



NEILSTOWN DISTRICT CENTRE ENHANCEMENT PROJECT

Part 8 Report



**Comhairle Contae
Átha Cliath Theas**
South Dublin
County Council

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Project Origin

SDCC programme to support & enhance villages & districts as social & economic centres. The aim is to address disjointed & uncoordinated public realm by creating a people-first, accessible, and vibrant district centre. We want to move away from cars dominating the space and rebalance the public realm for all.

Representations from councillors & community have included Neilstown on the current programme of works

South Dublin County Council applied for funding under the Towns and Cities Investment Regeneration Funding and received a commitment of €2.1million for this project. Additional funding will be provided in the Capital Programme.

Project Team

Along with the team in the Village and District section of South Dublin County Council we appointed a design consultant to help with the preliminary design and prepare documents and drawing for the scheme.

Nicolas de Jong Associates were appointed in June 2026 and have been a valuable asset to our team in creating a scheme that reflects the needs and opportunities for Neilstown District Centre.

Design Process

Design Principles



Place-Making & Identity

Strengthen the district centre as the heart of the community. Reflect local character, heritage and culture. Create memorable public spaces and landmarks.



People-First Streets

Prioritise pedestrians and accessibility. Deliver safe, attractive and comfortable public spaces. Design for all ages and abilities.



Active Travel & Connectivity

Improve walking and cycling routes. Enhance links to neighbourhoods, schools and public transport. Provide cycle parking and clear wayfinding.



Green Infrastructure

Increase tree planting and urban greening. Integrate Sustainable Urban Drainage Systems (SuDS). Support biodiversity and climate resilience.



Economic Vitality

Support local businesses and services. Improve the visitor experience and dwell time. Enable outdoor dining, markets and community events.



Safety & Inclusion

Improve lighting, visibility and natural surveillance. Create welcoming spaces for all members of the community.



Sustainability & Adaptability

Promote low-carbon travel choices. Use durable, sustainable materials. Design flexible spaces that can evolve with community needs.

Consultation

Non-Statutory Consultation Sessions held for Neilstown DCEP

2025

June - Information Meeting to gather public views feedback we discussed the scheme extents and the scope of the works. What the initial brief for the [project entailed and the inter departmental consultation that had taken place. What surveys had been carried out and the procurement process.

2026

May - Briefing for local councillors on public consultation strategy from this we then went to talk to the community.

There were 3 days initially for public consultation planned but unfortunately one had to be cancelled at very short notice due to drainage issues in the building. The 2 days of Public Consultation Workshops were held on the 20th & 27th May 2026.

At these we talked about the current layout of the district centre, the scheme extents, the team involved in the enhancement, the structure of the public consultations, similar projects and the success factors we are striving to deliver with these projects.

Unfortunately, the attendance at the May consultations were not as high as the ones the previous June and later on in September.

We gathered the feedback and highlighted what matters most to the Community to inform the design. The most frequently raised themes included parking and car park management, Safety, CCTV and passive surveillance, Lighting of public spaces and pedestrian routes, accessibility, pathways and connections.

The community priorities were school and youth involvement, trees, planting and community gardening, Public art, heritage and local identity. Community facilities and services. The operational considerations focused on deliveries and servicing arrangements, flooding and drainage issues and local history and heritage opportunities

Sept - Briefing to local Councillors where we gave an update on the scheme design to date and the upcoming Public Consultation workshops.

From this we held 3 Public Consultation Workshop Sessions to update the public on the scheme proposals (21st September 2026 at 18:00 - 20:00 & 23rd September 2026 at 11:00 - 13:00 & 18:00 - 20:00), these were well attended, and we had very engaging discussion on the schemes proposed. As there were not many changes required from the plans we were proposing, we felt the scheme was at a stage that it could be brought forward for planning permission.

We continually held one to one meetings with Stakeholders to discuss the scheme and understand any concerns that arose. Traders, Cross-care, the schools and doctors. Throughout the process we will be in touch with stakeholders and the community to keep them informed of progress.

Surveys

To inform the design we carried out various surveys to gather information and make informed decisions. The following are the surveys we have carried out to date.

Desktop (land ownership)

This enables us to understand the public realm in which we will create our design

Parking

The information gathered helps us to create a parking layout that is accessible for all

Topographical

Having this accurate site information will create a reliable base map for the design

Drainage

We are aware of the drainage issues in the area and the survey will give us the data we need to rectify this.

Optioneering

We considered the connectivity for pedestrians within the district centre and what options were available to make it easier to navigate.

Through the paving, greening and nature-based solutions we intend to bring vibrance to the surroundings

The seating and positioning will provide many functions, a place to rest, social interactions, age friendly suitability, safety, recreation and community engagement

By providing parking that meets the needs of accessibility we create a district centre that is inclusive to all.

Part VIII Proposal

Drawings

The Part 8 Drawings are available to view on South Dublin County Councils Consultation Portal web page

Part 8 Drawing List

1. Site Location Plan
2. Existing Context Plan
3. General Arrangement Plan
4. Core Area Plan
5. Sections Drawing
6. Typical Components
7. Photomontages A, B, C, D

Neilstown DCEP Part 8 Description

The proposed development would consist of the following:

- Redesign and rationalisation of the carpark layout and entrance.
- Introduction of designated EV Charging bays, Age Friendly parking bays, parent & child, and Autism friendly parking bay.
- Additional biodiversity and environmental works including landscaping, increased amenity space and Sustainable Drainage Systems (SuDS).
- Improved access to shopping centre for Vulnerable Road Users (VRUs) including a widened shared path, creation of plaza space with age-friendly seating and new accessible routes along existing car parks.
- Safe school drop off zone including realignment of Neilstown Village Court Road.
- Improved shared cyclist and pedestrian connections.
- Improved existing drainage system including nature-based solutions.
- Removal or Relocation of street furniture and clutter including railings/gates and minimisation of signage where possible.
- Provision of public lighting.
- Active Play & teen space with the focus on natural measures.
- Street Art.

- Street furniture including seating, planters, bus shelters, advertising panels and similar.
- All Ancillary Works and other services.

The project's vision is to create a people-first, accessible, and vibrant district centre. The ultimate goal is to create a high-quality, safe, and sustainable environment that promotes socialising, supports local businesses, encourages active travel, and fosters a renewed sense of community pride. This will be achieved through a multi-disciplinary design approach that includes:

Re-assignment of road space to prioritise pedestrians and cyclists, including provision of cycle facilities, footpath upgrade and realignment of roads (if required)

The creation of new and enhanced public realm spaces, including plazas, seating areas, and social gathering spots.

Significant greening and biodiversity enhancement through the planting of trees and the integration of nature-based solutions like Sustainable Urban Drainage Systems (SUDS).

A focus on safety and accessibility for all, with improved lighting, consistent surfaces, and the removal of street clutter.

EIA and AA screening

Environmental Impact Assessment

The Environmental Impact Assessment (EIA) comes from EU environmental policy. The initial Directive of 1985 and its three amendments have been codified by Directive 2011/92/EU of 13 December 2011. Directive 2011/92/EU has been amended in 2014 by Directive 2014/52/EU. Together these comprise the EIA Directive.

The EIA Directive requires that public and private projects that are likely to have significant effects on the environment be made subject to an assessment prior to development consent being given. Screening for EIA requires consideration whether the project is likely to have significant effects on the environment.

It is concluded that based on the findings of this EIA screening assessment the Proposed Development, the public realm enhancement works as part of the Neilstown District Centre Enhancement (NDCE) project, are not defined in Schedule 5 of the Planning and Development Regulations 2001 as amended, as a class of development that would require EIA, therefore neither mandatory nor sub-threshold EIA are required.

Furthermore, following a detailed evaluation of the characteristics of the Proposed Development and its likely effects on the local environment, it is concluded that the Proposed Development will not have any likely significant effects on the environment and as such an EIA under Schedule 7 is not required.

Appropriate Assessment Screening

This Screening for Appropriate Assessment report has been undertaken to determine whether the works site is likely to have a significant effect on any Natura 2000 Site (i.e. European Sites), in view of the sites' conservation objectives.

An Appropriate Assessment (AA) screening has also been undertaken, in accordance with Article 6 of the Habitats Directive, which concluded that there will be no significant impact on any Natura 2000 designated sites. It is noted that this is a recommendation to support the final determination by the competent authority.

The EIA and AA screening reports and determinations are available within the Part 8 documents, in County Offices for the duration of the Public Consultation or online on South Dublin County Councils Public Consultation Webpage Portal.

Neilstown District Centre Enhancement Project Explained

A New Street



Image of Context Plan

By opening the area from the school to the community centre and park access, a new pedestrian street is created. This will provide safe crossing to the school, and the new public lighting will enhance a safe, comfortable & accessible district. The green arrow on the plan indicates this street. To achieve this, railings, gates and the car parking in front of the community centre has been removed. Instead, there will be a new wide-open plaza, with new high-quality paving, covered seating, rain gardens to address drainage issues in a sustainable manner and public lighting to create a safer environment.

At present when accessing the district centre from the main road or if one parks along the south of the car park, they are forced to negotiate with the cars in the car park connection from the main road to the shops and community centre is improved by providing a new path along the south of the car park as indicated by the purple arrow.

Parking Changes

We carried out surveys to establish the baseline parking in the centre. Our results showed that there are 60 parking spaces in the shopping centre car park. In the park at the back of the shops there are 16 spaces. Over a two-day period we surveyed the car park usage from 8am to 6pm. We found there is good usage of the main car park, underutilisation of the parking at the rear of the shops and 11 cars were parked in the shopping centre car park all day.

The new layout creates car parking that is accessible for all. It includes 54 car spaces (18 at the park car park), 4 electric vehicle parking spots at the front of the shops, 3 accessible bays, 2 parent and child along the south of the car park, 2 age friendly to the north and for the first time in the county 1 autism friendly bay, which is also positioned along the south of the car park, near the creche building. This gives everyone the opportunity to partake in everyday activities, socialise and live independently.

The existing number of parking spaces between the shopping centre car park and the park car park is 76. None of these cater for accessibility needs. In the new layout for these two car parks, we have a total of 66 parking spaces. The reduction in the existing 10 spaces we feel is offset in several ways. Firstly, the survey showed us that 11 car park spaces are taken up with all day parking. If these cars were parked in the park car park this would free up that number in the shopping centre car park and allow for more frequent use of those spaces. All the car parks will have improved public lighting and the look and feel of the two car parks will be similar through design materials and layout.

The drainage issues will be addressed, and it will feel safer and more comfortable if someone who needs to park their car all day can do so in the park car park at the back of the shops. Access will be improved to the park carpark by providing a new footpath along the back of the shops, with public lighting and resurfacing the road.

We have also engaged with the doctor and Cross care and Ace Enterprise to utilise the car park behind for patients to the surgery and van parking for cross care. This will help to alleviate the parking in the shopping centre car park also and remove the parking from the walkway to the school. Making it a safer place for children to commute.

With 8 new parking bays that cater for varying needs and 4 electric vehicle parking spaces the district centre has the ingredients to evolve to the community's needs, be sustainable and climate resilient.



Image of New Car Parking Layout

School Drop Off

As with all schools, drop off and pick up times are very busy. We have observed the access road Neilstown Village Court to the St Peter the Apostle Junior and Senior Schools during opening and closing school times. Having discussed this with the two schools we are proposing to narrow Neilstown Village Court Road to a give take system. This will allow access for staff to the schools' car parks and anyone needing to access the businesses in Ace Enterprise.



Photomontage of controlled pedestrian crossing at School Walkway

The safer option for dropping school children will be to park in the newly laid out shopping centre car park and walk along the new street in front of

Crosscare. At the junction of the new pedestrian street and Neilstown Village Court Road there will be a new raised controlled pedestrian crossing to allow the children and parents, guardians to cross safely to the school. We will also look to incorporate the school safe zone along the pathway of the Neilstown Village Court Road. The traffic will be calmed further by providing a raised ramp at the entrance to Neilstown Village Court Road and Neilstown Road.

Placemaking for people

At the front of the district centre the existing layout will become a shared path wide enough for both pedestrians and cyclists. The new paving will announce to everyone that they are entering a local centre which is accessible for all. There will be planted areas and new seating as one gets to the entrance. The vehicular entrance will be narrowed to calm traffic, and a raised crossing will be in place to create a safer crossing point. Along the edge front to the shops where the barbers are located, new seating and planting will be installed.



Photomontage looking from main entrance

A new widened plaza is created in front of the Community Centre for all to enjoy. It provides better links to the school and the shops and park. Removing the car parking spaces to the front of the community centre is what helps to create this community plaza and having rain gardens in place to the edge gives a barrier between pedestrians and cars.



Photomontages of widened plaza and covered seating

The proposed modular design sheltered seating will become a focal point for the community to gather.

The new seating is located at the new plaza in front of the community centre and at the entrance to the shopping centre, age friendly principles will be included and there will be a comfort to people knowing they can plan their walk and have rest points along the way.

By having the seating in these open and frequented spots passive surveillance will improve the safety in the area.

Sustainable Urban Drainage Systems

The existing hardscape can be reduced with the introduction of planting beds, trees and low maintenance planting options. Rationalisation of parking spaces would make room for in ground trees and other planting opportunities.

Opportunities to integrate planting, rain gardens and expanded tree canopy are explored within the planned upgrades in Neilstown District Centre. These interventions strengthen biodiversity, support sustainable drainage by filtering surface water, and allow wider planting areas to replace street clutter while improving the quality and legibility of the public realm.

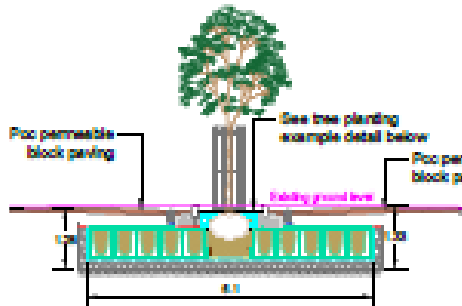


Image of Tree with root cells in sectionImage of entrance to centre with planting

Sports and Play Equipment

The popularity and success of Neilstown Boxing Club is a wonderful asset to the area. We plan to complement this with calisthenics and crveball table at the edge of the park near the car park. Throughout the park exercise equipment is proposed.



Image of Calisthenics Equipment
Table



Image of Precast Crveball

Public Lighting

‘If you do nothing else and upgrade the Public Lighting, I would be happy with that’

As said by a member of the community during our non-statutory public consultations. We are aware that there is no lighting in the area. The scheme will provide public lighting for all three upgraded car parks, the shopping centre, the park and around by the doctors and Ace Enterprise. The new street from the park to the school will have overhead public lighting and we are exploring the possibility of inset lighting in the new paving.

Along the open spaces in the parks the challenge for public lighting is the high Voltage overhead ESB lines. In our Bawnogue district centre enhancement scheme we used solar panel public lighting, and we intend to use the same in Neilstown.

This pioneering solar-powered lighting system is installed beneath high-voltage electricity transmission pylons. The initiative marks a significant step in the dual-use of infrastructure land, delivering reliable, energy-independent illumination along pylon corridors that have traditionally remained dark and underutilised.

Turning Corridors into Assets

The wayleave land beneath electricity pylons has long been a dormant strip — managed, maintained, but rarely activated for community or operational benefit. SDCC’s newly deployed solar panel lighting units change that narrative entirely. By harnessing ambient daylight along open transmission corridors — where solar exposure is rarely obstructed — the system generates and stores its own power, operating entirely off-grid.

How It Works

Each unit integrates a compact solar panel, a rechargeable battery storage cell, and an LED luminaire — all housed in a robust, weatherproof enclosure designed to withstand Ireland’s varied conditions. The lights activate automatically at dusk and dim or switch off at dawn, with no connection to the grid required.

The system has been designed to comply with all relevant proximity and safety requirements for working near high-voltage infrastructure and has been developed in close coordination with ESB Networks / National Grid.

Designed for Durability and Low Maintenance

With no trenching, no cabling, and no grid connection required, installation is fast and minimally disruptive. The units are designed with battery replacement as the only routine maintenance requirement. Remote

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monitoring capability is available as an optional upgrade, allowing operators to track performance and detect faults without site visits.



Image of Solar powered street light

Part VIII Process

Notice

Pursuant to the requirements by Part 8 Article 81 of the Planning & Development Act 2000 (As Amended) Planning and Development Regulations 2001 (As Amended) South Dublin County Council hereby gives notice of its intention to construct the following development in the Neilstown area of South Dublin, within the townland and at the location of Neilstown Shopping Centre and Neilstown Community Centre Dublin 22.

The proposed development would consist of the following:

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- Provision of public lighting.
- Active Play & teen space with the focus on natural measures.
- Street Art.
- Street furniture including seating, planters, bus shelters, advertising panels and similar.
- All Ancillary Works and other services.

Public Consultation

Public consultation will begin on 23rd October 2026 and closes on 4th December 2026 at 6pm

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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 23rd October 2026 to 20th November 2026 or on the south Dublin County council consultation portal.

Advertisement

Notice of this development has been placed in two newspapers on the 22nd of October 2026, The Echo and the Clondalkin Gazette.

Portal

Please visit www.sdcc.ie to access South Dublin County Council Public Consultation Webpage Portal.