

TALLAGHT TOWN CENTRE MASTERPLAN

PRE-PLAN CONSULTATION • STAGE 2



INTRODUCTION

Background

In December 2004 a new County Development Plan was adopted by the Elected Members (Cllrs.) for South Dublin County Council. The Development Plan designated Tallaght as the County Town and expanded to the Town Centre area to the north and east. The development of the expanded Town Centre is subject to the preparation of a Masterplan to facilitate its intensification and provide for new streets and civic spaces.

As part of the preparation of the Masterplan South Dublin County Council is undertaking an extensive process of public consultation. The first round of consultation took place earlier this year in February and March. During these meetings with the public, a large number of issues concerning those living and working in Tallaght were highlighted to the Council. These included a number of frequently expressed concerns, as follows:

- Poor Safety and Security, Especially at Night.
- The Lack of Access to Public Transport.
- The Need to Better Manage Traffic and Parking.
- The Desire for Quality Buildings and Open Space.
- Monitoring of the Type of Residential Tenure within Apartment Blocks.
- The Poor Image of Tallaght.
- A Lack of Small and Special Interest Business Opportunities.
- The Need for Facilities to Cater for Youth.
- The Need to Preserve and Promote Tallaght's Heritage.
- The Need for the Plan to be Inclusive of the Surrounding Area

The Purpose of This Presentation

South Dublin County Council Staff is examining the issues raised during the previous round of consultation and is looking at ways of addressing them by way of the Masterplan. These Presentation Boards relate to the issues highlighted during the first round of consultation and those identified by South Dublin County Council Staff and illustrate the possible solutions and options that are being considered. They are conceptual ideas and should not be viewed as final. These strategies and options are being presented at this time, so that the views and concerns of the public and all other interested parties can be taken into account prior to the preparation of a draft Masterplan for public display.

An A3 booklet of the display boards is also available for public viewing in Tallaght Library and can be purchased for €10 from the Planning Department within the County Hall. A copy of the presentation can also be downloaded from The South Dublin County Council Website at:

www.sdublincoco.ie

Please note that due to the size of this document access to a Broadband network is recommended.

Feedback

The Planning Department is seeking your feedback on these ideas by way of written submissions. These will be accepted by letter or email and can be sent to the following addresses.

Post to:

Tallaght Town Centre Masterplan
South Dublin County Council
Planning Department
County Hall
Tallaght, Dublin 24

Email to:

jtaylor@sdublincoco.ie

In order to allow all submission to be considered prior to the drafting of a Masterplan they should be received by 14th October 2005. If you have any questions regarding the Masterplan or the materials presented on these Boards, please contact Jason Taylor or Fiona Tynan on 414 – 9000.

THE NEED FOR CHANGE

Tallaght needs to change. The Town Centre was built on a 1960s new town model, which has become quickly outdated. It was model that was built around the use of a motor vehicle, not the people who must live and work there. Significant changes occurred in the 1990s with the construction of major institutions such as the Hospital and the ITT. Another significant change was the construction of the Square. These places attracted people to the Town Centre from greater distances and for more varied reasons. However, these places were designed in isolation and discourage interaction with other places within the Town Centre.

The population of the Town Centre and the surrounding area is also in decline. Between 1991 and 2002 the population within and around the Town Centre declined by some 7% - 10%. If this trend were to continue the viability of many business, schools and other community services would be threatened.

Tallaght is changing rapidly. The designation of number of sites for tax incentives and the LUAS has encouraged in a development boom. Some 2170 new dwellings are under construction or have been completed, and permission has been granted for a further 640. These developments have been designed following a more responsive urban model that is better suited to a Town Centre environment.

The success of tax incentives and the LUAS must be built upon to complete the transition from a 1960s business park to a modern, living and breathing town centre. As highlighted below, the Town Centre faces many challenges that must be addressed by the Masterplan and overcome:



Problem: The fragmented physical nature

- The old village feels removed and distant from the Core Area.
- There are numerous barriers to accessing the Town Centre on foot from surrounding areas and people feel encouraged to drive to places only a short distance away.
- Major destinations are poorly connected and finding your way around can be difficult.
- Large blocks can not be travelled through, forcing people to walk considerable distances to get to places.
- There is an over dependence on the use of cars with public transport services that can be difficult to access and infrequent.

Remedy: A well connected urban centre.



Problem: A Built Environment that Resembles a Business Park

- The predominate features of many areas within the Town Centre are fences, walls and car parks.
- Pavilion style developments which offer no street interaction still dominate large sections of the Town Centre.
- Surface areas resemble a sea of car parking.
- The focus on vehicle movement has encouraged an environment for pedestrian and cyclists which is hostile

Remedy: A built environment that resembles a Town Centre



Problem: A social environment which lacks choice and vitality

- Large areas of the Town Centre are 'dead zones', particularly at night, making them feel uninviting and unsafe.
- There is a lack of social destinations and entertainment facilities that attract people to the centre.
- There is a lack of a permanent population and housing choice is limited.
- Despite the large areas of open lands there is an absence of amenable parks and squares.

Remedy: A lively urban centre which to live, work and be entertained.



Problem: The poor image of Tallaght

- Tallaght is looked down upon by many people, and few realise that it is changing so rapidly.
- The image of Tallaght has a negative effect on investment, job creation and attracting new people to settle in the Town Centre on a long term basis.
- Tallaght perform poorly compared to other centres which have similar geographic positions to the M50, LUAS and employment areas.

Remedy: A self promoting centre that is positive in its outlook and image.

THE VISION

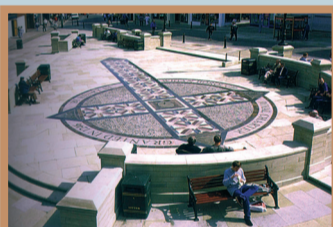
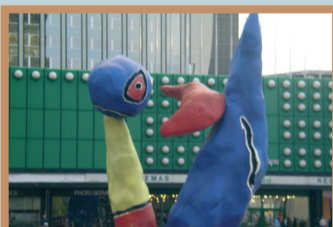
Tallaght has undergone a series of changes since the 1960s. The period from 1999 to the present has seen a number of successes. Namely, the designation of number of sites for tax incentives and the arrival of the LUAS. Another achievement is the construction of some 1700 new dwellings with planning permission granted for a another 900. These developments were designed around an Urban Framework Plan developed by South Dublin County Council in 1996.

The next step is to ensure that we build upon these successes and to ensure that the Tallaght Town Centre is a place that people want to live, work and visit. The Masterplan must develop a vision for the Town Centre and must contain the instruments to realise it.



A Well Connected and Accessible Town Centre:

- Clearly defined and amenable links that provide direct access between destinations
- Parks and squares that are easily accessible and act as meeting points.
- A street network which provides a greater balance between the needs of the pedestrians, public transport and private vehicles.
- The continued growth of the public transport network with the Town Centre acting as its hub.



An Attractive and Distinctive Built Environment:

- Varied and interesting streetscapes that create a sense of place.
- Surface treatments, planting, street furniture and public art that add value to public places.
- Innovative buildings and public spaces that lead the design industry
- Buildings that promote life at the ground floor level.



A Place Where People Want to be:

- An intensive residential population that generates life and sustains jobs, public transport and other services.
- Mixed use development that promotes seven day a week, night and day time activity.
- A vibrant street environment that encourages walking.
- A wide variety of options to be entertained so that people will want to spend time in the Town Centre.
- Attractive parks and squares filled with people and facilities.



A Place that People are Proud of:

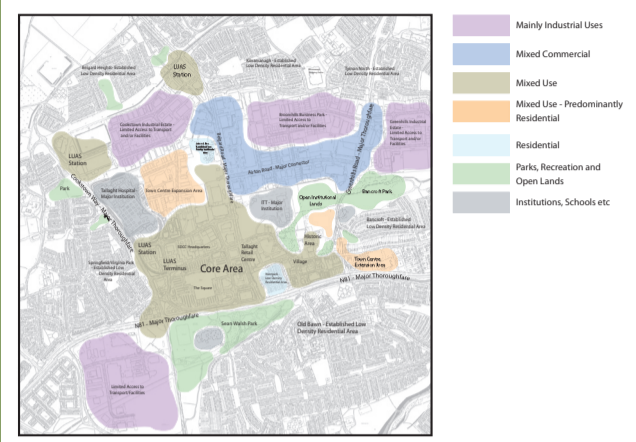
- An economic hub and a centre in its own right.
- A remarkable Town Centre that overcomes preconceptions.
- A destination for not only those living in Tallaght, but for the broader region.

SETTING THE CONTEXT

Land Use

Land Use Strategy:

The Map describes the envisaged lands uses that will develop each areas of the Town Centre. As with intensities, the distribution of uses is based on local conditions and aspirations (such as proximity to public transport, the core area, sensitive uses and existing uses). Each area will be allocated a certain proportion of residential and/or retail and or commercial development. This ensures that the Town Centre is developed in a varied manner and is not dominated by any one particular use. Seven categories of land uses are discussed.



Mainly Industrial Uses: This land uses is predominantly located in 4 zones. Industrial uses range from the processes of raw materials into consumer goods, energy construction and the construction industry.



Mixed Commercial Uses: This land use is predominantly located in 4 areas. It is intended that the mixed commercial area will consist of offices, retail warehousing, showrooms, recreational facilities and small shops to service employees and visitors.



Mixed Use Areas: It is envisaged that the Mixed Use area around the Core Area will provide a diverse residential, retail and employment zone which promotes the formation of a sustainable Town Centre community. The Mixed Use-Predominantly Residential area will have a more residential focus.



Parks and Open Lands: This area includes existing areas of open space. It is also intended that as part of the expansion of the Town Centre that new neighbourhood parks will be catered for at points which are easily accessible to the general public.

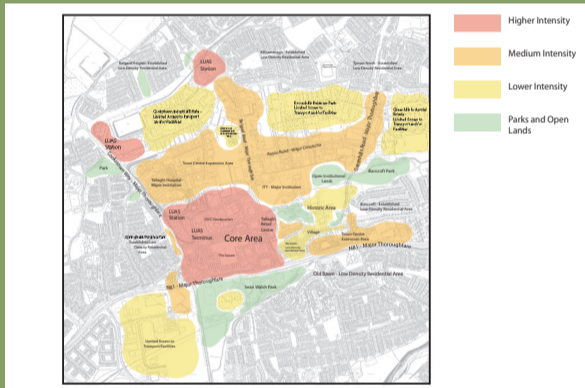


Institutional Lands: These lands will cater for the expansion of existing institutional facilities.

Intensity

Intensity Strategy:

The distribution of development intensity is based on local conditions and aspirations (such as proximity to public transport, the Core Area, sensitive uses and existing densities). The Strategy contains three types of intensity; higher intensity, medium intensity and lower intensity. Plot ratio will be used to measure intensity. Plot ratio provides a calculation of the volume of building in relation to the area of the site (Gross Floorspace / Total Site Area). It is normally expressed as a percentage or ratio such as 25% or 0.25:1.



Higher intensity areas are focused on the Core Area and the at Cookstown and Belgard LUAS Stations. Higher intensities are desirable in these locations because of their proximity to public transport and facilities. Higher intensity areas generally have a plot ratio in excess of 200% or 2:1.



Medium intensity areas are focused on the edges of the core, along major transport corridors and in the Town Centre expansion areas. They are not as well serviced by public transport and facilities as higher intensity areas, however are better served than lower intensity areas. Medium level intensity areas generally have a plot ratio between 100% or 1:1 and 200% or 2:1.

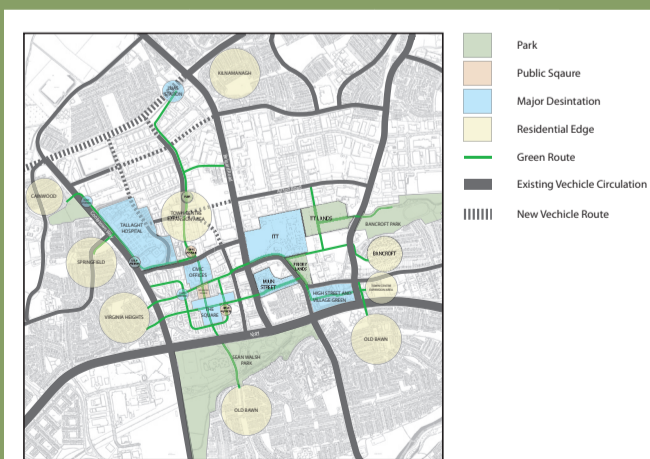


Lower intensity development is provided for at the fringes of the Masterplan area. In these areas, access to facilities and public transport is more limited and impacts of development on the local environment are potentially more significant. Lower intensity development generally has a plot ratio less than 100% of 1:1.

Movement

Connection Strategy

The Map illustrates the major vehicle and pedestrian connections for the Town Centre and surrounding area. The scheme is to be development so that a greater balance is found between cars and pedestrian. Whilst the motor vehicle will be accommodate is will not dominate. The strategy will be built on the principles of; providing direct access between major destinations; ensuring pedestrian routes are active and safe; providing relief for pedestrians away from the hustle and bustle of traffic; using urban design methods to calm traffic and ensuring crossing points are safe.



Upgrading existing roads: Existing roads need to be upgraded so that they are more suitable to a Town centre environment. A possible way of implementing this strategy is the collection and allocation of planning levies. The pro's of this strategy is that the collection of levies is a legal process that adopted by the Elected Members and implemented by South Dublin County Council. The con's of this strategy is that it does not offer a great deal of flexibility with regard to expenditure and timeframes. The implementation phase of this strategy would be medium term.



New distributor roads: New distributor roads will be needed to allow for greater access and circulation within the Town Centre. A possible way of implementing this strategy is through Compulsory Purchase Orders to acquire lands for new streets. The advantage of this Strategy is that South Dublin County Council could identify and obtain the best possible routes between destinations. The disadvantages of this Strategy are the enormous cost to the Council budget and the length of time it would take to obtain and carry out a C.P.O. The implementation phase of this strategy is medium term.



New local access streets: These streets will be needed to penetrate large blocks and make them accessible to the residents/users of the site. A possible way of implementing this strategy is to require developers to provide for new streets as part of any development. The advantages of this strategy that South Dublin County Council would not incur any costs and new streets would be completed in conjunction with new development. The disadvantages of this strategy is the increased cost to buyers and the ad-hoc development of a street network. The approximate location of these streets would be shown in the Masterplan. The implementation phase of this strategy is medium to long term.



New local access and pedestrian streets: A possible way of implementing this strategy is to offer floorspace incentives in return for providing new streets. The pro's of this approach is that landowners contribute to the cost of the new street network and new streets would be completed in conjunction with new development. The difficulty of this approach is finding a balance between improved public areas and the intensity of development. The approximate location of these streets would be nominated in the Masterplan. The implementation phase of this strategy is medium term.

BUILDINGS AND THEIR SETTINGS

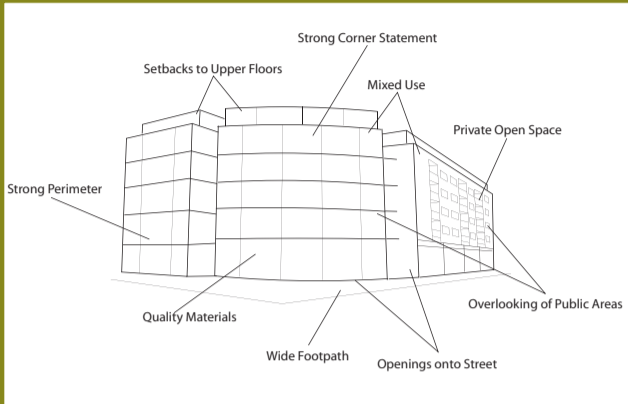
Quality of Architecture

Key Strategic Issue

Ensuring that new development is of a high quality which responds to and enhances the Town Centre.

The Next Step

Development of a strategy to promote high quality buildings that are well-placed and scaled according to their setting with the provision of proper streets, squares and gardens in the Town Centre.



Possible Solutions:

Regulation of Building Height: Building height is a key issue that will set the tone for the development of the Town Centre. Higher buildings will be appropriate in those areas to be intensively developed. However care must be taken to ensure that the scale of development does not overwhelm public spaces or sensitive areas. Building height could be regulated through the use of development control standards, such as height limits. These could be implemented to set the tone for development within different areas of the Town Centre. However a degree of flexibility should be built into any such controls, to allow for variations under certain circumstances (such as on corner sites, gateways and view terminations).

The identification of key sites for "Iconic" buildings: Sites that are highly visible or will form a crucial part of the Town Centre's development could be identified for landmark buildings. A design process that involves architectural competitions or collaborations between different architectural companies could facilitate innovative designs. The positive of this Strategy is that architecturally exciting buildings would be created thereby generating a sense of identity and positive exposure for the Town Centre. The difficulty in implementing this strategy is achieving consensus that the highest standard of design has been met.

Active Frontages: One of the key factors to good design is how the ground floor frontages relate to the street. Frequent and transparent openings stimulate interest and activity, as well as creating a safer environment through passive surveillance. Development control standards could be implemented to ensure that active ground floor frontages are provided.

Quality Design: Not every building can be innovative or 'iconic'. However higher design standards applied to all buildings can have collective effect that makes a place special. Design quality is difficult to regulate, however development control standards can be implemented to ensure basic standards are achieved. The onus can also be placed on the designers to 'justify' their proposal, by requiring design statements.

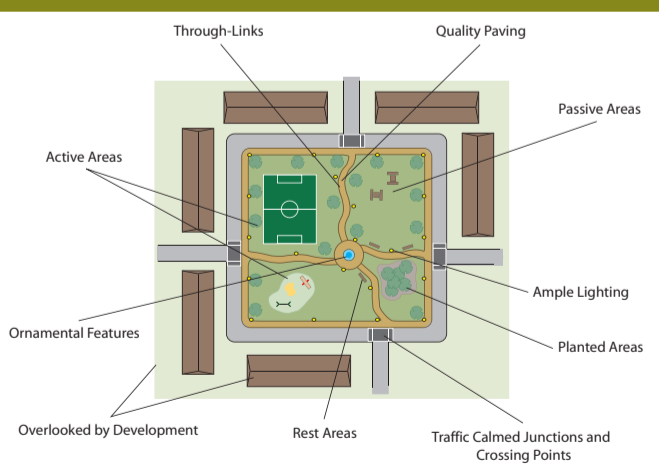
Public Spaces

Key Strategic Issue

To provide high quality parks and plazas and to improve the quality of existing parks adjacent to the Town Centre. To ensure a high level of amenity in the Town Centre and to protect/enhance its clear relationship with the Dublin Mountains.

The Next Step

Development of a public space Strategy for the Town Centre to illustrate where public space is possible, where it should be located and the type of public space that should be provided to allow for passive and active leisure activities for all ages. The strategy should also provide guidance as to the types of facilities that should be provided within the different types of parks.



Possible Solutions:

New parks: Key strategic locations for parks within the Town Centre will need to be identified. These need to contain a number of facilities that cater for a diverse range of passive and active recreational uses and provide areas of relief within urban areas. The implementation phase of this Strategy is medium to long term and could be implemented by allowing landowners to transfer a floor space from one site to another in return for providing a new park or square. Smaller parks could also be provided through development control standards that require public spaces to be provided with each new development. The positive aspect of this Strategy is that as each site is developed, an area of open space is conceived and provided by developers. The negative points of this Strategy that the cost of providing these space would increase the cost of individual dwellings.

New plazas: Key strategic locations for plazas within the Town Centre will need to be identified. These plazas should be surrounded by ground floor uses that promote outdoor activity in order to broaden their appeal. They will also need to cater for events and activities, so as to promote the Town Centre as cultural destination. The implementation phase of this Strategy is medium to long term and could be implemented by allowing landowners to transfer a floor space from one site to another in return for providing a new park or square. Smaller parks could also be provided through development control standards that require public spaces to be provided with each new development.

Upgrading existing parks: There are a number of parks on the edge of the Town Centre which have limited recreational potential. New facilities could be provided by way of collecting planning contributions. The disadvantages of this approach that it may detract from the focus of the Masterplan which is to provide new open space in the Town Centre and the open space allocation on individual sites may be proportionally reduced.

Streets as Public Spaces: The street forms the most basic component of the public realm. Too often the focus is on movement and the street is not seen as a place to interact. Innovative landscape treatments combined with lively ground floor uses can create streets that are for people, not just cars. Better quality paths and streets could be incentivised or required in conjunction with new developments. Existing paths could also be upgraded by collecting development contributions to fund works.

QUALITY OF LIFE

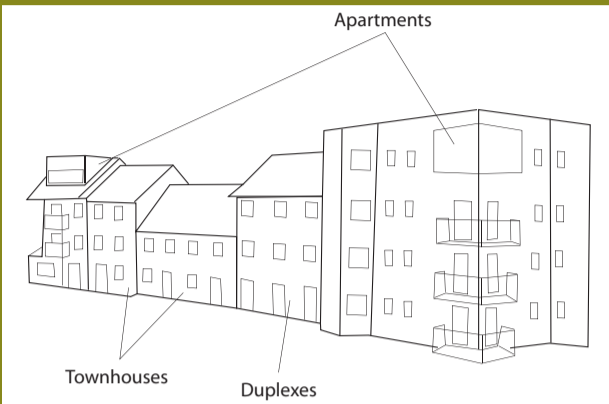
Mix of Dwellings

Key Strategic Issue

To ensure a socially diverse and stable community develops within the Town Centre.

The Next Step

Development of a strategy to promote dwelling types that provide quality, choice and a varied social/family mix.



Possible Solutions:



Providing and choice and quality in dwellings: A greater variety of housing in the Town Centre will ensure that a greater mix of residents would be attracted to it. This will promote a more stable and socially diverse population. This could be enforced using development control standards which require a variety of dwelling types and sizes to be provided on each site. The constraints of this approach is that the application of rigid standards across the board may prove to inflexible.



Ensuring all dwellings and areas of open space receive good light: Bright dwellings feel more amenable and sunny areas of open space are more usable. Development control standards could be implemented which require minimum levels of light to be provided to the living rooms of all dwellings and areas of open space. The constraints of this approach is that the application of rigid standards across the board may prove to inflexible.



Larger apartment sizes: Most apartments are unable to cater for the long term needs of a growing family or those seeking a larger living area in a central location. Development control standards could be implemented to increase minimum apartment sizes so that new apartments are comparable in size to a house. This would attract greater number of longer term residents and provide a greater balance between those renting accommodation and owner occupiers. However, providing larger apartments would add to the cost of all dwellings within a building.

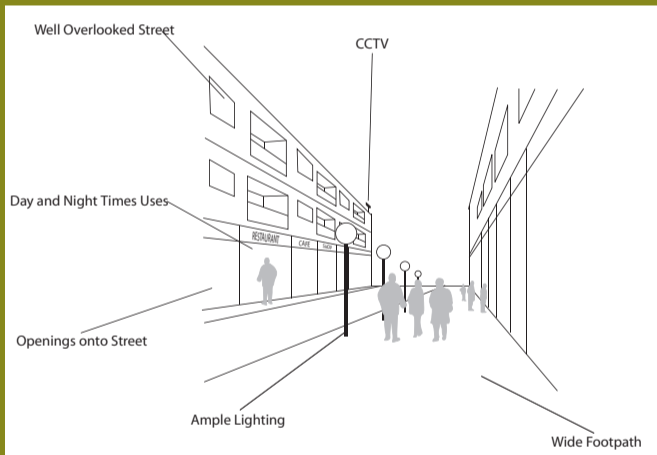
Safety and Security

Key Strategic Issue

To provide for increased levels of safety and security, especially at night.

The Next Step

Development of a strategy to promote a coherent, supervised public realm, busy day and night, and clear, safe and well-lit routes for night-time use.



Possible Solutions:



Placement of CCTV Cameras: A strategy could be developed to allow the easy supervision of key strategic areas with CCTV. These cameras could be financed through planning levies, via development control standards that require cameras to be provided on new developments or by the state in partnership with the Gardaí. The implementation phase of this strategy is short to medium term.



Safer by-design methods: These could be implemented by development control standards that require elements such as frequency of opening, vision splays, defensive landscaping treatments, CCTV and better standards of public lighting in all new developments. The pro's of this strategy is that clear guidance would be provided to developers. The con's of this strategy is that it's scope is limited to new development proposals.



Clustering night time activities: A possible means of increasing safety and security at night would be to designate specific areas and links within the Town Centre for night-time activities. The benefits of this approach would be the 'safety in numbers' effect. Furthermore these areas could be targeted to provide greater levels of lighting and surveillance and higher levels of service by public transport, taxi's and car parks. The disadvantages are that areas outside of this cluster may become too quiet and be perceived as unsafe. The implementation phase would be medium to long-term.



Passive Surveillance Measures: These measures follow on from safer by design methods and seek to maximise the number and frequency of openings onto public spaces within all levels of a building (ie doors, windows, balconies etc). This creates an environment that naturally overlooked by those living or working there, thereby discouraging anti-social behaviour.

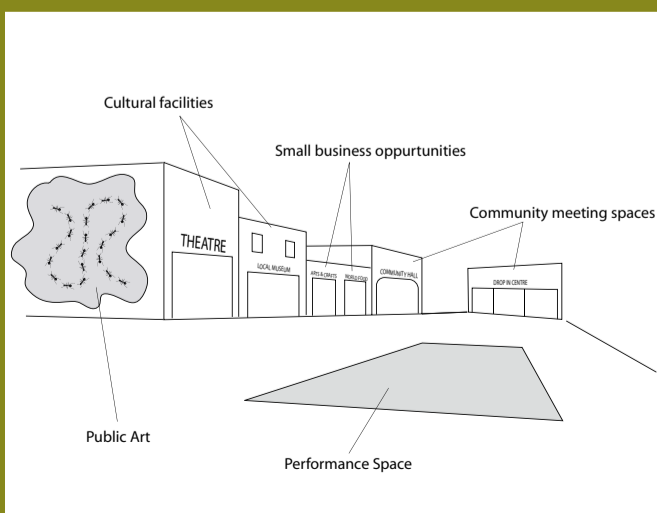
Community and Culture

Key Strategic Issue

The provision of community and cultural facilities that enhance the character, interest and usability of the Town Centre, particularly for youth.

The Next Step

Development of a strategy to provide community facilities, a cultural quarter and small business opportunities



Possible Solutions:



Cultural facilities: A possible means of promoting Tallaght's local identity is through the establishment of local cultural facilities. Permanent fixtures could take many forms such as, local history museums, community halls, art exhibition space and outdoor performance venues. These facilities could be provided through the collection of planning contributions, which could then used to acquire a space. Another alternative is by way of offering development incentives in return for a purpose built space in a new development. The pro's of either strategy is that the space could be provided without any cost to public finances. However the ongoing maintenance and operation of the space would require ongoing funding.



Affordable commercial units: Small purpose built commercial units could be provided within new developments as a way of allowing small local business to enter into the market. These units could also be used to establish a cultural quarter where local businesses which are representative the diverse local population could locate. Developers will need to be compensated in return for providing subsidised space. Development incentives or planning contributions could only do this on a short term basis and a longer term solution may be needed.



Providing spaces for outdoor activities and events: The provision of new parks and squares within the Town Centre will allow for the staging of regular events such as farmers markets, musical performances, festivals, winter ice rinks and other vents which focus on promoting the centre and providing events for youth. Sean Walsh park could also become a venue for larger concerts as well as regular sporting events. This will promote the Town centre as a destination and provide the local community with the chance to interact. Additional facilities may also be needed such as power outlets, toilets and car parking. These could be incorporated into the design process of these spaces.

EASE OF MOVEMENT

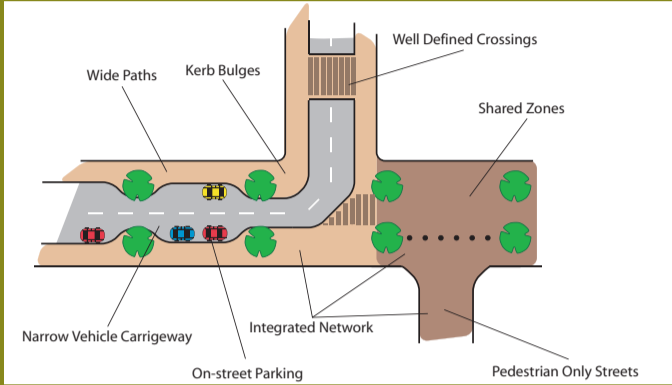
Pedestrian Movement

Key Issue:

The ability to get around the town centre on foot with ease by providing direct access to public transport, shops, places of employment, the ITT, Tallaght hospital and other major destinations.

The Next Step

Development of a pedestrian movement strategy that identifies key routes and access points to/between major destination and adjoining residential areas. The strategy should also provide guidance to ensure that the pedestrian network is developed as a safe and secure means of getting around.



Possible Solutions:



Pedestrian only streets: The benefits of this Strategy are the creation of an improved public realm that caters for pedestrian needs and takes them away from the bustle of traffic. However, the level of effectiveness is dependent on the amount of pedestrian activity on the street. There would also be reduced access for cars to certain locations. The implementation phase of this Strategy would be medium to long term.



Urban design led traffic calming measures: Provided the right design methods are applied these measure can be a way of providing safer streets that prioritise pedestrian movement but also more attractive ones as well. Additional costs could be off set by way of collecting planning contributions or offering floorspace incentives in return for higher quality streets. However, maintaining these areas can be more expensive. The implementation phase is medium to long term.



Safer and more frequent pedestrian crossings: The benefits of this approach is that movement for the pedestrian will be prioritised and vehicle speeds will be reduced. However a number of recent traffic control measures, such as roundabouts, will need to be removed. The flow of traffic may also be reduced which may lead to greater congestion. The implementation phase is medium to long term and could be funded by planning contributions and/or development incentives.

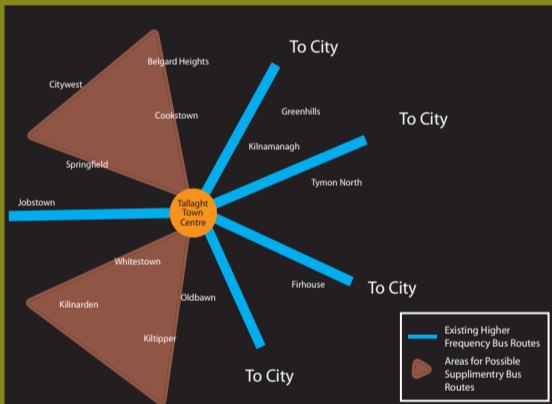
Public Transport

Key Issue

The provision of direct, frequent and accessible public transport to and within the Town centre.

The Next Step

The development of a strategy for the movement of public transport into and around the Town Centre which examines existing routes and the prospect of additional routes such as a new network of shuttle buses. Such services would focus on Tallaght as a transport hub, rather than another stop along the way to the city.



Possible Solutions:



Establishment of a transport interchange: For Tallaght to function as a transport hub, it needs a transport interchange. A single or series of hubs could be established in the busiest and most intensively developed areas of the Town Centre. These could be provided on private sites through floor space incentives and would need to be provided on sites adjacent to existing LUAS stations.



Expansion of the Quality Bus Corridor (QBC) network: New QBCs could be planned for and provided within the Masterplan area. This would improve connectivity within the Town Centre itself. The expansion of the network outside the Town Centre would be beyond the scope of the Masterplan, however QBCs along key connector routes could be identified and planning contributions could be collected to help fund these projects. The implementation phase of this project would be medium to long term.



Local shuttle buses. A network of local shuttle buses which focuses on Tallaght as a transport hub could be developed to better connections the Town Centre and outlying areas. However its success is dependent on the frequency of service provided and its increased accessibility over the conventional Dublin Bus service.

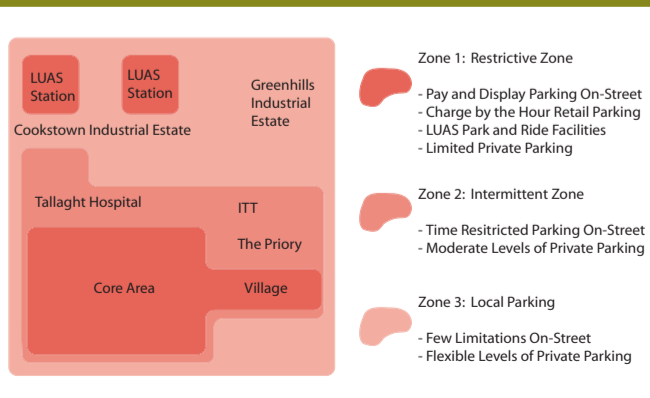
Car Parking

Key Issue

As development in the Town Centre intensifies car parking demands will also increase. This needs to be balanced by reducing the need for commuter parking and increasing the use of public transport.

The Next Step

To develop a unified strategy that manages car parking in the private and public realm. The Strategy must balance demand for car parking with the need to provide easy access by managing road congestion. The strategy must also provide guidance in relation to the physical form of car parks to reduce their impact on the landscape of the Town Centre.



Possible Solutions:



Restrictive on street parking: On-street parking is a good way to calm traffic and make small shops with a street frontage more viable. However restrictions must be applied to prevent all day parking. This strategy would discourage long stay on street parking through time limitations and pay and display measures. The negative aspect of this Strategy is the increased financial cost of visiting Tallaght. The implementation phase of this Strategy would be short as either disc-parking or pay points would be introduced. It would also require additional traffic wardens to manage the operation.



Greater limitations on private and commercial parking: Another approach is to restrict the amount of car parking provided on each site. Parking requirements could be relaxed depending on the proximity of a site to LUAS stations or QBC in the Town Centre, or in return for contributions made to fund the provision of public transport. Charges and time limits could also be applied to commercial car parking which is open to the general public. The success of these strategies will be dependent on an efficient public transport network, otherwise residential and employment opportunities may go elsewhere. The implementation phase of this Strategy is short to medium.



Minimising surface parking in favour of basement and multi storey parking: Parking areas are unattractive and are best located out of sight, preferably in basement areas. This enables a greater proportion of lands on any site to be dedicated to more attractive forms of development and open space. However, in some instances developers may be unwilling to provide basement parking due to their cost. An alternative may present itself in the form of multi storey car parks. However design measures need to be taken to minimise their visual impact and by placing them to the rear of sites.

KEY SITES

The Square

Key Strategic Issue

The future development of the Square and surrounding lands.

The Next Step

Development of strategy for the redevelopment of the Square and surrounding lands. The strategy could take a number of forms including one that maintains the bulk of the existing structure with new development concentrated around it, and another that involves a more comprehensive redevelopment of the centre's physical characteristics.



Possible Solutions:



Building around the existing structure: This strategy would seek to expand the existing structure so that the existing centre becomes more outward looking. This could resolve a number of issues in relation to the Square by making it more attractive, achieving a greater mix uses and providing better quality public spaces. However a number of issues would remain unresolved such as the issue of traversing the site from north to south or east to west, outside of operating hours. As such the ability of the site to become an integral part of the Town Centre's street and open space network would be limited. The redevelopment of the site in this manner could be guided by development control standards. These would create a degree of certainty for the landowners, South Dublin County Council and the local community as to the quantity of further development which could take place on the site. The implementation phase of this strategy is medium to long term.



The comprehensive redevelopment of the Square: Ideally, the street and open space network of the Town Centre would penetrate the site and allow for people to cross the site on a 24 hour basis. As such the lands would become a interconnected part of the Town Centre, and to a large degree it's focal area. This would require parts of the existing structure to be substantially altered. This solution would however be costly and could cause major disruption to operators during the construction period. The costs associated with the redevelopment of the centre could be offset by development incentives where a more integrated design and compliance with a number of critical requirements is achieved. The constraints of this strategy are that it may be too flexible and open to interpretation. As such the formal agreement of a detailed Masterplan between South Dublin County Council and the individual owner of the site would be needed. The Square Masterplan would need to be based upon a set of principles and concepts outlined in the overall Tallaght Masterplan. The implementation phase of this strategy is medium to long term.

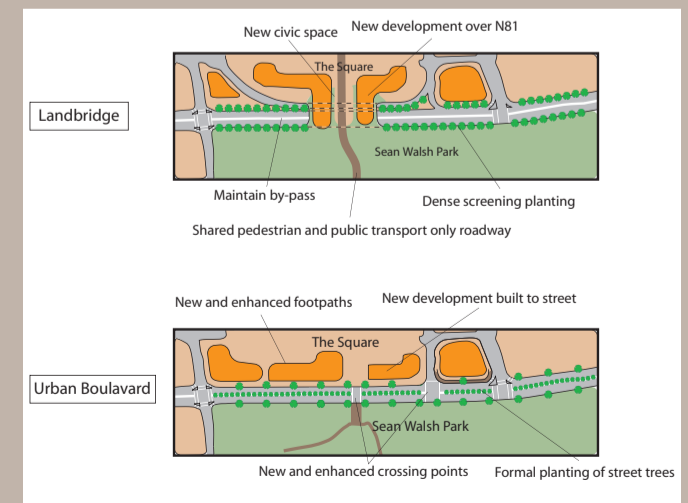
The N81

Key Strategic Issue

The segregating impact of the N81 between Sean Walsh Park and the Town Centre.

The Next Step

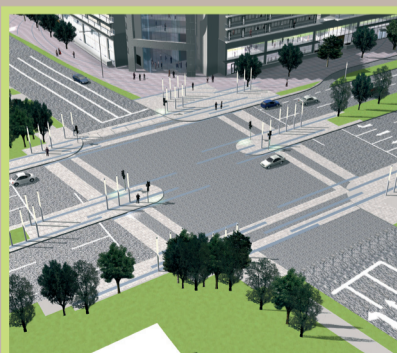
Presentation of two strategies to provide better connections between Sean Walsh Park and the Town Centre. The first strategy creates a land bridge and the other strategy creates a boulevard type arrangement.



Possible Solutions:



A land bridge: This approach would provide a direct connection between the Town Centre that is safer and more amenable than the existing narrow bridge. This option would however be costly. A possible strategy is to collect planning levies and allocate these contributions to finance the construction of a land bridge and upgrade of the N81. However it is unlikely that enough planning contributions could be collected to finance this project alone. Another alternative could include the sale of air rights and the placing of new development over the roadway along with an improved public connection. Any scheme would also require the support of the National Roads Authority. The implementation phase of this strategy is long term.



Urban Boulevard: Another approach is to provide for a urban boulevard along the N81. This would see a more holistic approach taken to the role of this roadway, transforming it from a by-pass to a major urban boulevard. Whilst the focus of movement would remain on vehicles, new crossing points, paths and development fronting the road would provide a greater balance. The strength of this approach is that the N81 is incorporated and drawn in to the Town Centre. The scheme could be funded by planning contributions and development incentives. The constraints of this approach is that the implementation phase would be long-term as it would necessitate lengthy discussions with the National Roads Authority and would possibly be the subject of negative publicity from the car lobby.

KEY SITES

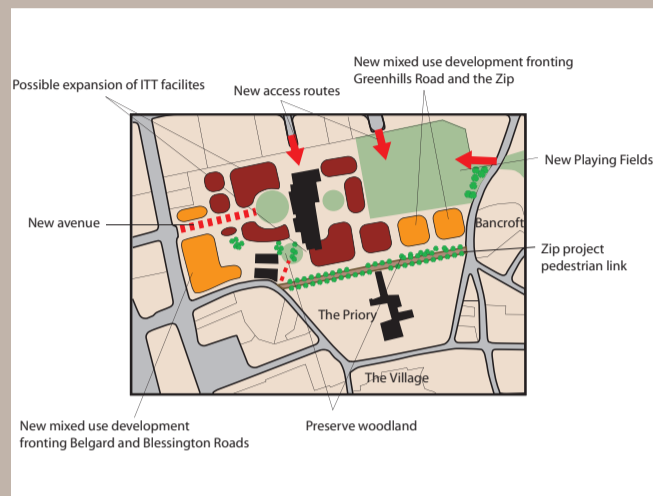
Institute of Technology Tallaght

Key Strategic Issue

The expansion of the ITT and the development of its surrounding lands so that it becomes a more integrated component of the Town Centre

The Next Step

Development of a strategy to open up these lands, allow for the expansion of educational facilities and to redevelop the Belgard and Greenhills Road frontages with mixed-used development.



Possible Solutions:



The development of an outward looking facility: One of the major issues with the current form of the ITT is that it is inward looking and enclosed by walls and fences. It provides no street frontage, its lands are generally inaccessible and it cannot be crossed from north to south or from east to west. Ideally, the ITT and its surrounding lands would become an integrated part of the Town Centre with new buildings focused on providing a perimeter, new streets that penetrate the site and areas of open space that appeal to both students and the general public. To guide the future development of the site development control standards could be imposed. However as SDCC cannot predict the future needs of the ITT a more flexible approach may be needed. A possible strategy is the formal agreement of a detailed Masterplan for the ITT site between South Dublin County Council and the individual owners of the site. The ITT Masterplan would need to be based upon a set of principles and concepts outlined in the Tallaght Masterplan.

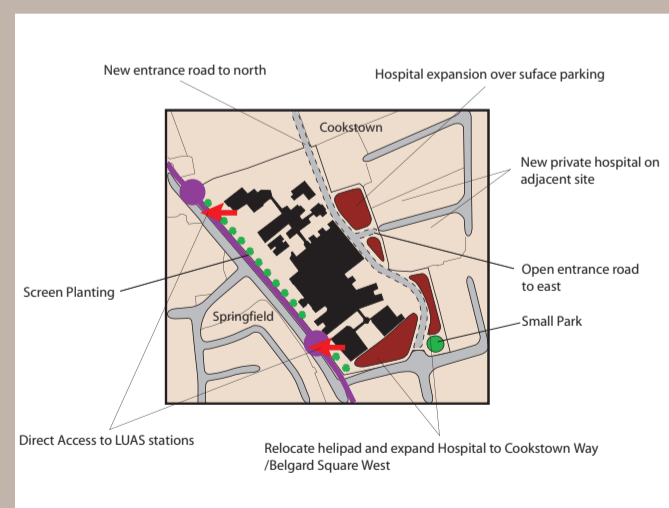
Adelaide and Meath Hospital

Key Strategic Issue

To increase accessibility to the Hospital on foot/car and ambulance. It also needs to be more clearly located and defined in its urban context.

The Next Step

Development of a strategy to provide for greater access to the Hospital, to facilitate an expansion of the hospital facilities, enhanced boundary treatments and to redevelop the Belgard Square north frontage.



Possible Solutions:



A more accessible facility: As noted above in relation to the ITT, one of the major issues with the current form of the hospital is that it is inward looking. As with the ITT lands, it would be desirable within the urban context of the Town Centre for the lands to be made more accessible. However taking into account the sensitive nature of uses within the hospital, there may be less scope for opening up these lands on 24 hours basis and the focus of should be on providing better access for staff, patients and visitors. As such direct access to the LUAS and further new vehicular and pedestrian access points are essential. To guide the future development of the site development control standards could be imposed. However as SDCC cannot predict the future needs of the Hospital a more flexible approach may be needed. A possible strategy is the formal agreement of a detailed Masterplan for the Hospital site between South Dublin County Council and the individual owners of the site. The Hospital Masterplan would need to be based upon a set of principles and concepts outlined in the Tallaght Masterplan.



Enhanced Boundary treatments: The ability to open up the hospital lands along the western boundary is limited. As a secondary measure, this area could be made more attractive through landscaping treatments, new entrances and the provision of new facilities at LUAS stations. This could be done through the collection of planning levies and private/public partnerships. The implementation phase of this strategy is short to medium term.

KEY SITES

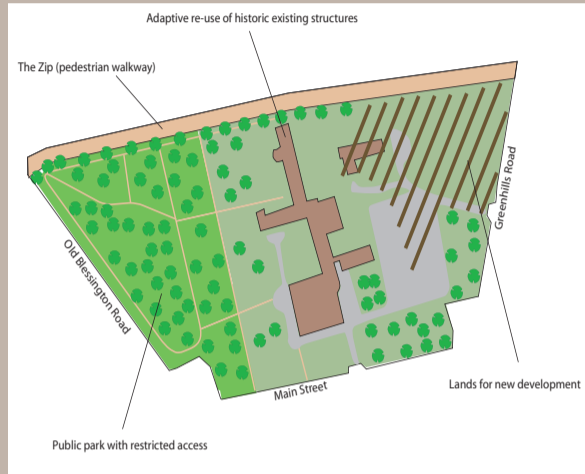
The Priory

Key Issue:

The preservation of the Priory buildings and the future of its surrounding lands.

The Next Step:

The development of a strategy for the long term future of the Priory buildings and surrounding land, including the possible reuse of buildings which are of architectural or historical importance and address the issues of greater public accessibility to, and the possibility of new development within the surrounding lands.



Possible Solutions:



A new public park: There is a sense of community ownership attached to many historical structures and as such a demand to make them more accessible. One way in which the Priory could be made more accessible is by providing access to parts of the surrounding lands. The garden area to the west of the Priory is known as the Friar's Walk. It is a pleasant area that is of historic significance. However at present it is not accessible to the general public. It would be desirable for this area to be opened up to the public, albeit on a limited basis. However there are a number of security and maintenance issues that need to be addressed before this could become a reality. As such a comprehensive management plan will need to be agreed upon between South Dublin County Council and the owners of the Priory prior to the opening up of these lands. The implementation phase of this strategy is the medium term.



The reuse of existing buildings: The Masterplan must take account of the possibility of the Priory buildings used for non-religious purposes. Development control standards could be imposed which would permit the adaptive reuse of the existing buildings and the possible replacement of existing buildings that are not of heritage significance. The constraints of this approach is that in relation to a site as unique as the Priory, the identification of standards may be challenging and the scope of the Masterplan is limited when it comes to the highly detailed and highly sensitive nature of any future development works. As such a possible strategy may be the formal agreement of a detailed Conservation Plan for the Priory buildings and its surrounding lands. The Conservation Plan would need to be based upon a set of principles and concepts outlined in the Tallaght Masterplan. The implementation phase of this strategy is the medium to long term and could also apply to the St Maelruan's site.



New development within the Priory grounds: Another possibility that the Masterplan should be open to is the construction of new development on the site. There may be scope for such an event also the Greenhills Road and Zip frontages in the north east corner of the site. The development of this section of the site may greatly enhance the environment of the zip and Greenhills Road area, without compromising the significance of the Priory itself. Profits from this development could also be channelled into the upkeep of the Priory itself and the establishment of a public park within the Friar's walk. The implementation phase of this approach would be medium term and subject to the landowner's agreement.

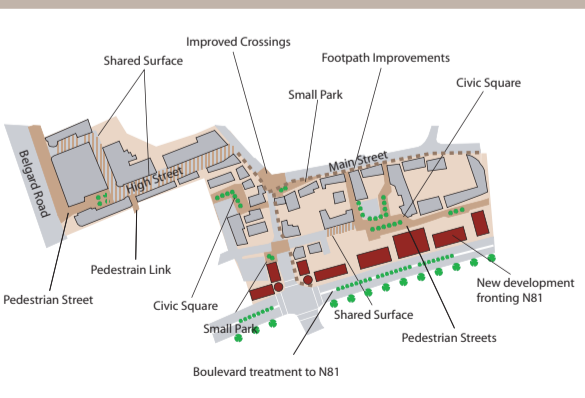
Village

Key Issue:

The future character of the Village and the development of the surrounding area.

Next Step:

In the interests of creating a better quality public realm, it is intended to develop a strategy for the renewal of the Village Area and to provide for improved integration of the Main Street, High Street and the Village Green area. This strategy would also aim to return the old housing stock to resident use and restrict the advertising structures in order to restore some of the village character.



Possible Solutions:



Urban renewal: South Dublin County Council is presently preparing plans for the urban renewal of Village around the Main Street and the Old Blessington road. The Masterplan should look to build upon these works and extend them in the Village Green and High Street areas. These works could be funded through the collection of planning levies which are then channelled into public domain improvements. Another alternative is to allow floor space bonuses in return for public domain improvements. However the scope of any bonus system is more limited in the sensitive Village areas. The implementation phase of this strategy would be medium term.



Renewal of the old housing stock: Main Street contains a number of old houses that contribute greatly to the character of the Village areas. However the proliferation of commercial uses in these houses, and in particular the associated signage, have diminished their value. It would be desirable for these houses to return to residential uses and incentives could be provided to encourage such a transition. A number of incentives could be provided such as development incentives (the transfer of floorspace to another site) or a grant system, financed by planning contributions, which contributes to the refurbishment of the houses. This approach would create a viable mix of uses in the village, where it is evident from the population statistics that the local population is in decline. The constraints of this approach is the drafting of the strategy and agreement on the same would be medium term.



Restriction on signage: As noted above, the proliferation of signage along Main Street is an issue and greater guidance may be needed. The pro's of this strategy is that by means of development control standards such limitations can be quickly introduced and the results are almost instantaneous. The constraints of this approach are that a proportion of signage in the Village is without permission and it may not be possible to issue enforcement action. The implementation phase of this strategy is short term.

KEY SITES

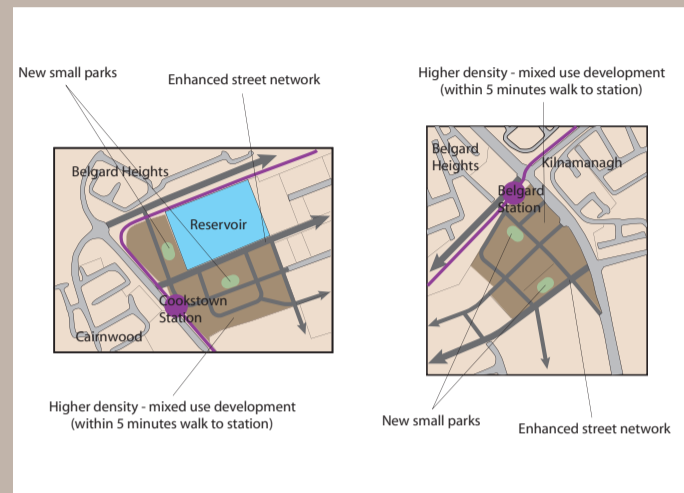
Cookstown and Belgard LUAS Stations

Key Issue

The nature of development around the two nodal points on the fringe of the Town Centre.

The Next Step

To develop a strategy to intensify development around these stations to promote the growth of a commuter belt along the red LUAS line, including the option of allowing residential development with "Enterprise and Employment" zoning on a restricted basis.



Possible Solutions:



Mixed Use development around the LUAS stations: A possible strategy is to modify the Development Plan to permit mixed-use development with a residential component on sites surrounding the Cookstown and Belgard LUAS stations. The benefits of this approach is that the LUAS would be convenient and utilised by residents, a day and night usage would prevail, therefore creating safer stations and the opportunities presented by the rail line would be maximised. The disadvantages are that the strategy would need to be rigid to avoid the spread of residential usage into other "Enterprise and Employment" zones away from the LUAS line, which could attract development away from the Town Centre Core and expansion areas.

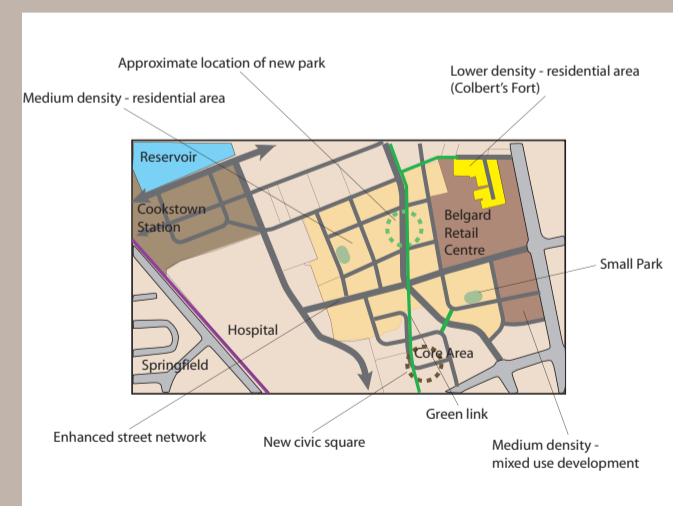
Cookstown Expansion Area

Key Issue

The transformation of the southern section of the Cookstown Industrial Estate into a vibrant mixed use area.

The Next Step

To develop a strategy to allow for the smooth transition of industrial sites into mixed use (predominantly residential) development whilst accounting for potential conflict which may occur due to the close proximity of residential and industrial development.



Possible Solutions:



A new residential quarter: It is envisaged that this area would contain a diverse range of residential dwellings in the interior including apartments, duplexes and townhouses. As within the mixed use areas the emphasis would be on pedestrian movement, in particular along a the green link that runs through the centre of the area. Along the Belgard Road frontages it is envisaged that development would be of a more commercial nature with residential development behind. A number of parks will be needed to provide amenity space for the area, including a larger green space and civic square.



Assisting the relocation of industrial uses: A possible strategy is to develop programs to assist the movement of established industrial uses to other industrial areas outside of the Town Centre. There are significant tracks of industrial zoned lands within the South Dublin County Council area, many of which are currently undeveloped. The advantage of this approach is that industrial uses could be directed to sites in South Dublin that can accommodate their requirements, which may take the form of larger loading bays etc. The disadvantage of this approach is the long time scale for implementation and possible reluctance of industrial sites to move elsewhere. A system of grants, or land swaps would be needed to further incentivise relocations. The sums of money involved would most likely be beyond the scope of planning contributions alone.



Restriction of industrial activities within the expansion area: As new residential development moves in to Cookstown expansion areas, conflict with industrial uses will occur. In particular truck movements, emissions and noises. A balance must be found between protecting the amenity of the new residents and the right of existing industrial uses to keep operating. This may require truck movements to be restricted, noise insulation within apartments to be built to higher standards, the construction of noise barriers and other design measures to be implemented in terms of building positioning and the layout of dwellings. Such measure would need to be enforced by development control standards. Other measures such as requiring noise reports to be submitted with planning applications could supplement these controls and identify potential conflicts.

FEEDBACK

Conclusion

As noted on the Introductory Board to this presentation, there were a number of frequently expressed concerns that were brought to the attention of Council Staff during the previous round of Pre Planning Consultation. The strategies and options presented on these image Boards are an attempt to address these concerns. In summary:

Issue

- Poor Safety and Security, Especially at Night.

Possible Solutions

- Increased population to generate activity.
- Mixed use development to promote day time and night time activity.
- Clustering night time uses to create active zones.
- CCTV networks.
- More responsive building designs that overlook public spaces.

Issue

- The Lack of Access to Public Transport.

Possible Solutions

- Direct links to LUAS Stations.
- Transport interchanges between different modes of transport.
- Local shuttle buses which supplement existing Dublin Bus routes.
- Bus movement priority measures to ensure free flow through the Town Centre.

Issue

- The Need to Better Manage Traffic and Parking.

Possible Solutions

- New local distributor routes to allow easier movement within and around the Town Centre.
- Streets that focus on the movement of pedestrians.
- Short stay - on street parking to calm traffic and service small businesses.
- Greater limitations on private and commercial parking, particularly in areas well serviced by public transport.
- Minimising surface parking in favour of basement parking.

Issue

- The Desire for Quality Buildings and Open Space.

Possible Solutions

- New development control standards based on urban design principles to encourage higher standards of design.
- Height regulations to maintain a human scale and prevent public spaces and sensitive areas from being overwhelmed by new development.
- New public spaces that provide for active and passive activities.

Issue

- The Type of Residential Tenure within Apartment Blocks.

Possible Solutions

- Greater mix of apartment types to provide choice and promote diversity.
- Higher quality and larger apartments to encourage longer term tenancies.

Issue

- A Lack of Small and Special Interest Business Opportunities.

Possible Solutions

- Affordable commercial units to encourage new businesses to enter the market.
- Greater numbers of smaller retail units to promote greater diversity and more opportunities for small business.

Issue

- The Need for Facilities to Cater for Youth.

Possible Solutions

- New and better designed spaces for people to interact.
- More facilities to keep people entertained
- New community spaces and venues to house events and festivals.

Issue

- The Need to Preserve and Promote Tallaght's Heritage.

Possible Solutions

- Greater accessibility to historic areas
- Renewal of the Village Area

Issue

- The Need for the Plan to be Inclusive of the Surrounding Area

Possible Solutions

- More jobs and accommodation choices.
- More facilities and services that are easier to access.
- More public transportation and improved accessibility.
- An enhanced quality of life with greater opportunities

Issue

- The Poor Image of Tallaght.

Possible Solutions

- A modern urban centre
- A place people want to be
- A place people can be proud of.

Let Us Know What You Think

Have we addressed all of your concerns? Or could they be addressed better? The consultation process provides an opportunity to express your views on the possible solutions and options that have been presented in this presentation prior to their inclusion in the Masterplan. All points of view will be carefully considered in the preparation of the Draft Masterplan document.