

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday 12th February 2018

Part 8 Report

BELGARD SQ NORTH – COOKSTOWN INDUSTRIAL ESTATE LINK ROAD

Report on Part 8 consultation process for the above proposal.

- The extension of the existing Cookstown Road to connect with Belgard Square North
- A new signalised junction where the Belgard Sq North – Cookstown Link Road connects to the Belgard Square North, with pedestrian and cyclist crossing facilities
- Provision of a new footpath/cycle track along both sides of the proposed Belgard Sq North – Cookstown Link Road
- Provision of advisory cycle track along the Belgard Sq North
- Improvements to pathways, cycleways and crossings and improvements to the quality of the public realm locally.
- Provision of new public lighting, signage, street furniture, associated drainage for the route and
- All ancillary works

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), the Design Manual for Roads and Bridges (DMRB) and the National Cycle Manual.

The Council seeks to support and facilitate the regeneration of underutilised industrial lands that are proximate to town centres and transport nodes to provide for a more intensive mix of enterprise and/or residential led development. The South Dublin County Council Development Plan 2016-2022 changed the zoning of the Cookstown area to REGEN (To facilitate enterprise and/or residential led regeneration).

The Six-Year Roads Programme incorporates the Belgard Sq North – Cookstown Link Road. The construction of the proposed scheme is considered essential to facilitate the future development of the Cookstown area.

The scheme aims to provide for

- (a) To improve accessibility to the Cookstown area.
- (b) To provide direct alternative access route to and from Cookstown industrial estate to Tallaght.
- (c) To facilitate and support the future residential and commercial development in the Cookstown/Tallaght area by allow greater access for vehicles, pedestrians and cyclists to Tallaght mitigating congestion that would otherwise arise on the existing road network.

An **Ecological Survey Report has been prepared** in respect of the proposed works.

The proposed Scheme has undergone **Appropriate Assessment Screening** under the Habitats Directive (92/43/EEC) and a determination has been made that a Stage 2 Appropriate Assessment will not be required.

The proposed Scheme has undergone **Environmental Impact Assessment Screening** under the EIA Directive 2014/52/EU and a determination has been made that an Environmental Impact Assessment will not be required. However it was decided by South Dublin County Council to prepare an **Environmental Report** for this scheme to the standard of a full Environmental Impact Statement.

1. Introduction

1.1 Purpose of the Report

The purpose of this Chief Executive's Report is to present the outcome of the Part 8 consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

1.2 Structure of the Report

This report provides the following:

- An introduction including details on the purpose of the report and an outline of the public consultation programme that was carried out.
- Description of Proposed Development
- List of Submissions received
- A summary of the issues raised in the submissions made during the consultation period together with the Chief Executive's Responses and Recommendations.
- Assessment as to whether or not the proposed development would be consistent with the proper planning and sustainable development of the area.
- Recommendation as to whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

1.3 Outline of Public Consultation Programme

1.3.1 Non – Statutory Consultation

- Presentation to the South Dublin Tallaght Area Committee Meeting (ACM), County Hall 22th June 2017 and 16th October 2017
- Briefing to the internal Departments within South Dublin County Council (SDCC) the week of the 10th August 2017.
- Briefing to local shareholders, the week of the 13th September.

During the Part 8 process South Dublin County Council staff attended the public counter at County Hall, Tallaght to answer queries and advise regarding the Part 8 submission process.

This non-statutory consultation raised awareness in the local community regarding the Part 8 and provided an opportunity for queries prior to completion of the public consultation period of the Part 8 process.

1.3.2 Statutory Consultation

The Part 8 proposals were presented at a meeting with locally elected members prior to commencement of Part 8 with a presentation to the Tallaght Area Committee members on the 16th October 2017.

The proposed development and accompanying **Appropriate Assessment, Ecological Survey and Environmental Report** were placed on public display for the statutory period from Thursday 9th November 2017 to Friday 12th January 2018.

The closing date for receipt of written submissions was up to 4.00pm on Friday the 12th January 2018 and were to be addressed in writing to: Senior Executive Officer, Roads Department, Land Use, Planning and Transportation, County Hall, Tallaght, Dublin 24 and 23:59pm on Friday the 12th January 2018 if submitted via South Dublin's on-line consultation portal: <http://consult.sdublincoco.ie>

Copies of the plans and particulars of the proposed scheme were available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy from **9th November 2017 up to and including 12th January 2018 at the following locations:**

- **South Dublin County Council Offices, County Hall, Tallaght, Dublin 24.** between the hours of 9:00am – 5.00pm Monday to Thursday and 9.00am - 4.30pm on Friday **(Inspection only)** between the hours of 9:00am – 4.00pm Monday to Thursday and 9.00am – 3.30pm on Friday **(Inspection and Purchase)**

Submissions

Submissions and observations on the Part 8 can be made online and in writing to the addresses below, between Thursday 9th November up to and including Friday 12th January 2018 (excluding Public Holidays) as follows;

- Online: at <https://consult.sdublincoco.ie>
- By Post: In writing to the Senior Executive Officer, Roads Department, Land Use, Planning and Transportation, County Hall, Tallaght, Dublin 24.

A total of 3 submissions were received by the closing date for public consultation.

1.4 Legislative Background

Section 179 (3) of the Planning and Development Act 2000 (as amended), requires that the Chief Executive of a local authority shall, after the expiration of the period during which submissions or observations with respect to the proposed development may be made, in accordance with regulations under subsection (2), prepare a written report in relation to the proposed development and submit the report to the members of the authority.

Section 179(b) outlines that a report prepared in accordance with paragraph (a) shall—

- (i) describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,
- (ii) Evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation.
- (iii) list the persons or bodies who made submissions or observations with respect to the proposed development in accordance with the regulations under subsection (2),
- (iv) summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or

observations, and give the response of the Chief Executive thereto, and (v) Recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Planning and Development Act, members of a local authority shall, as soon as may be, consider the proposed development and the report of the Chief Executive. Following the consideration of the Chief Executive's report, the proposed development may be carried out as recommended in the Chief Executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's report, or decides not to proceed with the development. A resolution must be passed not later than 6 weeks after receipt of the Chief Executive's report.

2. Proposed Development

2.1 Description of the Proposed Development

The proposed Belgard Sq North – Cookstown Link Road will connect Cookstown Road with Belgard Square North. The southern section of Cookstown Road will connect with the new Belgard Square North at a signalised T-junction. The proposed road scheme is approximately 102 metres in length. The road will be a single two-lane carriageway with 50km/h design speed. The overall road reservation will be 14 metres wide.

The proposed works primarily comprises the following:

- The extension of the existing Cookstown Road to connect with Belgard Square North
- A new signalised junction where the Belgard Sq North – Cookstown Link Road connects to the Belgard Square North, with pedestrian and cyclist crossing facilities
- Provision of a new footpath/cycle track along both sides of the proposed Belgard Sq North – Cookstown Link Road
- Provision of advisory cycle track along the Belgard Sq North
- Improvements to pathways, cycleways and crossings and improvements to the quality of the public realm locally.
- Provision of new public lighting, signage, art works, street furniture, associated drainage for the route and
- All ancillary works

2.2 Plans and Details

Plans and details are available at the following link:

<https://consult.sdblincoco.ie/en/consultation/belgard-sq-north-%E2%80%93-cookstown-industrial-estate-link-road-scheme>

3. List of Submissions

Submissions were received during the specified period of the public consultation in respect of the proposed development from the following:

SD-C46-2	David Clements (On behalf of National Transport Authority)
SD-C46-3	Hendrik van der Kamp (On behalf of Cornhouse Management Company)
SD-C46-4	Anthony Horan (On behalf of Atlas GP Limited)

4. Summary and Categorisation of Issues Raised and Chief Executive's Responses

4.1 Introduction

detailed design of the road to agree the location of the crossing for this linkage as it will in part traverse lands in the ownership of Atlas GP Ltd.

6. We note that the road design takes cognisance of the requirements for access for future development from the new road. We welcome this and will work with SDCC on details pertaining to the eastern spur including but not limited to the exact levels and junction type.
7. The delivery of this road will be a significant contribution by SDCC to open areas of the City up to new residential and mixed use development. This is a clear example of how SDCC are aligned with central government's Action Plan for Housing and Homelessness.
8. This road will help facilitate SDCC and private builders to Accelerate Social Housing (Pillar 2) and Build More Homes (Pillar 3). Both of these are core objectives of the state Action Plan for Housing and Homelessness.

Chief Executives Response and Recommendation:

1. Submission noted.
2. Submission noted.
3. Submission noted.
4. Submission noted.
5. Submission noted. This consultation will form part of the preplanning process of any future proposed scheme or planning conditions set by the planning authority of any future approved scheme.
6. Submission noted.
7. Submission noted.
8. Submission noted.

5.0 DEVELOPMENT PLAN POLICIES

South Dublin County Council Development Plan 2016-2022

It is the policy of the Council to support sustainable enterprise and employment growth in South Dublin County and in the Greater Dublin Area, whilst maintaining environmental quality.

ET1 Objective 2: To promote enterprise and employment development at locations that are proximate to or integrated with transportation and other urban land uses, to promote compact urban development and sustainable transport.

It is the policy of the Council to facilitate and support the regeneration of underutilised industrial areas that are proximate to urban centres and transport nodes and to promote and support more intensive compatible employment and/or residential led development in regeneration zones.

ET2 Objective 1: To promote and support the consolidation or relocation of existing employment uses in Regeneration 'REGEN' zones and the upgrade of these areas to create opportunities for regeneration.

ET2 Objective 3:

To support proposals for incubator, starter and/or live work units on lands designated with Zoning Objective 'REGEN' (to facilitate enterprise and/or residential led regeneration).

It is the policy of the Council to continue to develop the County's network of town centres, village centres, district centres and local centres, based on the following hierarchy:

Tallaght as the County Town; Clondalkin as a vibrant Town Centre;

Traditional Village Centres as vibrant and sustainable centres;

<p>A network of District Centres to serve a district catchment; and</p> <p>A network of Local Centres and local shops to serve a local catchment.</p>
<p>UC1 Objective 4:</p> <p>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.</p> <p>UC1 Objective 6:</p> <p>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.</p> <p>UC1 Objective 8:</p> <p>To prepare Local Area Plans and/or Framework Plans to inform growth and urban consolidation in urban centres that are likely to experience significant expansion.</p>

<p>It is the policy of the Council to reinforce the role of Tallaght as the County Town and Clondalkin as a major Town Centre at the top of the County's urban hierarchy.</p>
<p>UC2 Objective 4:</p> <p>To encourage and facilitate the re-use and regeneration of derelict land and buildings for retail and other appropriate centre uses and encourage the full use of buildings and in particular the use of upper floors and backlands with due cognisance to the retail sequential approach, quality of urban design, integration and linkages.</p>

<p>It is the policy of the Council to encourage the provision of an appropriate mix, range and type of uses in District Centres, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for a district level catchment, subject to the protection of the residential amenities of the surrounding area.</p>
<p>UC4 Objective 4:</p> <p>To improve walking and cycling infrastructure within the local catchment of the County's district centres.</p>

<p>It is the policy of the Council to promote the sustainable development of the County through the creation of an integrated transport network that services the needs of communities and businesses.</p>
<p>TM1 Objective 2:</p> <p>To spatially arrange activities around, and improve access to, existing and planned public transport infrastructure and services.</p> <p>TM1 Objective 4:</p> <p>To prioritise new road construction that provides access to new communities and development areas and supports the economic development of the County.</p> <p>TM1 Objective 5:</p> <p>To balance the needs of road users and the local community with the need to support the development of a sustainable transportation network.</p> <p>TM1 Objective 6:</p> <p>To support the delivery of sufficient public transport and road capacity to facilitate sustainable new development in the County.</p>

<p>It is the policy of the Council to promote the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network and to ensure existing and planned public transport services provide an attractive and convenient alternative to the car.</p>
<p>TM2 Objective 4:</p> <p>To create an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and/or routes.</p>

This section presents an analysis of the submissions and includes a summary of each of the issues raised and the responses and recommendations of the Chief Executive.

The responses of the Chief Executive have been framed taking account of the statutory obligations of the local authority, relevant Government and Ministerial guidelines and the proper planning and sustainable development of the area.

4.2 Summary of Issues Raised, Responses and Recommendations

Submission No.1 – David Clements (On behalf of National Transport Authority)

This submission relates to the following issues:

1. Notes the large number of bus services using Belgard Sq. North at present,
2. The NTA, under the BusConnect programme, is currently in the process of reviewing the bus network in Dublin in its entirety.
3. Proposed level of bus service on Belgard Sq. North, and the scale and nature of the infrastructure required to accommodate it is currently under consideration.
4. The NTA can state that it is highly likely that Belgard Sq. North will continue to serve as a vital link for a number of routes serving Tallaght and that, in the future, bus priority in both directions will be required along the section which forms part of the proposed development.

Chief Executives Response and Recommendation:

1. Submission noted.
2. Submission noted.
3. Submission noted.
4. South Dublin County Council will coordinate with the NTA during the design stage of the proposed signalised junction at Belgard Square North.

Submission No.2 – Hendrik van der Kamp (On behalf of Cornhouse Management Company)

This submission relates to the following issues:

1. The proposed road scheme incorporates a section of roadway that has been in private use for more than 20 years.
2. The proposed road scheme is not necessary to facilitate development of the vacant site which has been zoned for development for a considerable time and can be accessed from the main road.
3. The proposed road scheme will result in serious injury to the residential amenities of the apartments facing the roadway which have balconies facing the roadway, as well as clients of the mental health services provided in the complex.
4. Traffic count data should be made available in order to support estimates of future traffic volumes on the proposed road link.
5. More information is needed about the intentions for the future development of the land that adjoining to the east of the proposed road and directly opposite the Exchange Hall apartment complex.
6. The proposed road is likely to generate large amounts of heavy goods vehicles accessing the Cookstown industrial area. Such a road would be incompatible with the residential development of Exchange Hall.
7. In the event that the road scheme would proceed it is suggested that limited on street car parking should be provided along the western footpath to facilitate set down for the apartment complex and improve the public realm and reduce traffic speeds.
8. In the event that the road scheme would proceed it is suggested that a two direction bicycle pathway should be provided along the eastern side of the road to facilitate the on street car parking and achieve a more urban quality public realm.

Chief Executives Response and Recommendation:

1. The roadway in question is fully owned by South Dublin County Council from the western side kerb, there is a right of way held by the owners of the properties west of the proposed road specified on the Land Registry records.
2. The South Dublin County Council Development Plan (SDCC DP) changed the zoning of the Cookstown area to REGEN (To facilitate enterprise and/or residential led regeneration). The Council seeks to support and facilitate the regeneration of underutilised industrial lands that are proximate to town centres and transport nodes to provide for a more intensive mix of enterprise and/or residential led development.
The Six-Year Roads Programme incorporates the Belgard Sq North – Cookstown Link Road. The proposed road will facilitate better connection to potential future residential and commercial development in the Cookstown area by allow greater access for vehicles, pedestrians and cyclists to Tallaght mitigating congestion that would otherwise arise on the existing road network.
3. The proposed road alignment has been on the South Dublin County Development Plan (CDP) since 2004 and the Tallaght Local Area Plan (LAP) since 2006 and has appeared on each subsequent CDP (2010 and 2016) and LAP (adopted 2006 and extended 2011) to date. Statutory public consultation on CPD and LAP were carried out prior to their respective implementation. In terms of the concerns of the residents due to the perceived increase in noise, a HGV ban will be introduced on this road and road materials that lower the noise (SMA) will be used in the road construction, both measures will help to reduce road noise.
4. Traffic analysis was carried out on the scheme using current TII Project Appraisal Guidelines Unit 5.2 and Unit 5.3. The traffic modelling has indicated that the proposed Belgard Sq North – Cookstown Link Road will operate satisfactorily in the opening year (2018) and continue operate satisfactorily in the 2022 and 2032 using high traffic growth rates for Dublin Region
5. The lands in question is fully owned by South Dublin County Council and currently zoned for regeneration (To facilitate enterprise and/or residential-led regeneration).
6. Submission noted. South Dublin County Council are recommending that an HGV restriction will be imposed on the proposed road.
7. The proposed road is set in Tallaght's urban centre with an extensive sustainable transport network and parking nearby and thus the surrounding road network does not have significant numbers of on-street parking. However, consideration will be given to the provision of a certain number of on-street parking spaces on the western side of the link road.
8. A two direction bicycle pathway along the eastern side of the road would require a cyclist traveling northbound from Belgard Sq. North to cross the road at the junction of Belgard Sq. North/Proposed Cookstown Link Roads and/or at the roundabout on the northern end of the Proposed Cookstown Link Road, this would contradict the principles of cycle facility design, set out in the National Cycle Manual; Road Safety, Coherence, Directness, Attractiveness and Comfort.

Submission no. 3 – Anthony Horan (On behalf of Atlas GP Limited)

This submission relates to the following issues:

1. The scheme is cognisant of DMURS and the National Cycle Manual.
2. The road layout takes into account the Greater Dublin Cycle Network Plan and specifically addresses with the commitment to a Secondary Cycle Facility on Belgard Square North.
3. The scheme addresses the need identified in the Tallaght City Masterplan LAP (adopted 2006 and extended 2011) to link the Cookstown Industrial Estate with Belgard Square North and Tallaght city centre.
4. We are of the opinion that the new road will add positively to the urban framework of Tallaght.
5. The current LAP for the area indicates an objective for a high quality pedestrian linkage from IT Tallaght to Tallaght Hospital. Our client would welcome interaction with the

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.

TM3 Objective 1:

To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities with reference to the policies and objectives contained in Chapter 9 (Heritage, Conservation and Landscape) particularly those that relate to Public Rights of Way and Permissive Access Routes.

TM3 Objective 2:

To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.

TM3 Objective 3:

To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.

It is the policy of Council to ensure that streets and roads within the County are designed to balance the needs of place and movement, to provide a safe traffic-calmed street environment, particularly in sensitive areas and where vulnerable users are present.

TM6 Objective 1:

To appropriately apply speed limits taking into account the characteristics of the surrounding area, the design of the street environment and the presence of vulnerable users.

TM6 Objective 2:

To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment.

TM6 Objective 3:

To advance national and local initiatives in relation to road design and safety

It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.

TM7 Objective 1:

To carefully consider the number of parking spaces provided to service the needs of new development.

TM7 Objective 3:

To ensure that car parking does not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape.

South Dublin Co Co Development Plan 2016-2022 Land Use Zoning Objectives

Zone	Abbreviation	Objective
Regeneration	REGEN	To facilitate enterprise and/or residential led regeneration.

Zoning Objective 'REGEN': 'To facilitate enterprise and/or residential-led regeneration'

USE CLASSES RELATED TO ZONING OBJECTIVE	
Permitted in Principle	Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, Enterprise Centre, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m –1,000 sq.m, Offices over 1,000 sq.mi, Open Space, Petrol Station, Public

	Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation.
Open for Consideration	Allotments, Bed & Breakfast, Betting Office, Boarding Kennels, Car Park, Crematorium, Cultural Use, Doctor/Dentist, Embassy, Funeral Home, Garden Centre, Guest House, Hospital, Industry-General, Nursing Home, Off-Licence, Place of Worship, Primary Health Care Centre, Public House, Recycling Facility, Retail Warehouse, Retirement Home, Service Garage, Shop-Neighbourhood, Social Club, Veterinary Surgery, Warehousing, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Fuel Depot, Heavy Vehicle Park, Industry-Extractive, Industry-Special, Nightclub, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Wind Farm.

Tallaght Local Area Plan 2006-2011 (Extended to 2017)

4.7 Cookstown South
<p>4.7.3 Future Land Use</p> <ul style="list-style-type: none"> • The area is ideally positioned on the northern side of the Core Area to provide a quieter residential enclave that is supplemented by commercial development. • Commercial uses could comprise offices, as well as shops and services that serve the local population. • More intensive commercial and residential development may be appropriate fronting Belgard Road and sites adjacent to the junction of Cookstown Road and Fourth Avenue. • The expansion of existing commercial and other nonresidential uses may be acceptable provided there will not be a negative impact on the amenities of existing and future residents. <p>4.7.5 Future Access and Movement</p> <ul style="list-style-type: none"> • The development of lands within the precinct is dependent on the establishment of a more permeable street network. New street links should be provided from Belgard Road and Belgard Square North in accordance with the objectives of the County Development Plan 2004-2010. • A new road network that incorporates existing streets will permeate the area to provide north-south and east-west circulation and to allow for mid-block penetration and local access. • Key pedestrian links should provide direct access to the Core Area and the Hospital.

4.8 Core Area
<p>4.9.3 Future Land Use</p> <ul style="list-style-type: none"> • The land use mix in the Core Area should reflect that of recent developments and focus on sustaining an intensive and integrated working and residential population. • Extensive car-borne activities such as retail warehousing, showrooms, and garden centres are discouraged. • Night-time entertainment and leisure uses should be clustered in the areas to the north and north-west of the Square, adjacent to high frequency public transport and taxi services. <p>4.9.5 Future Access and Movement</p>

- The existing street pattern should be maintained. Through site links should be provided on large blocks to allow for mid-block penetration and access via shared routes or pedestrian/cyclist routes.
- Private vehicle circulation should remain largely unchanged around the Tallaght Box, however a greater emphasis should be placed on the movement of buses, taxis and cyclists by providing QBC type priority.
- Key pedestrian routes should focus on east-west and north-south movement into the principal area of activity around the Square Shopping Centre and LUAS Station. Pedestrian routes through the Square should be improved.
- A one-way bus/public transport 'loop' should be considered north of the Square.
- A bus interchange should be provided in an area that is directly visible to and within a short walking distance from the Tallaght LUAS Station.
- The areas adjacent to Belgard Road could provide a possible route for the Orbital Metro.

6.0 Recommendation

Following consideration of the submissions the Chief Executive is of the view that the issues raised by way of the submissions can be satisfactorily addressed as outlined in the foregoing report.

The report recommended that;

1. Special road construction materials that reduce road noise will be used in the construction of the link road.
2. A HGV restriction to be imposed on the proposed road.
3. Consideration will be given to the provision of a certain number of on-street parking spaces on the western side of the link road.

