Tallaght Village Enhancement Scheme

EIA Screening Report

February 2026

PREPARED FOR

South Dublin County Council

EIA Screening Report

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1. Introduction

Civic has prepared this Environmental Impact Assessment (EIA) Screening Report on behalf South Dublin County Council (the 'Applicant') to support a request for an EIA Screening determination to be included in a Part 8 application.

The Applicant is proposing to provide an improved village centre, enhancing the community importance and pedestrian priority in Tallaght Village (the 'Site'). A Site Location Plan is shown in Appendix A, and a General Arrangement Plan is shown in Appendix B.

The purpose of this report is to provide information on whether the Proposed Development is likely to have any signification effects on the environment that should be assessed through an EIA process.

Civic was appointed as the lead consultant to design the enhancement scheme in cooperation with Bernard Seymour Landscape Architects.

1.1. Requirement for EIA

An EIA is required for developments which are listed in Part 1 or Part 2 of Schedule 5 to the Planning and Development Regulations 2001, as amended.

The Proposed Development is considered to fall within Schedule 5 Part 2 Class 10(b)(iv) of the regulations:

> *10(b)(iv) urban development which would involve an area greater than 2 hectares in the case of a business district[1], 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.*

The Site covers a total area of 1.996 hectares and has a land use zoning to protect, improve and provide for the future development of Village Centres[2], therefore the site is classified as sub-threshold as a built-up area.

In accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, the following information is to be provided by the Applicant for the purposes of screening sub-threshold development for EIA:

1. A description of the Proposed Development, including in particular:
   - A description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works; and
   - A description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from:
   - The expected residues and emissions and the production of waste, where relevant; and
   - The use of natural resources, in particular soil, land, water and biodiversity.

4. The compilation of the information in 1 to 3 above shall take into account, where relevant, the criteria set out in Schedule 7.

Schedule 7 of the Planning and Development Regulations 2001, as amended, stipulates the criteria for determining whether a development would or would not be likely to have significant effects on the environment:

1. Characteristics of proposed development
   The characteristics of proposed development, in particular:
   - the size of the proposed development,
   - the cumulation with other proposed development,
   - the use of natural resources,
   - the production of waste pollution and nuisances,

[1] In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use. S.I. No. 600/2001 - Planning and Development Regulations, 2001

[2] Adopted Development Plan

- the risk of accidents, having regard to substances or technologies used.

2. Location of proposed development
   The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:
   - the existing land use,
   - the relative abundance, quality and regenerative capacity of natural resources in the area,
   - the absorption capacity of the natural environment, paying particular attention to the following areas:
     a) wetlands,
     b) coastal zones,
     c) mountains and forest areas,
     d) nature reserves and parks,
     e) areas classified or protected under legislation, including special protection areas designated pursuant to Directives 79/409/EEC and 92/43/EEC,
     f) areas in which the environmental quality standards laid down in legislation of the EU have already been exceeded,
     g) densely populated areas,
     h) landscapes of historical, cultural or archaeological significance.

3. Characteristics of potential impacts

The potential significant effects of proposed development in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to:

- the extent of the impact (geographical area and size of the affected population),
- the transfrontier nature of the impact,
- the magnitude and complexity of the impact,
- the probability of the impact,
- the duration, frequency and reversibility of the impact.

2. Proposed Development

2.1. Site Location and Surroundings

The focal point of the Site is Tallaght Main Street within Tallaght Village, the Site then extends out to portions of the adjoining road networks, as illustrated in Figure 1.

Tallaght Main Street accommodates a diverse mix of commercial uses including solicitors and accountants' offices, estate agents, funeral directors, cafes, bars, restaurants, beauty salons and takeaway establishments. The area also benefits from multiple bus routes and serves as a principal point of access to the historic Tallaght Priory.

The two southern connecting roads incorporated within the project area function as key links between Tallaght Village and the N81 corridor, supporting both local circulation and regional connectivity.

The approximate centre point of the site is located at 53°17'17.2"N, 6°21'34.7"W.

Figure 1 below provides an overview of the existing Site context; the proposed development boundary is delineated by the red line for clarity and reference.

Figure 1: Site Location Plan

2.2. Proposed Development

The Proposed Development is to create a high-quality public environment that supports a vibrant village centre, promotes and retaining the retail activity and enabling residents to access local services safely and conveniently by walking, cycling or using public transport. The Proposed Development aims to deliver a public realm that is well connected, socially engaging, safe, and visually appealing, contributing to an attractive and welcoming Tallaght Village.

The Proposed Development includes the reallocation of existing road space to accommodate improved pedestrian and cycling facilities. Enhancing and enlarging public realm space is a key priority, alongside providing additional pedestrian and cyclist connections to improve permeability and movement through the village. Consistency and coherence in infrastructure design will be maintained throughout.

Car parking arrangements will be optimised to maximise efficiency and functionality, including provisions that facilitate deliveries and servicing. In line with the Design Manual for Urban Roads and Streets (DMURS), a reduction in corner radii will be incorporated to promote safer vehicular speeds and improved crossing conditions. The design also establishes a distinctive sense of arrival at the approaches to the village, reinforcing local identity.

The scheme supports the development of sustainable and inclusive communities suitable for all age groups and will incorporate accessibility measures to support people with disabilities. It is aiming to reduce unnecessary street clutter and limit excessive signage, to create a cleaner and more legible streetscape. A strong landscape strategy is essential, with an emphasis on increasing tree planting, integrating Sustainable Urban Drainage Systems (SuDS), and enhancing biodiversity. Provision of high-quality public lighting is also included as part of the development.

SuDS measures will be implemented in accordance with South Dublin County Council (SDCC) guidelines. Opportunities for active play and teenager focused spaces will be provided, with a particular emphasis on natural play solutions. The inclusion of street art is considered as part of a broader placemaking strategy to reinforce local character. Finally, all proposals will consider long term maintenance requirements, to be developed in consultation with the Council, ensuring that the implemented design remains functional, attractive and manageable over time.

The scheme is guided by the following objectives, which provide a framework for delivering a vibrant, accessible and resilient village:

- Equitable and Inclusive Village Design: Ensuring the village is designed through a participatory process that creates belonging and enables all members of the community to thrive.
- Efficient and Predictable Movement for Drivers and Public Transport: Delivering a reliable and well managed transport network that supports community vitality while efficiently regulating vehicle access.
- Connected and Accessible Village: Prioritising active travel and creating an integrated, people centred movement network linking the village with surrounding greenways, parks, and neighbourhoods.
- Climate-Resilient, Nature-Based Public Realm: Implementing nature-based solutions that enhance climate resilience, increase biodiversity, support community health and wellbeing and elevate the visual quality of the village landscape.
- Celebration of Local Culture and Heritage: Integrating Tallaght’s diverse stories and history into the public realm, creating a living heritage experience that strengthens sense of place and community pride.
- Safe, Comfortable, and Vibrant Village Environment: Creating a safe, welcoming and lively village that feels comfortable and inviting for all users and visitors, during the day and at night.

3. Environmental Baseline and Potential Effects

3.1. Introduction

A review of the environmental baseline of the Site and surrounding area has been undertaken using publicly available sources.

Appropriate Assessment

An Appropriate Assessment (AA) screening report for the Proposed Development has been prepared separately which will be provided in support of the Part 8 application. The AA screening report is not discussed further in this report.

3.2. EIA Screening Assessment

Table 1 presents a summary of the environmental baseline of the Site and surrounding area together with the potential effects associated with the Proposed Development.

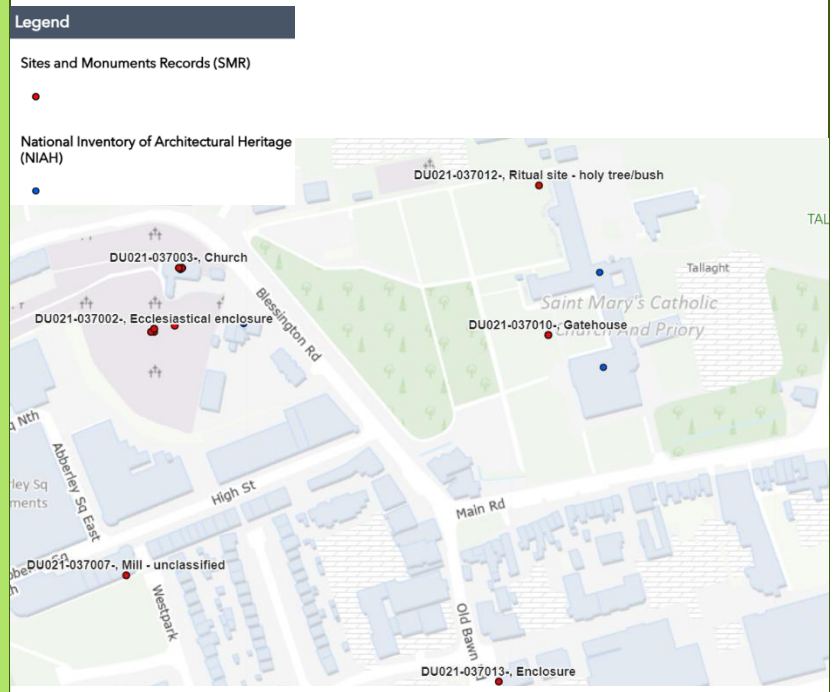
Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
Air Quality	Tallaght Village has been monitored by the Environmental Protection Agency (EPA) at Station No. 44. This Station is located on Old Bawn Road R112, Tallaght. EPA[3] maps showed that on the 22nd of January 2026 the reading was rated in band "good". All readings in the last year from January 2025 to January 2026 inclusive have been in band "good". This suggests there is no ongoing issues with the air quality in the village.	Any emissions (dust and particulate matter) associated with construction and demolition activities will be temporary in duration. It is considered that the number of vehicle movements anticipated with the construction of the Proposed Development will not be at a level likely to result in any exceedance of air quality standards either at the Proposed Development or within the wider area. The potential traffic and transport effects arising from the Proposed Development when completed 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. 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 air quality concentrations. Temporary traffic effects may occur during the construction phase; however, control measures to reduce emissions and limit dispersion will be outlined in the Construction Environmental Management Plan (CEMP). The CEMP will also outline measures such as requirements for servicing and maintenance of vehicles and plant, and measures to ensure that vehicle and plant engines are turned off when not in use. Within Tallaght Village, the removal of non-essential through traffic and the introduction of traffic-calming	It is considered that the effect of the Proposed Development on air quality is not significant.

[3] Environmental Protection Agency Air Quality Maps

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
		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. This shift in travel behaviour is expected to reduce reliance on private vehicles, leading to lower local traffic volumes over time and associated benefits, including reduced congestion, lower carbon emissions, improved air quality, and wider public health gains. Therefore, during the operational phase, air quality is anticipated to improve relative to existing conditions as a result of reduced vehicle movements associated with the Proposed Development.	
Cultural Heritage and Archaeology	There are various records held by the National Monuments Service (NMS) and National Inventory of Architectural Heritage (NIAH) which were identified using the Historic Environment Viewer[4], see Figure 2 below. The Local Area Plan[5] states there are a number of Protected Structures in Tallaght which are included in the Record of Protected Structure of the SDCC County Development Plan 2016-2022. The boundary of Tallaght Architectural Conservation Area extends from St. Maelruan's church and graveyard on the Blessington Road to the old Greenhills Road. This includes the Priory and the properties along the southern side of Main Street between the junctions of the Blessington Road and Greenhills Road. This surrounds the Site. New development along Main Street should have cognisance of the height, scale and mass of the historic urban form but should	The Proposed Development aims to celebrate Tallaght's local culture and heritage, integrating Tallaght's diverse stories and history into the public realm. This is to create a living heritage experience that increases sense of place and deepens community pride. Therefore, the Proposed Development considers the cultural heritage setting and the baseline has informed the design development. These cultural and historical assets are located outside the red line boundary and will not be adversely affected by the Proposed Development works. During construction, the potential to uncover archaeological deposits of high importance within the Site is considered to be low as the Site has already been developed and is situated in an urban context. However, to ensure the protection of any undiscovered features and surrounding cultural and historical assets,	It is considered that with standard protective measures in place, the effect of the Proposed Development on cultural heritage and archaeology is not significant.

[4] Historic Environment Viewer
[5] Tallaght Town Centre Local Area Plan 2020

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	also add architectural interest and varied design within the mix to provide different architectural styles. Tallaght is designated as a historic town (DU021-037), with a rich history dating back to twelfth century. Around the Site there are the following Sites and Monuments: A concentration of Sites and Monuments around Blessington Road including: DU021-037006- : Cross DU021-037002- : Ecclesiastical enclosure DU021-037004- : Graveyard DU021-037005- : Tomb - unclassified DU021-037018- : Tomb - chest tomb DU021-037003- : Church DU021-037019- : Tomb - unclassified DU021-037009- : Font A concentration of Sites and Monuments off Main Street including: DU021-037020- : Castle - unclassified DU021-037012- : Ritual site - holy tree/bush DU021-037010- : Gatehouse DU022-018001- : Castle - tower house between Greenhill Road and Main Street. DU021-037007- : Mill - unclassified adjacent to High Street. DU021-037013- : Enclosure adjacent to Old Bawn Road. The following National Inventory of Architectural Heritage assets are also surrounding the Site: 11215004: Saint Maelruan's Church and 11215005: presbytery/parochial/curate's house, both adjacent to Blessington Road 11215002: Saint Mary's Priory: church/chapel and 1215001: Saint Mary's Priory: priory, both adjacent to Main Street 11215003: Saint Basil's: engine shed, between Old Greenhills Road and Greenhills Road	procedures will be outlined in the CEMP to avoid any potential impacts from construction.	

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	 *Figure 2: A Map of the Historic Environment Surrounding the Site*		
Geology and Soils	Publicly available geology data and maps[6] indicate that the bedrock geology is formed of dark limestone & shale (calp). Online EPA maps[7] indicate that the subsoil has been classed as predominantly manmade along Main Street and Old Bawn Road. Meanwhile, Limestone till Carboniferous subsoil can be predominantly found along Old Greenhills Road, Greenhills Road and Old Blessington Road.	The area of the Proposed Development is already developed and consists of existing footpaths, carriageways, parking areas and grass verges. Minimal virgin ground is to be excavated or developed as part of the proposals. Construction will result in limited disturbance to the current geological resources (soil & subsoil) as it will be limited to the areas of footpaths, carriageways and parking areas anticipated to comprise made ground and asphalt.	It is considered that with standard protective measures in place, the effect of the Proposed Development on geology and soils is not significant.

[6] Geological Survey Ireland
[7] EPA Maps

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	An old Esso filling station sits at the intersection between Main Street and Greenhills Road; this has been derelict for several years. There is a petrol filling station (Circle K Balrothery) located approximately 3km to the east of Main Street. These are both located out with the Site boundary. The Airton Garage is located approximately 1km to the north of Main Street. No other current sources of contamination, for example industrial sources have been identified within the Site. It is understood that there are plans to redevelop the Esso Filling Station but the is no publicly available information.	Construction is expected to involve the removal of existing carriageway and footpath surfacing to form a regraded platform suitable for re-surfacing, along with excavation works for tree pits and utility connections. Opportunities for on-site and off-site reuse and recycling of construction materials will be explored as part of the project. In particular, the Council will investigate the potential for reusing recovered asphalt either within this project or as part of other local highway maintenance or resurfacing works, where technically and logistically feasible. This approach will be considered in more detail and confirmed at a later stage, in line with best practice in resource efficiency and waste reduction. Where reuse or recycling is not achievable, materials will be managed and disposed of in accordance with a Site Waste Management Plan. The risk of disturbing in-situ ground contamination is considered to be low. Standard mitigation measures and good construction practice will be adhered to on Site under guidance of the CEMP to minimise any potential impact of this occurring. The CEMP will also outline control measures to reduce the risk of any contamination into the underlying environment during construction.	
Townscape and Visual	According to the Local Development Plan, it is the policy of the Council to preserve and enhance the historic character and visual setting of Tallaght Architectural Conservation Area and to carefully consider any proposal for development that would affect the special value of such areas. Tallaght Village is characterised by closely spaced roads, with associated transport infrastructure and surrounding buildings	The Proposed Development seeks to enhance the visual appearance and public realm of Tallaght Village, contributing positively to the quality of the local landscape and townscape. The proposals have considered the visual aspects and characteristic setting in its design development. Given the contained visual outlook of the area, the Proposed	It is considered that the effect of the Proposed Development on townscape and visual amenity will provide significant benefits to the local area.

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	creating a visually contained environment in which visual receptors experience limited outward views.	Development will result in localised changes to the townscape, primarily affecting people using the immediate area. Visual effects will be limited in extent and confined to local visual receptors. The design seeks to integrate new grass verges, planting and trees where possible, along with landscape and ornamental planting. New street furnishings and seating will be provided in key locations to enhance the visual appearance. Due to the nature and scale of the Proposed Development, it is not predicted to impact any existing scenic areas, and any visual effects are anticipated to be positive.	
Traffic and Transport	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. 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. Tallaght is located on the N7 economic corridor, which is a key national transport corridor. A dedicated cycle path runs along Main Street within the Site. 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. There are several bus stops within Tallaght Village with networks to Eden Quay (Dublin city centre), Kiltipper Way, Blackrock and	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. 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. 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.	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.

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	Dún Laoghaire, Poolbeg Street, Citywest and Tallaght Luas, via bus services 27, 82, S6 / S8, 65, 77A and SD3 / SD4. Bus stops within the Site include: • Tallaght Village, stop 4435 • Tallaght Village Bus Stop • Lifegate Church Bus Stop • Tallaght Youth C Bus Stop • Greenhills Road Bus Stop • Bankcroft Bus Stop	Temporary traffic effects may occur during the construction phase; however, these will be managed through the implementation of a Construction Environmental Management Plan (CEMP), including a Construction Traffic Management Plan, and are expected to be short-term, localised and reversible. Taking account of the nature, scale, duration and extent of the identified effects, the traffic and transport impacts of the Proposed Development are assessed as not significant in EIA terms. No significant adverse effects on traffic conditions, air quality or noise are anticipated. Overall, the scheme is expected to deliver a net positive effect on the transport environment within Tallaght Village.	
Water Resource and Flood Risk	There are no watercourses present within the Site. River Dodder lies 2km to the South of the Site. The latest record[8] of water monitoring of Dodder took place in June 2022. A water quality station on Old Bawn Br (WFD Waterbody Code: IE_EA_09D010300) identified a biological quality rating of 4 which is a pollution status of “unpolluted”. EPA data notes that “The Dodder remains unchanged in 2022”. A review of the Office of Public Works (OPW)[9] flood information portal shows the Dodder Catchment Flood Risk Assessment and Management Study which is predominantly a 1% AEP Flood Extent (1 in 100 chance in any given year) of fluvial flooding. Additionally, approximately 0.2km to the north of the Site is Poddle River, which has a 10% Fluvial AEP Extent (1 in 10 chance in any given year). None of the projected flooding areas are located within the Site.	The Proposed Development will not have any impact on the nearby rivers. Surface water runoff will be carefully managed during both the construction and operational phases to ensure that runoff rates and volumes leaving the Site do not exceed existing conditions. A key aim of the Proposed Development is to make the town centre more resilient to climate change, improving its ability to manage rainfall events. The scheme incorporates a range of SuDS measures designed to intercept, reduce and manage surface water runoff within the public realm. By mitigating the accumulation of surface water, these interventions will enhance the visual quality, cleanliness and overall user experience of the village environment. In addition to their functional drainage benefits, the proposed SuDS features such as rain gardens, permeable surfaces, and planted attenuation areas will contribute positively to local biodiversity and improve climate	It is considered that the Proposed Development will not have a significant impact upon water resource and flood risk and it will provide significant benefits with regards to surface water management, resilience and biodiversity.

[8] Environmental Protection Agency River Quality Surveys: Biological
[9] Flood Maps - Floodinfo.ie

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
		resilience. These measures will help the village adapt to potential increases in rainfall intensity associated with future climate change, while simultaneously enriching the ecological value and aesthetic character of the streetscape. While there is always a potential risk of contamination migrating into the nearby environment during construction, pollution prevention measures will be implemented to manage runoff and minimise impacts on the receiving water environment. These measures will be detailed in the CEMP.	

Ecology	Using National Parks and Wildlife Service Habitats and Species[10] data maps and Biodiversity Maps[11] the following ecological baseline has been identified:
	
	• Proposed Natural Heritage Areas:
	  ○ Glenasmole Valley (Site Code 001209) located approximately 3km south of the Site.
	  ○ Lugmore Glen (Site Code 001212) located approximately 3km to the southwest of the Site.
	  ○ Slade Of Saggart and Crooksling Glen (Site Code 000211) located approximately 6km to the southwest of the Site.
	  ○ Dodder Valley (Site Code 000991) located approximately 1.5km to the southeast of the Site.
	
	• Special Area of Conservation (SAC):
	  ○ Glenasmole Valley SAC (Site Code 001209) located approximately 3km south of the Site and is designated for semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco-Brometalia) [6210]; Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) [6410]; Petrifying springs with tufa formation (Cratoneurion) [7220].
		Within the Site boundary there are a number of small trees that line the Main Street but apart from these, there is minimal biodiversity due to the current hard landscaping and urban context. As a result, the Site within the redline boundary has limited potential to support the protected species identified in the wider environment.
		
		There is a well-established tree belt that runs along the boundary of the Priory, within its boundary wall. The development does not extend to this area and will not directly impact these trees. However, it is recommended that a qualified arboriculturist visits the site prior to construction to assess the potential for tree roots extending beneath or into the proposed road layout. This assessment will help ensure that construction activities avoid damage to or destabilisation of existing trees, supporting their long-term health in line with best practice.
		
		Existing vegetation will be retained and incorporated into the Proposed Development where possible, with many additional trees and hedgerows proposed. These enhancements will improve existing wildlife corridors, urban biodiversity and create further opportunities for people to engage with nature.
			It is considered that with standard protective measures in place, the effect of the Proposed Development on ecology is not significant and that the proposals will significantly enhance the biodiversity in the area

[10] The Status of EU Protected Habitats and Species in Ireland
[11] National Biodiversity Data Centre - Biodiversity Maps

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	○ South Dublin Bay SAC (Site Code 000210) designated for its Mudflats and sandflats not covered by seawater at low tide [1140]; Annual vegetation of drift lines [1210]; Salicornia and other annuals colonising mud and sand [1310]; Embryonic shifting dunes [2110], which is located approximately 11km to the east of the Site. • Special Protection Areas (SPAs): ○ South Dublin Bay and River Tolka Estuary SPA (Site Code 004024) designated for Light-bellied Brent Goose (Branta bernicla hrota) [A046]; Oystercatcher (Haematopus ostralegus) [A130]; Ringed Plover (Charadrius hiaticula) [A137]; Grey Plover (Pluvialis squatarola) [A141]; Knot (Calidris canutus) [A143]; Sanderling (Calidris alba) [A144]; Dunlin (Calidris alpina) [A149]; Bar-tailed Godwit (Limosa lapponica) [A157]; Redshank (Tringa totanus) [A162]; Black-headed Gull (Chroicocephalus ridibundus) [A179]; Roseate Tern (Sterna dougallii) [A192]; Common Tern (Sterna hirundo) [A193]; Arctic Tern (Sterna paradisaea) [A194]; Wetland and Waterbirds [A999], located approximately 11km to the east of the Site. ○ Wicklow Mountains SPA (Site Code 004040) designated for Merlin (Falco columbarius) [A098]; Peregrine (Falco peregrinus) [A103] and located approximately 7km to the southeast of the Site. Tallaght Village is located in landscape classified as suitable for bats.	There may be some temporary disturbance during construction so it is recommended that an ecologist carries out a survey to identify the locations of large trees which may provide habitats for bats and birds and provides appropriate buffer distances to be implemented to ensure their protection or whether there are any months that should be avoided when planning construction. A CEMP will be implemented to ensure that best practice pollution prevention measures are followed on Site, such as the bunding of fuels and oils. Additionally, due to the potential for pollution from operational surface water runoff, it is recommended that appropriate drainage measures are incorporated into the design. The CEMP will also include Species Protection Plans (SPPs), which will outline any preventative and protective measures required for specific species.	
Noise and Vibration	The Site is urban in a mixed-use area comprising main roads, residential housing and commercial business. The existing baseline noise environment is likely to be dominated by noise associated with traffic on the main roads which route directly through the Site and town centre.	Noise and potentially localised vibration disturbance is expected during construction on existing noise sensitive receptors. However, due to the temporary nature of these works and the implementation of construction best practice and control measures, significant effects are not anticipated. Control measures will be detailed in the CEMP.	It is considered that with standard protective measures in place, the effect of the Proposed Development on noise

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
		It is recommended that a baseline noise assessment is carried out prior to construction to establish suitable noise thresholds during the works. During construction, there may be an increase in traffic levels. Any increase in vehicle numbers has the potential to raise noise levels; however, this is not anticipated to result in significant noise impacts. Noise levels are not anticipated to increase significantly during the operational phase, given the nature of the proposals. The Proposed Development is intended to encourage positive behaviour change by reducing reliance on private car use and supporting increased walking, cycling, and use of public transport. In terms of traffic displacement, the majority of vehicles that were using the village as a through route will likely now use the N81, a dual carriageway and more appropriate road for large volumes of traffic. As a result of this anticipated modal shift and associated reduction in traffic volumes in Main Street, noise levels are expected to reduce over time following completion of the project.	and vibration is not significant.
Socioeconomics, Tourism, Recreational Access and Land Use	Tallaght's neighbourhood is a significant settlement in regional terms and includes major shopping facilities, civic offices and associated commercial, financial, cultural and community facilities. It is also home to TU Dublin - Tallaght campus, Tallaght University Hospital and significant employment areas. Outside the town centre are well established residential areas with a strong sense of community[12].	The Proposed Development has been designed having regard to the social, environmental and historical sensitivities of the Site, which have informed the design development. The design also incorporates considerations relating to equality and accessibility, including mobility needs, the accessibility and convenience of bus stop locations, and the provision of disabled parking, to ensure inclusive access and encourage use of the area. In addition, features such as removal of stepped curbs and the introduction of measures to reduce vehicle speeds	It is considered that with standard protective measures in place, the effect of the Proposed Development on socioeconomics, tourism, recreational access

[12] SDCC Tallaght - Our County Town

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	Tallaght Village is a suburban area with a combination of amenities and rich heritage, offering a mix of residential, commercial and recreational spaces. The town has seen rapid growth and development over the last decade and has an identity as a destination for local arts, culture, sports and commercial activities. The main road N81 lies south of the Site and is a rural route that travels through the Wicklow Mountains, before turning into an urban dual carriageway as it passes through Tallaght and finally an urban street into the centre of Dublin. The proximity of the Dublin Mountains and the historic value of the old village in Tallaght present significant opportunities for tourism potential in the area.	have been incorporated to improve pedestrian and cyclist safety, promote more active travel, and create a more accessible and welcoming environment for all users. The Proposed Development seeks to enhance the existing setting and improve infrastructure and facilities for local residents, visitors and commercial businesses. During construction, a limited amount of temporary employment will be generated, which may be sourced locally and could result in a limited level of local expenditure. Temporary restrictions to access for local residents and businesses may occur during construction. However, a phased construction approach will be adopted, alongside the implementation of an Access Management Plan and a Construction Traffic Management Plan, to mitigate potential effects associated with route diversions and temporary closures. By carrying out works in phases and implementing these measures, disruption will be minimised, and given the relatively short duration of construction, significant effects are not anticipated. The operational phase of the Proposed Development is expected to result in positive effects, including improved safety and accessibility for local residents and businesses, together with enhancements to the public realm.	and land use is not significant and will bring benefits to the local area
Cumulative Impacts	There are no major projects planned in the area likely to give rise to cumulative impacts. Following a review of the South Dublin County Council planning portal[13] accessed on 28th January 2026, the following planning applications were found regarding proposed developments in the local area:	The Proposed Development is expected to be completed on a phased basis. Works will be programmed in advance and in consultation with the County Council to ensure minimal disruption. Communication with the public during the construction phase will also be outlined in the CEMP to minimise	It is considered that with standard protective measures in place, the potential cumulative impact is not likely to be significant.

[13] Planning Portal - search applications

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	An application (SD26A/0019W) was submitted in January 2026 and is under consideration at the time of writing for two signs to be added to the front elevation of an oriental takeaway business on No. 3 College View, Main Street, Tallaght Village, D24 Y768. An application (SD25A/0053W) was submitted in January 2026 and is under consideration at the time of writing for a residential development on a c.0.34 ha site formerly known as Bruce House, Main Road, Tallaght, consisting of a 6 storey residential building with 38 apartments, ground floor plant, bin and bicycle stores, parking in the adjoining Priorsgate basement, pedestrian and vehicle access from Old Blessington Road, roof plant, landscaping, communal open space including a children's play area, and associated site works. An application (ED25/0086) for the replacement of existing shopfronts at Block One & Block Two, Village Green was declared exempt from planning permission in October 2025. An application (SD24A/0893W) for the demolition of the existing former Ulster Bank building and the construction of two new buildings: a mixed-use building (Block A) and a residential building (Block B). Block A is a proposed 3-storey accessed by Old Blessington Road (Main Street) and will consist of 1no. retail unit (76.5 sqm) at the ground-floor and 4 no. apartment units (4 No. 1-bed units). Block B is a proposed 5-storey located to the rear of the site, accessed by a side lane connected to Old Blessington Road, consisting of 22 no. apartment units (8 No. 1-bed units, 4 No. 2-bed units, and 10 No. 3-bed units). The vehicular and pedestrian entrance is accessed by a side lane connected to Old Blessington Road. The development will also include associated private and communal open spaces, landscaping, bicycle storage, bin storage, retail storage, and all associated site works. This application was granted permission in December 2025, but an appeal has been lodged against the council's decision, and this process is currently ongoing.	disruption to those accessing and visiting the Village Centre. There is potential for cumulative construction effects should a number of the developments noted in the second column be progressed concurrently. Such effects could include temporary increases in construction traffic, dust generation and noise levels, particularly where construction activities overlap spatially or temporally. Based on publicly available information, the construction programmes for these developments are currently unknown. In the event that construction activities occur at the same time, it is recommended that communication and, where practicable, coordination is undertaken between developers to ensure appropriate mitigation is implemented. This may include the coordination of delivery timings, the phasing of dust-generating or noisy activities, and the management of shared access routes. It is not anticipated that the identified planning applications would give rise to significant cumulative effects on the Proposed Development during operation. The Village Enhancement Scheme aims to create a high-quality public environment that supports a vibrant village centre, promoting and retaining the retail activity and enabling residents to access local services safely and conveniently by walking, cycling or using public transport. This would benefit the future residents of the housing, mixed use and nursing home developments. Should further proposals come forward in the future, the Proposed Development would be considered as part of the cumulative assessment for those schemes, as appropriate.	

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	An application (SD22A/0035) was granted in February 2023 and amended via (SD24A/0202W) in February 2025 for the construction of a 4-storey nursing home building consisting of: (i) 120 bedrooms and associated services on lands to the East (and within the curtilage) of St. Mary's Priory, Old Greenhills Road, Tallaght. There is also potential for future development on the N81 and the Old Esso site, located at the intersection of Main Street and Greenhills Road; however, no planning applications for these have been submitted to the planning authority to date.		
Major Accidents and/or Disasters	The Site is not located in an area with a history of natural disasters or COMAH accidents or incidents. The Proposed Development is not of a type with potential to give rise to risk of a major accident or disaster.	The Proposed Development seeks to improve pedestrian safety and improve traffic flow through the town. This will include widened pedestrian footways, new crossing points and improved junction markings and sightlines. Construction works will be undertaken in accordance with good site management practice and control measures will be outlined in a CEMP. The construction and operation of the Proposed Development would be managed within the requirements of health and safety and construction related regulations.	It is considered that with standard protective measures in place the effect of the Proposed Development on major accidents and disasters are not significant.
Climate Change	Climate change EPA research[14] predicts that by the middle of this century (2041-2060): • Temperatures are projected to increase. • Warming will be enhanced at the extremes (i.e. hot days and cold nights). • Substantial decreases of approximately 50% are projected in the number of frost and ice days. • Summer heatwave events are expected to occur more frequently, with the largest increases in the south. • Precipitation will become more variable, with drier summers and more rain in the winter. • Reduced snowfall.	The Proposed Development will create a climate resilient, nature-based public realm through the implementation of nature-based solutions that increase climate resilience and biodiversity, support community health and wellbeing, and elevate the visual quality of the village landscape. These interventions will include increased areas of grassland verges, tree planting and ornamental planting, which will also improve natural drainage across the Site, contributing to an overall positive increase in climate resilience.	It is considered that the effect of the Proposed Development on climate change is not significant.

[14] Climate change | Environmental Protection Agency

Topic	Baseline	Potential Effects and Control Measures	Significance of Effects
	• The energy content of the 120m (a typical wind turbine height) wind is projected to decrease for all seasons. • The length of the growing season is projected to increase; and • Substantial changes in storm tracks, increases in mean sea level pressure, surface evapotranspiration, specific humidity and cooling demand, along with decreases in 10m wind speed, heating demand and solar energy resources are also projected by mid-century.	As part of the nature-based solutions, the Proposed Development incorporates SuDS like rain gardens, which manage rainwater runoff from hard surfaces following heavy downpours. This approach will increase the Site's capacity to cope with extreme rainfall events, making it more climate resilient compared to existing conditions. In addition, the Proposed Development will provide prioritised active travel routes to encourage the use of sustainable transport modes, further supporting the village's resilience to climate change and promoting healthier, low carbon travel options.	

Table 1: Environmental Baseline Summary

4. Conclusion of EIA Screening

The Proposed Development in Tallaght Village has been reviewed in the context of the EIA screening criteria as set out in the Planning Regulations. These criteria include:

- The characteristics of the Proposed Development (including scale, demolition, use of natural resources, waste production, pollution and risk of major accidents).
- The location of the Proposed Development (including environmental sensitivity and absorption capacity); and
- The type and characteristics of potential impacts (including the size of the area affected, the scale of the impact, how likely the impact is to occur and the duration of any impact).

From the assessment undertaken and presented herein, it is considered that given the scale and nature of the Proposed Development that there will be no significant effects on the environment and that EIA is not required.

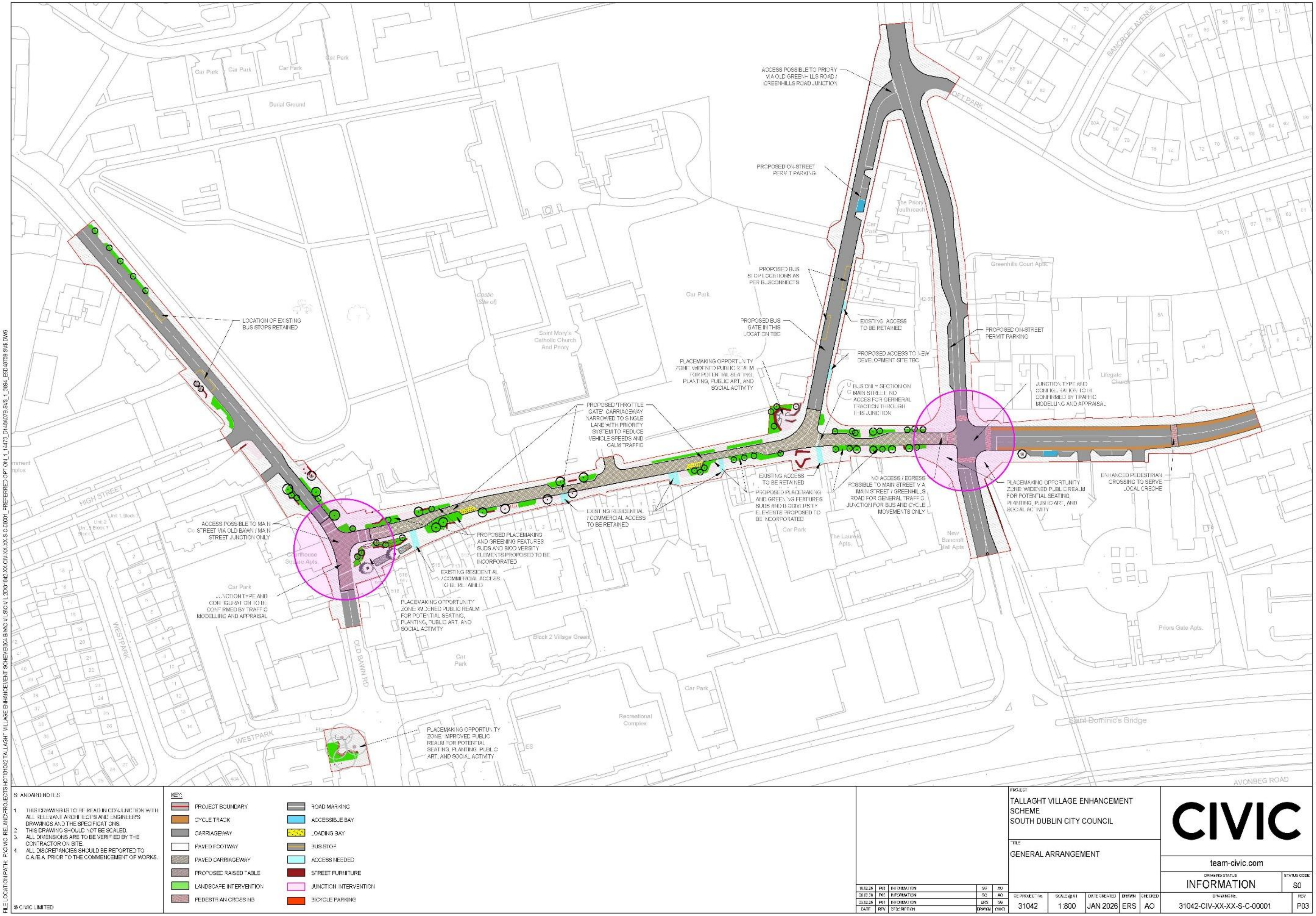
In conclusion, to ensure that potential environmental and operational effects are appropriately managed, the following assessments are recommended to be carries out and submitted as part of the planning process:

- **Construction Environmental Management Plan (CEMP):** to set out measures for managing and mitigating environmental impacts during construction.
- **Transport Statement:** to confirm existing transport movements and forecast anticipated traffic during construction and operation.
- **Preliminary Ecological Assessment:** to identify sensitive ecological receptors in and around the site and to advise on appropriate buffer distances and mitigation requirements.
- **Arboricultural Assessment:** to assess existing trees and provide guidance on root protection areas and appropriate mitigation measures.
- **Noise Baseline Assessment:** to establish existing background noise levels and agree noise limits for both construction and operation.

These assessments will help ensure that construction and operational activities are carried out in a safe and responsible manner.

Appendices

Appendix A – General Arrangement Plan


ACCESS POSSIBLE TO PRIORY VIA OLD GREENHILLS ROAD / GREENHILLS ROAD JUNCTION
PROPOSED ON-STREET PERMIT PARKING
PROPOSED BUS STOP LOCATIONS AS PER BUSCONNECTS
PROPOSED BUS GATE IN THIS LOCATION TBC
EXISTING ACCESS TO BE RETAINED
PROPOSED ACCESS TO NEW DEVELOPMENT SITE TBC
PROPOSED ON-STREET PERMIT PARKING
LOCATION OF EXISTING BUS STOPS RETAINED
PROPOSED 'THROTTLE GATE' CARRIAGEWAY NARROWED TO SINGLE LANE WITH PRIORITY SYSTEM TO REDUCE VEHICLE SPEEDS AND CALM TRAFFIC
JUNCTION TYPE AND CONFIGURATION TO BE CONFIRMED BY TRAFFIC MODELLING AND APPRAISAL
ENHANCED PEDESTRIAN CROSSING TO SERVE LOCAL CRECHE
ACCESS POSSIBLE TO MAIN STREET VIA OLD BAWN / MAIN STREET JUNCTION ONLY
PROPOSED PLACEMAKING AND GREENING FEATURES SUDS AND BIODIVERSITY ELEMENTS PROPOSED TO BE INCORPORATED
EXISTING RESIDENTIAL / COMMERCIAL ACCESS TO BE RETAINED
PLACEMAKING OPPORTUNITY ZONE: IMPROVED PUBLIC REALM FOR POTENTIAL SEATING, PLANTING, PUBLIC ART, AND SOCIAL ACTIVITY
HIGH STREET
WESTPARK
OLD BAWN RD
AVONBEG ROAD
Saint Dominic's Bridge
STANDARD NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A/E.A. PRIOR TO THE COMMENCEMENT OF WORKS.
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KEY:
PROJECT BOUNDARY
CYCLE TRACK
CARRIAGEWAY
PAVED FOOTWAY
PAVED CARRIAGEWAY
PROPOSED RAISED TABLE
LANDSCAPE INTERVENTION
PEDESTRIAN CROSSING
ROAD MARKING
ACCESSIBLE BAY
LOADING BAY
BUS STOP
ACCESS NEEDED
STREET FURNITURE
JUNCTION INTERVENTION
BICYCLE PARKING
10.02.26 P03 INFORMATION SG AO
06.02.26 P02 INFORMATION SG AO
03.02.26 P01 INFORMATION ERS SG
DATE REV DESCRIPTION DRAWN CHKD
PROJECT
TALLAGHT VILLAGE ENHANCEMENT SCHEME
SOUTH DUBLIN CITY COUNCIL
TITLE
GENERAL ARRANGEMENT
CIVIC
team-civic.com
DRAWING STATUS INFORMATION
STATUS CODE S0
CE PROJECT No. 31042
SCALE @A1 1:800
DATE CREATED JAN 2026
DRAWN ERS
CHECKED AO
DRAWING No. 31042-CIV-XX-XX-S-C-00001
REV P03

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together

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