

**Castletymon Shopping Centre**  
District Centre Enhancement Programme

**Part 8 Report**



South Dublin County Council

Date: November 2021

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## Executive Summary

### **Overview of the Part 8**

The proposed scheme is to upgrade and modernise Castletymon Shopping Centre and its environs. This includes work to the building facades such as painting or rendering, redesigning of the carpark layout to provide wider pedestrian areas in front of businesses, creation of a plaza space with landscaping to the front of the centre and new walkways and segregated cycleways connecting the centre to the new Library / Bancroft Park and Tymon Park / National Basketball Arena.

Works to the buildings will be finalised in agreement and with approval of the traders, this may result in cleaning of the current brick facade or painting / rendering as well as possible upgrades to signage, graphics, etc. The final colours and extent will be as per the trader's decision.

- **Road** – Narrowing the existing carriageway to 6.2m.
- **Cycle Facilities** – Provision of new cycle lanes.
- **Pedestrian facilities** – New footways along Castletymon road and new wide footways in front of the shops. A new plaza area will be created between the carpark and the road which will include street furniture such as: seating, bins, cycle stands, ground-based planting, water fountain, bike shelter, etc.
- **Public Lighting** – New public lighting will be included in the scheme
- **Drainage** – Minor drainage works will be carried out due to new carriageway alignment
- **Carpark** – Rationalization of the carpark to create more space for pedestrian areas  
Existing spaces = 52, plus 6 unofficial spaces. Proposed spaces = 51 spaces.
- **Shopping centre** – Proposed façade works to the buildings and new signage etc. to the shopfronts. The extent of this item is dependent on trader approval and engagement.
- **Art** – An artist has been commissioned Creative Connections; Grainne Walker to create a mural / murals within the scheme. The proposed location is along the walkway and to the rear, other locations within the scheme are under consideration and include walls / stub wall in the plaza area as well as at the Bancroft Park entrance.
- **Junctions** – Junction layouts are to be as per the NTA's standard for cycleways, the layout of the proposed junctions will be updated in line with new NTA standards when the latest layouts come available.

### **Possible changes to the scheme going forward**

The scheme, if approved, may be approved by Councillors with changes following the review of the Public Submissions. Hence it is beneficial if submissions are made which identify elements of the scheme which are supported to ensure they are retained.

During the Detailed Design of the scheme further changes may be made for various reasons; to resolve safety issues, to resolve items raised by public submissions, to align with the most recent standards or to achieve approval (such as the NTA), etc.

The proposed works to the buildings will be developed in liaison with the traders. This could change to proposed finishes and colours of the building as well as where the Art is located. The shopfront for the new proposed Centra is excluded from this scheme as it is a private planning application, see planning application SD19A/0377 for details.

## 1. Background

### 1.1. Background

South Dublin County Council has carried out various District Enhancement Schemes in the last number of years, to make local areas more liveable, sustainable and attractive for local residents, businesses and visitors alike.

The proposed scheme includes enhancement works carried out on Castletymon Shopping Centre and carpark and approximately 250 metres of Castletymon Road between the new Castletymon Public Library/ Bancroft Park and Tymon Park/ National Basketball Arena.

Location Map;



## **1.2. South Dublin County Council Development Plan 2016 – 2022**

The promotion of more sustainable modes of transport that link more consolidated urban areas together is central to the core strategy of the County Development Plan.

The key objectives which are the driver for the District Centre Enhancement Programme under which this scheme is being proposed are:

***UC1 Objective 4:*** *To promote a high standard of urban design in urban centres that contributes to the creation of safe and attractive streets and spaces and creates desirable places to work, live and visit.*

***UC1 Objective 5:*** *To promote and facilitate environmental and public realm improvements in existing town, village, district and local centres to address environmental quality, urban design, safety, identity and image.*

***UC1 Objective 6:*** *To improve the accessibility of town centres from the surrounding catchment area through public transport provision, sustainable transport infrastructure and the road network, and incorporate good local linkages between car parks, public transport stops, cycle parking facilities and the various attractions within the centre (see Chapter 6.0 Transport and Mobility for further detail).*

***UC1 Objective 7:*** *To improve access to the village, district and local centres of the County with particular emphasis on public transport provision and improvements to walking and cycling infrastructure, including disability proofing.*

The scheme is also along a Cycle South Dublin “Now” route from Greenhills Road to Tallaght Village. The cycle route being proposed is being identified as a phase 1 section of cycle infrastructure for that scheme. It will also connect the shared surfaces in Tymon Park to those in Bancroft Park.

### **1.3. The Proposed Scheme**

Currently the vehicle carriageway along Tymon Road is around 9.2 m wide and does not have any cycleways. Footpaths are existing along the road, separated from the traffic by a strip of green with trees. The proposed scheme will involve the upgrading and modernisation of Castletymon Shopping Centre and its environs in Tallaght, Co Dublin. This will involve improvements within the shopping centre area and along the roadway from the new Library to Tymon Park/ NBA entrance.

Works include:

- **Narrowing the carriageway** – To enhance pedestrian and cycle facilities to and within the centre
- **Provision of new cycle way** – To create links to and between the shopping centre, Bancroft park and Tymon park
- **Creation of a landscaped plaza with street furniture** – To create more amenity space within the centre
- **Rationalisation of the carpark layout** – To widen pedestrian areas in front of the shops
- **Improvement of rear pedestrian access** – To combat anti-social behaviour
- **Upgrade works to the façade of the shopping centre** – To modernise the look and support local businesses (subsequent to appropriate liaison and approvals)
- **Upgrade works to the shopfronts** – To modernise the look and support local businesses (subsequent to appropriate liaison and approvals)
- **Commission Art in the form of a Mural** – To create a vibrant and distinctive place

The proposed scheme has been designed to current standards including the Design Manual for Urban Roads and Streets (DMURS), TII DMRB and the National Cycle Manual (NCM).

### **1.4. Need for the Scheme**

Castletymon Shopping Centre is currently located on a 9.2m wide tree lined distributor road with minimal pedestrian paths and no cycleways. It is located between the new Castletymon Library / Bancroft Park to the South and Tymon Park/ National Basketball Arena to the North of it. Castletymon Road is also part of the Greater Dublin cycling network plan and SDCC's Cycle South Dublin Network of proposed schemes.

As the recent traffic survey along this road shows, very few people are stopping at the shopping centre. Most traffic, including pedestrians and cyclists go past the shopping centre without spending time in the area. Over time the shopping centre is becoming dilapidated.

A new Library has just been opened on Tymon Road, in close proximity to the shopping centre and will hopefully also help to enhance the area. As the old Library had been part of the shopping centre, new shops can be accommodated at Castletymon Shopping Centre, the incumbent Centra, have recently submitted a planning application to move into the old Library which will be a huge benefit to the District Centre, particularly as it will utilise the derelict building.

### 1.5. Objectives of the Scheme

#### Objective 1: Enhance pedestrian and cycle connections to, and within, the centre.

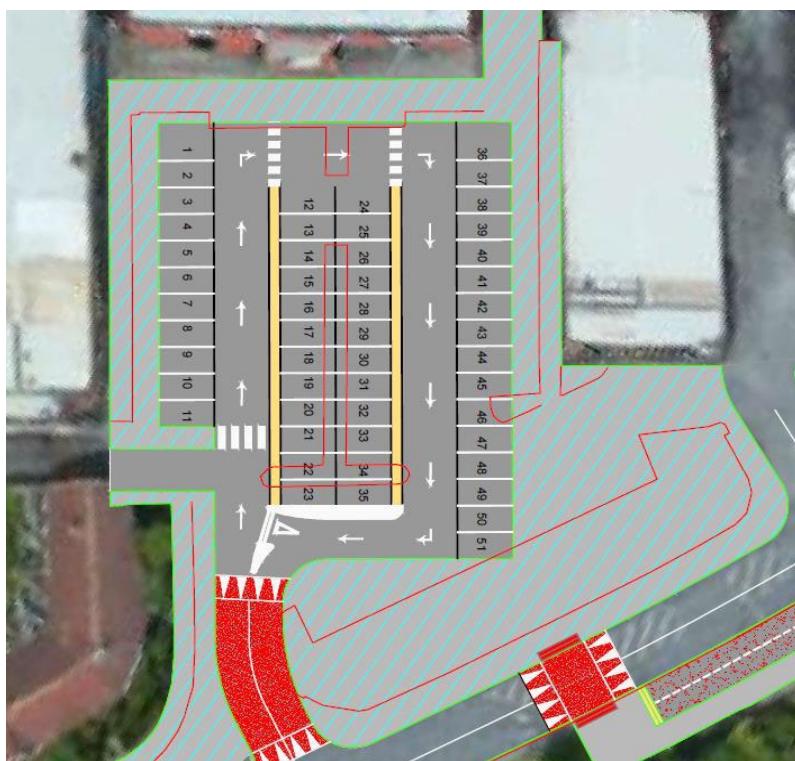
Given the proximity to Tymon Park and Bancroft Park NTA funding has been applied for, to provide footways and cycleways to the shopping centre from both parks.

SDCC is also focusing on reallocating carriageway space to create a plaza type area to the front of the centre.

#### Objective 2: Make the common areas within and near the centre more user friendly.

The existing layout prioritises cars over pedestrians (shown in red below). SDCC have focused on using the space more efficiently while maintaining the parking provision. This would double the pedestrian space in front of the 2 promenades of businesses.

SDCC hope to also close off the second access to the carpark to facilitate the provision of more pedestrian space and the key pedestrian cycle access point to the centre from the crossing.



#### Objective 3: Create vibrant and distinctive places

SDCC has now formed a panel of artists who have expressed an interest in developing artworks for the scheme. This will most likely take the form of a mural. An artist has been selected by means of a competitive selection process. The selected artist, Grainne Walker of Creative connections, will liaise with the community and to establish an appropriate work.

#### Objective 4: Encourage the community to sit and meet

Through the provision of seating, planting, open plaza space, etc. The additional pedestrian plaza space being generated could facilitate community events in the future.

### **Objective 5: Provide greener and more sustainable places**

Depending on the feedback input SDCC gets from end users and traders, SDCC hopes to provide significant planting in the scheme.

SDCC is also looking a planter integrated drainage solutions and tree pit drainage solutions.

Ducting will be installed to future proof for the provision of e-charging.

### **Objective 6: Support local businesses and identify opportunities for good growth**

Working with the LEO and the Chamber of Commerce hope to

- Get local businesses to buy into and help shape the project design and project delivery in their centre
- Promote access to well established programmes of business support already in place including for example access to:
  - Training and learning
  - Grant funding and financing

### **1.6. Layout Options considered**

#### **Cycleway Options:**

The one-way cycleway on each side has been approved by the NTA. Various cycleway options including 2-way cycleway on one side of the road and shared space areas were originally considered.

#### **Pedestrian crossings:**

Two Signalised crossings are being provided however further consideration is being given to the provision of a Zebra Crossing in the middle of the scheme where the existing signalised crossing is now. The additional crossing is being provided in front of the NBA pedestrian entrance across Castletymon Rd.

#### **Carpark/ Plaza Layout options:**

Various carpark layouts were considered.

The existing carpark has 52 carparking spaces plus 6 unofficial ones. The side entrance by the billboard is going to be closed off to create additional space for a plaza, including bicycle parking.

The new carpark layout will have 51 spaces and create a more user-friendly space by increasing the footpath width in front of the shops. The additional space towards Tymon Road will make space for a Plaza with street furniture, planting and room for bicycle parking.

## **2. Environmental Considerations**

### **2.1. Environmental Impact Assessment Screening**

EIA Screening completed by JBA Consulting Engineers and Scientists Limited.

It was determined that the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

### **2.2. Screening for Appropriate Assessment**

AA Screening completed by JBA Consulting Engineers and Scientists Limited.

In carrying out the AA screening, mitigation measures have not been taken into account. Standard best practice construction measures which could have the effect of mitigating any effects on any European Sites have similarly not been taken into account.

On the basis of the screening exercise carried out above, it can be concluded that the possibility of any significant impacts on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond a reasonable scientific doubt on the basis of the best scientific knowledge available.

### **2.3. Biodiversity**

The site of the proposed development is of limited value – considering the totally artificial, built-up nature of the site and the lack of significant vegetation. The vast majority of the site corresponds with Fossitt habitat classification categories, ‘Buildings and artificial surfaces’ (BL3). The site does not support rare or protected species.

While the site itself is of little ecological value, it is adjacent to the River Poddle, Tymon Park and also not far from Bancroft Park and there are a number of designated sites, both upstream and downstream.

Owing to the location and small scale of the proposed development, the fact that it will take place entirely on the existing roadway and the fact that routine construction best practice will be used for the duration of the construction phase, it can be concluded that there will be no impact on biodiversity during the construction phase. During the operational phase, the upgrading of the public lighting will reduce light spill which will improve this area for nocturnal wildlife including bats.

#### **2.4. Flooding**

The only river near this site is the River Poddle. It is not affecting the shopping centre as it runs behind St. Joseph's Special School, which is situated across the road. The Poddle crosses under Castletymon Road at the corner with the new library.

According to the OPWs Poddle River Fluvial Flood Extents Map dated 11 August 2016, the Poddle River has not caused any flooding in this area.

#### **2.5. Population and Human Health**

New cycling infrastructure and improved pedestrian pathways will make it more attractive to cycle and walk and should contribute to the overall health of the population by increasing active travel.

#### **2.6. Landscape and sites of Historical, Cultural or Archaeological Significance**

There are no sites of historical, cultural or archaeological significance located in the area of the proposed development.

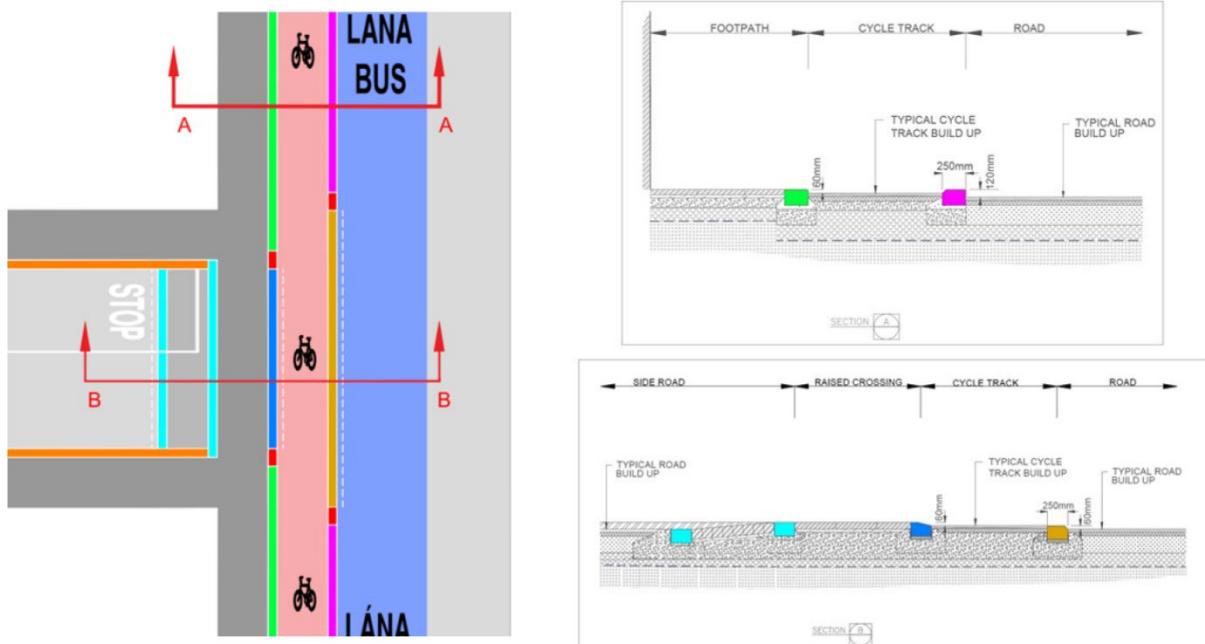
### 3. Preliminary Design

#### 3.1. The Scheme

All proposed works for the project will include a fully integrated landscape plan and will accommodate all the required services or all required services diversion, if any.

#### 3.2. Proposed Road Cross Section:

- **6.2m wide vehicular carriageway**
- **3.6m wide northbound cycle way**
- **1.75m wide southbound cycle way**
- **2.0m wide grass verges**
- **2.0m wide footpaths**



#### 3.3. Buildings in the Shopping Centre

SDCC are proposing to do works to the building façade and to shopfronts, the final extent and nature of these works will be determined as a result of further liaison with the appropriate persons. Proposed works to the façade include the application of a coloured render (colour to be determined). This may as a result of further liaison be amended to painting of the existing walls or repointing and cleaning of the brick. Similarly work to the shopfronts could include new signage, shutters or possibly windows and doors. These works are being proposed under a shopfront grant scheme specifically for DCEP schemes and will require a financial contribution from traders.

### **3.4. Sustainable Transport & Smarter Travel**

The proposed scheme includes 250m long cycleway each side of Tymon Road connecting Tymon Park and Bancroft Park. The cycleways will be part of the larger Cycle South Dublin active travel scheme, route 27 on the current plan.

### **3.5. Road Lighting**

New public lighting will be installed in the area of the new carpark and along the roadway.

### **3.6. Surface Water Drainage**

To prevent flooding of the carriageway by direct rainfall or by water flowing onto the road from adjoining footways, cycle tracks and/or properties.

Amendments to the existing drainage will be needed due to the realignment of kerbs. Any additional hard surfaced areas will be drained and attenuated. SDCC are looking to include SUDS drainage within the planted areas such as soakaways and tree pits.

### **3.7. Utilities**

It's envisaged that existing chamber / valve covers and frames will be removed and reinstalled at the new finish level. Some works to utilities may be required following the detailed design of the scheme.

### **3.8. Road Safety Audit**

A Stage 4 Road Safety Audit (RSA) was carried out in 2021 to establish any existing hazards to be considered within the design. A further Stage 1/2 RSA will be carried out during detailed design of scheme as required.

### **3.9. Detailed Design**

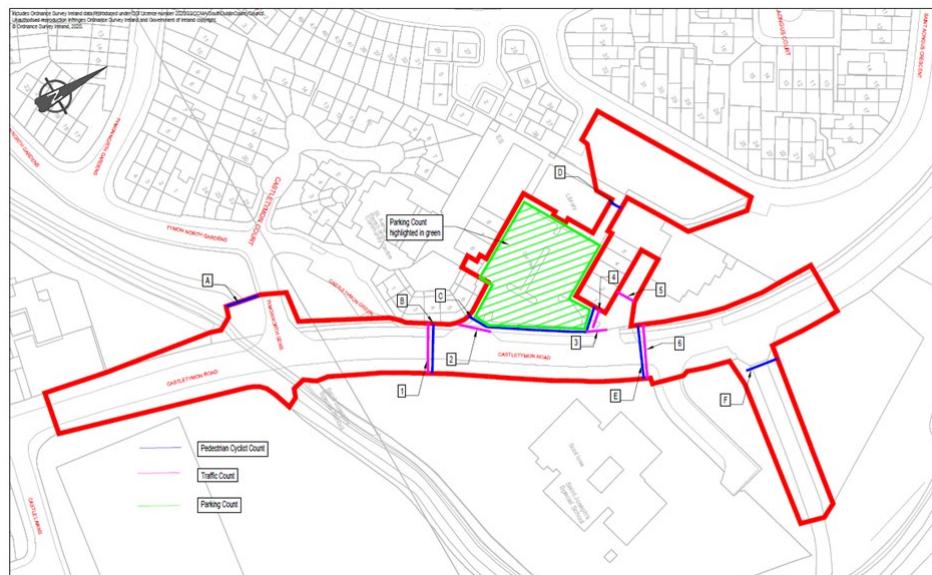
The design if approved will be subject to change during detailed design, these changes may be as a result of the Public Consultation submissions, trader liaison, design standards, NTA requirements, subsequent RSAs and generally as a result of a more detailed analysis of the scheme and the proposals.

The works to the building will be subject to final agreements and approvals from each trader / property owner. SDCC reserve the right defer any works should funding not be available.

## 4. Traffic Assessment

### 4.1. Introduction

A traffic count survey was carried out around the shopping centre as well as at nearby junctions in May 2021.



### 4.2. Existing Conditions

- **AADT** = 7200 vehicles per day, on average 85% of vehicles drive past the shopping centre. Average number of vehicles per day visiting the shopping centre = 1100
- **Parking** – Existing spaces = 52, plus 6 unofficial spaces. The carpark regularly reaches max capacity. – Proposed spaces = 51
- **Pedestrians** – In 1 week only 16 out of 2804 people walking past the centre stopped at the shops
- **Cyclists** – In 1 week only 7 of 462 cyclists passing the centre stopped at the shops
- **Speed Limit** = 50km/h. The 85<sup>th</sup> percentile speed is 47 km/h, 8% of vehicles were recorded exceeding the speed limit, typically up to 60 km/h