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South Dublin  
County Council

# Tallaght Village Enhancement Scheme

FEB 2026

CIVIC

BSLA



# The Journey we have been on

## Consultations:

Thank you for sharing your vision

What we heard

You said, we did

Part VIII Description

Part VIII General Layout

Vision for the Street

Traffic

Junctions

Placemaking Concepts

Heritage and Culture



# Consultations

# O1

# Thank you for sharing your Vision

In October 2025, South Dublin County Council and the project design team hosted a series of public consultation events to begin the conversation about the future of Tallaght Village. The aim was to hear directly from the community, gather initial ideas, and understand the key challenges and opportunities for the scheme.

## Key Statistics:

4 Public Engagement Sessions (including workshops and a drop-in event)

~70 Attendees

6 Written & Emailed Submissions + a dedicated Business Survey

Participants Included: Local residents, business owners, community groups, disability advocates, and elected representatives.

This document summarises the key themes we heard from you. Your valuable local knowledge and feedback have been fundamental in developing the initial design options for the project.



# Thank you for sharing your Vision

In November 2025, South Dublin County Council and the project design team hosted two public consultation workshops to discuss the future of Tallaght Village. The aim was to hear directly from the community and gather feedback on five initial concepts for the scheme.

## Key Statistics:

2 Public Workshop Sessions

~50 Attendees

14 Written & Emailed Submissions

Participants Included: Local residents, business owners, community groups, disability advocates, and elected representatives.

This document summarises the key themes we heard from you. Your valuable local knowledge and feedback have been fundamental in shaping the next stage of the design process.



# What We Heard: The Key Themes

## 1. A Clear Mandate for Ambitious, Transformative Change

There was an overwhelming consensus that the village needs a significant, transformative upgrade. The "Do Minimum" option was almost universally rejected as a missed opportunity, with a strong public desire for a bold and ambitious project. There was a strong level of support towards pedestrianisation on main street with the understanding that local access and buses would need to be considered

## 2. A "People-First" Village with Managed Access

The most consistent theme was the need to rebalance the street away from vehicle dominance towards a pedestrian-priority environment. While this was supported, it came with the critical challenge of providing a clear and workable strategy for resident parking, business deliveries, and customer access.

## 3. A Call for a Playful, Social, and Inclusive Village

Beyond traffic, there was a strong desire for the village to become a more social and engaging destination. This included repeated calls for more seating, integrated play features for children ("play along the way"), spaces for teenagers, and a design that is fully accessible and welcoming to all ages and abilities.

## 4. The Bus Service

The role of buses on Main Street is a key point of debate. We heard passionate but conflicting views: some advocated for removing buses to create a calmer, fully pedestrianised space, while others expressed strong concerns that this would reduce footfall and harm local businesses.

## 5. Heritage, Greening, and Identity

There is deep local pride in Tallaght's heritage. The community wants to see these stories told creatively within the new design. This was linked to a desire for a much greener village with more trees, planting, and biodiversity, helping to create a unique and positive identity.

# Success Factors

	<b>An Equitable Village</b>
	<b>A Clear and Reliable Journey for Drivers and Public Transport</b>
	<b>A Connected Village</b>
	<b>Using nature-based solutions to create a climate-resilient village</b>
	<b>To weave the rich and diverse stories of Tallaght into a living heritage experience</b>
	<b>A Village Where Everyone Feels Safe and Comfortable</b>

# You Said, We Did: How Your Feedback is Shaping the Design

**Mandate for Ambition:** We have moved forward with developing the more transformative options. The "Do Minimum" approach has been set aside based on your feedback to ensure we deliver a scheme that is truly ambitious and creates "An Equitable Village" for everyone.

**A Playful, Social and Equitable Village:** Aligning with our goal for "An Equitable Village," our landscape architects are now specifically tasked with integrating social seating, "play along the way" concepts, and inclusive spaces for all ages into the detailed design.

**Bus Service:** To deliver on "A Clear and Reliable Journey for Drivers and Public Transport," we are undertaking a detailed analysis of the bus routes and their impact. The preferred option will present a clear strategy that balances public transport needs with public realm ambitions.

**Heritage & Greening:** To "weave the rich and diverse stories of Tallaght" and create a "climate-resilient village," we are working to embed heritage storytelling into the paving and street furniture. All options now include a significant increase in trees, planting, and biodiversity features.

**Key Junctions:** To create "A Connected Village" where everyone feels "Safe and Comfortable," the design of the main junctions is a key focus. We are also designing the adjacent public realm to integrate seamlessly with the future development of the possible in Tallaght Village.



# Part VIII Description

# 022

# Part VIII Description

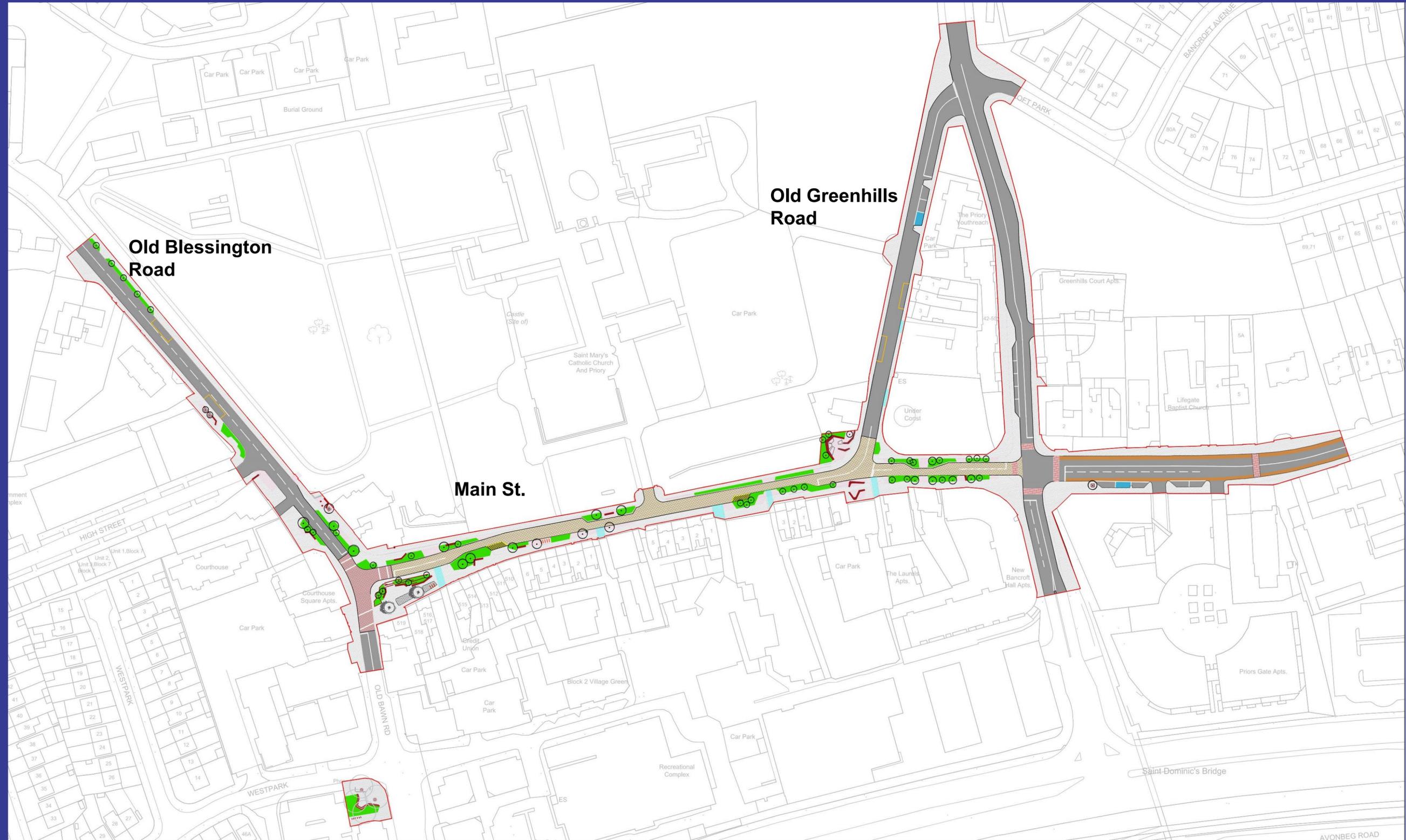
The scheme includes Old Blessington Road, Old Bawn Road, Tallaght main street, old Greenhills road and Greenhills Road as shown on the attached scheme extents.

The proposed development would consist of the following:

- Upgrading and realignment of the existing footpath/walkway
- Public realm improvement works in Tallaght Village; including traffic calming, provision of cycle facilities and bus stop shelters, footpath upgrade and realignment of road (if required)
- Provision of a pedestrian crossing on main street (location & design subject to consideration);
- Provision of public lighting & CCTV (if required)
- Enhancement/enlargement of public realm space
- Additional pedestrian and cyclist connections
- Efficient car park layouts that maximise functionality (caters for deliveries)
- New entry detail on approaches to the village
- Removal of street clutter and minimisation of signage
- Landscape design that will increase trees, planting, SUDs and biodiversity
- EV Charging options
- Active Play & teen space with the focus on natural measures
- Street Art
- All ancillary works

*please refer to Part VIII drawing in Public Consultation documents for proposed layout*

# Part VIII Layout



*please refer to  
Part VIII  
description  
slide*

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# Vision for the Street



# Vision for the Street

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# Vision for the Street



Aon Scéal cafe

New plaza with covered seating areas

Covered bike parking

South facing benches

# Vision for the Street

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Traffic

03

# Traffic

The proposed development includes traffic management, traffic calming and public realm measures along Main Street and its junctions with Old Blessington Road, Old Bawn Road, Old Greenhills Road and the Greenhills Road.

Traffic surveys are being undertaken at key junctions within the scheme area to inform the design approach. The proposals seek to reduce unnecessary through traffic within Tallaght Village while prioritising pedestrian safety, cycling and public transport, and supporting the role and function of the village centre.

The scheme includes carriageway reallocation, road narrowing, junction tightening and traffic calming measures, together with improved pedestrian crossing facilities and enhanced conditions for cyclists. These measures are intended to reduce vehicle speeds, improve pedestrian comfort, and create a safer and more attractive public realm, with the integration of greening and sustainable urban drainage systems appropriate to a village-centre environment.

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.

Access will be maintained for buses, residents, shops, servicing, emergency services and St. Mary's Priory. The proposed traffic and transportation measures are considered proportionate to the scale and nature of the scheme and appropriate for the local street network.

# Traffic

## Core Principle:

The design intentionally reduces vehicular capacity to create a safer, calmer village centre.

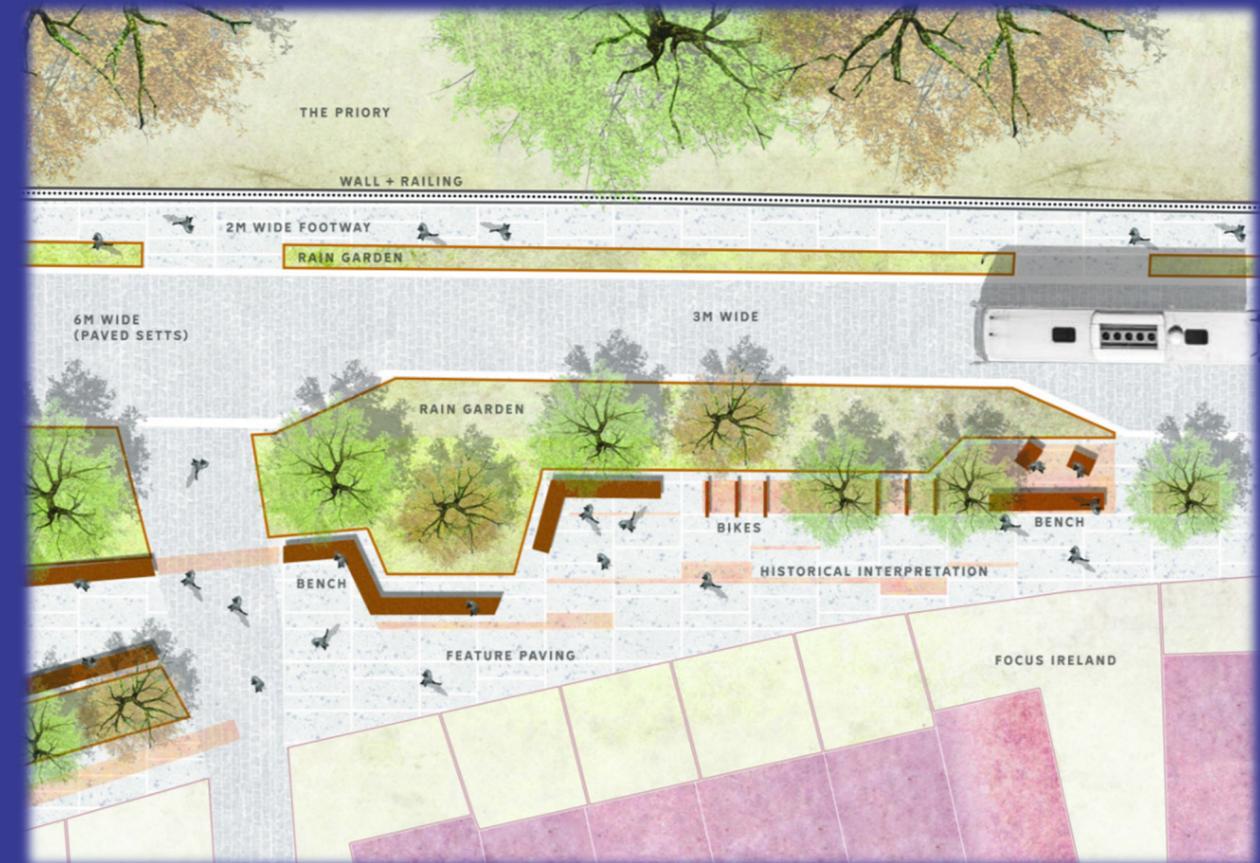
The primary objective is to remove non-essential through-traffic from Main Street, to gain the public realm to create a welcoming community and village space, prioritising pedestrians, cyclists, public transport, and local access.

## How Traffic Will Flow in the New Scheme:

**Slower Speeds:** The road will be a 30km/h zone, but narrowed sections ('throttle gates') are designed as traffic calming measures to allow for a safe slow flow of vehicles through the village.

**Traffic Filtering:** Main Street will no longer be a through-route for general traffic. There will be no access / egress to or from Main Street from The Greenhills Road / Main Street Junction for general traffic. A bus gate at the Greenhills Road junction will filter westbound traffic, improving bus reliability.

**Maintained Access:** Access for residents, local businesses, deliveries, and visitors to the village and to St. Mary's Priory will be maintained.



# Junctions

04

# Junctions

The junctions will be assessed under the following criteria:

**Safe Traffic, Pedestrian and Cyclist Flow:** The goal of this redesign is to transform the junctions from a wide, car-centric intersections into much safer, calmer, and more pedestrian and cyclist-friendly gateways to the village.

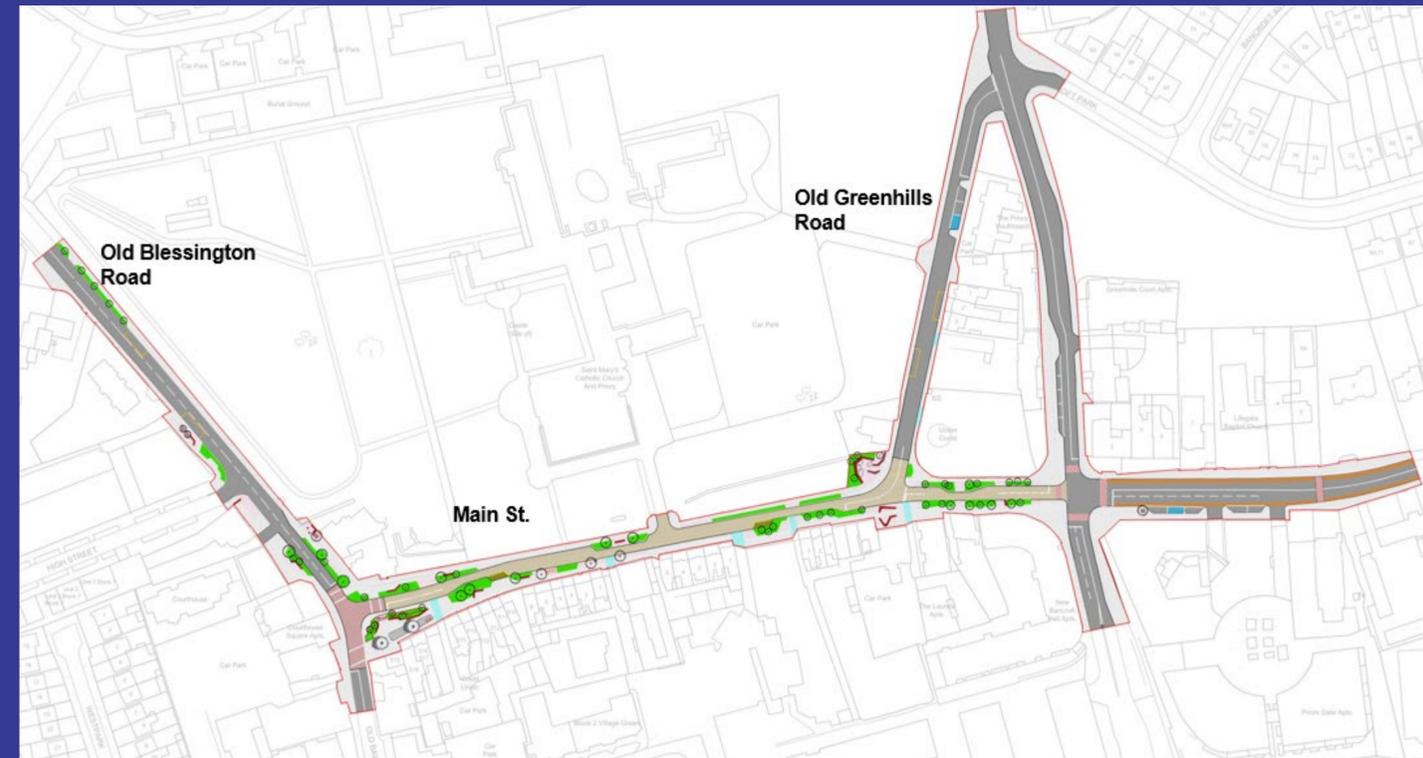
**Significant Radii Tightening:** The corners of the junction are made much tighter. This is a key traffic calming measure that forces turning vehicles to slow down to a safe speed, greatly improving safety for pedestrians.

**Raised Table Crossing:** The entire junction area is raised to the same level as the surrounding footpaths, creating a continuous, level surface. This eliminates the need for ramps, makes it fully accessible, and visually signals to drivers that they are entering a pedestrian-priority zone.

**Maximising Public Realm:** Road space is reallocated to create much wider footpaths, providing more space for people, planting, and potential street furniture.

**Reduced Crossing Distances:** As a result of the widened footpaths, the distance pedestrians have to walk to cross the road is significantly shortened, reducing their exposure to traffic and making crossing quicker and safer.

**Lane Removal / Carriageway Narrowing:** The road is narrowed, simplifying the layout and reinforcing the slower, village-like atmosphere.



Layout including Junction Design Concepts

# Junctions

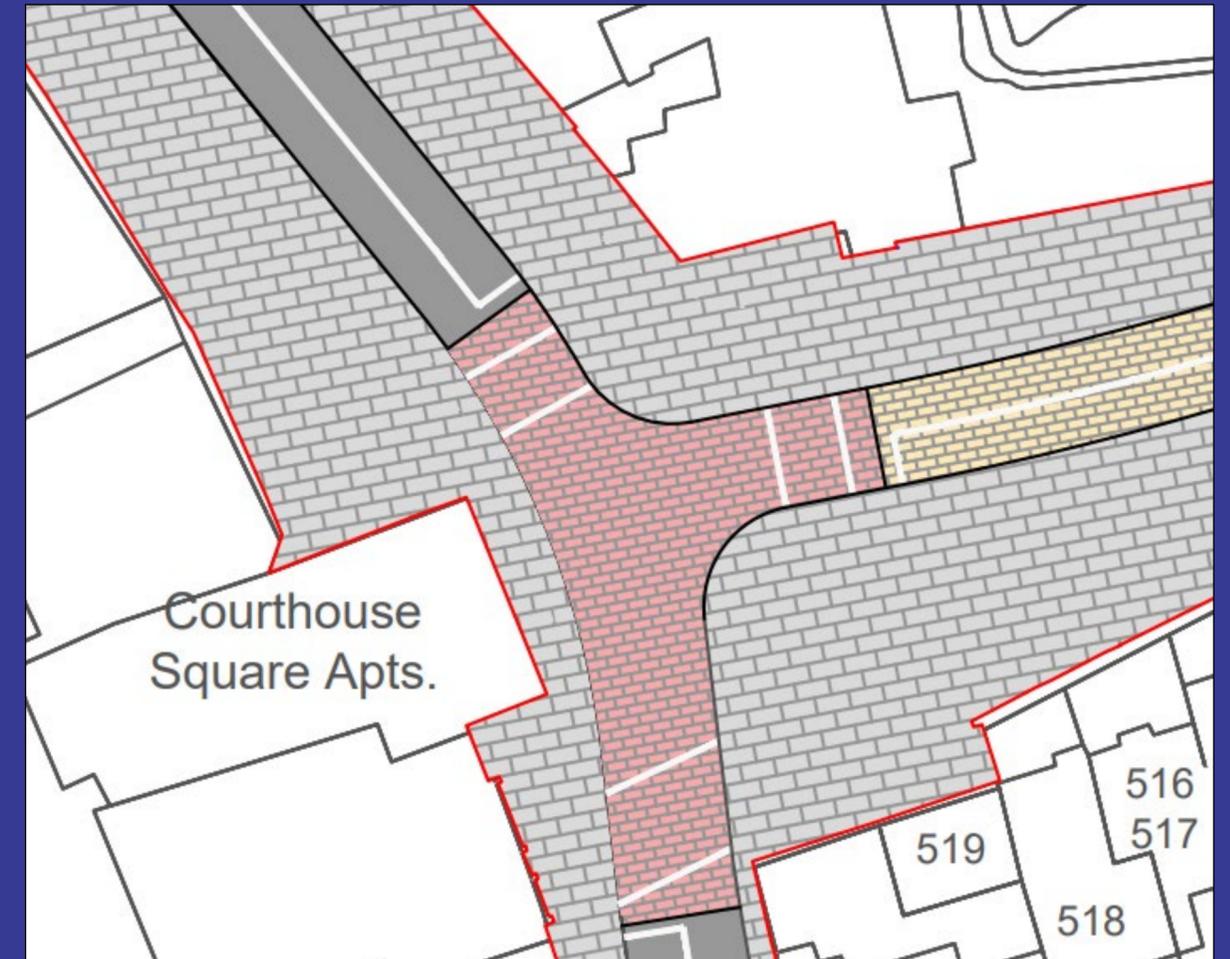
## Main Street / Old Blessington Road Junction: Design Concepts

Both concepts for the Main Street / Old Blessington Road junction share the same fundamental physical redesign. The goal of this redesign is to transform the junction from a wide, car-centric intersection into a much safer, calmer, and more pedestrian-friendly gateway to the village.

The only difference between the two concepts is the method of traffic control.

**A Signalised Junction with a Raised Crossing:** The redesigned junction would retain traffic lights to formally manage the movement of vehicles and pedestrians. Pedestrians would have a dedicated "green man" phase to cross, and vehicles would be controlled by red, amber, and green signals as normal.

**A Non-Signalised Junction with a Raised Crossing:** The traffic lights would be completely removed. The junction would operate on a yield or give-way basis, where traffic control is achieved through the physical design itself. The raised table, tight corners, and narrow lanes would force drivers to slow down to very low speeds and negotiate the space carefully, yielding to pedestrians who would have priority.



Signalised / Non-Signalised Junction

# Junctions

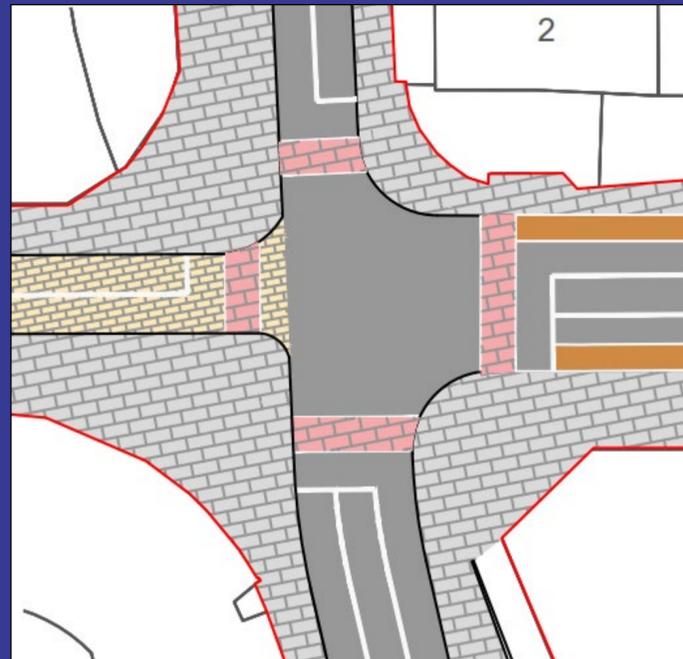
Two distinct concepts are under consideration for the redesign of the main crossroads at the intersection of Main Street and Greenhills Road.

## A Signalised Junction

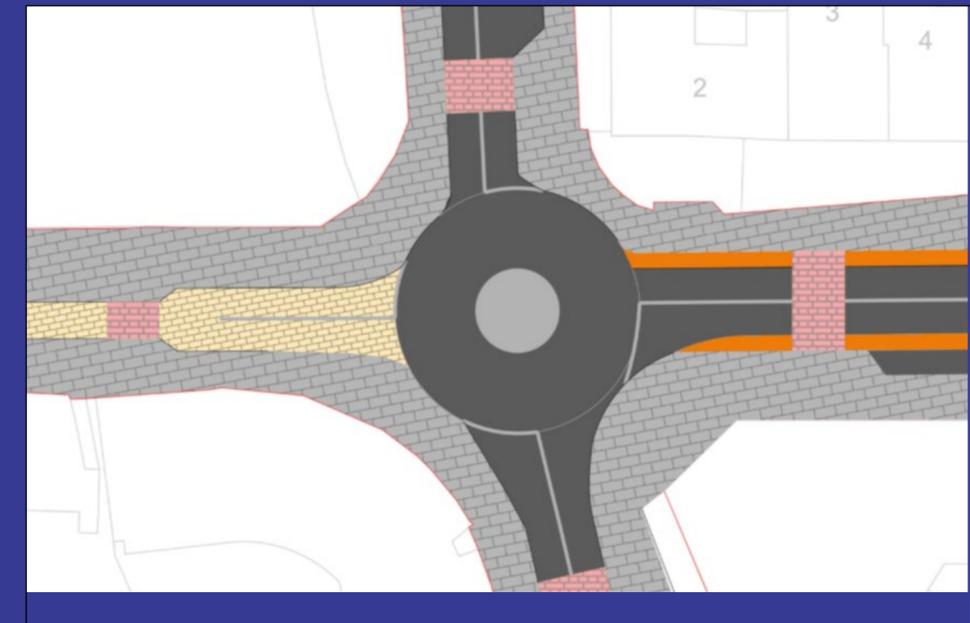
A traditional four-arm signalised junction to manage vehicle, cyclist and pedestrian movements. The design shown includes significant kerb buildouts to tighten the corner radii, which narrows the carriageway on approach and shortens the crossing distance for pedestrians. The layout provides defined pedestrian and cycle crossing points on each arm of the junction, which would be controlled by traffic light signals. The layout of cycle infrastructure will be considered at detailed design.

## A Roundabout

Replacing the signalised crossroads with a compact, single-lane roundabout. The design features a central island that vehicles circulate around, yielding to traffic already on the roundabout. The design also incorporates formal shared pedestrian and cyclist crossings on each arm, set back from the circulatory carriageway.



Signalised Junction



Roundabout Junction

Junction layout Subject to change at detailed design

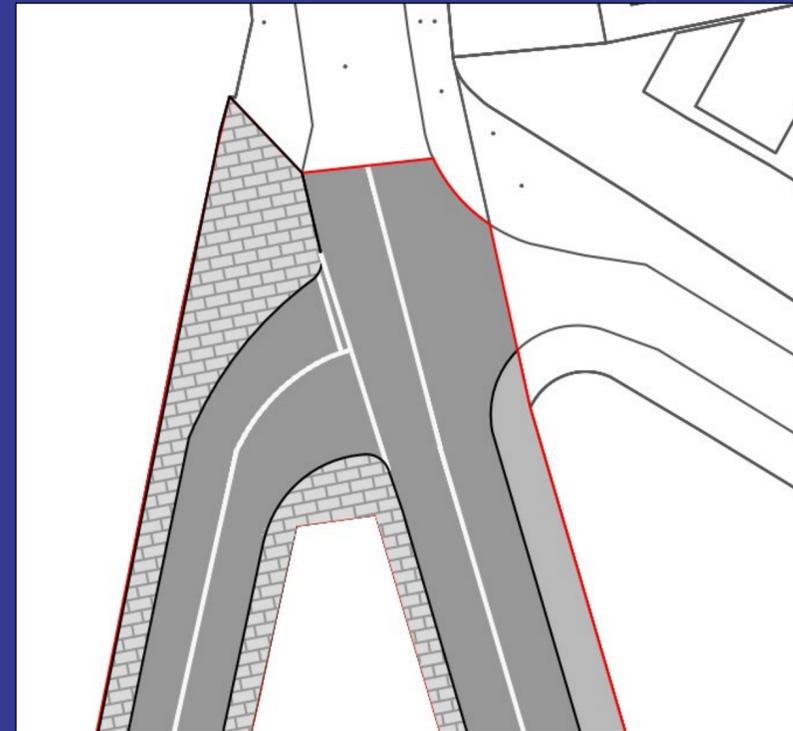
# Junctions

Concepts are being examined for the junction where Old Greenhills Road meets Greenhills Road.

## A Signalised Junction

A conventional, signalised T-junction. The design would be controlled by traffic lights and would allow for general traffic movements between Old Greenhills Road and Greenhills Road. The layout shown is a standard junction design that would accommodate all vehicle types, including private cars.

This will maintain local access to the priory and incorporate a bus-gate at the southern end of the Old Greenhills Road to prevent through-traffic from accessing Main Street.



Signalised Junction

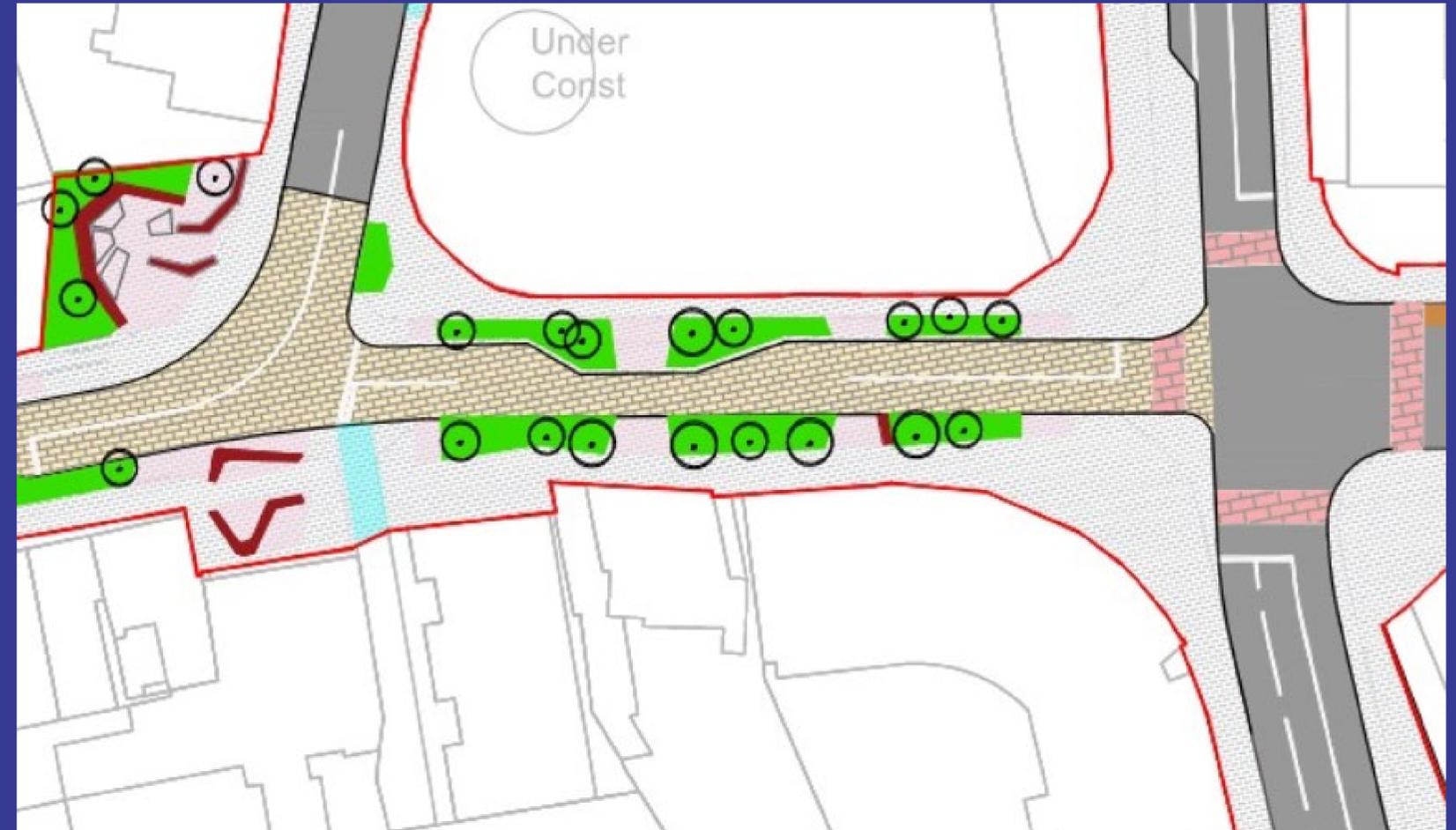


Bus Gate Location at Southern End of Old Greenhills Road TBC

# Junctions

A key concept being examined is the introduction of a Bus Gate between Old Greenhills Road / Main Street Junction and Main Street / Greenhills Road Junction.

This would restrict the section of Main Street between the Old Greenhills Road junction and the main Greenhills Road crossroads to bus traffic only. General traffic would not be permitted. This measure would create a very low-traffic 'quiet street,' prioritising public transport and allowing for a much safer and more pleasant environment with greater freedom for pedestrian movement.



Bus Gate Location at Southern End of Old Greenhills Road TBC

# Placemaking Concepts

05

# Placemaking Concepts

## Historical Information. Ruined or Destroyed

Here we explore structures, landscapes and features that have been lost or significantly altered over time. Understanding these elements helps reveal historic settlement patterns, land use and cultural identity, informing sensitive design responses that acknowledge heritage while supporting contemporary use.



### 1 Graveyard/Tomb

A graveyard containing a number of 17th century tombs.

### 2 Ritual Site - Holy Tree

There is a mature walnut tree on the grounds of Saint Mary's Priory, It is associated with St. Maelruain.

### 3 Gatehouse Lodge

A gatehouse lodge was located on the site of the Dominican Priory.

### 4 Castle - Tower House

It was demolished in 1952.  
In 1898 the lower half of the tower was still standing. There is no visible remains.

### 5 Moated Site

A built up area was located in a low-lying area, a moated site was believed to be roughly rectangular in shape.

The site was levelled in 1972.

# Placemaking Concepts

## Historical Information. Current Context

This map illustrates the present-day aerial overview identifying the key landscape, built and infrastructural elements that define the site today, providing a baseline understanding to inform design decisions and future interventions.



**1 Saint Maelruain's Church**  
**Category:** Archaeological, Architectural, Historical  
**Original Use:** Church/Chapel  
**Current Use:** Church/Chapel  
**Build Date:** 1825-1835

**2 Tallaght National School**  
**Category:** Architectural  
**Original Use:** Presbytery/Parochial/ Curate's house  
**Current Use:** Presbytery/Parochial  
**Build Date:** 1800-1850

**3 Saint Mary's Priory**  
**Category:** Architectural, Artistic, Social  
**Original Use:** Church/Chapel  
**Current Use:** Church/Chapel  
**Build Date:** 1880-1890

**4 Saint Basil's**  
**Category:** Architectural, Social  
**Original Use:** National School/ Engine Shed  
**Current Use:** -  
**Build Date:** 1930-1950

# Placemaking Concepts

## Key Nodes – Old Greenhills Road Junction



### 1. Harsh Visual Reality of Tallaght Village.

A lack of cohesive streetscape design, a sharp visual and functional contrast between the left and the right of the image.

On the left you can see the more naturalistic, historic-looking landscape compared to the temporary construction fencing used to contain a site on the right.

### 2. Dead Public Space

The small plaza on the left appears underutilized

There is no seating and no real visual interaction with the surrounding area.

The sculpture is isolated, with no connection (lighting, informal signage) to its surroundings

### 3. Pedestrian Experience

Large paved areas, with no street trees or vegetation along the streetscape.

Minimal use of street furniture, and a lack of a cohesive planting scheme beyond a few trees and unkept planting beds.

A feeling of neglect towards the public realm.

# Placemaking Concepts

## Key Nodes – Old Blessington Road Junction



### 1. Large Roadway

The majority of the space is allocated to cars, with limited pedestrian orientated space. There is a feeling that pedestrians are secondary to vehicle flow, minimal crossways.

Visual clutter on the pathways, lots of poles, bollards, planters. No unifying design language used in materiality of the streetscape.

### 2. Inactive building edges

Although the buildings in Tallaght village are a mix of commercial and residential, there is very little engagement with the streetscape at a pedestrian level.

There is not enough public space currently in the village to encourage such interaction. There is no outdoor seating, soft edges ect. it is all very hard and harsh visually.

### 3. Lack of Green Infrastructure (GI)

Aside from the minimal landscape intervention to the left there is very little green space. The intersection is dominated by hardscape, contributing to its poor aesthetics.

The introduction of vegetation would not only help with the visual appeal but also act as a shelter for people from the changeable Irish weather.

# Placemaking Concepts

## Key Nodes – Old Blessington Road



### 1. Spatial Fragmentation

The language of the streetscape is disjointed. There are different paving textures used, with out any obvious hierarchy.

The pathway lacks visual identity, there are different looking bollards and planters long the roadway.

A unified, coordinated streetscape would look and work better.

### 2. Green Infrastructure Improvements

A few small planters on the pathway are not large enough to have a significant ecological impact.

The planters almost feel like an after thought, with no integration into the surrounding area.

Large inground planting beds might be an alternative.

### 3. Bike & Public Transport

No visible bike or public transport infrastructure in the image. The area favors cars, and to a point walking. With large roadways and large (in parts) pathways.

There is no visible cycle lane or bus lane on the road/pathway. This can cause traffic congestion and be a potential safety issue for walkers.

## Greening of Tallaght Village

- The goal is to increase biodiversity, through attractive public space creation.
- The greening and overall design improvements aims to address the lack of visual cohesion of the current streetscape.
- The existing hardscape can be reduced for 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.
- Enhancing the public realm will give Tallaght a sense of place and improve the urban experience.
- Creating impactful spaces will help support community wellbeing and social interaction.



# Placemaking Concepts

## Nature Based Solutions

Opportunities to integrate planting, rain gardens and expanded tree canopy are explored within the planned upgrades in Tallaght Village. 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.

Below: A myriad of existing bollards and freestanding planters currently clutter the frontages onto Main st, providing opportunity for a more integrated solution while providing drainage and biodiversity benefits



Below: Photomontage of a rain garden placed along the kerb where sufficient width permits a footway to continue on the inside where Blessington Road turns into Main st.



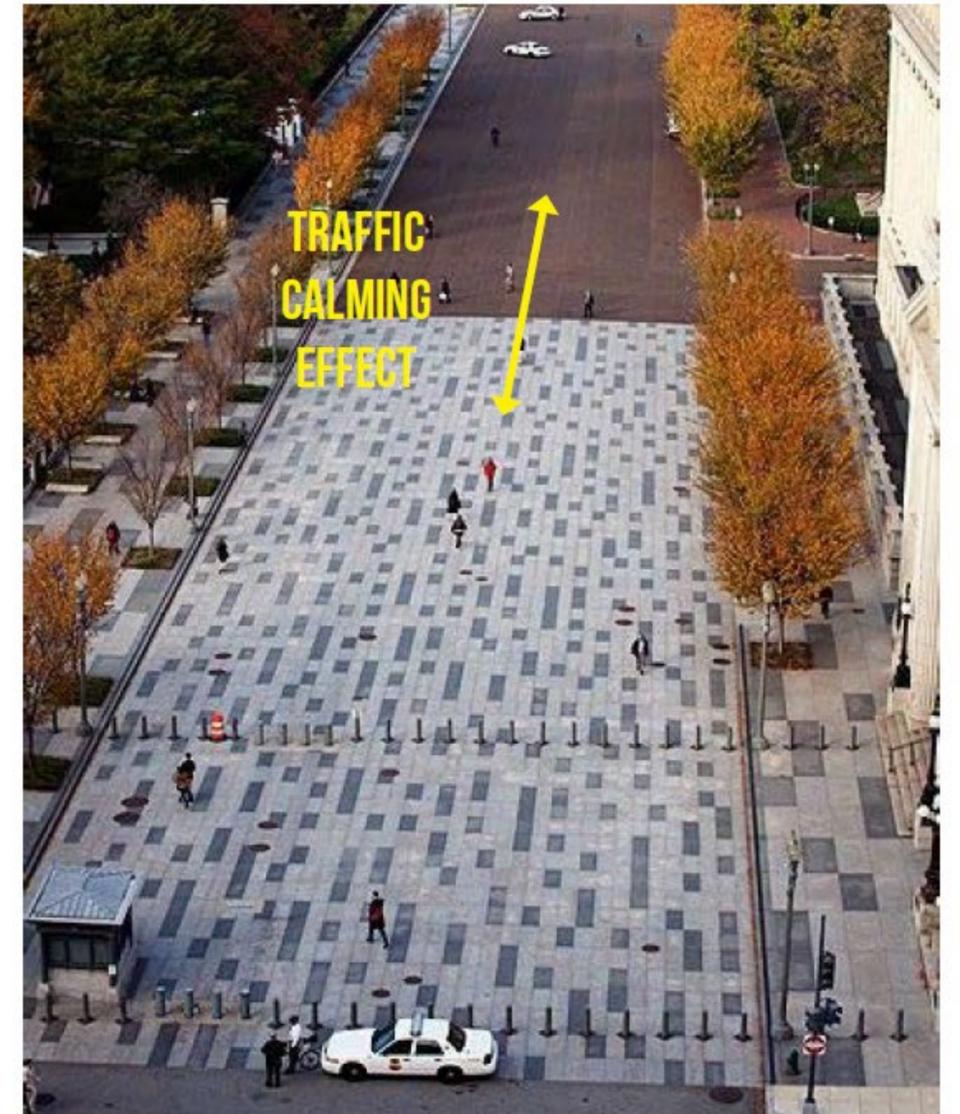
# Placemaking Concepts

## Spatial Hierarchy & Traffic Calming

Surface materials and detailing can reinforce pedestrian and vehicular hierarchy by subtly influencing behaviour. Changes in texture, colour and pattern signal shifts in priority, encouraging vehicles to slow and recognise pedestrian focused areas while maintaining safe and legible shared movement spaces.



HABITUAL ROAD COLOUR = DARK  
HABITUAL PEDESTRIAN COLOUR = LIGHT



# Placemaking Concepts - Masterplan



# Placemaking Concepts

## Improving the Old Greenhills Road junction



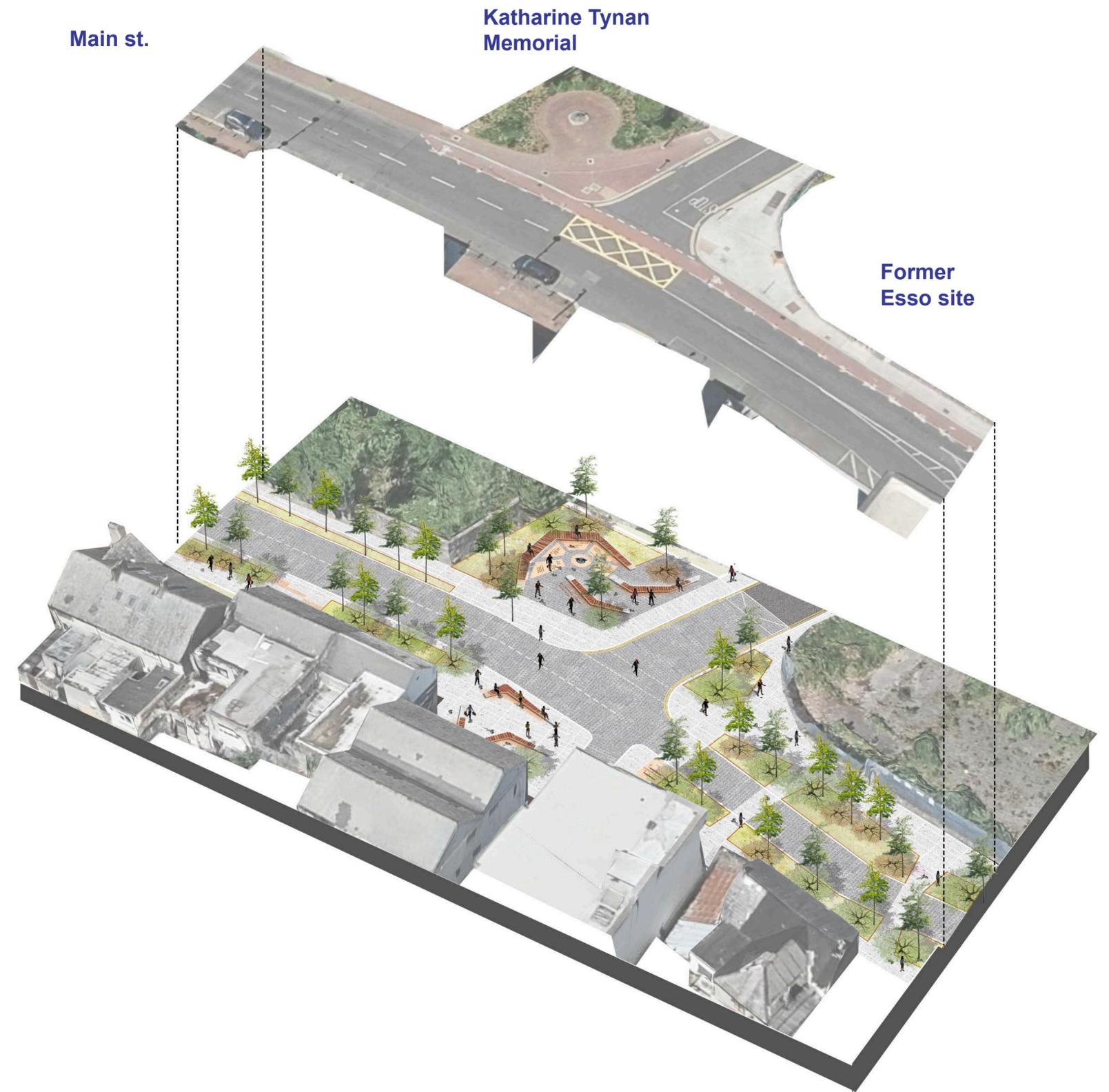
High quality materials on the carriageway on Grey Street, Brighton



Contrasting stone for delineation, Waterford



Pocket park on a busy corner, Dublin



# Placemaking Concepts

## Material Palette

Natural stone across footways and carriageways creates a continuous surface that strengthens the perception of pedestrian priority. Silver and buff granites add warmth and texture, while selective insertions of contrasting materials introduce visual interest, subtle wayfinding and opportunities for interpretative detailing to give specific nods to Tallaght Village and its history.



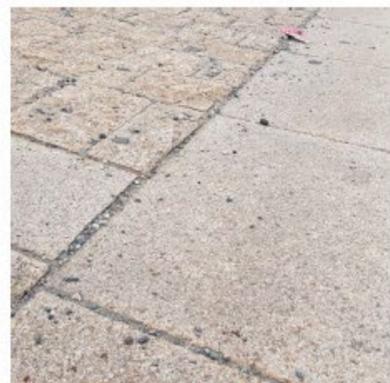
SILVER GRANITE



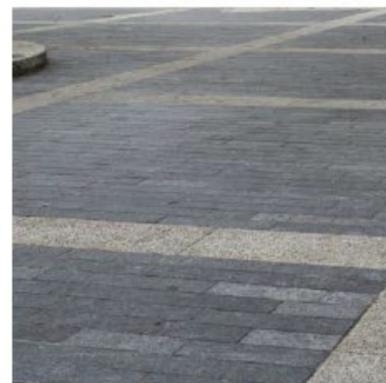
DARK GRANITE



PINK GRANITE



BEIGE GRANITE



BLUE LIMESTONE



BRASS/METAL

LIGHT

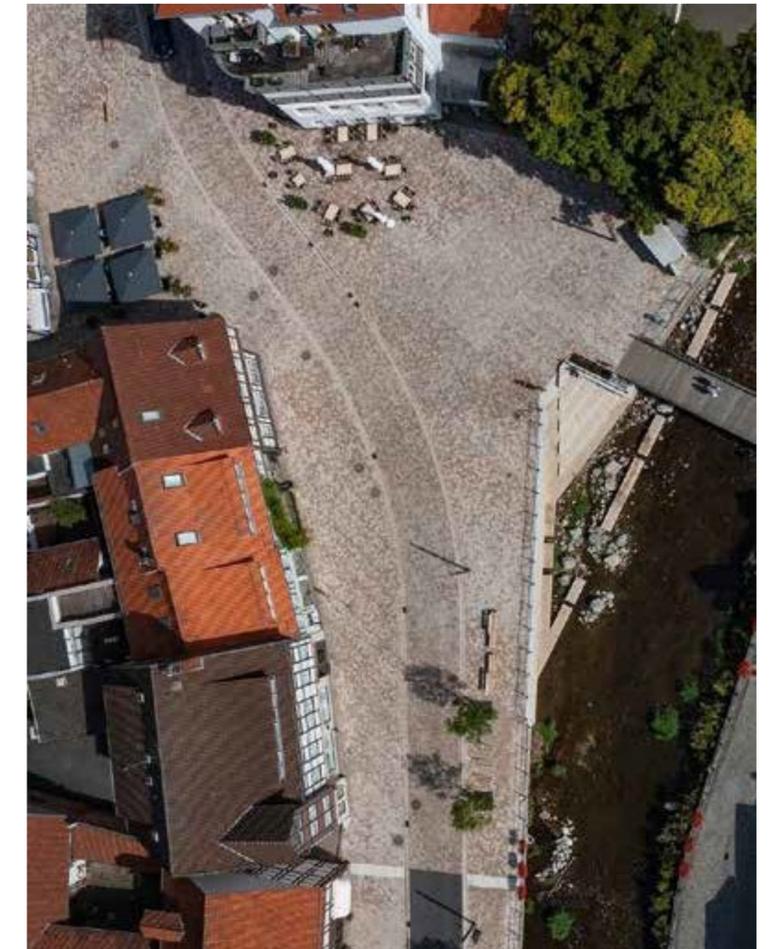
DARK

COLOUR

Right:

Example of hierarchy of use dictated by material palette

Bad Saltzdefurth, Germany



# Placemaking Concepts

## Material Interfaces

Carriageway

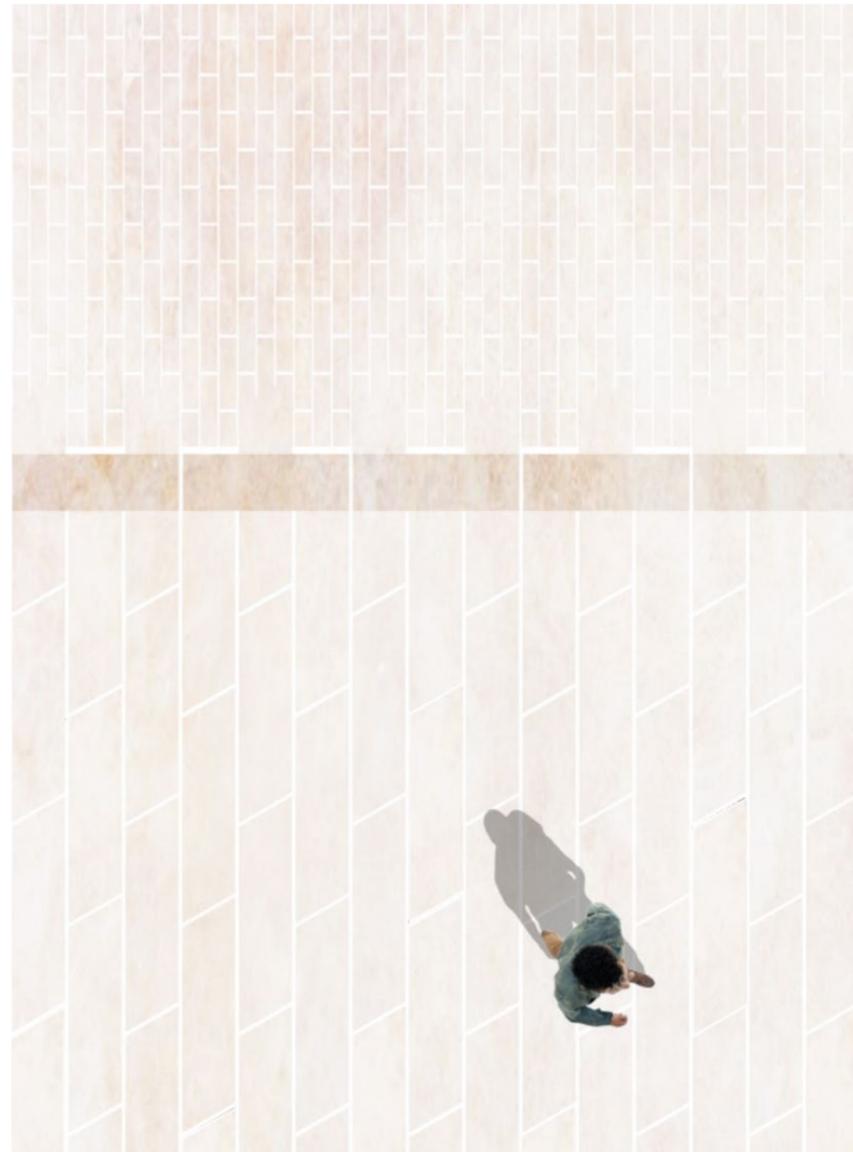
(stone setts)

Flush Kerb

(stone)

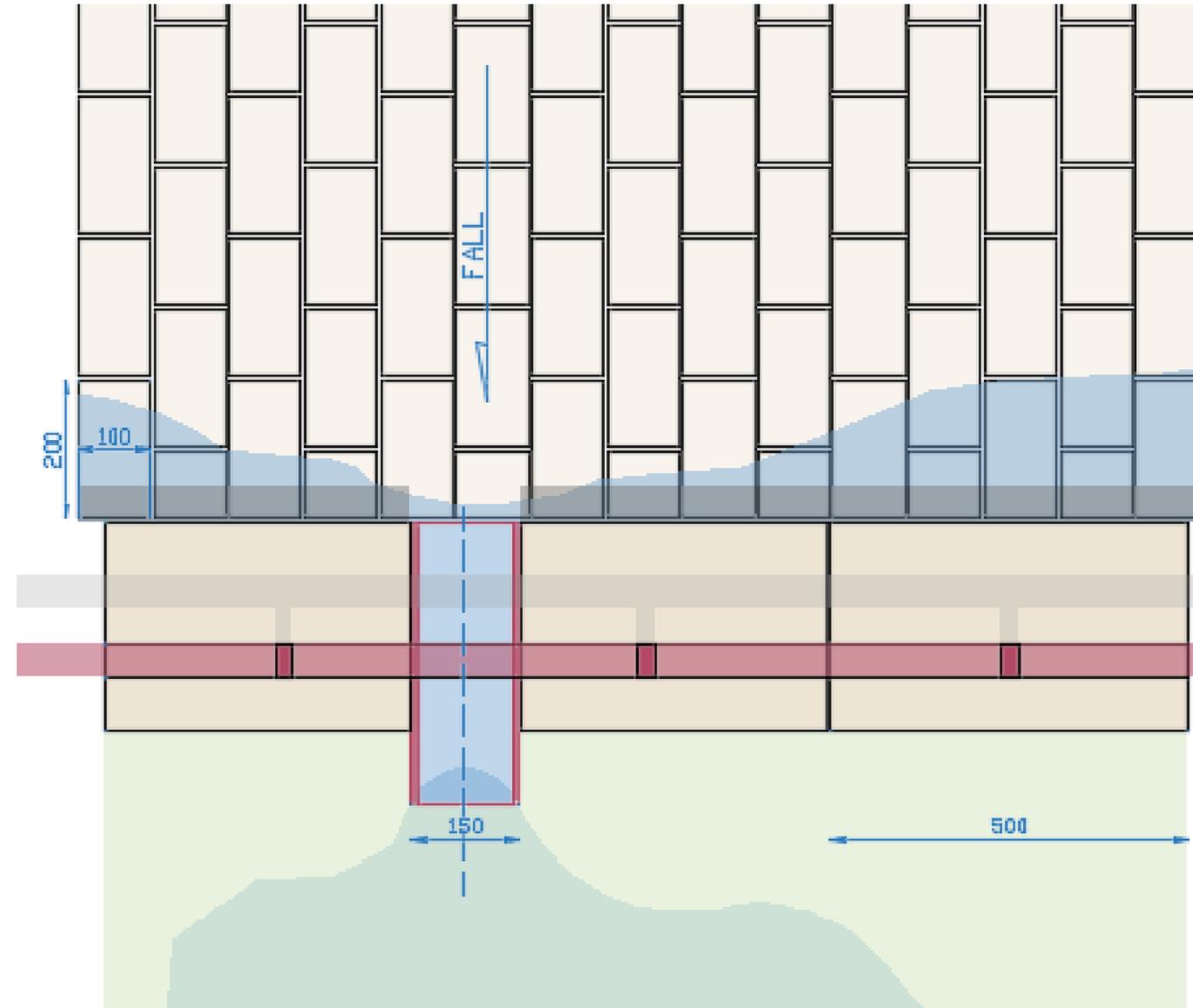
Footway

(stone slabs)



Carriageway to Footway Transition

1:50



Carriageway

(stone setts)

Flush Kerb

(stone)

Rain Garden

(planted)

Carriageway to Rain Garden Transition

1:20

# Placemaking Concepts

## Key Design Elements



1. Covered outdoor dining areas
2. Rain gardens to green the context, increase biodiversity and improve drainage
3. Pergola structures provide covered multi-functional spaces
4. South facing benches to enjoy the sun



1



2



3



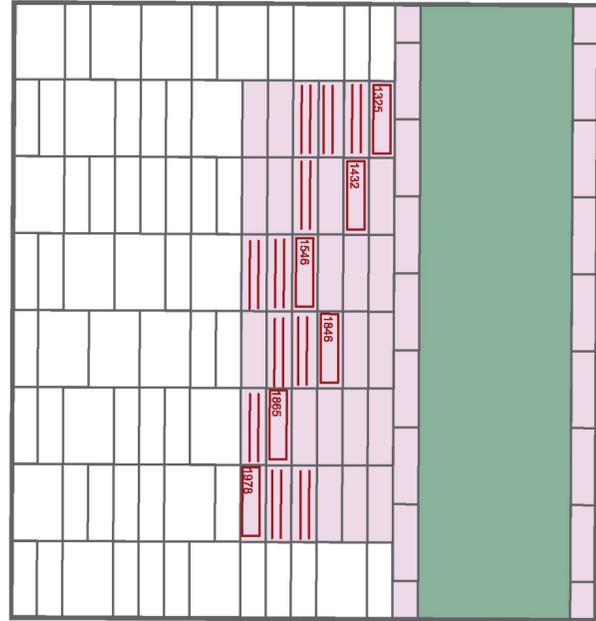
4

# Heritage and Culture

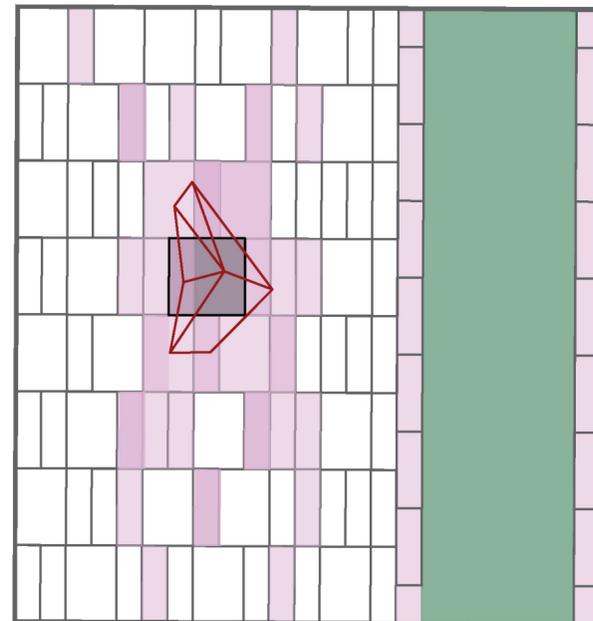


# Heritage & Culture

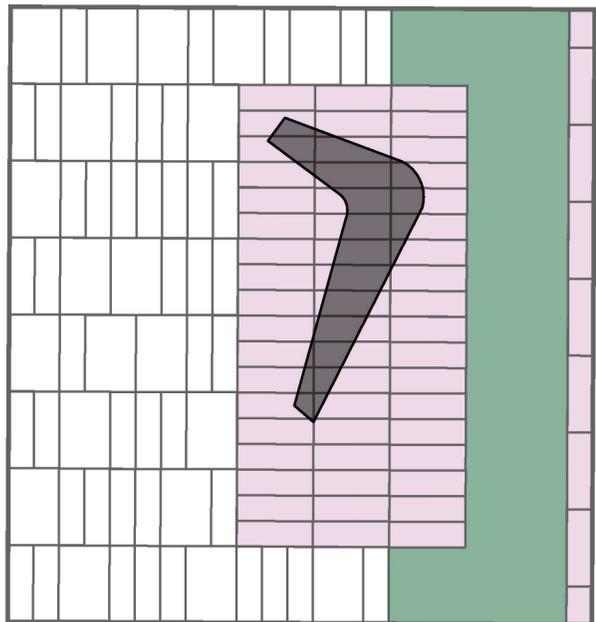
## Using design to tell the story of Tallaght



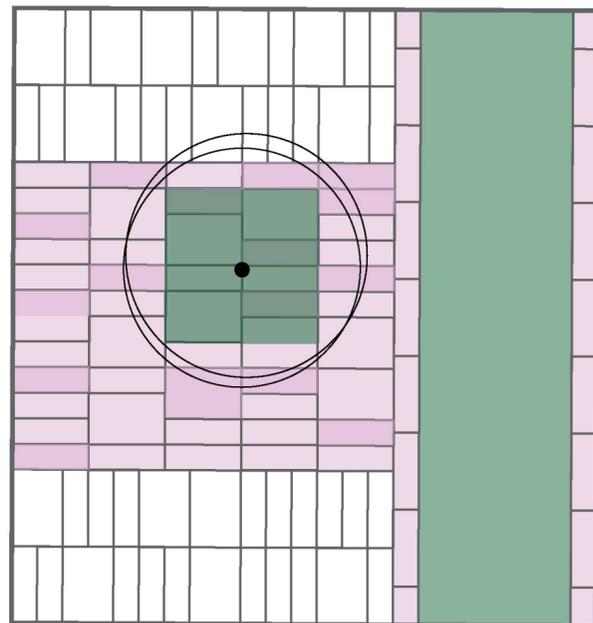
1. Historical timeline of Tallaght interpreted in paving design



2. Sculpture positioned in relation to feature paving mat



3. Bespoke stone benches set into feature paving and planting



4. Specimen trees and tree grilles integrated with the paving pattern

Right:

Bronze inserts placed flush into a bench at the Strand, Liverpool



Right:

Site specific details etched into the paving, Shanghai



Right:

Example of historical interpretation engraved into vertical elements





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# Thank you