



Draft
Dundrum
Local Area Plan
2023



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Preamble / Executive Summary

Set out in this document is a draft Local Area Plan (LAP) for Dundrum. Put simply the draft LAP looks at both existing and future Dundrum and aims to set out a framework to guide future development and make sure that there are enough schools, open spaces, childcare and community facilities, shops and employment to serve the needs of the community.

As a Major Town Centre Dundrum plays a very important role in the County and whilst the draft LAP covers a relatively small area, Dundrum as a town, while serving the local need, also has a much wider draw in terms of the shops, educational facilities, and civic, cultural and community facilities that currently exist and that will exist in the future.

An analysis of population has indicated that the population of the plan area could double over the next 20 years from circa 6000 to circa 11,500 persons. The majority of new homes will be in apartment or duplex type units with the minority in more traditional style houses.

At the heart of the Plan is the “ten minute neighbourhood” concept whereby a person should be able to walk, cycle or use high quality public transport to access the various amenities listed above within ten minutes of their home. The Luas and planned bus routes means that Dundrum has the potential to reach a much wider area.

The draft LAP is set out in nine chapters as follows:

1. Introduction, Context and Analysis
2. Urban Framework and Site Development Frameworks
3. People and Homes
4. Transport and Movement
5. Climate Change - Adaptation and Mitigation
6. Multifunctional Towns and Neighbourhood Centres
7. Employment
8. Heritage and Conservation
9. Implementation and Monitoring

Chapter 1 Introduction, Context and Analysis sets out the vision for the Plan, the legal framework underpinning Local Area Plans, the various studies and assessments that have informed the Plan, the plan context and the estimated future population projected for the plan area.

A SWOC analysis sets out the Strengths, Weaknesses, Opportunities and Challenges of the area.

Chapter 2 Urban Framework and site development Frameworks sets out the overall strategy for the built form in Dundrum. Character areas within the Plan area are identified along with general urban design parameters.

Individual site frameworks which will guide future development proposals are then set out for Key Development Areas (KDAs) including the Old Dundrum Shopping Centre, Tane Cross and the former Central Mental Hospital site.

Chapter 3 People and Homes – The first part of this chapters specifies objectives for some of those elements that are central to the “ten minute neighborhood” concept - namely childcare, community facilities, play facilities and schools. Objectives for a new Dundrum, Community, Cultural and Civic Centre, for a community and leisure facility on the former Central Mental Hospital, for a school on the old Notre Dame campus, for a playground in Finsbury Park and for Childcare

facilities are included.

The second part of the chapter then moves on to look at housing and includes analysis of both existing and future housing using available data relating to the type of unit i.e. houses or apartments, and the mix of permitted and planned apartments. This indicates that whilst currently the mix is skewed towards houses, future development will reorient that mix of unit types so that it is likely that there will be a significant number of apartments. Policy and objectives on height, density and tenure are also set out.

Chapter 4 Transport and Movement - One of the assessments which has informed the plan is an Area Based Transport Assessment or ABTA. An ABTA examines the most sustainable way to manage future transport demand. Chapter 4 details the main transport recommendations arising from the ABTA report with a focus on cycling, walking and public transport and delivering on the “ten minute neighbourhood” concept. The various objectives cover three areas – Dundrum Major Town Centre area, South Dundrum and Dundrum Road Corridor.

Objectives for the Major Town centre include retaining and extending the existing one way traffic layout and southbound cycle lane on Main street, the delivery of the dlr connector cycle scheme, implementing a one way system on Sydenham Road and improving cycle infrastructure on the bypass.

In relation to the Dundrum Road Corridor the focus is on changing the Dundrum Road from what it a busy car dominated route to a neighborhood street, enhancing the Windy Arbour neighbourhood centre area and developing a Dodder to Dundrum pedestrian and cycle route that will pass through the former Central Mental Hospital lands.

Chapter 5 Climate Action – Adaptation and Mitigation - Delivering on the “ten minute neighbourhood” concept can help deliver on climate action measures. This Chapter specifies how climate change adaptation and mitigation measures will be applied and focuses on the Plan interactions with climate mitigation and adaption from the perspective of the approach to green infrastructure, sustainable water management, flood risk and energy planning.

Objectives include the upgrading of the open space facilities at Sweetmount Park, provision of a local park on the old shopping centre site and provision of a wetland park area to the rear of the Carnegie Library.

Chapter 6 Dundrum Multifunctional Town & Neighbourhood Centres - This chapter explores the role of Dundrum as a town centre and also explores the role of the 2 neighbourhood centre areas within the Plan – Frankfort and Windy Arbour. The town offers many opportunities for a variety of what are called multifunctional uses beyond retail whilst the Windy Arbour Neighbourhood Centre offer opportunities when new homes are delivered on the former Central Mental Hospital site.

Chapter 7 Employment - Provision of employment in the plan area is important given the strategic employment location of the Major Town Centre and also the role that employment plays in delivery of the “ten minute neighbourhood” concept.

This chapter includes policy and objectives on the Dundrum Business Park, remote working, supporting the ongoing retail role of the town whilst also supporting diversification into other employment uses. The chapter also examines tourism in the area and includes an objective to support the provision of a hotel in Dundrum and to support the role of the Airfield Estate.

Chapter 8 Heritage and Conservation - The rich heritage of Dundrum contributes to the current sense of place in the town and this chapter details some elements of the background and history of the town along with policy and objectives on the character, high quality architecture, protected structures (of which there are 25 listed within the Plan lands including various buildings in the former Central Mental Hospital) and the new Dundrum ACA.

Maher’s Terrace, Holy Cross Church, St Nahi’s and the former Central Mental Hospital are covered by more specific objectives around conservation.

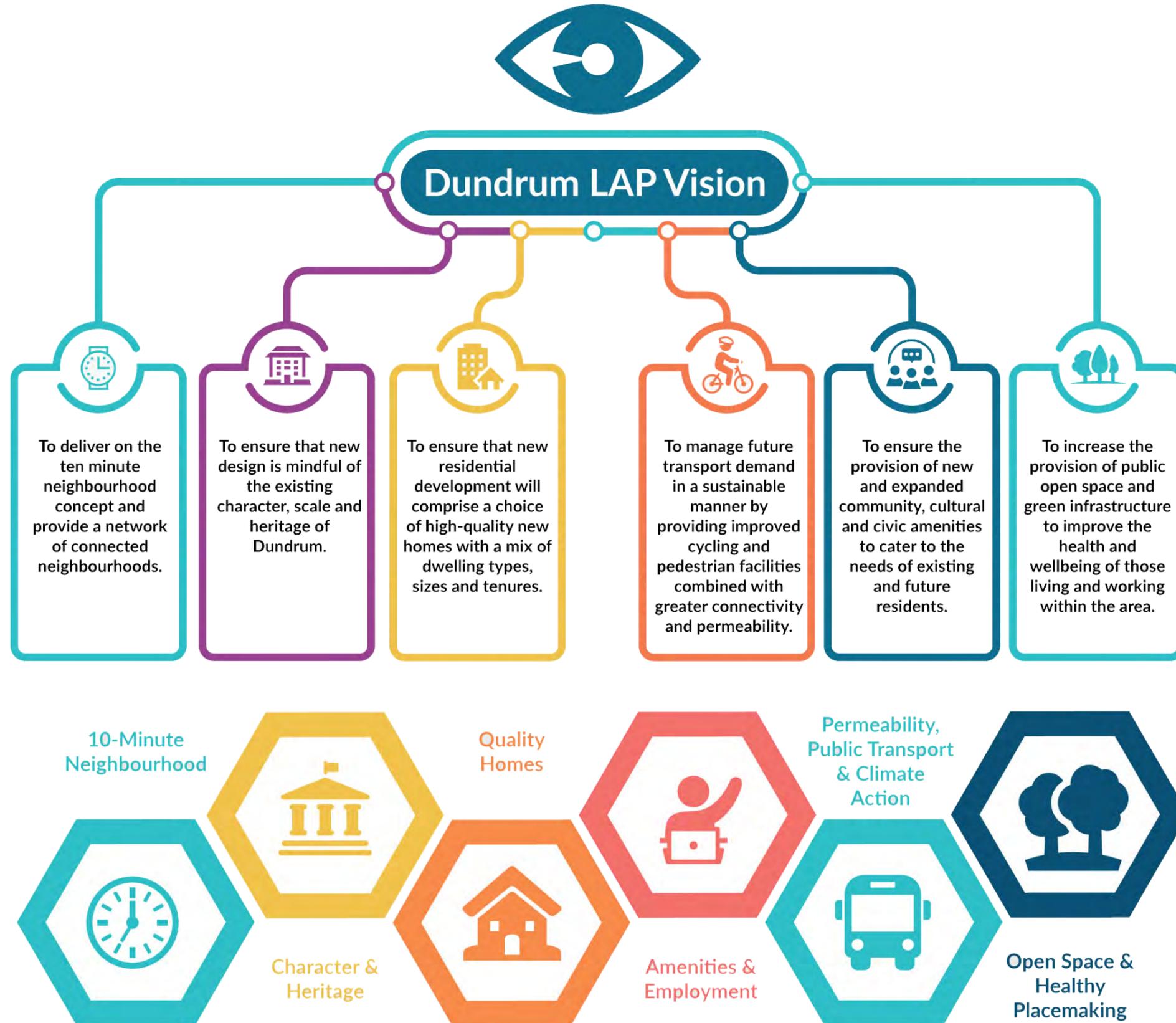
Chapter 9 Implementation and Monitoring - This chapter looks at the all important aspect of how the LAP will be implemented, exploring timelines and monitoring of delivery and outcomes.

The 10 Minute Neighbourhood Concept



Vision

The vision for Dundrum is of a vibrant, inclusive and attractive town which is connected to and supports surrounding neighbourhoods and functions as a place people can enjoy, to live in, work in and visit.





1

Introduction, Context and Analysis

1.1 Introduction

This chapter sets out the background to the Draft Plan, details of the assessments associated with the environment and transport which have informed the draft Plan, the plan context and future population for the plan area.

A SWOC analysis sets out the Strengths Weaknesses Opportunities and Challenges of the Area. This assessment assists in the framing of a policy base to guide new development.

1.2 Background

At the strategic level Dundrum is one of two “Major Town Centre’s” in the County (Dún Laoghaire Town being the other) and has good public transport links to the city centre, to employment opportunities at Sandyford, to the new emerging mixed use town of Cherrywood and to the surrounding areas of Stepside and Ballyogan. At a more local level Dundrum serves the surrounding mainly residential areas of

Clonskeagh, Nutgrove, Goatstown, Ballally and Ballinteer and also has good links to UCD.

This Local Area Plan, hereinafter referred to as ‘the Plan’ or ‘DLAP’, sets out a framework for the future development of lands at Dundrum. The Dún Laoghaire-Rathdown County Development Plan 2022-2028, the statutory land-use document for the area, contains a Specific Local Objective to complete a Local Area Plan for the Dundrum area. It is on foot of this County Development Plan Objective that the Planning Authority has prepared this draft Local Area Plan.

The purpose of this Plan is to help guide the future development of the area by setting out a series of objectives that clearly define the development strategy for Dundrum over the next 6-10 years and beyond. The draft Plan has been formulated in the context of both the dlr County Development Plan 2022 – 2028 and the broader regional and national frameworks and policies with regard to

infrastructure, land use and transportation and climate change issues.

The Plan aims to redefine the approach to the area in the context of significant change over recent decades and also in the context of future climate resilient development in a manner that is highly sustainable and attractive and responsive to the local context and character of the area which is clearly underpinned with a strong sense of place and community.

The ten minute neighbourhood concept whereby one is able to walk, cycle or utilise high quality public transport to access neighbourhood support facilities within a 10 minute timeframe is a key facet of this Local Area Plan.

An Area Based Transport Assessment (ABTA) has fed into the local area plan policy formulation.

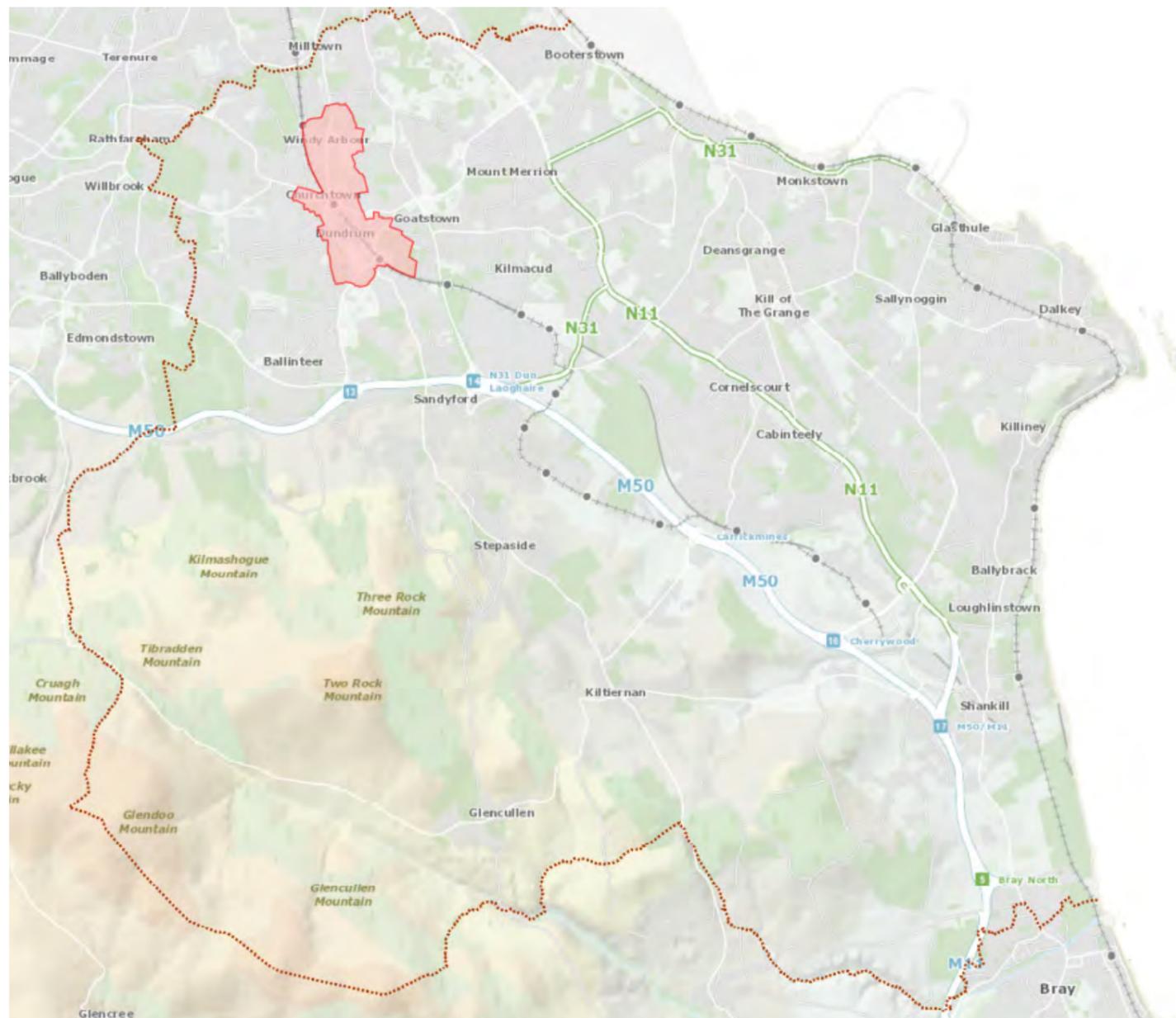


Figure 1.1: Dundrum LAP located within administrative area of dlr



Figure 1.2: Dundrum Connections

1.3 Local Area Plan Boundary

The Plan boundary and land use zoning objectives are illustrated on Maps 1 & 5 of the County Development Plan 2022-2028. The Plan area as defined in the current CDP has been, on foot of the pre-draft consultation process and work on the draft LAP, extended to include lands at Fernbank, the former Notre Dame School site and adjoining open space zoned land to the south. The Plan covers a total area of approximately 168 hectares.

The northern boundary of the LAP lands are now formed by the Dundrum Business Park, with the southern extents of the LAP boundary defined by the greenway to the south of the Ardglas Estate and Airfield Estate to the east.

1.4 What is a Local Area Plan?

It is important to understand the role of a statutory Local Area Plan. The Planning and Developing Act sets out that a local area plan may be prepared for “those areas which require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the plan”. It is the view of the Planning Authority that Dundrum contains sites that will be subject to large scale development.

The Section 28 “Local Area Plans – Guidelines for Planning Authorities” DECLG, 2013 provide further guidance and context for local area plans and set out that “Local Area Plans are intended to provide more detailed planning policies for areas that are expected to experience significant development and change”. The guidelines also place a focus on implementation and effective consultation and consensus building.

The Act states “An LAP shall be consistent with the objectives of the development plan, its core strategy, and any other regional planning guidelines that apply to the area of the Plan and shall consist of a written statement and a plan or plans which may include – Objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes, or such other objectives in such detail as may be determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies, including the objective of development of land on a phased basis and detail on community facilities and amenities and on standards for the design of developments and structures”.

The LAP must include a Strategic Environmental Assessment (SEA), an Appropriate Assessment (AA) and a Strategic Flood Risk Assessment (SFRA) and undergo a statutory public consultation process. The Plan is made by the Elected Members.

The County Development Plan sits higher in the planning hierarchy and as such, the policy objectives contained in the CDP pertain to the LAP lands. They are not generally duplicated in the DLAP. It is a provision of this Plan to ensure that all of the provisions from the County Development Plan identified as mitigation in the SEA Environmental Report and Natura Impact Report shall apply regardless of whether the County Development Plan expires and/or is reviewed.

The Planning Authority and An Bord Pleanala must have regard to the provisions of the LAP when determining any planning applications for sites located within the Plan area.

From the date of its adoption by the Council, the Plan will be in place for a period of six years, unless otherwise amended, or extended by the Planning Authority.

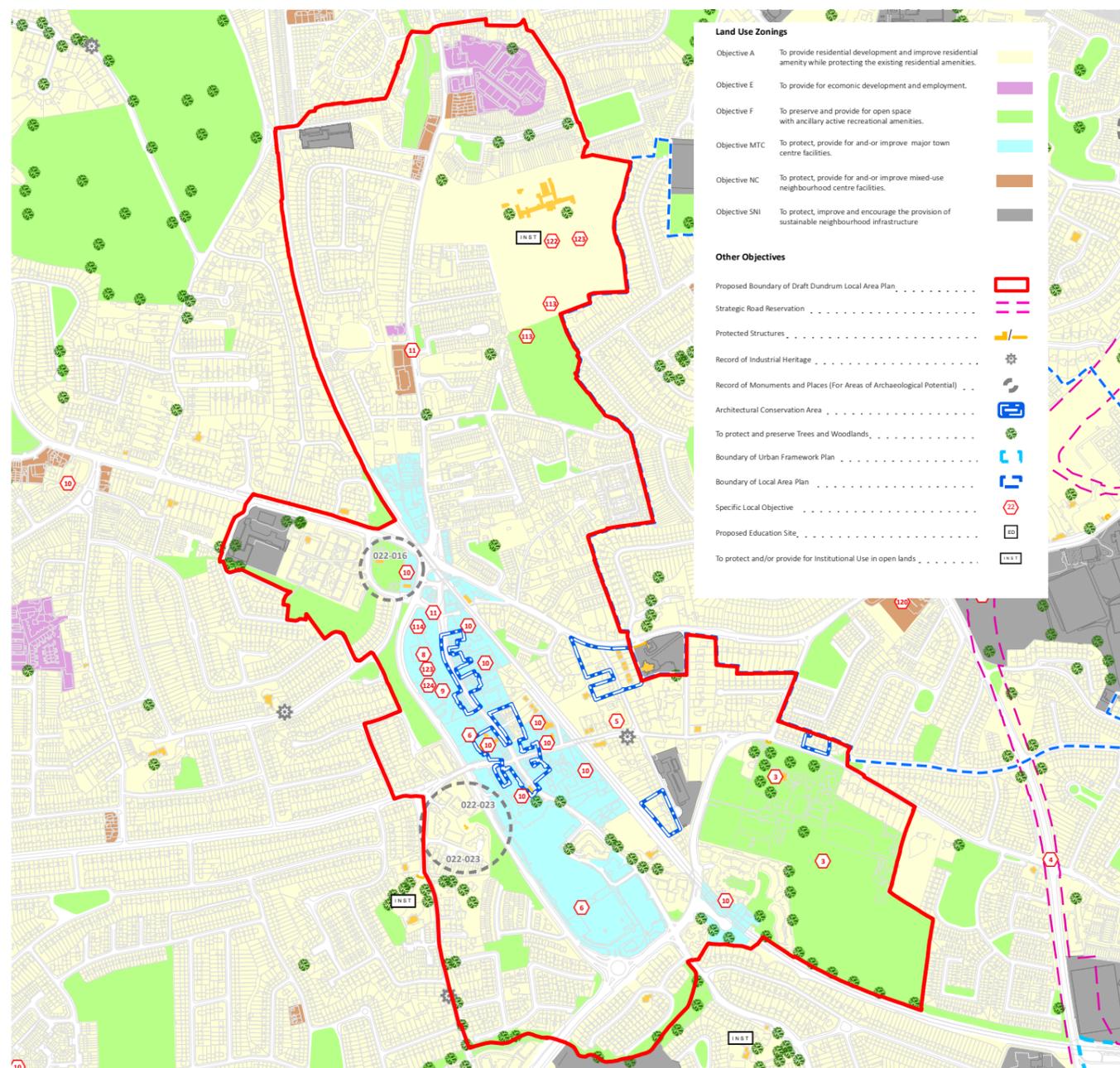


Figure 1.3: Extract from 2022-2028 County Development Plan



Figure 1.4: Aerial view of Dundrum LAP Area

1.5 Public Consultation

Public consultation is an important aspect of any plan-making process in order to address issues and concerns which relate to the Plan area and to ensure that the final Plan reflects public and community aspirations in addition to government policies, strategies and guidelines. The public consultation consists of two main stages, (i) non statutory pre-draft consultation and (ii) consultation on the draft Plan itself.

1.5.1 Pre-Draft Public Consultation

A 'Pre-Draft Consultation Process' was held for a period of four weeks from 19th November to 14th December 2018. The intention of this process was to invite interested parties or individuals to make submissions or observations to inform the preparation of the Draft Plan. As part of this process, an Issues Paper was

prepared by the Planning Department to stimulate, guide and encourage debate and discussion on the issues in the community and wider environs, to flag important factors and to encourage and assist the public in making submissions and observations to the Planning Authority in respect of the preparation of the Draft Plan.

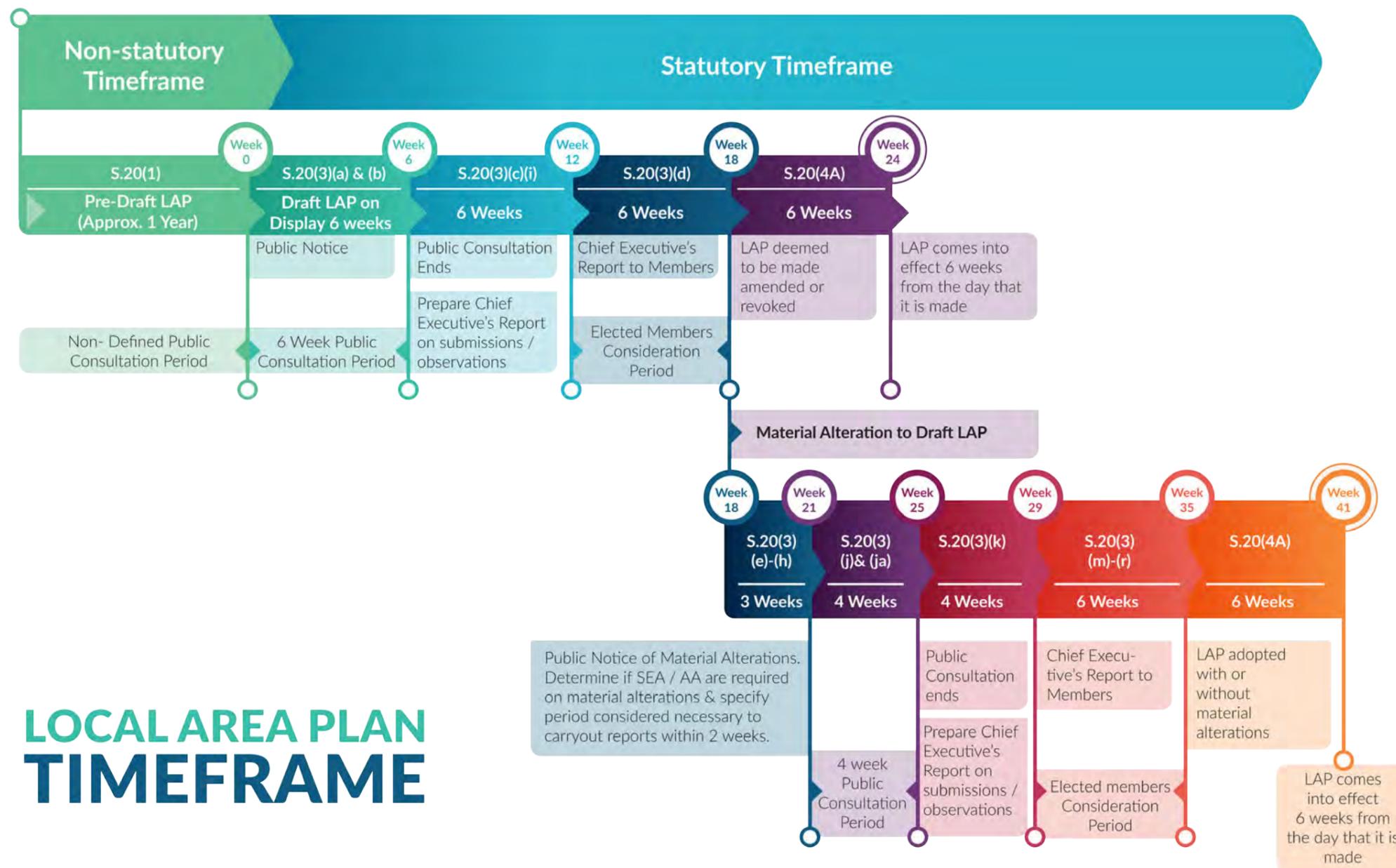
Two Public Information Open Sessions were held on 27th November 2019 and 11th December 2019. A total of 153 submissions were received from the public during the display period. Consideration was given to the issues raised in the submissions in the preparation of this Draft Plan.

The issues raised in the pre-draft consultation are set out at the start of each relevant chapter in this Draft Plan. This is considered important so that those reading the Draft Plan can see how the non-statutory pre-draft consultation has fed into the preparation of the draft LAP. These sections will be moved to an appendix in the final Plan.

1.5.2 Draft Plan Public Consultation

When the Draft LAP is published, it must be placed on public display for a minimum of six weeks during which submissions and observations are invited from the public and interested parties. A report summarising the issues raised and the Chief Executive's recommendation will then be presented to the Elected Members for their consideration, not later than twelve weeks after publication of the notice in a national newspaper.

The Elected Members have six weeks to consider the report and adopt, amend, or reject the Draft LAP. Any Material Alterations to the Draft LAP must go on public display for a further period of not less than four weeks. The statutory timeframe for a Local Area Plan is detailed below.



1.6 Planning Hierarchy

The diagram below sets out the statutory spatial planning hierarchy whereby the Local Area Plan sits below the County Development Plan which itself is consistent with both the overarching higher level RSES and the NPF. The policy context for this LAP is informed by a myriad of plans and policies at national, regional and local level. Appendix 2 sets out the wide variety of plans and policy documents that have shaped the Plan.

Dundrum is shown in the statutory core Strategy map of the dlr County Development Plan 2022 – 2028 as a major centre. In terms of the core strategy as set out in chapter 2 of the County Development Plan, Dundrum falls within the existing built up area where windfall or infill development will take place over the lifetime of the Plan.

1.6.1 National and Regional Context

From a national and regional perspective, the following are of relevance:

- Project Ireland 2040, which includes:
 - National Planning Framework 'Ireland 2040 - Our Plan' (NPF)
 - National Development Plan 2018 - 2027 (NDP)
- Regional Spatial and Economic Strategy 2019-2031 – Eastern & Midland Regional Assembly (RSES) which also incorporates the Metropolitan Area Strategic Plan (MASP)

The NPF forms the “spatial expression of Government policy” and provides a National Planning Framework to guide national, regional and local planning and investment decisions for the years ahead.

The ‘National Planning Framework’ includes 10 no. “National Strategic Outcomes”, the first of which is “Compact Growth”, which advocates the imperative of “Greater Densities of Development”, particularly in urban and suburban areas. Higher residential densities are better able to support local services, reduce journey times, and are more likely to result in a more frequent use of sustainable modes of transport.

The NPF promotes the achievement of compact urban growth with an associated objective that half of the future housing growth of the main cities will be delivered within the existing built up area through infill and brownfield development.

The RSES implements the practical implications of the NPF at a regional level. The RSES brings together for the first time spatial planning and economic policy and combines spatial planning with capital investment.

The Strategy seeks to accelerate housing supply and to achieve a greater proportion of housing development to be accommodated within, and/or close to, existing built up urban areas, as per the NPF. The Metropolitan Area Spatial Plan (MASP) which forms part of the RSES, seeks to address key challenges in the Dublin area, related to housing supply, affordability, transport, sustainability and liveability, to ensure that Dublin can sustain its competitiveness and provide a good quality of life to its residents. It also reaffirms Dundrum’s role as a Level 2, Major Town Centre.

The Metropolitan Area Strategic Plan (MASP), which is a key feature of the RSES, consists of a 12-year planning frameworks crossing the administrative boundaries of the Dublin Local Authorities. The vision statement for the MASP is as follows:

Over the years to 2031 and with a 2040 horizon, the Dublin metropolitan area will:

“build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area”

To facilitate the increase in population, the National Development Plan 2018-2027 (NDP), which sets out the investment priorities that will underpin the successful implementation of the NPF, provides a commitment to a Luas network extension to the Green Line to Bray to the south. This proposal is scheduled for delivery post-2027. Dundrum will also benefit from BusConnects proposals.

Local Authorities are required to demonstrate consistency with the NPF in their Development Plans and section 19 of the Planning and Development Act sets out that Local Area Plans must also be consistent with the NPF and the RSES.

The Dundrum Draft Local Area Plan is consistent with the NPF and the RSES.

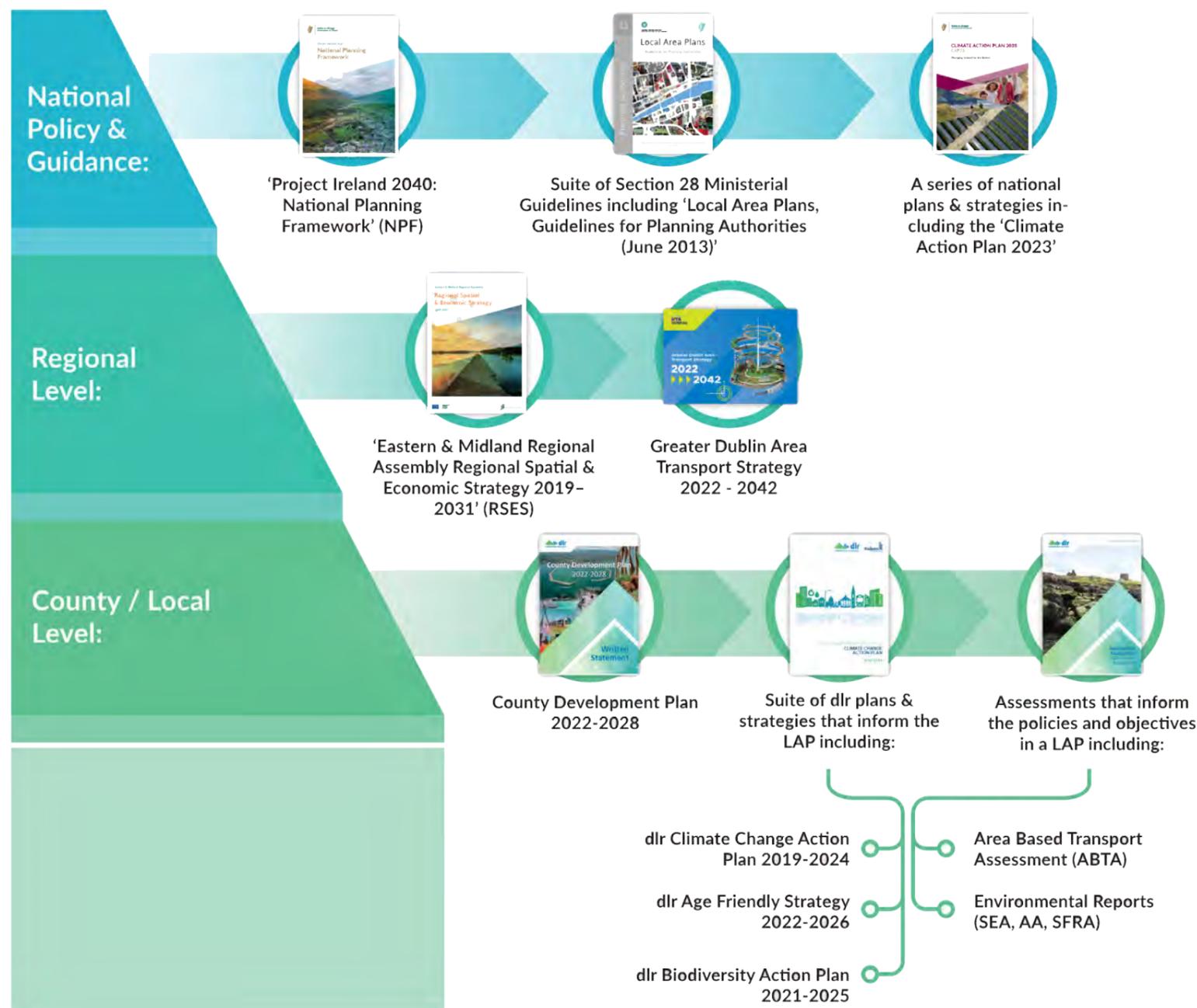
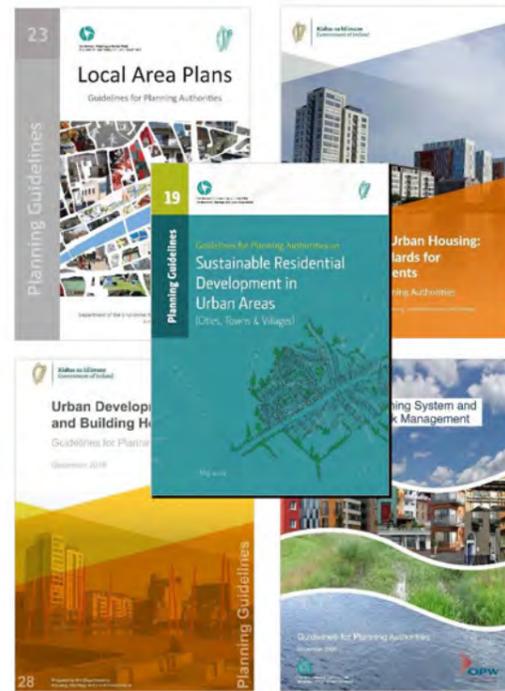


Figure 1.5: Plan Hierarchy

1.6.2 Section 28 Ministerial Guidelines

The draft LAP is consistent with relevant Specific Planning Policy Requirements (SPPRs) and has regard to other relevant provisions of the Section 28 Ministerial Guidelines issued by the Government. The Guidelines of particular importance include ‘Sustainable Residential Developments in Urban Areas: Guidelines for Planning Authorities’ (2009), ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2022), ‘Urban Development and Building Height Guidelines’ (2018). The applicable elements of these Guidelines are referenced in the various Chapters of this LAP.



1.6.3 Local Policy Context

1.6.3.1 Dún Laoghaire-Rathdown County Development Plan 2022-2028

The Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP) accords with the above series of national and regional policy documents and has been drafted having regard to the National Strategic Outcomes set out in the NPF, the Regional Strategic Outcomes set out in the RSES, the UN Sustainable Development Goals, the 8 Corporate Goals set out in the DLR ‘Corporate Plan 2020 – 2024’ and the unique character of DLR. The County Development Plan is underpinned by 5 strategic Outcomes as follows:

1. Creation of a Climate Resilient County
2. Creation of a Compact and Connected County
3. Creation of a network of liveable Towns and Villages
4. Creation of an inclusive and Healthy County
5. Creation of a Vibrant Economic County

The Plan also builds on the concept of the ‘ten minute neighborhood’ which incorporates the principle of a sustainable urban village in terms of being able to walk or cycle or use public transport to neighborhood support facilities within a ten minute timeframe. As a major town centre that is well served by public transport, Dundrum offers a multitude of facilities including retail, community civic and



Figure 1.6: Strategic County Outcome

cultural and is well placed to deliver on this concept. The various neighborhood centres within the Plan lands can also aid in delivering on the concept.

Specific Local Objectives (SLOs) are also identified on the LAP lands and are listed in the CDP. The relevant SLOs are detailed in each chapter.

The Draft Dundrum Local Area Plan is consistent with the Dun Laoghaire-Rathdown County Development Plan 2022 – 2028. The provisions set out in the current Dún Laoghaire-Rathdown County Development Plan 2022-2028, or any subsequent variation or review, shall apply as appropriate to development within the Plan area.

1.7 Core Strategy consistency

Section 19 of the Planning and Development Act sets out that a local area plan shall be consistent with the Development Plan core strategy. The section 28 “Local Area Plan Guidelines” also reference this requirement.

The Core Strategy which is the settlement strategy for the County seeks to ensure a level of equilibrium between residential land supply in the County and forecast household growth. This is achieved by undertaking a Housing Land Availability Study to assess and quantify the supply of zoned land, coupled with an assessment of the population targets provided in the aforementioned NPF and RSES.

The LAP lands at Dundrum are an important part of the Council’s residential land supply, given the ability of land zoned Major Town Centre to accommodate an appropriate proportion of this type of development as well as the potential residential yield from the former Central Mental Hospital lands. Under the Settlement Hierarchy in the current CDP, Dundrum, along with Dún Laoghaire is identified as a ‘Major Centre’ within ‘Dublin City and Suburbs’.

The Core Strategy states that, during the period covered by the CDP, the majority of new homes are targeted to be built within or contiguous to the built-up area of Dublin City and Suburbs. The Core Strategy identifies that there is capacity

to accommodate a potential yield of between 22,763 and 25,353 units across a total of approximately 553 hectares of land. Dundrum will accommodate an appropriate proportion of these units, subject to local capacity and conditions, to be assessed through the development management process. (see section 1.8 – Future population in the LAP area).

The quantum and location of lands identified for development in the Dundrum LAP is consistent with the Core Strategy of the DLR County Development Plan 2022-2028.

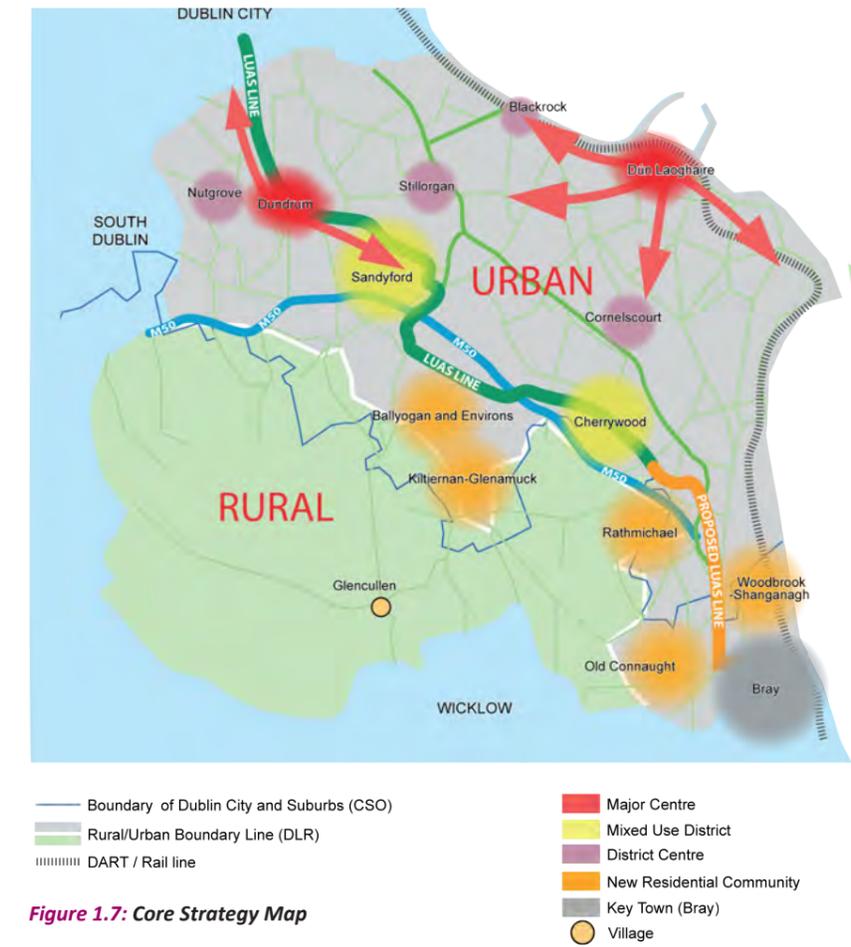


Figure 1.7: Core Strategy Map

1.8 Future Population in the LAP area

A background paper entitled ‘Demographic & Housing Analysis’ was prepared to estimate the total population that could potentially be accommodated in the Dundrum LAP area within the lifetime of the Plan and beyond (bearing in mind that the Plan could be extended to ten years). Whilst an LAP has a potential lifespan of 10 years, experience has shown that delivery of key regeneration sites may be over a much longer time period. In order to plan for Sustainable Neighbourhood Infrastructure (SNI) uses required such as schools this LAP looks beyond the statutory time frame.

This future population analysis used the following methodology:

- Calculation of population on the basis of the most recent census data (2016 as Census 2022 data not yet available for smaller areas).

- Calculation of additional population based on analysis of substantial residential developments completed within the LAP lands since the 2016 Census.
- Calculation of future population based on full build out of key development sites within the LAP area*.

**It is acknowledged that full delivery on key sites will take place over a longer timeframe than the 6 – 10 the lifetime of the Plan. The market and economic cycles will impact on the rate of delivery.*

Based on the foregoing analysis, Table 1.1 below sets out the existing and projected population of the Dundrum LAP area over the lifetime of the Plan (6-10 years) and beyond. This is based on potential yields from key development sites. As this is largely a mixed-use town centre area, the numbers coming forward may be subject to change based on densities and mix of uses. Other factors are also at play including windfall sites of which the Local Authority are currently not aware which may come forward and depopulation in existing older suburban areas.

The table 1.1 below illustrates that the population of the area could potentially increase from a current population of approximately 6,500 persons to a total of circa 11,500 persons over the next 20 years. This represents an increase of 5050 persons (2020 additional dwelling units).



1.10 Assessments that have informed the Draft Plan

The plan is an evidence based plan which has been informed by a number of studies as set out below.

1.10.1 Area Based Transport Assessment

An Area Based Transport Assessment (ABTA) has been undertaken to inform the preparation of the Dundrum LAP. An ABTA provides an assessment of the effect that additional development is likely to have in a given area and sets out a series of recommendations regarding how best to manage any identified increase in transport demand. The assessment is multi-modal and makes recommendations regarding all modes of transport, including for pedestrian, cyclist and public transport infrastructure.

The assessment of transport demand has played a central role in the preparation of the LAP. The relevant findings of the ABTA have informed the Transport and Movement chapter. The ABTA process is - in a similar fashion to SEA - an iterative process and therefore the outcome of the public display of this draft LAP will inform the final ABTA report.

Total LAP Capacity*		
	Units	Population
Total Existing (2016 Census)	2,175	5,323
Completed since 2016 Census	435	1,088
Projected	2,020	5,050
Total	4,630	11,461

Table 1.1: Population Yield

As stated above the quantum and location of lands identified for development in the Dundrum LAP is consistent with the Core Strategy of the DLR County Development Plan 2022-2028.

1.9 SWOC Analysis

Table 1.2 below provides a summary of findings by way of a SWOC analysis. This is a structured planning method which evaluates an area under the headings: Strengths, Weaknesses, Opportunities, and Challenges.

SWOC analysis is a useful strategic planning tool undertaken to help inform the actual plan-making process. In this analysis, Strengths and Weaknesses represent the helpful and unhelpful aspects evident within the Plan area today, when considering what makes a good place to live, work, or visit. Opportunities and Challenges represent the positive and negative factors that have informed progress towards the draft policy objectives contained in this Draft LAP.

Strengths	Weaknesses	Opportunities	Challenges
<ul style="list-style-type: none"> • Location on the green Luas line with 3 Luas stops. • Dundrum Town Centre Shopping Centre is of a regional scale. • Rich archaeological and architectural heritage. • Strong community groups in the area. • Council offices located in the town. • Education facilities. • Temporary works to Main Street. • Airfield urban farm. 	<ul style="list-style-type: none"> • Low provision of flagship parks, outdoor sport facilities, playing pitches and play facilities for children. • Through traffic is a problem. • Old Shopping Centre has a poor interface with the Main Street and the Bypass. • Bypass severs town. • Flooding. • Need for more community space as set out in Dundrum CCAP. • Significant employment in the area is in retail. • Area of poor biodiversity resources and Nature Based Solutions. 	<ul style="list-style-type: none"> • Enhance the function of Dundrum as a strategic employment location. • Promote and enhance the role Dundrum can play in the ten minute neighbourhood concept. • Regeneration of under used sites and historic buildings including 2 strategic regeneration sites Former Central Mental Hospital, Old Shopping Centre and other sites including Council Carpark/Dom Marmion, Taney Cross. • Bus connects – improved service new interchange. • Improve active travel connections. • Improvements to Main Street public realm. • New green infrastructure through redevelopment – parks, recreation, urban greening. • Enhance the biodiversity of the area including the Slang. • Improve active travel connections to Dundrum, neighbourhood centres, schools etc. • Traffic calming. • Provide additional community, civic and cultural facilities. 	<ul style="list-style-type: none"> • Flooding including sites zoned MTC. • Dundrum Road is narrow, little room for active travel. • Difficult to retrofit large amenity facilities in existing built up area. • Communicating successfully the positive message in relation to climate resilient compact growth which will result in less car based journeys.

Table 1.2: SWOC Analysis

The ABTA study area is depicted on the map below and is larger than the LAP area. It is based on the potential catchment for walking and cycling and wider areas of interest which are likely to attract trips from the study area. The ABTA recommendations support the “10 minute neighbourhood” concept.

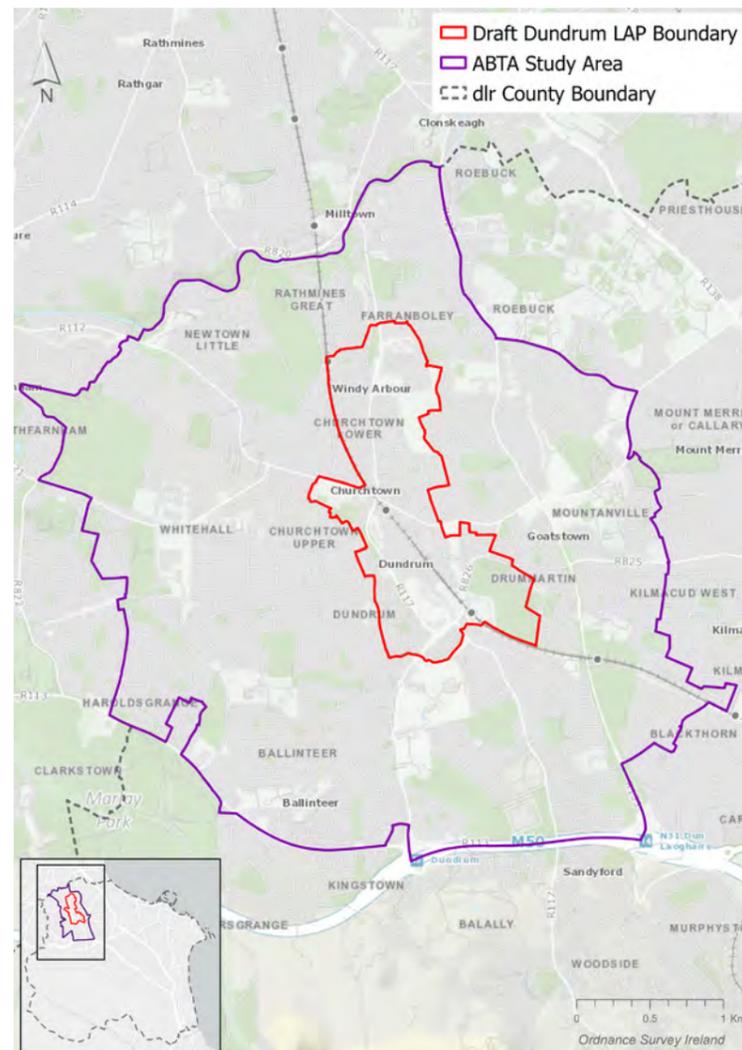


Figure 1.8: Boundary of ABTA V DLAP

1.10.2 Strategic Environmental Assessment

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme. It informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan-making. SEA is mandatory for LAPs for areas with a population or target population of 5,000 or more; therefore, a SEA is required for the Plan. The SEA covers both the LAP and also any LAP relevant objectives from the ABTA process. The findings of the SEA are set out in the Environmental Report, which, while constituting part of the Plan documentation, is presented as a separate document. The Environmental Report provides a clear understanding of the likely environmental consequences of decisions regarding the location of development in the Plan area. The mitigation measures needed to offset

potential adverse effects of the Plan and future monitoring proposals are set out in the SEA and the requirement to monitor them is set out as a policy objective in the Implementation and monitoring chapter. The SEA is an iterative process which covers the full plan making process.

1.10.3 Habitats Directive Assessment

The requirements for Habitats Directive Assessment of plans or projects, is outlined in Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). In any case where, following screening for Appropriate Assessment (AA), it is found that any plan or project is likely to have a significant impact on areas designated as Natura 2000 sites, a full Appropriate Assessment must be carried out. The Plan and the relevant ABTA objectives are being subject to Stage 2 AA, the findings of which are included in the accompanying Natura Impact Report. The current conclusion of the AA is that, following the integration of mitigation into the Draft Plan, the Plan is not foreseen to give rise to an adverse effect on the integrity of any European site, alone or in combination with other plans or projects. The AA process will conclude at adoption of the Plan.

1.10.4 Strategic Flood Risk Assessment (SFRA)

A SFRA was carried out to inform the preparation of the Plan. The SFRA is required to be prepared in accordance with the requirements of “The Planning System and Flood Risk Assessment Guidelines for Planning Authorities” (2009) and Circular PL02/2014 (August 2014). The SFRA is presented as a separate accompanying document to the Plan.

1.11 Dundrum Community, Cultural and Civic Action Plan

The Dundrum Community, Cultural and Civic Action Plan (CCCAP) was prepared by MacCabe Durney Barnes and Metropolitan Workshop on behalf of Dún Laoghaire-Rathdown County Council following the Council’s successful application for funding to prepare the study through the Urban Regeneration and Development Fund (URDF). The purpose of the CCCAP was to initially assess the existing provision of community, civic and cultural assets and, following an assessment of projected population growth in the area and future demand, to make recommendations regarding the required facilities to service the current and future population of Dundrum. The CCCAP provides an important evidence base which has informed the development of this LAP.

The study area utilised for the CCCAP was broader than the more focused LAP boundary, covering 9 Electoral Divisions with a population of c. 30,000 people. This approach has allowed for an assessment not just of the LAP area, but of the broader catchment served by Dundrum including lands which fall within the boundary of the Goatstown LAP. The recommendations made in the CCCAP are based on a detailed assessment, which forms an integral part of the evidence base for this LAP. The relevant recommendations of the CCCAP have been incorporated as appropriate.

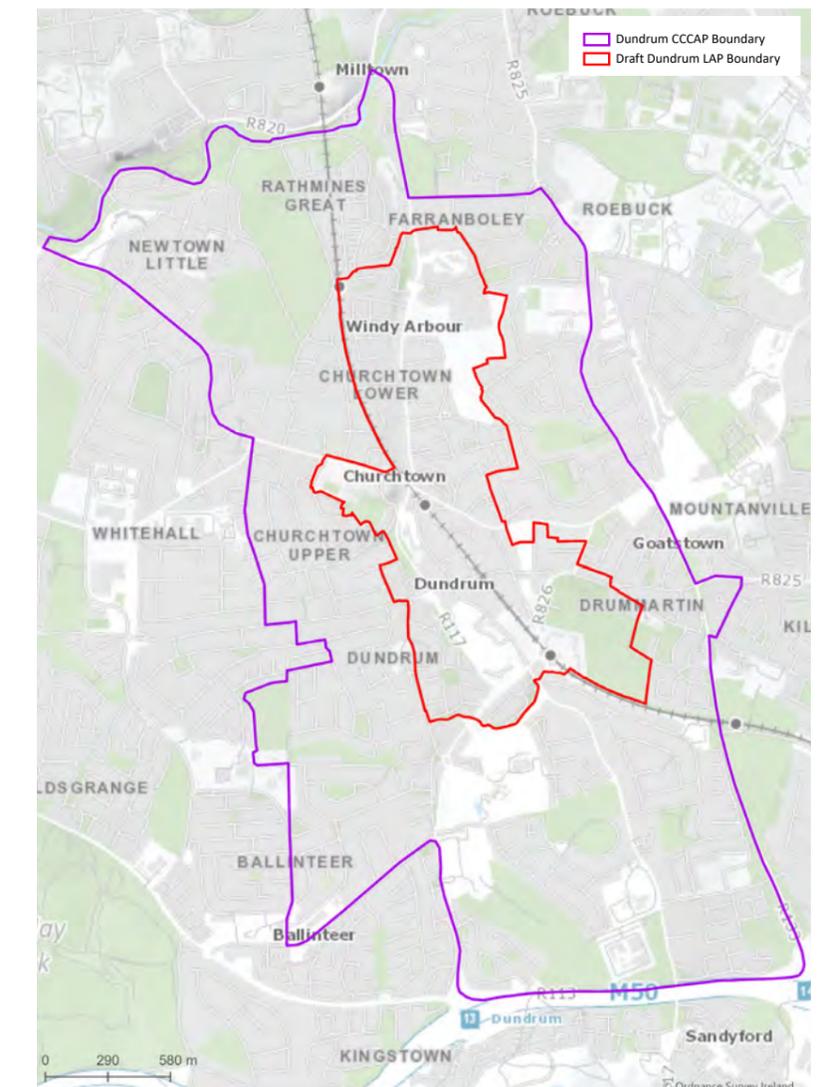


Figure 1.9: Boundary of CCCAP V DLAP



2

Urban Framework & Site Development Frameworks

2.1 Introduction

This chapter sets out the overall strategy for the built form which will shape the future spatial, development of Dundrum. It includes identification of character areas, the general urban design parameters for the DLAP area and individual site development frameworks for identified key development areas. It also includes a section focusing on public realm and urban greening on Main Street.

Proposals for new development in the Plan lands will be required to comply with the main urban design principles and the stated Plan policies and objectives relating to the Urban Framework and site development frameworks. Proposals shall also comply with the policy and objectives set out in other chapters of the Plan.

A number of key development areas (KDAs) are identified – the Old Shopping Centre site (OSC), the former Central Mental Hospital site (CMH), the Dom Marmion site (DM) the Taney Cross site (TC) (adjoining Waldemar Terrace). In addition, opportunity sites are also identified.

2.2 Pre-Draft Consultation

Many of the pre-draft submissions received noted urban design issues within the LAP lands. A large number of submissions called for measures to revitalise and enhance the public realm along Main Street and within the town centre generally, including through tree planting, increased provision of seating, and the provision of public plaza areas.

Some submissions called for improved pedestrian permeability between the Old Shopping Centre site and Sweetmount Park. A number of submissions called for limitations to the permissible heights of future developments along Main Street, with many of these noting the need to respect the existing heights of buildings along the street.

2.3 Dundrum Urban Character

As a major town centre, Dundrum is an important urban area in the County with a town centre which developed from the historic village of Dundrum as set out in Chapter 8 ‘Heritage and Conservation’. Much of the remainder of the LAP lands is defined by low rise twentieth century housing development. Built heritage contributes significantly to Dundrum’s unique and visually appealing character, not only in the town centre but on other streets and areas throughout the LAP lands.

The urban character of Dundrum is weakened by the prominence of heavily trafficked roads through the plan lands. This LAP has set out to address this weakness through both urban design interventions and sustainable travel interventions as set out in Chapter 4, Transport and Movement. While the policies and objectives contained in other chapters set out the broad parameters for development within the DLAP area, the site development frameworks provided in this chapter have been prepared to provide more fine grain guidance for the identified Key Development Areas (KDAs).

The topographic map of Dundrum shows the location of the town in the valley meaning that skyline will be an important consideration where some sites can be viewed from above. Regard must be had to roof profiles including lifts and other plant, as well as roofing materials and finishes in any proposals that come forward. The varied topography also creates challenges for movement within the Plan area (see chapter 4) which is illustrated in Figure 2.1 together with spot heights, ranging from 38m to 80m above sea level.

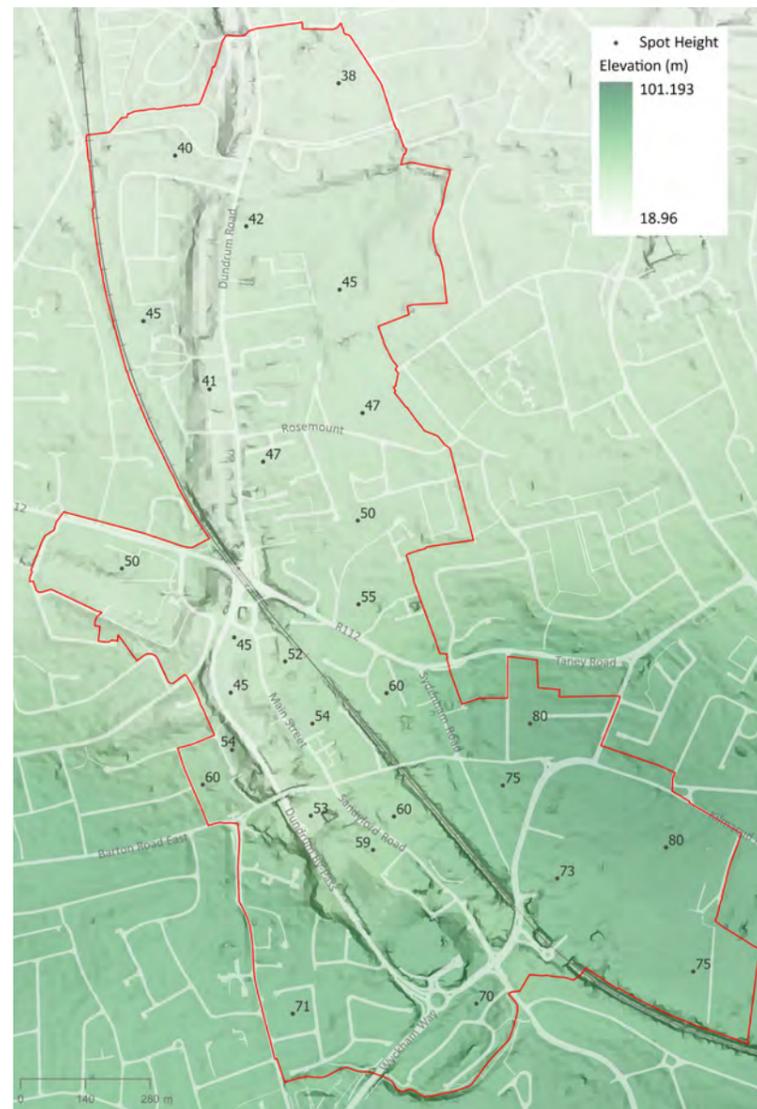


Figure 2.1: Topography of Dundrum LAP lands

2.4 Land Use and Character Areas

Different character areas have been identified across the Plan lands. They reflect the analysis carried out during the draft plan process.

Within the Plan lands there are two main areas – the lands zoned “Major Town Centre”(MTC) at Dundrum and the former Central Mental Hospital site and surrounding area which includes the Windy Arbour neighbourhood centre lands and Dundrum Business Park. The two areas are linked by the Dundrum Road which contains a number of what are termed “opportunity sites”.

2.4.1 Dundrum Major Town Centre

Within the land zoned “MTC” at Dundrum the following distinct character areas are identified:

1. “The Retail Core” which comprises the entirety of the Dundrum Town Centre Shopping Centre and land uses to the east of the Sandyford Road including the residential apartment schemes of Herbert Hill and Riversdale, the Dom Marmion site and Holy Cross national school.

2. “The Village” which comprises Main Street, Dundrum Cross and the Key Development site of the strategic regeneration site of the Old Shopping Centre. This area includes the majority of the Dundrum Architectural Conservation Area (ACA) including buildings of architectural merit on Main street which display a fine urban grain that contributes to the distinct character of this area. There are a number of opportunity sites including Permanent TSB and Dundrum College of Further Education where any future redevelopment could deliver high quality architecture, street frontage and urban greening.
3. “The Community Core” which comprises the site at Taney Cross is identified as a potential location for the future Community, Civic and Cultural building. It also include the Carnegie library and the lands to the rear that could be developed as a wetland park. This area will provide a new community focus to the northern end of the town.
4. “The Town Edge” which comprises the area zoned “MTC” which lies to the north of Taney Cross along the Dundrum Road and Main Street Lower. Land uses are a mix of commercial and residential including the parade of shops on Main Street Lower, Joe Daly’s cycles, Circle K and Uncle Tom’s Cabin public house. There are redevelopment opportunities although flooding is also an issue for some sites. There is also an opportunity with the junction improvements and reduced carriageway widths to tie this area back to Taney Cross.

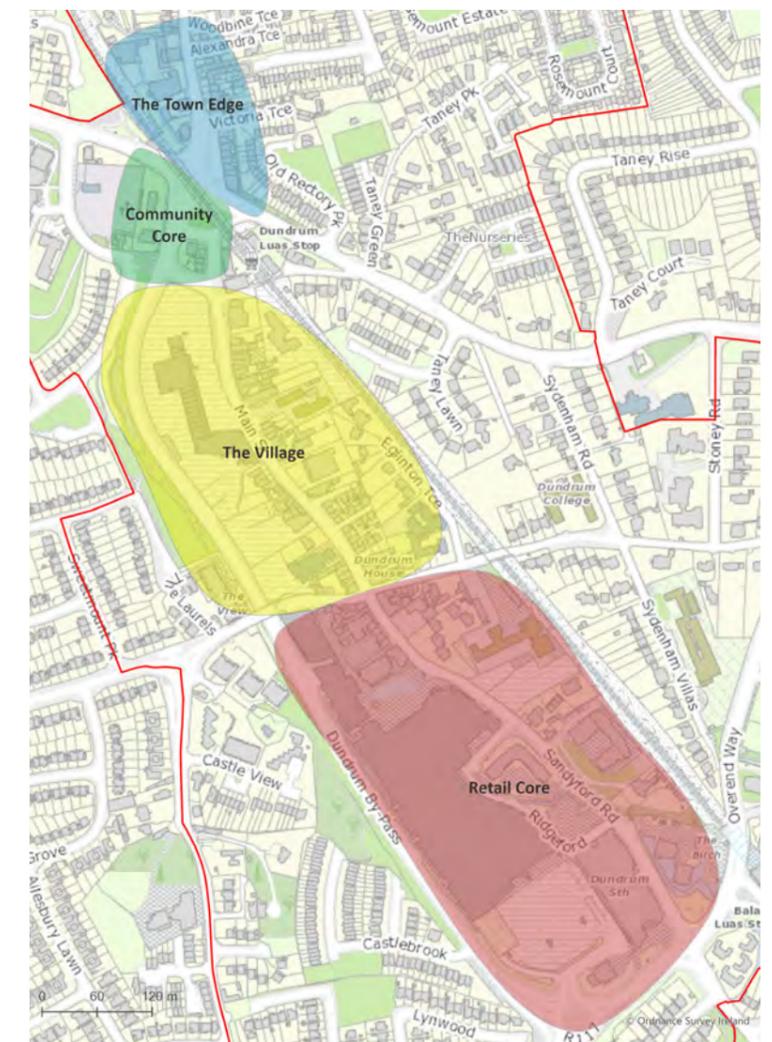


Figure 2.2: Character Areas – Major Town Centre

2.4.2 Former Central Mental Hospital and surrounding area

Within this area there are 2-character areas identified:

1. "The former Central Mental Hospital lands" which are further subdivided into:
 - a. The main hospital buildings complex (which also includes the nearby Chapel and former agricultural buildings),
 - b. The demesne, consisting of the open space character lands forming the majority of the site, together with the perimeter wall, gate lodge, walled garden, former agricultural buildings and other modern structures and landscape features within the grounds (see chapter 8 for further details).
2. "Windy Arbour" comprising the neighbourhood centre lands and Dundrum Business Park.



Figure 2.3: Character Areas – North & CMH

2.5 Opportunity sites

Within the character areas set out above there are key development sites and a number of opportunity sites. Opportunity sites are sites which offer potential future redevelopment opportunities which can contribute positively to the area through provision of new land uses, street frontage, high quality architecture and urban greening.

Opportunity sites have also been identified outside of the main character areas, for example Sommerville on Dundrum Road.

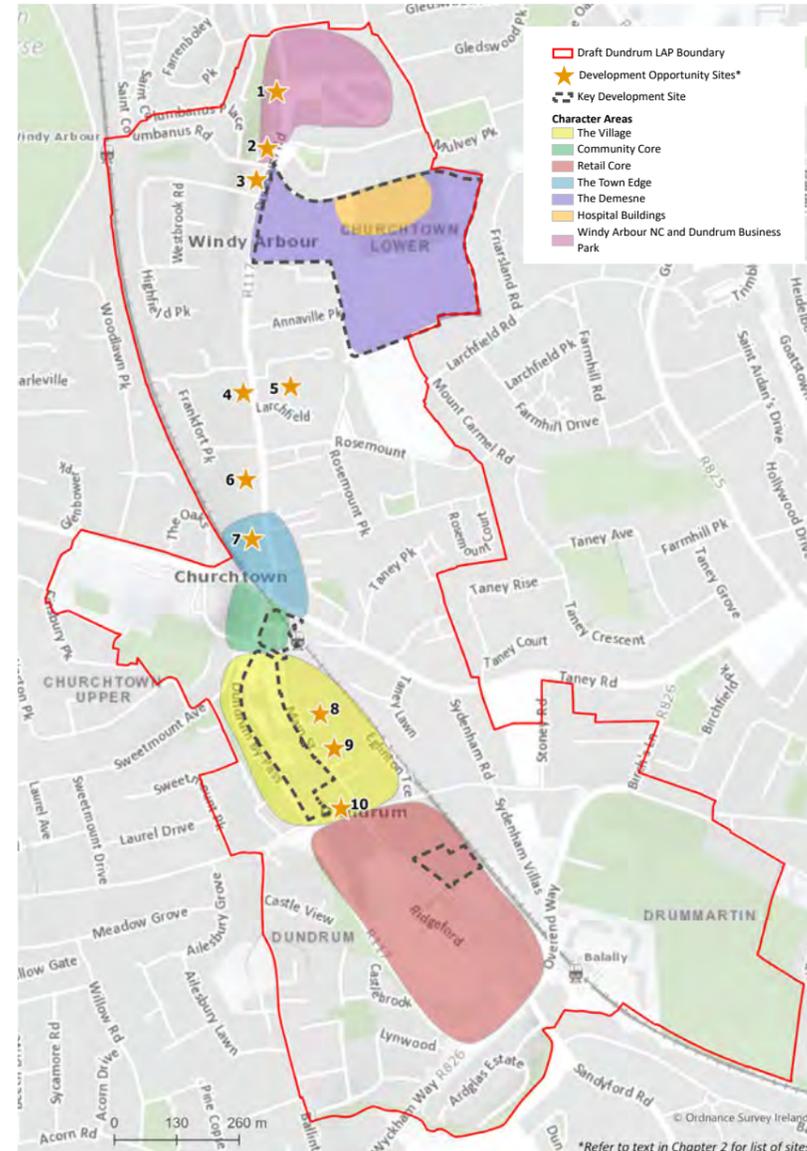


Figure 2.4: Development Opportunities and Character Areas

The 4 no. key development sites are detailed under section 2.9 below. Opportunity sites within the DLAP area include:

1. Lands at Breffini Pets
2. Neighbourhood centre Lands at the junction of Dundrum Road and St Columbanus Road

3. Neighbourhood centre lands between Highfield Park and St Columbanus Road
4. Lands at Frankfort Court
5. Lands at Sommerville
6. Lands to the north of Uncle Toms Cabin
7. Commercial lands north of Joe Daly Cycles
8. Lands at Dundrum College of Further Education
9. Lands at PTSB, Main Street
10. Mahers Terrace and Courtyard

2.6 Urban Design and Placemaking

2.6.1 Urban Design and Placemaking Vision for the Dundrum LAP area

The main urban design principles for Dundrum are:

- Strengthening the urban fabric of the area by providing new developments which enhance the public realm and improve the streetscape.
- Reinforcing local identity and sense of place by respecting the heritage of the area while providing for new adaptable modern structures.
- Providing a coherent and permeable urban structure.
- Ensuring pedestrian and cycle permeability and connectivity.
- Addressing physical severance.
- Encouraging a fine urban grain in the major town centre and in other locations as appropriate.
- Providing for inclusive design, universal access and movement for all.
- Promoting an efficient use of land by way of compact growth.
- Improving and enhancing SuDS and the ecosystem services of the area.

2.6.2 General Urban Design Policies and Objectives

Policy DLAP1 – Urban Design:

It is policy to promote a high standard of urban design in Dundrum in accordance with the relevant policies set out in the County Development Plan, Section 28 Guidelines and other relevant guidance documents including: The 'Urban Design Manual' (2009), and the Design Manual for Urban Roads and Streets (2019). Development shall be carried out in a design led manner that prioritises place making and accords with the Urban Design and Placemaking Vision for the Dundrum LAP area as set out in section 2.6.1.

Policy DLAP2 – Urban Design Dundrum:

It is policy that development shall contribute positively to the distinct character of Dundrum by successfully marrying the new architecture with the historic structures in terms of blocks and plots that are legible, permeable and appropriate in land use, scale, building height, street width, urban grain and street frontage.

Policy DLAP3 – Services:

It is policy that attention shall be paid at an early stage to the location of all building services, particularly where they interface with the public realm (including ESB substations). All building services shall be carefully designed to be visually acceptable and located to avoid an over concentration on any particular street or frontage. Proposals for significant development shall clearly demonstrate how provision of such services is to be addressed.

Policy DLAP4 – Roof Services:

It is policy that services on roofs, including lift and stair over runs, ventilation and smoke shafts, photovoltaic cells and other plant and services will be so designed and sited so as not to be visually prominent. In this regard:

- Structures housing services shall be set back from the building edge.
- Natural ventilation of buildings will be promoted.
- Roof structures shall be appropriately screened.
- Materials of structures and screening shall be of a high quality and light in colour.
- All structures on roofs shall be limited in number and size and avoided where possible.
- Any roof structures shall not conflict with the requirements for green and blue roofs set out in the DLR County Development Plan.
- Proposals for significant development shall clearly demonstrate how provision of such services is to be addressed.

2.7 Main Street

Dundrum's Main Street runs from the 4-arm junction with Ballinteer Road, Sandyford Road and Kilmacud Road in the south to Taney Cross in the north. A small section (Lower Main Street) is located to the north of Taney Cross, parallel to Dundrum Road. The street functions as the main pedestrian and cyclist thoroughfare through Dundrum town centre. It also carries one northbound lane of vehicular traffic. On-street parking and loading bays are interspersed frequently along the west side of the street.

There is considerable activity and animation along Main Street, which mostly comprises of active commercial frontage. The Old Shopping Centre on the west side of the street amounts to a considerable deficit in this frontage. The provision of attractive active street frontage along Main Street is targeted as part of the site development framework for the Old Shopping Centre.

Much of Main Street benefits from good overall design quality, largely by virtue of the presence of a number of unique buildings, including the Holy Cross Church

and Parochial House, Maher's Terrace, Pembroke Terrace and Glenville Terrace, to name a few. These features are described in detail in Chapter 8 'Heritage & Conservation' of this draft LAP.



Eastern side of Main Street

The temporary public realm and mobility works to Main Street implemented by the Council in recent years have markedly improved the pedestrian and cyclist environment, however there remains a relative scarcity of tree planting along the street. This contrasts with other more 'leafy' streets nearby within the southern LAP lands, including Sandyford Road, Sydenham Road and parts of Dundrum Bypass, whose streetscapes are defined by substantial stretches of tree planting on both public and private lands. The LAP offers the opportunity to foster a similarly tree-lined streetscape on Main Street. Given the limited availability of public realm on the street, the draft LAP seeks to explore and identify opportunities (both interim and longer term) within privately owned lands adjacent to the street for increased planting. These include the following lands:

- Old Shopping Centre site,
- Taney Cross area (as part of civic space development),
- Former Eircom building (as part of any redevelopment),
- Dundrum College of Further Education (surface car parking and landscaping to streetside),
- Permanent TSB building (surface car parking and landscaping to streetside),
- Glenville Terrace (front gardens),
- Properties at Nos 8 to 16 on west side of Main Street (as part of any redevelopment),
- FLYEfit Gym,
- Ashgrove Court (private open space adjacent to Sandyford Rd),
- Area at the entrance to Red Carpark at Dundrum Shopping Centre.

2.8 Street Improvements and Public Realm – Policy and Objectives**Policy DLAP5 – Public Realm:**

It is policy that all significant new development provides connected, attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating a pedestrian centred environment with active, inviting public spaces and parks.

Policy DLAP6 – Public Realm Rebalancing:

It is policy that that there is a rebalance of available space toward pedestrians, cyclists and urban greening.

Objective PR1 – Dundrum Road Public Realm:

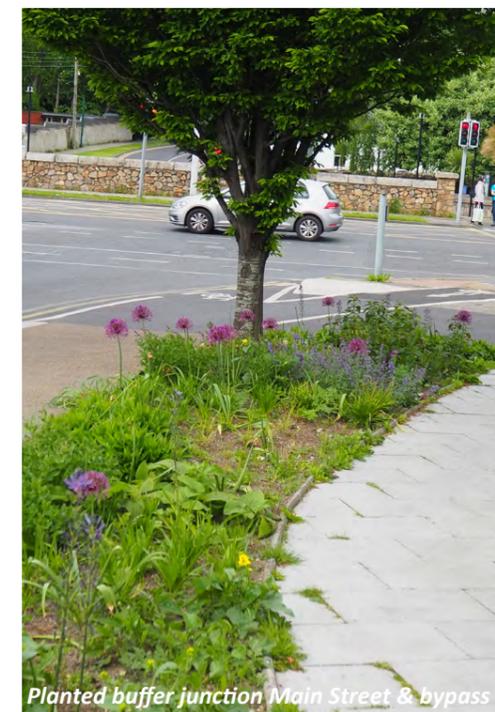
It is an objective to improve the public realm along Dundrum Road at appropriate locations as allowed for by building setbacks and available space.

Objective PR2 – Dundrum Bypass:

It is an objective to improve the animation of the Dundrum Bypass through increased planting including tree planting, additional crossing points and active frontages.

Objective PR3 – Dundrum Main Street Tree Planting and Urban Greening:

It is an objective to support and promote additional tree planting and urban greening at appropriate locations on public and privately-owned lands fronting Main Street connecting into the line of mature trees on Sandyford Road.



Planted buffer junction Main Street & bypass

2.9 Dundrum Key Development Areas (KDAs)

The DLAP lands feature locations that have the potential to accommodate a significant quantum of development.

These KDAs offer a unique opportunity to provide attractive new streetscapes, buildings and neighbourhoods within Dundrum, as well as the opportunity to address identified issues and constraints.

The key development sites are (see figure 2.5):

1. The Old Dundrum Shopping Centre and adjacent sites (OSC)
2. Taney Cross(TC) (adjoining Waldemar Terrace)
3. Dom Marmion Site (DM)
4. The Former Central Mental Hospital (CMH)



Figure 2.5: Development Opportunities and Character Areas

2.9.1 Site Development Frameworks

The sections below examine the KDAs in turn and set out site development frameworks to provide guidance for future planning applications.

2.9.2 Old Dundrum Shopping Centre KDA (OSC)

2.9.2.1 Site Characteristics

The old Dundrum Shopping Centre site is a land parcel of c. 3.5 ha to the west of Main Street and in the northern portion of the MTC zoned area (outlined in Figure 2.5 and 2.6). The site consists not just of the Old Shopping Centre itself, but also of a number of the properties fronting Main Street. The Old Shopping Centre consists of an L shaped building, set back from the street save for a small portion at the Lidl store which adjoins the Main Street. The remainder of the site is a large surface car park. The site rises to the south by 8 metres from 45 to 53 metres Ordinance Datum. The site also falls from east to west from the Main Street to the Dundrum Bypass.



There are two vehicular accesses to the site. The primary access is located at the northern end of Main Street, opposite the Bank of Ireland building and a secondary vehicular access is located on the other side of the land parcel on the Dundrum Bypass, approximately 115m to the north of the Ballinteer Road Bridge, opposite Sweetmount Park. There are three pedestrian access points along the Main Street frontage at 40-50 m intervals and a pedestrian access point at the secondary vehicular access which connects to the Main Street at Glenville Terrace. The land parcel is connected to the Dundrum Town Centre Shopping Centre underground car park by a vehicular connection under the Ballinteer Road to the west of Holy Cross Church.

2.9.2.2 Issues, Constraints and Opportunities

Arising from the urban design analysis the main issues, constraints and opportunities identified in relation to the Old Shopping Centre land parcel are set out above.

Issues and Constraints	Opportunities
Level difference between Dundrum bypass and the residential area to the West.	Improve connections to the residential area to the West
Poor relationship between the Dundrum Bypass and the site.	Improve the interface with the bypass.
Severance caused by Dundrum Bypass.	Improve permeability of the site.
Insufficient frontage onto the Main Street.	Provide a building edge to the Main Street.
Layout dominated by car parking	Improve connection to the Dundrum TCSC.
Poor East West and North South Permeability	Opportunity to develop a new counterbalance to the DTSCS at the north end of the MTC.
Poor Connection between the site and the Luas stop.	Improve connections to the luas stop and bus interchange.
Lack of attractive public realm and/or open space	Upgrade the public realm on the Bypass and Main Street.
Current layout at Taney Cross.	Redevelopment at Taney Cross
	Provide a open space and play opportunities.
	Increase urban greening.

Table 2.1: ODSC Constraints & Opportunities

2.9.2.3 Future Development Requirements

The vision for the site is for a new permeable mixed use urban area displaying its own character whilst still suitably integrating with the existing built fabric and heritage and according with the multifunctional town centre zoning status of the land (see Figures 2.7, 2.8 and 2.9)



2.9.2.4 Design Principles and Objectives

A Masterplan for the entire site shall be prepared and accompany all planning applications for significant development on the site ¹. The Masterplan shall accord with the Guiding Principles and Objectives set out in this Site Development Framework and shall be accompanied by a 'Consistency Statement' detailing how each of the Guiding Principles and objectives in this SDF will be delivered.

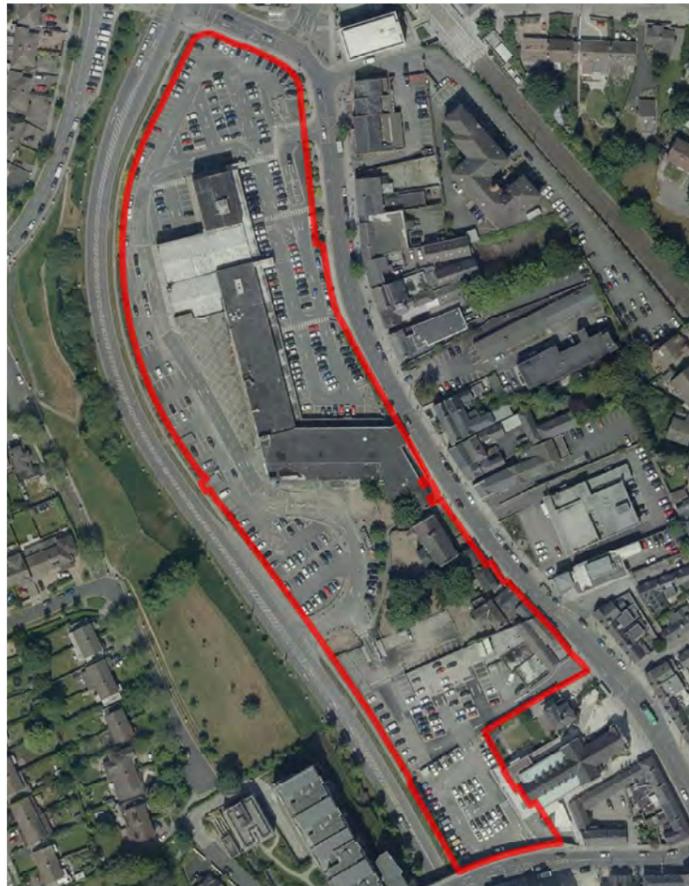


Figure 2.6: Old Shopping Centre Site



Main Street views from William Dargan bridge

¹ Note: Minor applications relating to the site may not be required to submit a masterplan

Site Development Framework – Dundrum Old Shopping Centre Guiding Principles (see Figures 2.7, 2.8 and 2.9)

- To develop a new sustainable urban area with a strong sense of place.
- To strengthen the urban fabric of the Main Street including the ACA.
- Increase the vitality of the Main Street and provide a balance of day and night uses.
- To reduce the severance of the community to the west from the Main Street caused by the Dundrum bypass.
- To achieve an appropriate plot ratio for this highly accessible location.
- To improve walking connectivity and permeability through the area including the provision of universal access.
- To provide a high quality public realm which enhances the sense of place.
- To retain the view of Holy Cross church spire when traveling southwards along Main Street from the southern edge of the Old Shopping Centre site.
- To provide for a view to any Landmark building at Taney Cross.
- To provide for the reuse and refurbishment of the buildings within the ACA.
- To ensure that building heights are sensitive to existing heights on Main Street.
- To provide for a mix of uses commensurate with the MTC land use zoning, the multifunctional nature of Dundrum, the status of Dundrum as a strategic employment location and the status of the site as a strategic regeneration site.

a. Old Shopping Centre Key Development Area (OSC KDA) Movement Objectives

Walking / Cycling

OSC1:

Any redevelopment of the site shall:

- Ensure that there is a network of legible connected routes through the site - both north south and east west - to adjoining streets and open spaces.
- Improve the walking environment along Dundrum Bypass, introduce new street trees at an appropriate scale and provide at grade crossings.
- Enhance the walking environment on Main Street further by providing generous footways, opportunities to sit, street trees and other urban greening.

OSC2:

Any redevelopment of the site shall provide new at grade pedestrian and cycle connections to access Sweetmount Park and the residential area to the west to activate the bypass. These shall include a 'green link' to connect the new local park to the bypass and then on to Sweetmount Park. The level difference between the bypass and the adjoining residential area shall be overcome through a terraced arrangement down to the bypass with universal access ramps and steps, combined with attractive soft landscaping and age friendly seating. The general location of

this crossing shall be adjacent to the point where the river emerges from culvert as shown on figure 2.7. (See also OSC3 below).

OSC3:

In the event that universal access cannot be achieved by way of provision of an at grade crossing as set out in OSC2 above, any redevelopment of the site shall provide a direct pedestrian and cycle access via a pedestrian and cycle link bridge over the Dundrum bypass to connect the residential area to the West via Sweetmount Park to the Main Street to the East.

OSC4:

Any redevelopment of the site shall:

- Provide a pedestrian link on Ballinteer Road to connect the site to the existing town centre shopping centre and to manage the level difference between the site and Ballinteer Road.
- Provide a new north to south pedestrian route through the scheme to the new local park and then onwards to the civic space and Dundrum Luas Stop.

Integration with Public Transport

OSC5:

Any redevelopment of the site shall:

- Provide clear wayfinding to the public transport interchange area (LUAS stop and bus interchange) and consider the bus stop locations in relation to the new walking routes to be created through the development.
- Consider bus stops locations in any proposed layout.
- Enhance the pedestrian route to access the Luas Stop from Main Street.
- Consider the integration between the development and Taney Cross to create a cohesive arrival space into Dundrum from the LUAS and bus stop.

Servicing, Access and Vehicular Parking

OSC6:

Any redevelopment of the site shall:

- Provide service access and access to residential car parking from Dundrum bypass. There shall be two service/ parking cells provided either side of the 'green link', to ensure no vehicles will cross the 'green link'.
- Retain the existing vehicular connection to the shopping centre car parking under Ballinteer Road.

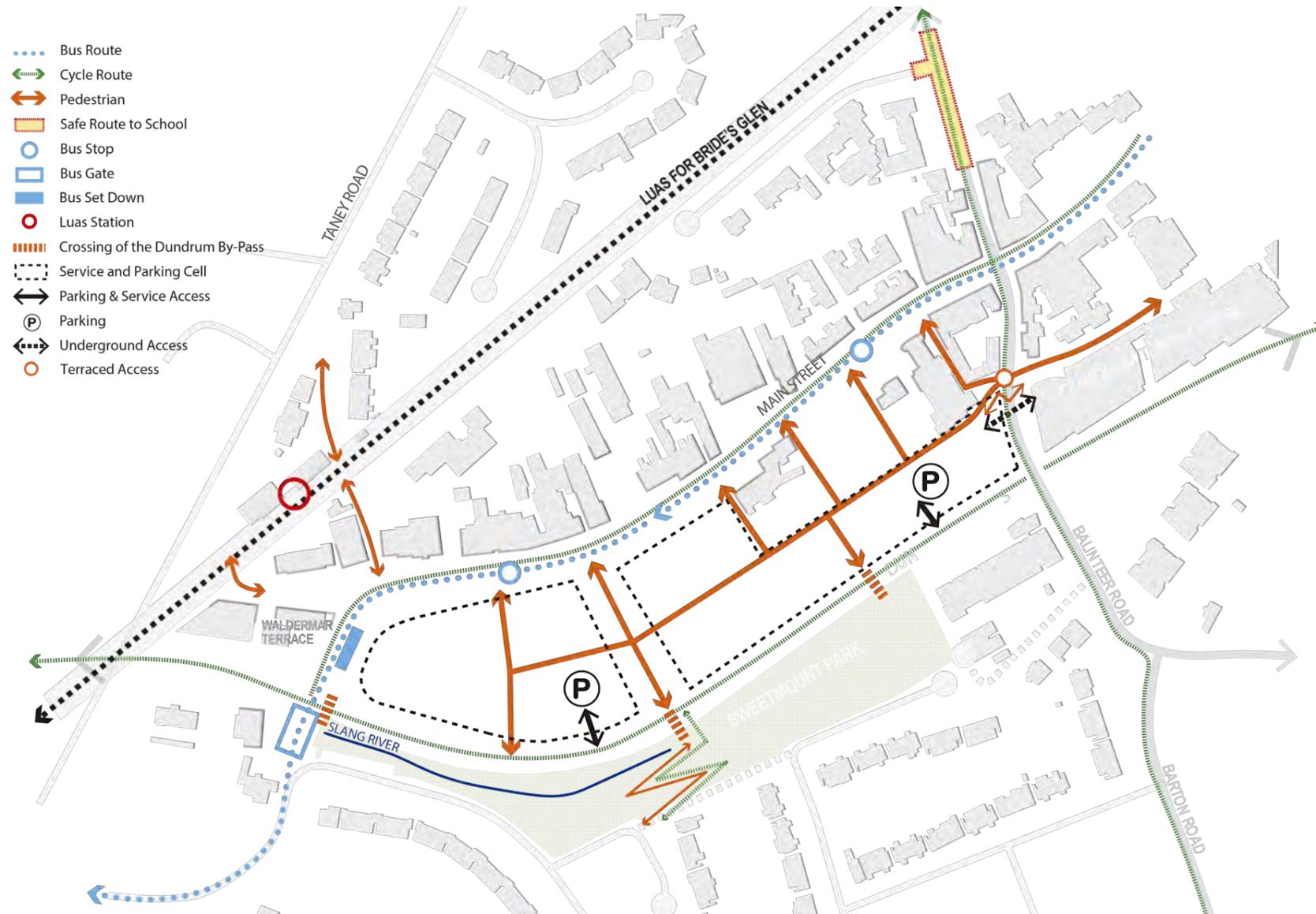


Figure 2.7: Movement recommendations

b. OSC KDA Placemaking Objectives

Public Spaces

OSC7:

Any redevelopment of the site shall:

- Contribute to the provision of a hierarchy of complementary public spaces that are well connected both visually and physically by way of urban greening.
- Provide a new community focused local public park at grade on Main Street at the location shown on drawing 2.8 with a minimum size of 2000 sq metres.
- Provide new urban greening in front of Glenville Terrace to enhance the setting of the Dundrum ACA.
- Require a street planting strategy with suitable trees and planting along the bypass and also along Main Street where it should connect to an enhanced tree line on Sandyford Road.

Street Character

OSC8:

Any redevelopment of the site shall:

- Provide continuous building frontage along Main Street except for the locations of the new civic and green spaces.
- Provide active frontages at ground floor level for uses surrounding the new local park.
- Provide entrances at 5-10 metre intervals along Main Street except where it can be demonstrated that a larger distance is required due to the specific use on site. Such exceptions shall demonstrate how the proposed use is contributing to active frontage.
- Provide a pedestrian street parallel to Main Street with a residential character

incorporating own door units where feasible.

- Provide a setback containing privacy buffers for ground floor residential units along the bypass.
- Provide a variety of building architecture reflecting the existing character of the town.

OSC9:

Dundrum Main Street and the pedestrian street shall have a finer urban grain compared to the Dundrum bypass. There shall be strong permeability between the pedestrian street and the Main Street. Streets running between the Main Street and the pedestrian Street shall be a recommended distance of 50-60m apart unless unachievable due to constraints, e.g. existing buildings, protected structures etc. Buildings in blocks fronting the Main street shall be further broken up via a vertical design emphasis and entrances so as to achieve the fine urban grain which reflects the historic character of the Main Street (see Fig 2.9 Built Form).

OSC10:

Dundrum Bypass shall read as an urban street with a vibrant park to the west and new mixed use quarter to the east. New at-grade crossings and new building blocks overlooking the street with the provision of some own door units shall be provided where residential uses are proposed.



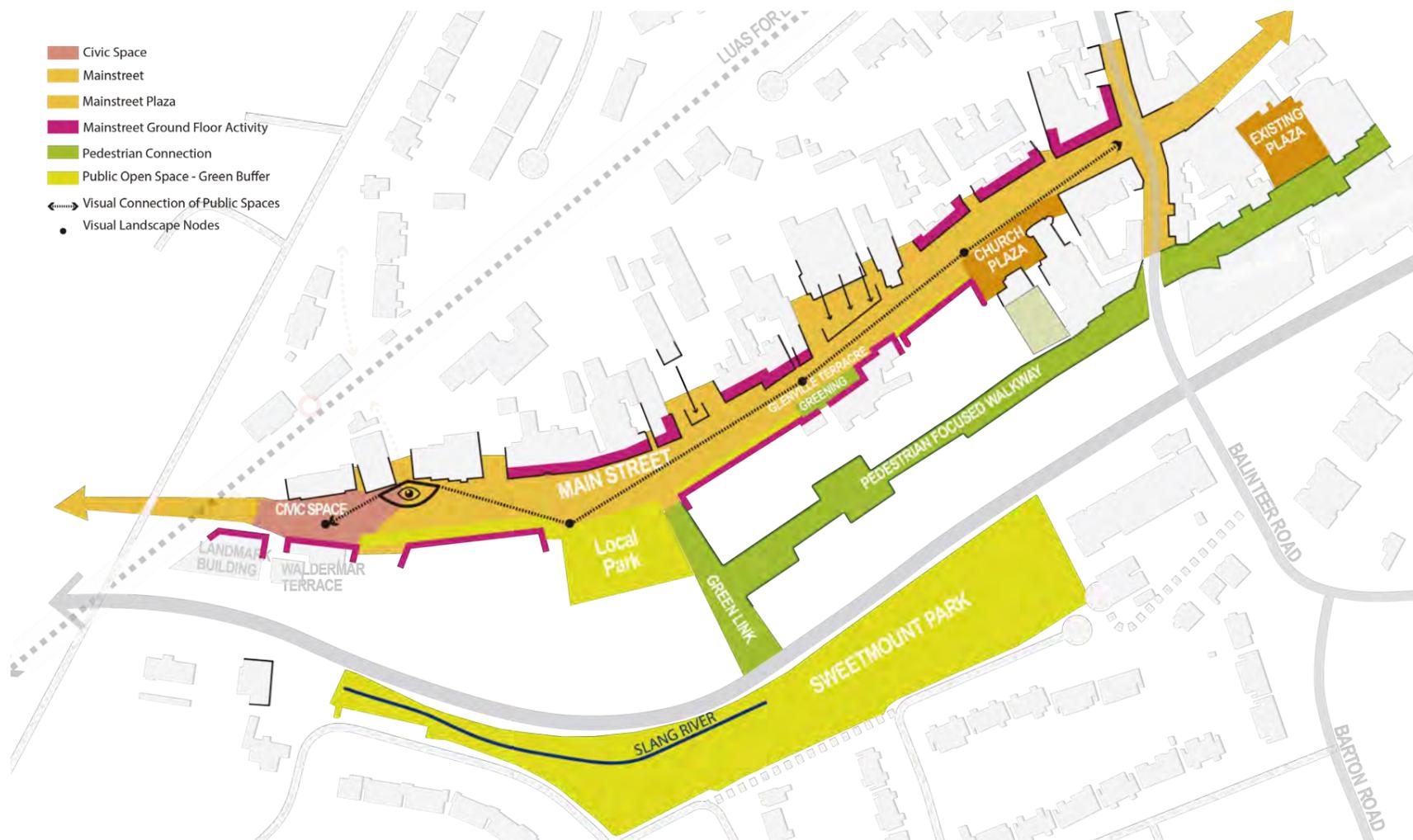


Figure 2.8: Placemaking strategy showing visual connections between key urban realm space

c. OSC KDA Built Form Objectives

OSC11:

Any redevelopment shall generally be in accordance with the indicative block layout and ground floor and land uses shown on figure 2.9 “Build Form Strategy”. The mix of uses shall be discussed with the Planning Authority at a early stage in the process.

Heritage and Building Character

OSC12:

Any redevelopment of the site shall:

- Maintain and enhance the existing character along Dundrum Main Street.
- Reflect the building character of the existing protected structures/ACA, such as Pembroke Terrace.
- Retain and refurbish the former Post office (also known as former Joe Daly Cycles) which is the building which directly abuts the shopping centre on the Mains Street, nos 1-3 and no 4 Glenville Terrace and 13 - 13a Main Street). The ironwork at Glenville Terrace shall be retained.

Plot Ratio

OSC13:

An overall general plot ratio of 1:2.25 shall be achieved.

Heights

OSC14:

Any redevelopment of the site shall:

- Ensure that the proposed heights along Main Street are sensitive to the original streetscape, in keeping with its character, scale and Architectural Conservation Area status.
- Ensure heights along Main Street are generally 4 storeys with a potential 5th floor setback for blocks adjoining the proposed new local park.
- Ensure heights to the rear and northern side of Holy Cross Church and Parochial House do not detract from their setting. Heights immediately adjacent may be required to be lower than 4 storeys and/or incorporate a graduation in heights.

- Allow for increased height at the designated point adjoining the new local park (see figure 2.9 below).
- Allow for greater height along the Bypass (of up to 11 storeys) in alternating heights to create visual interest. The buildings of increased heights shall be sited in the general location of the designated points shown in figure 2.9 below unless it can be demonstrated in the masterplan that an alternative location along the bypass provides a more favourable urban design solution for the site.
- Ensure increased heights do not have a negative impact on residential amenity and on the proposed new public park on Main Street and the proposed Civic space to the north of the OSC site by way of overshadowing and/or overbearing.

Land Uses

OSC15

Any redevelopment of the site shall:

- Provide for a sustainable mix of uses commensurate with the MTC land use zoning objective.
- Provide for retail/food and beverage/leisure and tourism focused mixed uses along the Main Street with the most active uses at ground floor. Such uses should be in keeping with the village character.
- Provide residential focused mixed-use development along the Dundrum Bypass.
- Provide an appropriate form of residential accommodation for older persons e.g. nursing home / assisted living / age restricted units. (Refer also to Objectives H2 and H3 in Chapter 3).
- Ensure the mix of uses along the new predominantly residential pedestrian street are complementary to the residential character of this street and do not divert footfall from the Main Street.
- Provide for a supermarket(s) of circa 1500 – 2500 square metres within the land parcel.
- Provide for community and/or tourism and/or childcare facilities and/or cultural uses adjacent to the new local park.
- Explore the provision of a hotel use adjacent to the new local park.
- Provide for employment uses, including office uses and/or remote working hub(s) to reflect the designation of Dundrum as a strategic employment location.
- Provide a balance of day and evening uses.
- Provide residential units for “right-sizing” and/or “downsizing.” (refer to objective H2 in Chapter 3).

Figure 2.9 on the next page provides indicative ground floor locations for the proposed mix of uses.

- Land Use**
- Civic Space
- Commercial Focused Mixed Use
- Residential Focused Mixed Use
- Public Open Space
- ▨ SUDS Focused Pedestrian Street
- ⋯ Green Link
- Ground Floor**
- ▬ Residential
- ▬ Retail / Restaurant / Leisure
- ▬ Community / Civic Uses / Cultural / Tourism / Leisure
- ▬ Cultural / Entertainment
- ▬ Supermarket / Remote Working Hubs
- ▭ Buildings within Conservation Area
- ➔ Improved Street Edge
- ⋯ Fine Urban Grain
- ⋯⋯ Further Block Division
- ↔ Visual Connection of Public Spaces
- Visual Landscape Nodes
- Designated location of Height

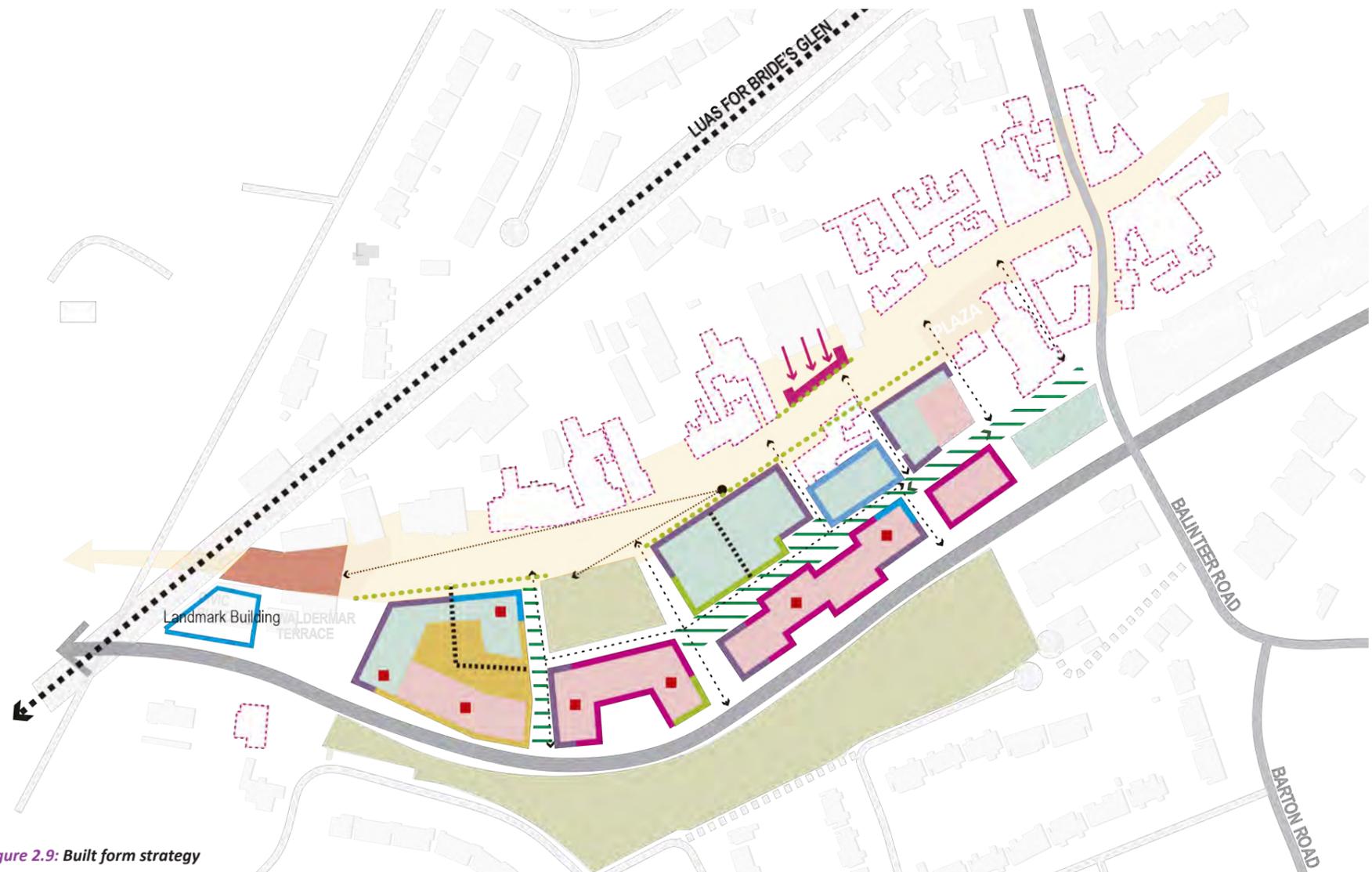


Figure 2.9: Built form strategy

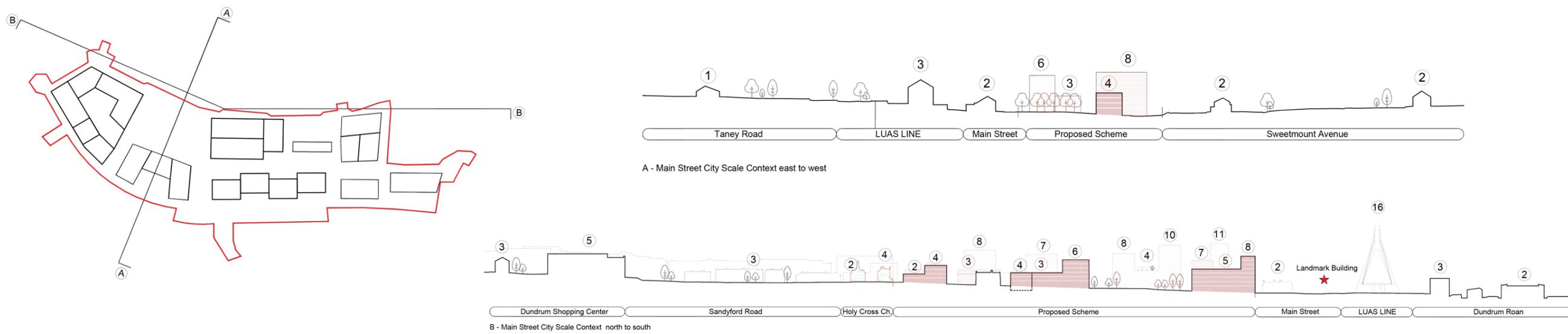


Figure 2.10: ODSC Indicative Contextual Drawings

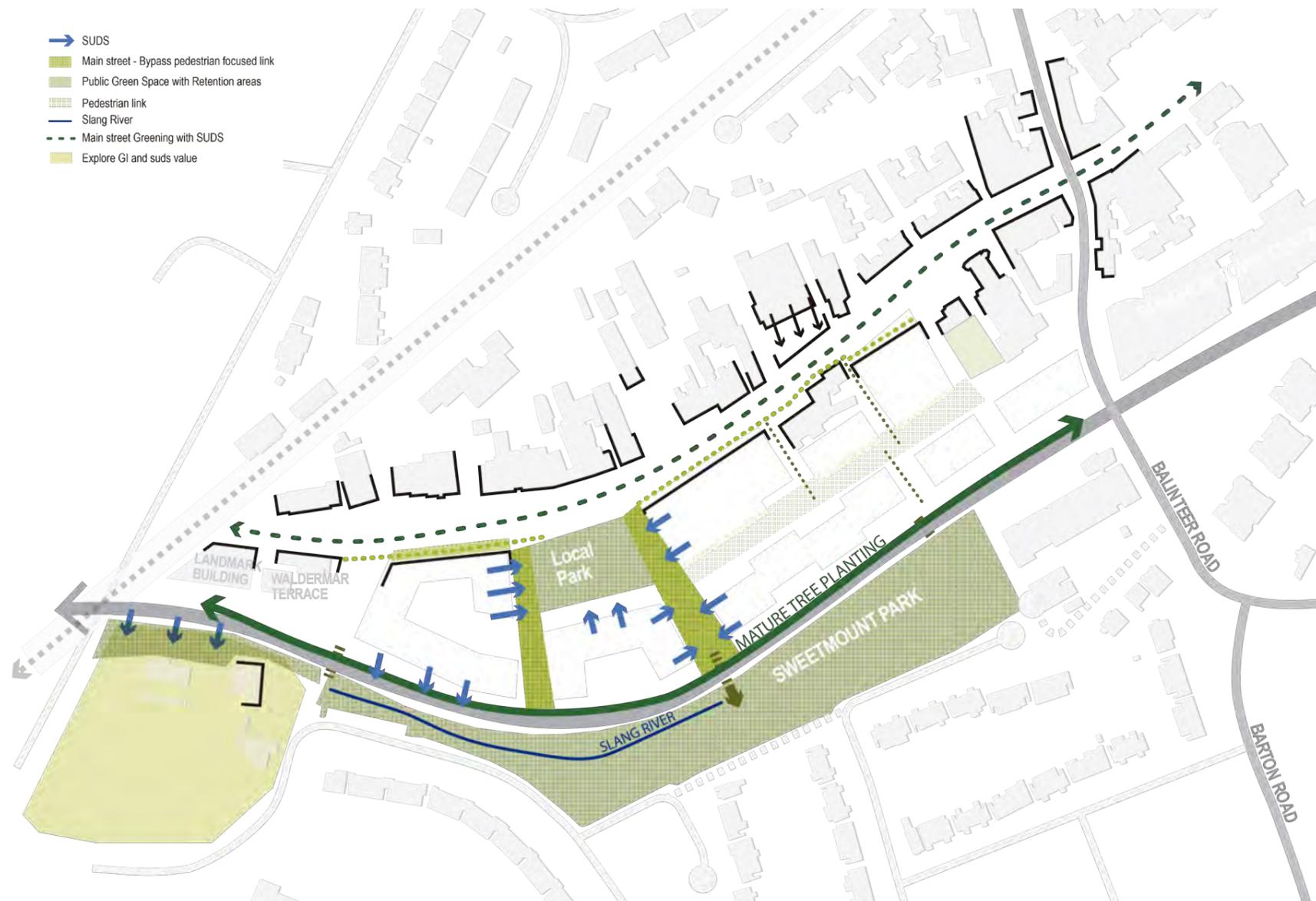


Figure 2.11: Environment

d. OSC KDA Environment Objectives

Climate mitigation

OSC16:

Any redevelopment of the site shall

- Provide a setback along Main Street running from the new local park northwards to the new civic space at Taney Cross thus providing a green connection between the two spaces (see figures 2.8 and 2.9).
- Provide mature tree planting along the Bypass.
- Provide a green corridor running east west across the site and the bypass connecting Main Street, the new local park and an upgraded and enhanced Sweetmount Park.

OSC17:

Any redevelopment of the site shall

- Seek to maximise the reuse of existing buildings on site and reuse of demolition and excavated materials.
- Encourage the use of district heating on this site along with suitable renewable energy technologies.

2.9.3 Taney Cross KDA (TC)

The Taney Cross (adjacent to Waldemar Terrace) site is located at the north end of the major town centre of Dundrum adjoining the four way intersection. It abuts the William Dargan Bridge and is to the north of Waldemar Terrace (see figure 2.12). It is presently underutilised land incorporating an access route to carriageway used as a bus terminus. It is also adjacent to Dundrum Luas station.

This site has emerged as a potential option for a landmark building that could accommodate the Dundrum Community and Cultural Civic Centre site (DCCC) and the creation of new civic space that could be achieved through the upgrading of the junction at Taney Cross (See also chapter 3). Upgrading of the junction has potential to improve connections to Dundrum Library on the western side of the bypass. Any new facility would also be tied into the existing library building.



Figure 2.12: Taney Cross site



Existing bus terminus as viewed from Main Street

2.9.3.1 Issues, Constraints and Opportunities

Issues and Constraints	Opportunities
Need to engage with Bus Connects to remodel bus movements to perimeter of site.	Location of site at the northern end of the MTC can assist in rebalancing the town centre.
Poor pedestrian permeability due to existing road configuration.	Location can accommodate potential for a landmark building to mark an important gateway into the town.
Existing movements patterns need to be accommodated to the luas, bus stops, old shopping centre and through to Taney Cross.	Potential to improve access to the luas at the level of the Luas platform, which would improve user experience and animate the public realm
Poor pedestrian permeability due to existing road configuration.	Proximity to the Carnegie Library – catalyst for a new cultural and civic quarter.
Poor urban realm	Potential to significantly improve urban realm and deliver a south facing civic space.
Lack of focal point at key gateway to town	Opportunity to reimagine this junction to improve the pedestrian experience, improve the public realm and reconnect to the major town centre.
Need to engage with the TII on relationship with Luas	Reduce severance at Taney Cross by improving physical and visual links.
Flooding	

Table 2.2: TC Issues, Constraints & Opportunities

2.9.3.2 Future Development Requirements

To provide for the community, civic and cultural infrastructure needs of Dundrum and its wider area, in a manner that serves the needs of existing and future generations and fosters the development of social cohesion and sustainable communities.

The Taney Cross site offers a unique opportunity to provide a new northern gateway into the town of Dundrum. In the event that a landmark building is provided at this location, together with a new civic space and public transport interchange complementing the William Dargan Bridge, Taney Cross would become a new focal point for the town.

The provision of a landmark building at this location would:

- contribute positively to the overall regeneration of the area at Taney Cross
- facilitate the integration of land use and transport policy by way of providing a civic facility at a public transport interchange.
- contribute positively to urban realm of the area.
- will benefit the community.

2.9.3.3 Design Principles and Objectives

A Masterplan for the site shall be prepared and accompany all planning applications for significant development on the site. The Masterplan shall accord with the Guiding Principles and objectives set out in this Site Development Framework and shall be accompanied by a 'Consistency Statement' detailing how each of the Guiding Principles and objectives in this SDF are to be delivered

Site Development Framework – Taney Cross (adjacent to Waldemar Terrace) -Guiding Principles

- To develop (subject to feasibility) the Dundrum Community Cultural and Civic Centre.
- To reimagine the existing space and provide a new focal point and landmark gateway building for the northern end of Dundrum.
- To provide public realm works/small civic space area connecting to the Main Street.
- To reduce the severance caused by Taney Cross.
- To improve walking connectivity through the area including the provision of universal access.
- To provide a high quality public realm which enhances the sense of place.
- To provide for a sustainable bus and Luas interchange
- To take flooding issues into account.

a. Taney Cross Key Development Area (TC KDA) Movement Objectives

Interchange

TC1:

Any development shall support the planned public transport hub/interchange.

Walking and Cycling

TC2:

Any development shall:

- Improve the walking environment for this busy location to provide for various movement patterns to the luas, bus stops, old shopping centre and through to Taney Cross.
- Integrate the design with the planned segregated cycle routes along Taney Road and Dundrum Bypass.
- Provide for shared access for pedestrian and cyclists across the civic space area.
- Provide for a mobility hub (cycle parking and e-mobility)
- Co-ordinate cycle parking with the provision of cycle and scooter parking (including emobility) for the Luas and bus interchange.

Public Transport

TC3:

Any development shall provide clear wayfinding around the public transport interchange area (LUAS stop and bus interchange) and consider the integration of the proposed development with the old shopping centre land parcel to create a cohesive arrival space into Dundrum from the LUAS and buses.

Servicing, Access and Vehicular Parking

TC4:

Any development shall:

- Provide for loading facilities which do not interfere with other movements.
- Provide for disabled spaces/drop off.



Figure 2.13: Potential for access to future Building from Luas Platform

b. Taney Cross Key Development Area (TC KDA) Movement Objectives

Public spaces

TC5:

A new south facing Civic space area shall be developed and shall incorporate hard and soft landscaping and street furniture which shall reflect the function of the space.

Street Character

TC6:

Any development shall:

- Reduce the severance at Taney Cross by addressing the need to reimagine this junction to improve the pedestrian experience, improve the public realm and reconnect into the remainder of the major town centre.

- Provide a visual link between the public realm area and the local park located in any redevelopment of the old shopping centre.
- Provide active frontage at both street and luas level.
- Enhance the setting of the Usher Monument.

c. TC KDA Built Form Objectives

Land Use:

TC7:

Provision of a landmark building shall have regard to the needs set out in the Dundrum Community, Cultural and Civic Action Plan.

Building character

TC8:

The provision of a landmark building shall:

- suitably terminate the view north from the Main Street,
- address positively the juxtaposition of the proposed new building and the William Dargan Bridge thereby highlighting the unique qualities of each landmark structure.
- Comply with the requirements of the Building Height Strategy set out in the CDP.

TC9:

The landmark building shall be of high design quality which shall make a significant contribution to the sense of place of Dundrum, to the regeneration of the area and to the civic, cultural and community life of the area.

d. TC KDA Environment Objectives

TC10:

Any development shall provide:

- SuDS measures which shall integrate fully with the landscaping plan.
- Introduce new street trees at an appropriate scale and other urban greening measures
- seek to reuse any demolition and excavated materials.

2.9.4 Dom Marmion KDA (DM)

The Dom Marmion land parcel is located on the Sandyford Road opposite the Dundrum Town Centre Shopping Centre and between Holy Cross Primary School and the Herbert Hill apartment complex.

The land parcel has an area of 0.67 hectares and is subject to the MTC land use zoning objective (outlined in Figure 2.14). It contains a public car park, private carpark/yard and a number of buildings adjoining the boundary with Herbert Hill including the Dom Marmion House which is home to the Dom Marmion Society which contains community uses. There is separate access and egress to the public car park and it is in use for drops off to the Holy Cross Primary School and also provides access to Dom Marmion House. To the rear of the site is the luas line.



Figure 2.14: Dom Marmion Site

Site Development Framework – Dom Marmion – Guiding Principles

- To strengthen the urban fabric of Sandyford Road.
- To provide safe access and drop off to Holy Cross School accommodating “Safe Routes to School”.
- To provide for a development which animates the street.
- To integrate the development with the adjoining uses.
- To achieve an appropriate plot ratio for the highly accessible location with a wide range of services.
- To strengthen the tree line on Sandyford Road.
- To address whether existing uses in Dom Marmion House may need to be facilitated in any new redevelopment on the site or elsewhere.

Above in Table 2.3 are the main issues, constraints and opportunities for the Dom Marmion Site.

2.9.4.1 Issues, Constraints, and opportunities

Issues and Constraints	Opportunities
Severance caused by the Luas line	Improve access to Holy Cross School.
Lack of Active Frontage and urban greening on this section of Sandyford Road.	Introduce new urban Greening.
Part of the street is one way with a cycle contraflow.	Establish new building frontage along Sandyford Road.
Site provides access to Holy Cross School	Provision of childcare/education uses could benefit from symbiotic relationship with the adjoining school use.

Table 2.3: DM Issues, Constraints & Opportunities

2.9.4.2 Future Development Requirements

This KDA is smaller than both the OSC and former CMH sites and therefore it offers opportunities for a variety of town centre uses including residential or commercial/retail, community/childcare and /or educational uses. Any redevelopment should aim to provide active uses at ground floor on the Sandyford Road. A set back to accommodate tree planting is appropriate to address the current lack of trees on Sandyford Road.

2.9.4.3 Design Principles and Strategic Objectives

A Masterplan for the entire site shall be prepared and accompany all planning applications for significant development at these lands . The Masterplan shall accord with the Guiding Principles and objectives set out in this Site Development Framework and shall be accompanied by a ‘Consistency Statement’ detailing how each of the Guiding Principles and objectives in this SDF are to be delivered.

a. Dom Marmion Key Development Area (DM KDA) Movement Objectives

DM1:

The “Safe Route to Schools Plan” for Holy Cross School shall be taken into account and inform any redevelopment of the site providing for a segregated pedestrian and cycle route to the school gate, cycle stands, congregation area, planting, and retention of some vehicular drop off facilities (including disabled spaces).

DM2:

Any redevelopment shall consider underground parking and minimise surface car parking, allowing for maximum open space.

b. DM KDA Placemaking Objectives

DM3:

Any redevelopment of the site shall:

- Provide active retail/commercial ground floor uses on Sandyford Road.
- Provide open space to the rear of the blocks fronting Sandyford Road and explore dual function of any open space between any proposed residential uses and the adjoining school.
- Provide for a childcare facility.

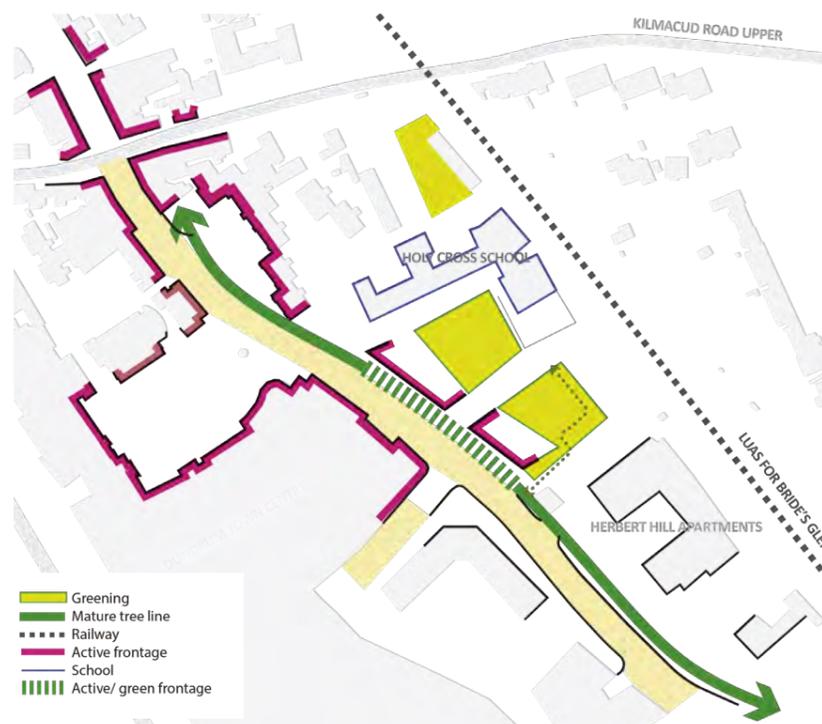


Figure 2.15: Placemaking

c. DM KDA Built Form Objectives

DM3:

Any redevelopment of the site shall:

- Continue the serrated building line which creates various setbacks along Sandyford Road and utilise this setback for planting/ public realm enhancement.
- Provide for a fine urban grain.
- Ensure heights step down at the boundaries and where appropriate within the site so as to allow for good levels of light to existing adjoining open space and to any planned open space and to protect residential amenities and the amenities of Holy Cross School.
- Require the provision of privacy buffers for any proposed ground floor residential units.

DM5:

An overall plot ratio of 1:1.7 shall be achieved.

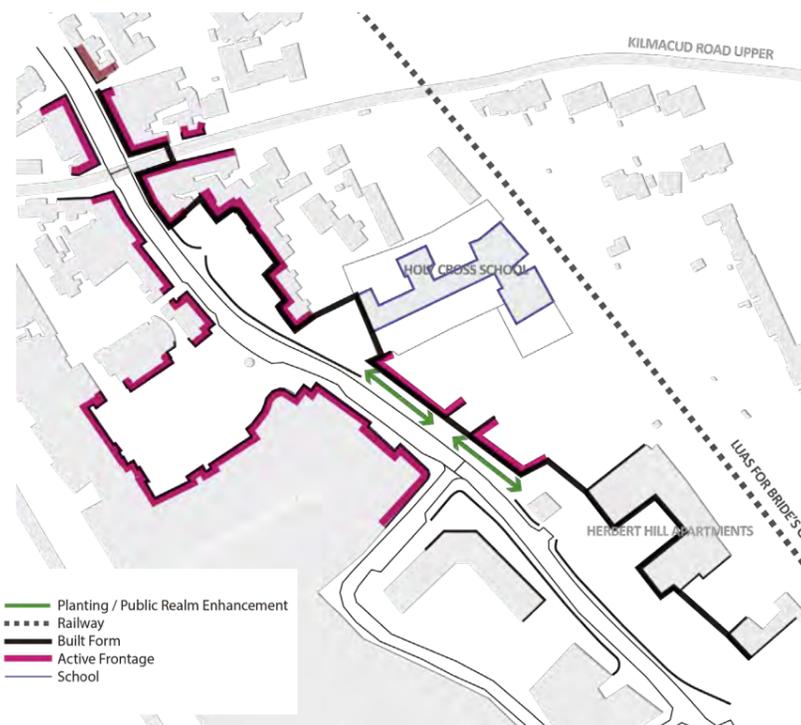


Figure 2.16: Built Form

d. DM KDA Environment Objectives

Climate adaptation

DM6:

Planting on the site shall continue the mature tree line identified along Sandyford Road thus providing a green connection to the Main Street and associated public spaces.

DM7:

Sustainable Urban Drainage Systems solutions shall be fully integrated into the landscape design of the proposed development.

Climate mitigation

DM8:

Any redevelopment shall:

- Promote the reuse of demolition and excavated materials on site.
- Encourage the use of district heating on this site along with suitable renewable energy technologies.



Figure 2.17: Environment

2.9.5 Former Central Mental Hospital (CMH) KDA

The former Central Mental Hospital (CMH) site is located to the east of the Dundrum Road (R117). As a former secure facility, one of the most prominent features of the site as viewed externally are the high stone walls (c. 5 metres) that define its boundary. Internally, the site consists of the original buildings which dates from the early 1850s and are set in the context of the wider complex and landscaped grounds (see chapter 8 for further detail of protected structures within the site) which include a walled garden. The site carries an “INST” objective - ‘To protect and/or provide for Institutional Use in open lands.’ - in the County Development Plan. From the site there are views towards the Dublin and Wicklow Mountains. The extent of the site is outlined in figure 2.18.

The site is well served by public transport being located c.800m north of the Dundrum Luas stop and c. 400 metres to the east of the Windy Arbour Luas Stop. The overall site extends to approximately 11.3 hectares and the entire site falls under the ownership of the Land Development Agency (LDA). Access to the site is currently gained from a single access point on the Churchtown Road for both vehicular and pedestrian traffic.

The context surrounding the CMH in terms of the existing built form is generally one of suburban style development. To the west of the site, on the opposite side of the Dundrum Road (R117) lies a small neighbourhood centre consisting of several retail units and a car repair unit. To the south of the neighbourhood centre, one and two storey dwellings are set back from the street front behind front gardens. Development to the north of the site consists of the rear gardens of the houses on Mulvey Park, while the eastern boundary is similarly bounded by the rear gardens of suburban style dwellings at Friarsland Road. The southern boundary of the site adjoins the rear gardens of Larchfield Road and the playing pitches associated with the Rosemount Mulvey football club. The Rosemount estate is located to the south of the playing pitches.

A high boundary wall currently surrounds the site which prevents at present any real integration of the site into the wider area. The site offers unique opportunity for high quality infill development in the area



Figure 2.18: Central Mental Hospital Site

2.9.5.1 Issues, Constraints and Opportunities

Issues and Constraints	Opportunities
No permeability through the site.	Opportunity to provide a new neighbourhood on this well located regeneration site
Single access point to the site	Opportunity to Integrate the land parcel into the surrounding neighbourhoods by providing high quality off road cycle and pedestrian links through the site to surrounding neighbourhoods.
Isolated from the surrounding neighbourhoods physically and visually due to the high wall which surrounds the land parcel on all sides.	Opportunity to provide community facilities to address deficits outlined in the Dundrum CCCAP for population growth in this neighbourhood.
	Good location in terms of public transport.
	Opportunity to integrate community facilities with existing facilities on Rosemount Green.
	Opportunity to reuse and refurbish the suite of protected structures on site in accordance with best conservation practise
	Attractive natural landscape including tree lines and walled garden which can be incorporated into the new neighbourhood.
	Views of the Dublin Mountains.

Table 2.4: CMH Issues, Constraints & Opportunities

2.9.5.2 Vision

To provide a new permeable predominantly residential neighbourhood which provides for the redevelopment of the existing land parcel, making suitable use of the protected structures on site, retaining the open character and landscape features of the lands while providing amenities for the new and existing population and suitably integrating with the adjoining residential area, neighbourhood centre and Rosemount Green.

The Planning Authority were broadly satisfied with much of the design approach put forward in the Land Development Agency non statutory Masterplan. Permission has recently been granted for a scheme on site. Notwithstanding, background work on the Plan examined how this Masterplan layout could be optimised so as to provide for the best amenity for future residents while still being mindful of the impact on the existing surrounding community. Some tweaking of height in perimeter block layouts, such as increasing the height of centrally located blocks which run north south and lowering southern perimeter blocks that run east west could result in more daylight and sunlight internally in apartments and also in the central communal amenity spaces. Taller blocks could be located further away from the protected structures.

The former Central Mental Hospital building and outbuildings are unlikely to be suitable for traditional residential accommodation of a modern standard due to their internal layout, cellular plans, inadequate window sizes and conservation constraints. For this reason, another use may be possible on this site, in particular the main building, e.g. office, hotel, community or educational use. It may be possible to look at the addition of residential typologies to the rear of the main building subject to high quality design and a conservation appraisal of the site in the round.

2.9.5.3 Design Principles and Strategic Objectives

A Masterplan for the entire site shall be prepared and accompany all planning applications for significant development at these lands. The Masterplan shall accord with the Guiding Principles and Objectives set out in this Site Development Framework and shall be accompanied by a ‘Consistency Statement’ detailing how each of the Guiding Principles and Objectives in this SDF are to be delivered.

Site Development Framework – Former Central Mental Hospital – Guiding Principles

- To develop a predominantly residential neighbourhood with a mix of unit size and tenure and with a strong sense of place which builds on the natural and heritage assets of the site.
- To require the suitable protection and reuse of the protected structures at an early phase in the redevelopment of the site.
- To provide new community facilities on site.
- To provide new childcare facilities on site.
- To allow more visual connections into the land parcel.
- To reduce the severance, by increasing the pedestrian and cycle access and egress points and to improve walking and cycling connectivity through the area by way of new pedestrian and cycle routes.
- To provide a high quality public realm that prioritises use by pedestrians and cyclists and which enhances the sense of place.
- To achieve an appropriate plot ratio for the accessible location while also balancing with the institutional objective to retain the open and sylvan character of the lands.
- To provide a network of open space which integrates with the amenities and biodiversity on site and suitably incorporates SuDS measures.



Figure 2.19: Indicative Urban Form for CMH site

a. Former Central Mental Hospital Key Development Area (CMH KDA) Movement Objectives

Vehicular Access (see figure 2.19 below)

CMH1:

Any redevelopment shall:

- Provide a new signal controlled vehicular entrance onto the Dundrum Road to the south of the existing entrance.
- Convert the existing entrance into a pedestrian and cycle only entrance with provision for emergency access.

Cycle/pedestrian

CMH2:

Any redevelopment shall:

- Provide a continuous pedestrian and cycle link of 5 metres in width from Mulvey Park to Larchfield Road through the site and on from the southern boundary through Rosemont Green. Emergency access for vehicles (emergency or other) shall be facilitated on this link.
- Provide additional pedestrian and cycle access points at Annville Park and at location(s) to the east (where an opportunity arises).

b. CMH KDA Placemaking Objectives

Public Spaces

CMH3:

Any redevelopment shall

- Provide a public open space of c. 8,000 sq metres to the south of the Asylum building in the first phase of development.
- Provide a public open space with a pedestrian and cycle connection to the Larchfield Road interface between Rosemont Green and the site.

Character

CMH4:

Require the provision of privacy buffers for ground floor residential units.

c. CMH KDA Built Form Objectives

CMH5:

Any redevelopment shall generally be in accordance with the indicative block layout shown on figure 2.19 “Build Form Strategy.”1.

Heritage and Building Character

CMH6:

Any masterplan shall address plans for the sustainable long-term use of the 3 No. Protected Structures (Catholic Chapel (RPS No. 2071), Hospital/Asylum (RPS No. 2072), Hospital Building (RPS No. 2073), and shall provide a phasing agreement demonstrating how proposals for their long term use will be brought forward and planning permission sought.

CMH7:

Any redevelopment shall ensure any removal or modification to the site boundary wall to facilitate pedestrian / cycle / vehicular connections and reduce physical and visual severance is carried out in accordance with best conservation practice.

Plot Ratio, Height:

CMH8:

An overall general plot ratio of 1:1.19 shall be achieved.

CMH09

Heights shall be sensitive to adjoining areas and shall generally range from 3 to 7 storey. Elements in excess of 7 storeys may be provided at the “Indicated height locations” shown on figure 2.19.

Land Use**CMH10:**

Any redevelopment shall

- Provide for residentially focused mixed uses which includes residential development and a range of other complementary uses as per the ‘A’ zoning objective and SLO 122 of the County Development Plan 2022 - 2028 including offices (SLO 122), medical centre, childcare, local retail, cafe and community uses.
- Provide for a range of housing typologies, including houses, apartments, own door units and housing suitable for older persons and people with a disability (See Objective H2 in Chapter 3).
- Provide an accessible and inclusive community facility of c.1,600 sq metres in a building adjoining Rosemont Green. The uses should include a multi-purpose hall, changing rooms, meeting rooms, unless otherwise agreed with dlr County Council.
- Provide for play facilities both formal (minimum of 2 playgrounds) and informal.

d. CMH KDA Environment Objectives**Climate adaptation****CMH11:**

Any redevelopment of the site shall provide a landscape and biodiversity strategy which protects and enhance the ecology of the site and shall include for the:

- Retention of the trees and treelines which contribution to heritage, landscape character, ecology and climate adaptation.
- Suitable supplementary planting.
- Retention of the existing drainage ditch on site which traverses the site towards the south western corner of the walled garden.
- Provision of new habitats and nesting and roosting opportunities for birds and mammals.
- Management of invasive species.

CMH12:

Implement a surface water management strategy that provides a multi-level treatment train and which mimics natural processes to infiltrate and reuse surface water runoff, within the site curtilage, as much as possible.

Climate mitigation**CMH13:**

Any redevelopment of the site shall

- Promote the reuse of demolition and excavated materials on site.
- Encourage the use of district heating on this site along with suitable renewable energy technologies.

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3

People and Homes

3.1 Introduction

This chapter sets out the policy and objectives aimed at creating and maintaining successful neighbourhoods and also protecting residential amenities within the DLAP area. The 10-minute neighbourhood concept which is centred around creating sustainable neighbourhoods is an important concept underpinning this chapter. The chapter is divided into 2 sections as follows:

- **People** – This section deals with sustainable neighbourhood infrastructure including community facilities and also addresses social inclusion. It is evident that there is a wide range of what is termed sustainable neighbourhood infrastructure in the Plan area and also in the immediate area adjacent. However significant further analysis was carried out in relation to specific SNI uses (community, civic and cultural) as part of the Dundrum CCCAP and policy and objectives pertaining to future provision are set out below in section 3.2.4. The Department of Education were also consulted and have indicated the requirement for an additional school. Provision of Childcare facilities was also examined.
- **Homes** – This section deals with delivery of homes and communities in the Plan area and includes policy objectives on housing mix, density and height.

3.2 People

3.2.1 Introduction

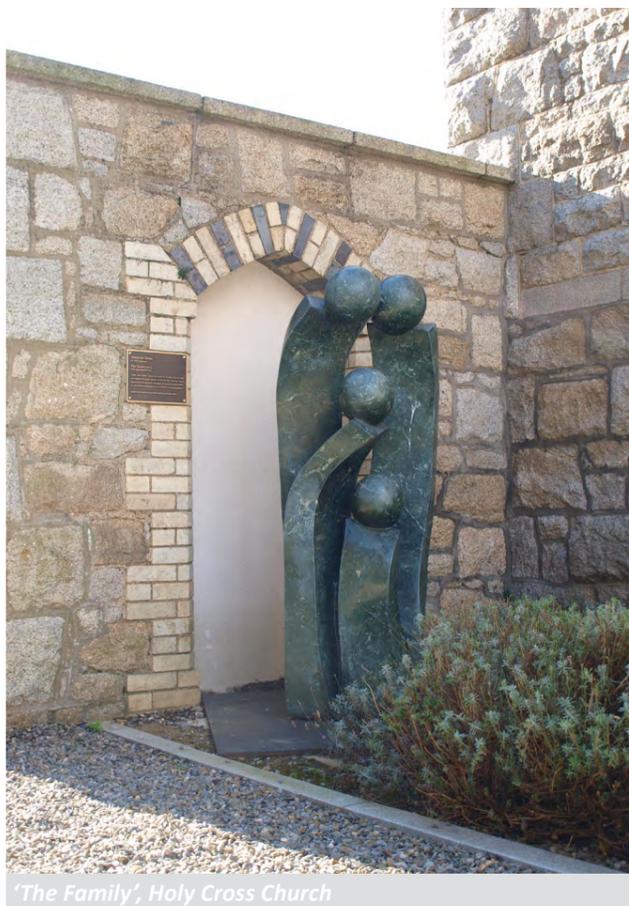
As set out in the overarching County Development Plan, Sustainable neighbourhood infrastructure (SNI) is an umbrella term that includes land or buildings related to serving the needs of the local and wider community for social, educational, health, religious, recreational and leisure, cultural, and civic needs. Such uses are an essential component in planning for balanced and sustainable communities. These facilities provide a communal resource through which residents can gain support, information, education, medical or welfare assistance and social contact. Post offices, banks and local shops are also important local facilities and amenities that contribute to the effective functioning of communities and improve the liveability of an area.

The overarching objective of the DLAP is to ensure that the needs of the existing and future population of the DLAP area are adequately catered for in terms of sustainable neighbourhood Infrastructure.

This also links in with the 10-minute neighbourhood concept. Clustering of such facilities can also be beneficial as it allows for better use of all facilities.

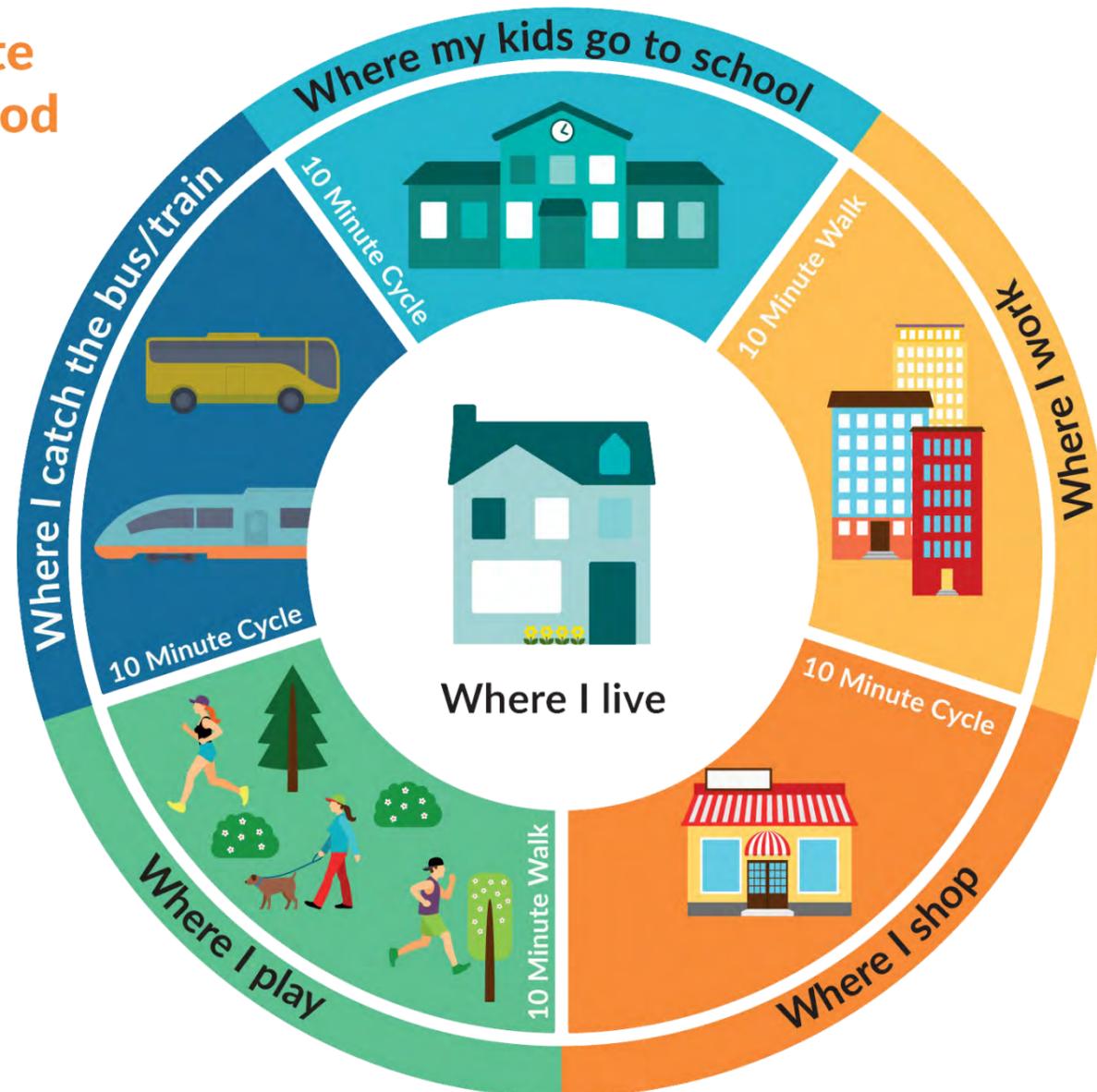
Community facilities play an important role in bringing people together, building community spirit, social networks, and reducing social isolation. There is also evidence to suggest that investment in community facilities can foster broader economic prosperity and growth in an area.

The vehicle of Local Area Plans, as outlined in the Section 38 Guidelines ‘Local Area Plan Guidelines for Planning Authorities’, are well placed to support the delivery of sustainable neighbourhood infrastructure by containing policies, objectives and measures which implement and co ordinate the plans and programmes of government Departments and other service providers.



'The Family', Holy Cross Church

The 10 Minute Neighbourhood Concept



Policy DLAP7 – Provision of SNI uses and delivery of the ten minute neighbourhood:

It is a policy to support the delivery of sufficient SNI uses including community and educational uses that will be required to ensure sustainable living - in line with the ten minute neighbourhood concept - for existing and future residents of the Dundrum LAP area.

Policy DLAP8 – Co-location of Community Facilities:

It is policy to encourage the co-location of existing and future sustainable neighbourhood facilities including community centres, schools, childcare facilities, healthcare services and also colocation of playgrounds and amenity spaces. Such an approach may enable the sharing of facilities such as car and cycle parking.

3.2.2 Pre-Draft Consultation pertaining to ‘People’

A theme across many submissions was the need to provide adequate additional community infrastructure within Dundrum, in tandem with the new developments and population growth in the area projected over the coming years. Many submissions considered that the current provision of community infrastructure is lacking in the area, with particular mention being given to sports/recreation, healthcare, community and educational facilities. Provision of open space was also raised.

A number of observers noted a lack of availability of school places in the local area. Insufficient availability of childcare facilities was noted by others.

Some observers called for the delivery of a Civic Centre, to be located centrally within the town centre, noting that it would be of considerable benefit to the local community.

Some submissions noted the need to provide a larger public library in Dundrum with up-to-date facilities. Though many of these submissions praised the design of the existing Dundrum Carnegie library building, there was a general acknowledgement that the needs of the town had outgrown this building.

3.2.3 Sustainable Neighbourhood Infrastructure

Within the Dundrum DLAP lands, the SNI zoning applies to lands at Our Lady’s National School, Gaelscoil Na Fuinseoige and Taney Parish Primary School. A number of other SNI lands are located adjacent to the DLAP lands, including at St. Tiernan’s Community School, Taney Road Church, Our Lady’s Grove Primary School, in addition to a wide array of SNI zoned lands in the wider vicinity of the LAP lands. SNI within the more urban setting are also present at the Council offices, the library, Dundrum College of Further Education, Holy Cross Church and Primary School, Dundrum Garda Station and the Mill Theatre.

3.2.3.1 Existing Community Facilities

Serving a catchment that extends well beyond the DLAP boundary, the Rosemount Family Resource Centre caters for a range community needs, including adult education, homework clubs and other activities for children, family support, health and wellbeing classes/activities, room hire for residents’ groups, and opportunities for social interaction. Space and access are relatively restricted given the location and size of the building in which it is housed on Waldemar Terrace.

At Holy Cross Church, a Parish Centre was opened in 2017. This facility includes a parish office, kitchen area, parish hall and meeting rooms for use by the church’s parishioners.

The Rosemount Community Hub at Rosemount Court provides meeting, event and activity space for use by the local community. It is managed by the Rosemount Residents’ Association.

The Dundrum Carnegie library is the most westerly of the library branches in the County and as such serves a broad catchment area, including Dundrum and Ballinteer. As well as providing normal library services, its patrons can also access a range of clubs and groups during opening hours, up to a maximum of 25 people at a time (e.g. parent and toddler groups, book clubs, writer’s groups, etc).

The Dom Marmion Hall is the local Catholic Church hall and hosts the Dom Marmion Society, which provides friendship and support for older people in the area, working to minimise social isolation. The main activities in the hall consist of exercise groups, indoor bowling, bingo, talks, music and bridge. The hall is located on the Sandyford Road adjacent to the Council operated car park.

Taney Parish Centre, the Balally Family Resource Centre and Meadowbrook Leisure Centre are located outside of the LAP boundary, but still serve the local catchment population.

**3.2.3.2 Existing Schools and Educational Facilities**

The DLAP area and its surrounds contain a variety of schools and educational institutions. The following provides details of all schools within and adjacent to the LAP lands:

i. Primary Schools

The Holy Cross National School is located at Kilmacud Road Upper and delivers education in a mixed environment. The school has an enrolment of over 280 pupils.

Taney National School is located within the LAP boundary, on the Kilmacud Road Upper. It delivers primary level education to over 430 students across 16 classrooms.

Our Lady’s National School is located on St. Columbanus’ Road, near Windy Arbour Luas stop in the northwest corner of the LAP lands. This is a co-educational primary parish school, operating since 1958 and currently accommodating approximately 250 students.

Gaelscoil Na Fuinseoige is located at Finsbury Park, off the Churchtown Road Upper and it provides primary level education in a mixed, multid denominational environment to nearly 90 students.

Just outside of the LAP lands, Ballinteer Educate Together National School provides primary level education for over 330 students in a mixed, multid denominational environment.

Our Lady’s Grove Primary School is a 17-classroom mixed catholic school located in Goatstown to the northeast of the LAP lands.

**ii. Post-Primary Schools**

There are 3 no. post primary schools immediately adjacent to the LAP lands and a number of others in close proximity to the LAP lands.

Goatstown Education Together, opened in 2020, is a co-educational mixed secondary school temporarily located on Churchtown Road Upper within the campus of the former Notre Dame Secondary School, adjacent to the western LAP boundary. This school plans to re-locate to a proposed permanent campus at the Irish Glass Bottle Recreation Site on Goatstown Road, adjacent to the eastern LAP boundary. The development of a new school on this site is supported by an education objective of the County Development Plan, as reference in Section 4.1.2.2 above.

St. Tiernan’s Community School is located just outside of the LAP area, adjacent to its southern boundary. Our Lady’s Grove Secondary School is located in Goatstown to the northeast of the LAP lands.



Goatstown Education Together Secondary School (Former Notre Dame)

iii. Further and Higher Education Facilities

Dundrum is well served by a number of further and higher education facilities, including the following located within the LAP lands:

- Dundrum College of Further Education (Main Street),
- Ashfield College (Dundrum Town Centre),
- Further Education & Training Dundrum (Sydenham Road),
- Dundrum Adult Education Service (Sydenham Road)



Ashfield College entrance, Sandyford Road

3.2.3.3 Future school requirements

As part of the preparation of this LAP the Planning Authority have consulted with the Department of Education who have indicated that if full build out of the plan lands were to occur a new 24 classroom primary school would be required. In terms of post primary the Department envisage that any future school on the nearby Irish Glass Bottle sites could accommodate such needs.

Within the DLAP lands a number of sites could accommodate a primary school – the remainder of the former Notre Dame school site which currently temporarily accommodates the Goatstown Educate Together is considered an appropriate option having regard to the SNI land use zoning objective which pertains to the site.

Policy DLAP 9 – School Facilities:

It is a policy to promote and support – in line with Policy Objective PHP7 of the CDP - the use of and access to school facilities including assembly halls, sporting and recreation facilities within school grounds outside of school teaching hours, at weekends and during school holidays by the wider community in order to augment the level of meeting space and sporting and recreational facilities available within the DLAP area.

Objective P1 – School Provision:

It is an objective to:

- Retain and/or provide for education use on lands within the former Notre Dame school site.
- To promote the use of urban typologies in the design of any education facilities on the site.
- Encourage linkages from any education facility into the green space at Finsbury Park

3.2.3.4 Nursing Home / Health Care Facilities

Simpson’s Hospital, a 48 person maximum occupancy nursing home facility, is located on Ballinteer Road adjacent to the LAP lands. A primary care centre is located close to the Balllay Luas stop. Additionally, a number of smaller public and private medical centres currently operate within the LAP lands.

Policy DLAP 10 – Nursing Home Facilities:

It is policy to encourage and support the continued operation and future provision of nursing homes and assisted living accommodation within the DLAP area and to require that such developments meet the standards set out in Section 12.4.8.2 ‘Nursing Homes / Assisted Living Accommodation’ of the County Development Plan 2022-2028 and the ‘National Standards for Residential Care Settings for Older People in Ireland’ (HIQA 2016).

Policy DLAP 11 – Healthcare:

It is policy to support and facilitate the provisions of healthcare facilities including the provision of community based primary care facilities in appropriate locations. The co-location of these services with other community facilities will be encouraged.

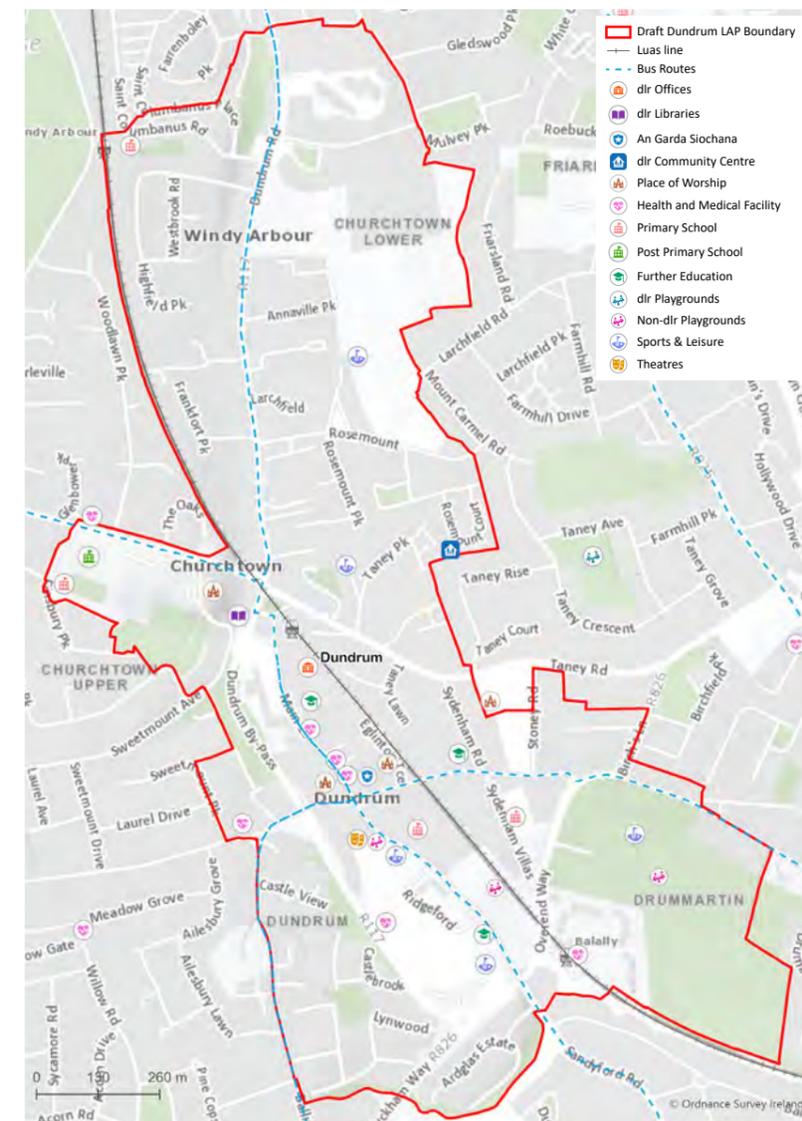


Figure 3.1: Existing SNI facilities within DLAP

3.2.3.5 Play Facilities

Whilst the CCCAP did not look specifically at play or other recreational facilities the need for same was raised in the consultation process held and also emerged as an important issue in the pre-draft consultation held on this Draft Plan. The challenges associated with retrofitting large scale recreational facilities within an existing built up area are acknowledged as a balance has to be achieved between provision of such facilities and compact growth. Section 4.2.4 below sets out an objective for facilities on lands at the CMH.

The County Development Plan under Policy objective OSR13 recognises the importance of inclusive and accessible play facilities for children. New residential schemes will also bring forward new play facilities, however the need for a council provided playground in the DLAP area has been identified. Figure 4.2 shows the provision of existing publicly accessible play facilities within and adjoining the DLAP area. There are opportunities to provide additional play facilities within an open space associated with Finsbury Park. Additional play facilities would complement active travel routes within the plan area and help to create a more inclusive and vibrant public realm.



Example of outdoor exercise area



Figure 3.2: Existing play and play opportunities in DLAP

Objective P2 – Play Facilities:

It is an objective to provide inclusive and accessible play facilities within the DLAP area in accordance with site framework strategies in Chapter 2 and at suitable locations including the neighbourhood park associated with Finsbury Park open space.

3.2.3.6 Childcare

Policy Objective PHP6: Childcare Facilities in the CDP encourages “the provision of appropriate childcare facilities as an integral part of proposals for new residential developments and to improve/expand existing childcare facilities across the County” and sets out specific requirements for the provision of childcare facilities in tandem with new residential developments, namely, one childcare facility to be provided where a new residential development of 75+ units is proposed. Figure 3.3 identifies existing childcare facilities within and adjoining the LAP area. As can be seen from this map, there are only 3 childcare facilities within and immediately adjoining the LAP, with one further facility located approximately 350m from the LAP boundary, that provide a full day care facility ranging from pre-school / Montessori to after-school care.

Policy DLAP12 – Childcare Facilities:

It is policy to encourage and support the provision of childcare facilities within the DLAP area to ensure that existing and future residential developments have access to childcare services. In this regard:

- At least one childcare facility shall be provided at each of the childcare opportunity sites identified in Figure 4.3, and,
- All planning applications for larger residential developments to be required to provide one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, unless it can be satisfactorily demonstrated that there is already an adequate provision in the area.

The provision of childcare facilities within the Plan area shall be carried out in accordance with the provisions set out under Policy Objective PHP6 ‘Childcare Facilities’ and Section 12.4.10 ‘Childcare Facilities – Parking & Access’ of the County Development Plan 2022-2028 and/or any subsequent plan and the provisions of the DoEHLG ‘Childcare Facilities Guidelines for Planning Authorities’ (2001) or any updated guidelines.

Policy DLAP13 – Co-location of Childcare Facilities:

It is a policy to support and facilitate the co-location of childcare provision with schools and other community facilities in the DLAP area.

Given the emerging and evolving demographic within the LAP area, together with comments made at pre-draft stage, there is a clear need to provide additional childcare to cater both existing and future residents. In this regard, the provision of a range of childcare facilities within the LAP will be required. In addition to showing existing facilities, Figure 3.3 also identifies opportunity sites where new childcare facilities will be required to support emerging residential communities at:

- The Central Mental Hospital lands

- The Old Dundrum Shopping Centre
- Fernbank residential development
- Dom Marmion site

In addition to the opportunity sites listed and shown in Figure 3.3, there may be further potential to provide childcare facilities within community facilities and within school lands, either by way of a co-location or, for example, as an afterschool facility within the school itself. (Any such provision would be in addition to any statutory section 28 requirements)

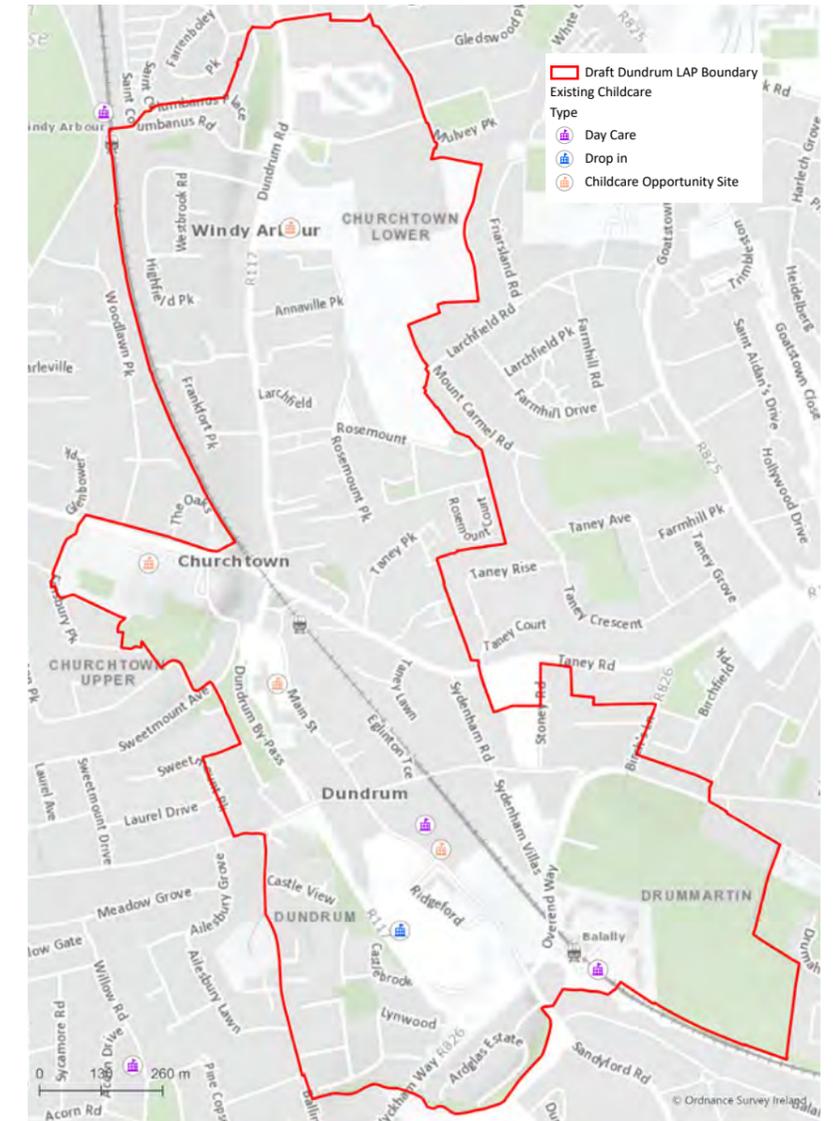


Figure 3.3: Existing & Future Childcare in DLAP

3.2.4 Dundrum Community, Cultural and Civic Action Plan (CCCAP)

The purpose of the CCCAP was to focus on Dundrum and the immediately surrounding areas in order to identify any undersupply of community infrastructure. This could then inform the forward planning and development management processes regarding the requirement for community facilities, including the preparation of this LAP for the Dundrum area.

To this end, the CCCAP assesses the current provision of community facilities within the study boundary, projects future needs based on anticipated population and demographic change and makes recommendations for future provision in the period up to 2040 based on this analysis. A key part of the approach was to provide recommendations regarding the allocation of sites for the provision of community, cultural and civic uses as well as to set out recommendations on how existing facilities can be more efficient in serving community needs. The identification of appropriate sites in the CCCAP enables the inclusion of evidence-based objectives for the reservation of appropriate land/sites for community purposes in this LAP.

The study area covered by the CCCAP is also more extensive than that of the LAP, covering 9 full electoral divisions which corresponds to an area of 21 square kilometres and a population of 27,800 people, based on the 2016 census data. The area covered by the CCCAP (shown below in Figure 3.4) is larger than that of the LAP.

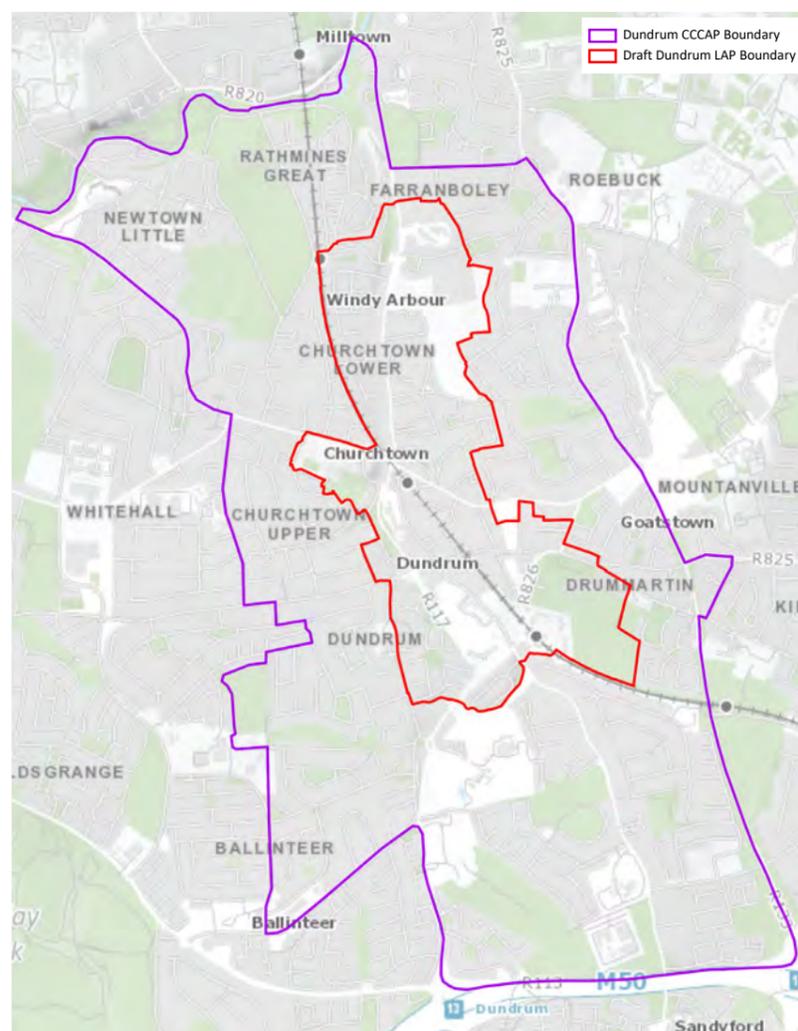


Figure 3.4: Dundrum CCCAP Area relative to DLAP area

The CCCA has a 20-year time horizon, covering the period up to 2040. As such, it has a longer period of currency than this LAP, which is made initially for a period of 6 years that can be extended to 10 years. Given the prolonged time period to which the CCCAP relates, the actions in the plan are broken down into short (1-4 years), medium (5-10 years) and long (11+ years). Relevant actions have therefore been incorporated into this LAP, given its timeline, as appropriate.

3.2.4.1 Facilities and Catchment

The CCCAP recommends that facilities should be centrally located insofar as possible, in order to maximise accessibility to the catchment which they serve. Their layout and design should be carefully considered to ensure they are accessible to a wide range of groups, having regard to age, physical ability, and socio-economic status.

Access by public transport and for pedestrians is a key factor in determining suitable locations. The catchment of a community facility will vary depending on its scale and function as well as the travel distance to other comparable facilities. For instance, cultural and civic facilities (e.g. theatre/Council service centre) would be expected to serve a broader catchment than local community facilities (e.g. a

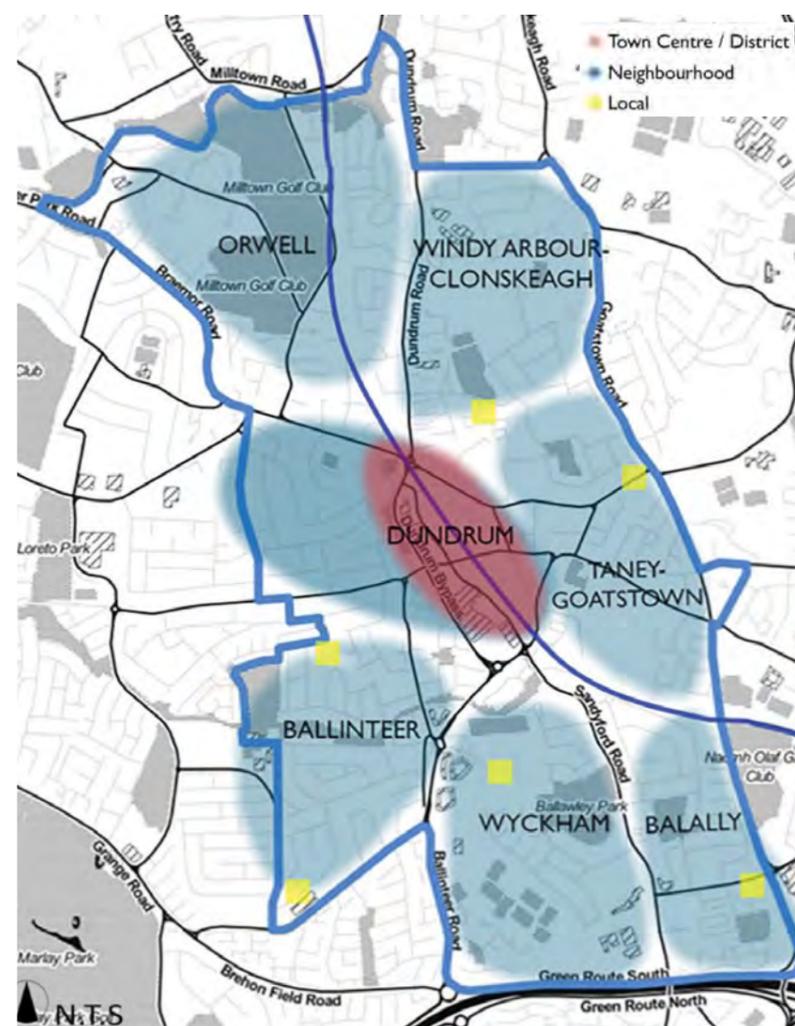


Figure 3.5: Dundrum CCCAP Neighbourhoods

family resource centre). This aligns with the “ten minute neighbourhood” concept in that the catchment within ten minutes of Dundrum by bus or Luas extends outside the Plan lands to further neighbourhoods.

The CCCAP breaks down its extensive study area into smaller ‘neighbourhoods’ for the purposes of its analysis, as shown in the below figure 3.5 taken from the CCCAP.

The LAP lands are largely contained within the ‘Windy Arbour-Clonskeagh’ and ‘Dundrum’ neighbourhoods, but also incorporate portions of the ‘Orwell’ and ‘Taney-Goatstown’ neighbourhoods.

3.2.4.2 CCCAP recommendations

The CCCAP recommended that a new Community, Cultural and Civic hub be constructed within the Dundrum Town Centre area. The proposed Hub would be a District level facility serving a wide catchment significantly in excess of that of the LAP boundary.

There were several reasons presented in the CCCAP for the recommendation. Firstly, the Carnegie Library, which is located within a protected structure, is one of the most highly subscribed in the County and its current premises is not suitable to host a modern, busy library. Secondly, there are several facilities in the area that have insecure tenancies, are operating out of premises that are unsuitable and/or are over capacity (Rosemount FRC, Post Office, School of Music).

3.2.5 Potential New Community, Cultural and Civic Centre

SLO 114 in the County Development Plan 2022-2028 states: “To ensure any future redevelopment of the Old Shopping Centre site addresses the need for the provision of a future Dundrum Community, Cultural and Civic Centre facility, which also integrates into a civic square/plaza area.”

The principle of SLO 114 is to ensure that a Community, Cultural and Civic Centre facility is delivered within Dundrum to meet the needs of both the existing and emerging residents in the area, and in response to the recommendations of the CCCAP study.

Subsequent to the adoption of the County Development Plan 2022-2028, proposals for a new multi-functional, purpose-built dlr facility in Dundrum that consolidates and colocates a range of community, cultural and civic uses under one roof have been progressed. This new Hub would replace and expand the existing amenities and services in the area, which have been identified as inadequate for the growing population.

Lands at Taney Cross north of Waldemar Terrace have emerged as a site, which subject to feasibility, could potentially accommodate a new civic, community and cultural facility in a landmark building (see fig 3.6 overleaf). Whilst not being located within the Old Dundrum Shopping Centre as possibly envisaged by SLO 114, the benefits of the site include its landmark location visible from roads, pathways and the Luas, the fact that it could allow direct access to the Luas, the potential to deliver south facing civic space alongside subject to rearranging bus movements and the opportunity to reimagine the junction and rebalance the Main Street. Challenges include the need to engage with Bus Connects to remodel Bus movements and the need to coordinate with adjoining neighbours on flooding and design.

Chapter 2 sets out that redevelopment of the old Shopping centre site shall incorporate a new park which will connect via a greens trip to the new urban realm area associated with the Civic centre. This will address SLO 114.



Location of landmark building from Luas bridge

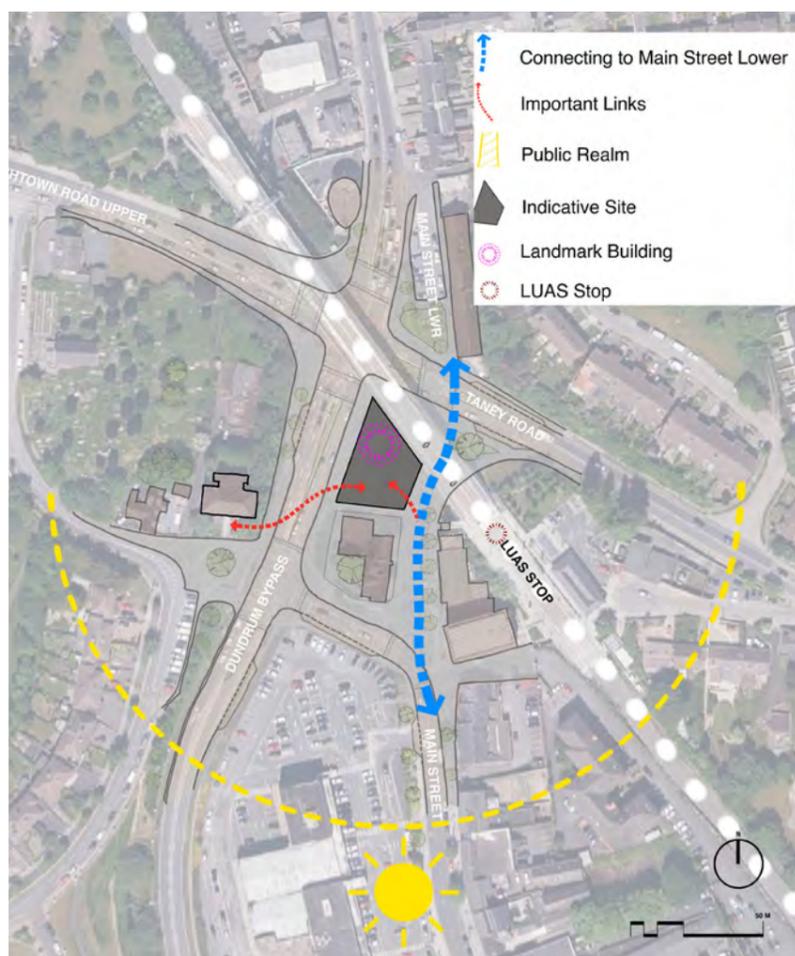


Figure 3.6: Potential Location of land mark building incorporating CCC uses

Objective P3 – Dundrum Community, Cultural and Civic Centre:

It is an objective to provide for a new multi-functional, purpose-built community, cultural and civic facility in a landmark building.

A second relevant recommendation of the CCCAP relates to the provision of a multi-functional community and leisure/indoor sports facilities on the former Central Mental Hospital (CMH) site. The CCCAP notes that community space is extremely limited in the Windy Arbour/Clonskeagh area, with the exception of the Rosemount

Mulvey FC clubhouse, which it states is in serious need of expansion and redevelopment due to its current service and usage levels. While the recent delivery of the Rosemount Community Room ‘the hub’ (located alongside the adjacent housing development) is to be welcomed, the area remains deficient in community facilities. The Action Plan also posits that Windy Arbour appears to be severely underprovided in terms of community and indoor sports facilities, an issue that was raised by the local community in the public survey associated with the CCCAP. The CCCAP makes the following recommendations regarding the site:

- Focus should be on shared multi-functional community and leisure/indoor sports facilities.
- Uses should be compatible and complimentary to facilities proposed for the Irish Glass Bottle Company site and the Rosemount Estate Green site.
- Provide strong pedestrian and cyclist links to the facilities
- Locate facilities so that they are prominent and provide a focal point for gathering and activities.

Objective P4 – Multi-functional community and leisure facility:

It is an objective to provide for a multi-functional community and leisure/indoor sports facility on the former Central Mental Hospital (CMH) site. The location and design of any such facility shall ensure provision of good pedestrian and cycle accessibility and demonstrate links to the wider area.

3.2.6 Inclusion

Development within the DLAP area, particularly that of publicly accessible buildings and spaces, should be designed in an inclusive manner that ensures all users can access, navigate, and comfortably make use of all publicly accessible buildings and the public realm.



Inclusion for All

The recently adopted Age Friendly Strategy 2022-2028, highlights the importance of inclusion and accessibility in the physical environment in terms of public realm, transport and housing, to ensure people can experience a good quality of life throughout their lifespan.

Policy DLAP14 – Age Friendly Strategy:

It is policy to support and facilitate the 4 Strategic Priorities set out within the Dún Laoghaire-Rathdown Age Friendly Strategy 2022-2028, in particular Strategic Priority 1. In this regard:

- Public realm should seek to facilitate social interaction and healthy lifestyles
- Safe and accessible transport and infrastructure will be promoted (see Chapter 4).
- Lifetime adaptable housing options will be facilitated (see Section 3.3.6).

Policy DLAP15 – Universal Design:

It is a policy to promote Universal Design in all proposals for community facilities and publicly accessible buildings and spaces in order to ensure that all buildings and associated public realm can be utilised to the greatest extent possible by all people, regardless of age, ability or disability. In this regard, proposed development should have regard to the provisions of ‘Building for Everyone: A Universal Design Approach’ series of booklets by the National Disability Authority and Centre of Excellence in Universal Design.

Policy DLAP16 – Changing Places Bathrooms:

It is a policy to promote, support and facilitate the roll out of changing places bathrooms in line with policy objective PHP17 of the County Development Plan 2022 - 2028.

3.3 Homes

3.3.1 Introduction

In order to align with the NPF, the RSES and the Dun Laoghaire-Rathdown County Development Plan core strategy, and as set out in chapter 4 of the County Development Plan the Council will continue to utilise all policy avenues available to it to ensure the optimum delivery of residential units, ensuring a focus on compact growth and providing housing within the built up area. Provision of housing will also focus on creation of successful, well designed and sustainable communities where new development successfully integrates with existing communities.

3.3.2 Pre-Draft Consultation pertaining to Homes

The following issues were raised during the pre-draft consultation.

- The need for available and suitable housing in the area to be targeted towards retirees/elderly downsizers, which would free up larger family homes.
- Negativity regarding potential build-to-rent schemes - largely centred around people’s concerns that housing of this type of tenure would attract a more transitory population and make it difficult to build and support the existing

community. There was also concern regarding its impact on downsizers.

- The potential for smaller schemes of infill development on corner/garden sites, mews lane development and 'living over the shop' type accommodation to meet the housing needs of the community was highlighted.

The full range of housing issues raised in the pre-draft consultation submissions have been carefully considered and given due regard in the preparation of this draft LAP. It should be noted that separate standards for Build to rent accommodation were removed in December 2022 by way of Government Circular Letter reference NRUP 07/2022. The circular states that Planning applications and appeals currently in the system will however be decided in accordance with the current version of the Apartment Guidelines, which allows for separate standards for build to rent.

3.3.3 Homes in the LAP area and surrounds.

The type and tenure of housing within the LAP area (and in its immediate surrounds) is undergoing a period of transition, with a significant level of construction activity – mainly of apartments - underway. Parts of the DLAP area are still characterised by older housing associated with the earlier development of Dundrum, with many red-brick buildings in evidence. Some have been, or are anticipated to be, redeveloped for non-residential uses (e.g. Ashgrove Terrace/Glenville Terrace).

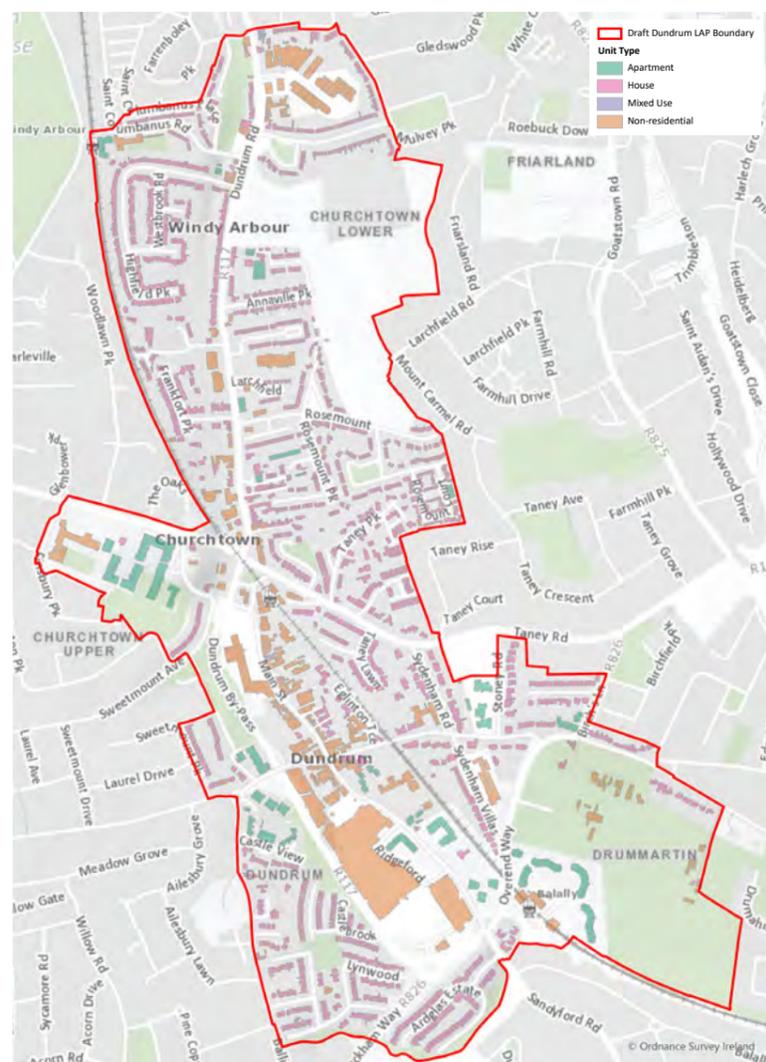


Figure 3.7: Existing house types within DLAP area.

Others, such as Alexandra Terrace, remain in active residential use. Suburban style low density housing was developed through the 60s/70s in and around the LAP area with the units largely constructed in the form of semi-detached 3-4 bedroom homes e.g. The Laurels and Sweetmount Avenue. More recent suburban-style housing is also in evidence at locations such as Old Rectory Park and Ophaly Court. Rosemount Estate consisted of a range of housing typologies and has undergone redevelopment at Rosemount Way. Most housing development in recent years has been in the form of apartment style schemes, such as at Dundrum Gate, Dundrum View, Fernbank or the Herbert Hill scheme off Main Street.

Planning permission has recently been applied for and/or granted for a number of largescale proposed housing developments within and adjacent to the LAP lands, including at the Central Mental Hospital lands, the old Shopping Centre site, Green acres, Wyckham Place, on Dundrum Road (including Sommerville House and the Frankfort Centre), and on Sandyford Road.

Census 2016 data identifies that, as of 2016, 75% of all dwellings within the DLAP lands were houses, with apartments accounting for the remaining 25% of dwelling types. New residential development completions since 2016 (which total some 435 dwellings) show a significant increase in the delivery of apartment units, which account for approximately 83% of those completions since 2016.

Notwithstanding the substantial increase in apartment delivery since Census 2016 data, taking account of all available data above, houses still account for the majority (65 %) of dwelling type within the DLAP area (refer to Table 3.1 below).



Traditional terrace off Dundrum Road

Total LAP Dwellings / Typologies to Q1 2023			
	Dwellings	Houses	Apartments
Total Units	2,610	1704.35	896.5
% of Total		65%	35%

Table 3.1: Houses and Apartments as proportions of the Total Dwellings in the DLAP lands (as of Q1 2023)

However, If full build out of the schemes currently in the pipe line were to occur that split would reorient itself to be 38% houses and 62% apartments.

Analysis of the mix (number of bedrooms) of apartments permitted since 2016 as set out in the Demographic and Housing Analysis Background Paper supports the mix requirements as set out in the County Plan.

3.3.4 Tenure

The overarching higher level policies set out in the County Development Plan 2022 – 2028 encourage a sustainable mix of housing including tenure mix and SLO 123 specifically relates to providing for a balanced mix of housing tenure on the former CMH and OSC sites. However, aside from the 20% social and/or affordable provision, a more precise means of requiring specific tenures in individual schemes coming forward is not available to the planning authority in terms of current planning legislation.

That said, Government policy as set out in “Housing for All – A new Housing Plan for Ireland, 2021”, favours the use of publicly owned lands in the delivery of a mix of tenures, including private housing, social housing, affordable purchase and affordable rental housing and the Land Development Agency (LDA) who will be developing the CMH site will play a key role in provision of affordable housing. This overarching policy combined with the requirements of SLO 123 and Objective DLAP H1 on the next page will ensure a balanced mix.

3.3.5 Density, Plot Ratio, Building Height and residential mix

Density and height are both important parameters in moving towards more compact climate resilient communities. The interrelationship between the two is key in creating successful new development and also creating new communities that are not detrimental to existing surrounding developments which in the case of Dundrum may be both low rise and low density as well as in some instances having architectural or heritage merit. For mixed use schemes the use of residential density alone may not adequately set parameters for sustainable development. Plot Ratio is a more useful tool as it can control overall bulk and scale of development.

Whilst balancing height and density are important, ensuring a varied mix of homes is also important to create a sustainable neighbourhood. Set out below are policy objectives pertaining to density, plot ratio, height and residential mix for the DLAP area.

3.3.5.1 Density and Plot Ratio

Density is defined as the intensity of development on any given area of land. It can have a significant influence on the quality of a development and successful placemaking.

Plot ratio can be defined as the amount of floorspace in relation (proportionally) to the site area, and is determined by the gross floor area of the building(s) divided by the site area (plot size includes open space provision). In relation to the two strategic regeneration sites plot ratio parameters are set in the site development frameworks in chapter 2 and have been informed by block massing studies/modelling carried out.

Given the central presence of the Luas and major bus corridors within the LAP lands, there is scope on appropriate sites for residential densities of greater than 50 units per hectare. More dense European cities have demonstrated that

appropriate densities provide for high quality design and place making which leads to successful and sustainable living environments. This can be achieved by using building heights of 4 to 8 storeys.



Residential Development at Fernbank

Policy DLAP17 – Residential Density:

It is policy to promote and support residential densities in line with policy objective PHP 18 of the County Development Plan 2022 – 2028 (or any subsequent Plan). High density proposals should ensure a balance between the protection of existing residential amenities and the established character of the surrounding area. On the CMH and OSCS where net densities in excess of 80 u/p/h are being sought any application must demonstrate the following:

- Provision of adequate social and community infrastructure.
- Appropriate design response that considers the characteristics of the site, any development constraints and prevailing character.
- Appropriate mix of uses and housing typologies.
- The provision of high quality public open space and public amenities.

Objective H1 – Plot Ratio on Strategic Regeneration sites:

It is an objective that any proposals for significant redevelopment on the OSCS and the former CMH site generally accord with the Plot Ratio parameters set out in the individual site frameworks in chapter 2.

3.3.5.2 Building Heights

Residential building heights within the DLAP area vary from single storey cottages up to eight storey apartment buildings. As set out in chapter 2 topography in the area is also varied, which can enable taller buildings to be accommodated with a lesser impact on the skyline. Contextual heights in the area are also provided by commercial buildings at Dundrum Town Centre, as well as by the William Dargan Bridge (LUAS bridge), which is c. 50 metres in height.

Appendix 5 of the CDP 2022-2028 contains the Building Height Strategy for the County. This strategy has been informed by the 2018 Building Height Guidelines and has had due regard to the relevant “Specific Planning Policy Requirements” (SPPRs) contained in these Guidelines. The guidelines recognise the role that height plays in the achievement of compact cities and densification along with the role of height in placemaking and improving the quality of our urban environment.

The Building Height Strategy notes that Dundrum, as a Major Town Centre served by good public transport links, should be considered for increased height in line with the requirements of the Guidelines. The Strategy also identifies particular environmental sensitivities which may limit the capacity of certain sites/areas to accommodate increased density and height. Of relevance to Dundrum, these sensitivities include the presence of Architectural Conservation Areas and Protected Structures.



Residential Development at Herbert Hill

Detailed height guidance for key development sites within the plan area and the identification of sites for landmark buildings is set out in Chapter 2. The Taney Cross site is identified as a site for a landmark building.

Policy DLAP18 – Building Height:

It is policy that building height in DLAP generally accords with the height guidance set out in chapter 2, subject to policy objectives BHS1 and BHS2 of the Dun Laoghaire Rathdown County Development Plan 2022-2028. (consistent with NPO 35 of the NPF, SPPR 3 of the ‘Urban Development and Building Height; Guidelines for Planning Authorities’ (2018) or policy objectives in any subsequent County Development Plan.

Having regard to the Building Height Guidelines and more specifically in order to apply SPPR 3 there may be instances where an argument can be made for increased height and/or taller buildings. In circumstances where compliance with policy objective BHS1 and BHS2 of the County Development Plan (see Appendix 5) can be demonstrated additional height may be appropriate, subject to complying with; the safeguards outlined in the CDP, the policies and objectives of this local area plan and the performance based criteria as set out in Table 5.1 of the BH Strategy (See Appendix 5) or as set out in any subsequent County Development Plan.

3.3.5.3 Residential Mix

As set out in Section 3.4.3 above, there is a reasonable variety of housing stock in terms of age and typology within the DLAP area.

With regard to housing mix, Section 2.9 ‘Implementing the Housing Strategy and HNDA’, Appendix 2 of the County Development Plan 2022-2028 sets out an evidence-based Housing Strategy and Housing Needs Demand Assessment (HNDA), states:

“Within the more mature suburban areas of the County it is acknowledged that the existing housing stock which is predominantly semi-detached and detached dwellings the provision of apartments so as to aid in the mix and allow for downsizing is appropriate. However, to allow for choice, to provide for family units and to aid in downsizing a greater mix is needed in the apartments offer with a move away from the predominance of schemes with one and two beds to schemes that ensure that there is a more varied mix with a percentage of 3 and 4 bed apartment units”.

Appendix 2, Policy Objective PHP27 and Section 12.4.4.1 of the CDP provide the relevant policy guidance for unit mix in new residential developments. As an existing built up area, developments of 50 or more residential units in the LAP lands may include up to 80% studio, one and two bed units with no more than 30% of the overall development as a combination of one bed and studios and no more than 20% of the overall development as studios. Additionally, at least 20% of the proposed units must be 3-bed or larger in size. SLO 123 of the County Development Plan specifically relates to the provision of an acceptable mix on the former CMH site and OSCS.



Residential Development at Taney Green

The 3 bed requirement set out in the County Plan was informed by an agreed evidence based Housing Need and Demand Assessment (HNDA) which is consistent with Specific Planning Policy Requirement 1 contained in the Section 28 2020 Apartment Guidelines.

Policy DLAP19 – Residential Mix:

It is policy that all new residential developments within the DLAP area shall accord with the mix requirements set out in Policy Objective PHP27: Housing Mix and Section 12.4.3 1 of the County Development Plan (or any mix requirements in any subsequent County Development Plan). In this regard, all planning applications for residential development within the DLAP area shall provide for a suitable mix of house types and sizes that meet the needs of a range of households and should incorporate larger flexible housing units that can be adapted to suit changing household needs.

Residential developments shall be required to demonstrate how they both complement and enhance the existing residential mix, and contribute to a diversification of house type and size in the area.

3.3.6 Housing Options

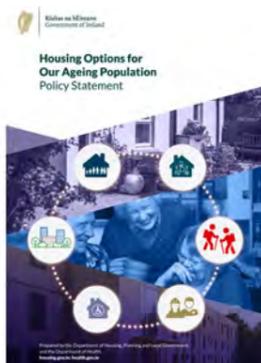
It is imperative that housing choice is considered in tandem with any increase in housing supply within the DLAP area to ensure that the needs of both existing and future residents are catered for. A suite of policy objectives aimed at providing a range of housing options are set out in Section 4.4.2 Housing Choice, in the County Development Plan 2022-2028.

The DLAP area has the potential to provide a variety of housing options, including, but not limited to:

- Housing for older people
- Student accommodation
- Housing for people with a disability
- Social and affordable housing units.

Such housing units can be delivered either through the provision of new purpose built accommodation or through adaptation of existing housing stock were feasible and under the provisions of Part V. There is also ample opportunity within the DLAP area to provide housing accommodation above existing shops / commercial units within the existing major town centre and neighbourhood centres.

The demographics of the DLAP area, as set out in the background paper “Demographic and Housing Analysis”, together with national policy, including, ‘Housing Options for our Ageing Population – Policy Statement’ (2019) and ‘National Housing Strategy for Disabled People 2022-2027’, have informed a policy approach in relation to the provision of residential accommodation that would be suitable for older people and people with a disability.



As detailed in the background paper, ‘Policy Approach for Age Friendly Housing / Housing for people with a Disability’, larger apartment units have the potential to provide suitable accommodation for older people and people with a disability. The Age Friendly Homes website (www.agrefriendlyhomes.ie) and the Universal Design Guidelines For Homes in Ireland published by the National Disability Authority are resources that can be used to assist professionals in designing and assessing residential units that would be suitable for older people and persons with a disability.

It is important that any new residential development is an attractive and viable option for those wishing to right size and allows future residents to age in place. In this regard, it is important that new residential developments consider incorporating facilities that provide space to socialise and allow for connections to be made and/or retained within their community (See Objective H3 below for provision of communal rooms/facilities in apartment schemes). It is also important to ensure that landscaping proposals are designed with all users and abilities in mind.

For Council own Part 8 or Part 10 schemes, the Planning Authority shall have regard to the needs of the social housing list of the Council and the provision of existing community facilities in the area when assessing housing options and compliance with objectives H2 and H3 below.

Policy DLAP20 – Housing Options:

It is policy to support and promote housing options for older people and persons with a disability within the DLAP area, including purpose built accommodation and housing options that meet specific needs in accordance with Policy Objective PHP30 in the County Development Plan 2022-2028. In this regard, new residential developments shall be required to incorporate an appropriate quantum of housing units that:

- Promote aging in place opportunities for older persons to ‘rightsize’ within their community.
- Take account of all abilities through the principles of universal homes design.
- Facilitate adaptable layouts to suit changing needs.
- Any proposed development for purpose-built accommodation for a specific need or group shall demonstrate how this objective can be secured long-term.

(See OSC15 in chapter 2 for objective to provide older person accommodation on the old shopping centre site)

Policy DLAP21 – Social Housing:

It is policy:

- To support the delivery and integration of social housing within the DLAP area and to pursue further opportunities for social housing in an integrated manner, through ‘Part V’ housing, Council own build, Affordable Housing schemes, delivery by the LDA within the Central Mental Hospital lands, delivery through Approved Housing Bodies, in accordance with Policy Objective PHP31 in the County Development Plan 2022-2028 and the Council’s Housing Strategy and HNDA.

- To support new and innovative ways to meet housing demands in the plan area while also ensuring that there is an appropriate mix of tenure and dwelling types provided to meet the needs of the current and future population of Dundrum

Policy DLAP22 – Student Accommodation:

It is policy to support the provision of high quality, purpose built and professionally managed student accommodation in suitable locations within the DLAP area in accordance with Policy Objective PHP 29 in the County Development Plan 2022-2028.

Policy DLAP23 – Living-Over-the-Shop:

It is policy to support and encourage the residential use of upper floors of existing commercial or retail units in the major town centre (MTC) and neighbourhood centre (NC) zoned lands to encourage the reuse of vacant or underused properties within the DLAP area. All such development shall accord with the requirements of Policy Objective PHP 19 and Section 12.4.7.8 in the County Development Plan 2022-2028.

Objective H2 – Housing for All:

It is an objective to ensure the provision of a range of housing options within the DLAP area, that take account of all ages and abilities as future residents progress through different stages of life, that all new residential developments of 10+ units shall include a minimum of 25% of the total housing stock that is designed to facilitate an ageing population / people with a disability. In this regard, the following provisions should be taken into account in the design and location of such units:

- Units should be designed having regard to the universal design homes principles.
- Insofar as possible, units should be located at ground floor level with own door access.
- Units should contain a minimum of 2-bedrooms.
- Ideally, units should be located where residents have a short walk to site entrances that adjoin public transport links and amenities within or adjacent to the proposed development.
- To assist with ease of access to public transport links and amenities, landscaping within any new development shall be designed having regard to ease of movement and legibility for all users.

Objective H3 – Communal facilities:

In line with the section 28 Guidelines “Sustainable Urban Housing: Design Standards for New Apartments” the Planning Authority will encourage provision of accessible communal rooms and/or facilities for the use of future residents in new residential apartment developments of 50+ units. Such communal facilities should have regard to the needs of all future residents of all ages and abilities. Where such facilities are to be provided details of the management shall be submitted and agreed by the planning authority at application stage.



4

Transport and Movement

4.1 Introduction

As set out in chapter 1 this LAP takes a new approach whereby in accordance with Policy Objective T2: Local Transport Plans (Area Based Transport Assessments) of the dlr County Development Plan 2022 – 2028, an Area Based Transport Assessment has been prepared and this ABTA informs the DLAP.

In line with the strategic county objectives of the CDP, creation of a compact and connected Dundrum can be achieved by integrating land use and transportation policy, thus promoting compact climate resilient growth and ensuring that people can easily access their homes, employment, education and the services they require by walking cycling or use of public transport. This also ties in with the “10 minute neighbourhood” concept.

ABTA’s seek to maximise opportunities for the integration of land use and transport planning, with an emphasis on delivering sustainable travel solutions.

The ABTA methodology adopts the Avoid – Shift – Improve (ASI). This approach is based on avoiding or reducing the need to travel, shifting to more environmentally friendly modes and improving the energy efficiency of motorised transport modes. The aim is to reduce congestion, create more liveable cities and reduce greenhouse gas (GHG) emissions.

One of the messages of the Government of Ireland’s “Climate Action Plan 2024” is to empower “people to make positive behavioural changes that improve their quality of life.”¹ The transport interventions supported by this Local Area plan will allow people make more sustainable transport choices and the LAP process in itself can deliver on promoting what is called “climate literacy” which is people’s ability to understand their influence on climate.

This chapter focuses on the ABTA recommendations which will set out the movement framework for the Plan lands. The relevant recommendations from the ABTA process are set out as policy and objectives.

Some policy and context along with the outcomes of the earlier pre-draft consultation is set out before moving onto the ABTA element.

4.2 Pre-Draft Consultation

4.2.1 Luas

Many observers raised concerns with regard to the future operation of the Luas within Dundrum. Some noted that any temporary closure of the Luas line to facilitate upgrade works would have a serious detrimental impact on local residents who rely on the Luas as a means of commuting to and from their places of work.

The need for a convenient means of pedestrian access between Dundrum and Balally Luas stops and the town centre was noted by a number of observers.

4.2.2 Traffic

Many observers noted the significant levels of traffic congestion in the Dundrum area, causing a variety of issues locally. Due to this congestion, a number of observers expressed concern at the anticipated significant population increase in the area through the current and future re-development of major development sites both within the draft LAP lands and surrounding areas. Many called for a one-way traffic system to be implemented on Main Street in order to alleviate traffic issues (this has since been introduced as part of local transport improvement measures).

A number of submissions noted the substantial current levels of traffic congestion on Dundrum Road. Some expressed concern that the residential development planned for the Central Mental Hospital lands may add to this congestion. A number of submissions raised the issue of a possible vehicular connection between the CMH lands and the roads serving the existing residential estates to the east within Goatstown. Submissions were varying in favour of or opposed to this idea.

4.2.3 Active Travel

A number of observers noted that pedestrian mobility through the town centre was difficult due to traffic volumes, non-adherence of vehicles to the speed limits and a lack of safe road crossing points. The 4-armed Taney Cross junction was considered by many to be a particularly acute example of this issue.

Many submissions noted the need to upgrade cyclist infrastructure in Dundrum, in particular through the provision of dedicated cycle lanes on the more heavily trafficked roads. The Dundrum Road was identified in a number of submissions as a particularly hazardous and uncomfortable road for active travel users.

4.3 Policy Context

4.3.1 Transport Strategy for the Greater Dublin Area, 2022-2042

The overall aim of the GDA Transport Strategy 2022 – 2042 is to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets, among other items, the region’s climate change requirements.

The objectives of the strategy include improving connectivity between people and places and delivering a high quality, equitable and accessible transport system.



The strategy supports the implementation of the BusConnects Core Bus Corridor Programme, including through increased frequency of service and introduction of priority measures on proposed orbital routes.

An orbital route from Tallaght to Belfield is included in the NTA’s preliminary proposals for orbital routes under BusConnects. The alignment of this route has not been determined, however the preliminary proposals indicate that the route would traverse the Dundrum LAP lands.

The Strategy contains measures which support and promote the upgrade of the existing Luas Green Line. Measure LRT9 seeks the delivery of significant additional capacity on the Green Line through the provision of additional fleet and necessary infrastructure to meet passenger demand. Moreover, Measure LRT11 targets enhancing tram priority in order to ensure efficient use of the available capacity on the Luas network. These measures will all contribute to making Dundrum more connected.

4.3.2 2022 Greater Dublin Area Cycle Network Plan

A new cycle network forms part of the adopted NTA GDA Strategy. The Plan proposes primary and secondary orbital/radial cycle routes throughout the LAP lands. A greenway is shown through open space at Glasson Court.

4.3.3 National Sustainable Mobility Policy

The National Sustainable Mobility Policy sets out a strategic framework to 2040 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations. It is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys.

4.3.4 dlr County Development Plan 2022 - 2028

The CDP 2022-2028 is consistent with national and regional planning policy on transport.

Policy Objective T6 supports the implementation of the NTA’s bus network proposals, including the BusConnects Programme.

Policy Objective T7 seeks to facilitate the provision of public transport interchanges at strategic locations. Measures to facilitate access to these interchanges include the provision of sufficient cycle parking and cycle facilities at the interchanges. Dundrum is identified in the CDP as one of the 6 key interchanges (Luas / Bus) within the County.

Policy Objective T8 supports the government’s Luas Green Line Capacity Enhancement (GLCE) project. Phase 1 of the GLCE project entails a number of upgrades to Luas infrastructure which will result in an overall increase of 40% service capacity on the Green Line, ensuring sufficient capacity into the 2040s.

With regard to promoting and facilitating different modes of transport, walking and cycling are given highest priority under the CDP. Policy Objective T11 promotes the development of a quality, integrated walking and cycling network, with improvements to permeability forming a key aspect of this.

¹ Note: Government of Ireland, “Climate Action Plan 2024”, Chapter 9, Citizen Engagement, page 91

4.4 ABTA

The key purpose the ABTA is to guide the future transport and mobility needs of the Dundrum Local Area Plan (LAP) area, taking into account the transport demand arising from existing and projected development both within the LAP boundary and the wider area of influence.

4.4.1 ABTA Methodology

The Dundrum ABTA has been undertaken following the guidelines set out in TII/NTA's 'Area Based Transport Assessment (ABTA) Guidance Notes – December 2018', and the NTA's ABTA How To Guide Pilot Methodology:

This draft Transport and Movement chapter contains the relevant preferred strategy and interventions which have emerged from the ongoing iterative ABTA process. The final ABTA recommendations will emerge following this consultation on the DLAP. The ABTA report has informed this Draft Local Area Plan.

4.4.2 ABTA Base line Assessment

The aim of the Baseline Assessment was to gain a clear understanding of the existing spatial characteristics, land uses, transport conditions and constraints relating to the Plan area. For the ABTA a wider study area was used.

4.4.2.1 Key findings of Baseline study

Dundrum town centre is the largest attractor of employment trips within the study area. In total, the Census records suggest that approx. 41% of all employment trips destined for the study area are travelling to Dundrum (over 7,000 trips).

Car ownership is quite high within the study area with 86% of households owning at least one car, and 42% owning 2 or more. This would suggest that it's likely the private car is regularly used for discretionary trip making.

Topography whereby Dundrum Main Street is at a low point to surrounding areas makes modal shift to cycling a challenge, where steep gradients can be perceived as barriers to cycling.

4.4.2.2 Existing travel patterns

- Approximately 40% of work trips originating within the study area are travelling to Dublin City Centre. 10% are travelling to Sandymount.
- 11% of commuting trips remain within the study area, and due to the local nature of these trips, there may be an opportunity to support this demand via walking and cycling.
- The majority of trips (88%) are less than 10km in length with the highest level of demand travelling between 5-10 km (nearly 14,000 trips).
- 14% of trips originating within the study are less than 2km in length (25 minute walk at 4.8 km/hr). However, the car mode share for these journeys is still relatively high at 49% and measures should be introduced to encourage more walking and cycling for these shorter distance commutes.
- Approx. 80% of education trips are less than 5km in length with the majority travelling less than 2km. This indicates that a large proportion of children are within walking and cycling distance to school.
- Walking and cycling represents around 56% of trips to school of less than 2km. However, the private car is still quite heavily used for these shorter distance journeys representing 41% of demand.
- In general, the private car is the most dominant mode of transport for work trips from the study area, however, the 58% mode share is substantially lower than the national average (77%).

4.4.2.3 Existing transport Infrastructure

A detailed review was undertaken of existing transport infrastructure in the Dundrum ABTA study area. Key findings were as follows;

4.4.2.4 Walking and Cycling Accessibility

Catchment analysis was undertaken to identify the number of people currently within 15 minute walk of the centre of Dundrum using the existing network. This was then compared to a theoretical crow-fly 15-minute walk boundary. The purpose of this analysis was to highlight areas of the network that in-theory should be able to access the town centre within 15 minutes, but currently cannot do so. This can be used to identify potential permeability issues in the network. The results indicate that a total of 15,668 people live within the 15-minute walk catchment of Dundrum centre. This represents just under two thirds (64%) of all residents living within the 15-minute theoretical crow-fly boundary (24,747). Therefore, around 9,000 residents are within 15 minutes of the town centre but cannot currently walk there within that timeframe due to the layout of the pedestrian network.

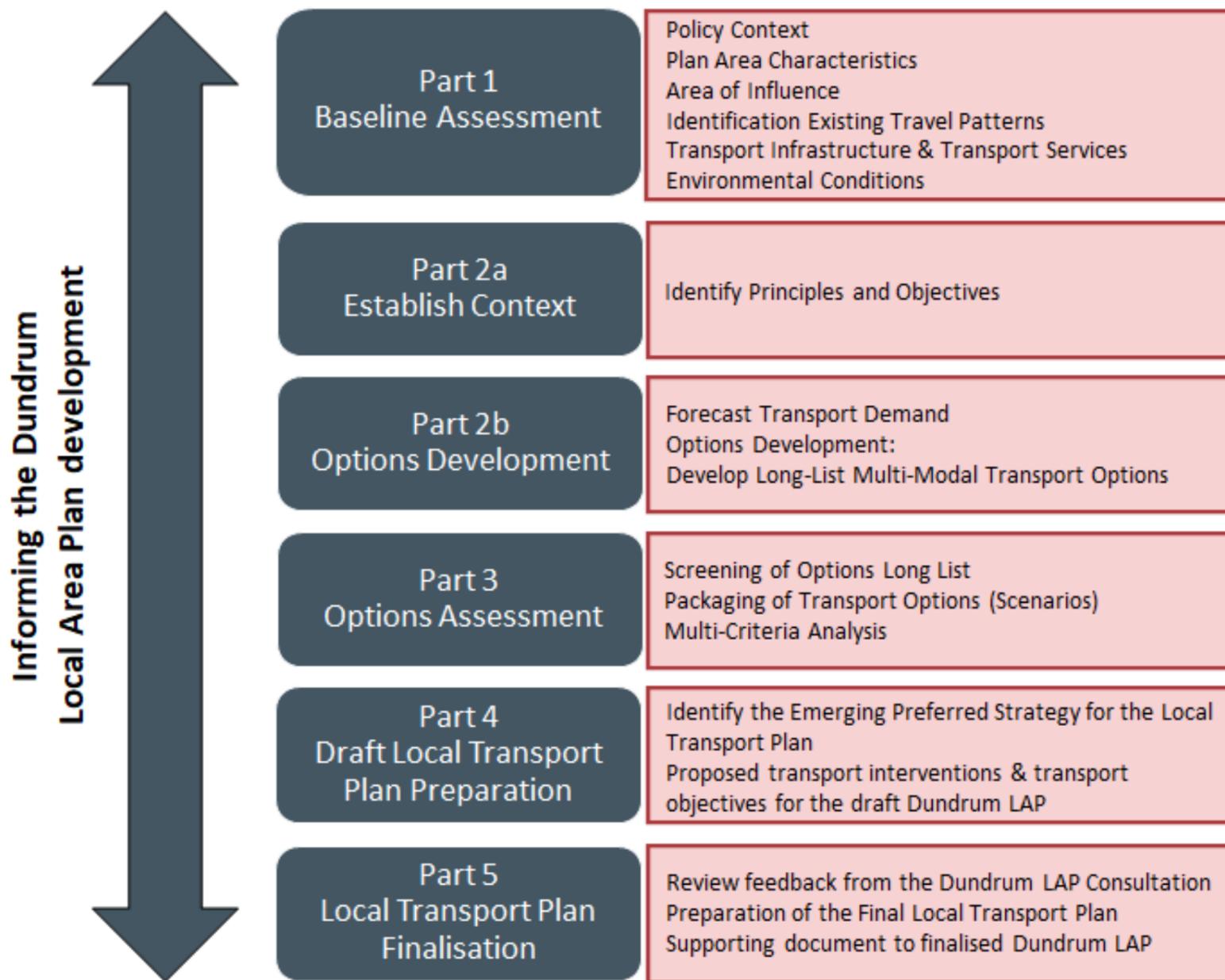


Figure 4.1: ABTA Methodology

There is great potential to improve via small permeability interventions for these people.

4.4.2.5 ATOS (Accessibility to Opportunities and Services) and PTAL (Public Transport Accessibility Level)

The baseline study also explores a tool called ATOS (Accessibility to Opportunities and Services) which is defined in the ABTA as a measure of how easy it is to access key services and employment by walking and cycling.

The results indicated that there is generally good accessibility to schools within the study area with all residents being within a 10-minute cycle of their nearest school, and the majority of residents being within a 15-minute walk. There are a few areas where accessibility could be improved. The majority of the study area have access to key services within a 15-minute walk from their home.

PTAL is a tool created by the NTA to measure the accessibility of an area to public transport services. The PTAL tool was run for the Dundrum ABTA study area, and the results indicate that the area around Dundrum Luas station has the highest accessibility score within the study area and in general, nearly all residents within the study area have access to a public transport stop within a 15-minute walk although in some instances this service may be infrequent.

4.4.2.6 Walk and Cycle Infrastructure

The review found that pedestrian infrastructure is quite varied throughout the study area. Recent mobility enhancement works on the Main Street have significantly improved the urban realm and provided a better environment for walking and cycling. However, other parts of the network have quite narrow footpaths and limited crossing facilities. Dundrum Road for example, has narrow footpaths in places. This, combined with relatively high traffic volumes mean that it is not a very attractive route for pedestrians or cyclists. There is also limited accessibility to Main Street from the east and west. To the east, the Luas line acts as a barrier with access via Overend Avenue, Kilmacud Road Upper, Dundrum Luas station and Taney Road only. To the west, the steep gradients and limited crossing facilities on the bypass act as a barrier for pedestrian movements.

There is also currently no cycling infrastructure along Ballinteer Road and Kilmacud Road Upper on the east-west route, or on Dundrum Road to the north, which may in part be due to the width of these roads. Dundrum Road is a key link towards the city centre, and is likely to become more important in the future in creating a sustainable link to Dundrum town centre with the development at the Central Mental Hospital site. However, delivering segregated cycle facilities in line with National Cycle Manual guidance while still allowing for vehicular traffic is challenging on this corridor given existing street characteristics.

Areas to the north and south of the Major Town Centre zoning objective are characterised by busy junctions on the surrounding strategic road network. These

junctions have poor pedestrian and cycle facilities and act as barriers to ease of movement on foot or by bicycle. Similarly, the roundabouts along Wyckham Way present poor walk and cycle environments and do not promote these active modes for travel in the area.

4.5. Overarching Transport policies

Arising from the ABTA process the following overarching transport and movement policies underpin the DLAP.

Relevant transport infrastructure projects, such as new greenways, that are not already permitted or provided for by existing plans/ programmes/etc that have been subject to environmental assessment, will be subject to the undertaking of a Corridor and Route Selection Process in two stages: Stage 1 – Route Corridor Identification, Evaluation and Selection; and Stage 2 – Route Identification, Evaluation and Selection.

New transport infrastructure will be considered subject to environmental constraints as appropriate, including those related to habitats and potential impacts (e.g. disturbance from lighting). This will include minimising river crossings, avoiding sensitive habitats, not increasing barriers to flood waters and sustainable design and construction techniques. Mapping of transport infrastructure in this Plan that is not already permitted or provided for by existing plans/programmes/etc. is indicative.

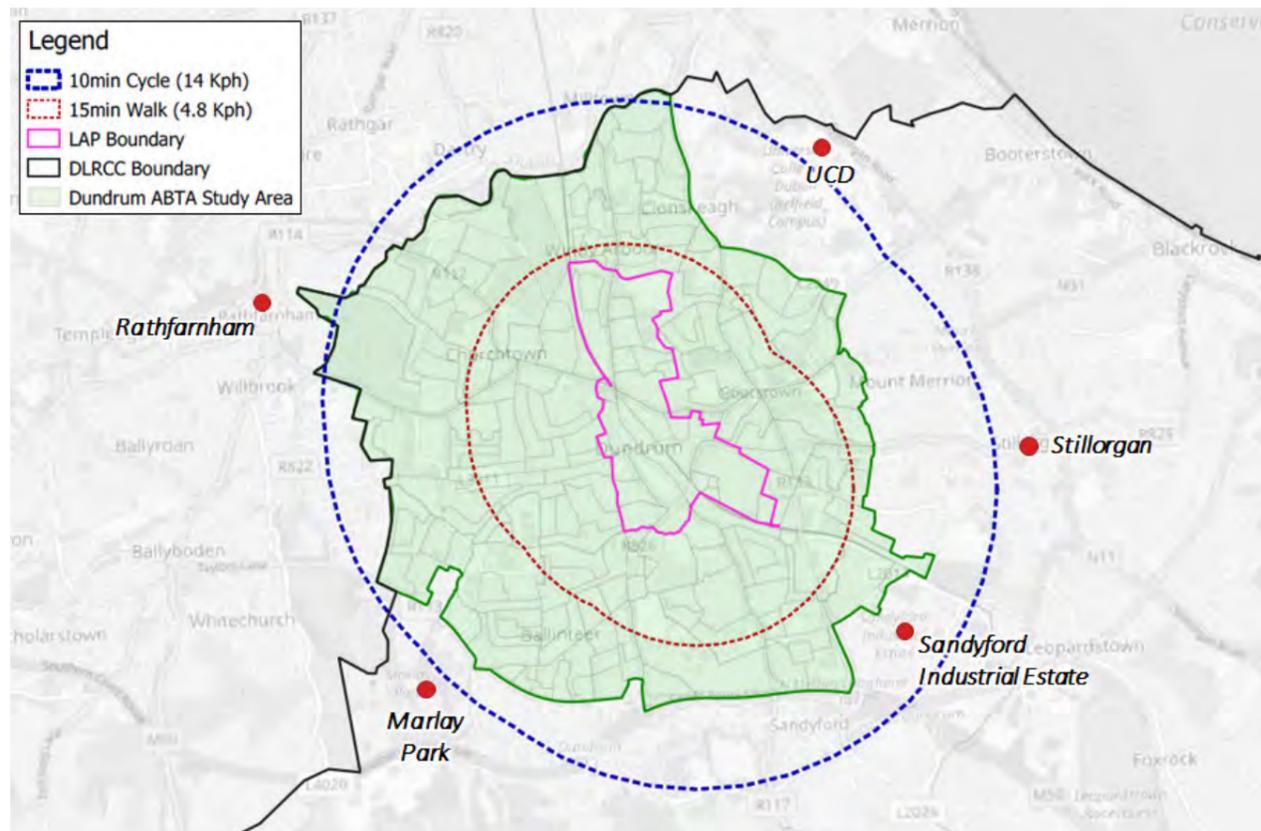


Figure 4.2: Dundrum ABTA study area

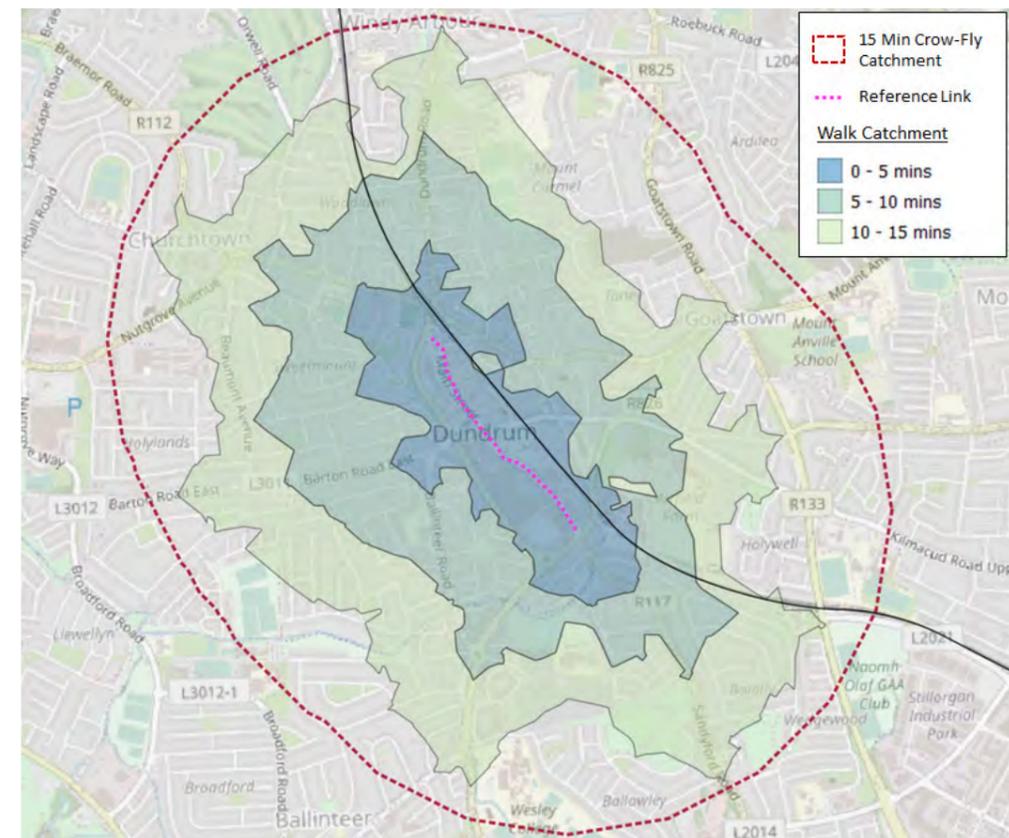


Figure 4.3: Dundrum ABTA study area

Policy DLAP24 – Connected Network:

It is policy to provide attractive high-quality inclusive and connected walking and cycling networks with direct routes to local destinations and public transport hubs.

Policy DLAP25 – 10-Minute Concept:

It is policy to promote the ‘10-minute’ settlement concept in Dundrum with reduced walking times to essential daily services.

Policy DLAP26 – Modal Shift:

It is policy to provide an environment which supports moving people from the private car to more sustainable modes. This can be done by way of further developing the network where a range of facilities and services are accessible in a short walking and cycling timeframe from homes, or are accessible by high quality public transport located within a short walk from home.

Policy DLAP27 – Improved Environment:

It is policy to seek to improve the air quality and pedestrian environment along the streets through Dundrum village including, Main St, Sandyford Road, Kilmacud Rd Upper and Ballinteer Road as well as at school zones and along the main pedestrian access routes immediately adjacent to the school.

Policy DLAP28 – Employment Access:

It is policy to support improved economic competitiveness of Dundrum Major Town Centre by improving access for all.

Policy DLAP29 – Vehicle Reduction:

It is policy to reduce the need for vehicular travel within Dundrum by enhancing the integration of land-use and transport.

Policy DLAP30 – Safe Schools:

It is policy to provide safe access to schools via walking/cycling, safe front of school environment and to support the Safe Routes to School initiative.

4.6 ABTA assessment recommendations

It is noted that some of the proposed interventions extend to areas beyond the DLAP boundary and in some instances into the Goatstown LAP area. They are all within the ABTA study area which given the nature of the ABTA process will usually be larger than the Plan area. Any objectives arising from the ABTA process which are included in this draft LAP have been subject to SEA/AA.

4.6.1 Dundrum Major Town Centre and Environs

This focus area covers the core of Dundrum Major Town Centre including Main Street, Sandyford Road (northern end), Dundrum Town Centre Shopping centre, the Old Shopping Centre site and surrounding areas.

The draft LAP objectives in this central area are aimed at improving connectivity to Dundrum Main Street and Town Centre by sustainable modes. They are focused on creating an attractive and liveable Major Town Centre increasing footfall and supporting the economic growth of the area.

4.6.1.1: Dundrum Cross (Junction of Main St, Ballinteer Rd, Sandyford Rd & Kilmacud Rd Upper)

As a response to the Covid-19 crisis in 2020, DLRC introduced a series of measures in Dundrum Village, Sandyford Road and at Dundrum Cross to facilitate safe physical distancing, businesses reopening and options for more active mobility. Public realm improvements and mobility interventions were introduced, including a one-way northbound traffic layout on sections of Main St & Sandyford Road and a one-way westbound traffic layout on a short section of Kilmacud Road Upper adjacent to Dundrum Cross. These measures also provided for the reallocation of road space to allow improved facilities for pedestrians and cyclists, including a southbound segregated cycle lane along sections of Main St and Sandyford Road. These measures have reduced traffic volumes and calmed traffic through the area, while at the same time providing improved conditions for pedestrians and cyclists and an enhanced public realm within the town.

The Dundrum ABTA has now examined these interventions afresh and in the context of both the wider transport network and the objectives set out for the ABTA. The ABTA has considered:

- The need to improve walking and cycling facilities for access to and through the area.
- The need to facilitate bus movements through the area.
- The need to improve the public realm and support the vibrancy and liveability of the area.
- The need to safeguard the strategic function of Dundrum Major Town Centre by maintaining access to car parks while also reducing the volume of strategic traffic through the town.

The ABTA has concluded that the Covid 19 mobility interventions described above, together with the wider suite of ABTA recommendations for this area, enhance connectivity to Dundrum via sustainable modes (walking, cycling and public transport) while also supporting the creation of an attractive, liveable, and vibrant Major Town Centre.

The draft DLAP therefore contains objectives for the future retention of the Covid 19 mobility interventions described above. In addition to retaining these interventions, the ABTA also recommends extending the one-way traffic layout on Main Street out to its junction with Dundrum bypass thus allowing for a traffic calmed area and enhanced public realm at the north end of Main St, which is critical for promoting safe pedestrian movement across the street for access to the Luas & Bus Interchange as well as well as to any development at Taney Cross.

DLRC’s Active Travel Section is currently progressing a new cross county segregated cycle scheme known as the “DLR Connector”². Within the Dundrum LAP Area, the route travels along Barton Road East, through the crossroads on Main Street, on to Kilmacud Road Upper.

Within Dundrum, there are two pinch points where restricted carriageway widths make the delivery of segregated cycle infrastructure, along with pedestrian footpath improvements difficult.

These locations are at:

- Ballinteer Road – section immediately adjacent to Dundrum Cross.
- Kilmacud Road Upper – section between its junctions with Sydenham Road and Overend Avenue.

To overcome these challenges, the following interventions have been identified:

- A Bus Gate on Ballinteer Road immediately to the west of Dundrum cross. This would facilitate bus & cycle movements only to and from Ballinteer Road and would allow the reallocation of road space to provide segregated cycle facilities and improved conditions for pedestrians, reducing traffic volumes on the Main street and improving air and noise quality. (Refer to Figure 4.4)
- A one-way eastbound traffic layout on Kilmacud Road Upper from its junction with Sydenham Road to its junction with Overend Avenue. This allows the reallocation of road space to provide a two-way segregated cycle facility. (refer to ABTA report)

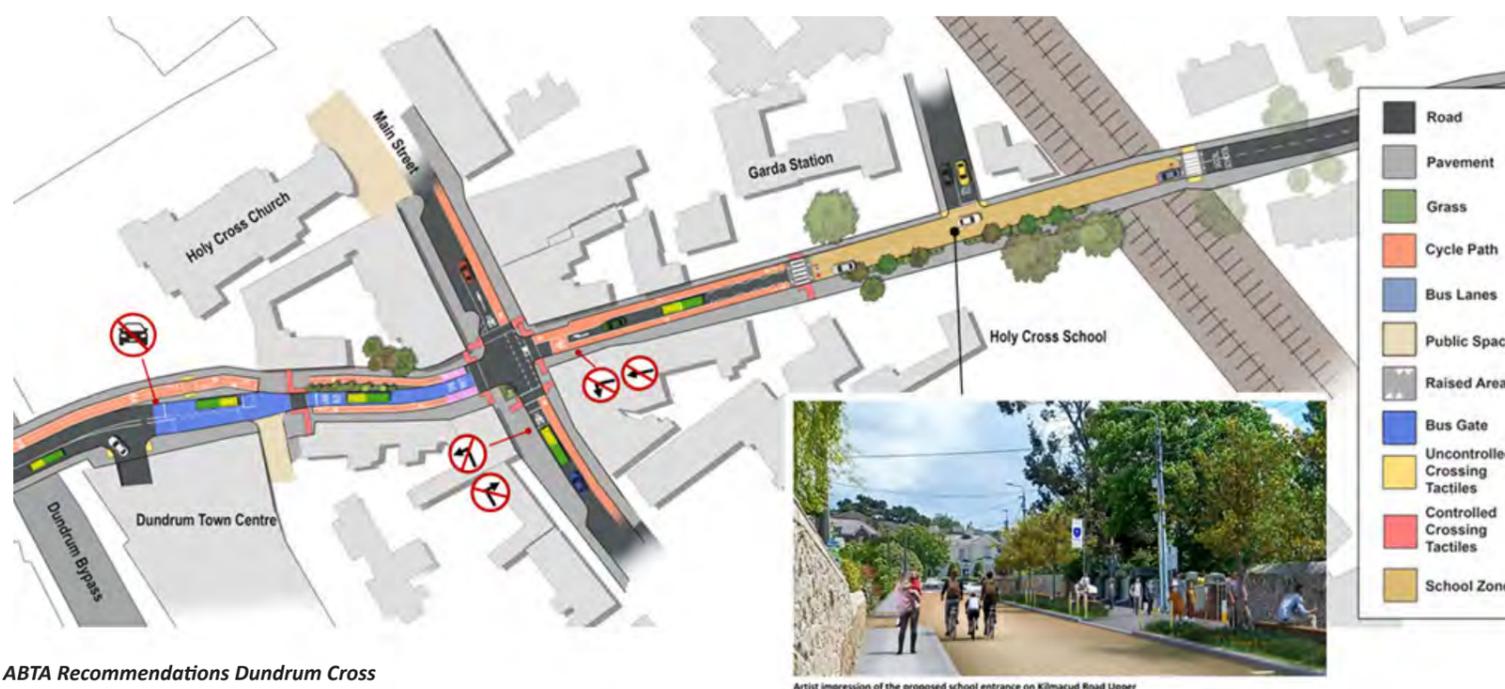


Figure 4.4: ABTA Recommendations Dundrum Cross

² Note: Further details on the DLR Connector available at: <https://www.dlrcoco.ie/en/active-travel/dlr-connector>

Objective T1 – Retention & Extension of existing One-Way Traffic Layout:

It is an objective to:

- Retain the existing one-way northbound traffic layout on Main St/Sandyford Rd and to extend it out to the junction of Main St with Dundrum bypass.
- Retain the existing one-way westbound traffic layout on Kilmacud Rd Upper to Dundrum Cross (right turn only onto Main Street).

These layouts shall be transitioned to a permanent scheme with associated public realm improvements.

Objective T2 – Retention & Extension of the Southbound Cycle Lane:

It is an objective to retain the existing southbound cycle lane on Main St/Sandyford Rd. The layout shall be transitioned to a permanent scheme with associated public realm improvements.

Objective T3 – DLR Connector:

It is an objective to support the delivery of the DLR Connector scheme elements which fall within the LAP. The scheme will provide safe and attractive cycling facilities connecting surrounding residential areas to Dundrum as well as to both Holy Cross and Taney parish primary schools while also facilitating the safe passage of cyclists travelling on the wider cycle network.

Objective T4 – Safe Routes to School:

It is an objective to support the delivery of the Safe Routes to School scheme at Holy Cross Primary School on Kilmacud Road Upper, which will provide a safer environment for children travelling to school on foot or by bicycle / scooter.

4.6.1.2 Taney Cross and Environs

Taney Cross and Environs is the gateway to Dundrum Major Town Centre from the north and the west. The area is largely defined by Taney Cross itself, which is a large signalised junction with left-turn filter lanes for traffic on each of its entry arms. In general, a junction layout of this size, with slip lanes of this nature is not favourable for pedestrians or cyclists due to:

- Longer crossing distances and requirement to make crossings in two-stages.
- Interaction between pedestrians and vehicles at the filter lights; and
- Generally higher vehicle speeds through the left-turn slip lanes.

The existing layout is therefore not conducive to safe and efficient pedestrian and cycle movements. A series of upgrades are proposed including:

- Removal of left-turn slip lanes on all approach arms.
- Continuation of cycle facilities through the junction.
- Reducing carriageway widths in so far as possible to reduce crossing distances for pedestrians.
- Reallocation of road space to provide improved public realm and a more comfortable environment for pedestrians and cyclists at the junction.

Taney Cross and Environs also has a key role to play in facilitating and promoting public transport and in particular, interchange between bus and Luas services. Under the NTA’s BusConnects programme, a significant number of new bus services are planned to serve Dundrum and the surrounding areas. To facilitate this, improvements are required to bus interchange facilities and include:

- The provision of additional bus stops and bus standing bays.
- The provision of a bus gate between Dundrum Bypass and Churchtown Rd Upper / Sweetmount Avenue.
- The reallocation of road space to provide bus priority measures, including bus lanes.
- The development of a Mobility Hub³ at the Bus Interchange.
- Luas Station accessibility improvements including provision for direct access to the platform from the Mobility Hub area.

The upgrade of Taney Cross and the surrounding areas, as set out in Figure 4.5 below, will allow the creation of a safe, efficient and attractive environment for pedestrians, cyclists and public transport users. This is important for encouraging active travel and the promotion of public transport at this key entry point to Dundrum Major Town Centre.

Objective T5 – Taney Cross and Bus – Luas Interchange upgrade:

It is an objective to upgrade Taney Cross junction and the Bus – Luas Interchange, in accordance with figure 4.5 below, to provide a safe, efficient and attractive environment for pedestrians, cyclists and public transport users.

Objective T6 – Mobility Hub³ and Luas Access Improvements:

It is an objective to develop a Mobility Hub, at the Dundrum Bus – Luas Interchange and to also improve accessibility to Dundrum Luas Station, including provision for direct access to the platform from the Mobility Hub area.

Objective T7 – Taney Cross and Environs Cycle Facilities:

It is an objective to support of the delivery of the Taney Rd to N11 cycle scheme, and progress a network of segregated cycle facilities for Taney Cross and Environs in accordance with Figure 4.5 to provide safe and efficient facilities for cyclists.



Figure 4.5: ABTA Recommendations Taney Cross

³ Note: Mobility Hubs generally develop around existing transport nodes and bring together a suite of complementary transport services such as bus, rail, bicycle, eMobility (eBikes & eScooters) & eCar hire, allowing people to switch easily between modes and complete their journeys. Mobility Hubs can also be strengthened by the availability of certain community and retail related services.

4.6.1.3: Sandyford Road (North of Junction with Wyckham Way/Overend Avenue)

The northern section of Sandyford Road (north of the junction with Overend Ave) is an important link in the Dundrum network covering a number of functions including:

- Access from the south to Dundrum Major Town Centre;
- Access to Dundrum Town Centre Shopping Centre;
- Access to residential apartments such as Herbert Hill and Riversdale; and
- Access to Holy Cross National School.

This route is quite heavily trafficked, particularly during peak shopping periods, and has wide carriageways with no cycle infrastructure and narrow footpaths in places. The ABTA proposes a number of interventions to create a more attractive environment for pedestrians and cyclists, and encourage more sustainable travel to Dundrum Major Town Centre.



Figure 4.6: ABTA Recommendations Sandyford Road

Objective T8 – North Sandyford Road:

It is an objective to

- Provide a two-way segregated cycle track on Sandyford Road from the junction with Overend Avenue to the entrance to the Riversdale Apartments.
- Reduce carriageway widths, widen footpaths and provide public realm improvements to reinforce North Sandyford Road’s place as a town centre street and encourage slower vehicle speeds.
- Create a school zone and safe access route for pedestrians and cyclists to Holy Cross National School via the Dom Marmion car park.

4.6.1.4 Sydenham Road

Sydenham Road connects Taney Road to Kilmacud Road Upper and is a key link between two proposed strategic cycle routes – the Taney Road to N11/UCD route and the DLR Connector (described above). It is also a key route for local schoolchildren travelling to nearby schools – Taney Parish on Sydenham Villas and Holy Cross on Kilmacud Road Upper. The road also accommodates bus services in a southbound direction.

Presently there are no cycle facilities on Sydenham Road while footpath widths, especially at its junction with Kilmacud Road Upper, are quite restricted.

To address this, it is a recommendation of the Draft LAP to create a safer environment for pedestrians and cyclists along Sydenham Road by implementing a one-way southbound traffic layout with the reallocation of road space to facilitate a two-way segregated cycle track along with general footpath improvements.

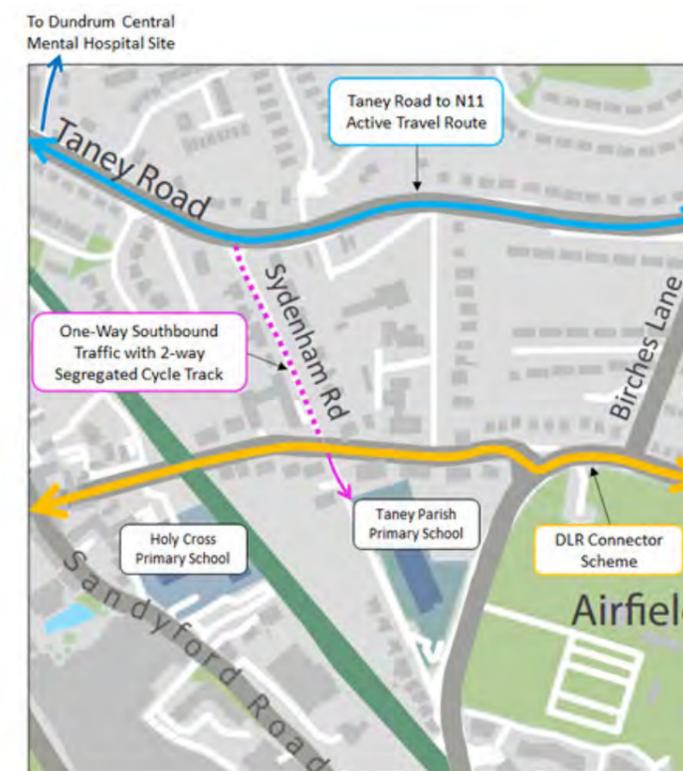


Figure 4.7: ABTA Recommendations Sydenham Road

Sydenham Road - One-way southbound traffic with bidirectional cycle path looking North

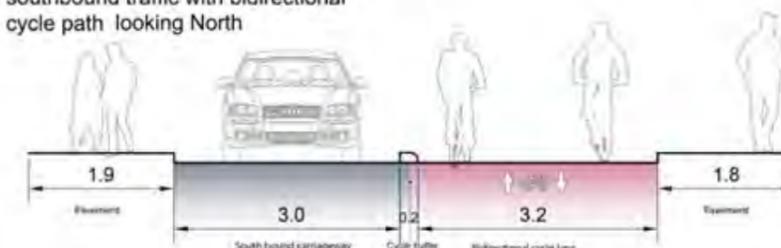


Figure 4.8: Illustration showing potential Sydenham Road improvements.

Objective T9 – Sydenham Road Upgrades:

It is an objective to implement a one-way southbound traffic layout on Sydenham Road with the reallocation of road space to facilitate a two-way segregated cycle track along with general footpath improvements, creating a safer environment for pedestrians and cyclists and for children travelling to school.

4.6.1.5 Dundrum Bypass

Dundrum Bypass is a key link in the strategic road network surrounding Dundrum Major Town Centre. It facilitates strategic traffic moving through the area without having to pass through the town and allows direct access to the car parks serving both Dundrum Shopping Centre and the Old Dundrum Shopping Centre/Main St area. While the Bypass allows significant opportunity to remove traffic from the centre of the town with resulting environmental benefits, it also presents challenges, including:

- Poor pedestrian and cyclist permeability from residential areas to the west because of the severance caused by the Bypass and the lack of crossing opportunities and connectivity.
- Poor cycle facilities on the Bypass.

The draft LAP recommends:

- Upgrading the cycle facilities on Dundrum Bypass to provide a two-way segregated cycle track on its western side (indicative cross-section illustrated in Figure 4.10)
- The provision of an accessible pedestrian and cycle link between Sweetmount Park and the Old Dundrum Shopping Centre redevelopment site, The provision of this accessible link may require a bridge over the bypass in addition to an at grade crossing. (See OSC2 and OSC3 in chapter 2 for further detail).
- The provision of a new pedestrian and cycle crossing at an appropriate location on the southern end of the Bypass.
- A requirement for future vehicular access to parking within the Old Dundrum Shopping Centre redevelopment site, to be solely from Dundrum Bypass. This supports a reduction in traffic and associated environmental improvements on Dundrum Main St.

Objective T10 – Dundrum Bypass Cycle Infrastructure:

It is an objective to provide a two-way segregated cycle track along the western side of Dundrum Bypass.

Objective T11 – Pedestrian and Cycle Connectivity across Dundrum Bypass:

It is an objective to provide:

- A new pedestrian and cycle crossing at an appropriate location on the southern end of the Bypass to allow access from adjacent residential areas direct to the Dundrum Shopping Centre access routes and bus stops located on the eastern side of the Bypass.
- New accessible pedestrian and cycle crossings between Sweetmount Park and the Old Dundrum Shopping Centre redevelopment site (Both at grade and a

bridge crossing may be required to achieve full accessibility)– see OSC 2and OSC3 in chapter 2).

Objective T12 – Vehicular Access to Parking from Dundrum Bypass:

It is an objective to require future vehicular access to parking within the Old Dundrum Shopping Centre redevelopment site, to be solely from Dundrum Bypass.

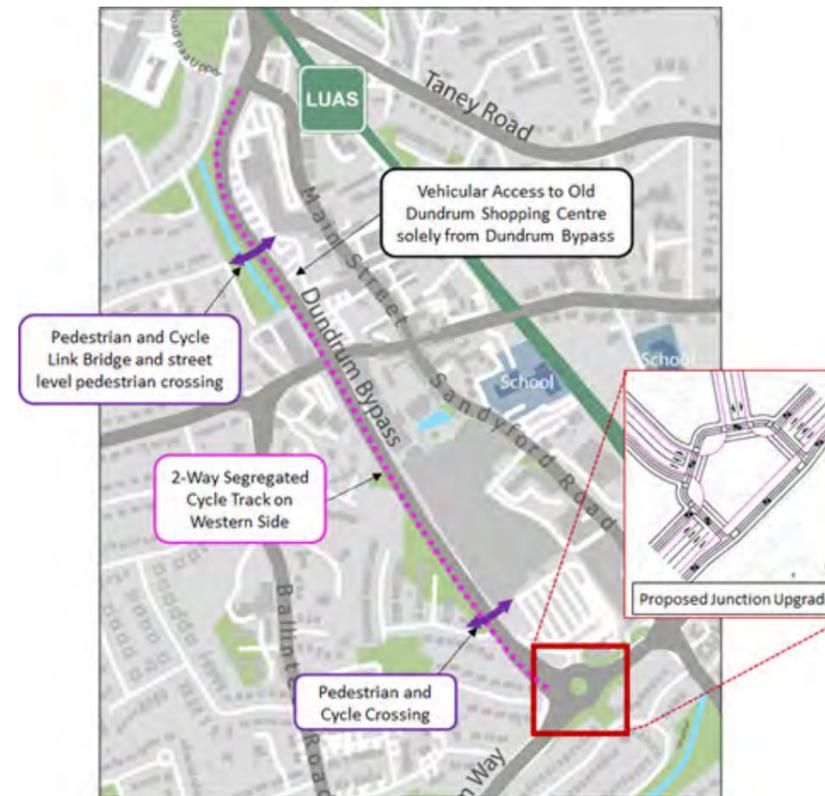


Figure 4.9: ABTA Recommendations Dundrum Bypass

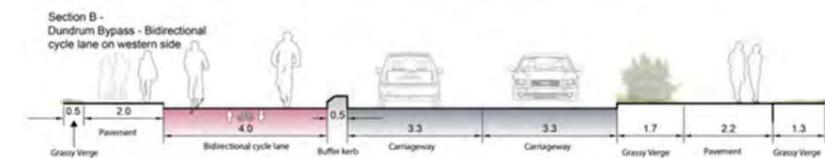


Figure 4.10: Illustration showing potential Dundrum Bypass improvements. (see also chapter 2 for details of privacy strip on Eastern side on the Old Shopping Centre site)

4.6.1.6 Dundrum – Disabled and Age Friendly Car parking

It is important to ensure that services and amenities within Dundrum Major Town Centre, continue to be accessible to all.

Objective T13 – Disabled & Age Friendly Car Parking:

It is an objective to ensure adequate provision of both Disabled and Age Friendly car parking spaces at appropriate locations within the town.

4.6.1.7 Cycle Parking Facilities

With the envisaged increase in safe cycling facilities for accessing Dundrum, there is a need for significant additional cycle parking within the town to meet the anticipated demand. There is limited capacity on street and within the existing public realm of the town to provide the required cycle parking.

Objective T14 – Cycle Parking Facilities:

It is an objective to ensure that secure, off-street, publicly accessible cycle parking facilities, are provided as part of any significant new developments in Dundrum or as part of any significant change of use or redevelopment proposals in the town.

4.6.1.8 Bus Gates

A ‘Bus Gate’ is a short section of road that only buses and authorised vehicles can go through. This can be enforced through appropriate signage, along with traffic signalling where required. It facilitates bus priority by removing general through traffic along the overall road where the bus gate is located.

At junctions, bus gates can provide priority through traffic signal controls. Buses arriving at the junction are given green time in advance of general traffic to ensure they pass through the junction first reducing delay.

The Dundrum ABTA recommends the introduction of bus gates at three locations in the Dundrum MTC & Environs as outlined above, namely:

- Taney Cross Junction: advanced signal priority is proposed on the Churchtown Road Upper arm allowing buses to pass through the junction ahead of general traffic;
- Main Street to Churchtown Rd Upper: facilitate bus only access from Main Street to Sweetmount Avenue connecting to the proposed layover spaces on Churchtown Road Upper; and
- Dundrum Cross: allowing bus and cycle access only from Ballinteer Road west of Dundrum Cross. This is an option being considered as part of the ‘DLR Connector’ scheme reallocating road space to facilitate the introduction of safe, segregated cycle facilities.

4.6.2 South Dundrum

The South Dundrum focus area includes two key corridors providing access to Dundrum Major Town Centre, Wyckham Way and Sandyford Road. Strengthening pedestrian and cycle infrastructure along these key corridors is vital for encouraging active travel in the area.

The ABTA recommendations for South Dundrum are focused on infrastructure upgrades to improve safety for pedestrians and cyclists. The ABTA recommendations are outlined in Figure 4.11. Some of these areas fall outside the LAP area.

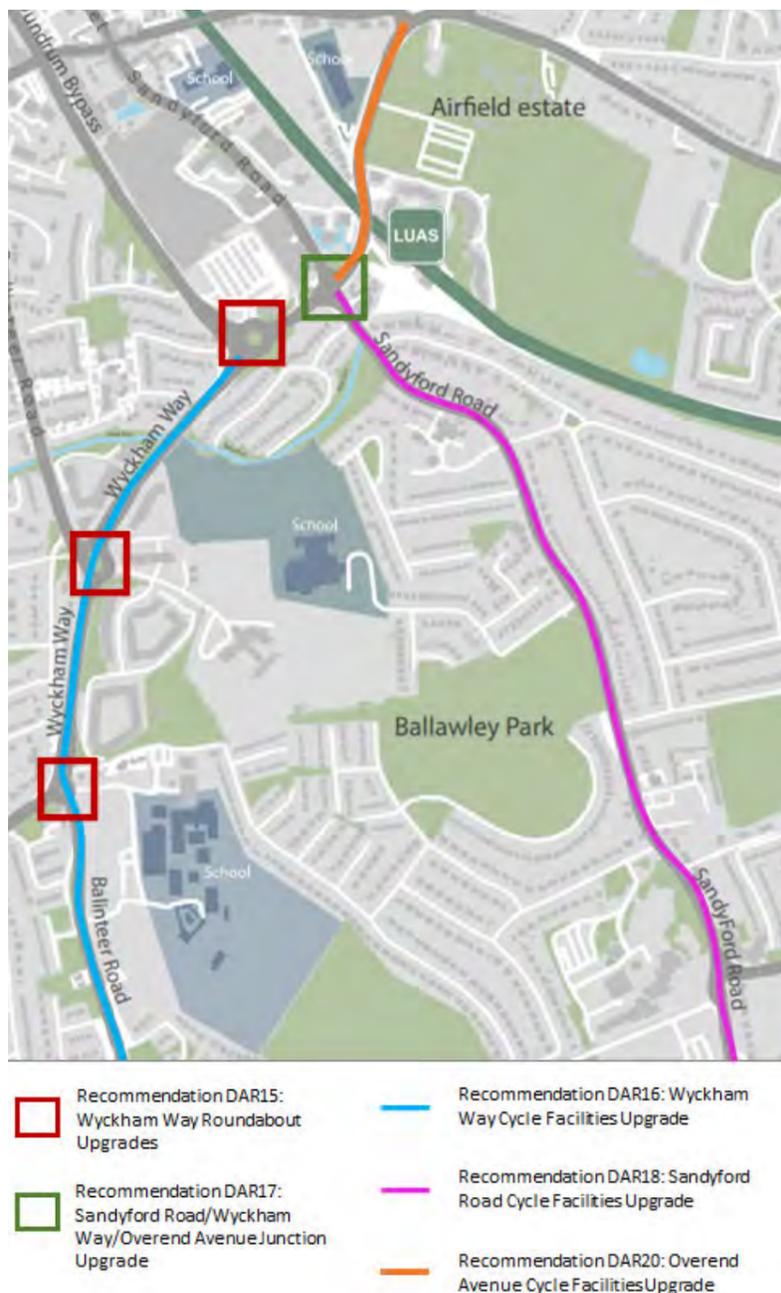


Figure 4.11: ABTA Recommendations – Wyckham Way & Sandyford Road

4.6.2.1 Wyckham Way Roundabout Upgrades

Objective T15 – Wyckham Way Roundabout Upgrades:

It is an objective to upgrade the existing roundabout on the Wyckham Way at the junction with Dundrum Bypass to a signalised junction providing a safer and more efficient environment for pedestrians and cyclists, while also allowing better control of traffic movements.

4.6.2.2 Sandyford Road/Wyckham Way/Overend Avenue Junction Upgrade

The existing Sandyford Road/Wyckham Way/Overend Avenue junction is a large, signalised junction with left-turn filter lanes for traffic on three of the entry arms. In general, slip lanes of this nature are not very favourable for pedestrians and cyclists. The ABTA recommends that the Sandyford Road/Wyckham Way junction is upgraded to provide segregated walking and cycle facilities through the junction.

Objective T16 – Sandyford Road/Wyckham Way/Overend Avenue Junction Upgrade:

It is an objective to upgrade the existing signalised junction to provide a safer environment for pedestrians and cyclists, better catering for all modes of travel.

4.6.2.3 Overend Avenue Cycle Facilities Upgrade

Overend Avenue provides connections between Dundrum, Kilmacud Road Upper and Balally Luas stop as well as to Taney Parish National School. The route currently has on-road cycle lanes with protective bollards in both directions of travel.

It is a recommendation of the Dundrum ABTA to upgrade the cycle facilities on Overend Avenue to include permanent segregation along with enhanced cycle connectivity to Taney Parish Primary School and Balally Luas station.

Objective T17 – Overend Avenue Cycle Facilities Upgrade:

It is an objective to upgrade the existing cycle infrastructure on Overend Avenue, including:

- A two-way segregated cycle track on the western side from the junction with Sandyford Road to the Sydenham Villas access point;
- A two-way segregated cycle track connecting the Sandyford Road junction to Balally Luas station; and
- Upgrade of remaining cycle lanes on Overend Avenue to permanent segregated facilities.

4.6.2.4 Balally Luas Station Mobility Hub*

Balally Luas station is located on Overend Avenue, at the southern end of Dundrum Major Town Centre land use zone. Under the NTA’s BusConnects programme, new bus services and bus stops are planned for Overend Avenue in close proximity to the Luas station. This will facilitate interchange between modes and together with existing and planned cycle infrastructure, will also promote the development of a mobility hub at the Luas station.

Objective T18 – Balally Luas Mobility Hub:

It is an objective to develop a Mobility Hub, at Balally Luas station in order to promote interchange between modes including cycling and eMobility.

4.6.3 Dundrum Road Corridor

The Dundrum Road Corridor focuses on the area north of Dundrum Major Town Centre. Dundrum Road itself, is a heavily trafficked route with a poor pedestrian environment in places and no cycling facilities. The areas adjoining Dundrum Road are likely to house new communities as strategic regeneration sites such as the site of the former Central Mental Hospital are potentially developed. Improving the pedestrian and cycling environment and encouraging increased levels of active travel for local accessibility is therefore vital to supporting the sustainable development of the area and helping achieve wider carbon reduction and climate action targets.

The proposed measures for the Dundrum Road Corridor are illustrated in Figure 4.13, and in general are aimed at:

- Improving linkages for sustainable modes connecting Dundrum Major Town Centre to existing and future residential communities situated along Dundrum Road and further to the north;

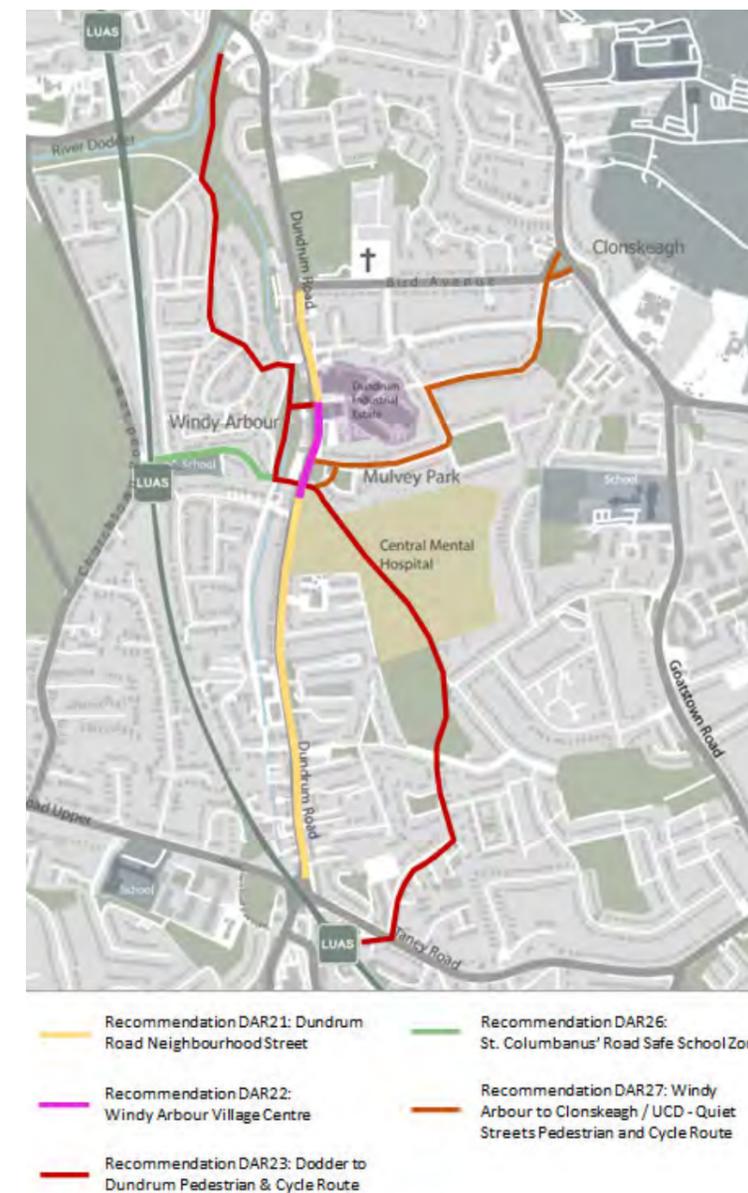


Figure 4.12: ABTA Recommendations Dundrum Road & environs

* Note: Mobility Hubs generally develop around existing transport nodes and bring together a suite of complementary transport services such as bus, rail, bicycle, eMobility (eBikes & eScooters) & eCar hire, allowing people to switch easily between modes and complete their journeys. Mobility Hubs can also be strengthened by the availability of certain community and retail related services

- Reducing traffic volumes and speeds along sensitive routes and thereby improving safety for pedestrians and cyclists and encouraging sustainable travel; and
- Improving local accessibility to key services including schools, public transport and shops, and supporting the vibrancy of local neighbourhood centres on Dundrum Road.

4.6.3.1 Dundrum Road Traffic Calming & Public Realm Improvements

Dundrum Road is a heavily trafficked route with no cycling facilities, narrow footpaths in places and poor crossing facilities, making it an unattractive environment for pedestrians and cyclists. There are over 4,000 residents living along Dundrum Road (CSO 2016), and this will likely increase significantly in the future. The provision of safe pedestrian and cycle infrastructure to improve accessibility to local shops and services on Dundrum Road as well as to Dundrum Major Town Centre, will therefore be critical in supporting the take-up of sustainable mobility and reducing car dependency, especially for local trips.

It is therefore an objective of the LAP to transition Dundrum Road from a car dominated through route, to a more locally focused neighbourhood area, seeking to achieve a better balance between the transport and neighbourhood functions of the street.

Central to this transition is the enhancement of the area currently subject to the neighbourhood centre land use zoning objective at Windy Arbour. The development of a highly accessible village centre will create a focal point for the local community and help promote local sustainable trip making to access local services.

Objective T19 – Dundrum Road – Neighbourhood Street:

It is an objective to transition Dundrum Road to a neighbourhood street, using traffic calming and public realm improvements to create a safer, more accessible and attractive environment for local residents.

Objective T20 – Windy Arbour Neighbourhood Centre:

It is an objective to enhance the existing neighbourhood centre on Dundrum Road at Windy Arbour (located immediately north and south of Mulvey Park) and to strengthen the area, as a village centre and focal point for the local community, through the delivery of an enhanced public realm, urban greening, traffic calming and improved pedestrian and cycle accessibility (As this policy objective focuses on transport see also Objective NC3 chapter 6).

4.6.3.2 Dodder to Dundrum Pedestrian and Cycle Route

To accommodate safe cycling along this north – south corridor, it is proposed to provide a new cycle route, parallel to Dundrum Road, by using a combination of quiet street sections, existing green areas and connecting into a new pedestrian and cycle route through the former Central Mental Hospital site (Refer to figure 4.12). This will provide a north-south pedestrian and cycle connection, from the Dodder to Dundrum Major Town Centre, which will be either off-road or through residential streets and will afford safe and attractive facilities for vulnerable or inexperienced cyclists.

The delivery of the Dodder to Dundrum pedestrian and cycle route will encourage a greater take up of active travel in the area and will help to support a shift away from private car use, particularly for local trips.

To achieve some improvements to the local pedestrian and cycle environment, it will be necessary to seek some localised set-back of roadside boundaries at certain pinch points (see figure 4.13 below)

Objective T21 – Dodder to Dundrum Pedestrian and Cycle Route:

It is an objective of the Local Area Plan, to create a new pedestrian and cycle route connecting the Dodder Greenway to Dundrum Major Town Centre via the site of the former Dundrum Central Mental Hospital.

Objective T22 – Localised Boundary Set-back:

It is an objective of the Plan to seek the set-back of roadside boundaries at the pinch points illustrated in figure 4.13 to facilitate the delivery of improved pedestrian and cycle infrastructure.

Objective T23 – Former Central Mental Hospital site:

It is an objective to require the development of a high quality pedestrian and cycle facility through the site of the former Central Mental Hospital, to form part of the proposed Dodder to Dundrum cycle route.

4.6.3.3 St. Columbanus' Road – Safe School Zone

St. Columbanus' Road provides an important connection to both Windy Arbour Luas stop and Our Lady's National School and its use will intensify further with the development of the adjacent former Central Mental Hospital site for residential use. Improvements to the pedestrian and cycle environment along St Columbanus Road, as set out below and in Figure 4.14, are therefore recommended to strengthen the street as a safe route for schoolchildren and those accessing the Luas.

Objective T24 – St. Columbanus' Road Safe School Zone:

It is an objective of the LAP to progress the transition of St Columbanus' Road to a "Safe school zone" in line with NTA "Safe Routes to School" Design Guidance.

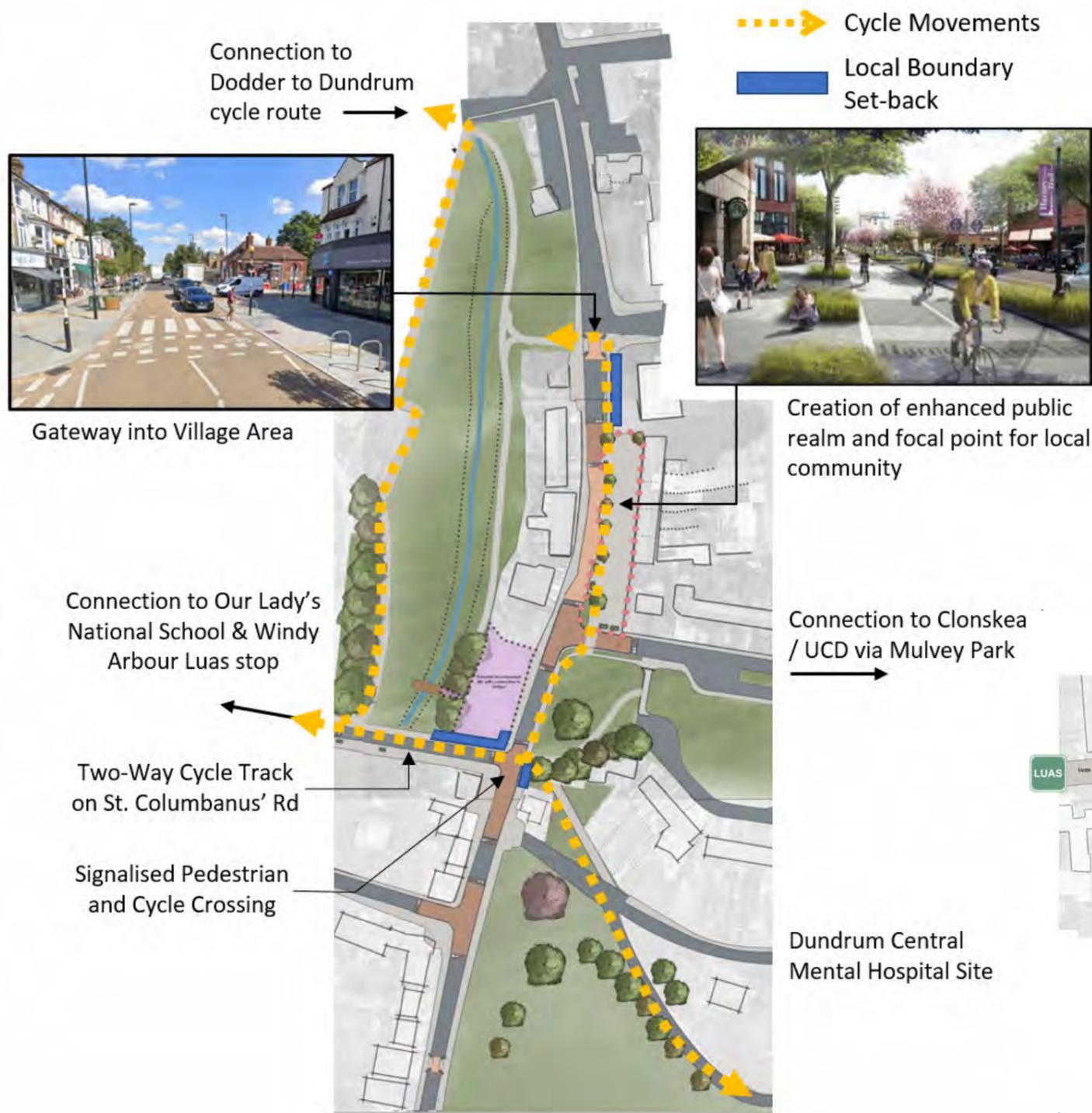


Figure 4.14: ABTA Recommendations Saint Columbanus Road

Figure 4.13: ABTA Recommendations Dundrum Road



5

Climate Action – Mitigation and Adaptation

5.1 Introduction

The creation of a climate resilient County is an overarching strategic outcome of the Dún Laoghaire-Rathdown County Development Plan, 2022-2028. Given the ever increasing challenge of and need to urgently address climate change, climate action is also a central theme of this Local Area Plan.

The “dlr Climate Change Action Plan, 2019-2024” (CCAP) addresses both adaptation and mitigation across five themes as follows; Energy and Building, Transport, Flood resilience, Nature Based solutions and Resource management.

The DLAP has been prepared with the purpose of integrating and implementing the policies and provisions of the CDP and the CCAP where relevant.

This Chapter of the DLAP sets out how climate change adaptation and mitigation measures will be applied within the LAP area and focuses on the Plan interactions with climate mitigation and adaption from the perspective of the approach to green infrastructure, Sustainable water management, flood risk and energy planning.

Measures to deal with climate change can be defined as either mitigation measures which reduce emissions (energy efficiency and sustainable transport) or adaptation measures (flood alleviation) and some measures incorporate elements of each (Green infrastructure).



Wildflowers Central Mental Hospital

This chapter addresses both. The approach towards transport which is set out in chapter 4 above also addresses climate mitigation.

Climate change mitigation objectives are integral to the overarching objectives and principles of the DLAP, including, inter alia, the concept of ten minute neighbourhoods, proximity to high quality public transport, public transport improvements, accessible employment and sustainable neighbourhood Infrastructure, compact growth, energy efficiency in new buildings and urban greening of the area.

5.2 Pre-Draft Consultation

The following issues were raised:

- Provision of high quality open space and public.
- The potential of the Central Mental Hospital lands to provide a quantum of public open space for Dundrum.
- The relative paucity of open space in and around the Plan area, including sports facilities.
- The potential to provide open space by enclosing the bypass from Sweetmount Park to Dundrum Phase II.
- Provision of community gardens.
- Provision of a centrally located civic square/open space to provide a focal point on the Main Street.
- The value provided by biodiversity features within Dundrum, in particular wildlife corridors, including the corridors along the Slang River and Luas Line.

5.3 Policy Context

In implementing the Plan, the Council will support relevant provisions contained in the National Climate Change Adaptation Framework (2018), the National Mitigation Plan (2017), ‘Climate Action Plan 2023 CAP23 – Changing Ireland for the Better’, the ‘National Energy and Climate Plan, 2021-2030’, DLR’s ‘Climate Change Action Plan, 2019-2024’ ‘Climate Action Plan 2023, CAP23 Changing Ireland for the Better’ and any Regional Decarbonisation Plan prepared on foot of commitments included in the Regional Spatial and Economic Strategy for the Eastern and Midland Region.

5.3.1 County Development Plan 2022-2028

The County Plan sets out overarching policies in relation to energy efficiency, renewable energy, decarbonising motorised transport and urban greening. The relevant policy objectives contained in the County Development Plan apply to development in the DLAP area and therefore have not been duplicated in the Plan.



Finsbury

The County Development Plan also addresses the current vacuum that exists in terms of lack of an agreed methodology for measuring GHG impacts of spatial planning. Policy on Green Infrastructure and Biodiversity is set out in chapter 8. Policy Objective GIB20 of the County Development Plan seeks to support the provisions of the DLR County Biodiversity Action Plan. Additionally, Policy Objective GIB23 seeks to protect the county-wide ecological network, which is set out in detail in the recently adopted Biodiversity Action Plan.

Also of relevance to the Dundrum LAP lands is Policy Objective GIB24, which seeks to maintain and protect the natural character and ecological value of rivers and stream corridors, including through the encouragement of habitat diversity and nature-based solutions.

A variety of woodlands and individual trees throughout the LAP lands are designated for preservation and protection under the CDP. These are identified by symbols on the CDP land use zoning maps. Within the LAP lands, substantial groups of trees to be protected/preserved are predominantly identified at the following locations:

- In and around Airfield Estate,
- Along the Slang River Greenway,
- To the east of Ballinteer Road (around the Lynwood and Castlebrook housing estates),
- Along Sandyford Road (in the vicinity of the Herbert Hill, Ridgford and Ashgrove developments),
- On the Central Mental Hospital lands.

5.3.2 DLR County Biodiversity Action Plan 2021-2025

The Draft LAP has had regard to the provisions of DLR Biodiversity Action Plan 2021-2025. This Plan establishes a county-wide ecological network including an ecological corridor (‘Ticknock to the River Dodder’) which passes through the LAP lands, incorporating areas of green infrastructure along the River Slang, within Airfield Estate, adjacent (to the west of) the Dundrum Bypass and along Dundrum Road. The Plan sets out overarching objectives and more specific actions, the implementation of which will ensure the protection and restoration of the identified corridors. It should be noted that the wildlife corridor does not preclude development of the lands subject to assessment under the planning process and subject to any other legal obligations.



Biodiversity Central Mental Hospital

Objective 2 of the Biodiversity Action Plan seeks to “Mainstream biodiversity into decision-making and improve the management of this valuable resource”, including through inputting into LAPs (Action 2.2).

5.4 Climate Adaptation and Mitigation - Green Infrastructure

As set out in the County Development Plan and the RSES Green Infrastructure (GI) can be “broadly defined as a strategically planned network of high quality natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings”. Green infrastructure provides ecological, economic and social benefits through natural solutions

GI serves a wide variety of important functions including but not limited to; provision of habitat, increased biodiversity, provision of ecological corridors, climate change adaptation and mitigation, water treatment, water retention, local amenity provision, air quality improvement, cultural and heritage preservation, provision of a mentally restorative environment and flood mitigation.



Figure 5.1: Wildlife Corridors and Hedgerows in DLAP

The GI approach is also closely linked to the idea of nature based solutions (NBS) and the promotion of both adaptation and mitigation measures that favour NBS. Examples of NBS include landscaping, SuDS, creating permeable green areas, and providing green roofs, restoring habitats such as wetlands, woodlands, and hedgerows to absorb/ sequester carbon dioxide.

At the local area plan level the GI approach is about ensuring that the approach to development in Dundrum is integrated with the county wide green infrastructure network and method. The Plan lands include and adjoin green spaces and waterways. Providing linkages between these areas, enhancing their ecological and biodiversity role, utilizing them in both nature based solutions and in climate adaptation and mitigation measures are all important elements of this LAP. Integrating GI and NBS into new development in the Plan area is also important.



Slang at Glasson Court

5.4.1 Green Infrastructure - Biodiversity

As set out in the dlr Biodiversity Action Plan 2021 – 2025 Biodiversity “includes all the variety of life on Earth. It is the diversity of nature, of our habitats, plants, and animals (including us) and their interconnections with each other. We are a part of nature and everything in nature is connected.”¹ Biodiversity forms part of the overall Green Infrastructure of the County. The condition of these natural habitats and species, affects how they can provide ecosystem services, including providing us with resilience to climate change and improving quality of life for all.

Biodiversity in the Plan lands encompasses the various parklands areas, individual gardens, communal open spaces, waterways including the Slang, greens strips and wildlife areas which adjoin the Luas line and roads and streets, lands at St Nahi’s cemetery, and the various species – both plant and animal - that occupy and /or pass through these areas. There are less visually obvious biodiversity offerings within the plan lands such as the strip of land adjoining the northern and eastern boundary of the former CMH which in some cases appears to have been amalgamated into people’s back gardens and is duly manicured but in other instances has been left in a more natural state.

Biodiversity in the area faces a number of challenges including for example the fact that the river Slang is part culverted which can fragment habitats. Any proposals to open up culverted sections have to be balanced with other factors including

flooding. Nature Based solutions may be able to enhance biodiversity.

The extension and enhancement of suitable woodland areas and treelines within the LAP lands has the potential to significantly improve biodiversity within Dundrum and strengthen the ecological corridors within these lands. Important woodlands, treelines and hedgerows are identified in countywide policy documents as set out in section 5.3 above. Notable examples within the LAP lands include those found at Glasson Court Park, Finsbury Park, on the HSE site to the rear of the Library and the Central Mental Hospital grounds.

The presence of invasive non-native species is in evidence in the LAP lands along the Slang River corridor. Observed invasive species along this river corridor include Japanese Knotweed and Winter Heliotrope., All applications for development within or near the river corridor should demonstrate compliance with County Development Plan measures relating to invasive non-native species.

Proposals for development, including those that interact with or cross the Slang River, such as blueways and greenways, shall be subject to Appropriate Assessment under the Habitats Directive.



Mature Tree at Central Mental Hospital

Policy DLAP31 – Protected areas and habitats and species:

It is policy to:

- Conserve Protected Areas and other high-quality habitats and species thereby ensuring a rich and diverse environment within the Plan area.
- Ensure biodiversity is factored into nature based solutions when developing proposals within the DLAP area.
- Conserve and restore biodiversity in line with the key theme of the dlr County Biodiversity Action Plan 2021 – 2025.

¹ Note: DLR County Biodiversity Plan 2021 – 2025, p 7

Objective GI1 – Dodder/Slang corridor and linkages:

It is an objective to enhance and develop green linkages and corridors along the Dodder and Slang rivers and the Wyckham Stream.

Objective GI2 – Wildlife Corridor:

It is an objective to

- Allow the relevant wildlife corridor – *Ticknock to the River Dodder Corridor* - as set out in the DLR County Biodiversity Action Plan 2021 - 2025 to inform decision making within the DLAP area.
- Identify opportunities to enhance and restore the Ticknock to River Dodder Wildlife Corridor within the LAP lands.

Objective GI3 – Deculverting:

It is an objective in accordance with the GI strategy of the County Development Plan 2022 - 2028 to seek opportunities where appropriate to open up the culverted elements of the River Slang and reconnect the riverine habitats. Any such proposals shall have regard to SFRA requirements and Appropriate Assessment requirements.

Objective GI4 – Hedgerows:

It is an objective to protect and maintain important hedgerows/tree lines where appropriate within the LAP lands (including all those identified in the 'DLR Biodiversity Action Plan, 2021-2025' and any hedgerows which form part of townland boundaries) and promote native hedgerow enhancement and planting.

Objective GI5 – Extension and Enhancement of Woodlands:

It is an objective to - where possible - enhance and extend suitable woodland areas and treelines within the LAP lands. Any woodlands or treelines within areas demarcated as wildlife corridors and/or hedgerows on the Wildlife Corridor Map contained in the 'DLR Biodiversity Action Plan, 2021-2025' are targeted for enhancement and extension under this objective.

5.4.2 Green Infrastructure – Nature Based Solutions – Surface Water Management

One of the 3 key themes of Appendix 14 "Green Infrastructure Strategy" of the County Development Plan is "Water Management" which is based on the role and potential of Green Infrastructure to better manage surface and flood water and to contribute to maintaining and improving the quality of water in the County.

In recent years surface water management has moved away from the more traditional interventions such as piping, culverting and the use of underground attenuation with a new focus on nature based solutions such as Sustainable Urban Drainage Systems (SUDs).

In broad terms, surface water within the Plan area drains toward the Dundrum Slang and its tributaries. The river originates at Three Rock Mountain and flows through Ticknock and Ballinteer. The main tributary of the Slang within the DLAP area flows from the south. The River loops around through the Ardglass Estate and continues northward toward the River Dodder at Milltown.

Although culverted in places, the Slang River is an important green/blue infrastructure corridor and habitat in the Dundrum area, providing multi-functional eco-system services such as land drainage, recreational amenity, clean/cool air and a wildlife corridor.



Pipe channelling surface water run-off at the Slang River Greenway

The Strategic Flood Risk Assessment (SFRA), set out as an Appendix to this LAP, provides details of the Sustainable Drainage Systems (SuDS) measures that are to be used within the Plan Area. SuDS measures are a necessary method of managing surface and ground water regimes sustainably both within future development sites and the public realm. The choice and location of SuDS measures within the public realm shall have due consideration for the necessity to protect habitats and existing tree root structures. In addition, future developments within the Plan Area shall accord with the County's Green Rand Blue roofs Guidance Document.

The potential risk of uncontrolled run-off into the Slang is in evidence at various locations throughout the DLAP lands, in particular where commercial activities and construction sites back on to the river.



View of Lands to rear of Dundrum Library & St Nahi's Graveyard

Given the heavily urbanised nature of the Dundrum LAP area it is recognised that there is limited opportunity for large scale, catchment wide SuDS features. Notwithstanding these constraints, there are various options for SuDS elements that could be installed across multiple areas.

There are opportunities to increase the implementation of SUDS in the DLAP area on both Council lands, in private developments and in the general public realm. Such SuDS features would also make a significant contribution to the promotion and development of green and blue infrastructure in the Dundrum area.

Policy DLAP32 – Sustainable Water Management:

It is a policy to implement the main elements of the DLR GI strategy in relation to water management including:

- Reducing the rate, volume, and improve the quality of surface water runoff
- Managing runoff at -source through the use of infiltration systems
- Promoting local sustainable urban drainage systems (SuDS), 'Green Streets' and green roofs
- Enabling SuDS to be located in the public realm
- Utilizing the river Slang where possible as a natural foundations for a GI corridors

Policy DLAP33 – SuDS:

It is policy to ensure that Sustainable Drainage Systems (SuDS) is applied to any development in the DLAP area and that site specific solutions to surface water drainage systems are developed which meet the requirements of the Water Framework Directive and associated River Basin Management Plan. SuDS measures may include green roofs, permeable paving, detention basins, infiltration systems etc

Policy DLAP34 – Surface Waters Regulations:

It is a policy to ensure the implementation of the surface water legislation Environmental Objectives (Surface Waters) Regulations 2009 to ensure that development permitted would not have an unacceptable impact on water quality including surface waters, ground water, river corridors, estuarine waters, bathing waters, coastal and transitional waters.

Development within the LAP area shall comply with the policies and objectives of the County Development Plan relating to protection of existing water and drainage infrastructure.

Objective GI6– Re-wilding and Habitat Cultivation:

It is an objective to support the development and implementation of re-wilding/wildlife cultivation projects on appropriate sites within the LAP and to promote the use of these sites for the enhancement and preservation of Biodiversity on the Ticknock to River Dodder Wildlife Corridor.

Objective GI7 – Slang Parkland SuDS measures:

It is an objective that any areas of potential future linear parkland located along the Slang should look to incorporate features such as linear swales, bio-retention areas, filter drains etc. as part of any potential future works.

Objective GI8 – Dundrum Library site & SuDS measures:

It is an objective that any future works to the Dundrum Library site and existing brownfield site located to the rear shall look to incorporate as many SuDS elements as practical during the initial design stage.

5.4.3 Green Infrastructure – Parks and Recreation

Open spaces and parks in the plan area and beyond play a role in enhancing quality of life for the community in Dundrum. They are important in delivering on the ten-minute neighbourhood and the strategic county outcome relating to creation of a healthy county. The challenges of retrofitting new open spaces into a built up area are acknowledged and therefore this local area plan aims to enhance and develop the network of green spaces within DLAP whilst also providing for new spaces where possible.

The development of the two key strategic regeneration sites at the former Central Mental Hospital and on the old shopping Centre sites both offer opportunities to enhance provision of parks and recreational spaces. The Old Shopping Centre site, in particular provides an opportunity to address the current dearth of open spaces within the town. The Community, Cultural and Civic Building facility also provides an opportunity for a civic space to be linked with other urban realm spaces throughout the town and beyond thus providing necklace of linked spaces. (see Chapter 2 for details of sites frameworks including open space for various sites).



Lands to rear of Dundrum Library

Existing open spaces such as that at Finlay Park and Sweetmount Park which already provide for linkages also provide opportunities for enhancement. Chapter 3 includes a policy objective to provide play facilities in Finlay Park. Sweetmount Park faces a number of challenges in terms of its enhancement, firstly, the gradient which effects its usability and secondly, location adjacent to the heavily trafficked

bypass. It does however offer opportunities for biodiversity enhancement given the open nature of the river Slang in sections of the park and also opportunities for new linkages to the Old Shopping Centre site although the location for any such linkages is curtailed due to flooding and gradient (see chapter 2 for further detail). The former HSE site to the rear of the existing Carnegie Library, whilst presenting challenges due to flooding, orientation and lack of overlooking also offers potential for a future wetland park area.

Objective GI9 – Sweetmount Park:

It is an objective to seek the upgrading of the open space facilities at Sweetmount Park to be accompanied by the preparation of a landscape plan to include, inter alia, details of all hard and soft landscaping including seating arrangements, pedestrian routes, play areas, all boundary treatments and internal walls and fences, etc. The plan will facilitate pedestrian and cycle links from the Dundrum Bypass to the Dundrum Old Shopping Centre site.

Objective GI10 – Provision of new open spaces:

It is an objective to seek the provision of new high quality landscaped public open spaces in any redevelopment on the two key strategic regeneration sites of Central Mental Hospital and Dundrum Old Shopping Centre. Public open space shall accord with the site frameworks set out in Chapter 2 and the design of new open spaces will be required to have regard to all users, regardless of age or ability (refer to Policies and Objectives in Chapter 3).

Objective GI11 – Provision of a local park:

It is an objective to provide for a local park of minimum 2000 sq metres on the site of the Old Shopping Centre, Dundrum (see chapter 2 for further detail).

Objective GI12 – Dundrum Library/HSE site:

It is an objective to provide a local park incorporating SUDs, wetland and semi natural habitat elements on the site to the rear of the existing Carnegie library. Any proposals should explore wildlife corridor connectivity along the river and between the site and Finsbury Park and Sweetmount Park

5.5 Climate Adaptation – Flood Risk Management

The publication of ‘The Planning System and Flood Risk Management Guidelines for Planning Authorities’ (2009) has seen the introduction of an integrated and standardised approach to flood risk management within the planning system. The Guidelines support a sequential approach to flood risk management where the first option is to avoid flood risk where possible, followed by substituting less vulnerable uses where avoidance is not possible and finally, mitigating and managing the risk, where avoidance and substitution are also not possible.

As set out in the 2009 Section 28 “The Planning System and Flood Risk Management, Guidelines for Planning Authorities” *“Exceptions to the restriction of development due to potential flood risks are provided for through the use of a Justification Test, where the planning need and the sustainable management of flood risk to an acceptable level must be demonstrated”.*²

As part of the SFRA carried out for the County Plan, the Development Plan Justification Test was carried out on lands in a number of areas including lands in Dundrum located in flood zones A and B which were subject to the Major Town

Centre (MTC) land use zoning objectives.

The area proximate to the Luas bridge, including the western side of the Waldemar Terrace block, the northern end of the Old Shopping Centre site and the library/health centre site, is located at a topographical low point in the area and as such, has experienced previous flood events. The Justification Test undertaken for the County Development Plan, as well as for this DLAP indicates that while the Old Shopping Centre site passed the test, the area to the rear of Waldemar Terrace (referred to as the gym site and the library/health centre site did not and should not be substantially redeveloped pending the completion of a catchment wide flood relief scheme, at which point the redevelopment potential of those sites could be reassessed. It should be noted that a stage 3 site specific FRA for the aforementioned lands was carried out as part of the 2016 – 2022 County Development Plan.

Policy DLAP35 – Flood Risk Assessment:

It is policy to manage flood risk in the DLAP area in accordance with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014). and to require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG/OPW, 2009), as may be revised and/or updated.
- The prevailing Dún Laoghaire-Rathdown County Development Plan.
- Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level.
- The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.

5.6. Climate Mitigation - Energy Efficiency in Buildings

The integration of energy and carbon reduction measures into the life cycle of all new residential and non-residential buildings, from the neighbourhood, street and individual building scale, can result in significant savings at the local level. As stated in the County Development Plan, the planning Authority will support and encourage buildings of innovative design which seek to achieve Passive or Net Zero Carbon design standards and support the use of structural materials that have low to zero embodied energy and CO2 emissions. All major developments within the Plan area will be encouraged to develop district heating where appropriate.

² Note: Section 28 “The Planning System and Flood Risk Management, Guidelines for Planning Authorities” 2009, page 21.

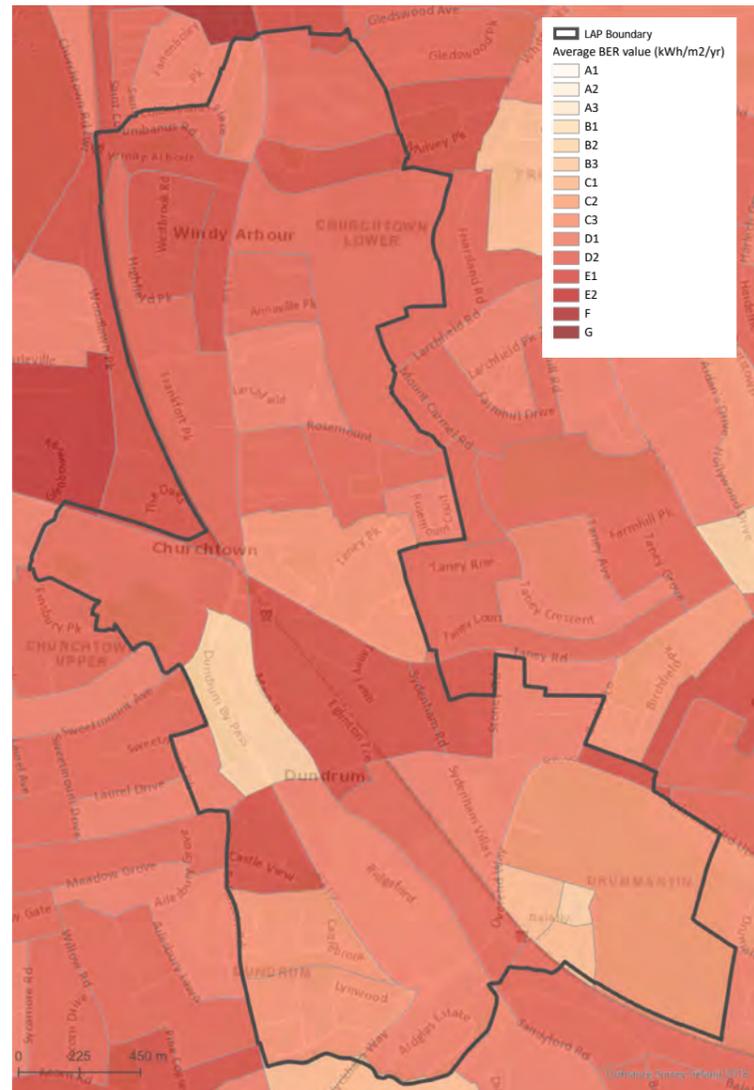


Figure 5.2: Average Building Energy Ratings (source: seai, 2020)

5.7 Climate Mitigation: Renewable Energy

The increased use of renewable energy and low carbon resources in the DLAP lands, including solar photovoltaic, geothermal, heat pumps, and solar thermal, is supported and promoted by this Plan. Increased use of renewable energy is key to supporting the transition of Dundrum to a low carbon community.

In accordance with the guidance of the current County Development Plan, this draft LAP is committed to supporting the initiatives of any Sustainable Energy Communities operating within the Plan area in developing a sustainable energy system for the benefit of the community to be energy efficient.

DLR’s climate action office undertook a review of Dundrum’s sustainable energy usage in 2022 as part of an assessment of Dundrum’s suitability as a potential Decarbonising Zone. The Dundrum Town Centre shopping centre is seen to dominate the energy usage profile of the DLAP lands, generating significant demand for heat and electricity. It is noted however that the Town Centre shopping centre has been supplied entirely by ‘green electricity’ since 2016. A reduction in total energy consumption by the Town Centre shopping centre by 16% between

2019 and 2020 is also noted. The DLAP will support initiatives which continue to improve sustainable energy use within the Plan lands.

The review did not identify any other ‘Significant Energy Users’ within the DLAP lands.

Roof-mounted solar panels should be encouraged on all suitable flat or generally south-facing pitched roofs on all new developments within the LAP lands, in accordance with Section 3.4.2.4 of the County Development Plan.

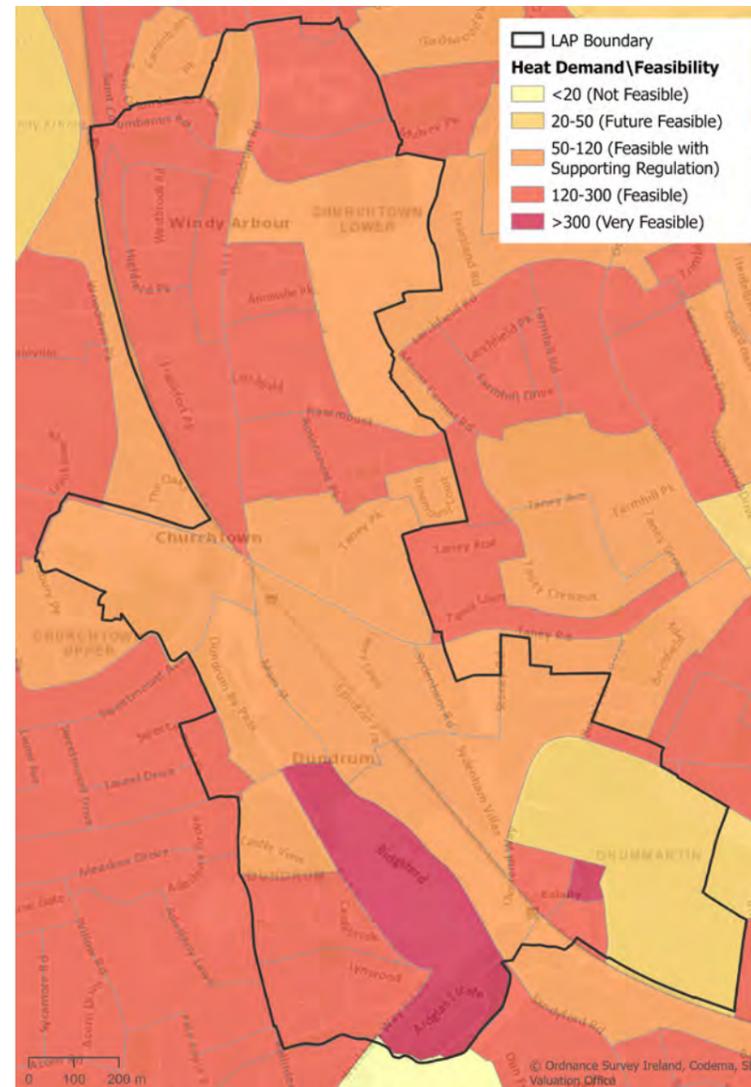


Figure 5.3: Varying levels of Heat Demand (deeper red areas having higher demand). The Dundrum LAP lands are seen generally to have medium to high levels of demand).

Policy DLAP36 – Sustainable Energy Use:

It is a policy to:

- Support the initiatives where relevant of any Sustainable Energy Communities within Dundrum.
- Support initiatives where relevant which improve sustainable energy use within the Plan lands.

Policy DLAP37 – Renewable Energy Use:

It is a policy to:

- Encourage and support the development of solar energy infrastructure, including photo voltaic (PV) in appropriate locations
- Support the development of district heat networks and the utilisation of waste heat recovery.

5.8 Climate Mitigation: Decarbonising Motor Transport

Investment in and improvement of sustainable transport in Dundrum is a key objective in the transition of Dundrum to a climate resilient low carbon community. As set out in Chapter 4 of the DLAP, significant transport interventions are targeted in the DLAP, in particular the promotion of active travel in the form of walking and cycling. Increased bus priority through the Plan LAP lands is also targeted.

In line with the policy guidance of Section 3.4.3 of the current County Development Plan, the DLAP is committed to supporting and facilitating use of low emission vehicles and electric vehicles in Dundrum. Currently, there are a number of EV charging points in the LAP lands within and around the Town Centre shopping centre development and the old shopping centre. The DLAP will seek the provision of further on-street charging points as part of new developments within the LAP lands, particularly the northern part of these lands in the vicinity of Dundrum Road.

5.8.1 Dublin Regional Energy Masterplan (DREM)

As part of their work on the Dublin Region Energy Masterplan, Codema, examined pathways available to the 4 Dublin Authorities to achieve carbon emission reduction targets to 2030 and 2050. The masterplan addresses all energy sectors of electricity, heat and transport. Two baseline scenarios were established; the current situation and the future ‘business-as-usual’ situation, which models the effects of current national level policy implementation to 2030 and 2050.

In relation to transport, arising from work done for the DREM, Codema were able to provide data to dlr to look specifically at the Dundrum LAP lands in relation to transport emissions. Each road has emissions assigned to it based on the NTA Eastern Regional Model (ERM). The emissions for the plan area amounted to 5,816 tonnes CO₂ per annum. Whilst a detailed methodology is not yet available for measuring impact of spatial plans on GHG emissions dlr would be hopeful that this figure can be revisited as part of the LAP monitoring so that progress in terms of the impact of the ABTA recommendations on reducing transport emissions can be measured.

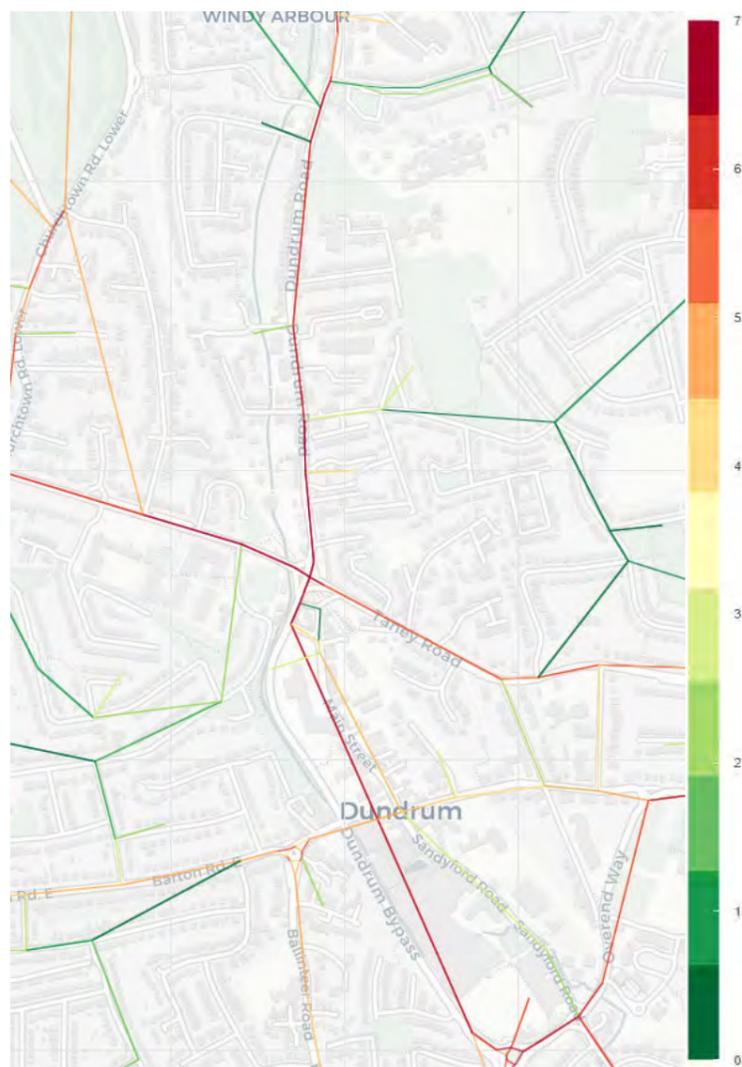


Figure 5.4: Road Transport Emissions in tCO₂ per kilometer - NTA model provided to Codema (source: <https://codema-dev.github.io> – scale provided is illustrative from highest (red) to lowest (green) emissions)

5.9 Sustainable Infrastructure

5.9.1 Water supply

Irish Water is the Agency primarily responsible for the operation of public water services nationally. Dún Laoghaire-Rathdown County Council is committed to working with Irish Water to ensure that the provision of water services will not be a limiting factor in terms of allowing growth within the DLAP area.

Existing and future populations within the Plan area should continue to have access to adequate high quality clean drinking water. Consultation with Irish Water indicates that there are no high level constraints in Dundrum and that the existing water network is generally adequate. While some additional local network infrastructure may be required, it is not anticipated that any major interventions would be required to enable development in this area.

5.9.2 Foul Drainage Network

Consultation with Irish Water indicates that there are no high level constraints in Dundrum and that the existing foul water system is generally adequate. There are some localised constraints in the sewer network in and around Dundrum, but there is a project in hand that will address issues in the area.

5.9.3 Electricity

ESB have indicated there is some existing residual capacity in the existing 38KV stations proposed Plan area to cater for planned growth. ESB have indicated that the domestic requirements for electricity are increasing due to use of EVs etc. Eirgrid who develop and operate the national electricity grid, have recently embarked on a project to transform and modernise the city's electricity infrastructure.

5.9.4 Sustainable Infrastructure Policies

Policy DLAP38 – Supporting Irish Water:

It is policy to support Irish Water in the provision of adequate water and waste water treatment infrastructure to serve the needs of the existing and future population of the Plan area and ensuring that such infrastructure is provided prior to, or in tandem with, new development.

Policy DLAP39 – Wastewater Treatment:

It is policy to facilitate Irish Water in ensuring that all wastewater generated is collected, treated and discharged after treatment in a safe and sustainable manner, having regard to the standards and requirements set out in EU and national legislation and guidance.

Policy DLAP40 – Water Framework Directive:

It is policy to facilitate compliance with the requirements of the EU Water Framework Directive and any relevant legislation. In this regard, the Council will facilitate compliance with the relevant objectives and measures set out in the forthcoming 'River Basin Management Plan' (2022- 2028) and associated Programme of Measures, where relevant. Applications for development under the Plan must demonstrate that the proposal for development would not adversely affect a water body's ability to meet its objectives under the Water Framework Directive, individually as a result of the proposed development or cumulatively, in combination with other developments.

Policy DLAP41 – Groundwater:

It is policy to ensure the protection of groundwater resources within the DLAP area and associated habitats and species in accordance with the EU Groundwater Directive. All new planning applications within the DLAP boundary shall have regard to the likely impacts the proposed development may have on groundwater resources.

A decorative graphic on the left side of the page. It features a large, stylized number '6' in a light green color. The background of this graphic consists of various shades of green, including a pattern of overlapping circles and a series of parallel diagonal lines that create a sense of depth and movement.

6

Dundrum Multifunctional Town & Neighbourhood Centres

6.1 Introduction

Dundrum functions as a Major Town Centre, supported by other local-scale neighbourhood centres throughout the DLAP lands. The overall multifunctional offering in Dundrum provides a range of uses such as retail and retail services, leisure and recreation, employment and tourism, civic, community, cultural, health and education and plays an important role in the ten-minute neighbourhood concept.

This Chapter sets out policies and objectives relating to the ongoing evolution of the multi-functional role of the town. Policies and Objectives on community and civic facilities, educational facilities and employment are however set out in chapters 3 and 7 respectively. More detailed objectives on multifunctional uses for key development areas including the old shopping centre site are set out in chapter 2.

6.2 Background and Context

The Major Town Centre of Dundrum with its multitude of uses serves a number of functions and has a catchment that extends far wider than the plan area. The MTC areas offers recreational uses with gyms and crazy golf, cultural uses with the cinema and theatre, community and civic uses with places of worship, the library, community facilities and the council offices, a variety of educational uses, commercial and office uses, both comparison and convenience retail uses and retail services such as hairdressers, restaurants and bars.

The Major Town Centre accounts for a large portion of the southern DLAP lands, and also extends to a small portion of the lands along Lower Main Street and Dundrum Road to the north of Taney Cross.

There is a substantial quantum of retail floorspace, with the Dundrum Town Centre Shopping Centre being one of the most successful comparison retail locations in the Country, with approximately 71,000sq.m of retail floorspace.

The importance of achieving and maintaining an appropriate balance of retail and non-retail uses in the Major Town Centre is acknowledged. The continuation of the provision of a wide variety of uses in the Major Town Centre, including employment, leisure, entertainment, cultural, hotel and restaurant uses, in addition to residential development, will create additional activity and enliven the area.

6.3 Pre-Draft Consultation

The Issues Paper published in November 2018 sought respondent's opinions on a range of issues relating to the town and the neighbourhood centre areas. The key questions asked in the paper included whether there is enough retail space, whether there are deficiencies in the types of retail on offer and whether retail on Main Street should be more locally focused.

Issues raised included:

- The importance of retaining the village character and “feel” of Dundrum including through the retention and enhancement of historic buildings.
- A desire to see a well-rounded mix of local businesses to serve the local community.
- The positive contribution to the village character and local community made by the existing businesses, service and amenities in the old Shopping Centre.

- Request to extend the LAP boundary north to include the entirety of the Windy Harbour Neighbourhood Centre.

While many observers noted the benefits of Dundrum Town Centre Shopping Centre to the local community, it was also considered by some submissions that this Shopping Centre had detracted from the village character of Dundrum. Submissions also addressed the old shopping centre site and the desire for a high density mixed use development with a range of uses including food and beverage, leisure and entertainment.

6.4 Policy Context

The overarching policy framework for towns within the County is established at a national level by the NPF and at a regional level by the RSES.

The ‘Retail Planning Guidelines for Planning Authorities’ (2012), the ‘Retail Strategy for the Greater Dublin Area 2008-2016’ provide the retail policy context.

The LAP must be consistent with these higher-tier planning policy frameworks.

6.4.1 National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES)

National Policy Objective 6 of the NPF acknowledges the function of towns as assets, “that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.”

The “Regional and Spatial and Economic Strategy (RSES) for the Eastern and Midland Region places a focus on vitality and sustainability in town centres and ensuring that towns centres are responsive to the needs of the community.

In relation specifically to retail the Metropolitan Area Spatial Plan (MASP) which forms part of the RSES acknowledges that the ‘Retail Strategy for the Greater Dublin Area’, which was prepared in a different economic climate, is now dated.

6.4.2 Town Centre First Policy

The Government’s ‘Town Centre First’ policy (2022) aims to create town centres that “function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the business, service, social, cultural and recreational hub for the local community.”



Dundrum Town Centre

Town Centre First is supportive of residential occupancy in town centres as a means of facilitating regeneration. The policy proposes measures to support the re-use of vacant commercial properties and the repurposing/refurbishment of Protected Structures for residential use.

The focus of the first phase of the roll out of the town centre first policy has however been on rural towns. Further phases may address more urban settings.



6.4.3 Retail Planning Guidelines for Planning Authorities (2012)

The national Retail Planning Guidelines seek to ensure that the planning system supports competitiveness and choice in the retail sector commensurate with promoting the vitality and viability of city and town centres. The Guidelines - and the best practice 'Retail Design Manual' that accompanies them - advocate that retail development should also positively contribute to a higher standard of urban design and the greater use of public transport.



6.4.4 Retail Strategy for the Greater Dublin Area 2008-2016

At the heart of the 'Retail Strategy for the Greater Dublin Area' is a hierarchy of retail locations that form the basis for determining the quantum and location of new retail development. The retail hierarchy comprises 5 Levels of which Levels 1-3 (Metropolitan Centre, Major Town Centres and District Centres) are specifically identified.

While the Strategy provides much of the basis for retail planning across the Dublin area, it is at this stage dated. Notwithstanding the dated status of the document, the relevant policy measures are set out below.

The Strategy sets out the following retail hierarchy for the GDA Metropolitan and Hinterland Areas:

- Level 1 Metropolitan Centre – Dublin City Centre
- Level 2 Major Town Centres – Dún Laoghaire and Dundrum
- Level 3 Town and District Centres – Stillorgan, Blackrock, Nutgrove, Cornelscourt, and Cherrywood

Designated as a Level 2 Major Town Centre, Dundrum occupies the same level in the retail hierarchy as competing centres such as Blanchardstown, Liffey Valley, and Swords.

6.4.5 County Development Plan – Town Centre and retail policy objectives

The dlrcoco County Development Plan 2022 – 2028 embraces the role that the towns and villages within the County each play in providing services including civic, educational, leisure along with retail and retail services. The Plan sets out that recent research suggests that:

“retail centres perform better if they draw on cultural heritage so as to create a sense of place and vibrancy. Across the UK and Continental Europe, town centres are consolidating rather than expanding, and development coming forward in centres is increasingly less retail-led and more mixed use in nature. Additionally, research from the UK indicates that out of town, one shop food shopping is declining in favour of convenient, local neighbourhood shopping.”

The County Development Plan (CDP) 2022-2028 sets out a Retail Hierarchy for the County (see Table 6.1 below). At the top level of the hierarchy are the two Major Town Centres of Dún Laoghaire and Dundrum while the second tier in the hierarchy includes five District Centres as set out in the table below. The remainder of the retail centres are identified in the hierarchy as either established/new Neighbourhood Centres or Key Development Areas. As a Major Town Centre, the overall strategy set out in the CDP for Dundrum is as follows:

“Old shopping centre and adjoining lands – to include appropriate level of complementary non-retail uses and activities in respect to community, cultural and civic uses. Public realm upgrade of Main Street.”

Dún Laoghaire-Rathdown Retail Hierarchy	
Major Town Centre	Dún Laoghaire & Dundrum
District Centre	Blackrock, Stillorgan, Nutgrove, Cornelscourt & Cherrywood
Established Neighbourhood Centres	Various e.g. Ballybrack, Ballinteer, Sandyford
New Neighbourhood Centres	Various e.g. Stepside, Ticknock, Carrickmines
Key Development Areas	Various e.g. Woodbrook/Shanganagh, Kiltiernan/Glenamuck, Cherrywood, Old Conna

Table 6.1: CDP 2022-2028 - Retail Hierarchy

6.5 Trends in the Retail Sector

The retail sector is undergoing a period of significant transformation, primarily driven by technological advances, growth in the e-commerce sector and increased focus on retail services and 'experiential' retail. Shopping patterns and consumer behaviour are evolving from traditional retail formats associated primarily with physical floorspace provision with many retailers now actively adapting to meet new consumer patterns and needs. In light of these trends, it is anticipated that the evolution of the retail sector may progressively impact on the demand for retail floorspace with potential implications for retail land use planning.

The Dublin Economic Monitor (March 2022) shows that there has been a continued recovery and growth in business activity in Dublin. This is evidenced by a sustained quarter-on-quarter increase in spending, which can be seen particularly strongly for hotels, restaurants, cafes and bars.

6.6 Dundrum Multifunctional Major Town Centre

Acknowledging the multitude of uses in the Major Town Centre (MTC) area of Dundrum, policy and objectives in the DLAP focus on ensuring a sustainable mix of multifunctional uses to support the MTC role of the town.

Policy DLAP42 – Multifunctional Centres

It is policy to embrace and support the development of Dundrum Major Town Centre and the Frankfort and Windy Arbour neighbourhoods centres as accessible multifunctional centres which provide a variety of uses that meet the needs of the community they serve.

As set out in chapter 2 the MTC lands can be divided into a number of character areas.

The 'Retail Core'

The "Retail core" character area, which includes the DTCSC extends from Dundrum Cross along the Sandyford Road to the junction with Wyckham Way. This areas differ significantly in character from "The Village", largely due to the development of the DTCSC, which fronts onto the Sandyford Road.

The DTCSC contains approximately 120 shops, 45 restaurants, a 12-screen cinema and 3,400 parking spaces. In more recent years the offering has changed with the growth of food and beverage outlets. The changing focus of retail has moved to "experiential retail" where more time is spent on 'experiences' such as leisure, culture, food, beverages and retail services.



Pembroke Square

There are several units in the DTCSC fronting onto the Sandyford Road with uses including retail/gym/health/office. There are a number of restaurant/ bar uses to the south of the Dundrum Town Centre square. To the north of the square and the Mill Theatre, there are a number of older 2-storey properties fronting onto Sandyford Road (namely the Mill House and a row of red brick properties at Ashgrove Terrace) which have been refurbished in recent years and now accommodate retail convenience and restaurant/bar uses. Ashgrove Terrace currently accommodates a food and beverage market shop at ground floor level with a restaurant at first floor over. Near to Dundrum Cross at the northern end of Sandyford Road, the commercial offering includes a pub, off-licence, hairdresser and beauty salon.

'The Village'

"The Village" 'Main Street' section (Dundrum Cross to Usher House) is different in character, which derives from the old Dundrum shopping centre, the Roman Catholic Church and parochial house and the continuation of the traditional red brick style, particularly on the eastern side of Main Street. The old shopping centre accommodates a range of retailers, including a supermarket, café/takeaway, and retail services. Similar to Main Street, the Old Shopping Centre currently accommodates businesses with a primarily local catchment area. The uses along Main Street itself between Dundrum Cross and Usher House consist of smaller footprint retail premises (including newsagents, pharmacy, florist, mobile phone shop, sports, as well as charity shops, etc.). The street also accommodates a range of retail services uses. Dundrum Main Street is the traditional heart of Dundrum and served the primary retail function of the area along with the 'old' Dundrum shopping centre.



Dundrum Main Street

'Community Core'

As set out in chapters 2 and 3, the provision of the development at Taney cross, will create a new community focal point at the northern end of the town.

The 'Town Edge'

This area provides a continuation of MTC uses to the north of Taney Cross.



View towards Joe Dalys

6.6.1 Multi-functional Town Centre Objectives

The objectives below should be read in conjunction with site development frameworks set out in chapter 2, and chapter 3 and chapter 7 for additional policy and objectives with regard to other multifunctional uses within the major town centre zoning objective.

Objective MTC1 – Multifunctional Dundrum:

It is an Objective to encourage a broad mix of day and evening uses within Dundrum that contribute to the creation of a sustainable and vibrant multifunctional Major Town Centre that is the focus for retail, social and community interaction.

Objective MTC2 – Retail Balance:

It is an objective to ensure that an appropriate balance of retail uses and size of retail units is achieved, taking account of the town's requirement to serve the day to day needs of its local catchment in addition to continuing its role as a leading comparison retail destination with a regional catchment.

Objective MTC3 – Design and Shop Fronts:

It is an objective to require a high quality of design and finish for new shop fronts and signage that enhances the local streetscape and public realm.

Objective MTC4 – Residential Uses:

It is an objective to support residential use above ground floor level within the Dundrum Major Town Centre to maintain and improve the area's vibrancy and vitality, providing that the centre's prime land use objectives are complemented and not undermined.

Objective MTC5 – Old Dundrum Shopping Centre:

It is an objective to support and encourage the development of the Old Dundrum Shopping Centre, with an appropriate mix of uses commensurate with its Major Town Centre (MTC) zoning and which including a mix of day and evening uses which provides for an active and attractive major town centre. Any redevelopment of the Old Shopping Centre shall improve connectivity between the site and DTCSC in order to create a unified and cohesive outcome (See chapter 2 for more detail in relation to future uses on the Old Shopping Centre site).

Objective MTC6 – Convenience Floorspace:

It is an objective to ensure that adequate convenience floorspace as well as variety and choice is maintained in Dundrum following the redevelopment of the Old Dundrum Shopping Centre.

6.7 Neighbourhood Centres

The local needs of residents in the northern LAP lands are served by 2 no. Neighbourhood Centres along the Dundrum Road, one centred around the Frankfort Centre and one centred around the junction with St. Columbanus Road / the main entrance to the Central Mental Hospital, in Windy Arbour.

The northern DLAP lands are predominantly characterised by residential developments. As set out in Chapter 3 'People and Homes' of this Plan, a number of future residential developments are also planned within this portion of the DLAP lands. These include the lands around Frankfort Castle, the former Eir data centre at Sommerville and, most notably, the Central Mental Hospital lands. The development of these sites will bring a new community to the northern DLAP lands.

The Luas line runs along the entire western boundary of the northern LAP lands, with the only crossing point located at Windy Arbor Luas stop in the northwest corner of the DLAP lands. It therefore significantly inhibits connectivity between the Plan lands west of Dundrum Road and all services and amenities to the west of the Luas line. As such, the residents in this area are reliant on access to Dundrum Road for their local shopping needs.



Breffni Pets, Windy Arbour

It is acknowledged however that the development of some of the key sites including the CMH offers opportunities to improve connections as will ABTA recommendations (see chapter 4 Transport and Movement).

Building on the “ten minute neighbourhood” concept this draft Plan seeks to secure that adequate facilities for local residents are provided within the existing neighbourhood centres on Dundrum Road. An appropriate mix of uses in these neighbourhood centres will enhance their position as focal points for the growing local community.

Objective NC1 – Design and Public Realm:

It is an objective to require the improvement of the design quality and condition of the public realm at the Frankfort Neighbourhood Centre as part of any redevelopment proposals. Any such proposals should include urban greening measures, active street frontage, and enhanced active travel amenities along the Dundrum Road.

Objective NC2 – Mix of Uses:

It is an objective to require all applications for redevelopment within the Frankfort Neighbourhood Centre lands to provide active street frontage to Dundrum Road and a suitable mix of permissible Neighbourhood Centre uses which enhances the offering of this Neighbourhood Centre to the local community.

6.7.1 Frankfort Neighbourhood Centre

The Frankfort Neighbourhood Centre consists of 2 adjoining plots on the western side of Dundrum Road, adjacent to the Frankfort residential estate and opposite the Larchfield and Sommerville residential estates, which are located on the eastern side of Dundrum Road. The northern of the 2 plots contains a part single part 2-storey commercial building, which includes office space for multiple companies and sports equipment/clothing store. The southern plot contains a single storey retail warehouse operating as a car dealership. Both buildings are set back from the adjoining roads by surface car parking areas. The neighbourhood centre backs onto the Slang River.

There are opportunities to improve this neighbourhood centre’s offering to the local community. Given its close proximity to Dundrum MTC and the fact that the NC land use objective at Windy Arbour are likely to provide additional uses to serve any future development at the former CMH site the NC lands at the Frankfort Centre may - in line with policy set out in 7.5.4 of the County Development Plan 2022 – 2028 - be a neighbourhood centre where an element of residential use may be accommodated without adversely impacting on the level of amenity in the area.

Additionally, there is scope to provide an improved pedestrian environment at the neighbourhood centre and along the adjoining streets.

6.7.2 Windy Arbour Neighbourhood Centre

The Windy Arbour Neighbourhood Centre consists of 3 areas along the Dundrum Road between the junctions with Highfield Park and St. Columbanus’ Road. The buildings are mostly commercial in nature, with the retail/retail services offering including a takeaway, an electronics store, an auto repair garage, health food store, a barber shop and a beauty salon. The Neighbourhood Centre primarily fronts Dundrum Road but includes some frontage to St. Columbanus’ Road and Highfield Park. It is adjacent to Neighbourhood Centre zoned lands along Dundrum Road to the north, which are outside of the DLAP boundary.

The Windy Arbour Neighbourhood Centre is opposite the main entrance to the Central Mental Hospital, with the Gate Lodge of the hospital located immediately beyond. The frontage along the east side of Dundrum Road at this location is currently defined by the imposing high stone walls of the Central Mental Hospital. The current SHD permission at the Central Mental Hospital lands includes the removal of sections of this wall to facilitate permeability and to activate the frontage. The portion of the CMH lands directly opposite the Neighbourhood Centre are proposed to serve as a neighbourhood park, with the Gate Lodge to change use to provide a café unit.

The Windy Arbour Neighbourhood Centre offers some services for the local community and has the potential to be further developed and enhanced to serve any emerging new community. The draft LAP therefore seeks to maintain the position of the Windy Arbour Neighbourhood Centre as a focal point for the local community through the provision of a pedestrian-friendly and traffic-calmed environment along the adjoining section of Dundrum Road. The draft LAP also seeks to improve active travel linkages to this neighbourhood centre from the rest of the northern LAP lands. See Policy objective T20 in chapter 4.



Windy Arbour Neighbourhood Centre

Objective NC3 – NC Uses and Active Travel:

It is an objective to foster the Windy Arbour Neighbourhood Centre as a focal point for the local community both existing and future, by way of provision of neighbourhood centre uses and by providing improved active travel routes to this neighbourhood centre throughout the northern LAP lands. (See also objectives T19 and T20 in chapter 4)



7

Employment

7.1 Introduction

Creation of a vibrant economic county is one of the five strategic county outcomes of the dlr County Development Plan 2022 – 2028.

The Employment Strategy of the County Development Plan identifies the Major Town Centre of Dundrum as a strategic employment location. The County Development Plan “recognises the importance of retaining and facilitating additional office accommodation in Major Town Centres as a key land use that contributes to the vibrancy and vitality of these highly accessible multi-functional centres. The Council will support the development of office accommodation at each of the Major Town Centre’s subject to maintaining a balanced mix of uses across the wider Major Town Centre lands in line with their multi-functional role.”



The provision of employment uses on lands in Dundrum which carry the Major Town Centre land use zoning objective is also important given the relatively small land bank of employment zoned lands in the County as a whole. Provision of employment on MTC and NC lands also contributes towards the “10 minute neighbourhood” concept as set out in chapter 1 of this Plan. There are also opportunities in other land use zoning objectives, for example the protected structures on the former CMH site.

The scale and variety of employment uses in Dundrum has expanded significantly over the past 10-15 years. The Dundrum Town Centre Shopping Centre (DTSC) development itself has created circa 4000 jobs, with most employment being in the retail, services, and leisure sectors, as well as in supporting roles. The Dundrum South Quarter area on the Sandyford Road accommodates a significant quantum

of office and education floorspace, housing tenants including RSA Insurance, ING Bank and Ashfield College. In the northern plan lands Dundrum Business park (DBP) is home to a number of businesses.

7.2 Pre-Draft Consultation

A number of submissions commented on the lack of hotel space in Dundrum, with some calling for the development of a new hotel as part of future developments in the area. Submissions also requested that the draft plan include policies to promote and consolidate Dundrum Town Centre so that it can continue its role as a major employer.

7.3 Policy Context

The CDP 2022-2028 sets out the enterprise and employment strategy for the County. The CDP aims to support and facilitate the economic development of the County across a broad range of sectors, while acknowledging in particular the importance of the knowledge economy. The DLR employment strategy aims to provide for the expansion of employment through the designation of a range of highly accessible employment locations. The strategy seeks to align strategic employment locations with existing and identified residential growth areas through existing high frequency public transport corridors and active travel thereby minimising the divergence between the places people live and work, increasing the efficiency of land-use, reducing sprawl and minimising carbon footprint.

7.3.1 Dún Laoghaire-Rathdown Local Economic and Community Plan (DLR LECP) 2016-2021

The Local Government Reform Act 2014 introduced the requirement for each Local Authority to adopt a LECP, which is a means by which Local Authorities can set out a clearer and stronger role for local government(s) in the economic and community development of the County. The most recently adopted LECP for Dún Laoghaire-Rathdown (the DLR LECP 2016-2021) identified a range of goals, objectives and actions designed to promote and support the economic and community development of the County. The current County Development Plan supports the review and preparation of a new LECP for the County to ensure the local level framework is in place to support economic growth and community improvements. Work is underway on a new LECP.

However, the following Objectives and Actions of the most recent LECP are particularly relevant to the Dundrum LAP area:

- Objective 12: Promote and Improve the Prosperity and Sustainable Development of Town, District and Neighbourhood Centres.
- Action 12.9 - Ensure planning policy supports a balanced mix of town, district and neighbourhood Retail service provision.
- Action 4.2 - Promote the revitalisation and development of the Retail Sector in town centre locations, through exploring access to urban regeneration schemes promoting DLR Retail incentives, expanding marketing and promotion activities.



While the LECP identified and acknowledged the “established town centre and service sector” as a strength in the County, it also noted a decline in ‘bricks and mortar’ retail sales as a possible threat to Town Centres. However, this threat may have eased since the Plan was prepared, with an uptick in the economy and disposable incomes in the intervening years.

7.4 Economic Trends

The new CDP, covering the period 2022-2028, reflects the significant improvement in the economy experienced in recent years, which has resulted in the achievement of near full employment. However, notwithstanding these improvements, challenges still persist including the impacts of Brexit, the Covid-19 pandemic, as well as other sources of uncertainty in the global economy, to which Ireland is exposed. In this context, while the improvements in the national economy of recent years is most welcome, caution is warranted and a focus should be placed on building economic resilience.

Research undertaken by the Joint Research Centre, a department of the European Commission, indicated that Ireland showed a good ‘absorptive capacity’ having been severely hit by the economic crisis that started in 2007 and hence a better level of economic resilience than some of its European counterparts. While economic resilience should be considered in the broader context of Dundrum and its surrounds, given for example the substantial quantum of commercial/employment space at Sandyford, the range and balance of uses within the centre should be sufficiently diverse to support resilience in the face change or a downturn, in the retail sector, for example.

7.5 Employment in the DLAP area

An analysis of the 9 electoral divisions surrounding Dundrum, undertaken for the Dundrum Community, Cultural and Civic Action Plan, indicated that unemployment in the area was very low, at 3.57%. While that analysis was based on 2016 census data and relates to a wider area, the current rate is still likely to be low as the unemployment rate across the broader economy has improved in the intervening years.

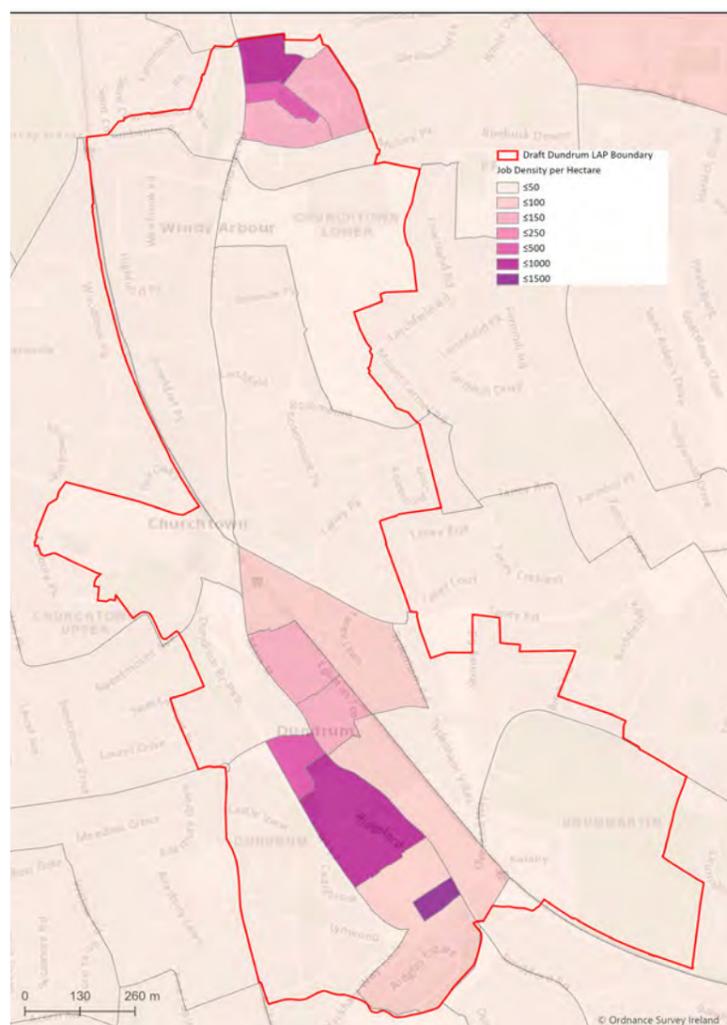


Figure 7.1: Job Density per Hectare in the Plan Area (Census 2016)

An analysis of the Workplace Zone Data figures for the LAP area (Census 2016) indicates that the largest group of people employed within the LAP boundary (some 28%) fell into the 25-34 age bracket, potentially indicating that this is a common age profile for those employed in the retail sector. Of the total number of people employed in the area, the largest proportion of people were employed in the “Wholesale & Retail Trade” category (c. 40%, compared to 18% in DLR) with the second largest group (c. 37%) employed in the “Information and Communication, Financial” industries, likely reflecting the office uses in Dundrum Business Park and Dundrum South Quarter. The “Construction” category was the third largest grouping, at c. 19% of the overall workforce in the area. The above figures underscore the importance of the retail trade to the economic life of the area but do also highlight the fact that the workforce is diverse.

Despite the presence of high quality, high frequency transport links, more than half of those employed in the area travelled to work by car, either as a car driver or passenger. The majority of workers in Dundrum spent more than half an hour travelling to work, with work commutes generally being longer in Dundrum than the County average. Job density ranged from low at 0-22 workers per hectare in areas including the Central Mental Hospital site and up to 620 - 1,200 per hectare at the Dundrum Town Centre Phase 1 site and Dundrum Business Park. Figure 7.1 shows job density per hectare in the area.

7.5.1 Employment and Commuting Patterns for Residents of the DLAP area

The employment profile of residents of Dundrum shows a high proportion at the higher tier socio-economic groups (including ‘Employers and Managers’ and ‘Higher Professionals’) compared with the State average. There is substantial commercial office floorspace in Dundrum, both in the town centre and in Dundrum Business Park. Apart from a few large floor plate offices (such as RSA House on Sandyford Road, comprising over 5,000 sq.m, and Classon House in Dundrum Business Park, comprising c. 10,000 sq.m), the majority of office units are much smaller—in the 100 to 300 sq.m range. The Dundrum LAP area lies only a couple of kilometres from Sandyford, the largest employment zone in the County and approximately 300 residents of Dundrum work there, according to the Census. Other main locations for work for Dundrum residents include the City Centre (1000 people) Dundrum itself (360 people) UCD (250 people) and West Dublin (120 people).

Given the commuting and employment patterns identified in Dundrum, it is considered to be a good location for the development of hub infrastructure in order to facilitate remote working ‘Hubwork’, in accordance with the National Remote Working Strategy. The development of hubs would serve as a useful device for increasing activity and broadening the employment base within the Major Town Centre of Dundrum and various Neighbourhood Centres. It could also usefully re-purpose existing and future vacant commercial space in these centres (see Chapter 6 for further details).

7.5.2 Dundrum Business Park

Dundrum Business Park (DBP) constitutes an area of employment activity within the draft LAP lands. The business park is an important as a local employer and as a generator of economic activity around the nearby Windy Arbour Neighbourhood Centre. Extending to c. 2.8 ha, the DBP comprises predominantly of office buildings, while also supporting some medical and light industrial uses. Uses are served by a substantial amount of surface level and basement car parking, with a single vehicular/pedestrian access provided from Dundrum Road.



Dundrum Business Park

The business park lands are zoned ‘E – Employment’. Buildings range from 2 to 4-storeys in height. There is a mix of attractive and well maintained tree and low level shrub planting along the much of the boundary lands between the DBP and adjacent residential estates, with one tree cluster at the north-eastern edge of the business park subject to a wood land and tree objective in the CDP.

The DBP has an important role to play, on a variety of levels, within the local community. Recognition of this role and the need to work towards a greater synergy between this business park and its immediate environs is important. An assessment of the strengths and weaknesses of the business parks together with the identification of opportunities and objectives to guide the future development of these employment lands is set out hereunder:

7.5.2.1 DBP: Strengths

The DBP provide a good mix of uses, including retail, employment and service provision in close proximity to existing retail / commercial / pub / café / restaurant services within the nearby Neighbourhood Centre area of Windy Arbour. This benefits local businesses while also accommodating the service requirements of the business parks and their employees, making them more attractive locations for new businesses to set up.

In addition to office-based industry, the DBP presently provides some other services to the surrounding community, including wholesale outlets, a medical centre and a car rental service. The convenience of having such services available locally is a valuable asset to the northern LAP lands. This provision of services should be maintained and expanded upon as and when the DBP is developed in the future.



Dundrum Business Park Totem

The provision of a range of employment opportunities in close proximity to the surrounding largely residential areas and within easy reach of good quality public transport routes (Luas and bus) makes an important contribution to the local community and to the economy and vibrancy of this area. In conjunction with the major shopping centres and retail outlets in Dundrum town centre, the existing office, light industrial and service uses within the DBP afford a valuable diversity of employment opportunities.

Access to a high quality public transport link is considered to be an essential component in facilitating the sustainable development of any employment use lands. The CDP emphasises the need for linkages between land use and the provision of transport to ensure sustainable development. In this respect the DBP is well served by the Luas, which is within c. 8 minutes (c. 700m) walking distance, and by existing quality bus routes, with the 17, 44 and 61 Dublin Bus routes serving Dundrum Road immediately adjacent. As set out in Chapter 4 'Transport and Movement', a substantial suite of proposed transport interventions are aimed at improving active travel and public transport accessibility along the Dundrum Road corridor during the lifetime of the DLAP. These interventions in turn will significantly improve access by these means to the DBP.

7.5.2.2 DBP: Weaknesses, Opportunities and Objectives

A significant area of weakness for the DBP is its poor visual, physical and functional relationship with its immediate environs and poor level of contribution to the public realm and amenities within the plan area. Visually, there is only a very limited connection between the layout and design of buildings within the business park and the adjacent public space on Dundrum Road, in particular street frontages. Within the DBP itself, the street level environment is heavily defined by car parking. While there is some tree planting along the DBP's frontage with Dundrum Road, the interaction with the road is generally poor due to the car parking along this frontage (which is at a substantially higher level than the road) and the lack of interaction between the office buildings and the streetscape.

Through the removal of the car parking adjacent to Dundrum Road, its replacement with suitable landscaping (including some tree planting), and/or the re-design/re-configuration of the office buildings to overlook Dundrum Road and provide improved definition to its streetscape, it is considered that the DBP has significant potential to create an attractive, interesting and higher quality interfaces with Dundrum Road. Within the DBP, a suitable reduction in surface car parking (in accordance with smarter travel best practice) and its replacement with public realm and landscaping features will be promoted as part of any re-developments within the DBP.

Physically and functionally, the existing layout of the DBP does not take advantage of the opportunity to improve pedestrian and cyclist permeability within the plan area. Pedestrian and cycle access to the business park is restricted to the vehicular entrance point from Dundrum Road. There is however potential for an additional pedestrian and cycle link on the eastern side of the DBP via an existing laneway connecting to Beechmount Drive/Gledswood Park. As well as promoting more sustainable modes of transport for employees, the creation of a pedestrian/cyclist access link at this location would also improve pedestrian and cyclist permeability between the business park, the LAP area and surrounding lands. Gledswood Park/Mulvey Park is located on the proposed cycle route P3, which forms part of the wider walking and cycling connectivity between the CMH lands, Windy Arbour Luas, Clonskeagh and UCD.

It is important to recognise that the DBP is located within an established and mature urban / residential area and as such, must integrate, relate and work well with its surroundings, in order to ensure a harmonious and mutually beneficial relationship with the local community.

Objective DBP1 – Amenity and Public Realm:

It is an objective to support a reduction in car parking and enhancement of the interface with the adjacent public spaces and street frontage as part of any proposed redevelopments within Dundrum Business Park.

Objective DBP2 – Local Value:

It is an objective to facilitate the continued provision of a mix of employment opportunities and services within Dundrum Business Park, in acknowledgement of the value these uses add to the local community.

Objective DBP3 – High Specification Offices:

It is an objective to support and encourage the conversion, upgrade and redevelopment of the existing employment uses within the Dundrum Business Park in order to generate additional modern high specification office space that is more receptive to the changing needs of employers and employees.

Objective DBP4 – Pedestrian and Cyclist Access:

It is an objective to support and facilitate enhanced pedestrian and cyclist access to Dundrum Business Park, including through the provision of a new active travel link from Beechmount Drive.

Objective DBP5 – Cycle Infrastructure:

It is an objective to support the provision of additional cycle infrastructure as part of any upgrade or redevelopment works within Dundrum Business Park, including dedicated secure cycle parking, lockers and shower facilities.

7.5.3 Dundrum Major Town Centre and employment

As set out in section 7.5 above the scale and variety of employment uses in Dundrum major town centre area has expanded significantly over the past 10-15 years. The multifunctional nature of the town, designation as a strategic employment location as set out in the CDP along with the location of a major strategic regeneration site within the MTC land use zoning objective (Old Shopping Centre Site – refer to policies and objectives of Chapter 2 'Site Development Frameworks') presents exciting opportunities for employment generators in the town. Whilst the importance of retail employment should be acknowledged there is scope for other employment uses.

Policy DLAP43 – Retail Employment:

It is policy to support the ongoing role of Dundrum as a significant employer in the retail sector.

Policy DLAP44 – Employment Diversification:

It is policy to support the diversification of employment uses in Dundrum in order to build economic resilience in the long term, through the provision of additional office, leisure, and café/restaurant, tourism, cultural, remote working hub, floorspace/uses.

Policy DLAP45 – Remote Working:

It is policy to promote and encourage the development of remote working hubs within the Major Town Centre and Neighbourhood Centres within the draft LAP lands.

7.5.4 Neighbourhood centres and employment

The NC lands at Frankfort and Windy Arbour both offer opportunities for employment in retail, retail services and other uses that are either permitted or open for consideration in the NC land use zoning objective.

Policy DLAP46 – Neighbourhood Centre:

It is policy to encourage small scale office and employment uses, in accordance with the zoning table set out in the County Plan, on lands subject to the neighbourhood centre zoning, in addition to local retail and retail service uses.

7.6 Tourism

The Dún Laoghaire-Rathdown Tourism Strategy & Marketing Plan 2017–2022' recognises the strong social and community structure and commercial sector that exists in Dundrum, the role of Airfield and the role the town plays in what is called "a day away" tourism. The architectural heritage of the town along with its location in close proximity to the Dublin Mountains offer tourism opportunities.

It is noted that there is no hotel in the town of Dundrum.

Policy DLAP47 – Tourism:

It is a policy to promote and secure sustainable tourism activity within Dundrum in conjunction with the appropriate agencies.

7.6.1 Airfield

Airfield Estate represents a substantial landholding within the draft LAP lands which serves as an important heritage, education and tourism (including in particular agritourism) asset, both within the County and regionally. As of 2019, the Estate reportedly employed over 100 people and attracted more than 300,000 annual visitors.² The draft LAP seeks to preserve the important function of this estate as a social enterprise/charitable trust with a focus on sustainability and to enhance it, by supporting and facilitating the development of appropriate uses at the Estate which are complementary to its status as a heritage/tourism asset and substantial employer.

The value of Airfield Estate as a tourism asset within the County was acknowledged in the DLR Tourism Strategy 2017-2022. This strategy identified the Luas as a key visitor access route within the County. The estate is strategically located within a few hundred metres of Balally Luas stop, which provides prospective visitors with a convenient means of access. This draft LAP promotes the provision of sufficient wayfinding signage at Balally Luas stop and along Overend Avenue, as well as a comfortable pedestrian environment along this route, to facilitate tourist access from the Luas stop to Airfield Estate.

² Source: <https://www.airfield.ie/wp-content/uploads/2020/09/Airfield-Estate-Annual-Report-2020.pdf>

**Objective EMP1 – Airfield:**

It is an objective to encourage and support the Airfield Estate's current and future role as an employer and social enterprise in the area and to facilitate educational/ recreational/ urban farm/tourism/ café/ restaurant/community/cultural uses in accordance with the "F" land use zoning objective.

Objective EMP2 – Luas to Airfield:

It is an objective to support the provision of sufficient wayfinding signage and a comfortable pedestrian environment between Balally Luas stop and Airfield Estate.

Objective EMP3 – Hotel Development:

It is an objective to support the provision of a hotel in Dundrum thus enhancing its multifunctional role which includes tourism.

8

Heritage and Conservation

8.1 Introduction

Dundrum is rich in heritage which contributes positively to the identity and unique sense of place in the town. Heritage elements includes both built heritage and archaeological heritage. The conservation and preservation of this heritage is important for the County in terms of protecting the existing heritage and ensuring that new development respects the historic grain built environment and archaeology that currently exists.

This chapter sets out general policy and objectives for the conservation of Dundrum's heritage, in addition to more specific objectives relating to some of the character areas identified in chapter 2.

The former Central Mental Hospital lands in particular represent a major opportunity for development, however any such development on this site must have due regard to appropriately conserving, treating, enhancing and (where appropriate) incorporating this valuable heritage asset.

With regard to the MTC lands and the Main Street in Dundrum the existing architectural heritage within the ACA should inform the future development of the old shopping centre site.

In the case of relevant overarching policy objectives already contained in the County Development Plan relating to heritage, these policy objectives are generally not repeated in the DLAP.

Policy DLAP48 – Historic Character

It is Council Policy to ensure the protection of the historical character of Dundrum and ensure that any future development / redevelopment is carried out in a manner sympathetic to its special character thus ensuring that the distinct character and intrinsic heritage qualities of the Dundrum area are recognised.

8.2 Pre-Draft Consultation

The issues raised by submitters included calls for the protection of architectural heritage at the Central Mental Hospital including the perimeter walls, local stonework frontages along the Ballinteer Road, as well as for the addition to the Record of Protected Structures of a range of buildings. It is noted that the dlr County Development Plan 2022-2028 has added several structures at the CMH to the RPS.

New/extended ACAs were also proposed, including Glenville Terrace, Waldemar Terrace and Pembroke Terrace. One submission proposed ACA status for the full extent of the Main Street. Again, it is noted that the dlr County Development Plan 2022 – 2028 has significantly increased the extent of ACAs within the Plan area, as detailed below.

Several submissions referred to Dundrum Castle and the lack of awareness/public access to the site.

Many submissions sought the addition of buildings/structures to the Record of Protected Structures (RPS). A number of these buildings/structures have since been added to the RPS or are now included in the Dundrum ACA under the current County Development Plan on foot of submissions made during the CDP preparation process. It is noted that the NIAH have completed their fieldwork

for the area, however details of their survey have not yet been published and ministerial recommendations have not been issued to date.

8.3 Background and History

The earliest settlement on Dundrum is thought to have been centred around a monastic site associated with St Nahi, in the vicinity of St Nahi's Church and graveyard possibly dating back to the 7th century on the hillside close to Taney Cross.

Dundrum developed around a crossing point on the River Slang, with Dundrum Castle standing on the steeply sloping western side of the river. Indeed, this is where the area got its name Dundrum, meaning the 'fort on the ridge'. It is likely that the castle is located on, or close to, the original fort.

At the middle of the eighteenth-century Dundrum was a small village and was recorded as such on mapping from 1760, where it was depicted as a small scattering of buildings on the western side of what is now Main Street. The urban layout of Dundrum is relatively recent, instigated by the construction of the railway and the Pembroke Estate, which included the terraces and cottages which were constructed for its workers, and play a key part of the character of the area.

The 1837-1842 Ordinance Survey map shows the village has a dispensary, post office, police station, and chapel. The Main Street is in place and the train line running northwest southeast has also been constructed. Dundrum ironworks has been established adjacent to Dundrum Castle, which later became Manor Laundries adjoining the River Slang.

While architecturally having a strong 'village' character being built around a Main Street and crossroads, recent development has altered the original Victorian form and layout.

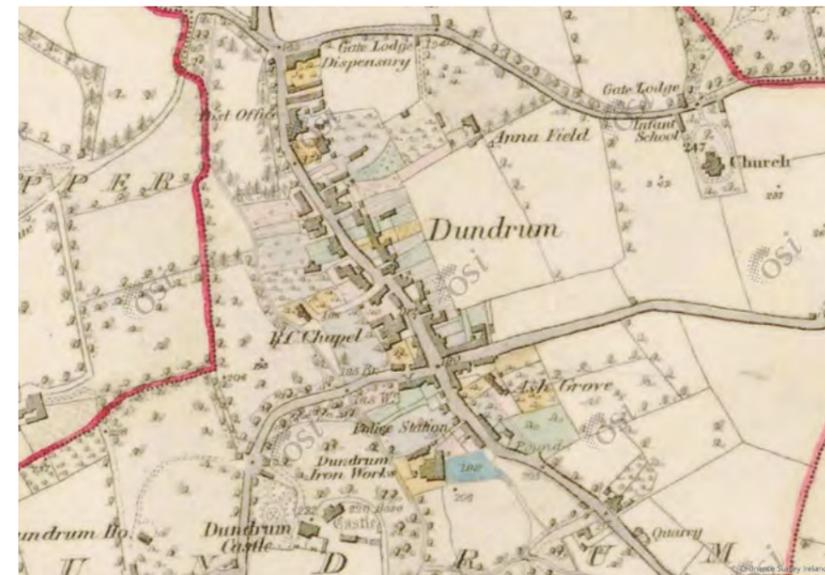


Figure 8.1: Ordnance Survey map 1837 - 1842



Figure 8.2: Ordnance Survey map 1888 - 1913

Dundrum's heritage is a major component to its identity; therefore, it is important to recognise and protect these important attributes in terms of Archaeological Heritage, Protected Structures, Architectural Conservation Areas and through the appropriate integration of new development. It is recognised that the historic built environment makes a significant contribution to the economic prosperity of an area by attracting investment, providing direct and indirect employment, as well as in some instances sustaining a traditional skills base. The built heritage assists in creating a sense of place, and reflects the changes across the centuries. It is important that this is not overwhelmed by new development but is instead respected, reinvigorated and enhanced.



Entrance to Dundrum Library

Policy DLAP49 – Built Heritage:

It is Policy to conserve, protect and enhance (as appropriate) the built heritage of Dundrum, including the Architectural Conservation Areas, Protected Structures and attendant grounds, in accordance with best conservation practice and policy objectives set out in the County Development Plan, 2022-2028.

Policy DLAP50 – Character:

It is Policy to seek to achieve an interesting and vibrant mix of the old and the new, to enhance the sense of place, character and identity of the Dundrum area.

Policy DLAP51 – High Quality Architecture:

It is Policy to support the development of appropriate, architecturally significant development in Dundrum that has regard to Dundrum’s historical past character but contributes new and exciting elements.

8.4 Policy Context

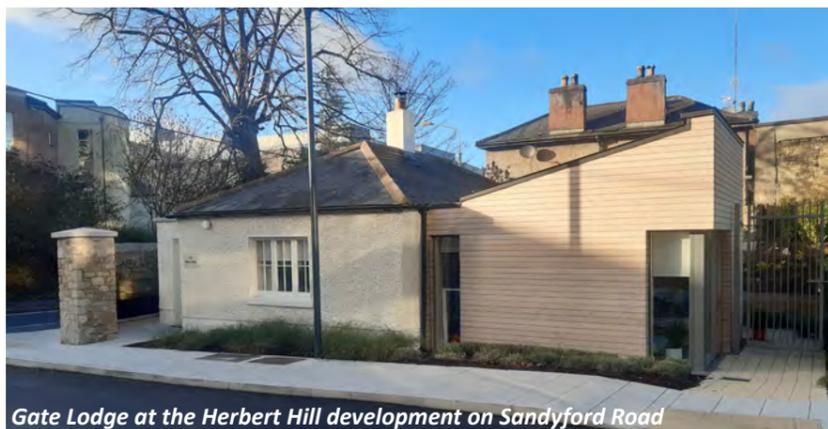
8.4.1 County Heritage Plan

It is Council policy to implement the Dún Laoghaire-Rathdown Heritage Plan 2021-2025 and successive versions. This third iteration of the DLR Heritage Plan targets the implementation of new projects in the areas of heritage education and research, improving heritage management and access and raising awareness amongst a broad audience.

8.4.2 DLR County Development Plan, 2022-2028

It is the policy of the Council to conserve and protect buildings, structures and sites contained in the Record of Protected Structures and to carefully consider any proposals for development that would affect the special character or appearance of a Protected Structure including its historic curtilage, both directly and indirectly.

With regard to other existing older buildings/structures/features of heritage interest not included on the RPS, it is Council policy to retain, where appropriate, and encourage the rehabilitation and suitable reuse of these (even where not a designated protected structure), in acknowledgement of their positive contribution to the character and appearance of a streetscape (Policy Objective HER20: ‘Buildings of Vernacular and Heritage Interest’ of the CDP refers). The retention and reuse of these buildings adds to the streetscape and sense of place and has a role in the future sustainable development of the Dundrum LAP area.



Gate Lodge at the Herbert Hill development on Sandyford Road

It is the policy of the Council to protect the character and special interest of an area which has been designated as an Architectural Conservation Area (ACA) and to carefully consider any proposal for new development. An ACA as defined in the Planning and Development Act 2000 (as amended) is a place, area, group of structures or townscape, that is of special architectural, historical, archaeological, artistic, cultural, scientific, technical, social interest or value, or contributes to the appreciation of Protected Structures.

Under the County Development Plan, the areas covered by the ACA in Dundrum have been substantially expanded. The former Pembroke Cottages ACA as well as the Candidate ACA based around the crossroads that were included in the 2016-2022 Development Plan, have been incorporated into a broader ‘Dundrum ACA’, that covers a substantial proportion of Main Street and is shown on Figure 8.1 below. In addition to the main Dundrum ACA, there are also ACAs located at Sydenham Road, Sydenham Villas and at Campfield Terrace. The Character of the Dundrum ACA is described in the ‘Dundrum A Architectural Conservation Area Character Appraisal and Recommendations’ (July, 2021). This document sets out the Planning implications for the Architectural Conservation Area.



Figure 8.3: Map showing Built Heritage within Dundrum LAP

8.5 Protected Structures and Architectural Conservation Areas

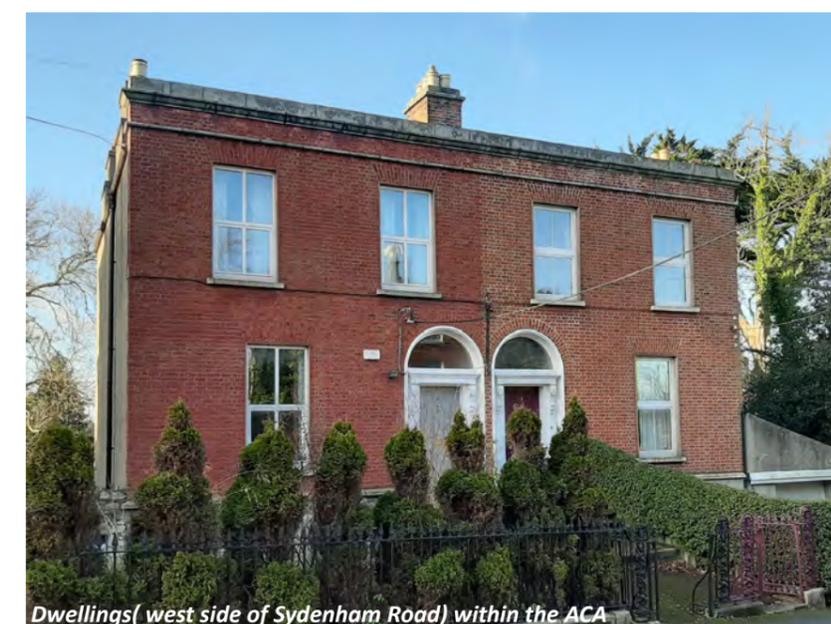
As set out above, the LAP lands contain a wealth of buildings that feature on the RPS contained in the current County Development Plan. Appendix 4 in the County Development Plan 2022-2028 lists the structures included in the RPS, these are shown in figure 8.3 along with architectural conservation areas (ACA’s).

As set out above, significant elements of the southern LAP lands are designated as ACAs.

The Pembroke Cottages, a key feature of Dundrum, were built in the 1870s and 1880s on lands owned by the Earl of Pembroke). The Cottages fall within the category of philanthropic housing, whereby landlords provided housing for their estate workers and labourers. At the time of their construction, the Pembroke Estate was vast, stretching from Merrion Square through south-east County Dublin, from Blackrock to Dundrum and onwards toward the Dublin mountains. The Pembroke Cottages occupy the of the east side of Main Street between the public house at Dundrum Cross as far north as the Credit Union building.

The sensitive reuse of buildings of historic importance and character in innovative and exciting ways is key to their continued contribution to the character and identity of the area. For example, the reuse of the Pembroke Cottages in the Dundrum Town Centre Phase 1 development and their incorporation into the ‘Pembroke District’ within that development has added an additional element of aesthetic interest and character, which significantly enhances the restaurant district of that scheme.

Dundrum, in order to be a vibrant and active place, must also be an area that celebrates contemporary architecture. An exciting combination of the old and the new will help to build the character and identity of the area and identify it as a place that is unique.



Dwellings(west side of Sydenham Road) within the ACA



Pembroke Cottages, Main Street

Policy DLAP52 – Alterations to Protected Structures:

It is Policy to promote proposals that improve, alter, extend or change the use of Protected Structures that result in a viable modern use, subject to appropriate design, materials and construction methods. All such proposals must ensure that all works are carried out under supervision of a qualified professional with specialised conservation expertise and will be subject to assessment by the Council's Conservation Officer(s).

Policy DLAP53 – Reuse of Protected Structures:

It is a Policy to consider positively the change of use of protected structures where it can be shown that the structure, character, appearance and setting will not be adversely affected and where its reuse for an alternative purpose is necessary to maintain the viability of the structure and to enable its upkeep.

Policy DLAP54 – Architectural Conservation Areas:

It is Policy to ensure the following:

- The design of any development in Architectural Conservation Areas, including any changes of use of an existing building, should preserve and / or enhance the character and appearance of the Architectural Conservation Area as a whole.

Policy DLAP55 – Dundrum ACA(s):

It is policy to protect, conserve and where appropriate, enhance the ACA(s) in Dundrum. Any proposal for development within, or adjacent to, the ACA shall:

- Respect the scale and form of existing structures within the ACA in terms of proportion, scale and materials and finishes, particularly along street frontages;
- Seek where possible and appropriate to contribute to or enhance the streetscape of the ACA (with particular reference to Main Street);
- Seek to retain/ reinstate exterior features which contribute or enhance the

character and streetscape of the ACA such as shop fronts, sash windows, gutters and down pipes, decorative plasterwork etc;

- Ensure priority is given to the pedestrian, to inclusive access, and to facilitating the improvement of the quality of the public realm.
- Ensure any signage is sensitive to the buildings and streetscape

(see also chapter 2 for urban design policy and objectives and specific objectives relating to the old shopping centre site and the "Village" character area.)

Policy DLAP56 – Design Rationale:

It is policy to require a design rationale to accompany all significant proposals for development within/proximate to ACAs within the DLAP area, which demonstrates how the proposed development supports and enhances the character and architectural quality of the ACA. This design rationale should address the design process for the development and how the proposal will integrate with the historic environment with reference to the following:

- Urban grain;
- Urban structure;
- Density and mix;
- Scale;
- Materials and detailing;
- Landscape;
- Views and landmarks; and
- Historical development.

The following subsections provide more detailed objectives pertaining to individual protected structures and buildings of heritage interest within the Plan lands.

8.5.1 Dundrum Castle

Protected Structures in the area include Dundrum Castle (also within a zone of archaeological potential), which is located on the steeply sloping western side of the River Slang. Excavations that were undertaken at Dundrum castle in the late eighties and early nineties in advance of its restoration revealed two phases of building, an early structure from the 1300s and a later structure on the same site rebuilt in the late 16th century.



Illustration of Dundrum Castle (History of the County of Dublin, Ball, 1903)

8.5.2 Saint Nahi's

St Nahi's Church and Graveyard stands on the hill above Taney Cross. The present church was constructed in the 18th Century and occupies the site of an earlier church (NMS ref. DU022-016002 refers). The historian F. Erlington Ball, in his work on the history of Dundrum, notes the association of this early church with St. Ossian and St. Lucan. The church has a series of fine stained glass windows by the artist Eve Hone. The Fernbank Residential Development located opposite has maintained a visual link to St Nahi's.



View of St Nahi's from Fernbank

A raised graveyard lies South of the present church (NMS ref. DU022-016003 refers). The ground falls away steeply to the North and South West. Within the interior of the graveyard, this steep fall amounts to c. 3 metres; there is also a berm to the east of the graveyard with a further fall (of c. 5m) to the surrounding ground level at Dundrum Road. The distinct curvature in the southwestern section of the graveyard boundary may indicate the line of an early ecclesiastical enclosure. An Early Christian grave slab was found in the graveyard, fragments of which are kept in the present church (NMS ref. DU022-016005 refers).

There is potential for some placemaking improvements to enhance the setting of the church and graveyard.

Objective HC1 – Saint Nahi's:

It is an Objective to ensure that any development, including improvements to the public realm and publicly owned lands in the vicinity of Saint Nahi's graveyard, protects and enhances the setting of the church and graveyard.

8.5.3 Main Street/Sandyford Road ACA area.

The Main Street/Sandyford Road area constitutes the central component of the Dundrum ACA, which runs from the northern end of Main Street as far south as the Mill House. The area to the south of the Mill House (Sandyford Road) is modern in character and not included in the ACA area, with the area of architecturally significant buildings commencing at the Mill House (western side of Sandyford Road) and Ashgrove (eastern side). The ACA takes in several properties around Dundrum Cross and continues along Main Street including Holy Cross Church and Pembroke Cottages. A number of properties are excluded between the Church and Glenville Terrace due to being more modern in nature, with the ACA recommending on the far side to take in several commercial units on the western side of the street as well as Glenville Terrace. The omitted 'modern' properties between the Church and Glenville Terrace are on the gardens of older buildings which are located to the rear. Moving toward the northern end of the street, the ACA covers properties at Pembroke Terrace, the AIB Bank building and the adjoining terrace, as well as a section of Claremont Terrace to the north. The area to the north of Dundrum Cross falls within the "Village" character area as set out in chapter 2.



Ashgrove Terrace, within the Dundrum Cross ACA.

8.5.4 Maher's Terrace

Maher's Terrace consists of 5no. two- and three-bay two-storey houses at the junction of Ballinteer Road and Main Street Dundrum, terminating south of the Roman Catholic Church of the Holy Cross. The terrace is architecturally modest but does retain some fine brick detailing and some original pointing. A traditional timber shopfront survives on the end-of-terrace corner building, adding to the streetscape importance of this terrace which helps to positively define the crossroads between Sandyford Road, Kilmacud Road Upper, Ballinteer Road and Main Street Dundrum. An enclosed courtyard-type space is created to the rear which adds a further layer of interest. The site is identified as an opportunity site (see chapter 2).



Maher's Terrace, Main Street

Objective HC2 – Maher's Terrace:

It is an Objective to promote the sensitive adaptation and reuse of Maher's Terrace to open up the courtyard and rear buildings.

8.5.5 Holy Cross Roman Catholic Church and Parochial House

Both Holy Cross Church and the adjacent Parochial House are Protected Structures. The church was built in 1878, replacing a chapel of ease erected on the site in 1813, to relieve Booterstown Parish Church. It was at this time that the Dundrum Parish was established.

The east-facing gabled entrance façade with belfry rising from the gable stands facing the Pembroke Cottages. To the north, in a stylistically similar design the detached two-bay parochial house stands, set back from the road, to emphasise the importance of the structure. It also terminates the vista from the lane accessing Nos. 8-13 Pembroke Cottages.

Places of worship have historically been the centre of communities and towns, which develop around them. Holy Cross sits within the village in a most pleasant manner with commanding views of it from many aspects including Ballinteer Road. The area to the front of the church has been substantially changed since its original construction, including the removal of the original railings and provision of hardscaped paving, which serves to integrate the church more with Main Street. It is considered that the church and its grounds in their current form contribute significantly to the public realm in this part of Main Street.



Holy Cross Church, Main Street

Behind the church grounds, the lands (now a hard surface car park/backlands) descends sharply to the Dundrum Bypass. The church and parochial house are key landmark buildings on Dundrum's Main Street and also contribute significantly to a contextual appreciation of the Pembroke Cottages.

Objective HC3 – Holy Cross Church:

It is an objective of the Council to preserve, enhance and extend the public realm areas adjacent to Holy Cross Church and Parochial House, in order to enhance the setting and visual appeal of Main Street and Pembroke Cottages.

8.5.6 The Mill House

This eight-bay two-storey rendered house, with a two-bay centrally placed gabled entrance front, which is of late 18th or early 19th century house origins, was formerly part of a mill complex, and later an ironworks. The house is a Protected Structure which adds significantly to the architectural merit of the streetscape ensemble, and provides an important link to the past economic heritage and anthropological development of this village. It is presented here as part of the site owned/leased by Wm. Mallet.

The Mill House is a good example of a heritage building that has undergone sensitive renovation. This has involved the refurbishment of the building, the demolition of a previous extension, built c. 1947, and the construction of new extensions at the north and south of the structure.



The Mill House, Sandford Road

8.5.7 Sydenham Villas

The 4no. houses within the ACA at Sydenham Villas were constructed by Dr. John Doake in the latter half of the 19th century, and are a distinctive remnant of this period in Dundrum's history, which is defined by the expansion and consolidation of the town following the opening of the rail station. The other houses along Sydenham Villas (which are outside of the ACA) are all of 19th and 20th century construction.

Sydenham Villas is characterised predominantly by housing along the west side of the street, with Taney National School (a 1-2 storey building constructed in the 1970s) dominating the streetscape on the eastern side of the street. The ACA consists of the 4no. 19th century era detached houses, which though identical when first built, have been altered a number of times subsequently. The quality of the remaining original features of these houses (including the boundary walls to the front) provides for a unique character which enhances the streetscape. The houses are an important representation of the unique time in Dundrum's history during which they were built.

As noted in dlr Conservation Department's character appraisal of the Sydenham Villas ACA, certain elements within the public realm on Sydenham Villas serve to detract from the character of the ACA. These include the telephone and electricity wires along the street, the perpendicular surface car parking spaces and turnabout area serving the school. It is considered that there is scope to improve the public realm along Sydenham Villas, including through the re-design or replacement of these features.

Objective HC4 – Taney National School:

It is an objective to ensure that any significant development at Taney National School seeks to improve the streetscape which addresses the Sydenham Villas ACA. It is envisaged that this would include the re-design or replacement of the existing perpendicular surface parking spaces and turnabout area on this road with more suitable streetscape/public realm features which protect and enhance the character of the ACA.

Objective HCS – Undergrounding of telephone / electricity infrastructure:

It is an objective to support the undergrounding of the telephone and electricity wires that are within and adjacent to the Sydenham Villas ACA, in order to enhance the ACA's character.

8.5.8 Central Mental Hospital Lands

The Central Mental Hospital lands represent a significant landbank with development potential within the DLAP lands (see Chapter 2 Site Development Frameworks for further details regarding the future development of these lands). The Central Mental Hospital (CMH) is currently disused, having until recently functioned for over 150 years as a hospital arranged within a variety of structures across these lands, including both modern buildings and older buildings of heritage value, many of which were constructed as part of the original 19th Century 'Criminal Lunatic Asylum'. These include the 3no. Protected Structures listed above in this Chapter, namely, the main Hospital Building, the Asylum and the Catholic Chapel.



Engraving of the Main Elevation of the Central Mental Hospital (then known as the Criminal Lunatic Asylum, c. 1850)

The heritage value of these Protected Structures is intrinsically linked to the overall grounds on which they sit. The CMH lands were developed in the 19th Century 'Country House Demesne' model and, barring some subsequent sundry modifications and additions, have retained this original character. The grounds feature a number of other structures of note which contribute to this character, including the perimeter wall, the gate lodge, the walled garden and the former agricultural buildings.

For the purpose of informing future re-development, the CMH lands are categorised under this draft LAP into 2 separate 'Character Areas' namely:

- The main hospital buildings complex (which also includes the nearby Chapel),
- The demesne, consisting of the open space character lands forming the majority of the site, together with the perimeter wall, gate lodge, walled garden, former agricultural buildings and other modern structures and landscape features within the grounds.



Figure 8.4: Map showing Central Mental Hospital Character Areas

8.5.8.1 Character Area 1 – Main Hospital Complex

The main Hospital Building and Asylum form the complex of the original Criminal Lunatic Asylum, constructed in the 1840s to house 120no. 'convict lunatics'. The hospital building was extended in the 1860s to increase the hospital's capacity. Subsequent additions to the hospital complex during the 19th and 20th centuries were in the form of standalone buildings within the overall grounds. The Catholic Chapel was constructed in the early 1900s.

With the anticipated residential-led re-development of the CMH lands and the recent relocation of the existing hospital facilities to the new National Forensic Mental Health Hospital in Portrane, Co. Dublin, it is expected that the Protected Structures at the site will be re-purposed.

Given the prominence and heritage value of these Protected Structures, this draft LAP seeks to safeguard the future adaptive re-use of the Protected Structures. Suitable future uses are envisaged to include employment, enterprise and community uses. In this regard, Specific Local Objective No. 122 of the County Development Plan is noted here. This objective allows for the re-use of the Protected Structures at the CMH as offices in excess of 200 sq.m, subject to suitable exploration of other permissible uses within these structures.

8.5.8.2 Character Area 2 – Demesne Lands

The open space character of the CMH lands was a key architectural feature and function of the original 19th century hospital. The grounds offer a dramatic vista towards the Dublin and Wicklow Mountains to the south. The gardens decorating the grounds were designed to be ornamental.

The perimeter wall is a stone wall ranging in height from c. 4 to c. 6 metres above ground level. The perimeter wall was commenced as part of the original hospital development, reaching completion to its existing extent in 1874. It has been subject to some subsequent alterations, but remains on the whole largely unaltered. It has degraded in some places, requiring re-pointing. The perimeter wall is an important part of the character of the CMH lands, shielding the development from views of the adjacent modern urbanised setting and thereby helping to retain a sense of the 'Country House Demesne' architectural design. The partial retention of this wall as part of the future re-development of the lands is considered appropriate, however the essential removal of parts of the wall to facilitate linkage and integration with adjacent lands is acknowledged. While the walls make a significant contribution to the character of the CMH lands as originally envisaged, it is also noted that they conversely serve to obstruct the lands both visually and physically from the surrounding areas.

The Gate Lodge, at the western end of the CMH lands adjacent to the main entrance from Dundrum Road, was originally constructed in the 1850s shortly after the completion of the original hospital buildings complex. It represents a typical feature of the CMH's 'Country House Demesne' design. A number of subsequent alterations and extensions to the Gate Lodge have been undertaken, not all of which have been sympathetic to the original structure. Notwithstanding, a significant number of original elements remain within the structure. The re-purposing of the Gate Lodge and retention of any original fabric is required in the re-development of the CMH lands.

The walled garden, located at the eastern boundary of the CMH lands, constitutes an ornamentally landscaped garden enclosed by stone walls and partly by the perimeter wall. It features 2no. ornamental gateways. The walled garden remains intact and in good condition and, as an original component of the designed landscape of the CMH grounds, its retention and continued use as a garden is considered appropriate as part of any re-development of the lands.

The former agricultural buildings are located to the northeast of the main hospital building and near to the northern boundary of the CMH lands. They are associated with the former working farm on the lands, which was an element of the asylum's original therapeutic approach and constituted an important part of the 'Country House Demesne' architectural vision for the facility. The existing buildings appear to largely retain their original built form. The retention and re-use of these buildings would be considered suitable as part of the future re-development of the CMH lands.

The protection of the landscape character of Protected Structures is a key element of conservation best practice. The structures addressed above in this Section, in addition to their individual merits, together comprise special conservation features contributing to the landscaped setting of the Protected Structures. This setting is further enhanced by other natural assets on the CMH lands, including mature trees, tree-lined routes, and the open stream running through part of the lands. It is important that, as well as preserving all identified features of special interest, the re-development of the CMH lands preserves the landscaped setting and 'Country House Demesne' model as well as possible by providing buildings and open spaces of appropriate design.

Objective HC6 – New Development:

It is an objective to ensure that all new development within the Main Hospital Complex character area seeks to preserve the special conservation interest of the Protected Structures and secure their re-use as part of the wider re-development of the CMH lands. The architectural merits of subsequent extension elements to these buildings should also be sufficiently considered, and the re-use of these extension elements should also be sought where possible.

Objective HC7 – Reuse of Protected Structure:

It is an Objective of the Council to seek the sensitive reuse and adaptation of the main hospital building and associated historical elements to provide for residential, cultural, office, employment, civic, retail, enterprise, or community uses. Any use should not detract from any adjoining residential uses.

Objective HC8 – Boundary Treatment:

It is an Objective of the Council to seek the retention of substantial elements of the perimeter wall as part of the re-development of the CMH lands, except where their removal in part is required to facilitate permeability and connectivity, as per the objectives set out in Chapters 2 and 3 of this Plan.

Objective HC9 – Adaptive reuse of features:

It is an Objective of the Council to seek the retention and adaptive re-use of the gate lodge, the walled garden and substantial elements of the perimeter wall as part of the re-development of the CMH lands. Any re-use should respect the contributions that these features of conservation interest make to the setting of the CMH lands.

Objective HC10 – Open Character:

It is an Objective of the Council to ensure that the 'open' character and landscaped setting of the CMH lands informs the re-development of the lands. Any design should seek to celebrate and enhance the setting of the unique built and natural features that contribute to the character of these lands.

8.5.9 Other Features of Interest

Aside from the buildings/structures listed above in this section which are subject to conservation designations under the current CDP, it is noted that there are other notable buildings within the Dundrum LAP lands which some local residents have identified as positively contributing to the character of Dundrum.

Along the Dundrum Road, there is a mix of residential and commercial buildings fronting the road which are predominantly of modern character (most having been built in the 20th Century). This character is however interspersed by older 19th/20th century buildings and structures that include the western boundary wall of the Central Mental Hospital (see Section 8.5.8 of this Chapter above).

The southwestern LAP lands (i.e west of Dundrum Bypass and south/east of Ballinteer Road) are generally characterised by 20th/21st Century build residential estates, interspersed by dense tree lines and green areas.

Policy DLAP57 – Nineteenth and Twentieth Century Buildings:

In addition to Policy HC1 of this draft LAP and in accordance with the Policy Objectives set out in section 11.4.3 of the 'Dún Laoghaire-Rathdown County Development Plan, 2022-2028', it is policy to promote the retention and re-use of older buildings and structures within Dundrum which, though they may not meet the criteria for inclusion on the Record of Protected Structures, make a positive contribution to the historic built environment of the town. In particular, this may include exemplar nineteenth and twentieth century buildings and features, whose character, setting and remaining original fabric should be suitably respected as part of any future development.

8.8 Archaeological Heritage

It is the policy of the Council to manage the development of Dundrum in a manner that protects and conserves the Archaeological Heritage of the area and fully recognises its role in protecting this resource for future generations to enjoy. Archaeological heritage assets have the potential to contribute to quality of life and helps to generate an overall sense of place.

Dún Laoghaire-Rathdown County Council is committed to ensuring that the rich Archaeological Heritage of Dundrum is protected in accordance with national policy. Archaeological heritage is protected by the National Monuments Acts 1930-2004 and is comprised of:

- Recorded sites and features of historical and archaeological importance included in the Record of Monuments and Places (RMP).
- Registered sites and features of historical and archaeological importance included in the Register of Historic Monuments, as established under Section 5 of the National Monuments Act, 1987.
- National Monuments in State Ownership or Guardianship.
- National Monuments, which are the subject of Preservation Orders.
- All previously unknown archaeology that becomes known (e.g. through ground disturbance, fieldwork or the discovery of sites underwater).

Archaeological heritage within the Dundrum area is illustrated on figure 8.3 and includes within the zone of archaeological potential, 022-016 centred around Saint Nahi's Church and Cemetery and Dundrum Library, as well as Dundrum Castle (022—023). All developments within/proximate to the identified areas shall be subject to archaeological monitoring for potential subsurface archaeological features.



St. Nahi's Graveyard

Policy DLAP58 – Archaeological Heritage:

It is policy to manage the development of Dundrum in a manner that protects and conserves the Archaeological Heritage of the area and fully recognises its role in protecting this resource for future generations to enjoy.

Policy DLAP59 – Monuments and Places:

It is policy that no development in the vicinity of a feature included in the Record of Monuments & Places (RMP) will be permitted which seriously detracts from the setting of the feature or which is seriously injurious to its cultural or educational value.

8.9 Industrial Heritage

The CDP identifies items of industrial heritage significance within the county, which are to be documented, protected, conserved and assessed for inclusion on the Record of Protected Structures. Such items are listed in the Industrial Heritage Survey in Table 4.5 of Appendix 4 of the CDP. The survey includes a Letter Box (Site No. 91) on the southern side of Upper Kilmacud Road, within the LAP lands.



Letterbox on Upper Kilmacud Road listed in the Industrial Heritage Survey

9

Implementation and Monitoring

9.1 Implementation

Dún Laoghaire-Rathdown County Council will seek to progress and secure the objectives of the DLAP in accordance with the vision set out in Chapter 1. The Council itself is responsible for the delivery of some of the elements which are key to achieving the LAP objectives, including parks/amenity spaces, active travel improvements and community facilities. These will be subject to securing funding. Some of these elements will however be delivered by the private sector as part of developments.

Further consultation between the Council and the local community will form an important role in the process of delivering on some of the Local Area Plan Policies and Objectives.

Some of the implementation of the policies and objectives of the Plan will be through the development management process. The Council as the Planning Authority will ensure that all planning applications made within the DLAP area are assessed fully for compliance with the policies and objectives set out within this Plan, as well as the objectives, policies and standards of the County Development Plan.

Throughout the lifespan of this Plan, the Council's Forward Planning Team will monitor and report on the progress of the policies and objectives. SEA monitoring will also be carried out in line with the SEA Directive and dovetailing with the County Plan SEA monitoring.

Prior to the fifth year, from adoption of the DLAP, subject to the legislative provision in place at that time the Planning Department will carry out a review of the DLAP which will be presented to Council members, in order to decide whether the plan should be extended (max five years), reviewed or revoked.

Phasing is typically based on an integrated delivery of residential and commercial development with community and transport facilities. It is the intention of the DLAP to be a flexible workable framework document which responds to the evolving needs of the community.

Site Development Frameworks outlined in Chapter 2 provide detailed information on the future structure of each of the key development areas. The Objectives specific to each of these sites seek to ensure that their development will contribute to achieving the co-ordinated vision for Dundrum as set out in this DLAP. The Dundrum area is expected to continue developing on an incremental, site-by-site basis. As Dundrum is an established and serviced urban area, the delivery of major physical infrastructure (such as water and wastewater infrastructure) is not a mandatory prerequisite for enabling development to progress at the identified opportunity sites or key development areas. However, as set out in Chapter 1 of this LAP, a significant population increase is expected in the long term through the build-out of sites in Dundrum, which would add significant additional pressure to services and amenities.

With regard to phasing, the primary focus of this LAP therefore is to ensure that an adequate level of supporting services and amenities is provided in tandem with new developments within the LAP lands. Some of this is however dependent on other bodies.

Table 9.1 sets out the implementation of delivery on relevant LAP Policy and Objectives, in the case of Policies/Objectives for which a timeframe can be defined. Many policies and objectives which are implemented via the Development management planning consent process are not listed.

Table 9.1: Implementation

Policy / Objective	Implementation
Chapter 2 'Urban Framework and Site Development Frameworks'	
DLAP PR1 - Dundrum Road Public Realm:	
It is an objective to improve the public realm along Dundrum Road at appropriate locations as allowed for by building setbacks and available space.	Incremental delivery as and when suitable sites along Dundrum Road are being re-developed.
DLAP PR2 - Dundrum Bypass:	
It is an objective to improve the animation of the Dundrum Bypass through increased planting including tree planting, additional crossing points and active frontages.	Section north of Dom Marmion Bridge to be delivered in tandem with the re-development of the Old Shopping Centre site.
OSC2 - Old Shopping Centre site:	
Any redevelopment of the site shall provide new at grade connections to access Sweetmount Park and the residential area to the west to activate the bypass.	Any new at grade crossing shall be completed to taking in charge standard prior to occupation of 50% of any residential units in any redevelopment of the old shopping centre site.
OSC3 - Old Shopping Centre site:	
In the event that universal access cannot be achieved by way of provision of an at grade crossing as set out in OSC2 above, any redevelopment of the site shall provide a direct pedestrian and cycle access via a pedestrian and cycle link bridge over the Dundrum bypass to connect the residential area to the West via Sweetmount Park to the Main Street to the East.	If required any new direct pedestrian and cycle access via a bridge over the Dundrum bypass shall be completed to taking in charge standard prior to 50% occupation of any residential units in any redevelopment of the old shopping centre site.
OSC7 - Public Spaces - Old Shopping Centre site:	
Any redevelopment of the site shall provide a new community focused local public park at grade on Main Street at the location shown on figure 2.8 with a minimum size of 2000 sq metres.	Any application for redevelopment of the old shopping centre site shall address the delivery of the park in a phasing plan which should target completion of the new local public park to taking in charge standard prior to occupation of 50% of any residential units in any redevelopment of the site.
CMH6 - Former Central Mental Hospital:	
Any masterplan shall address plans for the sustainable long-term use of the 3 No. Protected Structures (Catholic Chapel (RPS No. 2071), Hospital/Asylum (RPS No. 2072), Hospital Building (RPS No. 2073),) and shall provide a phasing agreement demonstrating how proposals for their long term use will be brought forward and planning permission sought.	Acknowledging the challenges in developing these protected structures the Planning Authority will be open to exploring uses as set out in SLO 122 of the CDP 2022 – 2028 and uses that are permitted in principle or open for consideration in the A land use zoning objective.

Policy / Objective	Implementation
Chapter 3 'People and Homes'	
Objective P1 – School Provision: It is an objective to: <ul style="list-style-type: none"> retain and/or provide for education use on lands within the former Notre Dame school site. 	Provision of any new school on the site shall be in as per the requirements of the Department of Education
Objective P2 – Play Facilities: It is an objective to provide inclusive and accessible play facilities within the DLAP area in accordance with site framework strategies in Chapter 2 and at suitable locations including the neighbourhood park associated within Finsbury Park open space.	Finsbury Park playground is earmarked for delivery in 2024
Policy DLAP22 – Childcare Facilities: It is policy to encourage and support the provision of childcare facilities within the DLAP area to ensure that existing and future residential developments have access to childcare services. In this regard: <ul style="list-style-type: none"> at least one childcare facility shall be provided at each of the childcare opportunity sites identified in Figure 4.3, and, all planning applications for larger residential developments to be required to provide one childcare facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, unless it can be satisfactorily demonstrated that there is already an adequate provision in the area. The provision of childcare facilities within the Plan area shall be carried out in accordance with the provisions set out under Policy Objective PHP6 'Childcare Facilities' and Section 12.4.10 'Childcare Facilities – Parking & Access' of the County Development Plan 2022-2028 and/or any subsequent plan and the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001) or any updated guidelines.	Childcare facilities permitted as part of a new residential or commercial development shall be constructed in tandem with the overall scheme.
Objective P3 – Dundrum Community, Cultural and Civic Centre: It is an objective to provide for a new multi-functional, purpose-built community, cultural and civic facility in a landmark building.	Progress Strategic Assessment Review as required and progress this project to planning approval stage in 2024. (Delivery on this objective may be interconnected with the interchange/mobility Hub works).
Objective P4 – Multi-functional community and leisure facility: It is an objective to provide for a multi-functional community and leisure/indoor sports facility on the former Central Mental Hospital (CMH) site.	Ensure any planning application address delivery in phasing proposals.

Policy / Objective	Implementation
Chapter 4 'Transport and Movement' ¹	
Objective T1 – Retention & Extension of existing One-Way Traffic Layout: It is an objective to: <ul style="list-style-type: none"> Retain the existing one-way northbound traffic layout on Main St/Sandyford Rd and to extend it out to the junction of Main St with Dundrum bypass. Retain the existing one-way westbound traffic layout on Kilmacud Rd Upper adjacent to Dundrum Cross These layouts shall be transitioned to a permanent scheme with associated public realm improvements.	The extension of the one-way system on Main Street should be delivered by completion of the re-development of the Taney Cross site.
Objective T2 – Retention & Extension of the Southbound Cycle Lane: It is an objective to retain the existing southbound cycle lane on Main St/Sandyford Rd and, in the longer term, to extend it out to the junction of Sandyford Rd with Wyckham Way – Overend Ave. The layout shall be transitioned to a permanent scheme with associated public realm improvements.	The extension of the southbound cycle lane on Sandyford Road is envisioned as a longer-term objective, subject to implementation of the shorter term measures targeted under Objective T8 (see chapter 4) and an analysis of their impact.
Objective T4 – Safe Routes to School: It is an objective to support the delivery of the Safe Routes to School scheme at Holy Cross Primary School on Kilmacud Road Upper, which will provide a safer environment for children travelling to school on foot or by bicycle / scooter.	The scheme will require to be retained and revisited as part of any re-development of the Dom Marmion site.
Objective T6 – Mobility Hub* and Luas Access Improvements: It is an objective to develop a Mobility Hub, at the Dundrum Bus – Luas Interchange and to also improve accessibility to Dundrum Luas Station, including provision for direct access to the platform from the Mobility Hub area.	To be progressed during the lifetime of the plan subject to resources and NTA funding.
Objective T8 – North Sandyford Road Public Realm and Traffic Calming: It is an objective to introduce traffic calming and public realm improvements along the northern end of Sandyford Road to create a safer, more accessible and attractive environment for pedestrians and cyclists.	Short term objective

¹ **Note:** Many of the transport objectives are interwoven with a number of projects be it bus connects, roads projects, active travel projects or redevelopment of lands within the DLAP area. Many will be subject to different funding streams. It is therefore difficult to give specific implementation time frames and/or sequences. The implementation set out below may therefore be subject to change.

Policy / Objective	Implementation
<p>Objective T9 – Sydenham Road Upgrades:</p> <p>It is an objective to implement a one-way southbound traffic layout on Sydenham Road with the reallocation of road space to facilitate a two-way segregated cycle track along with general footpath improvements, creating a safer environment for pedestrians and cyclists and for children travelling to school.</p>	This should be carried out In tandem with any works on the dlr connector scheme.
<p>Objective T10 – Dundrum Bypass Cycle Infrastructure:</p> <p>It is an objective to provide a two-way segregated cycle track along the western side of Dundrum Bypass.</p>	This should be carried out in tandem with works on the Interchange/Mobility Hub at Taney Cross.
<p>Objective T11 – Pedestrian and Cycle Connectivity across Dundrum Bypass:</p> <p>It is an objective to provide:</p> <ul style="list-style-type: none"> A new pedestrian and cycle crossing at an appropriate location on the southern end of the Bypass to allow access from adjacent residential areas direct to the Dundrum Shopping Centre access routes and bus stops located on the eastern side of the Bypass. 	This should be carried out in tandem with works on the Interchange/Mobility Hub at Taney Cross.
<p>Objective T15 – Wyckham Way Roundabout Upgrades:</p> <p>It is an objective to upgrade the existing roundabout on the Wyckham Way at the junction with Dundrum Bypass to a signalised junction providing a safer and more efficient environment for pedestrians and cyclists, while also allowing better control of traffic movements.</p>	To be progressed during the lifetime of the plan subject to resources.
<p>Objective T16 – Sandyford Road/Wyckham Way/Overend Avenue Junction Upgrades:</p> <p>It is an objective to upgrade the existing signalised junction to provide a safer environment for pedestrians and cyclists, better catering for all modes of travel.</p>	To be progressed during the lifetime of the plan subject to resources.
<p>Objective T19 – Dundrum Road – Neighbourhood Street:</p> <p>It is an objective to transition Dundrum Road to a neighbourhood street, using traffic calming and public realm improvements to create a safer, more accessible and attractive environment for local residents.</p>	To be progressed in tandem with Central Mental Hospital redevelopment subject to resources.
<p>Objective T21 – Dodder to Dundrum Pedestrian and Cycle Route:</p> <p>It is an objective of the Local Area Plan, to create a new pedestrian and cycle route connecting the Dodder Greenway to Dundrum Major Town Centre via the site of the former Dundrum Central mental Hospital.</p>	To be progressed in tandem with Central Mental Hospital redevelopment subject to resources and feasibility.

Policy / Objective	Implementation
<p>Objective T23 – Former Central Mental Hospital site:</p> <p>It is an objective to require the development of a high quality pedestrian and cycle facility through the site of the former Central Mental Hospital, to form part of the proposed Dodder to Dundrum cycle route.</p>	Developer led as part of any redevelopment. To be progressed at an early stage in redevelopment.
Chapter 5 ‘Climate Action – Mitigation and Adaptation’	
<p>Objective GI8 – Sweetmount Park:</p> <p>It is an objective to seek the upgrading of the open space facilities at Sweetmount Park.</p>	Developer led as part of any redevelopment. To be progressed at an early stage in redevelopment.
<p>Objective GI10 – Provision of a local park:</p> <p>It is an objective to provide for a local park of minimum 2000 sq metres on the site of the Old Shopping Centre, Dundrum.</p>	See OSC2 above.
<p>Objective GI11 – Dundrum Library/HSE site:</p> <p>It is an objective to provide a local park incorporating SUDs, wetland and semi natural habitat elements on the site to the rear of the existing Carnegie library. Any proposals should explore wildlife corridor connectivity along the river and between the site and Finsbury Park and Sweetmount Park.</p>	Subject to Parks capital programme.

Policy / Objective	Implementation
Chapter 6 'Dundrum Multifunctional Town & Neighbourhood Centres'	
<p>Policy DLAP45 – Multifunctional Centre:</p> <p>It is policy to embrace and support the development of Dundrum Major Town Centre and the Frankfort and Windy Arbour neighbourhoods centres as accessible multifunctional centres which provide a variety of uses that meet the needs of the community they serve.</p>	
<p>Objective MTC1 – Multifunctional Dundrum:</p> <p>It is an Objective to encourage a broad mix of day and evening uses within Dundrum that contribute to the creation of a sustainable and vibrant multifunctional Major Town Centre that is the focus for retail, social and community interaction.</p>	
<p>Objective MTC2 – Retail Balance:</p> <p>It is an objective to ensure that an appropriate balance of retail uses and size of retail units is achieved, taking account of the town's requirement to serve the day to day needs of its local catchment in addition to continuing its role as a leading comparison retail destination with a regional catchment.</p>	
<p>Objective MTC4 – Residential Uses:</p> <p>It is an objective to support residential use above ground floor level within the Dundrum Major Town Centre to maintain and improve the area's vibrancy and vitality, providing that the centre's prime land use objectives are complemented and not undermined.</p>	
<p>Objective MTC6 – Convenience Floorspace:</p> <p>It is an objective to ensure that adequate convenience floorspace as well as variety and choice is maintained in Dundrum following the redevelopment of the Old Dundrum Shopping Centre.</p>	
<p>Objective NC1 – Design and Public Realm:</p> <p>It is an objective to require the improvement of the design quality and condition of the public realm at the Frankfort Neighbourhood Centre as part of any redevelopment proposals. Any such proposals should include urban greening measures, active street frontage, and enhanced active travel amenities along the Dundrum Road.</p>	<p>Uses to be provided by way of redevelopment of key development areas and also opportunity sites. Delivery is developer led.</p> <p>Works to be delivered as part of redevelopment of (part or all of) Frankfort Centre. Delivery is developer led.</p>



Appendices

Appendix 1: Strategic Flood Risk Assessment (SFRA)

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1.0 Introduction

This Strategic Flood Risk Assessment (SFRA) of the Draft Dundrum Local Area Plan (LAP) has been prepared and informed having regard to 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009), (DEHLG & OPW) and the SFRA undertaken at County level for the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP).

The Planning System and Flood Risk Management Guidelines state that Planning Authorities are required to introduce flood risk assessment as an integral and leading element of their Development Plan functions. It sets out that Development Plans and Local Area Plans must establish the flood risk assessment requirements for their functional area. The Guidelines further state that flood risk management should be integrated into spatial planning policies at all levels to enhance certainty and clarity in the overall planning process.

An SFRA is an area-wide assessment of the existing risks of flooding and the impact of those risks arising from proposed spatial planning decisions. A staged approach has been adopted in the preparation of this SFRA, as advocated under the Guidelines.

- Stage 1: Identifies if the area is at risk of flooding and if so, the principal sources of flooding.
- Stage 2: Flood Risk Assessment confirms sources of flooding that affect the Plan area and involve the preparation of a flood zone map, based on best available data. This assessment will also detail a flood management strategy for the Plan area, if necessary.
- Stage 3: Where a detailed Flood Risk Assessment is required to assess flood risk areas in sufficient detail and to provide quantitative appraisal of potential flood risk to a proposed or existing development, a Stage 3 Flood Risk Assessment will be carried out.

The Guidelines require the planning system at National, Regional and Local levels to:

- A: Avoid development in areas at risk of flooding, particularly flood plains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.
- B: Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk, and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

1.1 Flooding & Strategic Environmental Assessment (SEA)

The 'Planning System and Flood Risk Management Guidelines' set out best-practice in terms of integrating SFRA and SEA. In this regard, Section 3.10 of the Guidelines state that, "The SEA Process provides a good practice framework for

scoping and considering a range of planning and environmental issues, including flooding in the plan making process" and that "Flood risk assessments carried out in response to these Guidelines, should be integrated with the SEA process".

The Guidelines further state that, "Where SEA and the environmental report is required, flood risk assessment should be undertaken as early as possible in the process so that the SEA is fully informed of the flood risks and impacts of the proposed zoning or development...".

Accordingly, this SFRA for the Draft Dundrum LAP has been prepared at the very outset of the Plan-making process, as a working document to align with the initial scoping stage for the SEA. In this way, it is envisaged that the SFRA may be integrated into the parallel SEA Process.

1.2 Flood Risk Management – Development Plan Policy

Chapter 10 of the CDP *Environmental Infrastructure and Flood Risk* relates to flood risk management and states that:

"10.7.2 Policy Objective EI22: Flood Risk Management

It is a Policy Objective to support, in cooperation with the OPW, the implementation of the EU Flood Risk Directive (20010/60/EC) on the assessment and management of flood risks, the Flood Risk Regulations (SI No 122 of 2010) and the Department of the Environment, Heritage and Local Government and the Office of Public Works Guidelines on 'The Planning System and Flood Risk Management' (2009) and relevant outputs of the Eastern District Catchment and Flood Risk Assessment and Management Study (ECFRAMS Study). Implementation of the above shall be via the policies and objectives, and all measures to mitigate identified flood risk, including those recommended under part 3 (flood risk considerations) of the Justification Tests, in the Strategic Flood Risk Assessment set out in Appendix 15 of this Plan".

Council's approach to the implementation of the Guidelines further to Policy Objective EI22 are as follows:

- Through the policies and objectives set out in Appendix 15 (Strategic Flood Risk Assessment) in accordance with the over-arching sequential approach of Avoid, Substitute, Justify, and Mitigate. As set out in Section 5.1 of Appendix 15 all applications for development must be accompanied by an appropriately detailed SSFRA.
- Any other flood risk areas that may be identified during the period of the Plan or in relation to a planning application (refer to Section 6 of Appendix 15 Strategic Flood Risk Assessment).
- Support for mitigation measures as set out in Appendix 15 SFRA.
- Where certain measures proposed to mitigate or manage the risk of flooding associated with new developments are likely to result in significant effects to the environment or European sites downstream, such measures will undergo environmental assessment and Habitats Directive Assessment, as appropriate.
- Flood Risk Management and Strategic Flood Risk Assessment shall be incorporated into the preparation of all statutory plans.
- Regard shall be had to any future flood hazard maps, flood risk maps and flood risk management plans prepared as part of the Eastern District

Catchment Flood Risk Assessment and Management Study and future iterations of other similar studies of impacts of climate change.

- Where flood protection or alleviation works take place the Council will ensure that the natural and cultural heritage and rivers, streams and watercourses are protected and enhanced.
- Existing wetland Habitats within the County which serve as flood protection/management measures shall be managed and enhanced.
- The Council will also require that all proposed flood protection or alleviation works will be subject to Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any European Sites and that the requirements of Article 6 of the EU Habitats Directive are met¹.

¹ Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: a) no alternative solution available, b) imperative reasons of overriding public interest for the project to proceed; and c) Adequate compensatory measures in place.

1.3 Draft Dundrum Local Area Plan – Statutory Context

The Dundrum LAP has been prepared as a result of, and in accordance with, the policies and objectives contained within the Dún Laoghaire-Rathdown County Development Plan 2022-2028 (CDP), the overarching statutory framework for the development of the County. The CDP states that spatially-based LAPs have been, and will continue to be, prepared by the Council, primarily targeted at new development nodes and areas of the County in need of redevelopment and/or regeneration.

The LAP lands at Dundrum are an important part of the Council's residential land supply, given its ability to accommodate an appropriate proportion of this type of development both on sites within the town centre area zoned 'Major Town Centre' as well as on residential zoned land, such as at the former Central Mental Hospital site. Under the Settlement Hierarchy in the CDP, Dundrum is identified as a Major Town Centre, the purpose of which is to:

"provide a full range of all types of retail services from newsagents to specialist shops and boutiques, department stores, foodstores of all types and a high level of mixed uses including the arts and culture to create vibrant, living places."

Dundrum falls under the category of 'serviced land' in the Core Strategy, as compared to part-serviced land such as Cherrywood or unserviced land, such as at Rathmichael for example. As such, it is included in the same category as Sandyford, Stepside, and Kiltiernan, for example. The Core Strategy identifies that all serviced land combined has the capacity to accommodate between 22,763 and 25,353 residential units across a total of 553.28 hectares of land. Dundrum will accommodate an appropriate proportion of these units, subject to local capacity and conditions, to be assessed through the development management process. Specific Local Objective (SLO) 6, as contained in the CDP, seeks the completion of an LAP for Dundrum and is the policy source of the LAP process.

The Dundrum LAP is being prepared in accordance with Sections 18-20 of the Planning and Development Act, 2000 (as amended). The parallel environmental assessments, namely, the Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and the Strategic Flood Risk Assessment (SFRA)

are being undertaken in tandem, as iterative processes, informing the preparation of the LAP.

In August 2014 Circular PL 2/2014 Flooding Guidelines were issued in order to clarify the advice given in the 2009 Guidelines, The Planning System and Flood Risk Management regarding the assessment of planning applications. Of particular relevance to LAP area that is subject to the Justification Test is point II which clarifies the approach within urban centres subject to potential regeneration:

“Regeneration areas

As indicated in section 3.7, development plans have identified various strategically located urban centres and particularly city and town centre areas whose continued consolidation, growth, and development or regeneration is being encouraged.

Where an existing residential area is proposed for residential regeneration, and is located in a flood zone A/B, the planning authority should in the first instance consider the relocation of the residential use and where in the opinion of the planning authority this is not feasible, the development plan (or any variation) must specify the matters above, i.e. the nature and design of structural or non-structural flood risk management measures required prior to future development in such areas to ensure that flood hazard and risk to the area and other locations will not be increased or, if practicable, will be reduced, with a particular emphasis on the overall design of the area following the core principles set out in section 2.1 of Appendix B on planning and design for flood risk.

Where more extensive regeneration is to take place, including site clearances, and where new mixed development is proposed i.e. a docklands site, again the planning authority must specify the nature and design of structural or non-structural flood risk management measures required prior to future development in such areas to ensure that flood hazard and risk to the area and other locations will not be increased or, if practicable, will be reduced, with a particular emphasis on the overall design of the area to integrate flood risk management as a central core of the design, ensuring that as far as possible vulnerable uses are not located in flood zone A/B areas”.

1.4 Plan Area

The Plan area as defined in the current CDP extended to approximately 149 hectares, however this has been extended to c. 168 hectares under this Draft LAP. The Draft LAP boundary together with the land use zoning and other objectives contained in the current CDP are shown on Figure 1.1 of this Draft SFRA below. This figure illustrates that, in addition to those lands shown within the LAP boundary on the CDP zoning maps, the LAP boundary as extended includes lands at Fernbank, the former Notre Dame School site and adjoining open space zoned land to the south, as well as Dundrum Business Park, Glasson Court Park and parts of housing estates adjacent to same. The Plan covers a narrow geographical area which extends c. 2.3km in length (north-south) with a minimum width (east-west) of just c. 0.4km.

1.5 Identification of Flood Risk

i. Strategic Flood Risk Assessment - County Development Plan 2022-2028

An SFRA was undertaken for the Dún Laoghaire-Rathdown CDP 2022-2028, the purpose of which was to provide sufficient information to allow proper planning decisions to be made on sites at risk of flooding over the lifetime of the Plan, and to ensure that the necessary information with regard to flooding, the ‘Sequential Approach’ and the ‘Justification Test’, was available as part of the decision-making process of the CDP.

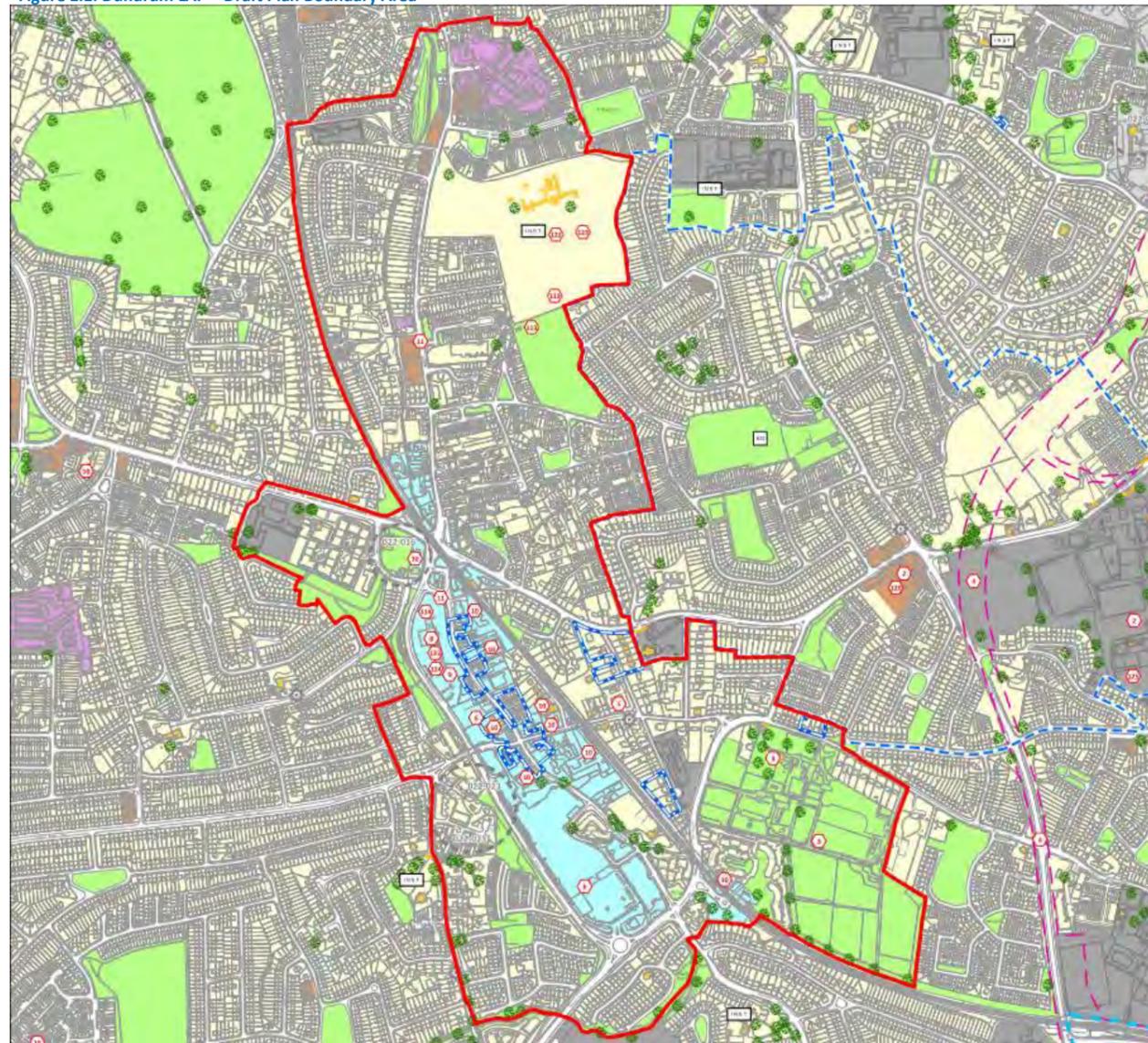
As recommended in ‘The Planning System and Flood Risk Management Guidelines’ 2009, the SFRA for the CDP 2022-2028 undertook a two-stage assessment of flood risk for the entire County area. The first stage identified flood risk and developed flood zone maps which confirmed that a proportion of zoned lands were at risk of flooding. The second stage, and the main purpose of

the SFRA document, highlighted development areas that require more detailed assessment on a site-specific level. The SFRA also provides guidelines for development within areas at potential risk of flooding, and specifically looks at flood risk and the potential for development across the County.

The SFRA for the CDP provides a background to flood risk in Dún Laoghaire-Rathdown, including a review of available flood risk information and a summary of sources of flooding. It also provides an overview of flood management policy which includes details of development which may be appropriate in certain areas and the expected content of Site-Specific Flood Risk Assessments (SSFRA). The ‘Justification Test’ was applied across the County, with particular regard to the major growth areas as identified under the Core Strategy.

The SFRA for the CDP sets out the definition of ‘Flood Zones’ as per ‘The Planning System and Flood Risk Management Guidelines’ 2009, with reference to the high, moderate or low-risk of flooding from fluvial or tidal sources, being based on an undefended scenario which does not take into account the presence of existing or proposed flood protection structures such as flood walls or embankments.

Figure 1.1: Dundrum LAP – Draft Plan Boundary Area



The CDP SFRA was generally based around an initial flood risk assessment and the potential for a significant level of flood risk was identified or there was deemed to be a conflict with the proposed vulnerability of development, a detailed Stage 3 FRA was required to ensure that zoning objectives were compatible with flood risk at the site and to identify mitigation measures which reduce flood risk to the site and to neighbouring lands. The SFRA also highlighted where site specific FRA would be required as part of the planning application process.

A Stage 3 FRA was carried out for the area within the Dundrum Major Town Centre lands as part of the 2016-2022 CDP, and since then additional flood modelling and mapping has been carried out consisting of an integrated catchment modelling which generated fluvial, pluvial and combined flood extents (Dundrum Slang ICM modelling study, 2020) The aim of the Stage 3 FRA was to indicate if, in principle, development of the lands could be carried out without increasing risk to neighbouring sites. The Stage 3 FRA focused specifically on the following sites:

- The Old Dundrum Shopping Centre site
- The Dundrum Library Site
- The site opposite the library (referred to as the 'Gym' site)

ii. Data and Flood Zone Maps of the County Development Plan 2022-2028

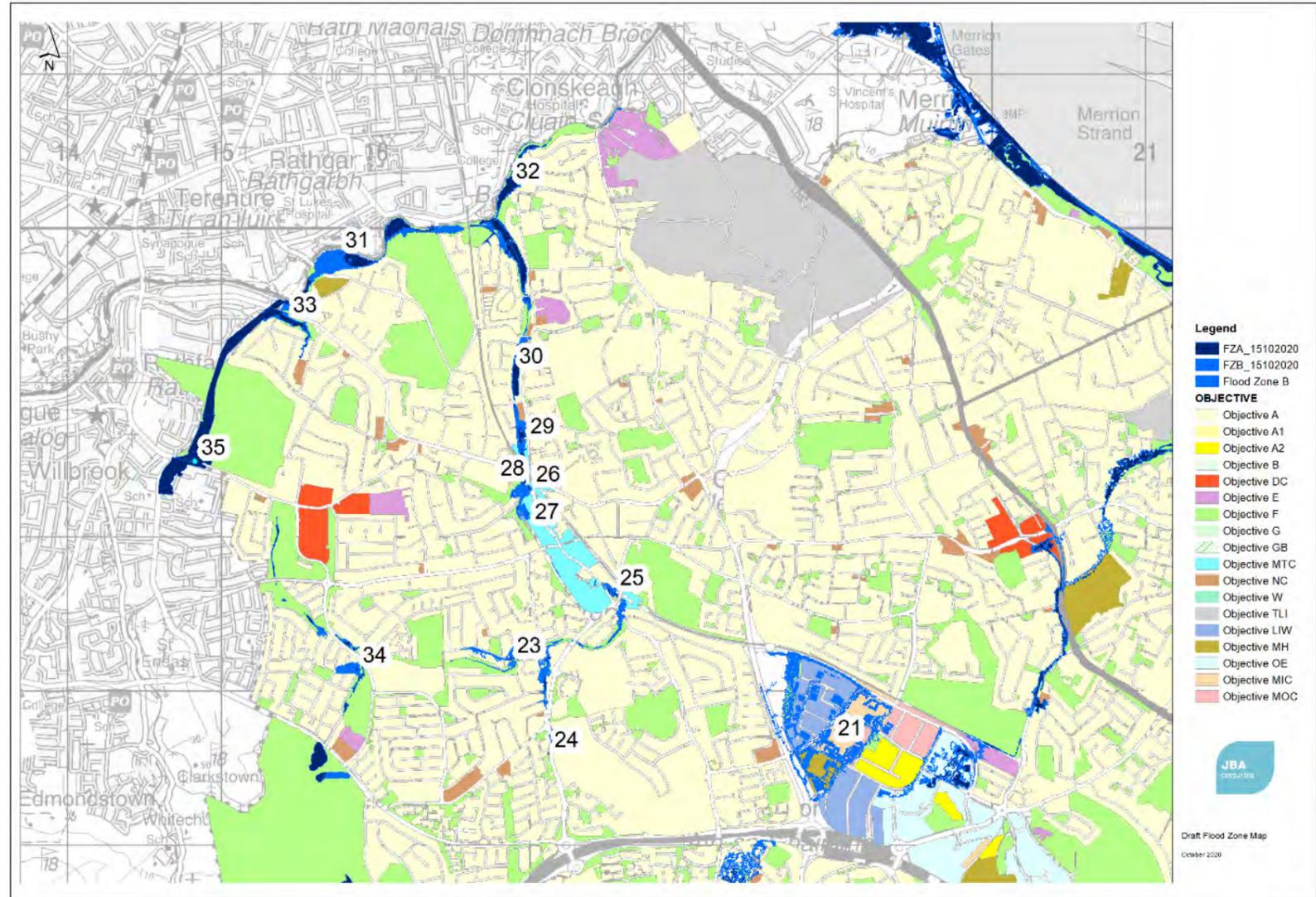
The SFRA undertaken for the CDP 2022-2028 utilised a number of datasets relating to historical and predicted flood extents. The 'Identification of Flood Risk (Stage 1)', identified flood risk based on available data, including historical records and a range of data sources (see Table 3-1 of the SFRA CDP 2022-2028). This range of data sources were compiled to produce flood zone maps that formed the basis of the SFRA for the CDP 2022-2028, which in turn guided CDP policy and informed the application of the 'Justification Test'. A study of the Dundrum Slang was completed in 2020 which provides up to date flood mapping for this area. This study has been used to provide the majority of the baseline data for the SFRA.

Notwithstanding the above, it should be noted that the data was developed at a point in time and, as a result, there may be changes in the catchment that means a future study, or more localised assessment of risk, may result in a change in either flood extent or depth. In this regard a Site-Specific Flood Risk Assessment (SSFRA) may result in more locally accurate information which could show a greater or lesser level of risk than is included in the flood zone maps of the CDP.

iii. Flood Zone Maps – SFRA of County Development Plan

Flood Zone Maps for the entire County were prepared as part of the SFRA for the CDP 2012-2028 utilising the latest available data sources, including ECFRAM maps and other data sources including studies of the Dodder River and Dundrum Slang. The Flood Zone Maps show Flood Zones A, B, and C and also identify historical and predicted flooding hotspots in the County.

Figure 1.2: Extract from the CDP SFRA 2022-2028 and showing the watercourse and resulting fluvial flood extents



iv. Definition of Flood Zones

Flood Zone	Description
Zone A High Probability of Flooding	This zone defines areas with the highest risk of flooding from rivers (i.e. more than 1% probability or more than 1 in 100) and the coast (i.e. more than 0.5% probability or more than 1 in 200).
Zone B Moderate Probability of Flooding	This zone defines areas with a moderate risk of flooding from rivers (i.e. 0.1% to 1% probability or between 1 in 100 and 1 in 1000) and the coast (i.e. 0.1% to 0.5% probability or between 1 in 200 and 1 in 1000).
Zone C Low Probability of Flooding	This zone defines areas with a low risk of flooding from rivers and the coast (i.e. less than 0.1% probability or less than 1 in 1000).

1.6 Dundrum LAP – Identification of Flood Risk

i. Watercourses

The Slang River is a major tributary of the Dodder River in south Co. Dublin. The Slang rises at Three Rock Mountain at an approximate elevation of 430mOD. The stream is approximately 8km in length and falls at an average gradient of 1 in 20. At Dundrum Town Centre, it drains a catchment area of approximately 4.41km².

Upstream of the LAP area the Slang and its tributaries pass through areas of residential housing, including Hillview Estate, Ashlawn and Willow Gate. The Slang River flows in a northerly direction and is intermittently in open channel and closed culvert sections through the LAP area, passing through the Mill Pond within the Dundrum Town Centre development, running along the Dundrum Bypass and passing under the Luas bridge in a section of culvert. To the north of the Town Centre, the flooding associated with the watercourse is indicated in

the rear gardens of properties along Dundrum Road and to a neighbourhood centre between Highfield Park and St Columbanus Road.

Figure 1.2 overleaf is an extract from the CDP SFRA 2022-2028 which shows the watercourse and resulting fluvial flood extents.

Upstream of Dundrum Town Centre the Slang and its tributaries pass through areas of residential housing (23 and 24). Parts of these areas are shown to be within Flood Zone B. The extents of Flood Zone B indicate that the area may be particularly vulnerable to channel blockage, and sensitive to reductions in channel capacity. In addition, climate change impacts are likely to be significant here. Part 1 and 2 of the Justification Test for Development Plans have been passed but Part 3 has not. Future development in this area shall be limited to Minor Development as defined in Section 5.2.1 of the CDP SFRA and as reproduced below:

As a variation to Section 5.28 of the Planning Guidelines on Flood Risk Management, subject to the specific requirements of Section 5:

Applications for minor development, such as small extensions to houses or the rebuilding of houses, and most changes of use (changes of use that do not increase the level of vulnerability of the development) of existing buildings and or extensions and additions to existing commercial and industrial enterprises, are unlikely to raise significant flooding issues, unless they obstruct important flow paths, introduce a significant additional number of people into flood risk areas or entail the storage of hazardous substances. Since such applications concern existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not apply. However, a commensurate assessment of the risks of flooding should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. These proposals should follow best practice in the management of health and safety for users and residents of the proposal.

However, infill development of any scale is not, as part of this SFRA, considered minor development and should be assessed under Sections 5.2.2 and 5.2.3 [of the CDP SFRA].

There are a number of areas within Dún Laoghaire-Rathdown that prove to be exceptions to this approach so the detail contained in Section 6 should be consulted for more site specific information; in particular those areas where the need for a Flood Relief Scheme has been identified and development is premature until that scheme has been completed.

The Dundrum Slang ICM study completed in 2020 has highlighted flooding at the southern end of the Dundrum Shopping Centre (25) and in the vicinity of the Wyckham Way, Sandyford Road and Overend Avenue interchange, and Willowbank; with significant areas of pluvial ponding likely to occur. Development in this area is a mix of existing commercial and residential.

Flooding is shown at Dundrum Shopping Centre Phase Two lands (site of old shopping centre) in Dundrum Village (27), the library (28) and gym site (26). These sites (zoned MTC) have been subject to Detailed FRA under the previous SFRA of the DLR CDP 2016-2022 and the Dundrum Slang ICM Study completed in 2020, and responses to the Justification Test for Development Plans are provided in Section 6.2.1 of the CDP SFRA and as reproduced herein. Modelling carried out as part of the DLR CDP 2022-2028 SFRA shows the flow path crosses

the shopping centre site and ponds near the river prior to discharging back into the Slang. The modelling also showed that the modelled water levels are very sensitive to model parameters and any ingress to Flood Zone B could increase flood risk to neighbouring properties. It is therefore important that the flow path and the capacity for storage on site is respected in any development proposal.

The detailed modelling assessment also highlighted the vulnerability of the library and gym sites (also zoned MTC) and showed development in these locations would be premature until a flood relief scheme is completed.

Further to the north (29), flooding is indicated in the rear gardens of properties along Dundrum Road and to a neighbourhood centre between, but not limited to, Highfield Park and west of St. Columbanus Road (30), lands to the east of Patrick Doyle Road and Milltown Grove. Development in this area shall be limited to Minor Development as defined in Section 5.2.1.

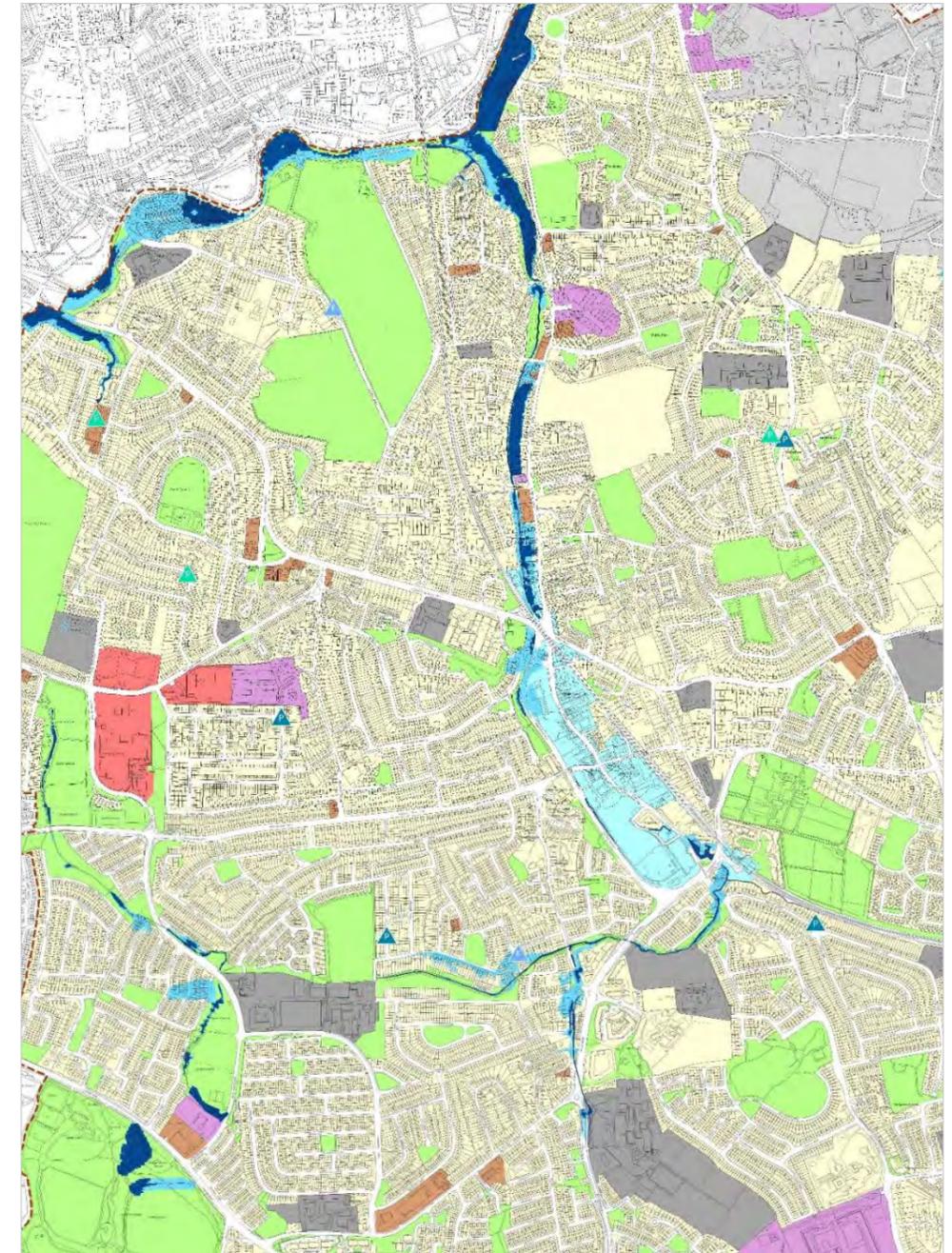
Downstream of Dundrum Town Centre there are areas of MTC and residential zoned land to the north of Churchtown Road Upper, and around the junction of Churchtown Road Upper, Taney Road, Dundrum Road, Main Street which are within Flood Zone A and B. These lands are currently developed. It is recommended that until such time as the flood risk issues for the Dundrum Town Centre are resolved, development in this area, with the exception of MTC lands, shall be limited to Minor Development as defined in Section 5.2.1.

ii. Flood Zone Maps

Dún-Laoghaire Rathdown CDP 2022-2028 - SFRA

As previously stated, Flood Zone Maps were developed as part of the SFRA for the CDP 2022-2028. The Dundrum LAP area lies across Maps 1 & 5 of the SFRA and extracts from same are set out in Figure 1.3 below. The map shows that the Dundrum LAP area is primarily located within Flood Zone C (low probability), but with some areas located within Zones A (high probability) & B (medium probability). The medium and high flood zones generally follow a linear pattern from north to south through the area, running northward along the R826, then looping around along the watercourse to the south of Ardglas, through the town centre area and then onto the bypass, under the Luas bridge and then north through properties to the west of the Dundrum Road and along the Dundrum road further to the north.

Figure 1.3: Extract from Flood Zone Maps 1&5 of the SFRA, CDP 2022-2028



Dún-Laoghaire Rathdown CDP 2022-2028 – SFRA & Dundrum Slang ICM modelling study

A study of the Dundrum Slang was completed in 2020 which provides up to date flood mapping for the area and provided baseline data for the Strategic Flood Risk Assessment carried out in respect of the CDP 2022-2028. The SFRA includes an assessment of existing developed and zoned areas at risk of flooding (contained in Section 6.2 of the CDP SFRA), which includes a Justification Test for the “Dundrum MTC Phase 2” lands. The extract below shows the mapping contained in the SFRA and the Justification Test is reproduced in full in Appendix 15 of the DLR CDP 2022-2028.

Section 6.2.14 of the SFRA details flood risk associated with the Dundrum Slang.

The Dundrum Slang ICM model identified flooding at the southern end of The Dundrum Shopping Centre and the vicinity of Wyckham Way, Sandyford Road and Overend Avenue interchange, and Willowbank, with significant areas of pluvial ponding likely. In addition, flooding is indicated in the rear gardens of properties along Dundrum Road and to a neighbourhood centre between, but not limited to, Highfield Park and west of St Columbanus Road, lands to the east of Patrick Doyle Road and Milltown Grove. Climate change impacts are likely to be significant here. Part 1 and 2 of the Justification Test have been passed for some areas. Extensions to existing development within Flood Zone B are unlikely to present a significant flood risk, provided overland flow routes are maintained between and around buildings. See section 5.2 of the of the CDP SFRA for more detail. Where minor development is proposed within Flood Zone A, extreme caution should be exercised both to ensure no increase in risk to the development and its occupants and to protect flow paths and storage areas that may impact surrounding development. Infill development of any scale is not, as part of this SFRA, considered minor development.

In relation to the MTC lands, should there be proposals to develop/redevelop larger areas of the housing estates a more detailed assessment of the risks will be needed. The Dodder CFRAM demonstrated that site-scale management measures would not be sufficient so future development in this area will be considered premature until such a time as further assessment is undertaken and follow on works, if found to be sustainable, are implemented.

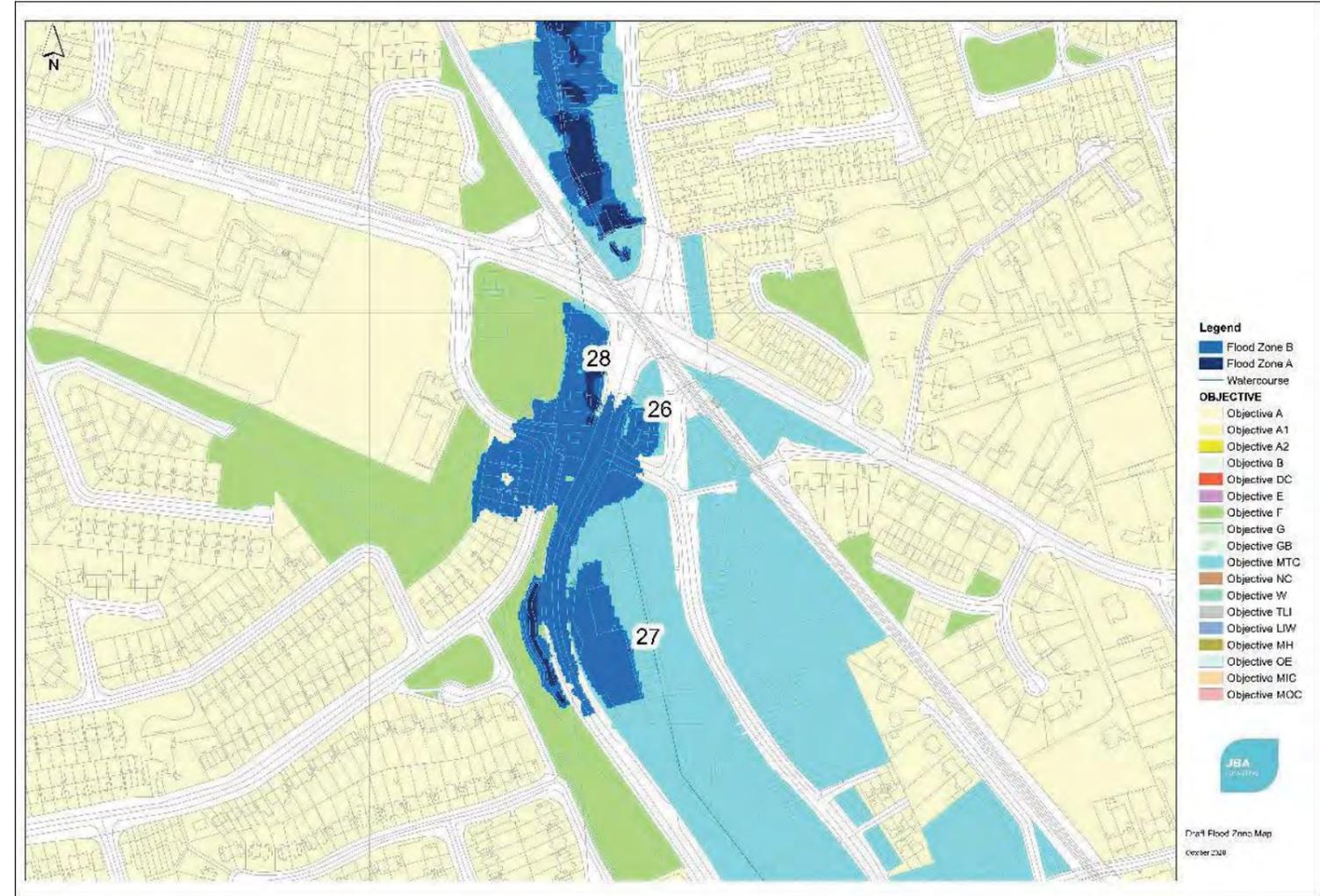
The modelling also showed that the modelled water levels are very sensitive to model parameters and any ingress to Flood Zone B could increase flood risk to neighbouring properties. It is therefore important that the flow path and the capacity for storage on site is respected in any development proposal.

The detailed modelling assessment also highlighted the vulnerability of the library site (also zoned MTC) to flood risk and its importance in providing a flow path back into the river.

It is clear from the consideration of the suite of risks that the potential impact of development within the MTC lands poses significant impact to others. Structural flood management methods would involve catchment scale measures including storage and attenuation to reduce flow volumes.

There is currently no formal specification of the nature and design of catchment management measures and the MTC lands remain at potential risk of flooding. In this case a policy of avoidance of highly or less vulnerable land uses within

Figure 1.4: Extract from CDP SFRA 2022-2028 showing Flood Zones in the MTC area around the William Dargan (Luas) Bridge



Flood Zone A & B has been adopted with the exception of the lands which have passed the justification test.

The Justification Test set out in the CDP SFRA 2022-2028 identifies three sites, listed as 26, 27 & 28 in the figure above and referred to as:

- 26 – Gym site opposite library
- 27 – Shopping Centre Phase 2 lands
- 28 – Dundrum Library and Health Centre

The outcome of the Justification Test was as follows:

- **Gym site opposite library:** Failed the justification test. Development would be premature until a catchment wide flood relief scheme is completed and development potential should be reassessed at that stage.
- **Shopping Centre Phase 2 lands:** Justification Test Passed for Dundrum Shopping Centre Phase 2.
- **Dundrum Library and Health Centre:** Justification Test Failed for Dundrum Library Site. Development would be premature until a catchment wide flood relief scheme is completed and development potential should be reassessed at that stage.

Based on the findings of the SFRA, substantial redevelopment of the gym site/library and health centre site would not be supported at this time, pending the preparation of a catchment wide flood relief scheme and a reassessment of flood risk in the area.

Further, where water compatible uses are proposed, such as surface level car parking, all existing conveyance routes and floodplain storage volumes must be retained. This policy will also safeguard areas for mitigation.

Downstream of Dundrum town centre shopping centre there are areas of MTC and residential zoned land to the north of Churchtown Road Upper, and around the junction of Churchtown Road Upper, Taney Road, Dundrum Road, Main Street which are within Flood Zone A and B. These lands are currently developed. The report recommended that until such time as the flood risk issues for the Dundrum town centre are resolved, development in this area with the exception of MTC lands, shall be limited to Minor Development as defined in Section 5.2.1.

Further downstream (north of St. Columbanus Road) Flood Zone A and B are generally within areas of open space, which should be retained.

iii. Historical Flooding Records

The OPW also prepared records of historical flooding in areas, and the following map and table sets out an overview of the main historical flooding events, and causes where known, that are relevant to the Dundrum LAP area. The Dundrum LAP area is currently shown on OPW mapping as ‘under review’, but the below illustrates the previous mapping.

Date	Source	Areas impacted
24 Sept 1957	Fluvial	Dundrum River
11 June 1963	Fluvial/Surface Water	Dundrum
7 Nov 1982	Unknown	Pine Copse Road, Ballinteer
27 Aug 1986	Fluvial	Slang Frankfort (Hurricane Charlie)
11 June 1993	Unknown	Ashlawn Ballinteer Road
24 Oct 2011	Fluvial/Surface Water	Frankfort, Dundrum Shopping Centre, Taney's Cross, Willow Bank Apartments (Sandyford Road), Riverdale (Linden & Blackthorn Apartments).
Recurring	Unknown	Old Ballinteer Road - 'floods frequently, not impassable'
Recurring	Unknown	Pine Copse, Willow Road. Road & gardens flood.
Recurring	Fluvial	Slang Pyelands
Recurring	Unknown	Ludford Area Ballinteer
Recurring	Unknown	Old railway line, Dundrum (1950's?)
Recurring	Surface Water	Rosemount, Dundrum - now mitigated

Note: OPW flood event information for the area is currently under review.

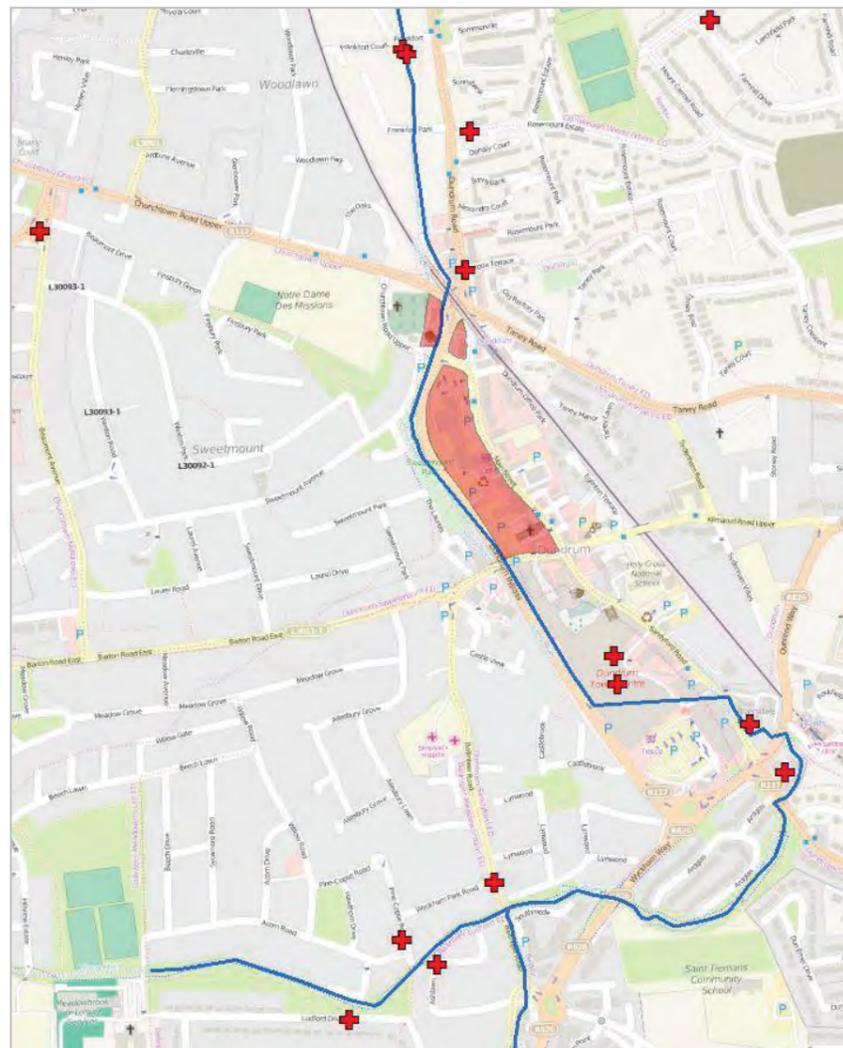
iv. OPW - Flood Risk Management Plans

Following the completion of the OPW’s ECFRAMS Programme, the Government approved funding for a series of Flood Risk Management Plans. The purpose of these Flood Risk Management Plans is to set out the strategy, including proposed measures, for the cost-effective and sustainable, long-term management of flood risk in River Basins, including the areas where flood risk has been determined as being potentially significant.

The Flood Risk Management Plan for the Dodder Catchment was one of the 29 Plans published and this Management Plan incorporates the Dundrum Slang, which is one of the five main tributaries that contribute to the River Dodder.

A damage assessment was undertaken as a part of the study to determine the direct economic damages to properties and infrastructure in the Dodder catchment as a result of current levels of flood risk. As expected, the greatest economic property damages occur in the lower Dodder area, which has the highest density of properties as well as significant flood risk due to both fluvial and tidal flooding. The Dundrum Slang is at moderate economic flood risk and the majority of the remaining urban areas have a lower economic risk of flooding. The study also identifies individual risk receptors (Page 41, Table 6-2) and Dundrum Shopping Centre & Theatre are listed as a “local receptor on Dundrum Slang” in terms of importance. The identification of the site as an individual risk receptor did not lead to the identification of a preferred

Figure 1.5: Previous OPW flood event mapping for the area.



structural option for flood defence/mitigation. Localised flood defences were identified as a possible solution. Flood forecasting systems with public awareness & flood warning programmes along with maintenance, monitoring and policy measures formed a part of the Flood Risk Management Plan.

v. Eastern CFRAM Study – Overarching Report on the October 2011 Flood Event

The Overarching Report on the October 2011 Flood Event was commissioned by the Office of Public Works (OPW) following the flood event that occurred in October 2011 in across several locations in Dublin City, including in Dundrum. Following extremely heavy rainfall on the 23rd/24th October 2011, Dublin, Kildare and parts of Wicklow suffered flooding. The floods mainly affected the city, south Dublin and Wicklow and resulted in the deaths of two people. Locally within Dundrum, the event resulted in flooding and evacuation of the Dundrum Town Centre Development (Shopping Centre).

The report concluded that the flood event was caused by a combination of meteorological conditions including a slow moving frontal depression, the convergence of isobars off the east coast and a process called orographic shift where moist air was forced up by the Wicklow mountains, condensed and fell

as rain over greater Dublin. Heavy rainfall on the previous day (23rd October) also contributed as it saturated the upper catchments of many of the south Dublin rivers such that run-off from the Wicklow mountains was maximised during the event. The flooding was both fluvial and pluvial and caused extensive damage and was characterised by flash flooding in the small watercourses running off the Wicklow Mountains and further downstream in the urban watercourses of south Dublin, as opposed to in larger watercourses, such as the Liffey. The mapped flood extents of the 2011 flood event within the LAP area are shown on Figure 1.6 (overleaf).

vi. Review of Planning Applications/Models

The Flood Zone maps have been developed using the most appropriate data available to Dún Laoghaire-Rathdown at the time of preparing the Development Plan. The Flood Zone maps have been created specifically to inform the application of the Justification Test and to guide development

policy within the County and have been through several iterations of review and are now considered to be

fit for purpose. However, it should be borne in mind that the input data was developed at a point in time and there may be changes within the catchment that mean a future study, or more localised assessment of risk may result in a change in either flood extent or depth. This means a site-specific flood risk assessment may result in locally appropriate information which could show a greater or lesser level of risk than is included in the Flood Zone maps.

Since 2016, a number of planning applications for residential/commercial developments were submitted located partially within or close to a flood zone, which have included flood risk assessments as part of the application process. Arising from consultation with the OPW, these applications have been reviewed in order to further refine the flood extent/depths for the Dundrum area. Details are summarized below:

ABP305261 19 - Building 5 Dundrum Town Centre (2019) – This application was for a new 7-9 storey residential development, with a small element of commercial, to be built on the existing podium slab of Building 5, which consists of a 3 storey underground car park.

The Flood Risk Assessment associated with this application did not contain a revised hydraulic model and relied on the Stage 3 FRA produced by JBA Consulting on behalf of DLRCC for the Dundrum MTC area as well as the Dodder CFRAMS mapping. As such no additional information can be determined from this application on the flooding extent or depths in the area.

ABP313220 22 – Dundrum Village Strategic Housing Development (2022) – This application, largely on the site of the old Dundrum Shopping Centre, as well as some adjoining sites, was for 881 apartments within 4458sqm of non-residential.

The Flood Risk Assessment for this application did not include a revised hydraulic model, using the Dundrum Slang Integrated Catchment Study mapping as the basis for flood risk analysis of their site. The Dundrum Slang ICM Study Extent Mapping provides the basis for the flood zone maps covering the Slang Catchment in the DLRC County Development Plan 2022-2028. As such no additional information on can be determined from this application on the flooding extent or depths in the area.

D19A/0760 Windy Arbour Neighbourhood Centre – The application applied for permission for a new 2-storey commercial/residential building consisting of a single retail space at ground floor with 2 apartments at first floor level on the site of the former car showrooms. The site is located at 3 Dundrum Road, Windy Arbour.

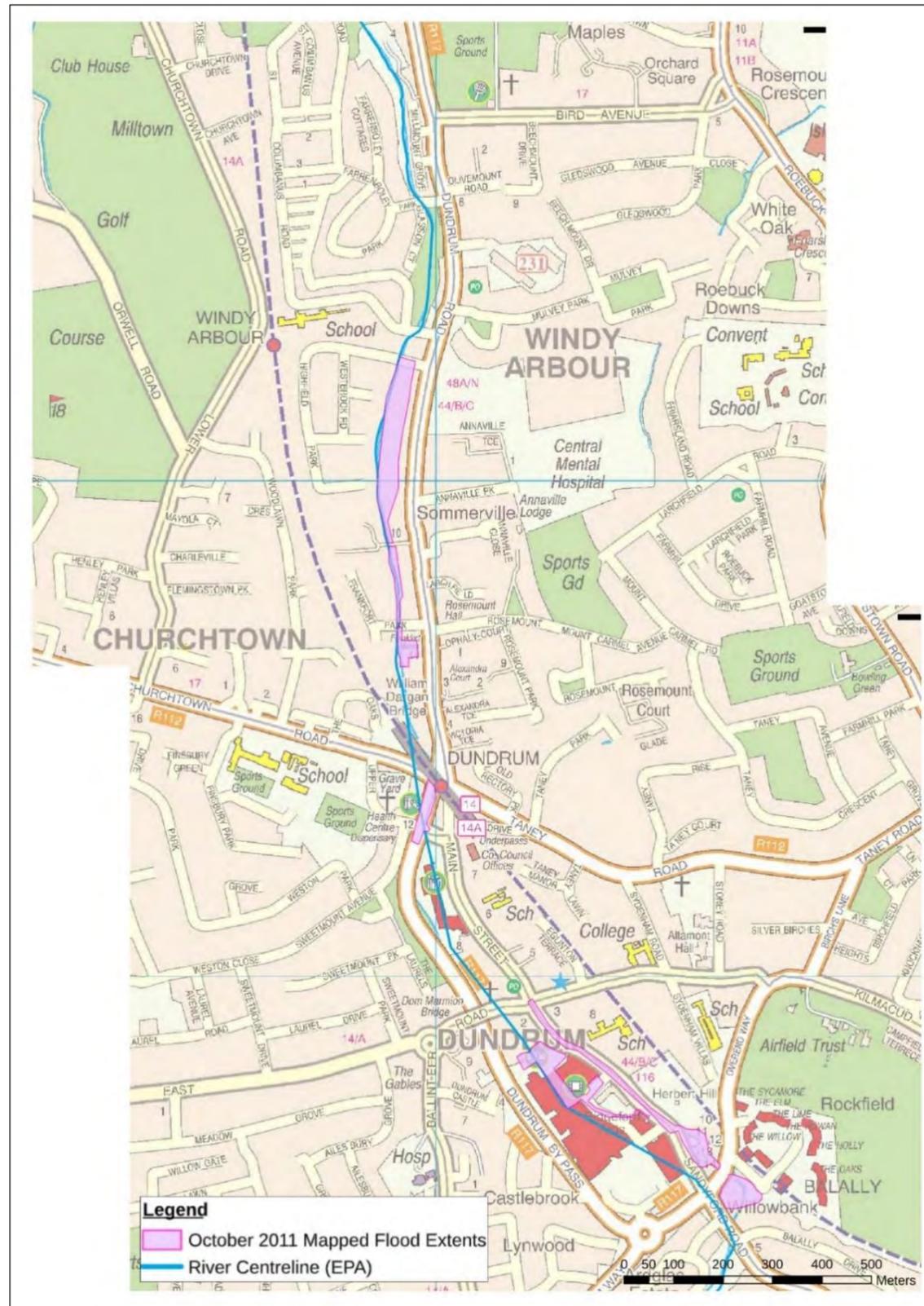
This was a small-scale application, with an element of the site located within the flood zone. Included within the application was a Flood Risk Assessment, however the level of detail was not sufficient to make a decision on the appropriateness of the development for this site. Drainage planning requested further information however the application was refused on matters not related to drainage or flooding without further information being sought. Therefore, no additional information on the flooding in the area can be gained from this application.

D22A/0255 Frankfort Centre Dundrum – This application was for 64 apartments in 5-6 story blocks with an element of retail/café. The site is location at the existing Frankfurt Centre with the existing retail/office building to be demolished.

A small element of the rear of this site is located within flood zone B. The flood risk assessment accompanying the application does not include a hydraulic model for the area, with the applicant opting to build outside Flood Zone B as indicated on the flood maps as produced within the DLRC County Development Plan 2022-2028. Therefore, no additional information on flooding is gained from this application.

The Planning Authority acknowledges that a detailed SSFRA, with modelling based on more locally accurate information, may result in mapping that demonstrates a greater or lesser level of risk than is included in the existing extents of Flood Zones A and B. Based on the review of existing Flood Risk Assessments, no site, within the LAP catchment area, has carried out a hydraulic model to contest the flood extents as per the mapping detailed in the County Development Plan.

Figure 1.6: Flood extents of 2011 Flood Event
(extract from Eastern CFRAM Study – Overarching Report on the October 2011 Flood Event, OPW).



vii. Pluvial Flooding

Pluvial flooding is the result of rainfall-generated overland flows that arise before run-off can enter a watercourse/sewer or ground infiltration capacity has been exceeded. Flooding of land from surface water runoff is usually caused by intense rainfall that may only last a few hours. The resulting water follows natural valley lines, creating flow paths along roads and through and around developments with ponding in low spots, which often coincide with fluvial floodplains. Any areas at risk from fluvial flooding will almost certainly be at risk from surface water flooding.

Although having potentially severe consequences, pluvial flooding can generally be managed through site design, layout and drainage. However, SFRA requires a strategic assessment of the likelihood of surface water flooding, which includes consideration of the following:

- Are there zoned lands which may need to accommodate and retain surface water flow routes?
- Are there zoned lands which might discharge upstream of an area vulnerable to surface water flooding?

The River Slang (Dundrum) Integrated Catchment Model included a review of pluvial flooding in the study area. Within the heavily urbanised area, the River Slang (Dundrum) Integrated Catchment Model identifies risk in a number of areas within the LAP catchment from both pluvial and fluvial flood sources and these are not easily separated from each other in terms of impacts and mitigation.

Pluvial depth maps for both the 1% (medium probability) and the 0.1% (low probability) AEP Flood Event are shown in Figure 1.7. Figure 1.8 shows the pluvial and fluvial flooding together. Details show that there are pockets of pluvial flood area identified, which in the most case presents as a minor depth (0-0.25m). In the 1% AEP Flood event, there is potential for significant pluvial flood depths around the gym site as well as the library site, this area coincides with flooding in the fluvial flood events also. Significant depths of pluvial flood waters are predicted for the 0.1% AEP event around the junction to the southern end of Dundrum Shopping Centre, as well as around the old Dundrum shopping centre and lands to the south of Fernbank development.

For development within or near these areas, particular attention to surface water risk is required. A precautionary approach is recommended, with a focus on not increasing the flood risk elsewhere, while maintaining existing overland pluvial flow paths and protecting overall volume of storage in the area. As noted, pluvial flooding can generally be managed through site design, layout and drainage. Further details are available in the County Development Plan Section 5.6.

Figure 1.7: Pluvial (rainfall) Flooding

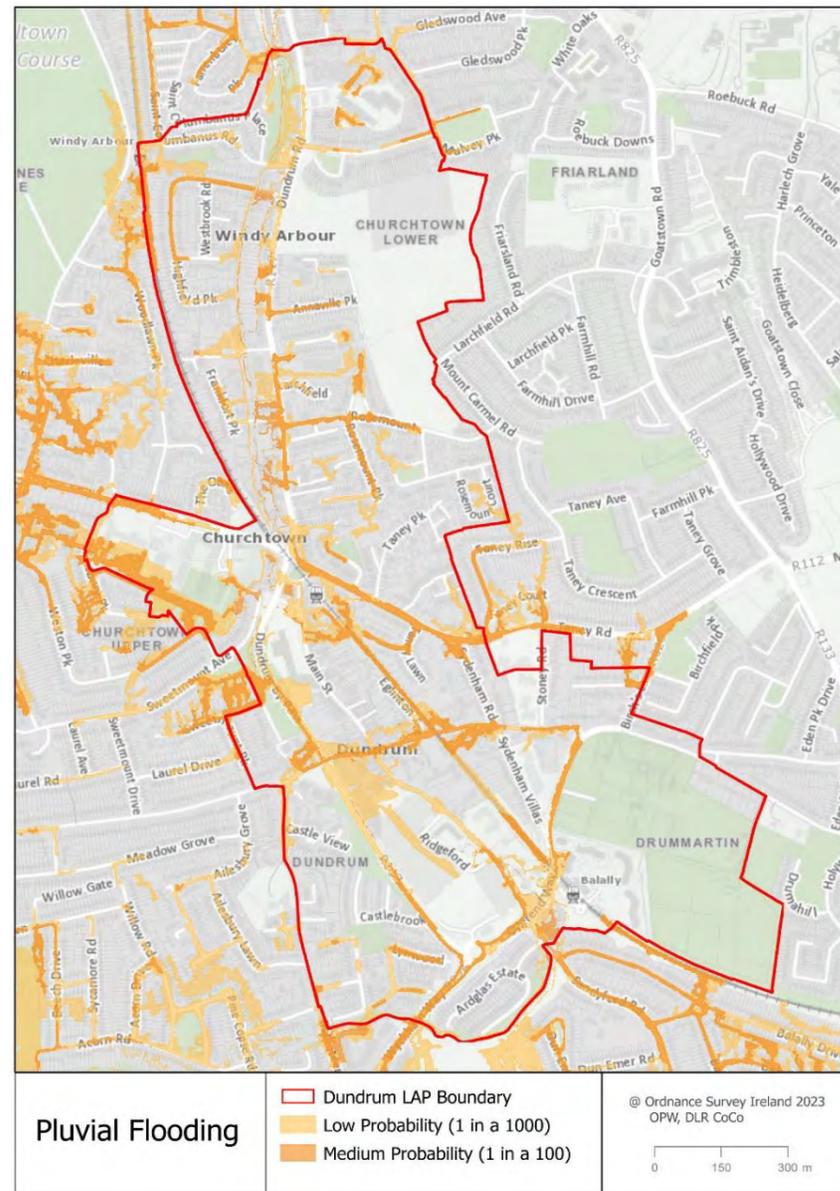
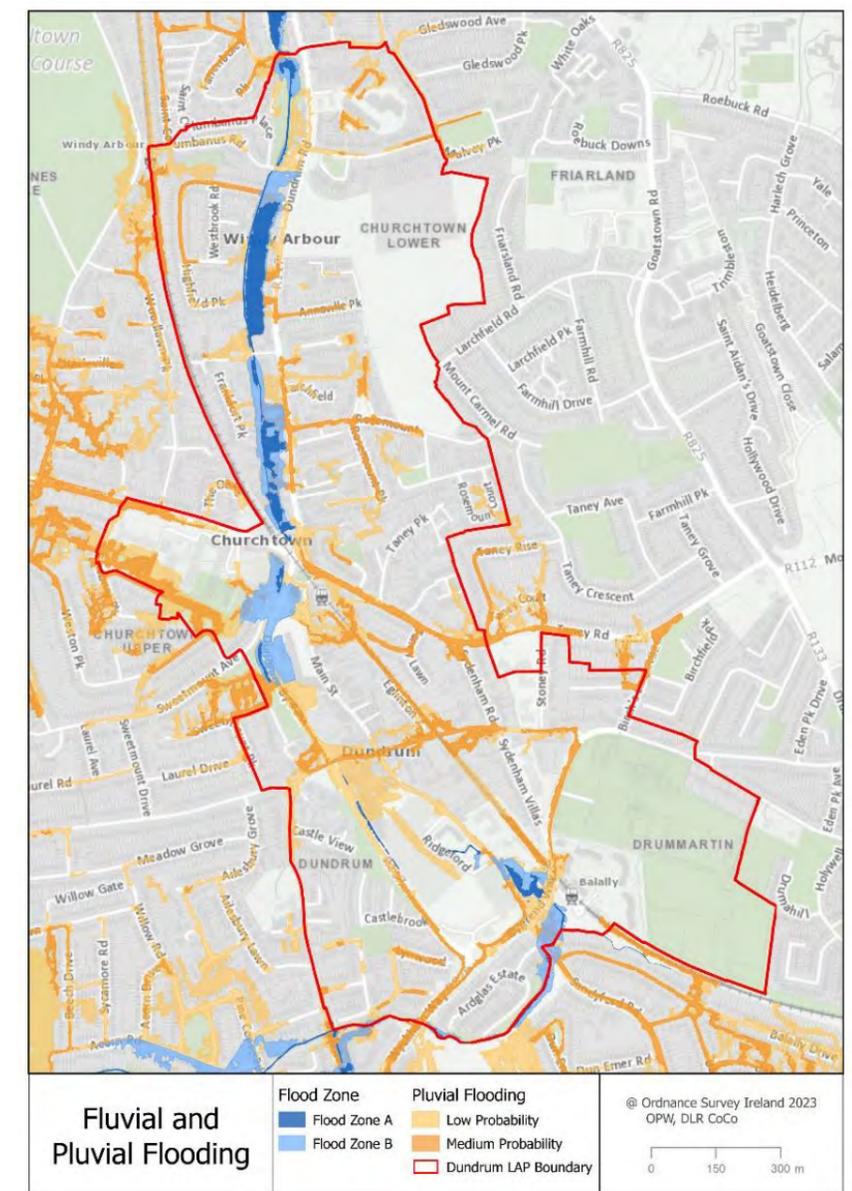


Figure 1.8: Pluvial and Fluvial Flooding within the DLAP area



1.7 The Sequential Approach & Justification Test

As set out in Chapter 3 of ‘The Planning System and Flood Risk Management Guidelines’, 2009, the key principles of the risk-based Sequential Approach is managing flood risk in the preparation of plans, and these principles are adhered to in the Draft Dundrum LAP.

This is the key tool in the decision-making process of preparing plans to ensure that development is first and foremost directed towards land that is at low risk of flooding. This approach makes use of existing Flood Risk Assessments and other data identifying flood zones for rivers, coastal and fluvial flooding and the classification of the vulnerability of flooding of different types of development. The sequential approach in terms of flooding is based on the following principles:

- The primary objective of the sequential approach is that development is primarily directed towards land that is at low risk of flooding (AVOID).
- The next stage is to ensure that the type of development proposed is not especially vulnerable to adverse impacts of flooding (SUBSTITUTION).
- The Justification Test is designed to rigorously assess the appropriateness, or otherwise, of particular developments that, for various reasons, are being considered in areas of moderate or high flood risk (JUSTIFICATION). The Justification Test comprises of two processes, namely, the Plan-Making Justification Test and the Development Management Justification Test.

viii. The Plan-Making Justification Test

The SFRA undertaken for the CDP 2022-2028 indicates that there are existing, developed and zoned areas within the County that were at risk of flooding (

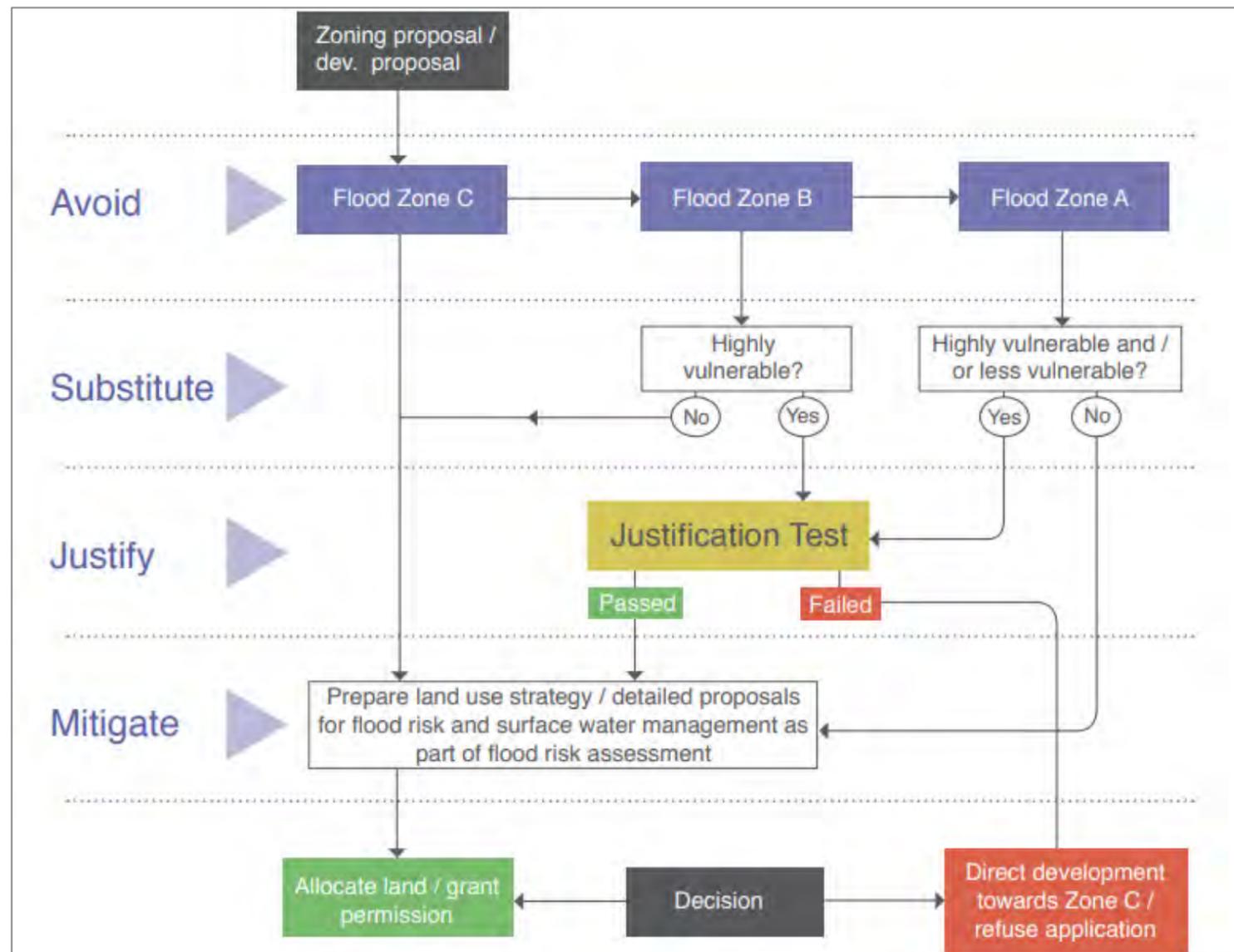
Flood Zone A and Flood Zone B). Having reviewed the level of flood risk within the County through the preparation of Flood Zone maps, and determined appropriate measures for assessing and managing risks to high and low vulnerability development in Flood Zones A, B and C, a more

detailed assessment of sites and areas was carried out through the Plan-Making Justification Test. The Plan-Making Justification Test was applied to lands throughout the County including lands within the boundary of the Dundrum LAP. An overview of the CDP Plan-Making Justification, with specific reference to the Dundrum LAP area, is set out in the table below.

Plan-Making Justification Test

The Guidelines outline the criteria for the ‘Justification Test’ for a Development Plan, and three criteria must be satisfied. The three criteria for the Justification Test for the Dundrum LAP area are outlined below, including responses under the SFRA for the CDP 2022-2028 where relevant (Section 6.2.1 Dundrum MTC Phase 2 (CDP 2022-2028 Flood Zone Map 1).

Figure 1.9: The Sequential Approach Mechanism in the Planning Process, extract from The Planning System and Flood Risk Management Guidelines 2009



Plan making Justification – Dundrum LAP

	Criteria	Response
1	The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.	The National Planning Framework (NPF) sets out the Government's high-level strategic vision for shaping future growth and development in Ireland up to the year 2040. The NPF states that Dublin needs to accommodate a greater proportion of the growth it generates within its Metropolitan boundary. The Regional Spatial and Economic Strategy 2019-2031 (RSES) for the Eastern and Midlands Region incorporates a Dublin Metropolitan Area Strategic Plan and the entire built up area of DLR is located within this Metropolitan boundary (see Figure 1.3 of the County Development Plan). The RSES sets out a settlement hierarchy for the Region and identifies key growth areas which will see significant development up to 2031 and beyond. The vast majority of the built-up footprint of DLR falls within or contiguous to the geographic area known as 'Dublin City and Suburbs', which comprises the first tier in the settlement hierarchy recommended in the RSES (see Figure 1.3 of the County Development Plan).
2	The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:	
2 (i)	Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement.	It is considered that the lands at Dundrum that are the subject of the Flood Zone A & B status are an essential element of the planned expansion of the Dundrum Major Town Centre area.
2 (ii)	Comprises significant previously developed and/or under-utilised lands.	The subject lands consist of significant under-utilised zoned land suitable for a higher density mixed-use type development, proximate to the LUAS line and a LUAS stop.
2 (iii)	Is within or adjoining the core of an established or designated urban settlement.	Dundrum is a designated Major Town Centre in the County Development Plan and is located within Dublin City and Suburbs, which comprises Tier 1 in the settlement hierarchy for the Region.
2 (iv)	Will be essential in achieving compact and sustainable urban growth.	The future development of these lands will allow Dundrum further develop as a vibrant active Major Town Centre for the County.
2 (v)	There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement. (Criteria can be set aside where section 4.27b of Circular PL2.2014 applies. This section would appear to relate to regeneration areas although the circular does not clearly identify Section 4.27b)	There are no suitable alternative lands identified in the Major Town Centre zoning.
3	Flood Risk Considerations A summary of risks and development constraints is provided below. Also see Section 6.2.14 for more detail on the Dundrum Slang ICM Study and flood risks.	
	Shopping Centre Phase 2 lands (27) The size of the site presents the most significant potential for large scale mixed use development within the local area, but the nature and extent of possible development should be guided by the Sequential Approach. Care must be taken when considering the road/access and ventilation requirements to preclude flow from entering any basement excavated below flood level. A full emergency plan with access and egress to Main Street is compulsory. The residual risk related to spill over the road at Taney Cross and should be used to guide finished floor levels. Other FFLs should be higher than the Dundrum Bypass and potential flood levels. Existing flow paths along the Dundrum Bypass should be maintained. The SSFRA will need to demonstrate there is no impact in flood risk outside the site boundary. Conclusion: Justification Test Passed for Dundrum Shopping Centre Phase 2	
	Dundrum library and health centre (28) The site is fully within Flood Zone B, with a flow route within the site occurring in the 1% AEP event, placing some of the site adjacent to the river in Flood Zone A. Options are limited to managing existing development (minor alterations or renovations) on the site, future redevelopment is not possible under the current high flood risk conditions. The maximum flood level at the site is sensitive to culvert blockage and in the worst case; flood levels are controlled overtopping of the road at Taney Cross. The position of the site is at an important conveyance point where overland flow can re-enter the open channel. Any changes to the site configuration could have a significant negative local impact and cannot be implemented without wider flood relief measures. Conclusion: Justification Test Failed for Dundrum Library Site. Development would be premature until a catchment wide flood relief scheme is completed and development potential should be reassessed at that stage.	
	Gym site opposite library (26) The site is small in area but is situated within a low spot and has a high percentage area within Flood Zone A/B and the application of the Sequential Approach is not possible. The site does not impede conveyance routes. Options are limited to managing existing development (minor alterations or renovations) on the site, future redevelopment is not possible under the current high flood risk conditions. A full emergency plan with access and egress to higher ground within the adjacent site should be implemented as a priority for the existing development, if possible. Conclusion: Justification Test Failed for Dundrum Gym Site. Development would be premature until a catchment wide flood relief scheme is completed and development potential should be reassessed at that stage.	

1.8 Flood Risk Management – Policy Response

This Section of the SFRA sets out the policy response for the management of flood risk within the Dundrum LAP area. This Section should be read in conjunction with the overarching guidance set out in the SFRA for the CDP 2022-2028 and that contained in ‘The Planning System and Flood Risk Management Guidelines’, 2009.

i. Requirements for a Flood Risk Assessment – An Overview

The majority of lands in the Dundrum LAP area are located within Flood Zone C, with elements of Zones A & B at specific locations. Most of the Dundrum LAP lands have been deemed to pass the Development Plan Justification Test as set out in Section 6.2.1 of the Strategic Flood Risk Assessment (SFRA) of the County Development Plan 2022-2028 (contained in Appendix 15 of the CDP) and consist primarily of land that has been previously developed.

Of prime importance is the requirement to manage risk to the development site and not to increase flood risk elsewhere. The Planning Authority acknowledges that an SSFRA may result in more locally accurate information which could show a greater or lesser level of risk than is included in the existing extents of Flood Zones A and B.

Policy DLAP35 – Flood Risk Assessment:

It is policy to manage flood risk in the DLAP area in accordance with the requirements of The Planning System and Flood Risk Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014). require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG/OPW, 2009), as may be revised and/or updated.
- The prevailing Dún Laoghaire-Rathdown County Development Plan.
- Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level.
- The SSFRA shall pay particular emphasis to site specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.

ii. Surface Water Management

New development has the potential to significantly increase the amount of surface water runoff from a site compared to the equivalent greenfield area due to the increase in impermeable surfaces. This can result in an increased flood risk to the local drainage network and water courses, as well as negatively impacting on water quality and biodiversity. Sustainable Urban Drainage Systems

Objective GI7 – Slang Parkland SuDS measures:

It is an objective that any areas of potential future linear parkland located along the Slang should look to incorporate features such as linear swales, bio-retention areas, filter drains etc. as part of any potential future works.

Objective GI8 Dundrum Library site & SuDS measures:

It is an objective that any future works to the Dundrum Library site and existing brownfield site located to the rear shall look to incorporate as many SuDS elements as practical during the initial design stage.

In order to effectively manage and mitigate the potential flood and pollution risks from increased surface water runoff, it is important to implement Sustainable Urban Drainage Systems (SuDS) as part of the surface water management system for a development.

Sustainable Urban Drainage Systems (SuDS) is defined by the Construction Industry Research and Information Association (CIRIA) as “a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques”.

Using SuDS techniques, water is either infiltrated or conveyed more slowly to water courses via ponds, swales, infiltration systems, bioretention areas, attenuation tanks or other installations to try and closely mimic natural catchment drainage behaviour. In addition to delaying the rate of runoff, SuDS features increase water quality by ensuring that pollutants filter down through soils or are broken down by bacteria. By mimicking the natural situation, SuDS attenuates and treats surface water runoff and improves environmental performance. This is an important element of climate change mitigation and resilience.

Appropriately designed, constructed and maintained SuDS features can mitigate many of the adverse effects of urban surface water runoff on the environment, thus future proofing communities against adverse weather effects. SuDS main objectives are therefore, to minimise the impacts from development on the quantity and quality of the runoff and maximise amenity and biodiversity opportunities.

Given the heavily urbanised nature of the Dundrum LAP area it is recognised that there is limited opportunity for large scale, catchment wide SuDS features. Notwithstanding these constraints, there are various options for SuDS elements that could be installed across multiple areas.

Any areas of potential future linear parkland located along the Slang should look to incorporate features such as linear swales, bio-retention areas, filter drains etc. as part of any potential future works.

Similarly, the existing brownfield site located to the rear of Dundrum Library has the potential to incorporate smaller footprint SuDS features such as tree pits, bio-retention areas, rain gardens/rain planters etc. Any future works to the site should look to incorporate as many SuDS elements as practical during

the initial design stage and co-ordinate accordingly with each stakeholder i.e. Parks Department, Transport Department etc.

In general, private developments should look to implement a surface water management strategy that provides a multi-level treatment train and which mimics natural processes to infiltrate and reuse surface water runoff, within the site curtilage, as much as possible. This should include a combination of SuDS features such as green/blue roofs, rainwater harvesting, rain gardens, rain planters, bio-retention areas, tree pits, swales, filter drains, permeable paving etc. All surface water management designs should ensure they are in accordance with the requirements of the County Development Plan 2022-2028, Section 10.2.2.6 Policy Objective EI6: Sustainable Drainage Systems, such that the proposal must demonstrate the requirements of the Greater Dublin Strategic Drainage Study (GSDSDS) policies in relation to Sustainable Drainage Systems (SuDS), and also Appendix 7: Sustainable Drainage System Measures.

1.9 Conclusion

It is the strategy of Dún Laoghaire-Rathdown Council, in accordance with the ‘Planning System and Flood Risk Management Guidelines’ 2009, to reduce the potential risk to people, property and the environment, caused by flooding, through a hierarchy of avoidance, followed by substitution of lower vulnerability uses and, only if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques.

The SFRA for the Dundrum LAP sets out the policy response relating to the management of flood risk within the Plan area for both developed and undeveloped lands in areas at risk of flooding. For significant proposals within the LAP area, an appropriately detailed flood risk assessment will be required in support of all planning applications. All significant planning applications will be required to submit a Site-Specific Flood Risk Assessment addressing risks from all sources of flooding, using current and approved future data sets. The level of detail will vary depending on the risks identified and the proposed land use. All new development will be required to comply with the Greater Dublin Strategic Drainage Study and the requirements of Appendix 7 of the CDP for surface water management.

For proposals within the Dundrum LAP area an appropriately detailed site-specific Flood Risk Assessment will be required in support of all planning applications, excluding applications that are minor in nature such as signage applications or entrance widening to existing dwellings. The level of detail will vary depending on the risks identified and the proposed land use. At a minimum, all proposed development, including that in Flood Zone C, must consider the impact of surface water flood risks on drainage design for the site and downstream catchments. In addition, flood risk from sources other than fluvial should be reviewed.

In accordance with the SFRA carried out for the County Development Plan 2022-2028, the substantial redevelopment of the gym site opposite library and the library/health centre sites should not be supported until the completion of a catchment wide flood relief scheme at which point the development potential of these sites should be reassessed.

1.10 Disclaimer

It is important to note that compliance with the requirements of the Planning System and Flood Risk Management Guidelines, 2009, and the Floods Directive 2007 60/EC is a work in progress. This guide for Flood Risk Assessment is based on best available information and may require revision as new information becomes available.

Accordingly, all information in relation to flood risk is provided for general policy guidance only. It may be altered in light of future data and analysis. As a result, all landowners and developers are advised that Dún Laoghaire-Rathdown County Council accepts no responsibility for losses or damages arising due to the vulnerability to flooding of lands, uses and developments. It remains the principal responsibility of owners, users and developers to take all

reasonable measures to assess the vulnerability to flooding of lands in which they have an interest prior to making planning or development decisions.

The indicative flood zone map (see Figure 1.3) for the Dundrum LAP area does not show indicative flood hazard associated with any of the following:

- Extreme fluvial dominated combinations with pluvial flows
- Extreme pluvial events
- Blocked drains
- High ground water level conditions
- Other unforeseen events, e.g. bridge /culvert collapse etc.

Dún Laoghaire-Rathdown County Council makes no representations, warranties or undertakings about any of the information provided in this Draft SFRA for the forthcoming Dundrum LAP, including without limitation, on its accuracy,

completeness, quality or fitness for any particular purpose. To the fullest extent permitted by applicable law, neither Dún Laoghaire-Rathdown County Council nor any of its members, officers, associates, consultants, employees, affiliates, servants, agents or other representatives shall be liable for loss or damage, arising out of or in connection with, the use of, or the inability to use, the information provided in this plan, including but not limited to, indirect or consequential loss or damages, loss of data, income, profit, or opportunity, loss or, or damage to, property and claims of third parties, even if Dún Laoghaire-Rathdown County Council has been advised of the possibility of such losses or damages, or such losses or damages were reasonably feasible. Dún Laoghaire-Rathdown County Council reserves the right to change the content and / or presentation of any of the information provided in this report at its sole discretion, including these notes and disclaimer. This disclaimer shall be governed by, and construed in accordance with, the laws of the Republic of Ireland. If any provision of this disclaimer shall be unlawful, void or for any reasons unenforceable, that provision shall be deemed severable and shall not affect the validity and enforceability of the remaining provisions.

Appendices to SFRA

APPENDIX A: Flood Risk Management Strategy Objectives

(See Chapter 5 Climate Change – Mitigation and Adaptation of Draft LAP)

Sustainable Water Management:

It is a policy objective of the DLAP to implement the main elements of the DLR GI strategy in relation to water management including:

- Reducing the rate, volume, and improve the quality of surface water runoff
- Managing runoff at -source through the use of infiltration systems.
- Promoting local sustainable urban drainage systems (SuDS), 'Green Streets' and green roofs
- Enabling SuDS to be located in the public realm.
- Utilizing the river Slang where possible as a natural foundations for a GI corridors.

SuDS:

It is a policy objective to ensure that Sustainable Drainage Systems (SuDS) is applied to any development in the DLAP area and that site specific solutions to surface water drainage systems are developed which meet the requirements of the Water Framework Directive and associated River Basin Management Plan. SuDS measures may include green roofs, permeable paving, detention basins, water butts, infiltration systems etc.

Slang Parkland SuDS measures:

It is a policy objective that any areas of potential future linear parkland located along the Slang should look to incorporate features such as linear swales, bio-retention areas, filter drains etc. as part of any potential future works.

Dundrum Library site & SuDS measures:

It is a policy objective that any future works to the Dundrum Library site and existing brownfield site located to the rear of Dundrum Library shall look to incorporate as many SuDS elements as practical during the initial design stage.

Policy – Flood Risk Assessment: To require all proposed developments to carry out a Site-Specific Flood Risk Assessment that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DEHLG / OPW, 2009), as may be revised and/or updated.
- The prevailing Dún Laoghaire-Rathdown County Development Plan.
- Any SSFRA shall not be required to carry out a Plan-Making Justification Test, given that this exercise was already carried out at County Development Plan-level. A review of this process was also undertaken as part of the preparation of this Local Area Plan (LAP).
- The SSFRA shall pay particular emphasis to site-specific mitigation measures and any necessary management measures, as per Appendix B4 of the above 2009 National Guidelines.

APPENDIX B: Glossary of Terms

Annual Exceedance Probability (AEP) - Likelihood or probability of flooding or a particular flood event is classified by its annual exceedance probability (AEP) or return period (in years). A 1% AEP flood indicates the flood event that will occur or be exceeded on average once every 100 years and has a 1 in 100 chance of occurring in any given year.

Catchment - The area that is drained by a river or artificial drainage system.

Eastern Catchment Flood Risk Assessment and Management Studies (ECFRAMS) - A catchment-based study involving an assessment of the risk of flooding in a catchment and the development of a strategy for managing that risk in order to reduce adverse effects on people, property and the environment. CFRAMS precede the preparation of Flood Risk Management Plans.

Flood Risk - An expression of the combination of the flood probability or likelihood and the magnitude of the potential consequences of the flood event. Flood Risk Assessment (FRA) can be undertaken at any scale from the National down to the individual site and comprises three stages: flood risk identification, initial flood risk assessment and detailed flood risk assessment.

Flooding (or inundation) – Flooding is the overflowing of water onto land that is normally dry. It may be caused by overtopping or breach of banks or defences, inadequate or slow drainage of rainfall, underlying groundwater levels or blocked drains and sewers. It presents a risk only when people, human assets and ecosystems are present in the areas that flood.

Flood Defence – A man-made structure (e.g. embankment, bund, sluice gate, reservoir or barrier) designed to prevent flooding of areas adjacent to the defence.

Flood Risk Assessment (FRA) - An examination of the risks from all sources of flooding of the risks to and potentially arising from development on a specific site, including an examination of the effectiveness and impacts of any control or mitigation measures to be incorporated in that development.

Flood Zones - A geographic area for which the probability of flooding from rivers, estuaries or the sea is within a particular range as defined within these Guidelines.

Fluvial Flooding - Flooding from a river or other watercourse.

Groundwater Flooding – Flooding caused by groundwater escaping from the ground when the water table rises to or above ground level.

Initial Flood Risk Assessment - A qualitative or semi-quantitative study to confirm sources of flooding that may affect a Plan area or proposed development site, to appraise the adequacy of existing information, to provide a qualitative appraisal of the risk of flooding to development, including the scope of possible mitigation measures, and the potential impact of development on flooding elsewhere, and to determine the need for further detailed assessment.

‘Justification Test’ - An assessment of whether a development proposal within an area at risk of flooding meets specific criteria for proper planning and sustainable development and demonstrates that it will not be subject to unacceptable risk nor increase flood risk elsewhere. The ‘Justification Test’ should be applied only where development is within flood risk areas that would be defined as inappropriate under the screening test of the sequential risk based approach adopted by this guidance.

Likelihood (probability of flooding) – A general concept relating to the chance of an event occurring. Likelihood is generally expressed as a probability or frequency of a flood of a given magnitude or severity occurring or being exceeded in any given year. It is based on the average frequency estimated, measured or extrapolated from records over a large number of years and is usually expressed as the chance of a particular flood level.

Mitigation Measures - Elements of a development design which may be used to manage flood risk to a development, either by reducing the incidence of flooding both to the development and as a result of it and/or by making the development more resistant and/or resilient to the effects of flooding.

Precautionary Approach - The approach to be used in the assessment of flood risk which requires that lack of full scientific certainty, shall not be used to assume flood hazard or risk does not exist, or as a reason for postponing cost-effective measures to avoid or manage flood risk. River Basin Management Plan (RBMP) is required by the EU Water Framework Directive (2000/60/EC). These plans will establish a strategic plan for the long-term management of the River Basin District, set out objectives for water bodies and in broad terms, identify what measures are planned to meet these objectives, and act as the main reporting mechanism to the European Commission.

Pluvial Flooding - Usually associated with convective summer thunderstorms or high intensity rainfall cells within longer duration events, pluvial flooding is a result of rainfall-generated overland flows which arise before run-off enters any watercourse or sewer. The intensity of rainfall can be such that the run-off totally overwhelms surface water and underground drainage systems.

Return Period - The return period is means of expressing the likelihood or probability of flooding or a particular flood event occurring and is comparable to the AEP of the event. A 1% AEP flood indicates the flood event that will occur or be exceeded on average once every 100 years and has a 1 in 100 chance of occurring in any given year.

‘Sequential Approach’ - The ‘Sequential Approach’ is a risk-based method to guide development away from areas that have been identified through a flood risk assessment as being at risk from flooding.

Site Specific Flood Risk Assessment – An examination of the risks from all sources of flooding of the risks to and potentially arising from development on a specific site, including an examination of the effectiveness and impacts of any control or mitigation measures to be incorporated in that development.

Strategic Flood Risk Assessment (SFRA) - The assessment of flood risk on a wide geographical area against which to assess development proposed in an area (Region, County, Town).

Surface Water Management – This activity focuses on the assessment and management of flood risk within the urban environment from sources primarily

resulting from intense rainfall. Surface water management should understand the performance of the urban drainage network, where exceedance flow routes would form and what impact this would have. Solutions to surface water flood risk can involve green infrastructure provision to capture and direct these excessive flows to lower vulnerable areas or open space. New development can provide solutions to reducing run-off not only from the proposed development also from existing areas. This should be considered in the SFRA in critical areas where development is planned upstream of flooding hotspots.

Sustainable Drainage Systems (SuDS) - A form of drainage that aims to control run-off as close to its source as possible using a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

Source: Definitions are for the most part sourced from the DEHLG / OPW Guidelines for Planning Authorities on ‘The Planning System and Flood Risk Management, 2009’.

Appendix 2: Statutory Planning Context

1. Introduction

This Appendix lists the principal international national, regional and local policy documents, guidelines and plans that have helped inform and guide the preparation of the draft Local Area Plan. While comprehensive, this list is not exhaustive.

2. EU Level

- EU (2010) *Flood Risk Directive (2010/60/EC)*
- EU (2007) *Floods Directive 2007 60/EC*
- EU (2006) *Groundwater Directive (GWD) 2006/118/EC*
- EU (2001) *Strategic Environmental Assessment Directive (2001/42/EC)*
- EU (2000) *Water Framework Directive (2000/60/EC)*
- EU (1991) *Habitats Directives (92/43/EEC)*
- EU (1979) *Birds Directive (79/409/EEC)*

3. National Level

- DECC (2023) *Climate Action Plan 2023*
- DHLGH (2022) *National Housing Strategy for Disabled People, 2022 – 2027*
- DHLGH (2022) *Sustainable Urban Housing, Design Standards for New Apartments: Guidelines for Planning Authorities*
- DOT (2022) *National Sustainable Mobility Policy*
- DHLGH (2022) *draft River Basin Management Plan for Ireland, 2022-2027*
- DRCD (2022) *Town Centre First Policy*
- DHLGH (2022) *Strategic Environmental Assessment Guidelines for Regional Assemblies and Planning Authorities*
- DECC (2021) *National Energy and Climate Plan, 2021-2030*
- DHLGH (2021) *Guidance on the Preparation of a Housing Need and Demand Assessment*
- DHPLG (2019) *Design Manual for Urban Roads and Streets*
- DOH (2019) *Housing Options for Our Ageing Population: Policy Statement*
- Government of Ireland (2018) *Project Ireland 2040: National Planning Framework*
- Government of Ireland (2018) *National Development Plan, 2018-2027*
- DHPLG (2018) *Urban Development and Building Heights: Guidelines for Planning Authorities*
- DECC (2018) *National Climate Change Adaptation Framework*
- NTA (2015) *Permeability in Existing Urban Areas: Best Practice Guide*
- DECLG (2013) *Local Area Plans: Guidelines for Planning Authorities*
- DECLG (2013) *Manual for Local Area Plans*
- DECLG (2012) *Retail Planning: Guidelines for Planning Authorities*
- NTA (2011) *National Cycle Manual*
- DAHG (2011) *Architectural Heritage Protection: Guidelines for Planning Authorities*
- DEHLG & OPW (2009) *The Planning System and Flood Risk Assessment: Guidelines for Planning Authorities*
- DEHLG (2009) *Sustainable Residential Development in Urban Areas (Cities, Town and Villages): Guidelines for Planning Authorities*
- DEHLG (2009) *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities*
- Dublin Local Authorities (2005) *Greater Dublin Strategic Drainage Study*
- DOELG (2001) *Childcare Facilities: Guidelines for Planning Authorities*

4. Regional Level

- NTA (2022) *Transport Strategy for the Greater Dublin Area, 2022-2042*
- NTA (2022) *Greater Dublin Area Cycle Network Plan*
- SEAI & Codema (2021) *Dublin Region Energy Masterplan*
- EMRA (2019) *Regional Spatial and Economic Strategy 2019-2031*
- OPW (2016) *Eastern CFRAM Study*
- DMERA (2008) *Retail Strategy for the Greater Dublin Area*

5. Local Level

- Dún Laoghaire-Rathdown County Council (2023) *Dundrum Area-based Transport Assessment*
- Dún Laoghaire-Rathdown County Council (2022) *Dún Laoghaire-Rathdown County Development Plan, 2022-2028*
- Dún Laoghaire-Rathdown County Council (2022) *dIr Age Friendly Strategy, 2022-2026*
- Dún Laoghaire-Rathdown County Council (2021) *dIr Biodiversity Action Plan, 2021-2025*
- Dún Laoghaire-Rathdown County Council (2021) *dIr County Heritage Plan, 2021-2025*
- Dún Laoghaire-Rathdown County Council (2020) *Dundrum Community, Cultural and Civic Action Plan*
- Dún Laoghaire-Rathdown County Council (2020) *Corporate Plan*
- Dún Laoghaire-Rathdown County Council (2019) *dIr Climate Change Action Plan, 2019-2024*
- Dún Laoghaire-Rathdown County Council (2019) *Dún Laoghaire-Rathdown Tourism Strategy & Marketing Plan, 2017–2022*
- Dún Laoghaire-Rathdown County Council (2017) *Sports Facility Strategy*
- Dún Laoghaire-Rathdown County Council (2016) *Dún Laoghaire-Rathdown Local Economic and Community Plan, 2016-2021*
- Dún Laoghaire-Rathdown County Council (2012) *Goatstown Local Area Plan, 2012*
- Dún Laoghaire-Rathdown County Council (2012) *Dún Laoghaire-Rathdown County Council Cycle Network Review*

