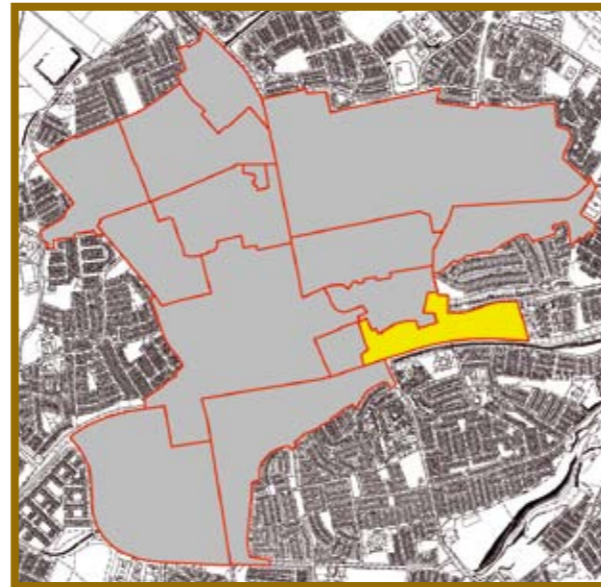


4.14 VILLAGE GREEN AND BLESSINGTON ROAD

4.14.1 OVERVIEW

The Village Green and Blessington Road Precinct is located on the eastern edge of the Town Centre between the N81 and Blessington Road/Main Street. The area is diverse and includes the Village Green commercial centre, vacant lands to the rear of the Main Street and commercial/industrial lands fronting Blessington Road. The area is currently undergoing significant changes which have been guided by the Tallaght Town Centre 2000 Plan and the IAP Tax Incentive Scheme. The area forms part of the area known as Tallaght Village. Much of the area consists of more recent development built on the back-lands of properties fronting Main Street. There is also a strip of industrial land extending east from the traditional Village centre. The area falls within the newly expanded zoning Objective CT 'To protect, improve and provide for the future development of the County Town of Tallaght'.



Location Map



Mixed commercial development within the Village Green.



Industrial frontages with large setbacks (left of picture) opposite residential houses (right of picture) along Blessington Road.



Mixed commercial development along Old Bawn Road.



Laneway access between the Village Green and Main Street



The Village Green car parking area behind Main Street



Speciality shops at the eastern end of Main Street.



Aerial view of the Precinct.

#### 4.14.2 EXISTING LAND USE

- Generally mixed commercial and industrial uses.
- Agglomeration of legal and financial offices/institutions in the Village Green area and along Old Bawn Road.
- Specialist retail and leisure facilities within the Village Green and the eastern end of Main Street.
- Large industrial sites on the southern side of Blessington Road backing onto the N81.
- Recent development has focused on proving mixed use development that integrates a range of retail, office, residential and other uses on single sites.

#### 4.14.3 FUTURE LAND USE

- The further establishment of integrated mixed use development will be encouraged.
- The Village Green area should continue to have a commercial and community focus with a complementary residential population.
- A proliferation of take-away uses should not be permitted within the Village Green and Blessington Road Precinct.
- The Blessington Road area should have more of a residential focus with supporting commercial uses that serve the local community.

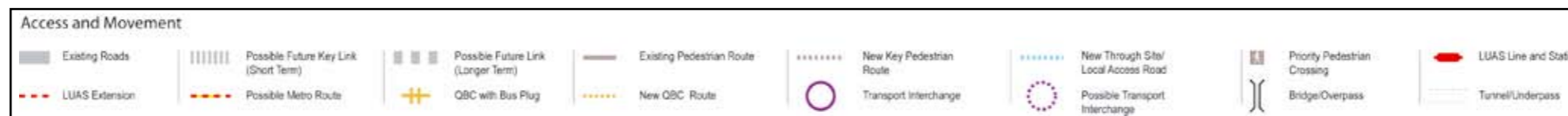
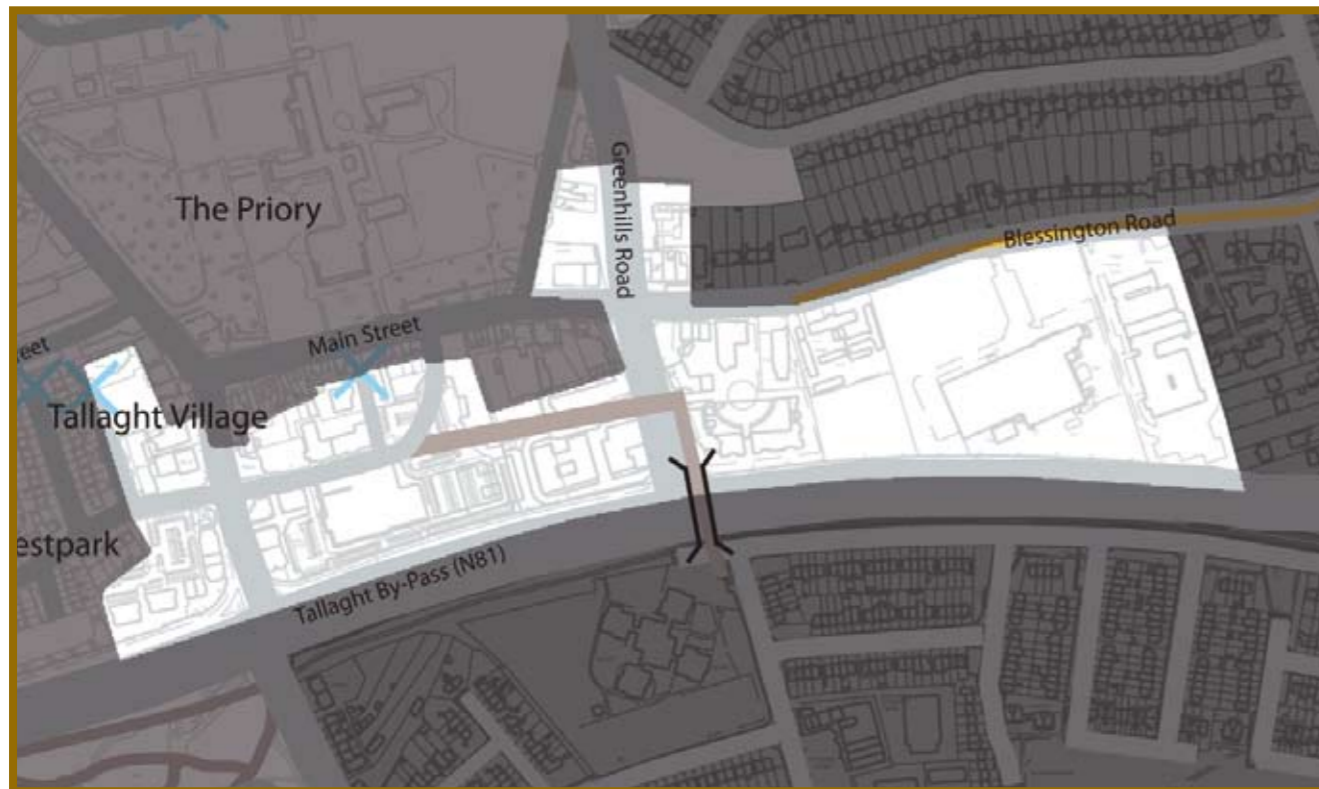


4.14.4 EXISTING ACCESS AND MOVEMENT

- There is busy north-south movement through the area from along the Greenhills Road extension. East-west access through the area is inhibited by a bus only gate on Old Blessington Road adjacent to the ITT.
- Pedestrian permeability is relatively good, although it is poorly defined between the Village Green and Main Street.
- A new pedestrian bridge is to be constructed in conjunction with the development of the site on the eastern side of the Greenhills Road extension.
- The area is well serviced by a number of bus routes, but is only partially serviced by a QBC.

4.14.5 FUTURE ACCESS AND MOVEMENT

- Pedestrian links and paths to be formalised and upgraded, particularly between the Village Green, Main Street, High Street and Sean Walsh Park.
- New QBC should be provided along Greenhills Road.
- The extension of the QBC through the Main Street area is constrained by the narrow carriageway. Other bus priority measures should be considered.



#### 4.14.6 EXISTING BUILT FORM AND LANDSCAPE

- The Village Green was developed over a relatively short period of time and consists of buildings of a similar scale and design. The buildings are of a lower scale and have an active street frontage.
- Buildings along Blessington Road are generally expansive industrial buildings with large setbacks.
- More recent development will result in urban scale buildings with a focus on creating a street presence.

#### 4.14.7 FUTURE BUILT FORM AND LANDSCAPE

- Buildings should be medium scale within the Village Green. Buildings adjacent to Main Street and existing residential areas should be lower-medium scale to provide a sense of transition to more sensitive areas.
- All buildings should provide a direct interface with the street with commercial uses located on Key Frontages.
- There is the potential for a gateway at entrances to the Town Centre area.
- The planting of street trees is encouraged along Blessington Road and adjacent to the N81, especially east of its junction with the Greenhills Road Extension.



Buildings and Public Spaces										
Existing/ Permitted Structure (Contributory)	Renewal Opportunity	Key Frontages (indicative)	Utility Structure	Protected Structure	Public Squares/Significant Civic Space	Existing Landmark	Gateway	Water Course		
Existing Structure (Neutral)	Future Renewal Opportunity	Future Key Frontages (indicative)	School	Public Park	Open Institutional Lands	Landmark	Woodland			

4.14.8 MASTERPLAN OUTCOME

The character of the area will vary from west to east as the focus of development shifts from more intensive commercial and community related development to a primarily residential area. The Village Green and environs will be a people intensive urban area of retail units, offices and apartments, with landmark buildings adjacent to the N81 (from the junction of the Greenhills Road to the west) and major gateways. The area between Blessington Road and the N81 will be a lower intensity residential area with a mix of apartments, duplexes and townhouses. This is intended to create a sustainable environment of people intensive uses and new housing in close proximity to existing services and transport links, whilst providing a sense of transition between the Town Centre and existing residential communities.



*Pedestrian focused environment*



*Medium/lower density development*



*Shop top housing*





Masterplan Outcome							
Distributor and Access Roads	LUAS Extension	Key Pedestrian Crossing Point	Existing Structure (Neutral)	Other Building (Indicative)	Public Square/ Significant Civic Space	Landmark	Bridge/Overpass
Possible Future Strategic Link	Possible Metro Route (separate to LUAS line)	Transport Interchange	Key Frontages (Indicative)	Utility Structure	Private Open Space	Gateway	Tunnel/Underpass
Pedestrian/Shared Route	GBC (with Bus plug)	Possible Transport Interchange	Future Key Frontages (Indicative)	School	Institutional Lands	Woodland/Trees	
LUAS line and Station	Possible GBC	Existing Structure (Contributory)	Protected Structure	Public Park	Existing Landmark	Water Course	