Failure: The scheme's proposed seating areas, plazas, and public realm spaces contain no reference to wheelchair turning circles, minimum clearance widths for mobility aid users, or space for a carer alongside a wheelchair user. The coverage of *"south-facing benches"* and *"covered seating areas"* in the scheme drawings does not address whether these are accessible for a wheelchair user, whether there are companion spaces adjacent to fixed benches, or whether sight lines from a seated or wheelchair height are maintained to key street features. No minimum footpath widths are specified in the Part VIII documentation reviewed, and there is no reference to DMURS (Design Manual for Urban Roads and Streets) minimum footway widths for streets serving high pedestrian volumes.

TCC's Specific Requests on Universal Design Grounds

1. The scheme must be referred to CEUD/NDA (Centre or Excellent in Universal Design/ National Disability Authority) for a formal Universal Design review before any revised scheme is submitted under Part VIII. TCC does recognise the council's successes in the past in the area, and urge them to ensure that Tallaght village is UD friendly in all respects.
2. A **Disability Impact Assessment** must be carried out in direct consultation with each disability service provider in or adjacent to the scheme area.
3. The non-signalised junction option must be **withdrawn** as incompatible with Universal Design obligations and equality legislation.
4. The roundabout option must be accompanied by a specific accessibility assessment demonstrating compliance with CEUD shared-space guidance before it can be considered.
5. The material palette must be revised to incorporate **mandatory tactile differentiation** at all crossing points, in line with the NDA's *Building for Everyone* guidelines.

6. **Dedicated accessible parking bays and set-down zones** serving the named disability services must be included in any revised scheme, with walking distances to each service specified and verified as compliant.
7. A formal statement of compliance with the 7 Principles of Universal Design (CEUD, universaldesign.ie) must be submitted as part of any revised Part VIII documentation.

5. Traffic and Car Parking Removal - Compliance with County Development Plan & ACA guidelines

Historically Tallaght Village has functioned as an accessible, service-oriented village on Main Rd, Main St and the Old Blessington Rd.

The **Tallaght LAP** also states that the village should "*protect and enhance the setting of protected structures and qualities of the Tallaght Village Architectural Conservation Area (ACA).*" The historic village has always had a residential character. The removal of parking without replacement provision threatens the viability of that residential character and is therefore inconsistent with the protection of the ACA's special qualities.

On street parking is an intrinsic part of how the village works, supporting local businesses, encouraging passing trade, and enabling ease of access for all users. Removing this key infrastructure risks fundamentally altering the established pattern of use, in Tallaght Village.

For example, community-based services such as funeral homes, hairdressers and the chiropodist, need short term, convenient car parking by their premises given the elderly, vulnerable and medical conditions their customers may have. The removal of convenient parking will create a **barrier to sustainable community planning and the village business vitality.**

The Development Plan and ACA guidance both stress that conservation is not limited to visual appearance but covers the maintenance of the living, working nature of historic places. A village that is less accessible and less vibrant economically is weakened regardless of upgrading surface finishes or soft landscaping.

This proposed concept does not consider the ACA or the responsibility on SDCC to protect and sensitively maintain and develop them. A revised, balanced approach that supports both public realm enhancement and the continued economic vitality and accessibility of the village is needed. Not least because of the cluster of daytime

services for people with physical and intellectual disabilities in Tallaght village. The services cover a wide range of complex service user needs.

Inconsistency with the SDCC County Development Plan 2022–2028

Section 12.7.4 — Parking Standards

An Bord Pleanála Inspector's Report ABP-321497-24 — a decision involving an SDCC development — confirmed that *"adequate car parking provision has not been provided... [and would be] seriously deficient and inadequate to cater for the parking demand generated... and not in accordance with Section 12.7.4 of the South Dublin County Development Plan, 2022–2028."* The Inspector further concluded that such deficiency *"would lead to conditions which would be prejudicial to public safety by reason of traffic hazard and safety."*

TCC submits that precisely the same reasoning applies here. Section 12.7.4 of the CDP requires adequate car parking provision to be maintained. The TVES scheme removes existing on-street provision and substitutes a vague reference to "nearby off-street parking" — a facility that is not identified, not assessed for capacity, and not confirmed as available for residential permit use. This is inconsistent with the CDP parking standard and must be remedied before the scheme can proceed.

QDP7 Objective 2 — Streets and Public Spaces

The CDP requires SDCC *"to actively promote well-designed streets and public spaces that provide for active frontages and 'live' edges that feel safe, secure and..."* A village street that has been stripped of the activity and passive surveillance associated with residents' cars, parking, and set-down — and from which residents have been displaced to an unspecified off-site car park — does not create a safer or more vibrant public realm. It creates a deterrent to residential occupation and removes the natural relationship between homes and the public street that is fundamental to a living village.

COS5 Objective 8 — Parks and Public Open Space

The CDP requires public spaces to *"accommodate use by people of all ages and abilities, to support life-long activity, and good health and well-being."* A resident who is elderly, disabled, or a carer, and who is currently able to park immediately outside their home, cannot be expected to walk from an unspecified off-street car park carrying shopping or assisting a dependent person. The removal of on-street parking without guaranteed equivalent proximity undermines life-long residential living in the village.

4. Inconsistency with the Tallaght Town Centre Local Area Plan 2020

The Tallaght Town Centre Local Area Plan 2020 (as extended) sets out a clear vision for the Village neighbourhood area: *"to consolidate existing mixed use residential*

neighbourhood within a high-quality place of intimate scale and character." (Tallaght TTCLAP 2020, Village Neighbourhood Vision)

This vision is explicitly residential in character. The LAP estimates that between 106 and 142 new dwellings could be delivered within the village area over the plan period. Stripping the village of all on-street parking — without replacement, without consultation with existing residents, and without a Residential Parking Impact Assessment — is directly contrary to the objective of consolidating and sustaining a residential community in the village. It will instead deter residential occupation, reduce footfall to local businesses, and undermine the LAP's vision for an intimate, walkable, mixed-use neighbourhood.

The LAP also states that the village should "*protect and enhance the setting of protected structures and qualities of the Tallaght Village Architectural Conservation Area (ACA).*" The historic village has always had a residential character. The removal of parking without replacement provision threatens the viability of that residential character and is therefore inconsistent with the protection of the ACA's special qualities.

6. Concept Elements – Positives & Negatives

Positives:

- A. Old Blessington Road greening to the east and corner at The Dragon welcomed.
- B. Greening by Greenhills Court Apts is welcomed.
- C. Greening on north side of Main St is welcomed & will leverage the sunny aspect and already wide pathways.
- D. Wide existing paths and building line set back at old Ulster Bank buildings should be greened.

Negatives:

- a. Belief that the existing bollards and street planters create accessibility issues for wheelchairs. They don't and have all been placed with due consideration for wheelchairs to pass.
- b. No flexible space for community events – despite very lengthy discussion on this issue in 2025 with the project team, the plaza on Main St appears to be filled with benches & roof coverings. These permanent structures leave very little free space. They will have an impact of creating wheelchair turning obstacles and will prevent events that need open spaces. Where is the community voice in this element?
- c. No reference to additional public lighting – clear in all consultation notes.
- d. No accommodation for the on-path parking outside Coric House on the Old Bawn Rd.

- e. Naming public places – no attempt to name any plaza or laneway – we are left describing these places as “plaza beside SVdP”... Easy means to inject real sense of place and pride into the village. Missed opportunity.
- f. Scheme boundary does not link into Belgard Rd/Parthalan Place on the Old Blessington Rd. Real gap to create a firm walkway from the Luas, hotels and theatre from a nighttime economy perspective.
- g. Scheme does not include the largest SDCC car park in the heart of the village, Courthouse Square. A huge gap in this concept given the focus on traffic mgt and changes contained.
- g. Scheme boundary does not include any greening for the public plaza at Charles O’Toole bridge. Missed opportunity.
- h. The clear current pain points of poor pedestrian safety from very narrow paths at defined locations in consultations form no part of the concept e.g. path from AIB to The Well.
- i. Serious, permanent traffic and parking changes are under played in the Part 8 Drawings. The drawings have “General traffic” references on the Part 8 maps doesn’t align with notions/ethos of “Local access”. The removal of all Main St on street parking is not referenced at all on the map or drawings.
- j. No greening or sensory investment proposed on the plaza beside St Vincent De Paul – despite being close to several day services for physical and intellectually disabled service users. Lose reference to a “teen space” during presentations – this is not welcomed.
- K. No plaza features grass – needed for children friendly soft play & for its sensory

7. Accessibility Issues with the Concept – Junctions & movement

Our Inclusion Officer spoke with council officials on the 19th of March at the Priory. They explained the plans in relation to the changes to the village.

The Village will be more “traffic calm” there will be only local access ie. The Priory, the residents, local businesses. The road crossing is to be 3m rather than 6m

All the pedestrian crossings will be **zebra crossings not signalised** this will be top of the village (around dragon pub) and at the bottom of the village (Bank of Ireland).

The rest of the village is to be what is known as natural crossing.

The area outside Café Aon Sceal proposed covering for this area. This will have seated area with benches and tables.

The issues I feel will affect service users, those with disability that use wheelchairs and mobility aids, the visually impaired, those with Autism, dementia and the elderly using mobility aids.

The safest pedestrian crossings for wheelchair users and people with visual impairment are signal controlled crossings with specialised accessibility features, such as puffin or pelican crossings, which allow users to stop traffic and provide a dedicated, safe time to cross. Key features that define a safe crossing for those in wheelchairs include flush, dished kerbs, sufficient crossing time, and tactile paving for orientation (Wexford County Council).

Zebra crossings are generally considered less safe and less accessible for people with visual impairments and certain disabilities compared to signalized crossings (like Pelican or Puffin crossings). While they offer advantages in traffic calming for able-bodied pedestrians, they often lack the necessary, consistent, and independent cues required by blind or partially sighted individuals, according to organizations like the [National Council for the Blind of Ireland \(NCBI\)](#). 

Top recommended crossing features.

Puffin (Pedestrian User-Friendly Intelligent Crossing): Considered very safe because they use sensors to detect pedestrians, allowing them extra time for those in wheelchairs to cross, and place signals on the same side as the user.

Toucan Crossing: Like the Puffin, but wider to accommodate both pedestrian and cyclists making them excellent for wider wheelchairs and scooters.

Accessible pedestrian Signals (APS): These devices provide audible tones (locator tones), verbal messages, and vibrating surfaces to inform users when it is safe to cross. The safest road crossings for people with disabilities are signal controlled crossings with accessible pedestrian signals such as Puffin or Toucan crossings which provide both audible and tactile feedback. These combined with “dropped” or flush kerbs and tactile paving offer the highest level of safety and independence. Stated by Vision Ireland.

Zebra crossings are considered less safe and less accessible for people with visual impairment and certain disabilities compared to signalised crossings (like Pelican or Puffin crossings).

While the offer advantages in traffic calming for able bodied pedestrians, they often lack the necessary, consistent, and independent cues required by blind or partially sighted individuals according to organisations like National Council of the Blind.

Taking in all the above plus my lived experience and knowledge the non-signal zebra crossings are unsafe. The issues that we have seen at the top of the village have highlighted that safer measures are needed. The left hand turn from top of village at the Dragon turning down to N81 is already very dangerous for pedestrians as the road at completely different height so vehicles can't see that when they turn it is a pedestrian crossing. If this was made into zebra crossings it would be dangerous. I would feel the very same about the end of the village also the crossing at the dancers to the Esso site when they open Old Greenhills Road.

The village and surrounding areas of the village ie. Back of courthouses, behind St Vincent de Paul the high street and village green have Day services there for those with disabilities and autism they all use these crossings regularly and a lot of training has been done to help them navigate independently and safely.

Crossing at Old Bawn RD Junction is Very Dangerous from Design & Usability Perspective

TCC have flagged this for years and have highlighted in annually on Make My Way Day.

- It is too wide.
- It is located on a steep gradient on the Old Bawn Road, which does create visibility issues for pedestrians and drivers.
- The paving design does not differentiate sufficiently visually from the road & pathway.
- The traffic lights are too far apart for pedestrians crossing when they are crossing after they press the button & move.
- Many cars move through the junction travelling north to south and don't realise they are stopped on a cross point if they get stopped by queuing cars. This causes a knock on effect for pedestrians and can result in a blocked pedestrian crossing
- This scheme does little to address this issue.



Disabled Parking

There needs to be more parking for the disabled not less to allow more people to come to the village. Also, will there be accessible parking on village Main Street for the Day service that is there.

Will the Bollards be left there that with advocated for due to cars parking on paths. There was no consultation with any of the services in Tallaght to discuss the concept prior to my meeting with the council.

Seated Area

Will there be wheelchair benches and tables in this area and has the 360-degree turn rule for those in wheelchairs been taken into consideration so that they can be move independently with full accessibility?

This concept does not take into account any in relation to those with disabilities using wheelchairs the visually impaired at the concept stage.

This is more evidence that this Part 8 has been rushed. The concept/plan is premature. Last minute verbal discussion long after the engineers have been engaged, concepts drawn and consultation is in flight is not sufficient.

8. Community Losses from this SDCC Concept – none are acceptable

➤ 40+ On Street Parking Spaces for residents & businesses

The Part VIII document states that *"the scheme includes the rationalisation of on-street parking where required to support pedestrian safety and public realm improvements, with continued access to servicing and the availability of nearby off-street parking within the Village."*

This single sentence is the entirety of the scheme's treatment of what is, for residents of Tallaght Village, a matter of immediate and fundamental concern — the loss of on-street parking on which they depend. **No Residential Parking Impact Assessment has been carried out. No specific off-street alternative location is identified. No walking distance to any proposed alternative is quantified. No assessment of the capacity of any alternative facility against demand has been provided. TCC submits that this is wholly inadequate and constitutes a serious deficiency in the scheme's evidence base.**

2. The Existing Residential Parking Permit Entitlement

Residents of Tallaght Village who live within designated Pay and Display areas are currently entitled, under SDCC's own scheme, to apply for a Residential Parking Permit through South Dublin Parking Services (SDPS, sdps.ie). This permit grants them a legal entitlement to park on the on-street spaces adjacent to their homes. The TVES (Tallaght Village Enhancement Scheme) scheme, by proposing the blanket "rationalisation" of on-street parking without any replacement provision or transitional arrangement for existing permit holders, effectively extinguishes an established residential amenity without any evidenced justification.

TCC notes that SDCC's own parking permits page confirms: *"Residents located in Pay and Display areas can apply for a Resident, Visitor and Commercial Parking Permit."* (sdcc.ie/en/services/transport/parking). The scheme as presented proposes to remove the physical infrastructure upon which this entitlement depends, without engagement with current permit holders, without consultation on alternative provision, and without any assessment of the impact on residential amenity. This is not acceptable.

The "Nearby Off-Street Parking" Fallacy

The Part VIII document's sole concession to the loss of on-street parking is the assertion that *"nearby off-street parking within the Village"* will remain available. TCC objects to this assertion in the strongest terms, for the following reasons:

- No specific car park is identified by name, location, or map reference.

- No assessment of the capacity of any such facility has been provided.
- No evidence is provided that any nearby off-street facility operates under a residential permit arrangement compatible with SDCC's existing permit scheme.
- No walking distance from any proposed alternative facility to residents' homes has been assessed against an acceptable accessibility standard.
- The scheme is silent on the cost implications for residents who may be required to pay for off-street parking in lieu of the on-street permit provision they currently hold.

TCC submits that the assertion of "nearby off-street parking" is not evidence — it is an assertion. A scheme that removes an established residential amenity must replace it with a specific, evidenced, and equivalent acceptable alternative or do nothing. We are urging SDCC and Cllrs to drop completely all removal of on street car parking on Main St and revising the scheme.

- **Increase in Traffic Restrictions with Newest Bus Gate Proposal**
- **Loss of Existing Mature Trees on Main St/Old Blessington Rd**

This council scheme proposes removing **6 x existing street trees planted** and **17 x street planters with native tall yew trees in each one = 23 trees)**

There is a **lack of planting plan or detail – no quantities, species and exact locations** in this Part 8. This Part 8 plan detail is incomplete. Residents & businesses have no definitive location details on proposed planting or bench installations. Therefore, they can't respond adequately on the concept scheme.

- **Removal of largest and sunniest public plaza developed in 2017**



**Figure 1 Plaza at Old Greenhills Rd will be removed.
SDCC created 3 x pocket plaza in a series of Part 8s.**



Figure 2 Plaza at Old Greenhills Rd will be removed

	Name of Plaza	Area m²	%Area
1	Greenhills Plaza	355	39%
2	Victors Plaza	347	38%
3	Kathenine Tynan Plaza	215	23%

9. Distinct Risk of Loss of Commercial Vitality to the village economy

Tallaght village has always had to work hard to compete with The Square in terms of retail and food offerings. More traffic calming and restriction may tick a box from a climate action and active travel perspective – but there is a very high risk of unintended consequences for the typically small businesses left trading in the village.

The current closure trend is worrying. In the last **24 to 36 months, 7 small businesses from all kinds of sectors has closed in the village and remain vacant**. 2 have closed and were replaced by new businesses.

Main Street

1. Clothes buying shop (2025)
2. Cobblers (2025)

Main Road

3. Main Street Pizza (2024) vacant for 1 year, is now **Spice Eire (2026) Main Rd**

Old Blessington Rd

4. Stationery shop – circa 2023
5. The Metro/The Shack – (2025)
6. Choice's restaurants (2025) Old Blessington Rd
7. Fallon Insurance (2024) is now a Vape shop. Old Blessington Rd

Charles O'Toole Bridge

8. Barbers (2026)
9. L'Ombre hairdressers (2026)

With the current geopolitical uncertainty, upward trend continuing in the cost of living, and inflation, it is a **very high-risk economic strategy** to implement ANY traffic restriction into this small village area.

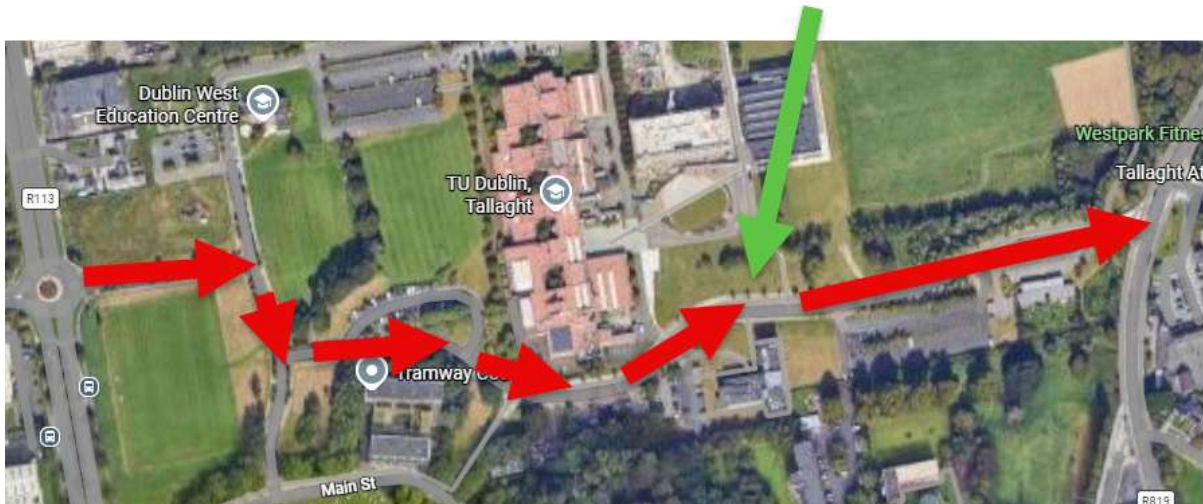
If we must decide between a 30 Km speed limit and bus gate on Main St or supporting active businesses and employers to survive and remain trading in Tallaght village, **we strongly favour retaining employment in our village.**

It is simply naive to say imposing traffic restrictions won't impact businesses who have short term customer & fast turnover.

10. Bus Connect Route Options Not Fully Explored by This Scheme

Bus Connect Analysis 2023 shows the village is NOT the best and fastest bus route for Tallaght to City Centre routes.

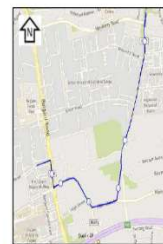
Alternative Bus Connect Route proposed at Oct Consultation Meeting, Never discussed in Part VIII Documents.



BG1(Through TUD Tallaght) and BG5 routes propose this dramatic alteration in the village layout, opening the cúl de sac and sacrificing the largest village public plaza plus over 20 parking spaces to create a very short bus lane that ***“gains very little in distance and time strategically.”***



BG2 Through TU Dublin



BG5 (Town Centre, Via Belgard Square East)

Table 6-1: Revised Options Assessment, Section 1

Assessment Criteria	BG1	BG2	BG3	BG4	BG5
Economy	Red	Green	Green	Green	Red
Integration	Green	Yellow	Red	Red	Green
Accessibility & Social Inclusion	Green	Green	Red	Yellow	Green
Safety	Yellow	Yellow	Yellow	Yellow	Yellow
Environment	Yellow	Green	Green	Red	Green
Overall Rating	Green	Green	Yellow	Red	Green

11. Environmental Impact of this Concept. Removing new civic spaces and existing mature trees – Costs.

According to *The Echo*, **€8.5 million** has been allocated to the Tallaght Village Enhancement Scheme — the largest single allocation within an overall €21.5 million package dedicated to six village and district enhancement schemes across South Dublin County Council. [The Echo](#)

Source: *The Echo*, "€21.5 million allocated for village and district enhancement schemes," published **29 January 2026**. (echo.ie)

We Request a breakdown of this figure, whole the figure seems to suggest a huge investment, what we are getting seems very poor value for money since the scheme is not support and has so many problems in its current for,.

Here is an estimate of the space on Main Rd , with an estimate of the cost per tree if the parking bays are removed. The minimum estimate I 6K per tree, if accurate (and we ask the council to supply their own figures) this is bad value for money.

Area breakdown

- Total street section: **~2000 m²**
- Roadway: **~1050 m² (52%)**
- Footpaths: **~700 m² (34%)**
- Parking area: **~275 m² (14%)**

Parking

- Estimated parking spaces on this section: **~25**
- Estimated cumulative loss discussed later:
 - **~25 spaces on Main Road**
 - **at least ~15 more on Old Blessington Road**
 - **total ~40 spaces**

Trees

- Existing public trees on the parking side: **~4–6**
- Potential additional trees if parking were converted: **~8–18**
- Net gain from that scenario: **~+4 to +12**
- Your preferred final position was **no new trees in this section**, because of:
 - existing mature tree coverage on the **adjacent Priory lands**
 - the importance of retaining parking for **residents and businesses**
 - the view that extra trees here would be **overkill in context**

Tree cost estimate

- Estimated installed cost per urban street tree: **€6,000–€20,000**
- Estimated total for 8–18 trees: **€48,000–€360,000**

Present a value-for-money argument, place indicative costings in an Appendix, and raise the following questions: what is the real cost per tree, and why did the Council ignore the bus links option through the University?

Same as Removing Main St Parking creates xx space - is this worth the human and economic impacts?

Urban Street Tree Cost Estimate (Detailed Table) **This may be correct or incorrect estimate, but is a costing and see no such detail in the Part VII.. We ask the council to publish their own estimate and include it a revised Part 8 submission so that value for money can be measured, we also ask them to cost the entire package**

This document provides a detailed breakdown of estimated costs associated with installing urban street trees in a constrained streetscape environment. Values are indicative and suitable for planning-level estimates ($\pm 20-30\%$).

1. Cost Breakdown per Tree

Cost Element	Description	Estimated Cost (€)
Tree Supply & Planting	Tree, delivery, planting, staking, watering	800 – 1,500
Excavation & Site Prep	Breakout of pavement, excavation, disposal	800 – 2,500
Utilities & Constraints	Working around services, protection measures	500 – 3,000
Engineered Tree Pit	Soil volume, drainage, aeration systems	700 – 2,500
Root Management	Root barriers, structural soil / cells	1,000 – 5,000
Surface Reinstatement	Tree grille, paving, kerbs, concrete works	1,500 – 4,500

Overheads & Traffic	Traffic control, supervision, preliminaries	700 – 1,500
---------------------	---	-------------

Total Estimated Cost per Tree: €6,000 – €20,000

2. Total Scheme Cost Estimate

Scenario	Number of Trees	Total Cost (€)
Lower Bound	8	48,000
Mid Range	12–15	72,000 – 300,000
Upper Bound	18	108,000 – 360,000

3. Reference Guidance

Dublin City Council Tree Pit Details:

https://www.dublincity.ie/sites/default/files/2022-10/19_150-LA_P_01.pdf

Dublin City Greening Strategy:

https://www.dublincity.ie/sites/default/files/2021-02/liberties-greening-strategy_0.pdf

DMURS:

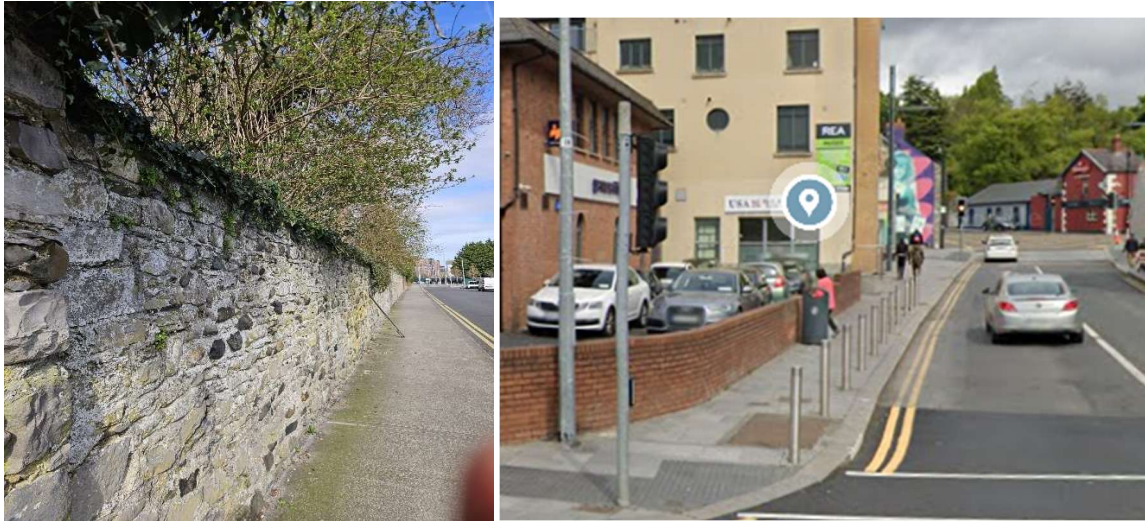
<https://www.gov.ie/en/publication/8b7e9-design-manual-for-urban-roads-and-streets-dmurs/>

London Tree Programme (comparison):

https://www.london.gov.uk/sites/default/files/mstp_evaluation_winter_2012.pdf

11 Selection of Materials that align with village heritage and built environment

The village has beautiful, historic stone walls. They create a very visible grey palate in the village. All new materials should take a strong design cue from this.



Past schemes in Tallaght village introduced very modern materials e.g. stainless-steel bollards from The Zip project. This material did not sit comfortably in the village at all.

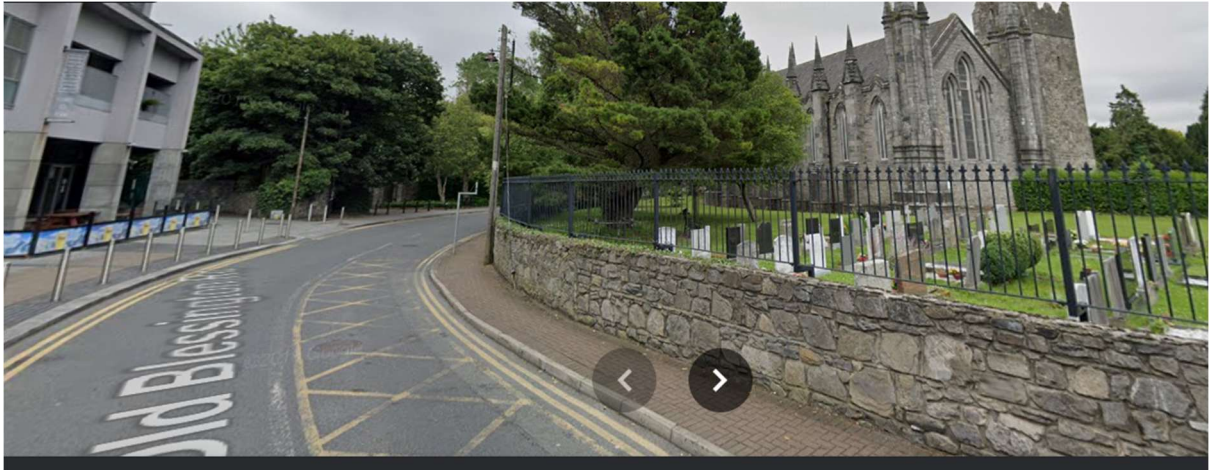
The tradition style village street furniture is much more appropriate.

The historic build heritage in the village consists of the medieval St Maelruains church, St Marys church, the Retreat House and the terraces of TJ Byrnes townhouses on Main St. The mix of materials in these buildings should directly inform the range of materials introduced by any village development, public or private.

There was no architectural design statement included in the Village Enhancement Part 8, which you would expect given much of the area in scope is a legally protected ACA. This is a real miss by SDCC. This is a clear opportunity to show conservation leadership and elevate the ACA and define their design statement and approach here.

Again, there is **very light detail in this Part 8 scheme of the proposed materials** to be applied in the village.

The artist impressions seem to show an orange hue to the street furniture. There is also a mention of bronze metal being used. There is no historical connection with bronze in Tallaght. The TJ Byrne houses; The Priory and St Maelruains all have black iron railings.



his material should be respected & taken as a design cue for this scheme. **Bronze is not an acceptable material fit.**

12. Conclusion

- Reject in current form. Mixing traffic / parking losses with soft enhancements is not fair or indeed what the workshops led the community to understand was in scope.
- Public realm enhancements should be progressed separately from traffic restrictions and permanent loss of public car parking through the planning process – stagger or phase the plan.
- Commission an independent accessibility audit prior to any new public realm changes or concept.
- Develop a robust a community led village design statement.
- Ensure that future consultation exercises are structured to clearly define the scope of the changes being considered and to capture and replay quantitative insights and findings. Purely qualitative notes that include inaccuracies are not reliable indications of a community consensus.
- Conduct full suite of traffic movement surveys into 2027 and publish the findings. Then and only then, initiate a traffic review and parking review.
- Give the community a detailed costing and breakdown of the proposal spend e.g., €100K on tree purchasing and planting, €350K on public art, €2 million on road surfacing. The community should be able to comment on the proposed public spend of €8.5 million budget, so it is invested in the right way.



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

South Dublin County Council,
Planning Department,
Town Centre,
Tallaght,
Dublin. 24.

24th March, 2026

Re : **Application Under part 8 Re Tallaght Village Enhancement Scheme.
Planning Reference – PT8SD349.**

Dear Sir / Madam,

The village enhancement scheme is proposed to create a vibrant and living village, yet many are perplexed and wary of the proposed changes. Improvements are always welcome but not at the cost to those who live and work in the village.

Enhancement is one thing but finding a solution for a problem that does not exist apart from aesthetics is questionable. The solution is not all or nothing but striking a balance which is agreeable to residents, businesses, rate payers, employers and users of the village.

My main areas of concern are as follows:

1. **Loss of Parking and Impact on Local Businesses**
2. **Accessibility Concerns**
3. **Shop Closures**
4. **Lack of Clarity on Traffic Management Measures**
5. **Traffic Displacement and Congestion**
6. **Scale and Suitability of the Proposed Design**
7. **No consideration to those who need their cars as part of their employment**

...../Contd.



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

The common goal is to make Tallaght a safer and more attractive, people friendly place without driving people out. A pedestrian-priority environment creates challenges for traffic and parking. Staff need easy access to their cars in particular takeaway delivery drivers.

Traffic congestion is not an issue in the village. Closing off vehicular access "local access only" will cause considerable inconvenience to both residents and businesses in the area.

Access as well as passing trade is paramount to businesses in order for us all to maintain trading and for residents to continue to enjoy their homes. Traffic flow through the village is essential but the ability to stop in the village is even greater.

The Priory and x2 funeral homes need a 2-way system to facilitate the volume of traffic in particular at funerals and other services.

The proposal is not just an enhancement of the village to revitalise it. The actual impact of the major changes to road layouts, the addition of bus gates, throttle gates, removal of parking, no access etc will drive traffic out of and away from the village to enable "Pedestrian Priority".

This will be the 4th go at bypassing the village. For any business to survive they need through traffic.

This proposal raises serious concerns; I respectfully request that the scheme be reconsidered and revised.

Yours faithfully,

TOM MAHER & CO., LTD., S.C.S.I. R.I.C.S.

For the Company

Unique Reference Number: SD-C407-TLVES-29

Status: Submitted

Submission:

Accessible Parking Tallaght Village Enhancement Scheme

UID: 92409

Author: 

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
15:15

Date Submitted: 25.03.2026 -
16:05

Observations:

Accessible Parking

Chapter: Tallaght Village Enhancement Scheme

Introduction

I am a carer and have been for 25 years. I am advocating on behalf of the person I care for. I also often advocate for those organisations that provide support, and on issues that may impact negatively on disabled individuals. The person I care for has what is known as a Disabled Parking Permit. We frequently use the accessible parking space provided by South Dublin County Council on Main Street, Tallaght.

I am making the following submission in relation to the Tallaght Village Enhancement Scheme (TVES) with the hope that councillors will support the issue raised and take the opportunity to ensure that the needs of disabled people, particularly those who rely on the Disabled Persons Permit, are not eroded as a consequence of the TVES.

Tallaght Village Enhancement Scheme.

The Tallaght Village Enhancement Scheme is described by South Dublin County Council (SDCC) as a public realm and active travel project. The key phrase from a disabled persons point of view is active travel.

Good planning decisions that factor the needs of disabled people will deliver better and safer infrastructure for all members of society. There is a need for planners to acknowledge that not everyone is able, fit, or comfortable to cycle or walk. Designing neighbourhoods with a focus on accessibility by bicycle or pedestrian use excludes those who are not able, fit, or comfortable to cycle or walk. This leads to mobility-based exclusion and should therefore be avoided.

Current availability for Accessible Parking in TVES area.

The current availability of accessible parking for holders of disabled parking permits within the TVES area is 3 accessible parking spaces located as follows,

1. Main Steet, near Aon Seal? Café.

2. Old Greenhills Road, adjacent to Main Street junction.
3. Old Blessington Road, adjacent to Hogan Estates.

Proposed availability of Accessible Parking in TVES area.

Based on the information provided by SDCC as part of the Part 8 consultation it appears that the number of accessible parking spaces has been reduced by a third.

The accessible parking space on Main Street has been removed. The accessible parking space on Old Greenhills Road is being relocated to a point approx. 100 meters further away from the current location bordering Main Street. The accessible parking space on the Old Blessington Road is being retained in its current location.

Alternative Parking Locations

There are 2 signed accessible parking spaces in Courthouse Square, a facility I believe may be provided by SDCC. The quality of access to the main thoroughfare of Tallaght Village is mediocre, and the accessible parking bays are basic.

There is no accessible parking in Village Square adjacent to Old Bawn Road. This is a permit only car park and is private property.

There are accessible parking bays in Village Green. This is a Pay and Display only car park and is private property. Users of the accessible parking spaces there must pay to use the spaces between Monday and Friday. Incidentally, the fee per hour in Village Green is €1.50 per hour whereas on-street accessible car parking provided by SDCC is free of charge and Pay and Display is €1.35 per hour.

There are no footpaths on the laneway linking Village Green with Main Street. This lane is used for vehicular access and egress. This necessitates pedestrians and wheelchairs users taking the longer route via Old Bawn Road to safely access Village Green.

Policy.

Despite my best efforts I have been unable to find any policy document, local or national, that provides for the removal of Accessible Parking Spaces or relocating them further away from the areas they serve, as is currently proposed by the Tallaght Village Enhancement Scheme.

In the absence of such policies, I respectfully request that accessible parking be maintained on Main Street for holders of Disabled Parking Permits, as to do otherwise is making the space more exclusive to those who can actively commute as opposed to disabled people who can't. I further request that provision be made to retain the accessible parking space on Old Greenhills Road, as to relocate it 100 meters further away from the Village is a retrograde step. Finally, I request that consideration be given to extending the number of accessible parking spaces on Main Street.

Getting Nowhere Report

It appears the main policy governing The Tallaght Village Enhancement Scheme is DMURS, a government policy initiative. The use of DMURS is mandatory for all road authorities applies to all Roads and Streets in Urban Areas.

An overview of the DMURS manual was undertaken in the Irish Wheelchair Association report 'Getting Nowhere'. Among the takeaways note are the following,

- Section 5.3.1 discussing design teams, professionals from different backgrounds are suggested to take a multidisciplinary approach of design. Several specialists are referenced here, including heritage, conservation, and environmental specialists. Accessibility/universal design specialists are not included here.
- Where walkable and cyclable paths are mentioned as a priority to maximise in design, the needs of pedestrians with disabilities, in particular pedestrians who are wheelchair users, aren't mentioned.
- People with disabilities are absent from the hierarchy of user needs in DMURS. However, pedestrians are prioritised over cyclists in the hierarchy. DMURS assumes the needs of nondisabled pedestrians are the same as the needs of pedestrians with disabilities. While, people with disabilities are mentioned in this section as the "most vulnerable," their access needs are not separated from pedestrians without disabilities; thereby erasing the need for designs that are tailored to the unique needs of people with disabilities: "The need for more walkable communities is also an issue of social equity as it is the poorest and most vulnerable in society, including children, the elderly and the disabled for whom car travel is less of an option." Despite the pretence mentioned here that car travel is less of an option for people with disabilities, there is no practical prioritisation of those most disadvantaged by the current systems.

Conclusion.

While not wishing seem critical of those who have put a lot of work into the TVES through workshops and presentations, I think it is necessary to point out that the word disability does not appear once in the Tallaght Village Enhancement Scheme Workshop 1 Presentation, October 2025. In the council presentation February 2026, the word disability appears twice, both times in the same context, 'Participants Included: Local residents, business owners, community groups, disability advocates, and elected representatives'.

While it has been difficult to find a policy advocating for reduction of accessibility infrastructure, it should be noted that in 2002 South Dublin County Council (SDCC) adopted the Barcelona Declaration. The Barcelona Declaration 1995 was a non-binding commitment at local government level to promote the inclusion of people with disabilities in cities and municipal areas.

In broader terms, the principle of accessibility has since been set out in the United Nations Conventions on the Rights of Persons with Disabilities (UNCRPD), which Ireland ratified in 2018. In line with the overarching obligations that flow from the UNCRPD, domestic legislation, in the form of the Disability Act 2005, obliges public bodies including local authorities to ensure that public buildings, heritage sites, information and services are accessible to people with disabilities.

The Tallaght Village Enhancement Scheme has the potential to be a landmark project demonstrating how to provide a truly inclusive place for all, particularly disabled people.

Boundaries Captured on Map: No



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

South Dublin County Council,
Planning Department,
Town Centre,
Tallaght,
Dublin. 24.

24th March, 2026

Re : **Application Under part 8 Re Tallaght Village Enhancement Scheme.
Planning Reference – PT8SD349.**

Dear Sir/Madam,

I wish to lodge my concerns to the proposed Tallaght Village Enhancement Scheme under the Part 8 planning process.

Tallaght Village retains a strong historical context from previous ages and an even stronger sense of pride we want to create a village to be proud of. I acknowledge and welcome the intention to improve the public realm and support sustainable transport. I have significant concerns regarding the potential negative impacts of the current proposal on the functioning, accessibility, and vitality of Tallaght Village.

1. Loss of Parking and Impact on Local Businesses

The reduction or removal of on-street parking c. 40+spaces and loading areas will adversely affect residents and businesses that rely on convenient access for customers and deliveries, as well as delivery to their customers ie fast food.

2. Accessibility Concerns

The scheme does not appear to adequately consider the needs of elderly residents, people with reduced mobility, or those reliant on car access. Reduced parking and altered layouts may make it more difficult for these groups to access essential services. These risks undermine the economic vitality of the village centre in particular for rate payers who also rely on passing trade. Not only is traffic flow through the village essential but the ability to stop in the village. **The Priory and x2 funeral homes need a 2-way system to facilitate the volume of traffic in particular at funerals and other services.**

...../Contd.



Auctioneers, Valuers
and Estate Agents
Est. 1967

TOM MAHER & CO., LTD.

Main Street, Tallaght Village, Dublin 24, D24 A443
Tel: 451 5622 / 451 4420 / 451 9191 (6 lines)
info@tommaher.ie www.tommaher.ie

3. Shop Closures

In recent times numerous retail premises have closed or relocated in particular 2 retail units by the college which had good footfall but little or no passing trade by virtue of the bus corridor. Choice's takeaway currently To Let indicating staff need easy access to their cars in particular takeaway delivery drivers.

4. Lack of Clarity on Traffic Management Measures

There is insufficient detail on how traffic will be managed during and after implementation. Clear mitigation strategies—such as enforcement, and monitoring should be outlined prior to approval.

5. Traffic Displacement and Congestion

The proposed changes to road layouts and traffic flows are likely to displace traffic into surrounding residential areas. This will result in increased congestion and creating a rat-run through the Priory by virtue of the new access via the New Greenhills Road.

6. Scale and Suitability of the Proposed Design

The extent of the proposed interventions may not be appropriate for the existing character and function of Tallaght Village which is over 200 years old. A more balanced approach is needed to ensure improvements do not come at the expense of usability, accessibility, residents, employers, businesses and rate payers.

In its current form, the proposal raises serious concerns regarding traffic impact, accessibility, and economic sustainability. I respectfully request that the scheme be reconsidered, revised, and subject to further detailed assessment and community consultation before any decision is made.

Yours faithfully,

TOM MAHER & CO., LTD., S.C.S.I. R.I.C.S.

[Redacted Signature]
For the Company

Unique Reference Number: SD-C407-TLVES-31

Status: Submitted

Submission: Tallaght Village
Enhancement

UID: 96472

Author: Cllr Linda de
Courcy

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
16:23

Date Submitted: 25.03.2026 -
16:34

Observations:

Parking

Chapter: Tallaght Village Enhancement Scheme

I have been contacted by several residents of Tallaght Village concerned about losing their ability to park on Main Street. They state several reasons why they want to retain the parking spaces including:

1. Ease of access to their home for people with mobility issues, especially when having to carry shopping etc.
2. An increase in car insurance premiums for residents who may no longer be able to park their car outside their residence.
3. Possible reduction in the resale value of the property.
4. Reduction in visitors to local businesses if parking bays are removed.

Residents welcome the changes coming to the village on the whole and appreciate the work done to keep the village clean and tidy but hope common sense will prevail and the parking bays will be left where they are.

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-32

Status: Submitted

Submission: Concerns but
hopeful

UID: 176676

Author: Gaelphobal Thamhlachta

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
16:15

Date Submitted: 25.03.2026 -
16:36

Cover Letter

I work as a Irish language officer for Gaelphobal Thamhlachta, we run Aon Scéal? Café in Tallaght Village and have a newly opened events space with Theatre

Observations:

Parking and covered area

Chapter: Tallaght Village Enhancement Scheme

We would have concerns regarding the removal of all the parking from the main St, it's so important to make sure we don't deter disabled people from the village.

A village is a place for homes , and residents voices need to be heard so parking is a very important issue for them .

It looks absolutely amazing on the plans for outside the credit union and Aon Scéal? On the beautiful days it will be a gorgeous place for people to enjoy the sunshine and have a coffee outside. We would love some assurance in regarding CCTV and lighting, we need to make sure we don't encourage antisocial behaviour. It's great at the moment to have the Garda patrol the village in the day , would that still be a option in the future .

Documents Attached: No

Boundaries Captured on Map: No

Unique Reference Number: SD-C407-TLVES-33

Status: Submitted

Submission: Residential rights and
etc

UID: 176689

Author: 

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
16:44

Date Submitted: 25.03.2026 -
17:04

Cover Letter

I am a member of a family that has resided in Tallaght village for generations.

Observations:

Variation to the proposed Enhancement Scheme.

Chapter: Tallaght Village Enhancement Scheme

I submit that there should be access to Main St. via a 1 way system, flowing from Greenhills Road junction to Old Bawn Road junction with a 10kph limit and thus maintaining residential parking rights.

Buses should be routed via the N81 with bus lanes along the hard shoulder toward Greenhills and on opposite side in same manner as Fortunestown.

It has been pointed out that Bus approval has been given by An Bord Pleanála, this may be overcome by establishing a restricted noise level zone along Main St which buses would not be able to adhere to.

The Greenhills junction should remain traffic light driven and the Old Greenhills road opened to 2 way traffic to allow access to parking in the Priory.

Documents Attached: No

Boundaries Captured on Map: No

Senior Executive Officer,
Planning and Transport,
South Dublin County Council,
County Hall,
Tallaght,
Dublin,
D24 A3XC.

An tÚdarás Náisiúnta Iompair
Teach Mhargadh an Fhéir
Margadh na Feirme
Baile Átha Cliath 7, D07 CF98

National Transport Authority
Haymarket House
Smithfield, Dublin 7, D07 CF98

01 879 8300
info@nationaltransport.ie
www.nationaltransport.ie

25th March 2026

RE: Tallaght Village Enhancement Scheme Part 8

Dear Sir / Madam,

The National Transport Authority (the “NTA”) has reviewed the above referenced Part 8 planning application and based on:

- i. the Transport Strategy for the Greater Dublin Area 2022-42 (the “Transport Strategy”), which is prepared under Section 12 of the Dublin Transport Authority Act and which provides a long-term strategic planning framework for the integrated development of transport infrastructure and services in the GDA; and
- ii. the Tallaght / Clondalkin Core Bus Corridor (CBC) Scheme – developed as part of the implementation of the Transport Strategy – and granted permission by An Bord Pleanála (now An Coimisiún Pleanála) in October 2024

make the following observations and recommendations.

1. South Dublin County Development Plan

In advance of addressing the details of the proposed Part 8, the NTA would draw the Council’s attention to the following objectives of the South Dublin County Development Plan:

- SM1 Objective 2: To ensure consistency with the NTA’s Transport Strategy for the Greater Dublin Area (2016-2035) as updated to 2042, as required by RPO 8.4 of the RSES;
- SM1 Objective 3: To support the delivery of key sustainable transport projects including DART and Luas expansion programmes, BusConnects and the Greater Dublin Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES / MASP;
- SM3 Objective 2: To facilitate and secure the implementation of major public transport projects as identified within the NTA’s Transport Strategy for the Greater Dublin Area (2016-2035) as updated to 2042, or any superseding document, including BusConnects, the DART

expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan.

- SM3 Objective 11: To facilitate the delivery of the BusConnects Core Bus Corridors and seek additional bus corridor and orbital routes to serve the County by securing and maintaining any required route reservations and to ensure the BusConnects Corridors do not adversely affect the village life and livelihoods of any of our County Villages.
- SM3 Objective 12: To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

The NTA would also note the following aspects of the 2020 Tallaght Town Centre Local Area Plan:

- The identification of Main Street as a New/Improved Cycle Route.
- The identification of Main Street as an Indicative High-Capacity Bus Route; and
- The absence of any objective to reconfigure traffic movement significantly at Main Street.

Taking the above into account, the NTA is of the view that South Dublin County Council are bound by the Development Plan to support and facilitate BusConnects, including the permitted Tallaght / Clondalkin CBC and improvements to the service network. Any proposed development which departs from the permitted CBC Scheme and any project which would potentially adversely impact public transport services in Tallaght would therefore be regarded by the NTA as potentially misaligned with the County Development Plan.

2. BusConnects Tallaght / Clondalkin to City Centre Core Bus Corridor Scheme

The National Transport Authority (NTA) is currently undertaking the development and implementation of the major infrastructure element of the overall BusConnects Programme. This consists of twelve Core Bus Corridor (CBC) schemes all of which have secured consent from An Coimisiún Pleanála. The Tallaght / Clondalkin CBC scheme overlaps with the proposed Part 8 and, as such, the NTA holds an enforceable planning permission for development at this location.

The CBC will be carried out in accordance with section 44(2)(b) of the Dublin Transport Authority Act 2008 (as amended), with the NTA taking on the role of the Road Authority for the purposes progressing the development of each of the CBC Schemes.

It is in this context that the NTA liaised closely with South Dublin County Council in advance of the publication of the Part 8 scheme with a view to ensuring that the transport objectives of the permitted CBC scheme could be fully secured while meeting the public realm objectives of the local authority for Tallaght Village. From a review of the material published, the NTA is of the view that the proposed Part 8 scheme is not fully compatible with the permitted CBC scheme and should not proceed in its current form. This is elaborated on in the following section.

3. Incompatibility of the Proposed Part 8 with the Permitted CBC

It should be noted that design of the Tallaght/Clondalkin CBC Scheme has evolved over time through comprehensive design iteration with particular emphasis on minimising the potential for environmental impacts, where practicable, whilst ensuring the objectives are attained. In addition, feedback received from the comprehensive consultation programme – including holding multiple

public events and on-going dialogue with public representatives of Tallaght – undertaken throughout the option selection and design development process has been incorporated into the scheme.

Whilst SDCC's commitment to enhancing the public realm in Tallaght village is supported, the NTA is concerned that the Part 8 scheme which has been presented is incompatible with the Tallaght/Clondalkin CBC Scheme for the following reasons:

- The proposed bus stop locations on Old Greenhills Road are inconsistent with those in the permitted CBC scheme (the text on drawing 31042-CIV-XX-XX-S-C-00001 stating "Proposed Bus Stop Locations as per BusConnects" is therefore incorrect);
- The positioning of the Bus Gate and associated traffic management arrangements on Old Greenhills Road is inconsistent with that in the permitted CBC scheme, and it is not fully clear that rat-running via the Priory car park could not occur;
- The narrowing of the carriageway to one lane on Main Street via "throttle gates" to facilitate placemaking and greening would compromise bus and cycle movements. Buses travelling in opposite directions would be required to give way to each other without traffic signals. This may cause conflict and delay. Furthermore, similar conflicts involving cyclists and buses could lead to significant safety issues. These issues are compounded by the placement of a loading bay immediately in advance of the westernmost "throttle gate" which would impact on forward visibility at this point if in use by large goods vehicles;
- It is not clear whether the carriageway is vertically segregated from the footpaths as no cross-sections have been published, however reference is made to 'flush kerbs' and the use of footpath and carriageway material palettes of similar colour tones. In the absence of an assurance that bus traffic and other local motorised traffic would be physically segregated from the footpath by kerbs, the NTA has serious concerns from a road safety perspective, particularly with the "throttle gate" design where vehicles may inadvertently traverse the pedestrian area; and
- The junction design is considering significant radii tightening and it is not clear whether the bus turning movements have been considered. The raised table crossings at junctions are not suitable for buses traversing through a pedestrian area and this is further compounded by the proposal of non-signalisation of the raised crossing of the junction.

4. Part 8 Report

The NTA notes that the document titled "Tallaght Village Enhancement Scheme" – the Part 8 report published with the proposed development – does not reference BusConnects. This is a material and substantive omission which means that the public and elected members may not be fully aware of the context within which the proposed development has been brought forward.

Furthermore, reference is made to the "Do-Minimum" option, which in the absence of a clear definition, is assumed to mean leaving the street as it is today. This is not fully accurate as the NTA holds an enforceable planning permission to carry out significant physical works and traffic management measures within the red-line boundary of the Part 8 scheme. In other words, as things stand, there is no scenario in which Main Street Tallaght remains in its current condition.

5. Concluding Remarks

Given the shortcomings set out above, the NTA strongly recommend that South Dublin County Council do not approve the Part 8 scheme in its current form. The NTA is available to assist the council in developing a scheme which is compatible with BusConnects while meeting the village enhancement objectives.

Furthermore, the NTA reserves its right to construct the Tallaght / Clondalkin CBC scheme in accordance with the permission granted by An Bord Pleanála (now An Coimisiún Pleanála) in October 2024 and in accordance with section 44(2)(b) of the Dublin Transport Authority Act 2008 (as amended), with the NTA taking on the role of the Road Authority.

I trust that the views of the NTA will be taken into account in the assessment of this Part 8 application.

Yours sincerely,



David Clements
Senior Land Use and Transport Planner

Unique Reference Number: SD-C407-TLVES-35

Status: Submitted

Submission:

John Lahart TD - Tallaght Village Enhancement Plan

UID: 6945

Author: John Lahart
TD

Consultation:

Tallaght Village Enhancement Scheme

Date Created: 25.03.2026 -
17:31

Date Submitted: 25.03.2026 -
17:38

Cover Letter

John Lahart TD

Fianna Fáil

Dublin South West

Observations:

John Lahart TD - Observations

Chapter: Tallaght Village Enhancement Scheme

Submission on the Tallaght Village Enhancement Scheme

By John Lahart, TD

I welcome the opportunity to make a submission on the proposed Tallaght Village Enhancement Scheme. As TD for the area for over ten years, I fully support the objective of improving the village environment, enhancing vibrancy, and making the area more attractive and accessible, as well as creating the potential for business and hospitality innovation, complementing the developments that have taken place locally over the last five years or so.. However, there are a number of significant concerns which must be addressed to ensure that any scheme is workable, inclusive, and supported by the local community and business sector.

1. Lack of Adequate Engagement with Businesses

Despite consultation processes having taken place, it is clear that a significant number of local businesses and stakeholders were either unaware of the detail of the proposals or did not feel meaningfully engaged.

- There are approximately 60 businesses operating in Tallaght Village, many of whom only became aware of the proposals at a late stage.

- This raises concerns regarding the depth, reach, and effectiveness of the consultation process.

- It is essential that direct, targeted engagement with all businesses be undertaken before any final decisions are made.

2. Parking and Access Concerns

A central issue raised repeatedly is the potential loss of parking, particularly:

- For local residents, in an area that is not densely populated and remains car-dependent
- For customers accessing local businesses, including essential services such as:
 - Banks (four in the village)
 - Credit union
 - Retail and service outlets
 - Services and personal Services

There is no clear alternative parking strategy outlined. This creates a real perceived risk of reduced footfall, commercial decline, and further business closures.

3. Access to Key Community Services

Serious concerns arise in relation to accessibility, particularly:

- Church access, including daily services, funerals and religious ceremonies
- Access for older people, people with disabilities, and vulnerable pedestrians

The current proposals do not adequately demonstrate how safe, practical access will be maintained.

4. Economic Viability and Existing Business Commitments

Many businesses in the village have entered into leases and long-term financial commitments and rely on ease of customer access and passing trade.

There is a lack of clarity as to how businesses will operate during and after implementation, where customers will park, and how deliveries will be managed.

5. Lack of Strategic and Historical Context

There appears to be insufficient recognition of the historic and cultural significance of Tallaght Village, including the Priory, and the existing commercial reality, including recent business closures.

There is also a lack of clarity on where additional restaurants or new commercial uses could realistically be accommodated.

6. Public Transport and Strategic Alignment

There is no clear integration with broader transport planning, particularly BusConnects proposals and the historic failure to extend the Luas to Tallaght Village.

Consideration should be given to enhancing public transport connectivity and aligning the scheme with long-term transport objectives.

7. Concerns Regarding Consultation Approach

The consultation process appears to have focused on generalised questions without first establishing what residents and businesses actually want and need.

This has led to a perception that stakeholders were not fully informed prior to being asked for their views.

8. Constructive Alternatives and Phased Approaches

There is openness among stakeholders to trial-based or phased interventions, including:

- Pedestrianisation on a pilot basis (e.g. weekends)
- Timed access arrangements (e.g. access until late morning or lunchtime)

Such approaches would allow for testing, reduce risk, and support evidence-based decision making.

Conclusion

While the ambition to enhance Tallaght Village is welcome, the current proposals raise serious concerns regarding accessibility, economic sustainability, stakeholder engagement, and practical implementation.

It is essential that the Council re-engage with stakeholders, provide clear plans, and consider phased approaches.

A successful scheme must be practical, inclusive, and reflective of the lived reality of those who rely on Tallaght Village every day.

Land Use Planning & Transportation

24 FEB 2026

County Council

To

(Roads Section)

South Dublin County Council
c.c. South Dublin County Councillors

Regarding the proposed changes in Tallaght
Village (Suggested Enhancement)

I have gone very seriously over the
suggested changes for which I understand
funding is available and have come to
the conclusion that the planned changes
are undesirable.

Traffic

The current throughput of traffic through
Main Street Tallaght causes flow pressure
on Greenhills Road, N 81, Old Bawn
Road and other roads in the vicinity.
Were the proposed changes to go ahead
it would further worsen the long tail
back of traffic on Greenhills Road,
Main Road Tallaght (down past Pinsky
Market) and access to Greenhills Road
from the N 81.

→

② Furthermore static traffic in these areas causes significant air pollution which must an issue for asthma sufferers.

Pedestrians

Those currently moving through the Tallaght village and immediate areas on foot have a sense of safety and protection from the presence of traffic and people in the area which would not be the case if through traffic were withdrawn.

Pedestrians go through the village to access The Square, Garda Station, Churches, Businesses, High Street Area, Lidl, Frisco Market, Creeches, Schools (St Mary's & Dominics), Tallaght University Campus, Tallaght Hospital and much more including cafes and The Well.

Effect of Proposed Changes

If the changes go ahead the village will become a dead zone which risks serious anti-social behaviour of which we have had quite enough.

Research

- ① I would like to ^{know} the figures on current traffic flow at various points in the village. Has this work been done?
- ② Regarding the possible Teen Space suggested for beside the St. Vincent de Paul shop what research suggests that this would be used and respected? Has any study been done of the nearby Teen Space on the Greenhills Road at the 30 acres? eg how often is it in use? Are there anti social or litter issues?

Information

Who in Tallaght Village and environs has asked you to make these changes I would be glad to know.

Many people think it is a County Council led idea and initiative without any real respect for, or major input from, local people.

Many people are very disenchanted by the way the County Council has neglected Tallaght over the years and feel there is no point in putting

x forward any view as the County Council will ignore them and do something almost no one has asked for.

Improvements Required and suggested

- ① Repair work to roads in the Village to prevent flooding
- ② Drain clearance to prevent flooding
- ③ Active gardening management of the area around the dances and opposite The Dragon (areas very poorly maintained)
- ④ A conservation grant for the houses and businesses in the Village
- ⑤ Many many hanging floral baskets
- ⑥ The major improvement that people want is the development of a pleasant green area on the Esso site with a community facility also,

I look forward to hearing from you.

Yours sincerely

[Redacted Signature]

From: [REDACTED]
Sent: Wednesday 18 March 2026 14:53
To: [REDACTED]
Subject: FW: For Attention OF: Senior Executive Officer, Planning and Transport, South Dublin County Council

Follow Up Flag: Follow up
Flag Status: Completed

Add to submissions please.

Kind regards,

[REDACTED]
Innealtóir Feidhmiúcháin Sinsearach
Senior Executive Engineer



01 414 9000

[REDACTED]
[D24 A3XC](#)

From: [REDACTED]
Sent: Wednesday 11 March 2026 17:56
To: PT - Tallaght Village Enhancement Scheme <talves@sdblincoco.ie>
Subject: For Attention OF: Senior Executive Officer, Planning and Transport, South Dublin County Council

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi there,

I am a resident of Tallaght village and live in [REDACTED]

I'd like to note my objection to parts of the Tallaght Village Enhancement Scheme

I object to any road or traffic changes that might impact the use of resident vehicles or parking spots

There are vulnerable residents here that rely on these vehicles and by extension the parking spots outside of our houses, I don't drive personally and walk everywhere but we also rely on them for guest visits and for contractor work, which often entails vans, the house I live in including other resident's houses fall into a SDCC ACA conservation area, which requires planning permissions from the council in order to carry out external work, there is also an expectation that we maintain our properties being in an ACA

How are we supposed to do this if parking is removed or the road changed or pedestrianized to favour bicycles? this would be hypocritical and is poorly thought out

Noone has approached us about these changes and I would hope that the feedback gathered is from actual residents who live here, and that their residence is verified, as we would be the ones impacted by such changes in our day to day

I'm all for improving the currently existing paths for people with disabilities and for improving the aesthetic of the place but not for not any changes to the road or parking spots

Thank you

██████████

From: [REDACTED]
Sent: Wednesday 18 March 2026 14:57
To: [REDACTED]
Subject: FW: TalVES

Please add to submissions

Kind regards,

Innealtóir Feidhmiúcháin Sinsearach
Senior Executive Engineer



01 414 9000

www.sdcc.ie
[D24 A3XC](#)

From: [REDACTED]
Sent: Friday 13 March 2026 10:43
To: PT - Tallaght Village Enhancement Scheme <talves@sdublincoco.ie>
Subject: Re: TalVES

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hey dear im no happy for your project to doing moveing car park on tallaght village for me 70 percente of my costumer coming to me by car if you move car park effect my busniss . I have 4 staff working in barber shop .

If you r looking for less traffic move the buss lains

Kind regards

On Mon 1 Dec 2025, 4:41 PM PT - Tallaght Village Enhancement Scheme, <talves@sdublincoco.ie> wrote:

Dear Stakeholders,

Thank you for attending our Public Consultation workshops for Tallaght Village Enhancement Scheme. We had very positive and encouraging feedback from our workshops last week with almost 50 people in attendance. Information on the five options we proposed are available to view along with the presentations at the following link - [Tallaght Village - SDCC](#)

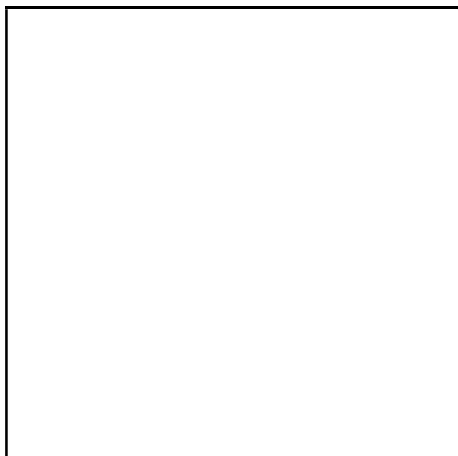
We invite comments and feedback until Friday 5th December 2025 on these options. Please forward any suggestions to talves@sdublincoco.ie.

Kind regards,



Apprentice Engineer

Gníomhú Aeráide
Climate Action



(01) 414 9000



www.sdcc.ie
[D24 A3XC](#)

Is eolas faoi rún an t-eolas atá sa ríomhphost seo agus d'fhéadfadh go mbeadh sé faoi phribhléid ó thaobh an dlí de. Is don té ar seoladh chuige/chuici agus dósan/dise amháin an t-eolas. Ní ceadmhach do dhuine ar bith eile rochtain a bheith aige/aici ar an ríomhphost seo. Murar duit an ríomhphost seo tá nochtadh, cóipeáil, dáileadh ná aon ghníomh eile a dhéanamh nó aon ghníomh eile a fhágáil gan déanamh ar iontaoibh an ríomhphoist seo toirmisce orthu agus d'fhéadfadh siad sin a bheith neamhdhleathach. Má fuair tú an teachtaireacht leictreonach seo trí earráid téigh i dteagmháil, le do thoil, leis an té a sheol í nó le info@sdublincoco.ie. Glanadh an teachtaireacht seo le bogearraí frithvíreas.

The information in this email is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any disclosure, copying, distribution or any action taken or omitted to be taken in reliance on it, is prohibited and may be unlawful. If you have received this electronic message in error, please notify the sender or info@sdublincoco.ie. This message has been swept by Anti-Virus software.

**Submission from Voice of Vision Impairment ([VVI](#))
for the attention of the Senior Executive Officer, Planning and Transport,
South Dublin County Council
regarding Tallaght Enhancement Part 8 Scheme**

1. Introduction.

We are Voice of Vision Impairment ([VVI](#)), Ireland's Disabled Persons' Representative Organisation ([DPRO](#)/DPO) specific to the rights and needs of blind and partially sighted people.

As clarified by General Comment No. 7 ([GC7](#)) of the UN Convention on the Rights of Disabled People ([UNCRPD](#)), which clarifies Articles 4 (3) and 33 (3) of the UNCRPD – i.e., consultation and monitoring – DPROs are the [only representative organisations](#) regarding disability, and, as such, in disability-proofing, should be distinguished in this regard, especially, from disability service-providers (GC7, paras. 10-4).

VVI representatives met with the project team on Friday 6th March, which VVI found really useful in terms of getting an overview and having detailed questions answered also, and in voicing some of our concerns as to design principles. We understand and hope that the project team also found our meeting useful.

We recite the same concerns below, based on VVI's published positions including:

* [VVI Manual of Accessible Planning for Pedestrians \(VVIMAPP\)](#)

* [VVI's Planners' Checklist for Accessible Streetscapes](#)

and

* [VVIMAPS – Manual for Accessible Public Spaces](#)

2. Observations.

2.1. Segregation of Pedestrians from Traffic.

We understand that the general plan is to have the footpaths flush with the carriageway with colour contrast and tactile paving for delineation between traffic and pedestrians.

Such a design is seriously detrimental to the safety, comfort and confidence of blind and partially sighted people.

* blistered tactile has a very specific use, as traditionally advised, and this is to indicate the presence of a dished crossing in the close vicinity. Use of this underfoot signage in other contexts is necessarily confusing, and renders the concept of tactile paving moot even in its original context, as a result. Furthermore, many visually impaired people with diabetic retinopathy as well as others find it difficult to detect tactile paving as it is normally laid down, but depth of the 'blisters' needs to be such that wheelchair-users also find them comfortable and accessible.

- * lozenge or corduroy tactile has specific meaning, also, such as warning of steps or a large drop at a platform etc., so even the strongest type of tactile paving would not be suitable in this context.
- * assistance dogs (such as guide dogs) need a minimum of 60mm of a kerb-height to distinguish the carriageway from the footway, and are liable to walk out in front of traffic if this height is any lower. cf. [University of London and UK Guide Dogs research from 2009](#)
- * upstanding front-facing kerbs are important ‘landmarks’ or wayfinding devices for visually impaired people. For example, combined with dished crossings, they give useful information such as when will we be approaching the third turn on the left, etc., which is crucial for independent navigation.
- * **a flush surface between footways and carriageways are essentially “shared space” for blind people in particular, and this is detrimental to our safety and comfort. cf. [TrinityHaus Report \(2012\)](#), and the [Holmes Report \(2015\)](#).**
- * **e-vehicles going less than 20kph are likely to have no engine noise, and friction of traffic at low speeds makes less noise, meaning that a). we are more likely to walk in front of that traffic if there is not proper delineation; and b). we can’t use traffic noise as orientation as we have done hitherto.**

Since cyclists are prone to mounting 60mm kerbs, we advise that the recommendations of Northern Ireland be adopted, and that 100mm front-facing upstanding kerbs be installed to delineate traffic from pedestrians.

2.2. Crossings.

Where cyclists are allowed to cycle at pedestrian crossings (i.e., “two can crossings,” this amounts to shared space, and has the same problems as mentioned earlier in terms of safety and comfort of vulnerable pedestrians. For this reason, signage should be present informing cyclists that they need to dismount.

We advise the use of relatively smooth surfacing (i.e., as is usual) where pedestrians cross the carriageway, but that for at least 20m approaching this crossing, on either side, that rougher-hewn surfacing be applied so that it is easier for crossing pedestrians to hear the friction of oncoming vehicles.

2.3. Raised Crossings and Continuous Footpaths etc.

For similar reasons as those given in 2.1 above, raised crossings and continuous footpaths cause serious problems for our safety and comfort. We have had members injured because they did not realise they were walking in front of traffic – because of the flush surfaces. There is no adequate mitigation for this perfidious design, first introduced to Ireland in 2022, and suggested in the National Cycle Manual in July, 2023.

2.4. Tightening of Junctions.

Decreasing the width of carriageways at junctions has the necessary effect of increasing the width of footways at those junctions. Where a clear space is more than 3m wide, our members often encounter orientation and navigation difficulties. This can be mitigated by appropriate “differential surfacing” as well as tactile paving

all the way from crossings to the inshore. Close consultation and active involvement of VVI at this detailed design phase would be useful for everyone.

2.5. Plazas.

Similarly, the wide open spaces in plazas cause us to be disoriented. Once again, this can be mitigated by differential surfacing, raised beds, planters, etc., and once again, close consultation with and active involvement of VVI in this would be useful for all to achieve universal design.

2.6. Locator Beacons.

There has been a marked inconsistency in the adequacy of signal crossings in South Dublin in terms of audio locator beacons and audio crossing beacons. It is important that a systematic improvement be made on those, not least in the area of Tallaght village concerning this Part 8.

Voice of Vision Impairment
March 13th, 2026

From: [REDACTED]
Sent: Tuesday 17 March 2026 09:58
To: PT - Tallaght Village Enhancement Scheme
Subject: Main road tallaght village changes

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi there seen , that you're thinking of closing busy parts of tallaght village. As someone that walks up and down tallaght village. I can say it would definitely make life harder for everyone. And no need to closing parts down were new apartments planned and heavy traffic doesn't make sense.

Hopefully you take it on board and not close roads in tallaght village but try improving the traffic flow.

Regards [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday 18 March 2026 18:09
To: [REDACTED]
Cc: [REDACTED]; PT - Tallaght Village Enhancement Scheme; [REDACTED]
Subject: Re: Tallaght Tidy Towns Enquiry

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Thanks [REDACTED]

TCC are volunteers and not in charge of the proposed scheme. That is South Dublin County Council. We are including them in this email so you can register your views directly.

Le meas,

Tallaght Community Council
Inline images

We email when is convenient to us as volunteers, this maybe out of office hours. Please don't feel you have to reply to us out of your hours.

 Watch our amazing videos on Tallaght 

<https://youtu.be/hapJcKcLbfw>

<https://www.youtube.com/channel/UCBf4y2NbkHVvNqmpy4z1E2Q>

CHY 6563. Registered Charity Number (RCN): 20012335

Member of the SDCC Public Participation Network

#Tallaght #GatewayToTheMountains

FÓGRA

Tá an r-phost seo faoi phribhléid agus faoi rún. Mura tusa an duine a bhí beartaithe leis an teachtaireacht seo a fháil, scrios é le do thoil agus cuir an seoltóir ar an eolas.

NOTICE

This email and any attachments are strictly confidential and subject to copyright. If you are not the intended recipient please delete the message and notify the sender.

On Wed 18 Mar 2026 at 14:18, [REDACTED] > wrote:

To whom it may concern.

In relation to the bus gate main St.

Parking is a necessity. Otherwise customers will go elsewhere. Dundrum is a prime example with the introduction of a one way system to focus on pedestrianisation this has led to many of the local businesses closing or relocating the most recent was Donnybrook fair.

Please concidir local businesses that keep the community operating.

Regards

[REDACTED]

From: [REDACTED]
Sent: Wednesday 18 March 2026 21:03
To: PT - Tallaght Village Enhancement Scheme
Subject: Tallaght village planned changes

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

I wish to object to the changes planned for Tallaght village ...

Removal of parking spaces will lead to loss of business for those in and around the village ... it has happened in other areas of Dublin when similar changes were made .

Replacing of pedestrian crossing with Zebra crossings is pure madness..

I find that cars don't always stop at the Zebra crossing near the Edge cafe. I fear same would happen in village ..

Sometimes I feel invisible.

Also people with disabilities and those with visual impairment depend on pedestrian lights to get across the road safely ..the beeping sound of lights is a big asset for them .

I think the village should be left as it is ...I would feel much safer walking through it when traffic around . Why not just add more planters with loads of colour ...like you see in Temoleogue and Terenure villages ..

Be more beneficial if councillors took over the old Esso site and did something to enhance that space ...something beneficial to area...a nice community hall is needed...

I really feel it's about 30 or 40 years too late for improvements ...If it's not broken

PLEASE LISTEN to locals who use and walk through village daily ..

[REDACTED] ..Bancroft .

[REDACTED]

From: [REDACTED]
Sent: Saturday 21 March 2026 09:21
To: PT - Tallaght Village Enhancement Scheme
Subject: Senior executive officer Planning and transport.

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

I am a resident in [REDACTED] Tallaght and wish to object to the proposed traffic changes that are listed in the Tallaght village enhancement project. The area is made up of mostly elderly residents who drive to the village to use its amenities. On that basis my vote is no to stopping traffic going to the village and to Greenhills road.

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Saturday 21 March 2026 14:13
To: PT - Tallaght Village Enhancement Scheme
Subject: Car park Tallaght village

[Some people who received this message don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

I am writing to formally raise my concerns to the proposed removal of on-street car parking within our historic village.

While I appreciate the intention to improve public space and potentially enhance pedestrian access, I am deeply concerned about the negative impact this decision may have on local businesses and the overall vitality of the village.

Many of the shops, cafés, and small enterprises here rely heavily on convenient, short-term parking for customers. The availability of on-street parking is essential for supporting footfall, particularly for elderly visitors, families, and those travelling from surrounding rural areas.

The removal of these parking spaces risks discouraging visitors, reducing passing trade, and placing additional financial strain on already vulnerable small businesses. Over time, this could lead to reduced occupancy of commercial premises and a loss of the unique character that defines the village.

I would strongly urge the council to reconsider this proposal or, at the very least, to engage in further consultation with local business owners and residents. Preserving the accessibility and economic sustainability of the village should remain a priority alongside any public realm enhancements.

Kind regards

[REDACTED]
From Tallaght village

From: [REDACTED]
Sent: Monday 23 March 2026 08:18
To: PT - Tallaght Village Enhancement Scheme
Subject: Fw: Tallaght village enhancement scheme

Follow Up Flag: Follow up
Flag Status: Flagged

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir/Madam

Need to add another important point, my brother [REDACTED] carries out gardening work to the front garden of [REDACTED], bringing lawnmower and other tools, another reason for outside car park space is essential. Also in general for residents, if any maintenance work needs to be done. EG roof / gutter repair work.

Please add this to the previous 2 emails sent yesterday as below. Please confirm receipt of our 3 emails sent in total.

Regards

From: [REDACTED]
Sent: Sunday 22 March 2026 23:18
To: talves@sdblincoco.ie <talves@sdblincoco.ie>
Subject: Fw: Tallaght village enhancement scheme

Dear Sir/Madam,

Need to add a very important point that if we do not have outside house parking this decreases our house value and increases our car insurance cost, would be a direct impact on residents.

regards

From: [REDACTED]
Sent: Sunday 22 March 2026 22:42
To: talves@sdblincoco.ie <talves@sdblincoco.ie>
Subject: Tallaght village enhancement scheme

Dear Sir/Madam

Myself, [REDACTED] and [REDACTED] (my brother), are lifetime residents in Tallaght Village, at [REDACTED]. Tallaght - Our family home since the houses were built. We strongly oppose to the Tallaght village enhancement scheme on the grounds of the following:

Parking outside our house, is a major issue. We have had parking outside our houses always, we have been totally disregarded in this respect.

I myself have arthritis and it is essential I have parking outside my house, in order for me to carry shopping in to my house as my arms cannot carry bags for any distance as this causes a flare up of my arthritis (R.A.)

Also it is not safe for me to park elsewhere as come evening time especially, a lot of undesirables appear, it is not a safe environment for women (and in general these days, every day story in the news of attacks on women).

My brother [REDACTED] has a van, carries tools in and out of his van and needs his outside parking. My niece stays with us and is an apprentice so needs parking outside house for same reason, my niece leaves in or around 6am for work, for safety reasons as outlined above needs outside house parking. That is 3 vehicles at our house at [REDACTED] alone. We all need our outside park spaces that we always had. These spaces cannot be simply taken away from us.

Our block of houses have similar residents who have cars. (also there are residents also further down the village that have cars). We are a community and are united very much on this all in agreement that we need our car parking spaces outside as we always had!

Also Tallaght village residents are not young so car parking outside is needed

Eg, carrying in shopping, /hospital appointments/ allowing family and friends to visit and have access.

(This is putting people first -community living).

Also the car park spaces are a challenge to get at times as members of public use them, evidence that there is high demand on the car spaces in the village.

The plans are not easy to read, I am unsure how the one way access would work, where a vehicle would be able to turn.

If there is a bus shelter, it would cause more congestion in village.

Yes more flowers, greenery is needed and would make village more attractive to visit.

Eg area opposite 4star pizza, needs attention.

There is a lot of litter/pizza boxes, litter there. Needs a clean up, greenery/flowers.

Eg, outside Aon Seal cafe, the flower area there is a great look.

Putting benches is not a good idea as we all know it will attract teenagers, undesirables. Eg eating pizza from one of the many takeaways and discarding the rubbish. Causing noise.

Also undesirables, drinking alcohol and discarding rubbish. Creating an unsafe environment.

It would be better if people could continue to park and visit places as they always have done. Eg AON SCEAL cafe, but we need more places like this in the village. People can walk when weather is good, but when weather not good means car access is needed, eg for elderly people. Eg visitors to the hub (beside Aon Seal) who provide classes during the day, eg retired, elderly would attend these. This is part of our community and promotes socialising.

Bike lanes would take up too much space in the village as well as bus connect. This plan is not the right fit for our residential Tallaght village.

If the paths are widened to facilitate bikes as well as pedestrians, this would be an accident waiting to happen, pedestrian been hit by a bike. I myself would not feel safe.

The village is protected conservation area. This plan is not in keeping with this and the heritage of our historic village, we have lived here all our lives and need our very strong views listened to please.

Regards



COUNTER RECEIVED
25 MAR 2026
SOUTH BARRIN COUNTY COUNCIL

AS A LIFE LONG RESIDENT
OF THE VILLAGE
I HAVE MADE CONCERNS
ABOUT PLANS FOR VILLAGE

N 1. PARKING IS A BIG ISSUE
AS RESIDENTS WILL NEED OWN STREET
PARKING WHICH SHOULD BE FREE TO RESIDENTS

N 2. BENCHES CONCERN ABOUT.

THIS WILL BRING A LOT OF ANTI SOCIAL
BEHAVIOUR AS THERE IS FAST FOOD
TAKEAWAYS ONE END OF VILLAGE TO
OTHER. LESS THAN FIVE MIN WALK
TWO PUBS ALL WILL HAPPEN
IS DRUG TAKING EATING TAKEAWAYS
ALL MOVING IN MORNING RADIOS PLAYING
HOURS

BAD ENOUGH AS IT IS NOW
VILLAGE IS A DIFFERENT PLACE AT 3 IN MORNING
AS I WELCOME EFFORT GOING INTO
IT

THESE ARE MY MAIN

CONCERNS





Planning & Development Consultants

M 087 261 5871

T 01 539 4960

E info@bpsplanning.ie

W www.bpsplanning.ie

PO Box 13658

Dublin 14

Submitted by email to talves@sdblincoco.ie

FOR ATTENTION OF:

Senior Executive Officer,
Planning and Transport,
South Dublin County Council,
County Hall Tallaght, Dublin 24,
D24 YNN5.

23 March 2026

Dear Sir/Madam,

Submission to the Tallaght Village Enhancement Scheme Part VIII Public Consultation. Submission on behalf of Macari's Tallaght, 24 Main Street, Tallaght, Dublin.

BPS Planning Consultants Ltd, a firm of Irish Planning Institute accredited town planning consultants, has been instructed by Macari's Tallaght, 24 Main Street, Tallaght, Dublin [hereafter "client"] to prepare and to lodge a submission to the Tallaght Village Enhancement Scheme Part VIII Public Consultation. The consultation documentation has been reviewed online at the South Dublin County Council (hereafter "SDCC") website¹.

Macari's Tallaght is one of the oldest remaining businesses operating on Main Street in Tallaght (the location of the business is set out in Section 3.0 of this letter). The business maintains significant concerns over the proposed development set out in the Tallaght Village Enhancement Scheme.

These concerns, which address the proper planning and sustainable development of the area in which the proposed development will be situated, are outlined in Section 5.0 of this letter. SDCC is asked to amend the scheme to address the conclusions and recommendations set out in Sections 6.0 and 7.0 of this letter.

Contents

- 1.0 Validation
- 2.0 Rationale for & summary of this submission
- 3.0 Location and description of client's business
- 4.0 Proposed development as it would alter the public realm around Macari's
- 5.0 Objections to the proposals
- 5.1 Proposals to reduce vehicular access & parking to Main Street are not supported
- 5.2 The proposals would exacerbate traffic issues on Main Street and connecting roads
- 5.3 Precedent schemes show how these proposals often fail if roads and parking are restricted
- 5.4 Adverse impacts on local businesses are contrary to the Development Plan 2022-2028
- 6.0 Conclusion
- 7.0 Recommendation

1.0 Validation

This submission is made before the advertised deadline of 5.00pm on 25th March 2026. The submission is made by email to talves@sdblincoco.ie and is marked 'For Attention Of: Senior Executive Officer, Planning and Transport, South Dublin County Council'.

2.0 Rationale for & summary of this submission

Our client has operated at Main Street Tallaght for decades offering a local service which employs local people. The business relies on customers being able to access it including by cars, vans, and all other vehicles.

Tallaght's Main Street is not Henry Street or Grafton Street in Dublin City Centre which can be accessed by trains, LUAS, multiple bus routes and which serve a large residential population. Instead, the street is primarily a business street which also has some accommodation along its length. The street is accessible to pedestrians and cyclists; however, the majority of those accessing it do

¹ <https://consult.sdblincoco.ie/en/consultation/tallaght-village-enhancement-scheme>

so by vehicle and the Macari business cannot remain sustainable at this location without maintaining vehicular access, setdown area(s) for customers for collections, loading areas for supplies, and parking spaces for customers.

The South Dublin County Development Plan 2022-2028's foreword refers to:

*The vision set out in this Plan is to make South Dublin County a place that our communities are proud of, that our businesses can thrive in ... the Council's corporate mission to make South Dublin County a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and for the future. The success of the County Development Plan will depend on the active participation of communities, businesses, residents and members of the public across South Dublin County ...*

The Vision states: "In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives." Section 1.5 Vision Context states:

*The Strategic Vision has been developed in line with International, National and Regional policy provisions. The vision also reflects the South Dublin County Council Corporate Plan mission to 'make our county a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and in the future'.*

The Macari business cannot thrive in the proposed public realm environment set out in SDCC's Part VIII consultation.

The advertised proposals view Main Street as a *de facto* pedestrianisation project wherein roadside parking, loading, and setdown areas are all essentially anathema to the illustrated vision. The vision has been prepared without due consideration for existing businesses on Main Street who were not consulted prior to these very detailed proposals being issued.

The following parts of the proposals are significant concerns for this established local business:

- SDCC could remove access to the car parking spaces to the front of Macari's Tallaght, 24 Main Street (see Section 3.0 of this letter). The proposals include a new junction type (as yet unconfirmed) on which those who currently drive into the parking area serving Macari's would need to negotiate. It is unclear what is proposed to the front of Macari's as its parking area is sited outside of the scheme's red line boundary. The proposals could leave customers with no setdown parking spaces, no parking spaces, and remove the primary delivery route/location to the business. As these parking spaces are in fact the property of the business, i.e. they are not owned by SDCC, any proposals to cut-off vehicular access are likely illegal unless SDCC is proposing to implement a Compulsory Purchase Order.
- There is already an automated pedestrian crossing located to the front of the business. It is unclear why this needs to be replaced. It has operated effectively for many years.
- SDCC would implement these proposals without due consideration for how existing businesses, such as our client's will be serviced by deliveries. Such schemes generally limit loading/unloading areas 'and' the hours within which deliveries can take place. This will impact adversely on the operation and viability of the business by making it difficult to obtain deliveries.
- SDCC would reduce the road's capacity to single lane. This will reduce accessibility to the business for customers. The proposals are very complicated and unsuited to Main Street. The scheme proposals for Main Street to the east would impact vehicular access to our client's business. The proposals include no access to Main Street from Main Street/Greenhills Road for customers, a bus only section, reduction in road carriageway to single lane, a 'Throttle Gate' with a "priority system, traffic calming, etc. These proposals are not supported. Our client considers that ramps with zebra crossings would be far more effective and would allow the retention of two-way traffic and buses to pass in both directions.
- SDCC would cause significant traffic build-up and make it difficult for customers of the business to drive down Main Street arising from offering no bus lay-bays. Without bus lay-bays, buses must stop in the carriageway with all traffic forced to wait behind them thereby slowing traffic. The proposals fail to address this issue.
- SDCC's proposals would not address existing traffic issues but exacerbate them with tailbacks of traffic trying to use Main Street. While the intention may be to teach road users not to use Main Street; it would also have the impact of driving traffic carrying customers away from the area.
- SDCC has not considered the significant quantum of permitted development arising in this area which is drawing in construction traffic and placing all roads under pressure. These pressures are growing as more permissions are issued including off Main Street and adjoining roads. Making Main Street less accessible would take away one route for allowing this traffic pressure to be spread across the area's road network.
- SDCC has focused on trying to green Main Street when Main Street adjoins Saint Mary's Catholic Church and Priory and has a very green setting already. The proposals should be aimed at improving the public realm for existing residents and for visitors.

Maracari's maintains excellent relations with local people who live on the impacted section of Main Street. The business is concerned at the impact these proposals would have on on-street parking options available to those who own cars and hold parking permits. Where are they to park?

While proposals to improve the public realm could improve Main Street, SDCC has tied these to significant proposals to alter the roads, parking and other arrangements currently working to support local businesses. Concerns arise that these proposals require significant revision. As currently presented, these proposals will cripple some businesses and make others less sustainable. They will make Main Street less attractive as a place to locate a business.

Such proposals have been tried elsewhere and have failed:

- Such a scheme was proposed and implemented in Deansgrange by Dun Laoghaire-Rathdown County Council without having due regard to the concerns of local businesses. The scheme sparked protests². Businesses estimated local workforces would be cut by up to 40%. The current scheme needs to avoid such protests and opposition by listening to local businesses such as our client's.
- In Drogheda, proposals to restrict traffic along an area of urban "improvement" caused the closure of Dunnes Stores which could no longer achieve adequate deliveries to its store. The Dunnes Stores branch located on West Street in Drogheda, County Louth, closed its doors on October 31, 2025, after more than 50 years of trading. While public reports indicate it was part of a restructuring³, Dunnes Stores has clearly indicated that trading conditions at this location had proven difficult arising from the scheme.
- The bus gate introduced in old Dundrum Village has caused issues with accessing the road by vehicle and reduced trading to the Old Dundrum Shopping Centre.

In Edenderry and Wicklow Town, local authorities have introduced significant improvements to the public realm without removing parking spaces, restricted roads to single lane, and making it harder to do business. SDCC is asked to reconsider its proposals. Rejuvenate Main Street rather than cause conditions which close businesses. Better street lighting, street furniture, adding planting where this does not impact on access, and adding bus lay-bys would represent a better project approach.

3.0 Location & description of client's business and building

Our client's business is located on the west side of Main Street at the junction of Main Street and Old Bawn Road. The business and the building within which it is located are served by dropped kerbs and vehicular accesses over the public footpath. This allows customers to park in front of the businesses. There is a pedestrian crossing outside of the business. Other businesses along Main Street to the north are served by parking to the front of Main Street is a two-way road at this location. There are double yellow lines on both sides of the road. This part of Main Street is the village centre and offers the full range of businesses serving customers who primarily access the area by vehicle.

The business is sited in a 3 storey building, ground floor with 2 retail units (take away and coffee shop, the 1st floor has two office spaces, and the second floor has 2 no. two bedroom apartments. Private parking space to the front holds 5 to 6 cars. There is SDCC pay and display parking in the back. The eircode of building is D24 VRF4.

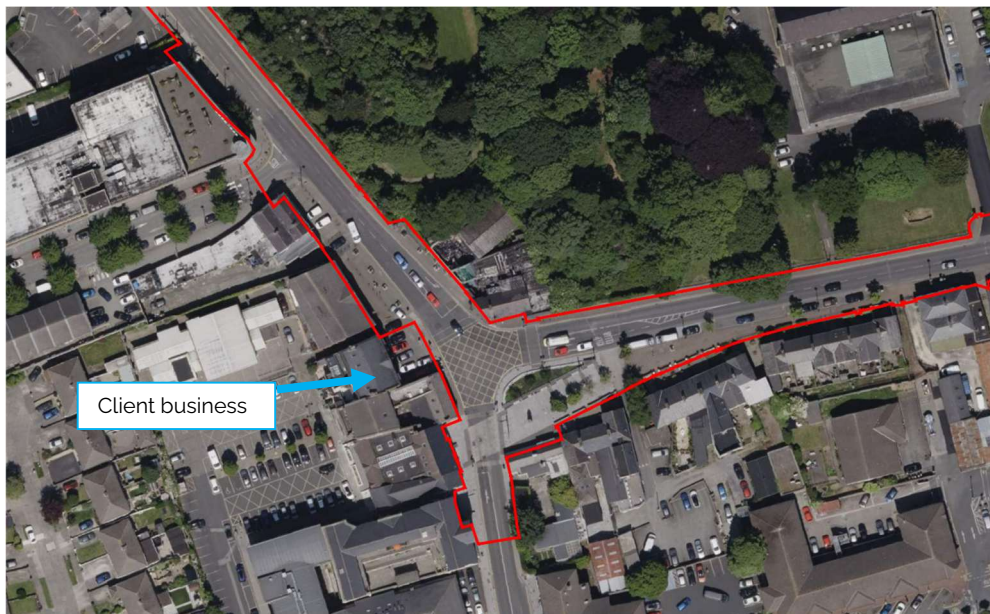


Fig. 1: Location of client's business

² <https://www.irishtimes.com/ireland/2025/10/28/deansgrange-businesses-warn-roadworks-could-lead-to-closures-and-falling-house-prices/>; <https://irishcycle.com/2025/11/04/deansgrange-village-project-will-not-go-ahead-after-public-feedback-split-50-50-on-doing-something-or-nothing/>; <https://www.independent.ie/regionals/dublin/dublin-news/concerns-over-roadworks-causing-constant-disruption-for-deansgrange/a4727176.html>

³ <https://www.checkout.ie/retail/dunnes-stores-to-close-drogheda-location-after-50-years-in-business-221571#:~:text=Dunnes%20Stores%20To%20Close%20Drogheda,related%20to%20them%20on%20Monday.>

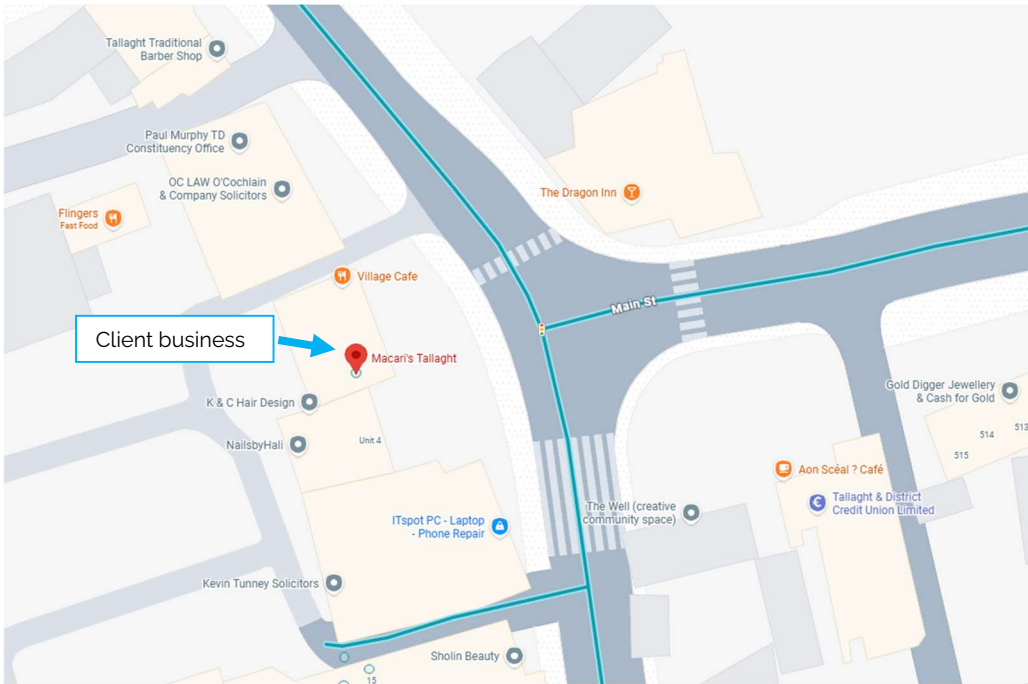


Fig. 2: Location of client's business

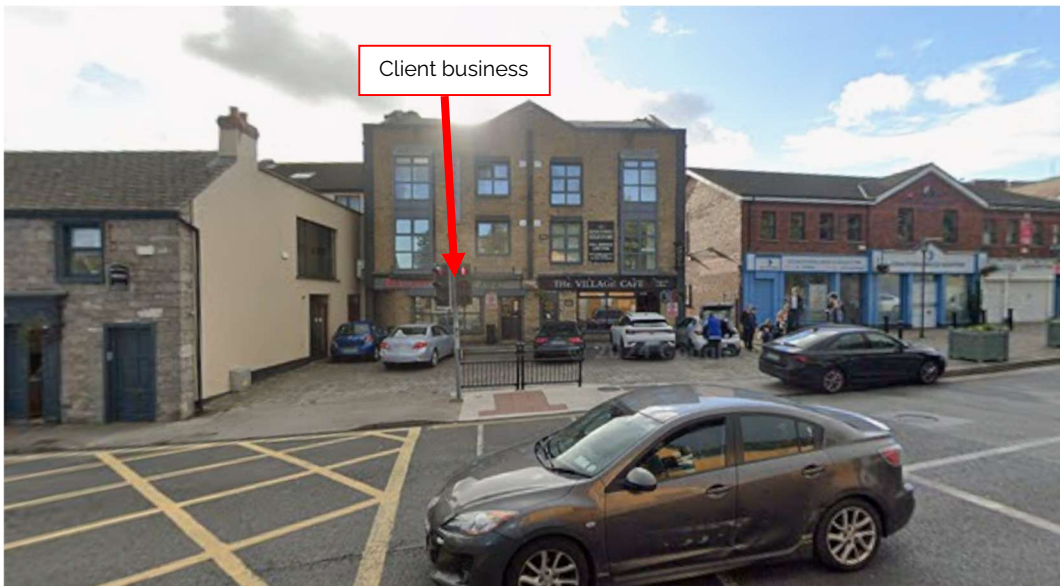


Fig. 3: Location of client's business



Fig. 4: Location of client's business



Fig. 5: Location of client's business



Fig. 6: Location of client's business



Fig. 7: Location of client's business

4.0 Proposed development as it would alter the public realm around Macari's

The proposed development would alter the urban, public realm, and vehicular access arrangements serving Macari's. The full details of these proposals are not yet outlined. The location of our client's business is set out below as regards its siting adjoining the scheme's red line boundary.

The business is located in the heart of the SDCC proposals. This is a busy junction where SDCC would introduce a one lane section of road in close proximity, reduce on street parking provision, and cause traffic problems.

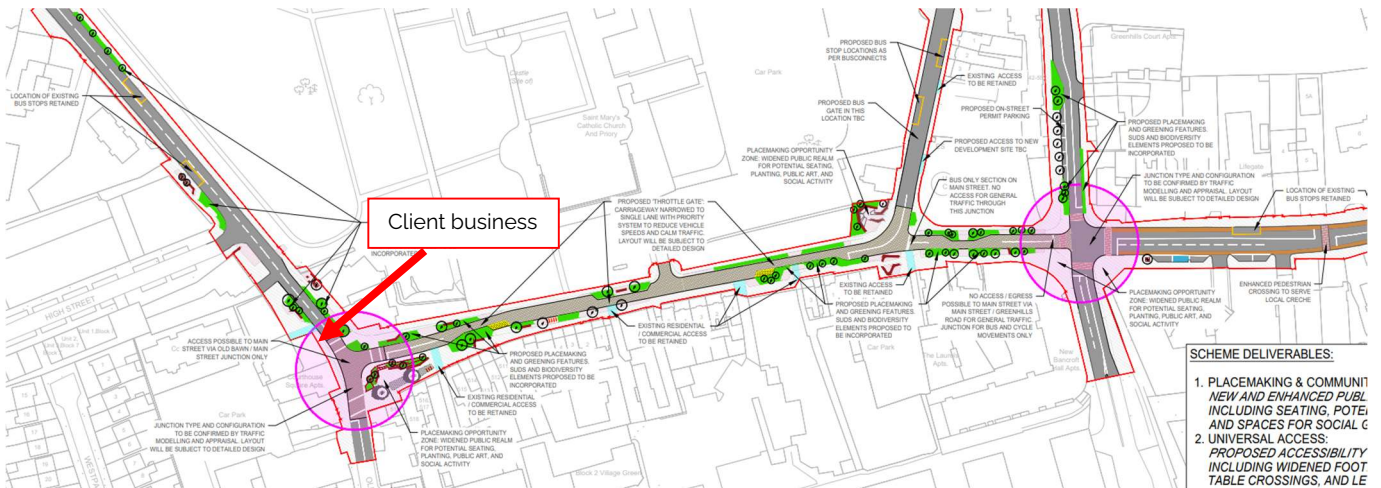


Fig. 8: Excerpt from the consultation stage scheme for Main Street

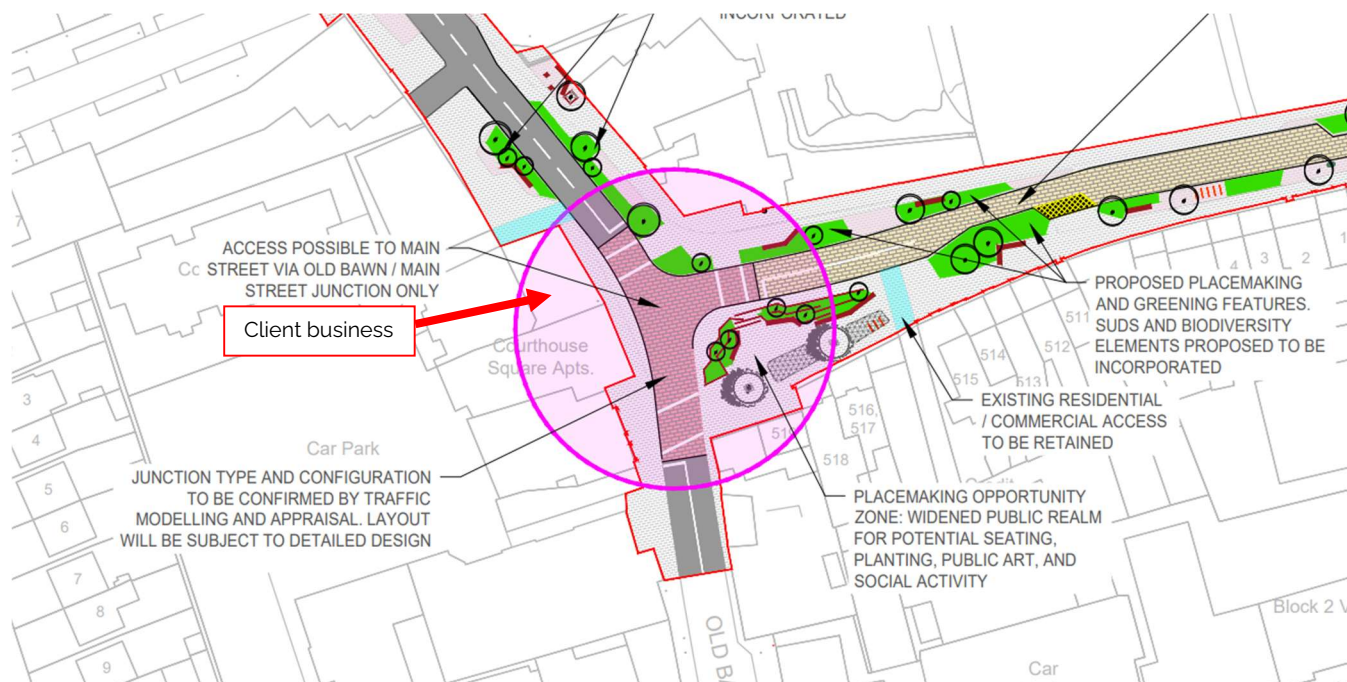


Fig. 9: Excerpt from the consultation stage scheme for Main Street around The Village Café

5.0 Objections to the proposals

5.1 Proposals to reduce vehicular access & parking to Main Street are not supported

Our client has operated at Main Street Tallaght for decades offering a local service which employs local people. The business relies on customers being able to access it including by cars, vans, and all other vehicles.

Tallaght's Main Street is not Henry Street or Grafton Street in Dublin City Centre which can be accessed by trains, LUAS, multiple bus routes and which serve a large residential population. Instead, the street is primarily a business street which also has some accommodation along its length. The street is accessible to pedestrians and cyclists; however, the majority of those accessing it do so by vehicle and the Macari business cannot remain sustainable at this location without maintaining vehicular access, setdown area(s) for customers for collections, loading areas for supplies, and parking spaces for customers.

The advertised proposals view Main Street as a *de facto* pedestrianisation project wherein roadside parking, loading, and setdown areas are all essentially anathema to the illustrated vision. The vision has been prepared without due consideration for existing businesses on Main Street who were not consulted prior to these very detailed proposals being issued.

The following parts of the proposals are significant concerns for this established local business:

- SDCC could remove access to the car parking spaces to the front of Macari's Tallaght, 24 Main Street (see Section 3.0 of this letter). The proposals include a new junction type (as yet unconfirmed) on which those who currently drive into the parking area serving Macari's would need to negotiate. It is unclear what is proposed to the front of Macari's as its parking area is sited outside of the scheme's red line boundary. The proposals could leave customers with no setdown parking spaces, no parking spaces, and remove the primary delivery route/location to the business. As these parking spaces are in fact the property of the business, i.e. they are not owned by SDCC, any proposals to cut-off vehicular access are likely illegal unless SDCC is proposing to implement a Compulsory Purchase Order.
- There is already an automated pedestrian crossing located to the front of the business. It is unclear why this needs to be replaced. It has operated effectively for many years.
- SDCC would implement these proposals without due consideration for how existing businesses, such as our client's will be serviced by deliveries. Such schemes generally limit loading/unloading areas 'and' the hours within which deliveries can take place. This will impact adversely on the operation and viability of the business by making it difficult to obtain deliveries.
- SDCC would reduce the road's capacity to single lane. This will reduce accessibility to the business for customers. The proposals are very complicated and unsuited to Main Street. The scheme proposals for Main Street to the east would impact vehicular access to our client's business. The proposals include no access to Main Street from Main Street/Greenhills Road for customers, a bus only section, reduction in road carriageway to single lane, a 'Throttle Gate' with a "priority system, traffic calming, etc. These proposals are not supported. Our client considers that ramps with zebra crossings would be far more effective and would allow the retention of two-way traffic and buses to pass in both directions.

Maracari's also maintains excellent relations with local people who live on the impacted section of Main Street. The business is concerned at the impact these proposals would have on on-street parking options available to those who own cars and hold parking permits. Where are they to park?

SDCC should revise the proposals to focus on how the public realm can be improved without adversely impacting local business and local people as regards customer, staff, and deliveries access to the business. Public lighting, Zebra crossings, street furniture, selective planting is supported where this can be achieved without disadvantage local businesses and their customers.

5.2 The proposals would exacerbate traffic issues on Main Street and connecting roads

The proposals are not supported as they will cause traffic impacts with knock-on consequences for local businesses. The proposals essentially assume a much reduced level of traffic on Main Street is a positive and even the cutting off of certain traffic as desirable. These proposals are as follows:

- SDCC would cause significant traffic build-up and make it difficult for customers of the business to drive down Main Street arising from offering no bus lay-bays. Without bus lay-bays, buses must stop in the carriageway with all traffic forced to wait behind them thereby slowing traffic. The proposals fail to address this issue.
- SDCC's proposals would not address existing traffic issues but exacerbate them with tailbacks of traffic trying to use Main Street. While the intention may be to teach road users not to use Main Street; it would also have the impact of driving traffic carrying customers away from the area.
- SDCC has not considered the significant quantum of permitted development arising in this area which is drawing in construction traffic and placing all roads under pressure. These pressures are growing as more permissions are issued including off Main Street and adjoining roads. Making Main Street less accessible would take away one route for allowing this traffic pressure to be spread across the area's road network.
- SDCC has focused on trying to green Main Street when Main Street adjoins Saint Mary's Catholic Church and Priory and has a very green setting already. The proposals should be aimed at improving the public realm for existing residents and for visitors.

While proposals to improve the public realm could improve Main Street, SDCC has tied these to significant proposals to alter the roads, parking and other arrangements currently working to support local businesses. Concerns arise that these proposals require significant revision. As currently presented, these proposals will cripple some businesses and make others less sustainable. They will make Main Street less attractive as a place to locate a business.

5.3 Precedent schemes show how these proposals often fail if roads and parking are restricted

Such proposals as those set out by SDCC have been tried elsewhere and have failed:

- Such a scheme was proposed and implemented in Deansgrange by Dun Laoghaire-Rathdown County Council without having due regard to the concerns of local businesses. The scheme sparked protests⁴. Businesses estimated local workforces would be cut by up to 40%. The current scheme needs to avoid such protests and opposition by listening to local businesses such as our client's.
- In Drogheda, proposals to restrict traffic along an area of urban "improvement" caused the closure of Dunnes Stores which could no longer achieve adequate deliveries to its store. The Dunnes Stores branch located on West Street in Drogheda, County Louth, closed its doors on October 31, 2025, after more than 50 years of trading. While public reports indicate it was part of a re-structuring⁵, Dunnes Stores has clearly indicated that trading conditions at this location had proven difficult arising from the scheme.
- The bus gate introduced in old Dundrum Village has caused issues with accessing the road by vehicle and reduced trading to the Old Dundrum Shopping Centre.

In Edenderry and Wicklow Town, local authorities have introduced significant improvements to the public realm without removing parking spaces, restricted roads to single lane, and making it harder to do business. SDCC is asked to reconsider its proposals. Rejuvenate Main Street rather than cause conditions which close businesses. Better street lighting, street furniture

Our client asks that SDCC focus on improving the business environment at Main Street and not on adversely impacting on it. Main Street needs to stay open for business. Whatever resources SDCC has available to spend should be spent to the benefit of all.

⁴ <https://www.irishtimes.com/ireland/2025/10/28/deansgrange-businesses-warn-roadworks-could-lead-to-closures-and-falling-house-prices/>; <https://irishcycle.com/2025/11/04/deansgrange-village-project-will-not-go-ahead-after-public-feedback-split-50-50-on-doing-something-or-nothing/>; <https://www.independent.ie/regionals/dublin/dublin-news/concerns-over-roadworks-causing-constant-disruption-for-deansgrange/a4727176.html>

⁵ <https://www.checkout.ie/retail/dunnes-stores-to-close-drogheda-location-after-50-years-in-business-221571#:~:text=Dunnes%20Stores%20To%20Close%20Drogheda,relayed%20to%20them%20on%20Monday.>

5.4 Adverse impacts on local businesses are contrary to the Development Plan 2022-2028

The South Dublin County Development Plan 2022-2028's foreword refers to:

*The vision set out in this Plan is to make South Dublin County a place that our communities are proud of, that our businesses can thrive in ... the Council's corporate mission to make South Dublin County a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and for the future. The success of the County Development Plan will depend on the active participation of communities, businesses, residents and members of the public across South Dublin County ...* (emphasis added).

The Vision states: "In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives." Section 1.5 Vision Context states:

*The Strategic Vision has been developed in line with International, National and Regional policy provisions. The vision also reflects the South Dublin County Council Corporate Plan mission to 'make our county a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and in the future'* (emphasis added).

The Macari business cannot thrive in the proposed public realm environment set out in SDCC's Part VIII consultation.

The proposals do not align with the Development Plan including with:

- Section 7.10 'Car Parking' which states: "There is a need for a balanced approach to car parking management that takes **the car parking needs of businesses** and households **into account**, and the need to promote more sustainable forms of transportation and limit the impact of traffic ..." (emphasis added). The submitted proposals do not take the parking needs of local businesses into account.
- Policy SM7: 'Car Parking and EV Charging' – "Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, **while meeting the needs of businesses and communities**" (emphasis added). The submitted proposals do not take the parking needs of local businesses or residents into account.
- Section 9.00.2 'Economic Development and Climate Action' – "Uses related to employment and economic development account for 1,300 ha of zoned land in the County, not including **the wide range of commercial and retail businesses which bring life to our towns and villages. Ensuring that we put the right employment in the right place**, building on sustainable mobility and the potential for active travel will have a significant impact on the realisation of climate action targets" (emphasis added). The submitted proposals do not take the access and parking needs of local businesses into account.
- Section 9.0.3 'Placemaking' – "... the concept of placemaking should be fully integrated into all development. **Our businesses, offices and warehouses and the sites on which they sit potentially have a key role to play in the creation of attractive places within wider communities There are nearly 108,000 people employed in businesses and enterprises across our county.** The working day could and should be passed in a place with a strong sense of community and connectivity rather than just being a destination ..." (emphasis added). The submitted proposals do not take the access and parking needs of local businesses into account.
- EDE1 Objective 4 – "To support the implementation of the RSES Economic Strategy to create economic opportunity to diversify local and rural economies and create quality jobs, to achieve a sustainable, competitive, inclusive, and resilient region ..." (emphasis added). The submitted proposals do not take the access and parking needs of local businesses into account.
- Section 9.2.2 'Urban Growth, Regeneration and Placemaking' – "South Dublin County's growth is set out in the core strategy and settlement strategy in Chapter 2. Population growth must be supported by growth in jobs if the County is to develop in a compact manner and reduce the need to commute. In achieving this at a spatial level, the location of employment will be important ... **As set out earlier in this chapter, good placemaking is recognised as a critically important competitive advantage in the attraction of business to an area.** The Council recognises this and is continuously investing in placemaking through various schemes including the public realm improvements ..." (emphasis added). The submitted proposals do not take the access and parking needs of local businesses into account.

The proposals issued by SDCC raise significant concerns pertaining to retaining vehicular access and parking to and for existing businesses. The Development Plan requires a balanced approach to ensure existing businesses are not adversely impacted by these proposals and, indeed, benefit from them. This is not only in an 'in principle' ideological manner whereby SDCC argues that trees are better than parking spaces, but in proper consideration of the pragmatic day to day realities facing local businesses such as Macari's.

6.0 Conclusion

Having regard to:

- To the established nature of our client's business on Main Street,
- To the Consultation document issued; and
- To the South Dublin County Development Plan 2022-2028,

we conclude that the current consultation proposals are imbalanced as regards the need to protect existing businesses and to encourage new businesses. Existing parking, vehicular access, bus access, and the pedestrian environment should be protected against proposals which would have knock-on consequences for local businesses and for local people.

The proposals are currently contrary to the South Dublin County Development Plan 2022-2028 and would cause an adverse business environment at Main Street.

Finally, in other locations where such measures have been implemented, they tend to move towards more draconian approaches to traffic management and even full pedestrianisation. Our client wishes to confirm that the business cannot survive the current proposals let alone any further escalation which may arise should they proceed as set out.

7.0 Recommendation

The Tallaght Village Enhancement Scheme should be amended to:

- Ensure no restrictions to the existing access and parking arrangements to the front of Macari's.
- Add bus lay-bys which allow buses to pull in out of the carriageway.
- Remove any section of one-way road along Main Street. These proposals should be replaced by speed ramps which include Zebra crossings.
- No bus gates or gating of main Street should arise as regards any forms of vehicle during delivery and working hours.
- Parking spaces should not be removed from Main Street as these provide necessary parking for customers, delivery drivers, and local residents.
- Traffic calming measures should not cause the loss of customer traffic to businesses.

8.0 Finally

If you require any further details, please contact BPS using the details supplied on this letterhead.

We confirm that we act for our client and all related correspondence should be forwarded to this office.

With best wishes,

Brendan Buck

Brendan Buck MIPI
Managing Director
BPS Planning & Development Consultants LTD



**Planning & Development
Consultants**

M 087 261 5871

T 01 539 4960

E info@bpsplanning.ie

W www.bpsplanning.ie

PO Box 13658

Dublin 14

Submitted by email to talves@sdblincoco.ie

FOR ATTENTION OF:

Senior Executive Officer,
Planning and Transport,
South Dublin County Council,
County Hall Tallaght, Dublin 24,
D24 YNN5.

23 March 2026

Dear Sir/Madam,

Submission to the Tallaght Village Enhancement Scheme Part VIII Public Consultation. Submission on behalf of The Village Café, 24 Main Street, Tallaght, Dublin.

BPS Planning Consultants Ltd, a firm of Irish Planning Institute accredited town planning consultants, has been instructed by The Village Café of 24 Main Street, Tallaght, Dublin [hereafter "client"] to prepare and to lodge a submission to the Tallaght Village Enhancement Scheme Part VIII Public Consultation. The consultation documentation has been reviewed online at the South Dublin County Council (hereafter "SDCC") website¹.

The Village Café is a successful business operating on Main Street in Tallaght (the location of the business is set out in Section 3.0 of this letter). The business maintains significant concerns over the proposed development set out in the Tallaght Village Enhancement Scheme.

These concerns, which address the proper planning and sustainable development of the area in which the proposed development will be situated, are outlined in Section 5.0 of this letter. SDCC is asked to amend the scheme to address the conclusions and recommendations set out in Sections 6.0 and 7.0 of this letter.

Contents

- 1.0 Validation
- 2.0 Rationale for & summary of this submission
- 3.0 Location and description of client's business
- 4.0 Proposed development as it would alter the public realm around the village café
- 5.0 Objections to the proposals
- 5.1 Proposals to reduce vehicular access & parking to Main Street are not supported
- 5.2 The proposals would exacerbate traffic issues on Main Street and connecting roads
- 5.3 Precedent schemes show how these proposals often fail if roads and parking are restricted
- 5.4 Adverse impacts on local businesses are contrary to the Development Plan 2022-2028
- 6.0 Conclusion
- 7.0 Recommendation

1.0 Validation

This submission is made before the advertised deadline of 5.00pm on 25th March 2026. The submission is made by email to talves@sdblincoco.ie and is marked 'For Attention Of: Senior Executive Officer, Planning and Transport, South Dublin County Council'.

2.0 Rationale for & summary of this submission

Our client has operated at Main Street Tallaght for decades offering a local service which employs local people. The business relies on customers being able to access it including by cars, vans, and all other vehicles.

Tallaght's Main Street is not Henry Street or Grafton Street in Dublin City Centre which can be accessed by trains, LUAS, multiple bus routes and which serve a large residential population. Instead, the street is primarily a business street which also has some

¹ <https://consult.sdblincoco.ie/en/consultation/tallaght-village-enhancement-scheme>

accommodation along its length. The street is accessible to pedestrians and cyclists; however, the majority of those accessing it do so by vehicle and the cafe business cannot remain sustainable at this location without maintaining vehicular access, setdown area(s) for customers for collections, loading areas for supplies, and parking spaces for customers.

The South Dublin County Development Plan 2022-2028's foreword refers to:

*The vision set out in this Plan is to make South Dublin County a place that our communities are proud of, that our businesses can thrive in ... the Council's corporate mission to make South Dublin County a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and for the future. The success of the County Development Plan will depend on the active participation of communities, businesses, residents and members of the public across South Dublin County ...*

The Vision states: "In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives." Section 1.5 Vision Context states:

*The Strategic Vision has been developed in line with International, National and Regional policy provisions. The vision also reflects the South Dublin County Council Corporate Plan mission to 'make our county a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and in the future'.*

The cafe business cannot thrive in the proposed public realm environment set out in SDCC's Part VIII consultation.

The advertised proposals view Main Street as a *de facto* pedestrianisation project wherein roadside parking, loading, and setdown areas are all essentially anathema to the illustrated vision. The vision has been prepared without due consideration for existing businesses on Main Street who were not consulted prior to these very detailed proposals being issued.

The following parts of the proposals are significant concerns for this established local business:

- SDCC could remove access to the car parking spaces to the front of The Village Café, Tallaght, 24 Main Street (see Section 3.0 of this letter). The proposals include a new junction type (as yet unconfirmed) on which those who currently drive into the parking area serving would need to negotiate. It is unclear what is proposed to the front of the cafe as its parking area is sited outside of the scheme's red line boundary. The proposals could leave customers with no setdown parking spaces, no parking spaces, and remove the primary delivery route/location to the business. As these parking spaces are in fact the property of the business, i.e. they are not owned by SDCC, any proposals to cut-off vehicular access are likely illegal unless SDCC is proposing to implement a Compulsory Purchase Order.
- There is already an automated pedestrian crossing located to the front of the business. It is unclear why this needs to be replaced. It has operated effectively for many years.
- SDCC would implement these proposals without due consideration for how existing businesses, such as our client's will be serviced by deliveries. Such schemes generally limit loading/unloading areas 'and' the hours within which deliveries can take place. This will impact adversely on the operation and viability of the business by making it difficult to obtain deliveries.
- SDCC would reduce the road's capacity to single lane. This will reduce accessibility to the business for customers. The proposals are very complicated and unsuited to Main Street. The scheme proposals for Main Street to the east would impact vehicular access to our client's business. The proposals include no access to Main Street from Main Street/Greenhills Road for customers, a bus only section, reduction in road carriageway to single lane, a 'Throttle Gate' with a "priority system, traffic calming, etc. These proposals are not supported. Our client considers that ramps with zebra crossings would be far more effective and would allow the retention of two-way traffic and buses to pass in both directions.
- SDCC would cause significant traffic build-up and make it difficult for customers of the business to drive down Main Street arising from offering no bus lay-bays. Without bus lay-bays, buses must stop in the carriageway with all traffic forced to wait behind them thereby slowing traffic. The proposals fail to address this issue.
- SDCC's proposals would not address existing traffic issues but exacerbate them with tailbacks of traffic trying to use Main Street. While the intention may be to teach road users not to use Main Street; it would also have the impact of driving traffic carrying customers away from the area.
- SDCC has not considered the significant quantum of permitted development arising in this area which is drawing in construction traffic and placing all roads under pressure. These pressures are growing as more permissions are issued including off Main Street and adjoining roads. Making Main Street less accessible would take away one route for allowing this traffic pressure to be spread across the area's road network.
- SDCC has focused on trying to green Main Street when Main Street adjoins Saint Mary's Catholic Church and Priory and has a very green setting already. The proposals should be aimed at improving the public realm for existing residents and for visitors.

Maracari's maintains excellent relations with local people who live on the impacted section of Main Street. The business is concerned at the impact these proposals would have on on-street parking options available to those who own cars and hold parking permits. Where are they to park?

While proposals to improve the public realm could improve Main Street, SDCC has tied these to significant proposals to alter the roads, parking and other arrangements currently working to support local businesses. Concerns arise that these proposals require significant revision. As currently presented, these proposals will cripple some businesses and make others less sustainable. They will make Main Street less attractive as a place to locate a business.

Such proposals have been tried elsewhere and have failed:

- Such a scheme was proposed and implemented in Deansgrange by Dun Laoghaire-Rathdown County Council without having due regard to the concerns of local businesses. The scheme sparked protests². Businesses estimated local workforces would be cut by up to 40%. The current scheme needs to avoid such protests and opposition by listening to local businesses such as our client's.
- In Drogheda, proposals to restrict traffic along an area of urban "improvement" caused the closure of Dunnes Stores which could no longer achieve adequate deliveries to its store. The Dunnes Stores branch located on West Street in Drogheda, County Louth, closed its doors on October 31, 2025, after more than 50 years of trading. While public reports indicate it was part of a restructuring³, Dunnes Stores has clearly indicated that trading conditions at this location had proven difficult arising from the scheme.
- The bus gate introduced in old Dundrum Village has caused issues with accessing the road by vehicle and reduced trading to the Old Dundrum Shopping Centre.

In Edenderry and Wicklow Town, local authorities have introduced significant improvements to the public realm without removing parking spaces, restricted roads to single lane, and making it harder to do business. SDCC is asked to reconsider its proposals. Rejuvenate Main Street rather than cause conditions which close businesses. Better street lighting, street furniture, adding planting where this does not impact on access, and adding bus lay-bys would represent a better project approach.

3.0 Location & description of client's business and building

Our client's business is located on the west side of Main Street at the junction of Main Street and Old Bawn Road. The business and the building within which it is located are served by dropped kerbs and vehicular accesses over the public footpath. This allows customers to park in front of the businesses. There is a pedestrian crossing outside of the business. Other businesses along Main Street to the north are served by parking to the front of Main Street is a two-way road at this location. There are double yellow lines on both sides of the road.

This part of Main Street is the village centre and offers the full range of businesses serving customers who primarily access the area by vehicle.

The business is sited in a 3 storey building, ground floor with 2 retail units (take away and coffee shop, the 1st floor has two office spaces, and the second floor has 2 no. two bedroom apartments. Private parking space to the front holds 5 to 6 cars. There is SDCC pay and display parking in the back. The eircode of building is D24 VRF4.



Fig. 1: Location of client's business

² <https://www.irishtimes.com/ireland/2025/10/28/deansgrange-businesses-warn-roadworks-could-lead-to-closures-and-falling-house-prices/>; <https://irishcycle.com/2025/11/04/deansgrange-village-project-will-not-go-ahead-after-public-feedback-split-50-50-on-doing-something-or-nothing/>; <https://www.independent.ie/regionals/dublin/dublin-news/concerns-over-roadworks-causing-constant-disruption-for-deansgrange/a4727176.html>

³ <https://www.checkout.ie/retail/dunnes-stores-to-close-drogheda-location-after-50-years-in-business-221571#:~:text=Dunnes%20Stores%20To%20Close%20Drogheda,related%20to%20them%20on%20Monday.>

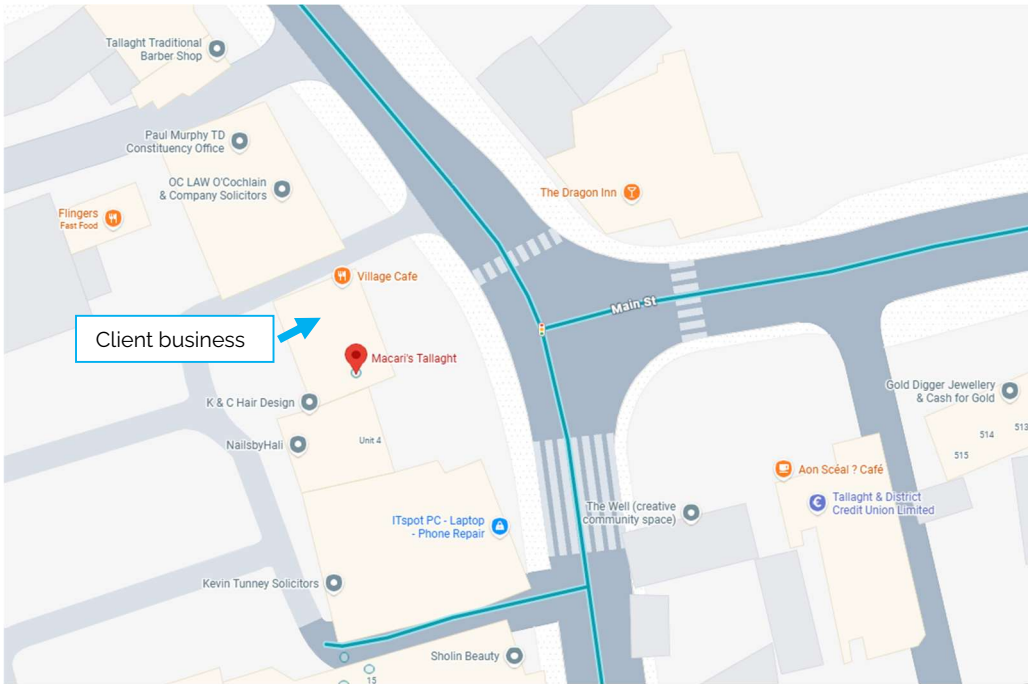


Fig. 2: Location of client's business



Fig. 3: Location of client's business



Fig. 4: Location of client's business

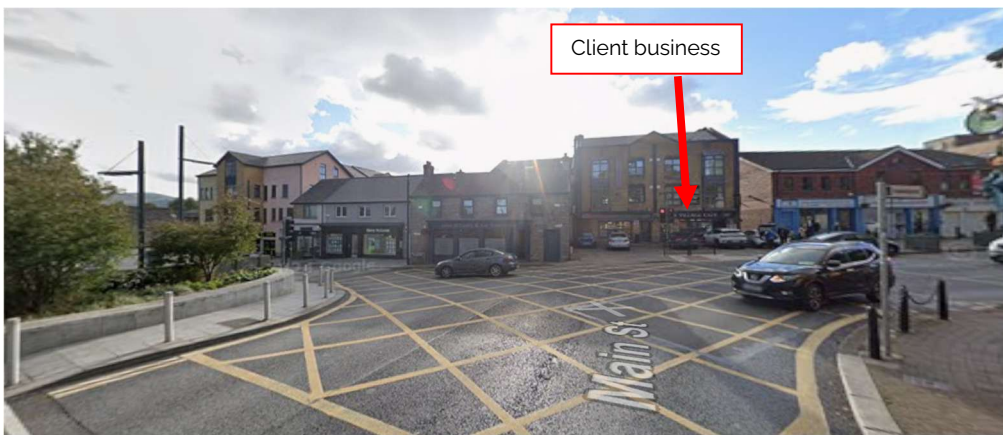


Fig. 5: Location of client's business



Fig. 6: Location of client's business



Fig. 7: Location of client's business

4.0 Proposed development as it would alter the public realm around The Village Café

The proposed development would alter the urban, public realm, and vehicular access arrangements serving The Village Café. The full details of these proposals are not yet outlined. The location of our client's business is set out below as regards its siting adjoining the scheme's red line boundary.

The business is located in the heart of the SDCC proposals. This is a busy junction where SDCC would introduce a one lane section of road in close proximity, reduce on street parking provision, and cause traffic problems.

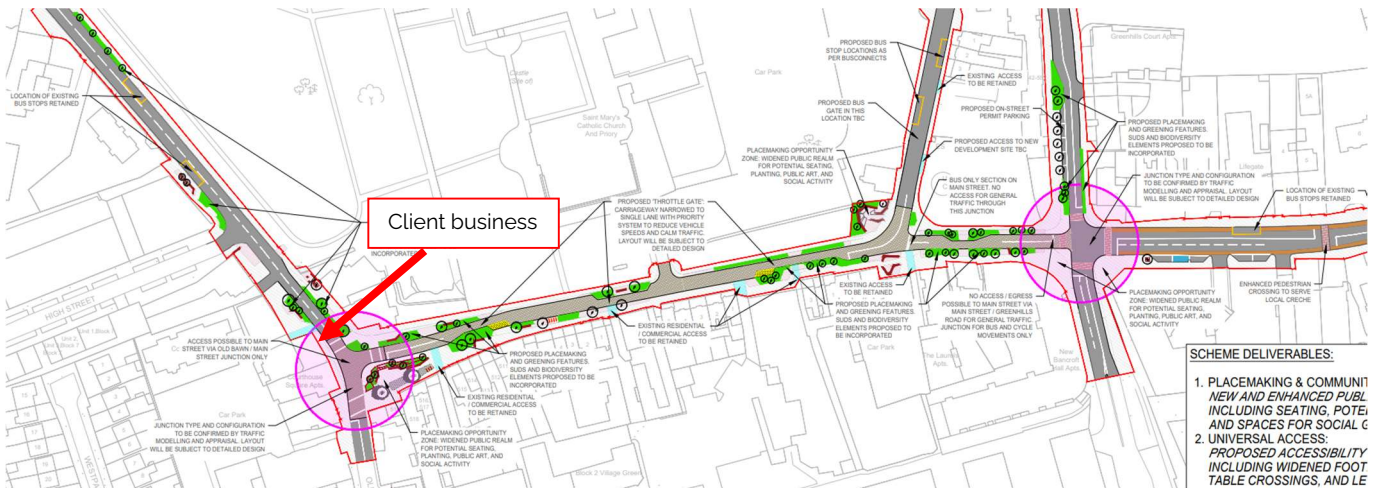


Fig. 8: Excerpt from the consultation stage scheme for Main Street

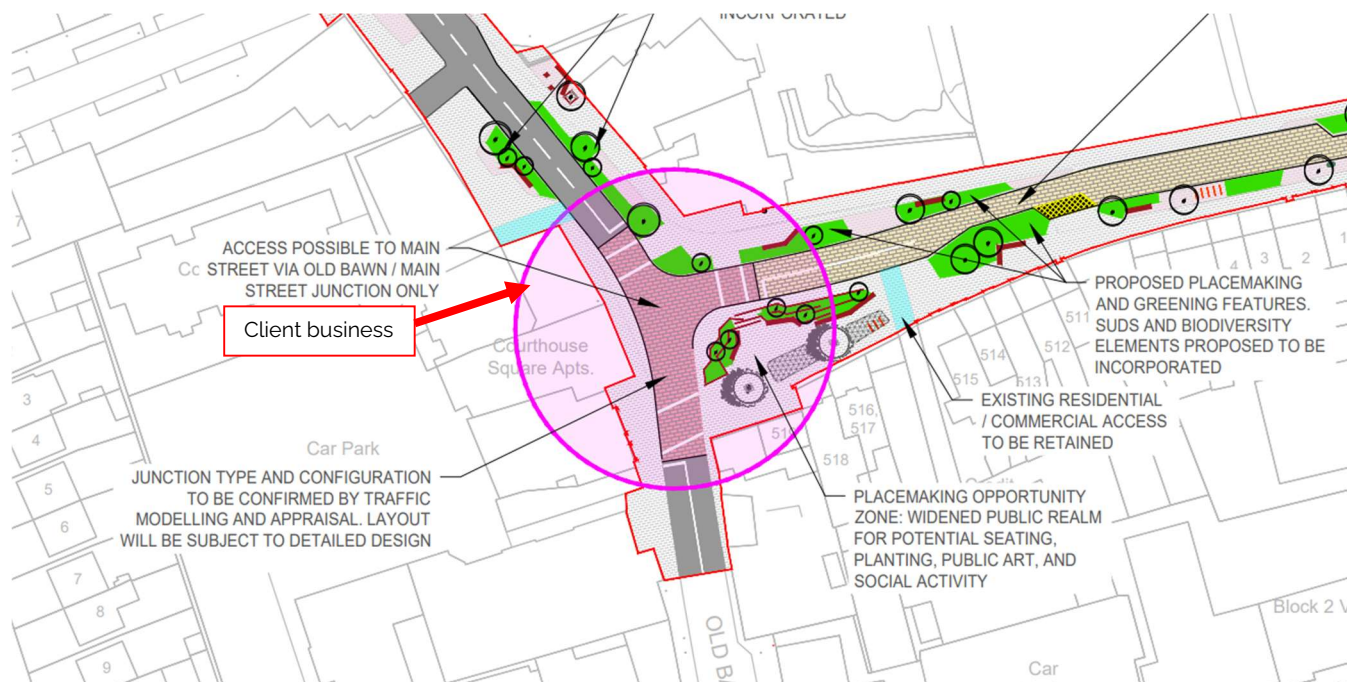


Fig. 9: Excerpt from the consultation stage scheme for Main Street around The Village Café

5.0 Objections to the proposals

5.1 Proposals to reduce vehicular access & parking to Main Street are not supported

Our client has operated at Main Street Tallaght for decades offering a local service which employs local people. The business relies on customers being able to access it including by cars, vans, and all other vehicles.

Tallaght's Main Street is not Henry Street or Grafton Street in Dublin City Centre which can be accessed by trains, LUAS, multiple bus routes and which serve a large residential population. Instead, the street is primarily a business street which also has some accommodation along its length. The street is accessible to pedestrians and cyclists; however, the majority of those accessing it do so by vehicle and The Village Café business cannot remain sustainable at this location without maintaining vehicular access, setdown area(s) for customers for collections, loading areas for supplies, and parking spaces for customers.

The advertised proposals view Main Street as a *de facto* pedestrianisation project wherein roadside parking, loading, and setdown areas are all essentially anathema to the illustrated vision. The vision has been prepared without due consideration for existing businesses on Main Street who were not consulted prior to these very detailed proposals being issued.

The following parts of the proposals are significant concerns for this established local business:

- SDCC could remove access to the car parking spaces to the front of The Village Café, Tallaght, 24 Main Street (see Section 3.0 of this letter). The proposals include a new junction type (as yet unconfirmed) on which those who currently drive into the parking area serving the cafe would need to negotiate. It is unclear what is proposed to the front of the cafe as its parking area is sited outside of the scheme's red line boundary. The proposals could leave customers with no setdown parking spaces, no parking spaces, and remove the primary delivery route/location to the business. As these parking spaces are in fact the property of the business, i.e. they are not owned by SDCC, any proposals to cut-off vehicular access are likely illegal unless SDCC is proposing to implement a Compulsory Purchase Order.
- There is already an automated pedestrian crossing located to the front of the business. It is unclear why this needs to be replaced. It has operated effectively for many years.
- SDCC would implement these proposals without due consideration for how existing businesses, such as our client's will be serviced by deliveries. Such schemes generally limit loading/unloading areas 'and' the hours within which deliveries can take place. This will impact adversely on the operation and viability of the business by making it difficult to obtain deliveries.
- SDCC would reduce the road's capacity to single lane. This will reduce accessibility to the business for customers. The proposals are very complicated and unsuited to Main Street. The scheme proposals for Main Street to the east would impact vehicular access to our client's business. The proposals include no access to Main Street from Main Street/Greenhills Road for customers, a bus only section, reduction in road carriageway to single lane, a 'Throttle Gate' with a "priority system, traffic calming, etc. These proposals are not supported. Our client considers that ramps with zebra crossings would be far more effective and would allow the retention of two-way traffic and buses to pass in both directions.

Maracari's also maintains excellent relations with local people who live on the impacted section of Main Street. The business is concerned at the impact these proposals would have on on-street parking options available to those who own cars and hold parking permits. Where are they to park?

SDCC should revise the proposals to focus on how the public realm can be improved without adversely impacting local business and local people as regards customer, staff, and deliveries access to the business. Public lighting, Zebra crossings, street furniture, selective planting is supported where this can be achieved without disadvantage local businesses and their customers.

5.2 The proposals would exacerbate traffic issues on Main Street and connecting roads

The proposals are not supported as they will cause traffic impacts with knock-on consequences for local businesses. The proposals essentially assume a much reduced level of traffic on Main Street is a positive and even the cutting off of certain traffic as desirable. These proposals are as follows:

- SDCC would cause significant traffic build-up and make it difficult for customers of the business to drive down Main Street arising from offering no bus lay-bays. Without bus lay-bays, buses must stop in the carriageway with all traffic forced to wait behind them thereby slowing traffic. The proposals fail to address this issue.
- SDCC's proposals would not address existing traffic issues but exacerbate them with tailbacks of traffic trying to use Main Street. While the intention may be to teach road users not to use Main Street; it would also have the impact of driving traffic carrying customers away from the area.
- SDCC has not considered the significant quantum of permitted development arising in this area which is drawing in construction traffic and placing all roads under pressure. These pressures are growing as more permissions are issued including off Main Street and adjoining roads. Making Main Street less accessible would take away one route for allowing this traffic pressure to be spread across the area's road network.
- SDCC has focused on trying to green Main Street when Main Street adjoins Saint Mary's Catholic Church and Priory and has a very green setting already. The proposals should be aimed at improving the public realm for existing residents and for visitors.

While proposals to improve the public realm could improve Main Street, SDCC has tied these to significant proposals to alter the roads, parking and other arrangements currently working to support local businesses. Concerns arise that these proposals require significant revision. As currently presented, these proposals will cripple some businesses and make others less sustainable. They will make Main Street less attractive as a place to locate a business.

5.3 Precedent schemes show how these proposals often fail if roads and parking are restricted

Such proposals as those set out by SDCC have been tried elsewhere and have failed:

- Such a scheme was proposed and implemented in Deansgrange by Dun Laoghaire-Rathdown County Council without having due regard to the concerns of local businesses. The scheme sparked protests⁴. Businesses estimated local workforces would be cut by up to 40%. The current scheme needs to avoid such protests and opposition by listening to local businesses such as our client's.
- In Drogheda, proposals to restrict traffic along an area of urban "improvement" caused the closure of Dunnes Stores which could no longer achieve adequate deliveries to its store. The Dunnes Stores branch located on West Street in Drogheda, County Louth, closed its doors on October 31, 2025, after more than 50 years of trading. While public reports indicate it was part of a re-structuring⁵, Dunnes Stores has clearly indicated that trading conditions at this location had proven difficult arising from the scheme.
- The bus gate introduced in old Dundrum Village has caused issues with accessing the road by vehicle and reduced trading to the Old Dundrum Shopping Centre.

In Edenderry and Wicklow Town, local authorities have introduced significant improvements to the public realm without removing parking spaces, restricted roads to single lane, and making it harder to do business. SDCC is asked to reconsider its proposals. Rejuvenate Main Street rather than cause conditions which close businesses. Better street lighting, street furniture

Our client asks that SDCC focus on improving the business environment at Main Street and not on adversely impacting on it. Main Street needs to stay open for business. Whatever resources SDCC has available to spend should be spent to the benefit of all.

⁴ <https://www.irishtimes.com/ireland/2025/10/28/deansgrange-businesses-warn-roadworks-could-lead-to-closures-and-falling-house-prices/>; <https://irishcycle.com/2025/11/04/deansgrange-village-project-will-not-go-ahead-after-public-feedback-split-50-50-on-doing-something-or-nothing/>; <https://www.independent.ie/regionals/dublin/dublin-news/concerns-over-roadworks-causing-constant-disruption-for-deansgrange/a4727176.html>

⁵ <https://www.checkout.ie/retail/dunnes-stores-to-close-drogheda-location-after-50-years-in-business-221571#:~:text=Dunnes%20Stores%20To%20Close%20Drogheda,related%20to%20them%20on%20Monday.>

5.4 Adverse impacts on local businesses are contrary to the Development Plan 2022-2028

The South Dublin County Development Plan 2022-2028's foreword refers to:

*The vision set out in this Plan is to make South Dublin County a place that our communities are proud of, that our businesses can thrive in ... the Council's corporate mission to make South Dublin County a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and for the future. The success of the County Development Plan will depend on the active participation of communities, businesses, residents and members of the public across South Dublin County ...* [emphasis added].

The Vision states: "In 2028 South Dublin will be a place that our communities are proud of, that our businesses can thrive in and that will help us to live greener and healthier lives." Section 1.5 Vision Context states:

*The Strategic Vision has been developed in line with International, National and Regional policy provisions. The vision also reflects the South Dublin County Council Corporate Plan mission to 'make our county a vibrant and inclusive place for the people who live, visit, work **and do business here**, now and in the future'* [emphasis added].

The Village Café business cannot thrive in the proposed public realm environment set out in SDCC's Part VIII consultation.

The proposals do not align with the Development Plan including with:

- Section 7.10 'Car Parking' which states: "There is a need for a balanced approach to car parking management that takes **the car parking needs of businesses** and households **into account**, and the need to promote more sustainable forms of transportation and limit the impact of traffic ..." [emphasis added]. The submitted proposals do not take the parking needs of local businesses into account.
- Policy SM7: 'Car Parking and EV Charging' – "Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, **while meeting the needs of businesses and communities**" [emphasis added]. The submitted proposals do not take the parking needs of local businesses or residents into account.
- Section 9.00.2 'Economic Development and Climate Action' – "Uses related to employment and economic development account for 1,300 ha of zoned land in the County, not including **the wide range of commercial and retail businesses which bring life to our towns and villages. Ensuring that we put the right employment in the right place**, building on sustainable mobility and the potential for active travel will have a significant impact on the realisation of climate action targets" [emphasis added]. The submitted proposals do not take the access and parking needs of local businesses into account.
- Section 9.0.3 'Placemaking' – "... the concept of placemaking should be fully integrated into all development. **Our businesses, offices and warehouses and the sites on which they sit potentially have a key role to play in the creation of attractive places within wider communities There are nearly 108,000 people employed in businesses and enterprises across our county.** The working day could and should be passed in a place with a strong sense of community and connectivity rather than just being a destination ..." [emphasis added]. The submitted proposals do not take the access and parking needs of local businesses into account.
- EDE1 Objective 4 – "To support the implementation of the RSES Economic Strategy to create economic opportunity to diversify local and rural economies and create quality jobs, to achieve a sustainable, competitive, inclusive, and resilient region ..." [emphasis added]. The submitted proposals do not take the access and parking needs of local businesses into account.
- Section 9.2.2 'Urban Growth, Regeneration and Placemaking' – "South Dublin County's growth is set out in the core strategy and settlement strategy in Chapter 2. Population growth must be supported by growth in jobs if the County is to develop in a compact manner and reduce the need to commute. In achieving this at a spatial level, the location of employment will be important ... **As set out earlier in this chapter, good placemaking is recognised as a critically important competitive advantage in the attraction of business to an area.** The Council recognises this and is continuously investing in placemaking through various schemes including the public realm improvements ..." [emphasis added]. The submitted proposals do not take the access and parking needs of local businesses into account.

The proposals issued by SDCC raise significant concerns pertaining to retaining vehicular access and parking to and for existing businesses. The Development Plan requires a balanced approach to ensure existing businesses are not adversely impacted by these proposals and, indeed, benefit from them. This is not only in an 'in principle' ideological manner whereby SDCC argues that trees are better than parking spaces, but in proper consideration of the pragmatic day to day realities facing local businesses such as The Village Café.

6.0 Conclusion

Having regard to:

- To the established nature of our client's business on Main Street,
- To the Consultation document issued; and
- To the South Dublin County Development Plan 2022-2028,

we conclude that the current consultation proposals are imbalanced as regards the need to protect existing businesses and to encourage new businesses. Existing parking, vehicular access, bus access, and the pedestrian environment should be protected against proposals which would have knock-on consequences for local businesses and for local people.

The proposals are currently contrary to the South Dublin County Development Plan 2022-2028 and would cause an adverse business environment at Main Street.

Finally, in other locations where such measures have been implemented, they tend to move towards more draconian approaches to traffic management and even full pedestrianisation. Our client wishes to confirm that the business cannot survive the current proposals let alone any further escalation which may arise should they proceed as set out.

7.0 Recommendation

The Tallaght Village Enhancement Scheme should be amended to:

- Ensure no restrictions to the existing access and parking arrangements to the front of The Village Café.
- Add bus lay-bys which allow buses to pull in out of the carriageway.
- Remove any section of one-way road along Main Street. These proposals should be replaced by speed ramps which include Zebra crossings.
- No bus gates or gating of main Street should arise as regards any forms of vehicle during delivery and working hours.
- Parking spaces should not be removed from Main Street as these provide necessary parking for customers, delivery drivers, and local residents.
- Traffic calming measures should not cause the loss of customer traffic to businesses.

8.0 Finally

If you require any further details, please contact BPS using the details supplied on this letterhead.

We confirm that we act for our client and all related correspondence should be forwarded to this office.

With best wishes,

Brendan Buck

Brendan Buck MIPI
Managing Director
BPS Planning & Development Consultants LTD

[REDACTED]

From: [REDACTED]
Sent: Tuesday 24 March 2026 11:10
To: PT - Tallaght Village Enhancement Scheme
Subject: Submission: Tallaght Village Enhancement Scheme, senior executive officer, planning and transport south dublin county council

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

[REDACTED]
Tallaght

Dear Sir/Madam,

I am writing to make a submission on the proposed Tallaght Village Enhancement Scheme.

I grew up on this street and my family has lived here for five generations. This isn't just a street or a public space, it is a residential area where people live their day to day lives.

The Council's own planning framework describes Tallaght Village as a mixed use area with a predominantly residential focus. That recognises that this is a place where people actually live, not just somewhere people pass through or spend time in.

However, the current proposal does not reflect that. It represents a clear departure from that approach and moves away from the mixed use nature of the street.

The proposal goes beyond rebalancing the street. It removes space that residents and local businesses rely on, particularly for parking and access, and replaces it with increased foot traffic and gathering space. This does not improve the day to day lives of the people who actually live and work here. Instead, it prioritises other uses over the needs of residents and local businesses.

What is particularly concerning is that residents were not directly surveyed or meaningfully consulted before a proposal of this scale was developed. That raises real questions about whether the lived experience of residents has been taken into account, and whose voices have actually shaped a design that will directly impact the people living here, rather than reflecting the lived experience of those most affected.

There is also a cumulative impact here that has not been properly acknowledged. T

New Tallaght Village.

Having examined the proposed layout of the village here are my comments.

I am a 77-year-old OAP living in [REDACTED], very mobile at present TG.

What would bring me to visit or loiter in the village?

Priory, Molloy's Credit Union, and the Aon Scéal / new theatre

i

Now there is no on street parking for visitors, residents and more importantly DISABLED DRIVES less people will visit the village.

I know there is paid parking in Molloy's, the Priory and the Courthouse.

Would you expect an OAP or a female to walk through the lane from the courthouse at night. Having spent thousands on a new theatre "An Amharclann now there will be no on street parking. With the old Greenhill Road reopening to traffic the few remaining parking bays will disappear. Again, a lot of money was spent on the road, the tree plaza street lighting and now all this is going to be undone going to be undone.

For the residents of Bancroft to get to the Priory it will mean having to cross a very busy junction to get to the old road to enter the Priory by the back gate, or along the By-Pass.

Where do we turn on exiting the Priory.

Bus Services

The nearest bus stops to the centre of the village are.

- a) Facing the High Street
- b) Facing the entrance to Priors gate

So again, nothing to encourage you into the village.

The revised service is now worse than the previous timetable, journeys are taking longer.

Children / Teenagers

When Mrs O 'Tallaght goes to have a cup of coffee in the village what is there for the kids.

Suggestions

If the Priory car park could be opened to the village by removing the high walls and setting back the railing as far as the stream, making it safer to use at night.

It would mean a wider road width to play with and the return of disability bays if some of the seating was removed.

The old garage site if used for popular shops and a playground the people living in the apartments and surrounding areas might be encouraged into the village.

This plan depends on a good, revised bus service to Tallaght in general and so far, the revised service to here and other places has raised nothing but trouble.

Mise le meas

[REDACTED]

[REDACTED]

Tracy O'Reilly

From: Teresa Costello <Teresa.Costello@oireachtas.ie>
Sent: Tuesday 24 March 2026 18:27
To: PT - Tallaght Village Enhancement Scheme
Subject: Submission Tallaght Village Enhancement Scheme

Follow Up Flag: Follow up
Flag Status: Completed

Some people who received this message don't often get email from teresa.costello@oireachtas.ie. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

I wish to raise the following concerns I have in relation to the proposed Tallaght Village Enhancement Scheme, with particular concern regarding the removal of on-street car parking and the potential impact on the Architectural Conservation Area (ACA).

Tallaght Village is designated as an ACA under the South Dublin County Development Plan, which places a statutory obligation on the Planning Authority to protect and enhance not only the architectural character of the area, but also its overall setting, streetscape, and historic function as a village centre. The ACA designation recognises that the character of Tallaght Village is derived from a combination of built form, street layout, patterns of movement, and the active use of ground-floor premises.

Policy within the Development Plan emphasises that any public realm works within an ACA must be sensitive to this established character and should not erode the traditional functioning of the village. In this context, the proposed removal of on-street parking raises significant concerns.

Historically and functionally, Tallaght Village has operated as an accessible, service-oriented village core. The availability of short-term, on-street parking is an intrinsic part of how the village works, supporting local businesses, encouraging passing trade, and enabling ease of access for all users. The removal of this infrastructure risks fundamentally altering the established pattern of use, which forms part of the ACA's special character.

In Tallaght Village, this impact will be especially pronounced for essential and community-based services such as the chiropodist. Many of their clients are elderly or have mobility limitations and rely on the ability to park in close proximity and they may not have a disabled badge entitling them to a wheelchair car space. The removal of convenient parking will create a barrier to access for these vulnerable groups, which is contrary to the principles of inclusive design and sustainable community planning.

Furthermore, while the scheme aims to enhance the visual quality of the public realm, there is a risk that it places undue emphasis on aesthetic improvements at the expense of functionality. The Development Plan and ACA guidance both stress that conservation is not limited to visual appearance but extends to maintaining the living, working nature of historic places. A village that is less accessible and less economically active is ultimately diminished, regardless of improvements in surface finishes or landscaping.

It is also important to note that the assumption that off-street or remote parking can adequately replace on-street provision does not reflect the realities of user behaviour, particularly for short visits, older persons, or those with limited mobility.

In light of the above, I respectfully request that SDCC:

- Reconsider the extent of on-street parking removal within the ACA boundary
- Undertake a detailed impact assessment on local businesses and service users
- Ensure that accessibility for elderly and mobility-impaired individuals is fully protected
- Adopt a balanced approach that supports both public realm enhancement and the continued vitality and usability of the village

A more measured design response—retaining strategically located on-street parking, particularly adjacent to essential services—would better align with the objectives of the ACA designation and the Development Plan.

Thank you for your consideration of this submission.



Beartas ríomhphoist an Oireachtais agus séanadh. oireachtas.ie/ga/email-policy/
Oireachtas email policy and disclaimer. oireachtas.ie/en/email-policy/

South Dublin County Council,
Planning Department,
Town Centre,
Tallaght,
Dublin. 24.

23rd March, 2026

Re : Planning Reference – PT8SD349.
Application Under part 8 Re Tallaght Village Enhancement Scheme.

Dear Sir/ Madam,

As an owner of both residential and commercial property in the village it is my strong belief that the proposed plans will have a significant and detrimental impact on both.

There is deep local pride in Tallaght's heritage a general enhancement of the village is most welcome.

The village was previously by-passed by the N81, traffic from the Belgard Road was stopped (buses only) the old Greenhills Road completely closed the village CANNOT be bypassed again.

Parking and passing trade are a necessity, otherwise customers will go elsewhere, Dundrum village is a prime example with the introduction of a one-way system to focus on pedestrianisation this has led to many of the local businesses closing or relocating the most recent was Donnybrook Fair.

The proposal of bus gates, throttle gates, and the removal of two-way traffic would destroy what is already user friendly, people go to the village with purpose. Bus connects already have secured their routes.

So many of us were not informed or were not aware of the Tallgth Village Enhancement Scheme, every homeowner, business owner and trader should have been written to or a leaflet drop done, this is not just an enhancement it's a major change to the village with huge implications for all users.

...../Contd.

The current proposed plan does not take into consideration resident parking, multiple business deliveries, the absence of passing trade and customer access. The removal of 40+ spaces is unacceptable.

The suggestion of a roundabout at the main crossroads at the intersection of Main Street and Greenhills Road with traffic yielding to vehicles on the roundabout and pedestrian crossings on each arm will have traffic at a standstill, especially as the approach is to have the village pedestrian led. This will be tolerated for a short while, leading to frustration, other routes will be sourced, resulting in driving people out of the village.

"Traffic dominance" is predominantly on the new Greenhills Road from the N81 via Tesco and the Bank of Ireland this can be alleviated by a better road design which will facilitate vehicles travelling in both directions. For instance, widening the Yield to Templeogue or reducing the centre island to enable more cars turn right or left into the village.

Whilst I welcome change and enhancement of this historic village, a complete upgrade will certainly benefit the area for residents and businesses alike, but the change cannot be at the cost of my business.

Yours sincerely,

[Redacted signature]

[Redacted contact information]

[REDACTED]

From: [REDACTED]
Sent: Tuesday 24 March 2026 21:43
To: PT - Tallaght Village Enhancement Scheme
Subject: SEO.Planning & transport

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

As a parishioner of St Maelruains, Church of Ireland I can't help but notice the absence of being denied access to our place of worship and Parish Hall. For over 50 years we have been overlooked. While travelling from Springfield we originally could drive straight on where the Busgate now exists. Like we don't matter or even exist.

That's another reason to object to this scheme.

Thank you.

[REDACTED]

Tracy O'Reilly

From: Dean Donnelly <ddonnelly@cllr.s.dublincoco.ie>
Sent: Tuesday 24 March 2026 22:13
To: PT - Tallaght Village Enhancement Scheme
Subject: Tallaght Village Enhancement Scheme

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir/Madam,

We are writing in our capacity as a local councillors representing residents and businesses in Tallaght Village to formally object to elements of the proposed Tallaght Village Enhancement Scheme.

At the outset, We wish to state that there is broad support within the area for a meaningful and well-considered enhancement of the village. Residents and business owners are particularly in favour of initiatives that would improve the overall appearance and character of the area, including the promotion and preservation of the village's historical identity.

However, following engagement with local residents, retailers, and representative groups, significant concerns have been consistently raised regarding the current proposal.

1. Loss of Parking and Residential Access

A primary concern is the proposed reduction in parking spaces along Main Street. For many residents, access to parking adjacent to their homes is not a convenience but a necessity. The current plan does not adequately account for this need and risks severely impacting daily life.

2. Impact on Local Businesses

Local businesses have expressed strong concerns about the removal of on-street parking and the potential reduction in passing traffic. Passing trade is a critical driver of economic activity in the village, helping to sustain existing businesses and attract new ones. A reduction in accessibility and visibility may discourage customers from visiting the area, ultimately harming the local retail and service sector.

3. Proposed One-Way Traffic System

There is significant concern regarding the introduction of a one-way traffic system through the village. This change has the potential to reduce accessibility, create confusion for road users, and divert traffic away from Main Street. Reduced traffic flow through the village may negatively impact local businesses that rely on visibility and passing trade. In addition, a one-way system may lead to increased congestion on surrounding roads as traffic is redirected, placing further strain on the wider area.

Conclusion

In light of the above, We respectfully request that South Dublin County Council reconsider key aspects of the current scheme, particularly those relating to parking removal and traffic flow, including the proposed one-way system.

I further urge the Council to pause the progression of the scheme in its current form and undertake a meaningful review in consultation with residents and businesses. A revised proposal should seek to achieve enhancement without undermining accessibility, residential amenity, or the economic vitality of the village.

Tallaght Village has significant potential, and with a more balanced and collaborative approach, a scheme can be delivered that achieves genuine improvement while retaining the accessibility and vibrancy that are essential to its success,

Kind regards,

Cllr Dean Donnelly &

Cllr Patrick Holohan

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED]
Sent: Wednesday 25 March 2026 07:54
To: PT - Tallaght Village Enhancement Scheme
Subject: For Attention OF: Senior Executive Officer, Planning and Transport, South Dublin County Council

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

In relation to the proposed changes to Tallaght Village, the N81 is already badly congested. If plans to re route traffic out of the village go ahead, what are the plans on relieving the additional traffic congestion that will build up on the N81 and the Belgard Road? For people accessing Smyths, DID, the furniture shop etc, these businesses are at risk of losing custom due to the planned changes. The small businesses in Tallaght Village itself, such as Cafe Aon Scéal are also at risk as many of their customers first found them by driving past as they went through the village. The banks and their restricted parking already cause traffic to backup at a stand still on the roads. The credit union is right in the centre of the village. I am not comfortable walking to or from the bank or credit union with money. I feel safer being able to drive there, park and attend to my banking.

I'm all in favour for new signage and additional signal controlled pedestrian crossings but I am NOT in favour of the proposed plan to restrict the traffic access further by closing off one side of the village to traffic.

Please can you note my submissions on this matter as I don't think the current plan matches the desires and needs of the residents of Tallaght.

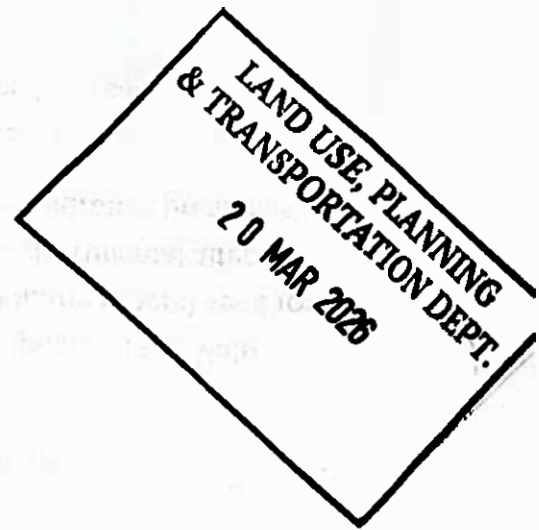
Regards
[REDACTED]

Land Use Planning & Trans [REDACTED]

24 MAR 2026

[REDACTED]
Tallaght D24

South Dublin County Council [REDACTED]



17 March 2026

Senior Executive Officer
Planning and Transport
South Dublin County Council
County Hall Tallaght
Dublin 24

Dear Sir/Madam,

I am writing to state my opposition to the Council's plans for the "enhancement" of Tallaght Village and adjacent areas.

My main complaint about the plan is the loss of parking spaces in the Main Street. The plan doesn't take into consideration my (and many others) need for access to and parking beside my house. It will also have a detrimental effect on the value of our properties, and will also increase our car insurance premiums.

As a woman it will be uncomfortable for me to have to walk some distance in the dark from wherever I park my car to my house, especially while carrying groceries etc.

There will also be untold disruption for the residents during the development, trying to get in and out of a de facto building site.

Tallaght Community Council and its volunteers are currently doing a brilliant job - tidying the village twice a week, providing hanging baskets to the houses and flower planters and boxes all around the area. This is more than enough enhancement for me!

I would ask you to reconsider this project and have a little more consideration for the people who actually live in Tallaght Village

Yours sincerely,

[REDACTED]

[REDACTED]

Land Use Planning & Transportation

24 MAR 2026

South Dublin County Council

Tallaght D24

LAND USE, PLANNING
& TRANSPORTATION DEPT.

20 MAR 2026

19 March 2026

Senior Executive Officer
Planning and Transport
South Dublin County Council
County Hall Tallaght
Dublin 24

Dear Sir/Madam,

I am writing to state my opposition to the Council's plans for the "enhancement" of Tallaght Village and adjacent areas.

I am a home owner and resident in the village. I'm 69 years old and live in the house in which I was born.

My main complaint about the plan is the loss of parking spaces in the Main Street. The plan doesn't take into consideration my (and many others) need for access to and parking beside my house. It will also have a detrimental effect on the value of our properties, and will also increase our car insurance premiums.

It seems to me that the main reason for this initiative is to facilitate a bus corridor passing through the village. This plan will also have a negative impact on the business and retail sector in the area. If people have nowhere to park in the village, they will just avoid it.

There will also be untold disruption for the residents during the development, trying to get in and out of a de facto building site.

It is also obvious to me after speaking to engineers during the consultative process in The Priory Market that not a lot of thought and consideration has been given to where the residents will be able to park their cars if and when the work is completed.

As for the "Enhancement" itself, Tallaght Community Council and its volunteers are currently doing a brilliant job - tidying the village twice a week,

LAND USE, PLANNING
& TRANSPORTATION DEPT.
2026

providing hanging baskets and flower planters and boxes all around the area. This is more than enough enhancement for me! Although of great benefit would be some speed ramps in the village to reduce the speeding eBikes and eScooters which I have witnessed doing speeds of 60kmh along the main street. A proper pedestrian crossing would also be of great benefit. Also there are two eyesore derelict sites at either end of the village which need attention.

I would ask you to reconsider this project and have a little more consideration for the people who actually live in Tallaght Village.

Yours s



Senior Executive Officer
Planning and Transport
South Dublin County Council
County Hall, Tallaght
Dublin 24, D24 A3XC

25 March 2026

Our Ref: C1380.1 Lidl Ireland GmbH – Tallaght Village Enhancement Scheme Part VIII Public Consultation Submission

Your Ref: Tallaght Village Enhancement Scheme: Part VIII Public Consultation

Dear Sir or Madam,

On behalf of our Client, Lidl Ireland GmbH, we welcome South Dublin County Council's ambition and efforts in advancing the Tallaght Village Enhancement Scheme, and recognise its significant potential to enhance the public realm and environment for active travel users. We also welcome the opportunity to provide a Submission to South Dublin County Council in respect of the above proposed scheme. In light of both Lidl's Irish Head Office and Tallaght supermarket being located on Main Road in Tallaght, our Client trusts you will give detailed consideration to the contents of this Submission in further advancing development of the scheme.

About Lidl Ireland GmbH

Lidl Ireland GmbH opened its first supermarket in Ireland in 2000, and has since then rapidly expanded its presence nationwide, and now has in excess of 6,000 employees operating over 190 stores and three distribution centres.

Lidl Tallaght is located on Main Road, ca. 1,000 metres to the east of Tallaght Town Centre and ca. 800 metres to the southeast of Technological University Dublin, Tallaght Campus. The store occupies a site bounded by the N81 in the south and Tallaght Main Road in the north, with sites to the east and west developed with a mixture of commercial and residential land uses. The overall site comprises the main Lidl retail store, 5 no. ancillary retail units and Lidl Ireland's Head Office. Between the supermarket and Head Office, ca. 500 no. staff are based on-site.

Scheme Background – December 2025 Submission

Reflecting our Client's interest in the emerging proposed scheme, Transport Insights previously prepared a Submission to South Dublin County Council in relation to 5 no. emerging scheme options. That Submission, dated 15 December 2025, is appended. The December 2025 Submission recognised the notable public realm enhancements arising from Options 2-5 and potential benefits to active travel users (pedestrians and cyclists). Caution was however noted in relation to potential restrictions to bus traffic and related rerouting of bus services envisaged by Options 4 and 5.

Within the Submission, South Dublin County Council's recognition of potential traffic impacts arising from the proposed scheme and intention to analyse same as a critical next step was noted, with Slide 35 of the Tallaght Village Enhancement Scheme Workshop 2 Presentation stating that *"a detailed analysis and design of these junctions is a*

+353 (0)1 685 2279

[REDACTED]

[REDACTED]

www.transportinsights.com



critical part of the next stage, once a preferred option for Main Street is selected.” It was recommended that the proposed scheme be analysed via traffic modelling, with its extents to include those both forming part of the proposed scheme in addition to junctions which may accommodate rerouted traffic movements. Finally, to minimise construction phase impacts, coordination of implementation of the proposed scheme with the planned Tallaght/Clondalkin BusConnects Core Bus Corridor Scheme was recommended.

Tallaght Village Enhancement Scheme – Proposed Part VIII Scheme Observations

In addition to Workshop 1 and 2 presentations from earlier stages in the scheme’s development, relevant key documents reviewed in drafting this Submission has included:

- [31042-XX-CIV-XX-XX-S-C-00001 Part VIII Drg Preferred Option Layout](#);
- [TVES-BSLA-ZZ-00-DR-L-001 hi res Landscape Plan](#);
- [Tallaght VES Part VIII Document SDCC 20260211](#); and
- [Tallaght Village Enhancement Scheme – EIA Screening Report](#).

The scheme as currently proposed represents an evolution of the 5 no. options presented to the public in late-2025. It seeks to transform Tallaght Village into “*An Equitable Village*” for everyone via enhanced public realm and active travel facilities, with a central focus on placemaking. In relation to its traffic characteristics, the Tallaght Village Enhancement Scheme Part VIII Document states that “*The primary objective is to remove non-essential through-traffic from Main Street, to gain the public realm to create a welcoming community and village space, prioritising pedestrians, cyclists, public transport, and local access.*”

While it is an imperative to secure a balance between placemaking and movement requirements and active and sustainable transport is recognised to require specific attention and intervention in developing the proposed scheme, our Client’s overarching comment relates to general traffic. Slide 17 of the Tallaght Village Enhancement Scheme Part VIII Document states that “*traffic surveys are being undertaken at key junctions within the scheme area to inform the design approach.*” It is noted however that South Dublin County Council recognised the criticality of undertaking a detailed impact analysis of the proposed scheme at Workshop 2 at this stage of its development.

Reflecting prior commitments, it is recommended that the above impact analysis be promptly undertaken to provide confidence in making a Part VII planning decision that the emerging proposed scheme will not give rise to unforeseen traffic impacts. As per the December 2025 Submission, it is further recommended that the scope of traffic modelling includes both junctions forming part of the proposed scheme and junctions which may accommodate rerouted traffic movements. Finally, utilising such modelling outputs, it is also recommended that the criteria to be used in assessing junctions (as per Slide 20 of the Tallaght Village Enhancement Scheme Part VIII Document) be expanded to include an additional criterion relating to traffic impacts.

The following supplemental observations are offered:

- **Pedestrians:** The scheme will deliver significant benefit to pedestrians via widened footpaths and significant revised junction layouts (corner radii tightening, raised tables, reduced crossing distances etc.). As per both the *Design Manual for Urban Roads and Streets* and international best practice, it is recommended that final decisions in relation to the layout and operation of junctions at either end of the proposed scheme



(Main Street/ Old Bawn Road junction, R819 Greenhills Road/ Main Road/ Main Street junction and the R819 Greenhills Road/ Old Greenhills Road/ Bancroft Park junction) be consistent with the internationally recognised 'pedestrian first' road users hierarchy.

- **Cyclists:** Via restricting general traffic movements on Main Street between the R819 Greenhills Road junction and Old Greenhills Road, introduction of a 30 km/ h speed limit and traffic calming along Main Street, the scheme also has the potential to benefit cyclists. In further development of the scheme, it is recommended that the layout and operation of the R819 Greenhills Road/ Main Road/ Main Street junction is cognisant of the transition from segregated cycle facilities on Main Road to the east of the R819 Greenhills Road junction to the proposed mixed traffic environment on Main Street to its west. Furthermore, it is recommended that additional consideration be afforded to guidance contained within Section 4.2.9 (Cycling in Mixed Traffic) of the *Cycle Design Manual* to ensure a safe and comfortable operating environment for cyclists.
- **Public Transport:** Notwithstanding potential bus service impacts arising from the previously proposed Options 4 and 5, the retention of bus services throughout the scheme extents is noted and welcomed. Restrictions to general traffic at the eastern end of Main Street have the potential to further benefit buses through reduced journey times and improved journey time reliability.

Conclusion

Lidl welcomes South Dublin County Council's ambition and efforts in advancing the Tallaght Village Enhancement Scheme, and recognises its significant potential to enhance the public realm and environment for active travel users. It also welcomes the opportunity afforded through the Part VIII Public Consultation process to shape the scheme's further development, and trust you will give detailed consideration to the contents of this Submission. Should you have any queries in relation its contents, please feel free to get in touch.



Managing Director



Senior Executive Officer
Planning and Transport
South Dublin County Council
County Hall, Tallaght
Dublin 24, D24 A3XC

25 March 2026

Our Ref: C1431 I-RES – Tallaght Village Enhancement Scheme Part VIII Public Consultation Submission

Your Ref: Tallaght Village Enhancement Scheme: Part VIII Public Consultation

Dear Sir or Madam,

On behalf of our Client, Irish Residential Properties REIT PLC, Transport Insights welcomes the opportunity to provide a Submission to South Dublin County Council (SDCC) in respect of the above proposed scheme. In light of our Client's landholding on Main Road comprising Priorsgate and the adjoining development site formerly known as Bruce House, our Client trusts you will give detailed consideration to the contents of this Submission.

About Irish Residential Properties REIT PLC – Priorsgate and Bruce House Sites

Irish Residential Properties REIT PLC is Ireland's leading provider of rental housing, recognised for quality and value, delivering sustainable growth while being a great place to work, and maximising our contribution to the wider community. Its property interests within the vicinity of the proposed Tallaght Village Enhancement Scheme are illustrated in Figure 1 (overleaf) and comprise the following:

- Priorsgate – 102 no. apartment units within the wider Priorsgate apartment complex are owned by Irish Residential Properties REIT PLC. The site is prominently located at the southeast corner of the R819 Greenhills Road/ Main Road/ Main Street junction, with vehicular access to its basement car park accommodated from Main Road adjacent to the site's northeast corner.
- The adjoining development site formerly known as Bruce House is also owned by Irish Residential Properties REIT PLC – a planning application for redevelopment of the site was submitted to SDCC in March 2025 (Planning Reg. Ref. SD25A/0053W). Following issue of and subsequent response to an Additional Information Request (AIR), a Notification of Decision to Grant Permission, with conditions, was issued on 03 February 2026. This decision is currently the subject of both first- and third-party appeals to An Coimisiún Plealála (Case Number PL-500879-SD-26). While noted to be subject to an ongoing appeal, the permitted development comprises 33 no. residential units. Associated car and bicycle parking spaces are to be located within the existing basement of the adjoining Priorsgate site, accessed via Main Road as described above. To accommodate the development's servicing, delivery, and refuse collection requirements, a layby is to be provided on Main Road, adjacent to its southern carriageway edge. The provision of this layby was recommended by SDCC's Roads Department during pre-planning engagement (Ref: 02 August 2024 meeting). Figure 2 (overleaf) illustrates the layby's layout as submitted in response to Item 3 (f) of the AIR.

+353 (0)1 685 2279

+ [REDACTED]

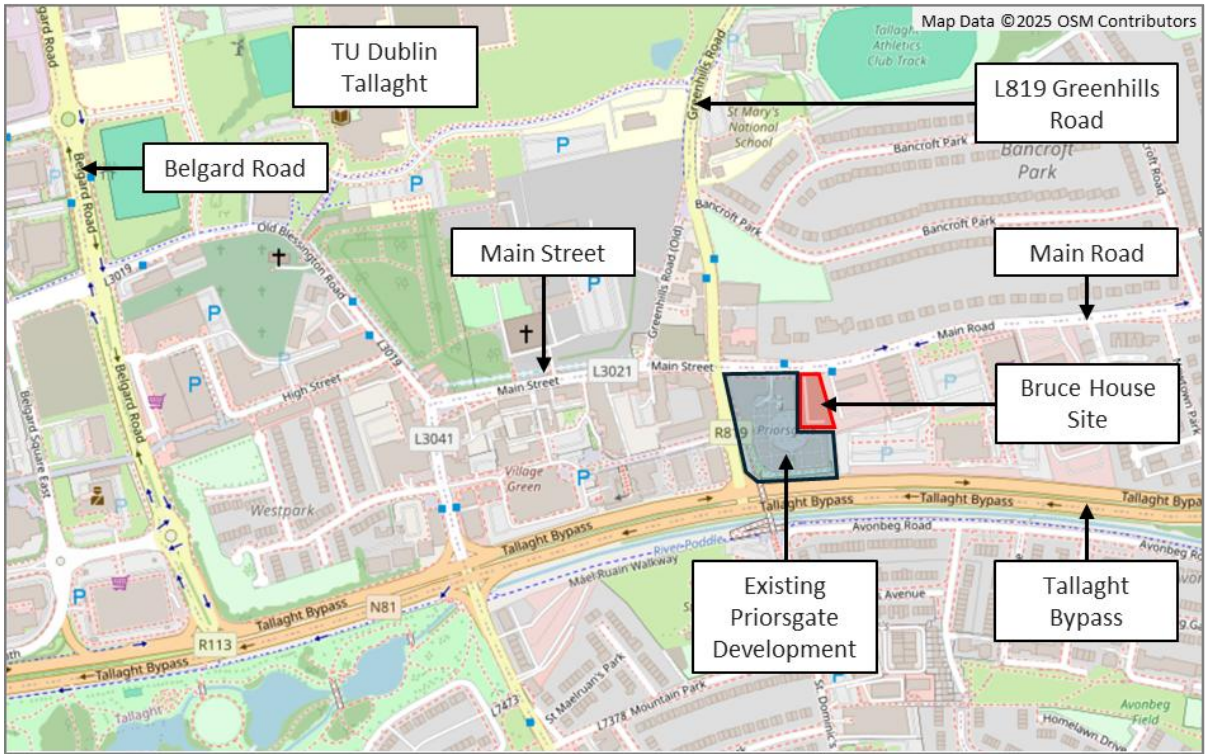
[REDACTED] m

www.transportinsights.com





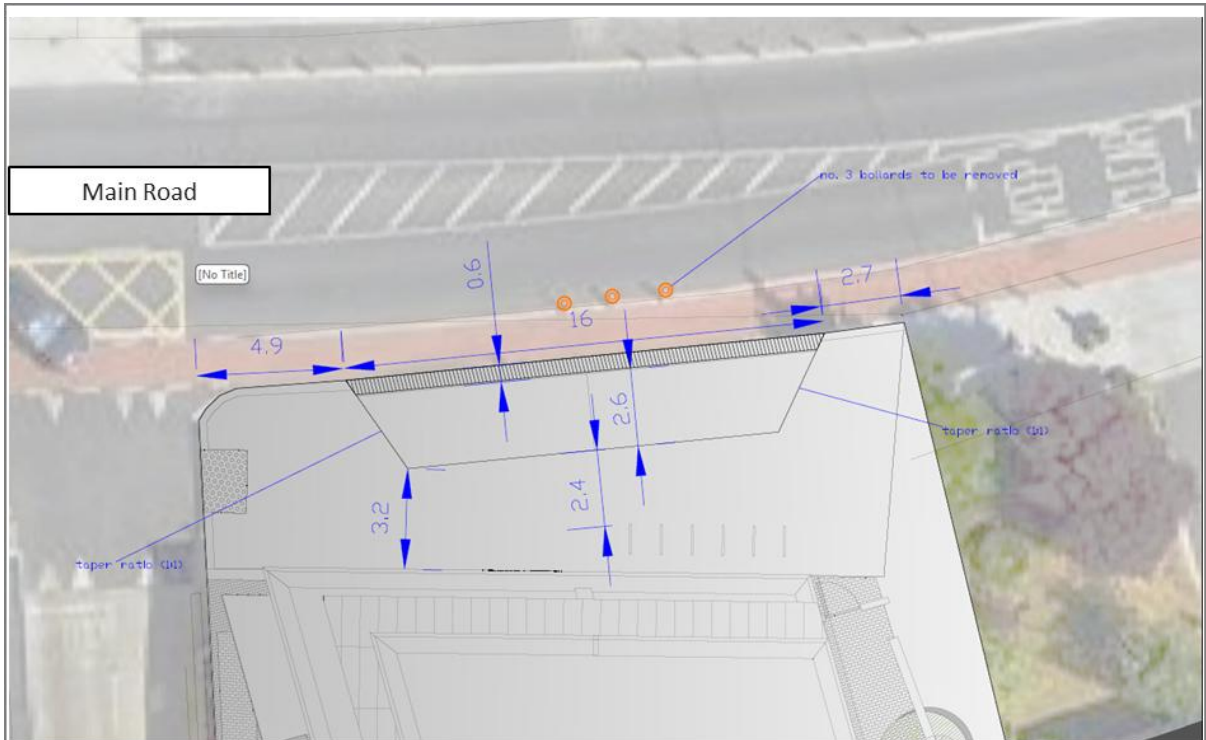
Figure 1 Priorsgate and Bruce House Site Locations



C1431: Proposed SDCC Tallaght Village Enhancement Scheme
Priorsgate and Bruce House Site Locations



Figure 2 Proposed Main Road Layby (Planning Reg. Ref. SD25A/0053W)



C1431: Proposed SDCC Tallaght Village Enhancement Scheme
Proposed Main Road Layby



Tallaght Village Enhancement Scheme – Proposed Part VIII Scheme Observations

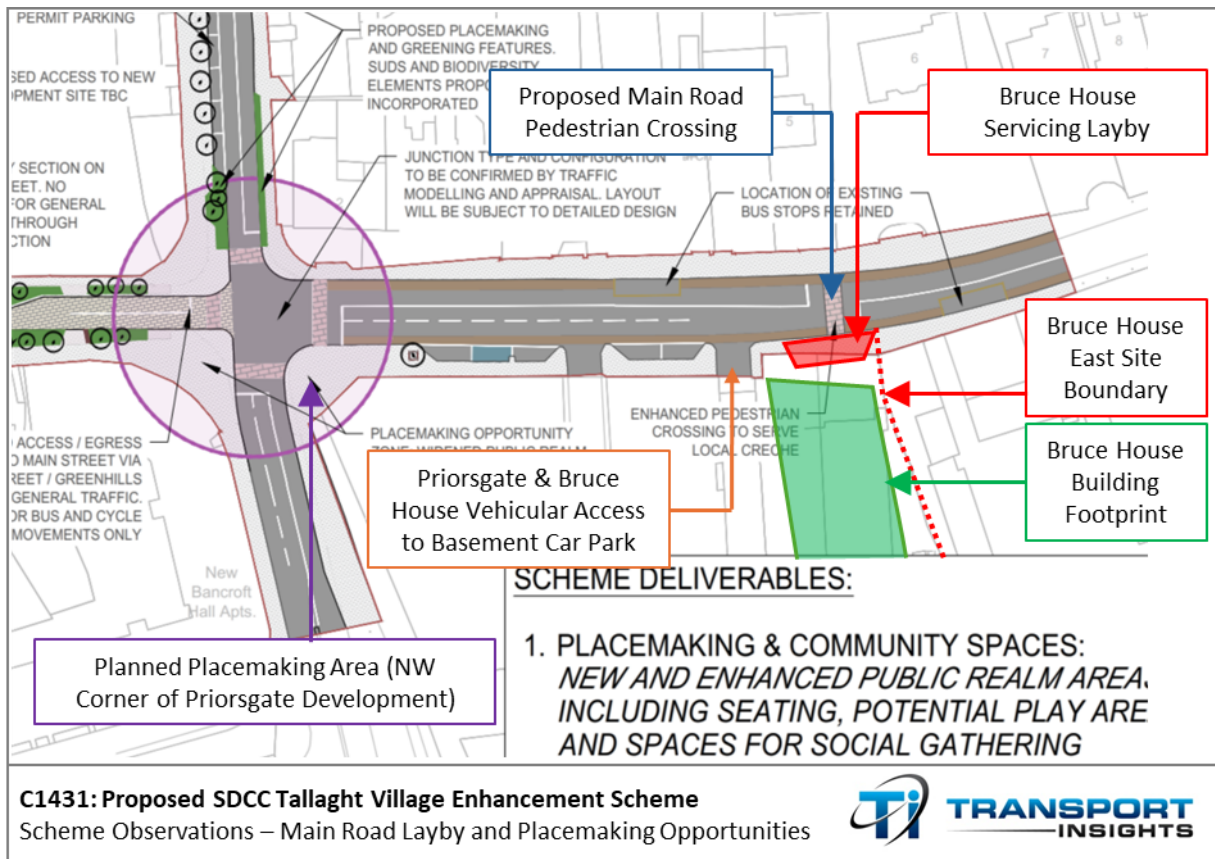
In addition to Workshop 1 and 2 presentations from earlier stages in the scheme’s development, relevant key documents reviewed in drafting this Submission has included:

- [31042-XX-CIV-XX-XX-S-C-00001 Part VIII Drg_Prefered Option Layout](#);
- [TVES-BSLA-ZZ-00-DR-L-001 hi res Landscape Plan](#); and
- [Tallaght VES Part VIII Document SDCC 20260211](#).

The scheme as currently proposed represents an evolution of the 5 no. options presented to the public in late-2025. It seeks to transform Tallaght Village into “An Equitable Village” for everyone via enhanced public realm and active travel facilities, with a central focus on placemaking. While our Client is supportive of SDCC’s ambition and efforts to transform Tallaght Village, it offers the following observations for consideration in further development of the scheme:

- **Proposed Main Road Pedestrian Crossing:** The proposed scheme includes an “enhanced pedestrian crossing to serve local creche” on Main Road in the vicinity of the Priorsgate and Bruce House sites, as per Figure 3 below. While provision of this pedestrian crossing may deliver benefits to local premises, including enhance access to/ from bus stops on the northern Main Road carriageway edge and the Priorsgate and Bruce House sites, its currently proposed location conflicts with the servicing layby granted under Planning Reg. Ref. SD25A/0053W.

Figure 3 Proposed Tallaght Village Enhancement Scheme Observations



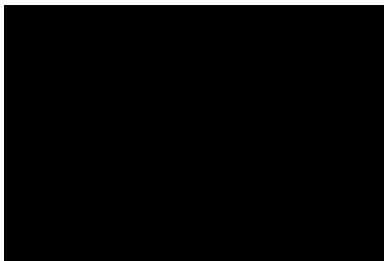


Our Client requests that provision of the currently proposed Main Road pedestrian crossing be reconsidered such that its location does not preclude delivery of the layby which is essential to accommodate the servicing, delivery, and refuse collection requirements of the redeveloped Bruce House site. Furthermore, it is requested that any revised location for the pedestrian crossing does not materially impact on vehicular access to the existing Priorgate site. Our Client would welcome direct engagement with SDCC and its appointed Design Team in relation to any revised proposed pedestrian crossing.

- **Placemaking Opportunities:** Both the Main Street/ Old Bawn Road junction and R819 Greenhills Road/ Main Road/ Main Street junction have been identified within the Preferred Option Layout Drawing as *Placemaking Opportunity Zones* to include “*widened public realm for potential seating, planting, public art, and social activity*”. While the Landscape Plan does not appear to show material (if any) amendments to the public realm to the southeast corner of the R819 Greenhills Road/ Main Road/ Main Street junction, our Client would welcome direct engagement with SDCC and its appointed Design Team to clarify same.

Conclusion

Irish Residential Properties REIT PLC welcomes SDCC’s ambition and efforts in advancing the Tallaght Village Enhancement Scheme, and recognises its significant potential to enhance the public realm and environment for active travel users. It also welcomes the opportunity afforded through the Part VIII Public Consultation process to shape the scheme’s further development, and trust you will give detailed consideration to the contents of this Submission. Should you have any queries in relation its contents, please feel free to get in touch.



Managing Director

From: [REDACTED]
Sent: Wednesday 25 March 2026 13:52
To: PT - Tallaght Village Enhancement Scheme
Subject: Tallaght Village

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear SDCC

I volunteer every week on Tallaght Village Tidy Towns.

I am invested in making the village a vibrant, safe place.

I oppose completely your proposal to remove ALL public car parking spaces on Main St.

This will not only impact the residents and businesses in the village. It will also impact my ability to access the village easily every week. Currently, I use my car and wont be changing my transport mode. Not everyone can or Will become cyclists or pedestrians for a huge range of reasons.

It will also physiologically create barriers to considering the village as a destination for a coffee or short social trip.

Tallaght village needs more facilities IN the village alongside wide public parking options.

You are removing existing trees to plant more trees and removing parking to do this.

This makes no sense. This is not a wise investment of €8.5 million.

Use this budget to locate the Tallaght Heritage Centre instead.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday 25 March 2026 16:28
To: PT - Tallaght Village Enhancement Scheme
Subject: Planning for Tallaght Village

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear SDCC,

Whilst I welcome an investment in our village, I am concerned about the following propositions:
Removal of onstreet parking - the residents and businesses in the village will certainly suffer with these restrictions. The reality is that many people using these spaces are elderly and rely on parking in very close proximity to these businesses. I have seen a similar plan in Dundrum village where removing onstreet parking has resulted in a decline for businesses, closures and left affected streets with many vacant properties.

Closing access to The Priory off Main street- there is a high volume of cars especially for funerals and weddings and the relocation of the main entrance is just not practical.

Removing existing trees- please leave existing trees in place and it would be wonderful to add more trees and greenery to the village.

To ignore the wishes of businesses on Main street and the residents of Main street is disrespectful as many have been there for decades.

I urge you to collaborate with businesses and residents of the village to create a plan that will be welcomed by and beneficial to all.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday 25 March 2026 16:59
To: PT - Tallaght Village Enhancement Scheme
Cc: [REDACTED]
Subject: For Attention OF: Senior Executive Officer, Planning and Transport, South Dublin County Council

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

[REDACTED]
Tallaght
Dublin 24

Dear Sir/Madam,

I am writing to make a submission on the proposed Tallaght Village Enhancement Scheme and to ask that the existing on-street parking outside my home be retained as part of any final design.

My family has lived on this street for five generations. I grew up here, and for all that time residents have always had the ability to park outside their homes. This is not simply a street or a public space. It is a residential area where people live their day-to-day lives.

The Council's own planning framework describes Tallaght Village as a mixed-use area with a predominantly residential focus. That is important because it recognises the reality of this street as a place where people actually live, not just somewhere people pass through or spend time in. However, the current proposal does not reflect that. It represents a clear departure from that approach and moves away from the mixed-use nature of the street.

While I welcome thoughtful improvements to the public realm, the proposal goes beyond rebalancing the street. It removes space that residents and local businesses rely on, particularly for parking and access, and replaces it with increased foot traffic and gathering space. As it stands, the scheme appears to prioritise making the area more usable for visitors and passers-by, while making it harder for residents to live normally on the street.

This is not a neutral redesign. It changes how the street functions and alters its character in a very real way.

For households like mine, on-street parking is not simply a convenience. It is part of everyday life. It supports family needs, visitors, and essential services, and it has always formed part of how this street works. Removing long-standing residential parking without providing a clear benefit to the people who actually live here places an unfair burden on residents.

There is also a cumulative impact that has not been properly acknowledged. The move to paid parking in recent years has already made access more difficult for residents. This proposal goes

much further by removing long-standing residential parking altogether, creating an additional burden without any obvious benefit to the residential community.

I am also concerned that residents were not directly surveyed or meaningfully consulted before a proposal of this scale was developed. That raises real questions about whether the lived experience of residents has been taken into account, and whose voices have shaped a design that will directly affect the people living here.

There are also very practical concerns about what this could lead to in reality. Creating gathering spaces directly outside people's homes brings an increased risk of noise, late-night activity, and anti-social behaviour. That has a direct effect on the quality of life of residents.

It is also important to recognise that many people living on this street are older. Changes that reduce access, remove nearby parking, or increase noise and activity will have a disproportionate impact on those who rely on a quieter and more accessible environment in their daily lives.

Any enhancement scheme should strike a fair balance between improving the public realm and protecting the practical needs of existing residents. At a minimum, any final proposal should retain reasonable residential access and parking, and should not introduce changes that make it harder for people to live safely and comfortably in their own homes.

I would ask the Council to reconsider the current design and to engage properly with residents before proceeding further, so that any final plan reflects the reality of how this street is lived in and respects its residential character.

Yours



[REDACTED]

From: [REDACTED]
Sent: Wednesday 25 March 2026 21:17
To: PT - Tallaght Village Enhancement Scheme
Subject: Formal Objection: SDCC Proposal to Remove On-Street Parking - Main St, Tallaght Village

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

To the South Dublin County Council,
I am writing to you as a property owner in Priorsgate, right on the main road, to voice my strong opposition to the plan to remove all the on-street parking on Main Street.
Honestly, as someone who lives and owns property here, I'm really worried about what this is going to do to our village. Taking away every single parking spot on the street feels like a massive mistake. It isn't just about cars; it's about how the village actually functions. If you remove the parking: Where do our visitors or deliveries go? For those of us in Priorsgate, losing that access makes life much harder, especially for anyone with kids or mobility issues.
It'll kill the local shops. People will just stop stopping here and go to the big shopping centers instead. We should be supporting our local businesses, not making it impossible to visit them.
The traffic won't just vanish. It's just going to overflow into the smaller estates nearby, creating a mess for everyone else.
Main Street needs to stay accessible. This proposal feels like it's ignoring the people who actually live and pay taxes here. I'm asking the Council to please reject this plan and find a way to manage traffic that doesn't involve stripping away the parking that keeps the village alive.
I'd appreciate it if you could acknowledge that you've received my objection and keep me updated on the next steps.

Best regards,

[REDACTED]
Tallaght.

From: [REDACTED]
Sent: Wednesday 25 March 2026 16:03
To: PT - Tallaght Village Enhancement Scheme
Subject: Tallaght Village Enhancement Scheme.

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

For attention of; Ms. Mary Maguire, Senior Executive Officer, Planning and Transport, South Dublin County Council.

Dear Ms. Maguire,

I wish to submit objections to the proposed 'Enhancement Plan' for Tallaght Village on the following issues;

1; The proposed restriction of access for cars will have a knock-on effect of creating traffic buildup on the associated roadways of Greenhills Road, Main Road, N81 Bypass, and Old Bawn Road.. This also risks further restriction of emergency access to Tallaght Hospital. At Peak Times these roads are already at saturation levels and do not need additional diversions of traffic onto their relevant Junctions.

2; The proposed removal of Parking Places from the Village is not an asset to the village and will accelerate the death of social life there in both residential and commercial capacities.

3; The removal of the 'Blue Badge' reserved parking spaces (Only 2) will cause severe nuisance and difficulties for disabled people, excluding them from already limited access to medical, financial, and social facilities. Reference to alternative parking in Priory Grounds, Court House , or Molloy's Commercial Car Parking, by supporters or representatives of the Plans, show a deficiency of understanding of the needs of disabled people.

An alternative 'enhancement' plan that should be considered is to add a 15/20 meter strip of land from the Priory Grounds to the Village Proper ,If extra gateways were added to the existing walls, ie at side of the old St Dominics Hall.(Which should also be renovated as a Community Asset for Theatre and Meeting Rooms)., and further access Gate(s) at the end at the Tynan Pocket Park. This would provide attraction to a ready made Parkland, with mature trees, and a historic stream, which are hidden from the Village and passers through. It is accepted that this would mean negotiations with the Priory, and shared responsibility / ownership could be an option.

Finally, please do not adopt a closed mind or defensive attitude to rejection of the current plans , The protection of Historic Tallaght and the comfort of existing residents, visitors, and users , is more important than the egos of decision makers.

Yours respectfully, [REDACTED]

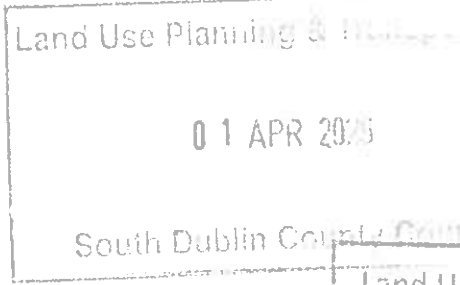
[REDACTED] Tallaght Village, D24.

Romaine Scally & Co.

SOLICITORS

Romaine M. Scally
SOLICITOR
Commissioner for Oaths

Donna Farrell
SOLICITOR
Commissioner for Oaths

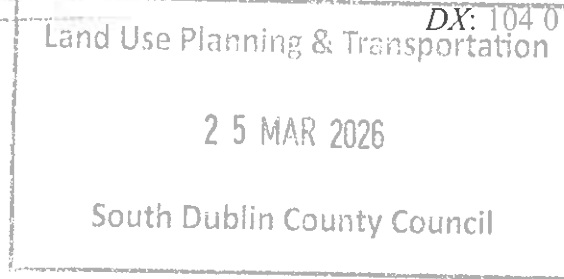


Main Street
Tallaght
Dublin 24
D24 X3DK

Telephone: +353-1-459 9506

E-mail: legal@scally.ie

DX: 104 018 Tallaght



BY REGISTERED POST

South Dublin County Council
Planning Department
Town Centre
Tallaght
Dublin 24

Our Ref: RMS/FB/MIS003001

20th March 2025

**Re: Planning Reference – PT8SD349
Application Under Part 8 Re Tallaght Village Enhancement Scheme**

Dear Sirs,

As a business owner in Tallaght Village for upwards of 30 years, I wish to lodge my objection to the proposed plans for Tallaght Village.

Whereas the plans are entitled, "Tallaght Village Enhancement Scheme", in reality, they represent a death blow to business, not just ours but others along the Main Street. Several businesses have closed over the past few years due to already existing difficulties with parking etc.

Tallaght Village was bypassed many years ago and we see no reason why it should be further hastened to obscurity with your proposals to shut it down to all but bus traffic. Businesses such as ours depend on a flow of people who have access to each business. Although it is on trend now to assume that everybody wants to travel by bicycle or on foot, the reality is that an ageing Tallaght population require vehicular support to arrive at a business such as ours. Many of our clients are now well into their senior years and have mobility issues. Indeed, a visual inspection of the Village by a representative from this, "Enhancement Committee", would clearly see the number of older clients with significant mobility problems arriving both to ourselves and our neighbour the chiropodist, Allied Chiropody and Podiatry. There is a daily arrival of cars pulling up outside this business driven by relatives/friends of patients who alight with difficulty from the vehicle managing only to walk a few steps into the surgery.

In our view, it would be nothing short of reckless to make this journey even more difficult for clients and patients alike. To exclude a well recognised elderly population profile from easy access to business, surgeries and leisure activities would be both short sighted and somewhat fanciful if not ageist. In short therefore to proceed with your plans as proposed, would be, in our opinion, to disenfranchise the elderly members of the community and discriminate against them. This so where there is not even a bus stop on the Main Street in the Village.

There appears to be no reason whatsoever why buses cannot take an alternative route down by the bank and go on to the bypass coming back towards the Village by the PTSB. It can surely only be a poorly thought out aspiration to believe that businesses in the Village want to do away with vehicular access and parking thereby strangling their own businesses and excluding elderly clients from easy access and ultimately condemning more local businesses to oblivion.

In addition, to disallow all parking in the Village can only be regarded as an affront to the commercial reality in trying to run a business. We regularly accept deliveries and have to deal with elements of business which require the arrival of big trucks to allow for shredding, file delivery and collection and so on. This applies to virtually every business in the Village.

Sadly, these proposed plans appear to be based on a fiction that does not exist. The reality is entirely different and the proposal to effectively alienate a large proportion of the population from easy access to the Village, would very likely bring business in the Village to its knees by making access and parking impossible and effectively allowing a dream to quickly become a disaster. Many businesses have already closed over the years.

It should be noted that this appears to be the fourth occasion on which South Dublin County Council have attempted to completely bypass the Village and therefore turn off the lifeblood of business in the Village. The closure of numerous businesses in the Village over recent years is testament to the existing difficulties for business as it currently exists without a flow of traffic. In short, to close off the Village to all but buses will be the final nail in the coffin for business in the Village.

Please note our objections and we enclose herewith the objection fee in the sum of €20.00. Please acknowledge receipt of these objections.

Yours faithfully,



ROMAINE SCALLY & CO.

?

You don't often get email from [REDACTED] Learn why this is important
CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

To whom it may concern,

I am writing to formally object to any proposal involving the removal of on-street parking along Main Street, Tallaght.

This parking is not a convenience, but a vital part of daily life for both residents and local businesses. It supports the practical needs of those living in the area, including access to homes, mobility for families, and essential day-to-day activities. For businesses, these parking spaces are equally critical, enabling customers to access services easily and supporting the viability of local trade.

The suggested removal of these spaces would have a serious and negative impact on both personal and professional life within Main Street. Reduced accessibility will discourage visitors, disrupt established routines, and place unnecessary strain on residents and business owners alike. It risks undermining the character and sustainability of this part of Tallaght Village.

Furthermore, such a proposal appears to lack sufficient consideration for the needs and realities of the community it affects. Any changes of this scale should be carefully evaluated with meaningful consultation and a clear understanding of the local impact.

I strongly urge that these parking spaces be retained and that the voices of residents and business operators be fully taken into account before any decisions are made.

Yours respectfully,

[REDACTED]
Resident

[View Enquiry](#)

[Close Enquiry](#)

[Refer Enquiry](#)

[Add a Comment](#)

[Add a Document](#)

[Edit Enquiry](#)