

DUNDRUM DEVELOPMENT SITES

(MAY 2023)



0. CONTENTS

1. Policy	3
County Development Plan 2022-28	3
Land Use Zonings.....	5
Flood area	6
Parking requirements.....	8
2. Context	9
Land use.....	10
Heritage.....	11
Transport and movement	12
Greening and public realm	14
Adjacent projects.....	15
Issues, constraints and opportunities ...	18
3. Placemaking Strategy	21
Dundrum Village Character Areas	21
Key Development Opportunities.....	22
Key Public Realm Opportunities	23
Developments Strategy themes.....	24

4. Old Shopping Centre site	25
Strategy and Design Recommendations	25
Local Park Strategy.....	33
Height Strategy.....	36
Dundrum Bypass Crossing to Sweetmount Park.....	39
Sunlight Study	40
Density and Land Use	41
Design Option.....	42
6. Dom Marmion Site	45
Strategy and Design Recommendations	45
Land use.....	47
Height Strategy.....	47
Design options.....	48

1. POLICY

County Development Plan 2022-28

Policy Objective RET5: Major Town Centres.

“It is a Policy Objective of the Council to maintain the two Major Town Centres - Dún Laoghaire and Dundrum – as the primary retail centres in the County and to support their evolving multifunctional role. The vitality of the towns will be enhanced by their mixed-use nature. In addition to retail, these centres must include community, cultural, civic, leisure, restaurants, bars and cafes, entertainment, employment and residential uses. Development shall be designed so as to enhance the creation of a sense of place.”

Dundrum

“Dundrum benefits from a substantial quantum of retail floorspace, with the Dundrum Town Centre Shopping Centre being one of the most successful comparison retail shopping locations in the Country. While the development of a regional retail offer that attracts customers from a broad geographic area brings revenue into the locality and aids job creation, it is also important to ensure that the role of Dundrum as a multifunctional Major Town Centre is supported.”

“Dundrum Major Town Centre should provide the full range of amenities and services expected and required by its local catchment population, including a wide range of employment, leisure, community,

cultural and civic uses, as well as catering for day to day shopping needs. It is acknowledged that in recent years, there has been a trend toward providing complementary facilities such as leisure, food and beverage, as well as experiential retail.”

[...]

“The LAP boundary is shown on the Development Plan maps (refer to Map Nos. 1 and 5). This boundary encompasses a larger area than the original 2003 UFP in recognition of the fact that a new LAP needs to more comprehensively address the relationship of the Dundrum Major Town Centre area with the surrounding residential, commercial and amenity areas.”

[...]

“Ongoing work on the LAP addresses, inter alia, many of the projects and initiatives which were initially identified in the 2003 UFP as well as emerging issues, including:

- › The need to ensure an appropriate balance of retail and non-retail uses is achieved in Dundrum Major Town Centre, taking account of the centre’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. The provision of a wide

range of uses in Dundrum 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.

- › The provision of a pedestrian-friendly and traffic-calmed environment along Dundrum Main Street, with particular care being paid to paving materials, modern public lighting, hard and soft landscaping and street art. There is a particular need for improved soft landscaping along the Main Street.
- › The comprehensive redevelopment of the environs of the William Dargan Bridge undercroft, Usher House and Waldemar Terrace. This area provides a significant opportunity to create a new focal point and sense of enclosure at the northern ‘gateway’ to Dundrum Main Street. At present this area is dominated by heavy vehicular traffic volumes and the bus interchange. Any redevelopment shall be in keeping with and sensitive to the character and scale of the adjacent streetscape on Main Street and its ACA status and should seek to strengthen visual and physical connections with same.
- › The development of a new community, cultural and civic hub that consolidates and expands

existing facilities and services in Dundrum. The new hub should both encourage more activity on Main Street and diversify the range and extent of uses within the Dundrum Major Town Centre area. The hub should be of an appropriate scale to serve the needs of Dundrum’s current and future population, based on a detailed assessment of the area.

- › The provision of additional residential uses in Dundrum Major Town Centre including ‘Living Over the Shop’ and standalone developments including schemes for older people where appropriate. In this way the existing residential uses in Dundrum Major Town Centre can be strengthened and consolidated.
- › The provision of appropriate community infrastructure to meet the needs of the current and future population in accordance with the recommendations of a detailed study of the broader Dundrum area. With its high quality transport links, Dundrum Major Town Centre should provide community facilities to cater to a population catchment greater than that of the more narrowly defined LAP boundary. The redevelopment of the old Dundrum Shopping Centre and the Central Mental Hospital site represents an opportunity to achieve additional community infrastructure in this regard.
- › The promotion of Dundrum Major Town Centre in general, and the Millpond Square, Pembroke District, and Main Street/Sandyford Road in

particular, as an important focus of restaurant, leisure and evening uses - subject to the safeguarding of surrounding residential amenity.

- › The reinstatement and strengthening of the urban fabric along Dundrum Main Street and the Sandyford Road – including infilling gap sites and reducing setbacks where appropriate and encouraging new buildings close to the public footpath. This applies especially to the northern edge of Dundrum Major Town Centre where a lively and mixed commercial presence is required. Similar regeneration criteria apply to the refurbishment of the remaining dwellings and businesses on Sandyford Road immediately south of the Dundrum Cross.
- › The conservation, preservation and re-use of historic buildings and buildings of particular interest, including groups or blocks of such buildings like existing terraces. These form an established part of the town and contribute to its overall character. [...]
- › The requirement that new development should be cognisant of the extended Dundrum Architectural Conservation Area (ACA) area and respect the traditional and established character of Dundrum Main Street. All development in the vicinity of the ACA should be carefully considered and should integrate effectively with existing, while allowing for the provision of appropriate, high-quality, innovative architecture on adjoining sites.

- › Promote the sensitive adaptation and reuse of Mahers Terrace to open up the courtyard and rear buildings.
- › The requirement that all new building interventions shall respect and take cognisance of the existing established scale, materials and character (especially of the Main Street/Sandyford Road to include the Upper Kilmacud Road and Ballinteer Road between the Luas line and the Dundrum Bypass) and the residential amenity of the surrounding area.”

Table 7.2: Summary of Overall Strategy for Centres in the DLR Retail Hierarchy

Type of Centre	Location	Overall Strategy
Major Town Centres	Dún Laoghaire	Consolidation of the Town Centre Quarter. Encourage the incremental growth of secondary character quarters in the remainder of the Town Centre. Refurbishment/ redevelopment of existing fabric to provide appropriately sized floor plates. Comprehensive environmental improvement and upgrade of public realm. Encourage upper floor uses.
	Dundrum	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.

Land Use Zonings

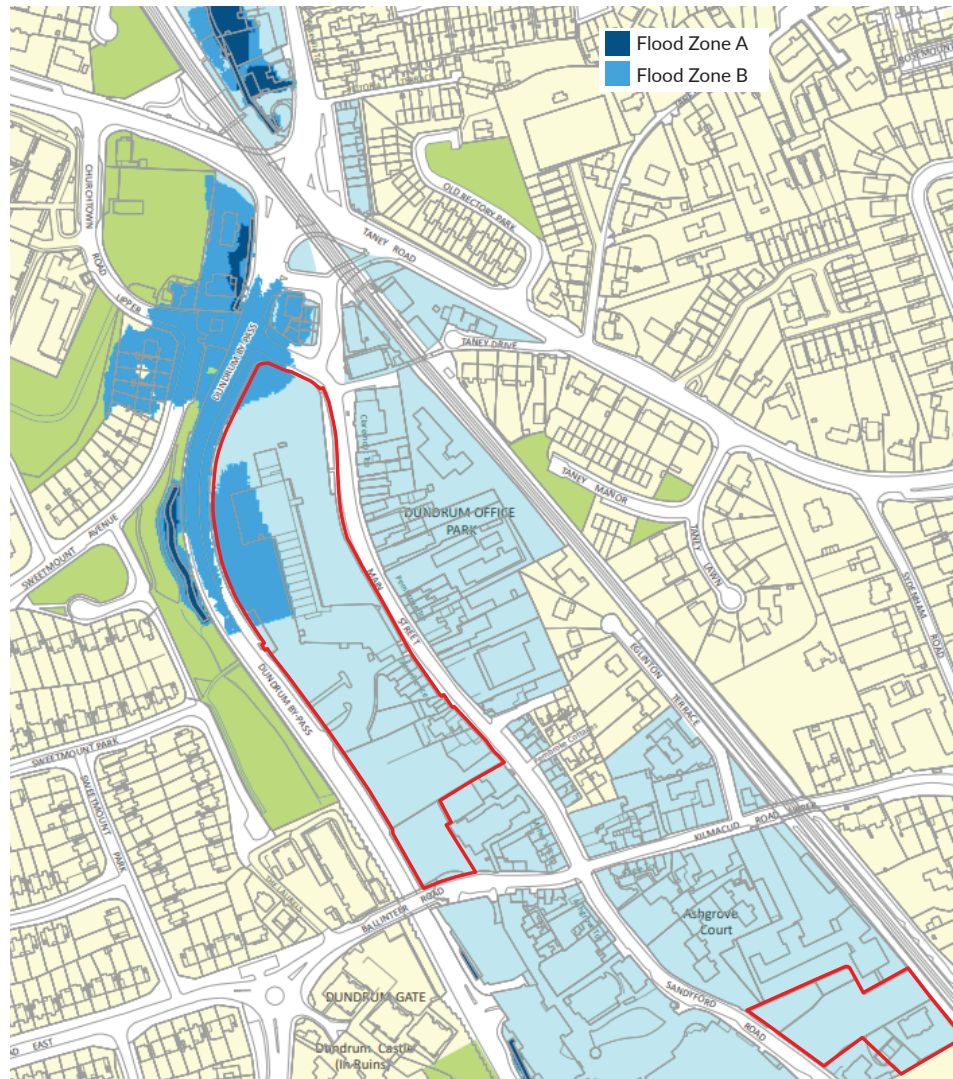


Specific Local Objectives for the Old Shopping Centre site

- › “Obj 8. To ensure Dundrum develops beyond just a retail shopping destination. That any future redevelopment of the old shopping centre lands, Dundrum shall provide for residential use and a range of complementary non-retail uses including - but not limited to - employment, restaurant, leisure, entertainment, creche facilities, remote working hubs, cultural, community and civic uses – to supplement that already provided for within the wider Dundrum Town Centre.”
- › “Obj 9. To ensure that any future redevelopment of the old shopping centre lands, and adjoining /nearby properties on Main Street, takes cognisance of the character and streetscape of the Old Main Street, and maintain where appropriate, and possible existing buildings and/or facades. Building Heights alongside Main Street must be sensitive to the original streetscape, in keeping with its character, scale and Architectural Conservation Area status.”
- › “Obj 114. 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.”
- › “Obj 123. To ensure that, as Strategic Regeneration Sites, residential provision on the Central Mental Hospital Site and the Old Shopping Centre site will provide for a balanced mix of housing tenure, including affordable homes, and an acceptable mix of larger flexible units, lifetime adaptable homes and supported accommodation, to ensure balanced, sustainable communities in Dundrum.”
- › “Obj 124. Permeability through all developments on the west side of Main Street should ensure pedestrian/cycle links between Main Street and the Dundrum Bypass.”

- Objective MTC. To protect, provide for and-or improve major town centre facilities
- Development sites

Flood area



■ Flood 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).

■ Flood 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).

Appendix 15 - Strategic Flood Risk Assessment

Flood Risk Considerations, Shopping Centre Phase 2 lands

“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.”

Section 6.2.14 of the DLR County Development Plan 2022-2028 states that “Modelling carried out as part of this 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...”

Flooding Design Implications

- › All access points and ventilation shall prevent flow into any basement located below the flood level.
- › FFL shall be guided by the spill over the road at Taney Cross and FFL shall be higher than the Dundrum Bypass.

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.”

Parking requirements

Policy Objective T18: Car Sharing Schemes

It is a Policy Objective to support the set up and operation of car sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.

Policy Objective T19: Carparking Standards

It is a Policy Objective to manage carparking as part of the overall strategic transport needs of the County in accordance with the parking standards set out in Section 12.4.5.

Parking Zone 1

This zone generally comprises the Major Town Centre areas of Dún Laoghaire and Dundrum together with the Blackrock District Centre area. These are areas, which are generally characterised by:

- Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.
- A high level of service accessibility, existing and planned, by walking or cycling.
- A capacity to accommodate high density retail, office and residential developments.

Within parking zone 1 Maximum car parking standards have been set for all uses including residential.

For **Application of Standards** refer to **S 12.4.5.2(i)** of the County Development Plan 2022-2028.



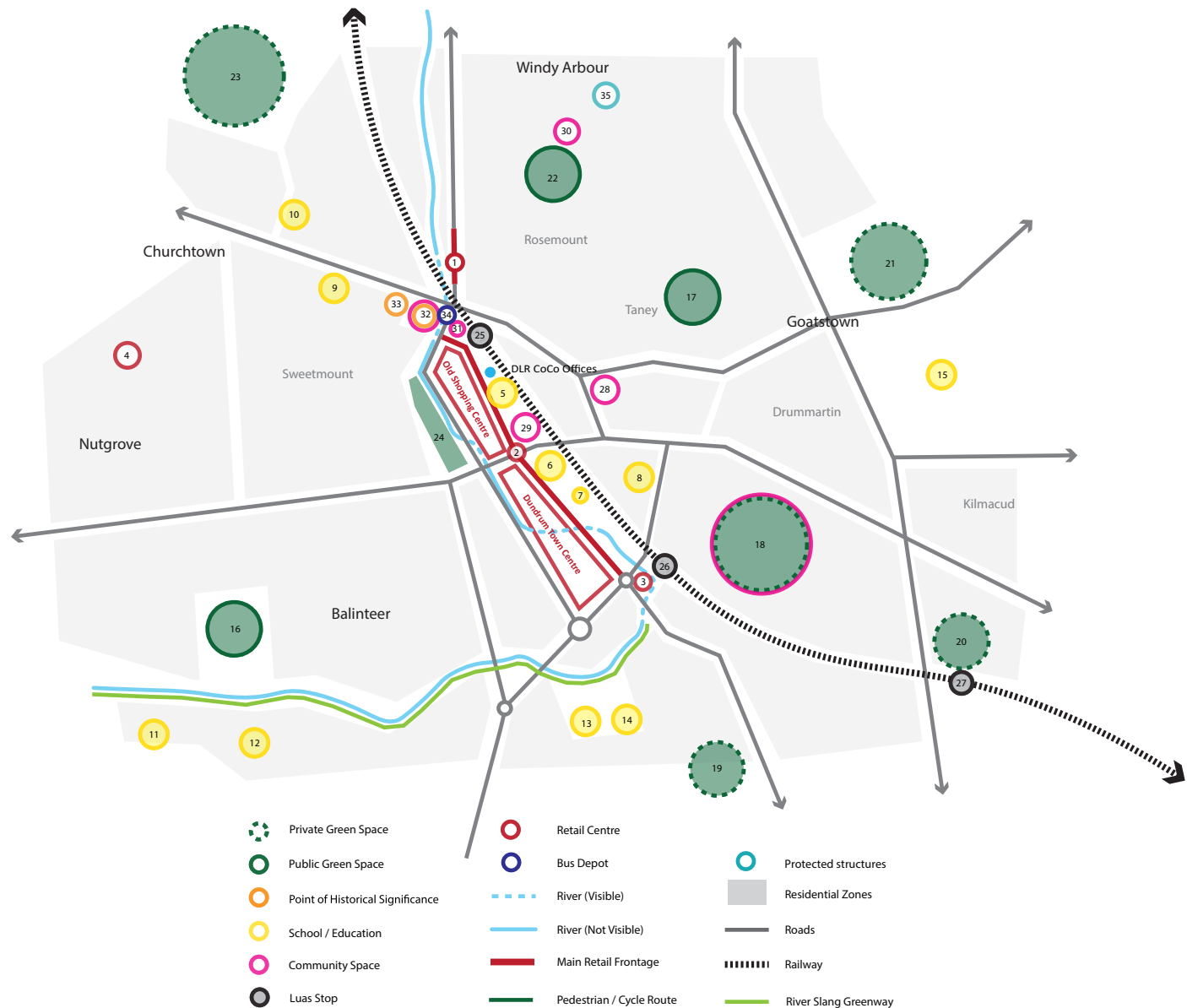
Land Use		Zone 1 MTC Areas and Blackrock	Zone 2 Near Public Transport	Zone 3 Remainder of County (non-rural)	Zone 4 Rural
Houses:	Criterion	Maximum	Standard	Standard	Standard
House 1 bed	unit	1	1	1	Case by case
House 2 bed	unit	1	1	1	Case by case
House 3 bed or more	unit	1	2	2	Case by case
Apartments and Sheltered Housing:					
Apt 1 bed	unit	1	1	1*	Case by Case
Apt 2 bed	unit	1	1	1*	Case by Case
Apt 3 bed +	unit	1	2	2*	Case by Case
Other Uses	Criterion	Maximum	Maximum	Maximum	Maximum
Caravan Park	stand	n/a	n/a	1	1
Hotel/Aparthotel etc	bedroom	1 per 3 rooms	1 per 2 rooms	1 per room	n/a
Student Hostel / Accommodation	bed space	1 per 20	1 per 15	1 per 10	n/a
Education:	Criterion	Maximum	Maximum	Maximum	Maximum
All Schools	classroom (excluding resource or ancillary rooms)	1	1	2	2

Childcare	GFA (including set down)	1 per 80	1 per 60	1 per 40	1 per 40
Third Level		case by case	case by case	case by case	n/a
Retail:	Criterion	Maximum	Maximum	Maximum	Maximum
Retail Conv >1000 sqm (supermarket)	GFA	1 per 60	1 per 30	1 per 20	n/a
Retail Conv > 100sqm	GFA	1 per 60	1 per 40	1 per 30	n/a
Retail Conv < 100sqm	GFA	none	none	1 per 30	n/a
Retail / Financial Services < 100sqm (standalone)	GFA	none	none	1 per 50	n/a
Retail / Financial Services > 100sqm	GFA	1 per 200	1 per 150	1 per 100	
Retail Comp	GFA	1 per 200	1 per 100	1 per 50	n/a
Retail Warehouse	GFA	1 per 100	1 per 50	1 per 50	n/a
Employment:	Criterion	Maximum	Maximum	Maximum	Maximum
Offices, Businesses, Professional	GFA	1 per 200	1 per 150	1 per 100	n/a
Science and Technology based industry	GFA	1 per 200	1 per 150	1 per 100	n/a
Industry General / Manufacturing	GFA	1 per 300	1 per 200	1 per 100	n/a

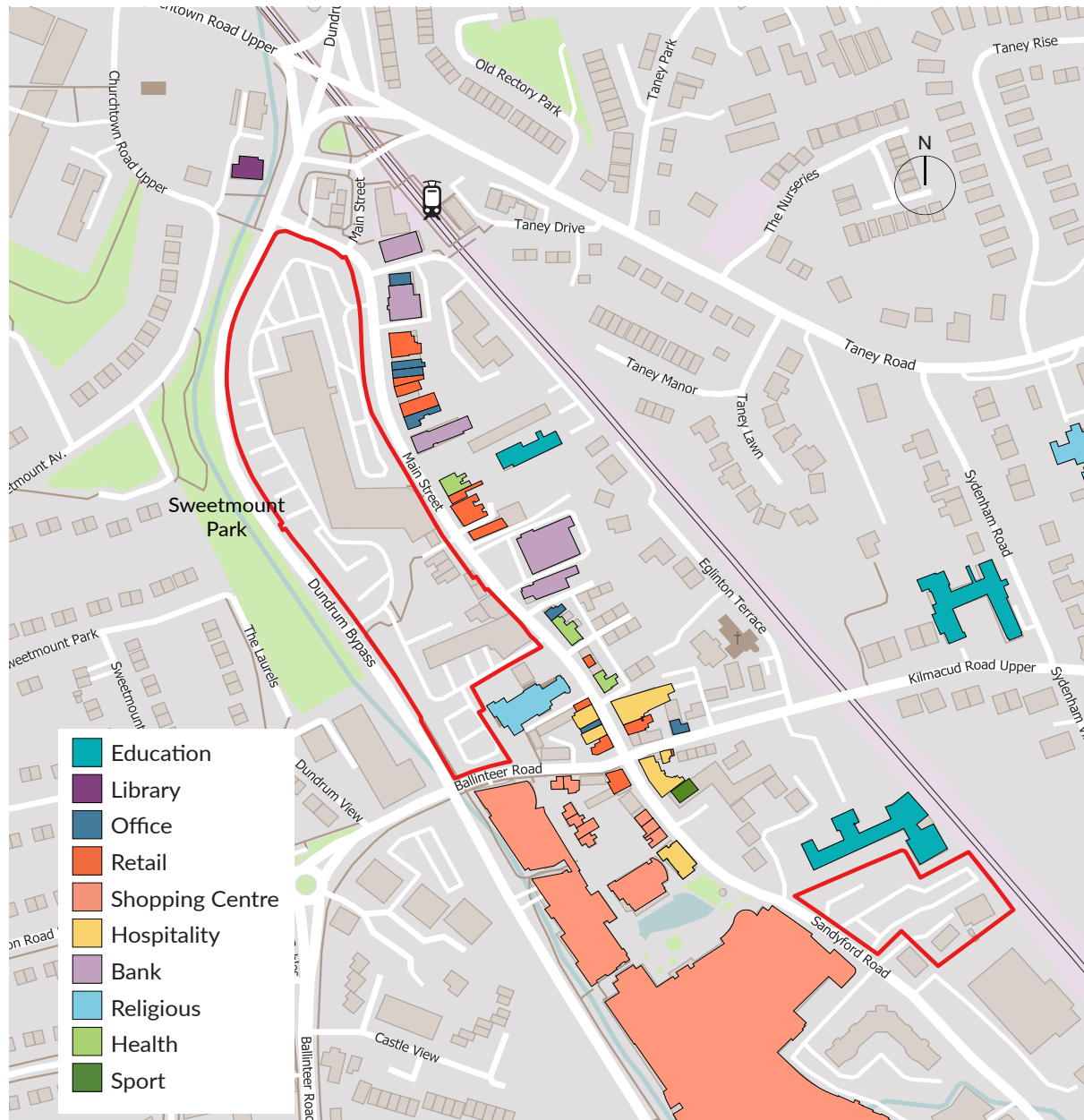
Leisure:	Criterion	Maximum	Maximum	Maximum	Maximum
Theatre, Cinema, Auditorium / Conf	Seat	1 per 50	1 per 25	1 per 20	n/a
Restaurant, Café, Bar, Lounge < 100sqm (standalone)	GFA	none	none	1 per 30	1 per 25
Restaurant, Café, Bar, Lounge > 100sqm	GFA	1 per 100	1 per 50	1 per 30	1 per 25
Community:	Criterion	Maximum	Maximum	Maximum	Maximum
Community facility, library, museum, art gallery	GFA	1 per 150	1 per 100	1 per 50	1 per 50
Place of Worship Place of Public Worship	Seat	1 per 50	1 per 20	1 per 10	1 per 5
Medical facility	Consulting Room	1	2	2	n/a
Hospital	GFA	1 per 100	1 per 75	1 per 50	1 per 50
Residential Institution	Bed	1 per 3	1 per 2	1 per 2	1 per 4
Funeral Home	parlour	4	4	5	n/a
Sport:	Criterion	Maximum	Maximum	Maximum	Maximum
Golf Course	Hole	n/a	n/a	n/a	6
Pitch and Putt	Hole	n/a	n/a	3	4
Gym / Sports Club	GFA	1 per 100	1 per 75	1 per 50	n/a
Sports Grounds / Sport related		case by case	case by case	case by case	case by case

2. CONTEXT

1. Dundrum Main Street Lower
2. Dundrum Main Street
3. Balally Reatil Centre
4. Nutgrove Shopping Centre
5. Dundrum College of Further Education
6. Holy Cross School
7. Dundrum Montessori & After School
8. Taney National School
9. Gaelscoil na Fuinseoige
10. Ardtona House School
11. Ballinteer Community School
12. Attracta's Senior & Junior National School
13. St. Tiernan's Community School
14. Ballinteer Educate Together National School
15. Mount Anville Secondary School
16. Meadowbrook Pitches
17. Taney Green
18. Airfield Estate
19. Ballawley
20. Naomh Olaf GAA
21. Goatstown Allotments
22. Rosemount Green
23. Milltown Golf Club
24. Sweetmount Park
25. Dundrum Luas Stop
26. Balally Luas Stop
27. Kilmacud Luas Stop
28. Taney parish Centre / Church
29. Hope Baptist Church
30. Men's Shed
31. Rosemount Family Resource Centre
32. Dundrum Library
33. St. Nahi's Church and Cemetery
34. Bus Depot
35. Central Mental Hospital and associated structures



Land use



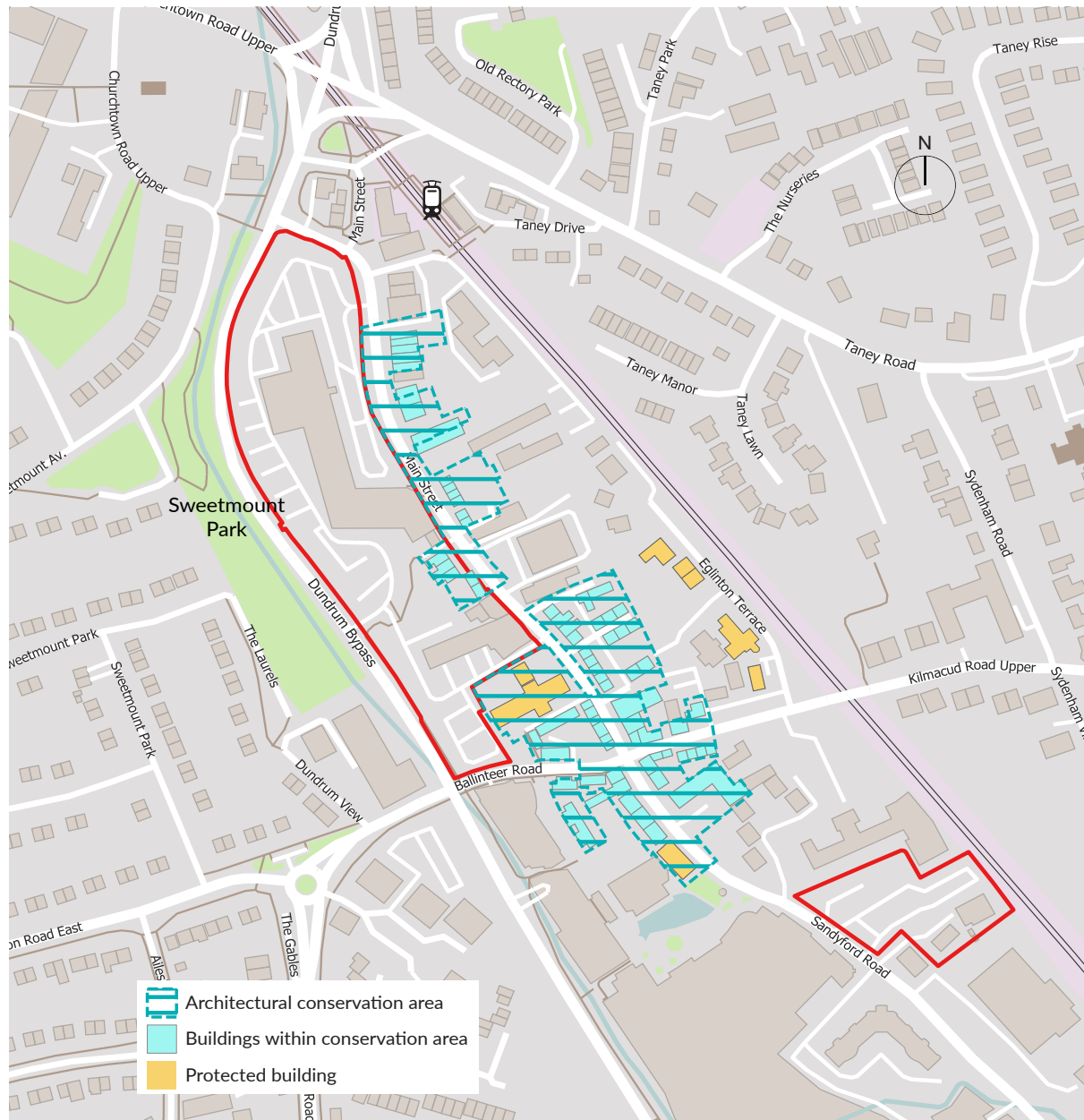
Old Shopping Centre site

- › The area to the west of the development site comprises Sweetmount Park and residential properties.
- › The eastern edge of the site runs along Main Street, characterised by a mix of uses.
- › Hospitality uses (bars, restaurants...) are concentrated at the southern end of the site and within the shopping centre area.
- › The Holy Cross church is also in close proximity to the site to the south.

Dom Marmion site

- › The site is located adjacent to the Holy Cross school
- › The Dundrum Town Centre Shopping Centre is located opposite the site and its main entrance and square is in close proximity to the site.

Heritage



Old Shopping Centre site

- › The site is adjacent to an architectural conservation area to the east and south
- › A small section of the site sits within the conservation area along Main Street and includes the following structures: the former Post office (former Joe Daly Cycles), 1-3 and no 4 Glenville Terrace and 13 - 13a Main Street. These buildings should all be retained.
- › Holy Cross Church & Pastoral Centre are protected structure located just outside of the development site boundary.

Dom Marmion site

- › Herbert Hill, a protected structure, is located to the south of the site. There is a gate lodge which adjoins the southern boundary and beyond that a seven to eight storey apartment building constructed within the wider grounds of the protected structure.

Transport and movement

Vehicular movement



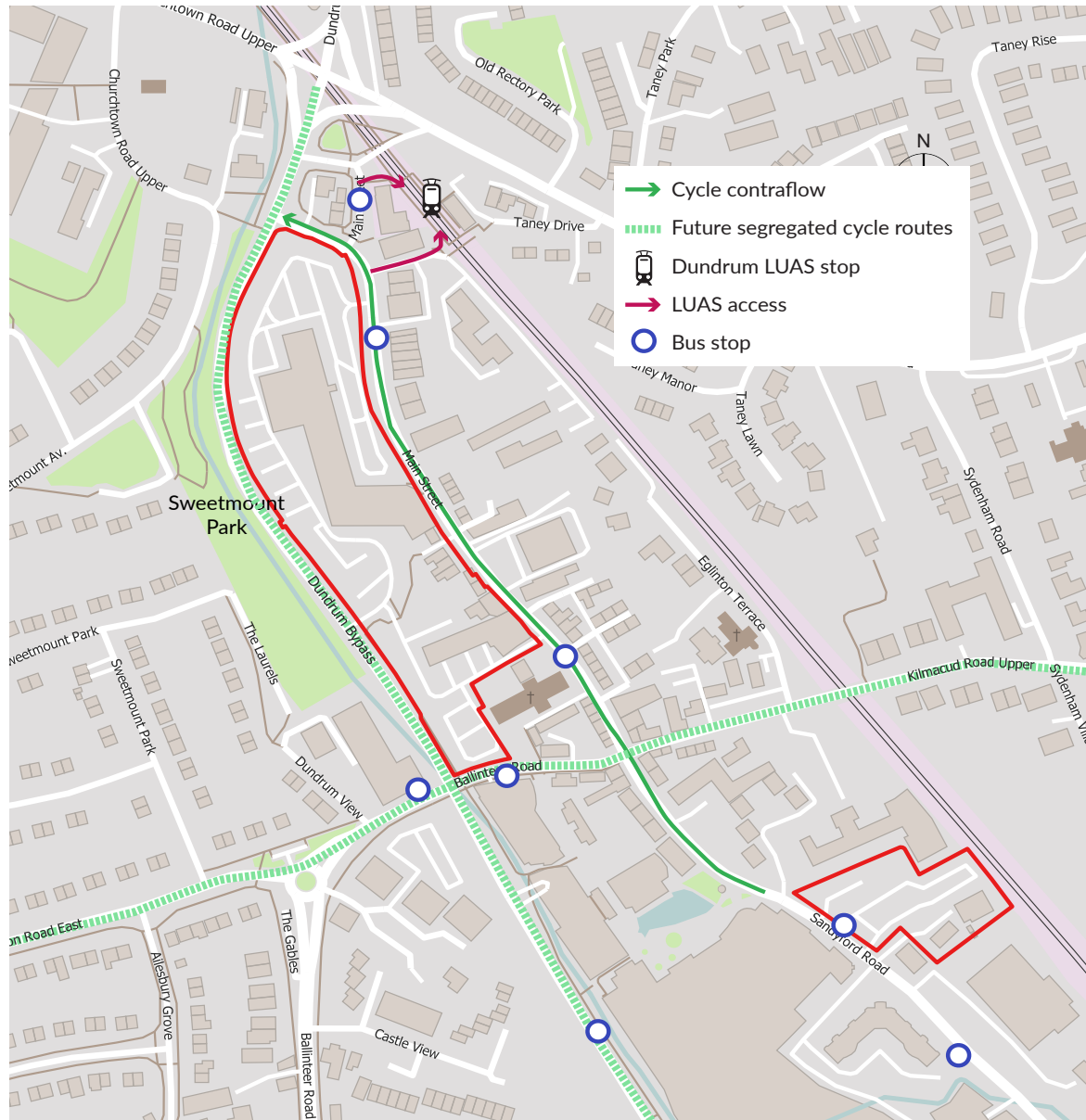
Old Shopping Centre site

- › Dundrum bypass runs on the western side of the development site, creating a barrier for access to Sweetmount Park and the residential area to the west
- › Main Street runs to the eastern side of the development site, it is one-way northbound with a cycle contraflow.
- › Ballinteer Road is located to the south of the site and in this section it is elevated.

Dom Marmion site

- › The site is located along Sandyford Road, just before it becomes one way only with a cycle contraflow.
- › The main pedestrian entrance to the shopping centre is located in close proximity to the site.

Public transport and cycle routes



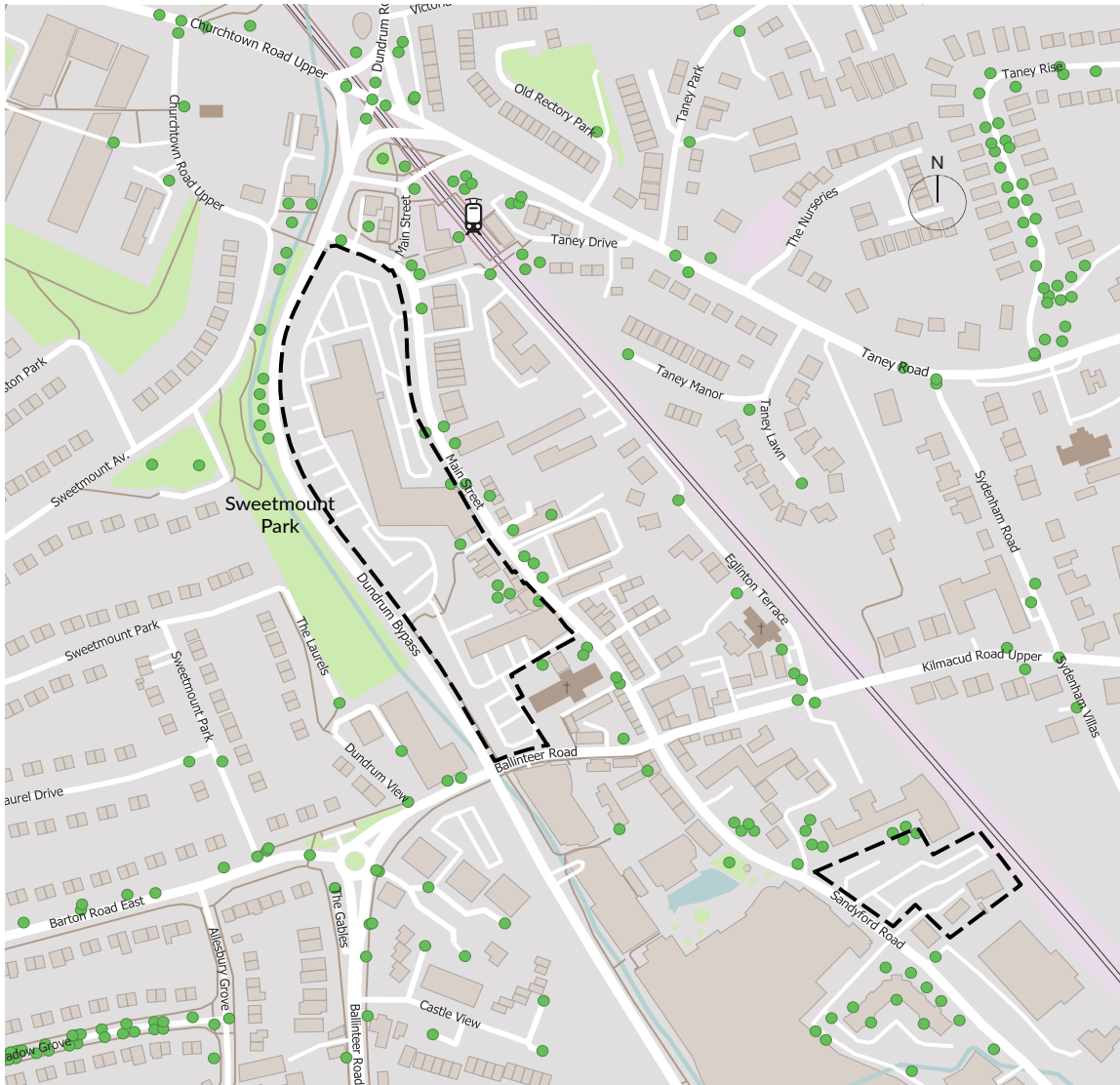
Old Shopping Centre site

- › The site is located in close proximity to the Dundrum LUAS stop, which can be reached via a side road off Main Street or via lift from the northern end of Main Street.
- › The emerging ABTA strategy proposes segregated cycle routes along Dundrum bypass and Ballinkeer Road.
- › The site is served by a number of bus stops along Main Street and new bus stop locations are proposed along Dundrum Bypass (see Bus Interchange section of this report).

Dom Marmion site

- › A cycle contraflow is located in close proximity to the site where Sandyford Street becomes one-way northbound.
- › The site is served by a bus stops along Sandyford Road.

Greening and public realm



Old Shopping Centre site

- › Sweetmount Park is the main green space in the proximity of the development site
- › A few trees are present on Main Street and more have been added in planters recently. There is also a small green space outside of Holy Cross church
- › The shopping centre site currently has a green edge with shrubs
- › New high quality planted areas have been implemented at the entrance of Main Street

Dom Marmion Site

- › The section of Sandyford Road adjacent to the site does not have any greenery
- › Mature trees exist within the site boundary and further to the north and south of Sandyford Road

Adjacent projects

Taney Cross site

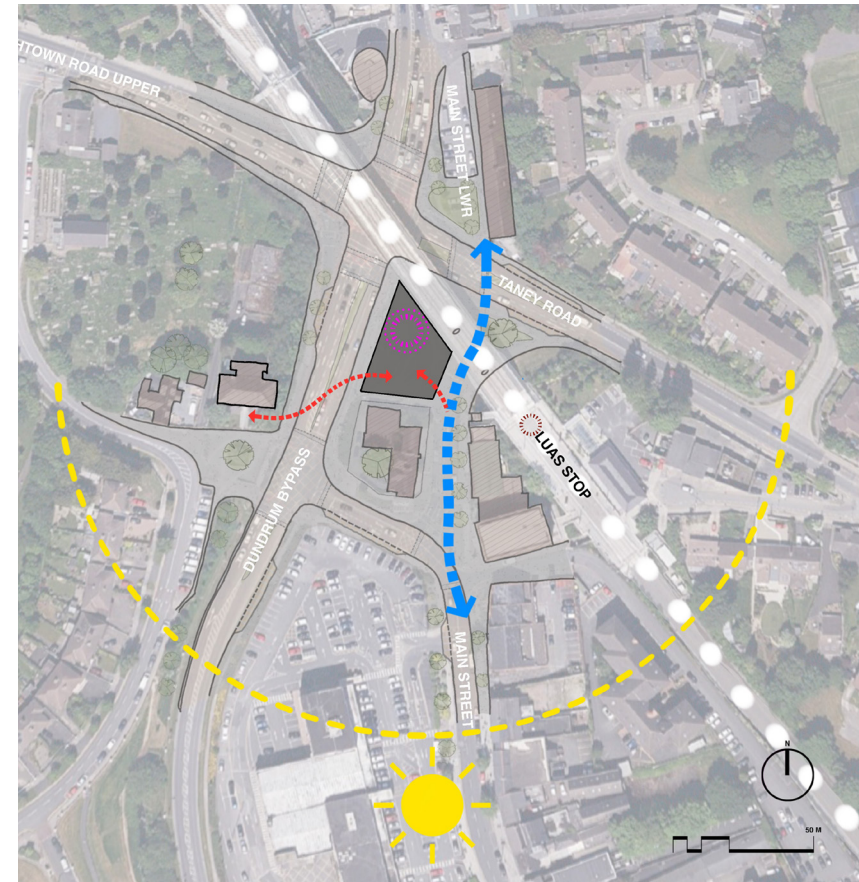
The Taney Cross site is being explored as a potential site to locate a landmark building that could accommodate a new civic building with improved public realm providing an attractive civic space.







It is envisaged that an improved public realm / civic space would be a pedestrian-focused space incorporating the main entrance to Luas. However, it remains important to also improve the existing connection from Main Street to the Luas stop.

The civic space would also be a cycle desire line and the design will need to accommodate both pedestrian and cycle movements without compromising on the attractiveness of the public space.

The existing Waldemar terrace buildings are under private ownership and in a flood zone. The flooding design implications are that there can only be “minor modifications or renovations to the buildings”.

Taney Road acts as large severance for the connection between the Taney Cross site, and Main Street Lower. A number of strategic walking and cycling upgrades are recommended in the Dundrum Area Based Transport Assessment which would improve linkage across Taney Road.



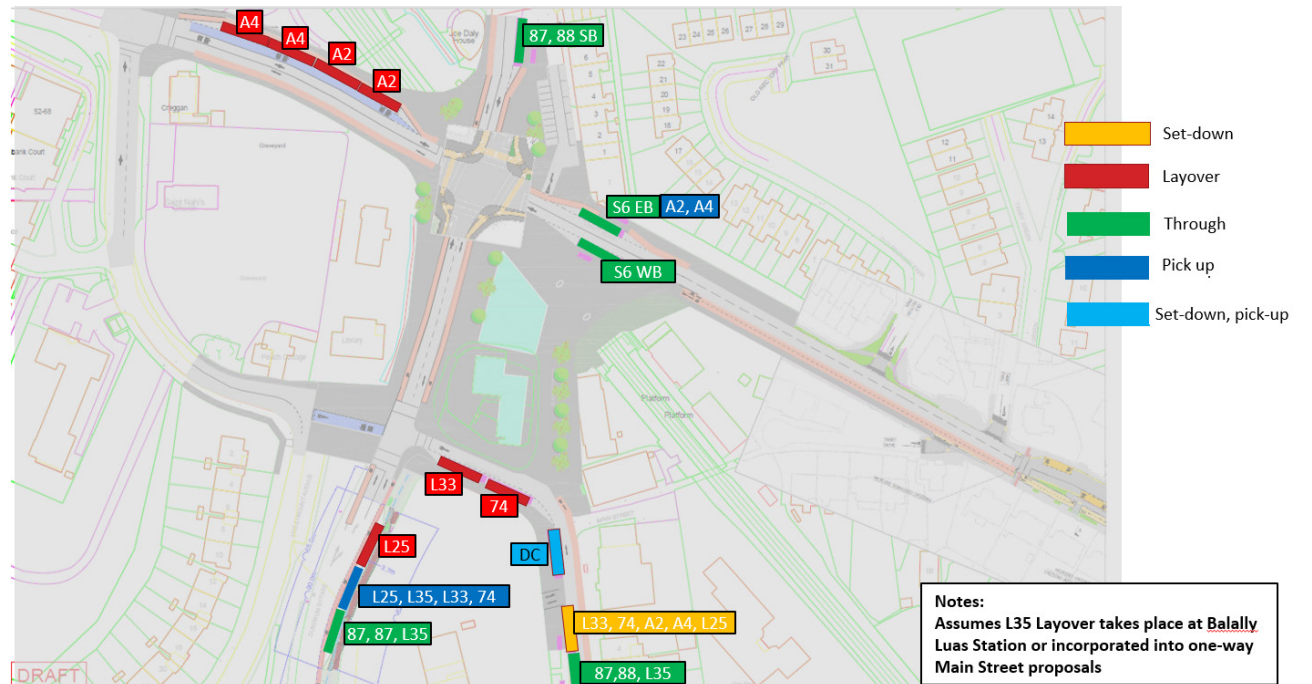
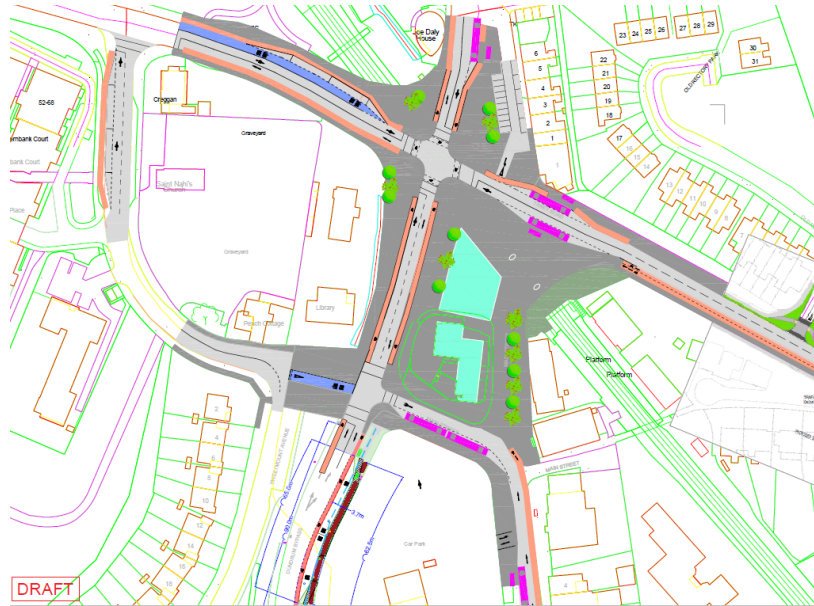
-  Connecting to Main Street Lower
-  Important Links
-  Public Realm
-  Indicative Site
-  Landmark Building
-  LUAS Stop

Bus Interchange

The design of the **Bus Interchange** is in development and yet to be fully approved but there is an emerging preferred solution.

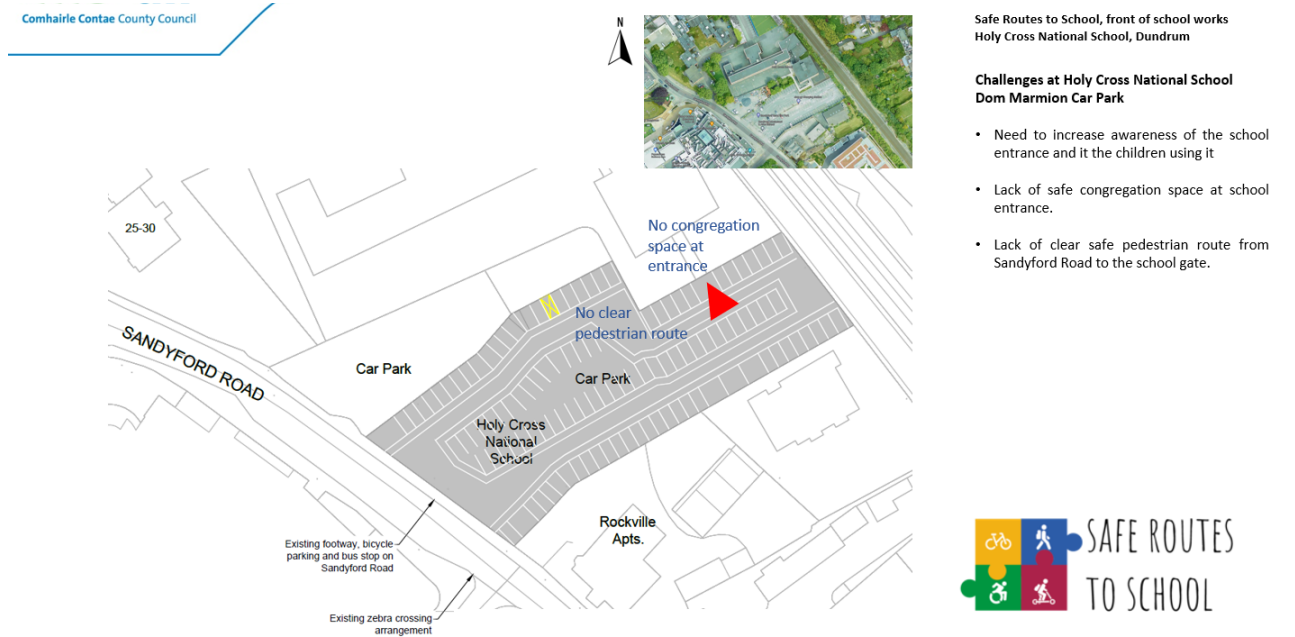
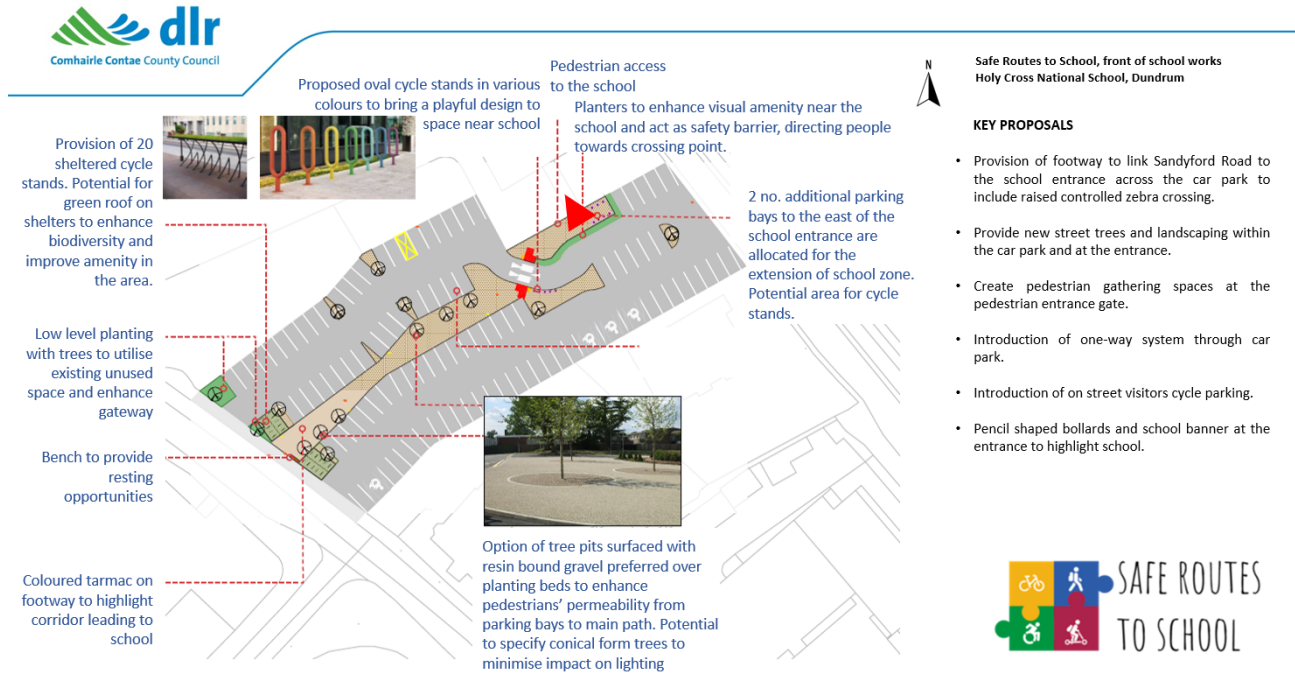
In relation to the development sites, proposals include:

- › Introduction of a bus gate in front of Dundrum library.
- › Bus layover spaces on the northern end of the Old Shopping Centre site.
- › Proposed that all vehicles will access the Old Shopping Centre site from the Bypass.
- › Main Street will continue 1-way to the junction with Dundrum Bypass.



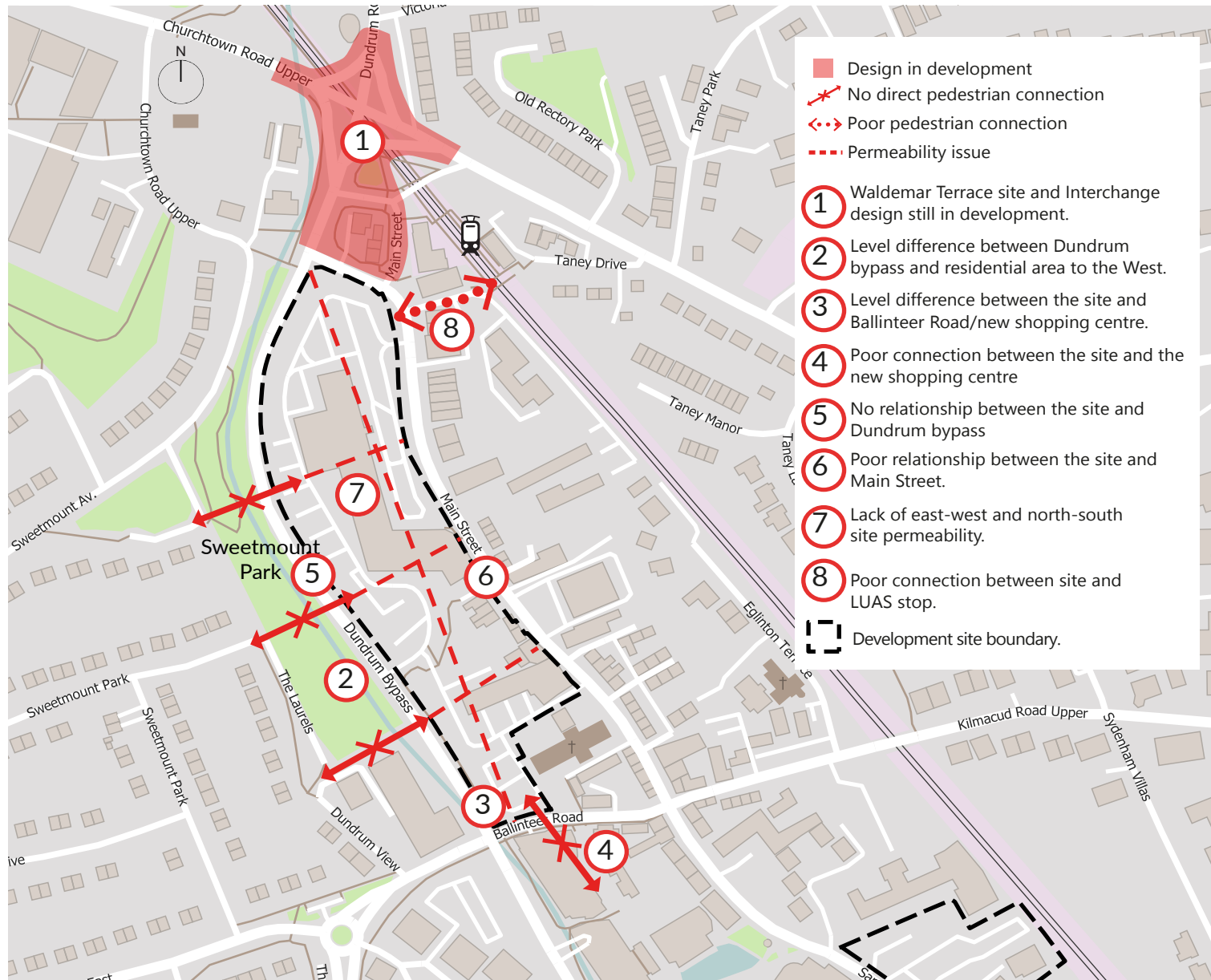
Safe Routes to School Programme

As part of the Safe Routes to School Programme, proposals are being developed for the Dom Marmion car park site as shown on this page.

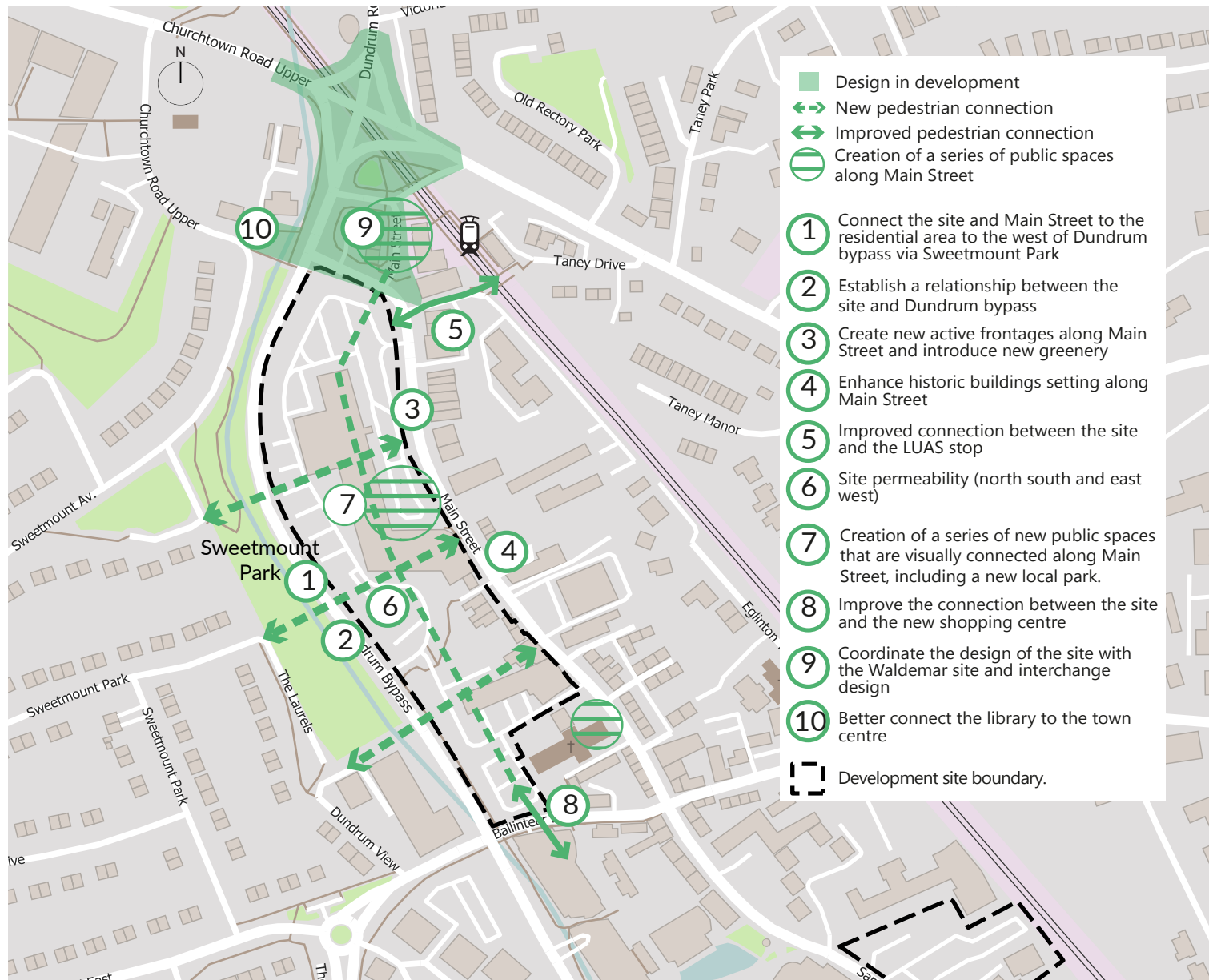


Issues, constraints and opportunities

Old Shopping Centre site - issues and constraints



Old Shopping Centre site - opportunities



Dom Marmion site - issues and constraints



Dom Marmion site - opportunities



3. PLACEMAKING STRATEGY

Dundrum Village Character Areas

- Mainstreet
- Sandyford Road
- Pedestrian Street
- Public Open Space
- Dundrum Wood Residential
- Civic Space
- Dundrum Wood Upper
- Dundrum Mainstreet Lower
- Dundrum Road
- Publicly Accessible Open Space

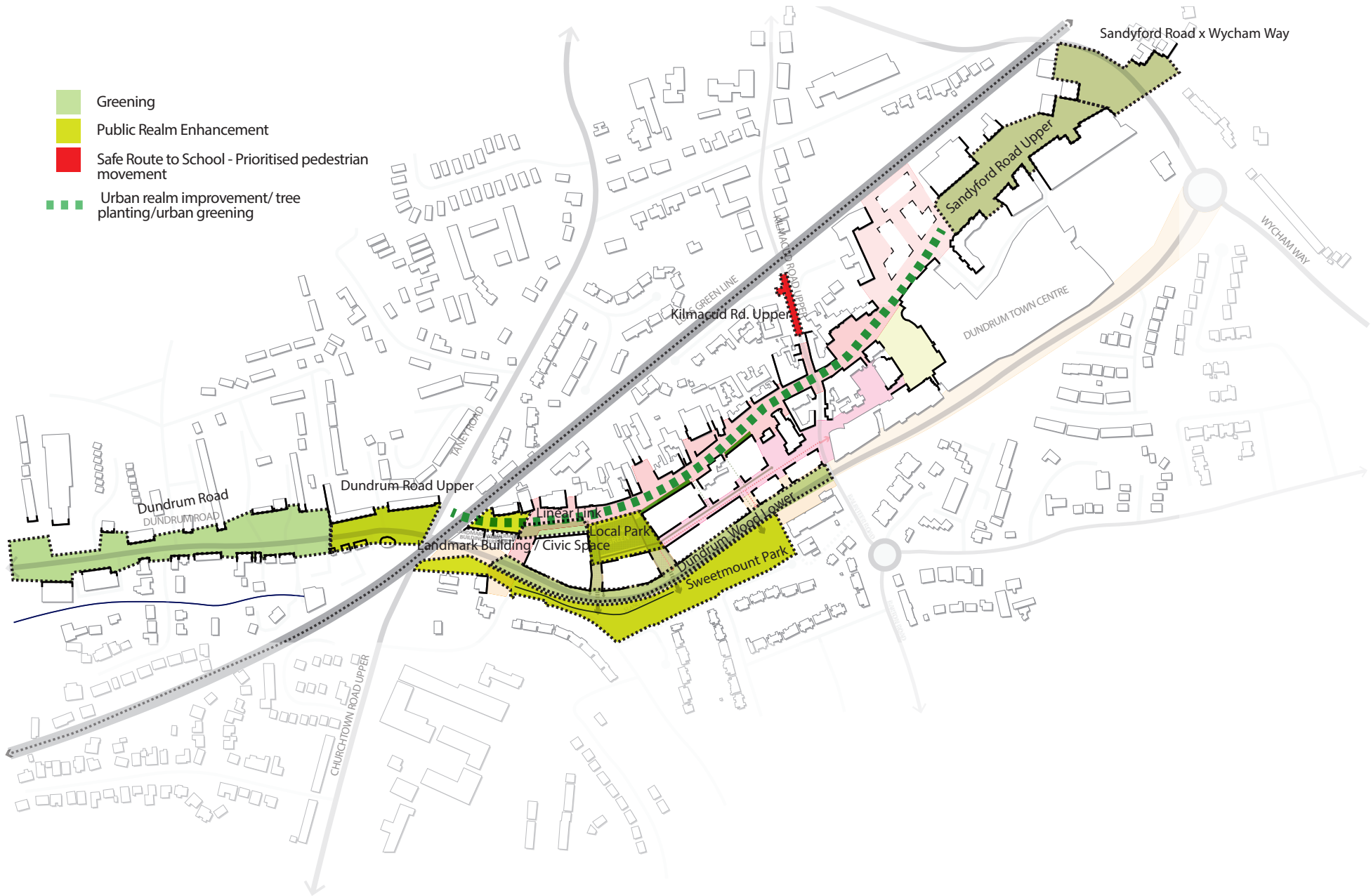


Key Development Opportunities



Key Public Realm Opportunities

- Greening
- Public Realm Enhancement
- Safe Route to School - Prioritised pedestrian movement
- Urban realm improvement/ tree planting/urban greening



Developments Strategy themes

The strategy for each development site is developed around 4 core themes and their sub-categories as described in the diagram on this page.



4. OLD SHOPPING CENTRE SITE

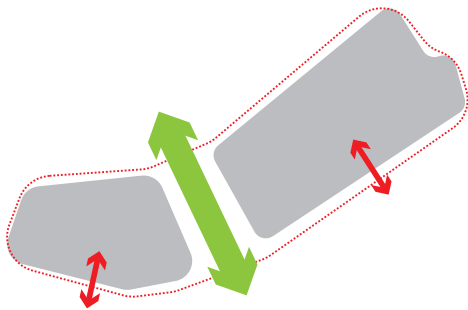
Strategy and Design Recommendations

Movement - strategy

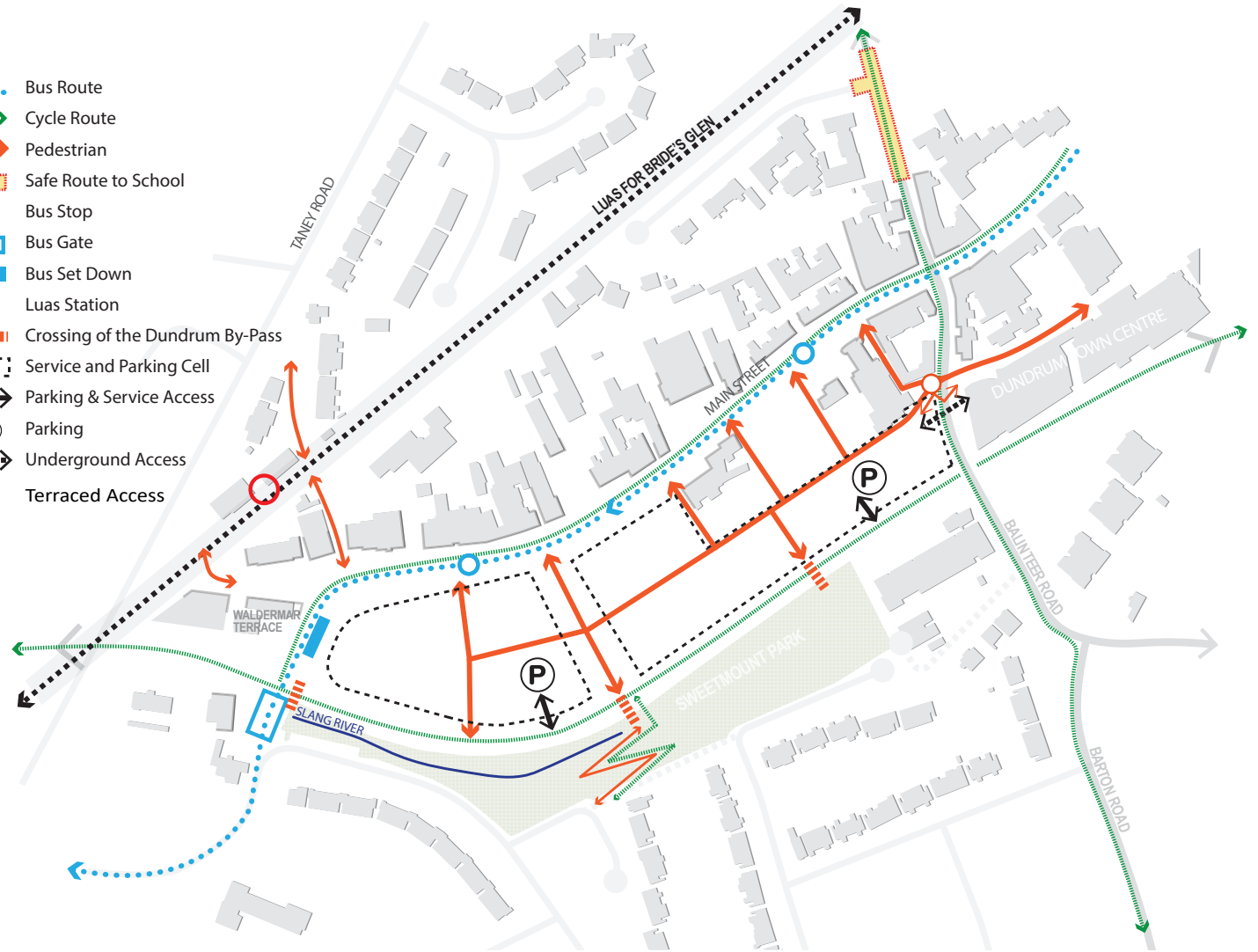
MOVEMENT

Walking
Cycling
Public Transport
Servicing, Access and Parking

Two service/parking cells proposed either side of the 'green link', to ensure no vehicles will cross the 'green link'.



- ⋯ Bus Route
- Cycle Route
- ↔ Pedestrian
- Safe Route to School
- Bus Stop
- Bus Gate
- Bus Set Down
- Luas Station
- Crossing of the Dundrum By-Pass
- Service and Parking Cell
- ↔ Parking & Service Access
- P Parking
- ↔ Underground Access
- Terraced Access



Movement - design recommendations

The new development needs to:

Walking

- › Improve walking connectivity in the area. In particular, provide new and direct the east-west connections between the residential area and Sweetmount Park to the west and Main Street to the east.
- › Enhance the walking environment on Main Street further by providing generous footways, opportunities to sit and new greenery.
- › Improve the walking environment along Dundrum Bypass, introduce new greenery and provide new at-grade crossings connecting to the west via Sweetmount Park.
- › Provide a new cycle link and walking connections to access Sweetmount Park and the residential area to the west, overcoming the change in level through a terraced arrangement and a bridge.
- › Provide a new crossing on Ballinteer Road to connect the site to the existing shopping centre. Manage the level difference between the site and Ballinteer Road as part of the development site via a terraced arrangement.

Cycling

- › Retain cycle contraflow along Main Street and retain a traffic calmed environment where cyclists can comfortably ride on carriageway going northbound.
- › Consider the integration of the planned segregated cycle routes along Dundrum Bypass and Ballinteer Road with the new development.
- › Provide a cycle connection from the residential area to the west to Main Street via Sweetmount Park. This route would allow the site to be crossed in an east-west direction and needs to be designed so to avoid conflicts with the pedestrian spaces.
- › Provide a suitable number of cycle parking for visitors and residents exceeding the minimum standards with Cycle Parking and associated Cycling Facilities for New Developments (2018). Refer to Section 12.4.6 of the County Development Plan.

Public Transport

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

Servicing, Access and Vehicular Parking

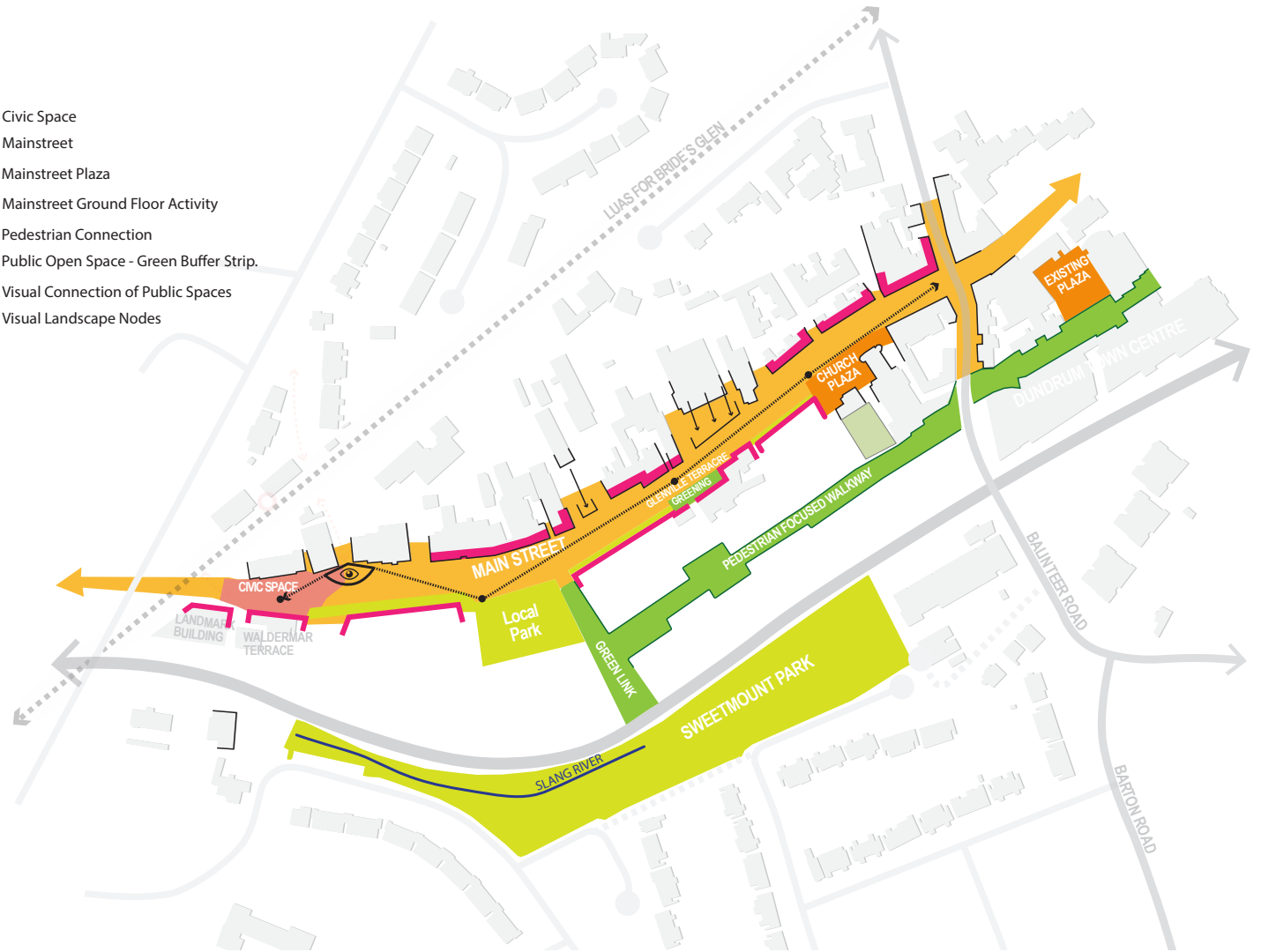
- › Provide service access and access to residential car parking from Dundrum bypass. Two service/ parking cells proposed either side of the 'green link', to ensure no vehicles will cross the 'green link'.
- › Limit the amount of visitor and residential parking provision due to the close proximity of the site to public transport (LUAS stop, bus stops). Refer to Table 12.5 and S. 12.4.5.2 Assessment Criteria for deviation from Car Parking Standards of County Development Plan.
- › Retain the existing connection to the shopping centre car parking under Ballinteer Road.

Placemaking - strategy

PLACEMAKING

Public Spaces
Street Character

- Civic Space
- Mainstreet
- Mainstreet Plaza
- Mainstreet Ground Floor Activity
- Pedestrian Connection
- Public Open Space - Green Buffer Strip.
- Visual Connection of Public Spaces
- Visual Landscape Nodes



Placemaking - design recommendations

The new development needs to:

Public Spaces

- › contribute to the provision of public spaces in the area (of different nature and for different activities) that are well connected, complement each other and provide visual interest along the Main Street.
- › provide a new Local Park that will be a community-focused space along Main Street. As a minimum, the Local Park should be 2000sqm.
- › provide new greening in front of Glenville Terrace to enhance the setting of the heritage buildings
- › create a visual connection to the Local Park for people approaching it via Main Street
- › provide a green link between the upgraded Sweetmount Park, the Local Park and Main Street.

Street Character

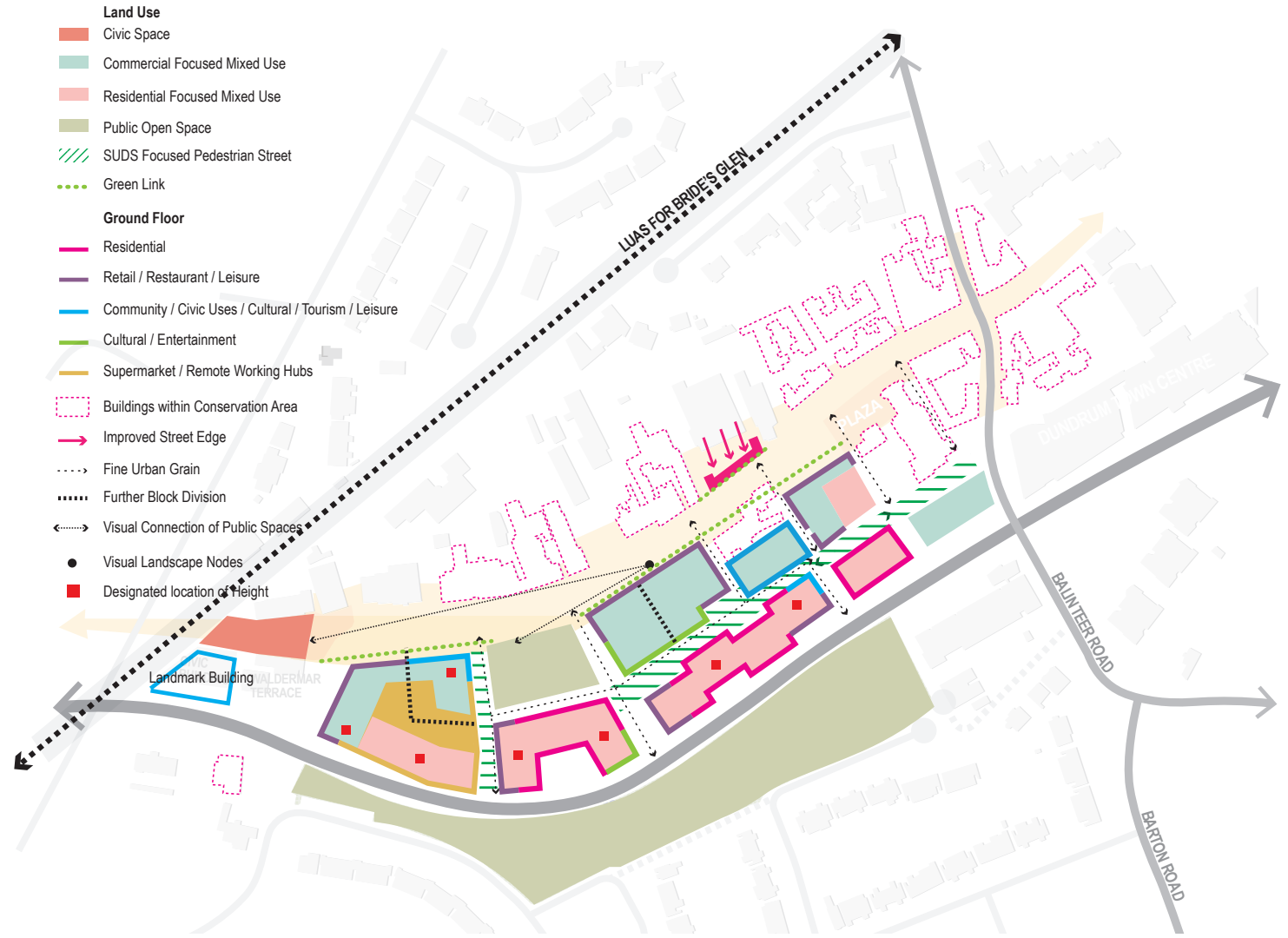
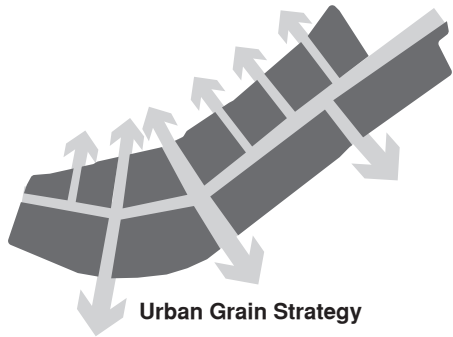
- › build on the existing street character of Main Street and the recent enhancements for walking and cycling. Provide a continuous building frontage with active uses, except for the locations of new public spaces.
- › provide a pedestrian walkway parallel to Main Street with a more residential character
- › reduce the vehicular dominance character of Dundrum bypass by introducing new at-grade crossings, planting and new building blocks overlooking the street. The buildings should be set back to provide privacy strip for residential units.
- › Along the Main Street street planting strategy should be introduced with suitable trees and planting so as to not take away from the existing protected structures and ACA.
- › Active frontages should be present on all ground floors sides of the Main Street Local Park.
- › Main Street should have a tighter urban grain compared to the Dundrum bypass to allow for sufficient permeability in and out of any subsequent development.

- › To allow for permeability and a small scale urban grain a recommended distance of 50-60m between cross streets to the main street is recommended unless unachievable due to constraints, e.g. existing buildings, protected structures etc.

Built form - strategy

BUILT FORM

Heritage & Building character
Density
Heights
Land Uses



Built form - design recommendations

Heritage and Building character

- › Maintain and enhance the existing High street character along Dundrum Main Street while being in accordance with SLO 9. Any new development should reflect the building character of the existing protected structures, such as Pembroke Terrace. Only in designated points along the Main Street should the low height character of the Main Street be broken - in order to create focal points along the Main Street.
- › Improve building edge along Dundrum Bypass by increasing active frontages and decreasing building setback.

Density & Urban Grain

- › A tighter urban grain should be achieved on the Dundrum Main Street compared to the Dundrum Bypass side of the development. On the Main Street a maximum distance of 50 to 60 meters should be achieved between access points into the development. Particularly in the southern end of the development strong permeability between the pedestrian focused walkway and the Main Street.
- › The density should follow a similar pattern with the bypass side of the development having a higher density while the Main Street side should try and reflect as much as possible the existing character of the street.

Heights

- › Having regard to SLO 9 and also the Building Heights Strategy as set out in the County Development Plan, building heights shall be sensitive to existing character while also allowing increased height to create focal points at designated locations (See diagram on page 29).
- › Provide alternating heights along the Dundrum Bypass to create visual interest and allow light into the public realm spaces.

Land Uses

- › Provide cultural offering adjacent to the new Local Park.
- › Provide a retail/commercial focused mixed use developments along the Main Street.
- › Provide residential focused mixed-use developments along the Dundrum Bypass.
- › Enhance the retail offering along the Main Street.

ENVIRONMENT

Flood mitigation & Climate adaptation
Green Infrastructure



Environment - design recommendations

The new development needs to:

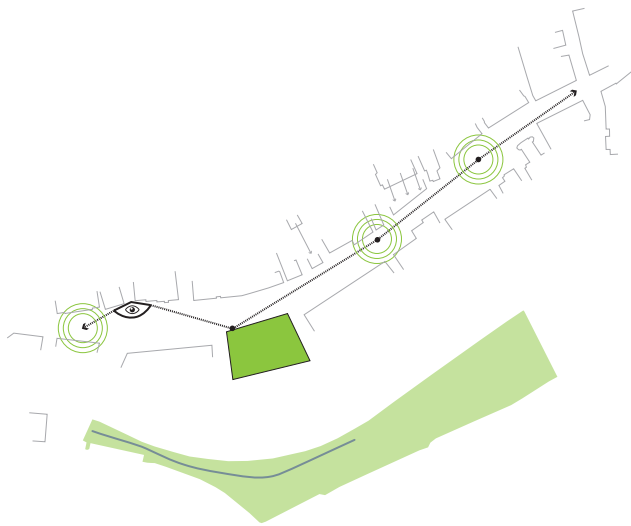
Flood mitigation & Climate adaptation

- › Introduce Sustainable Urban Drainage solutions, particularly in the northern end of the site, which is an area at high-risk of flooding. Potential SUDS infrastructure could be Swales, Bio-retention basins, Permeable paving, Green Roofs. The Local Park and site to rear of Library could also act as a retention area.

Green Infrastructure

- › Provide new greenery along Main Street in the form of tree planting and SUDS
- › Create a green corridor connecting Main Street with an upgraded and enhanced Sweetmount terraced park.
- › Implement a new Local Park with green pedestrian arteries running east-west.

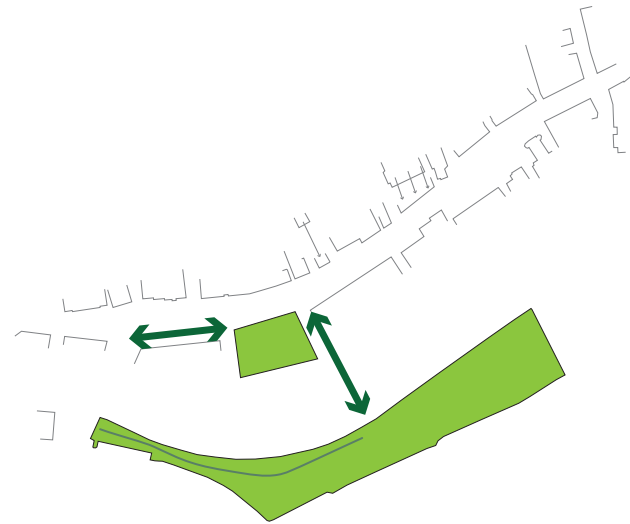
Local Park Strategy



Visual and Green Connection

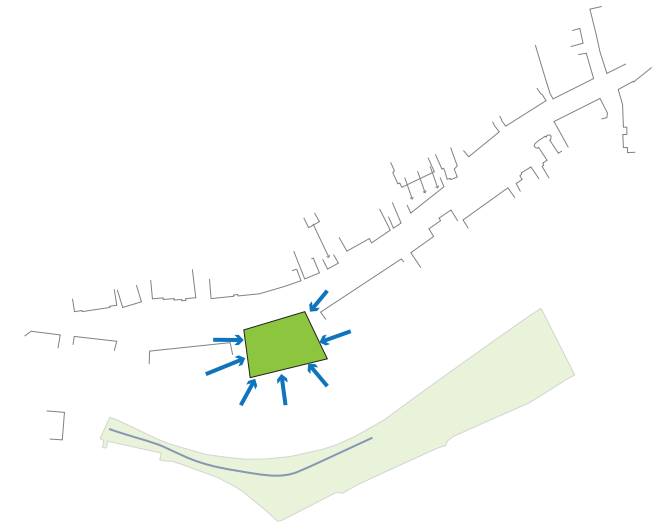
A visual connection is made between all of the public spaces along the Main Street with the Local Park being one of them.

A green connection is to be created between these public spaces, linking into the tree line on Sandyford Road.



Sweetmount Park Connection

A strong Connection is made between Dundrum Main Street, Sweetmount Park and the Taney Cross / Lower Main Street via the Local Park.



SUDS Retention Basin

The Local Park, being at the lower southern end of the site allows the space to offer SUDS solution in terms of retention areas for flood prevention.

Local Park precedent 1

KARDINAAL MERCIER SQUARE, JETTE, BELGIUM

0.4 Hectares / 55m X 55m

Kardinaal Mercier Square lies in the centre of Jette, yet this is not the only reason why it is a hub for civic activities. The old town hall – which nowadays serves as a police station, the station, a major tram and bus stop, the church, the library, schools and other central activities can be found on or nearby the square. This means that in the design, the network of urban connections over the square must be safeguarded and, if possible, expanded as much as possible. The activities on the square demand a small-scale extension of connections for slow traffic, whereby the barrier of the train track can be levelled in various ways.



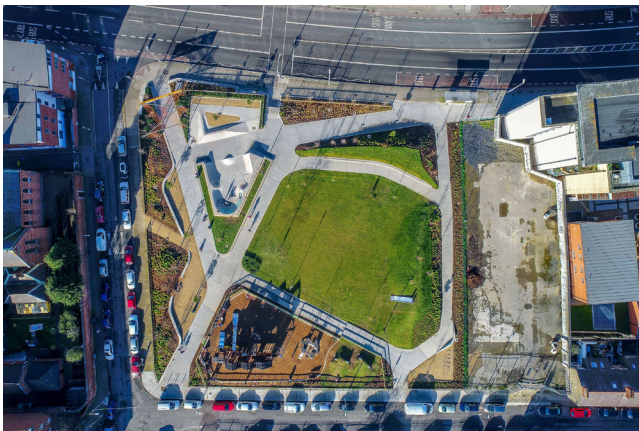
Local Park precedent 2

WEAVER PARK, CORK STREET, DUBLIN

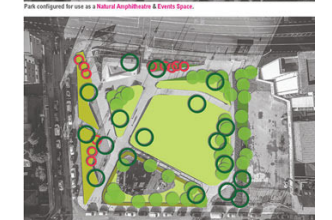
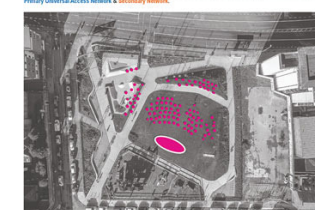
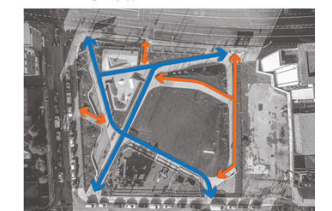
0.5 Hectares / 65m X 65m

Weaver Park was the first purpose built Public Park in The Liberties area in over a century.

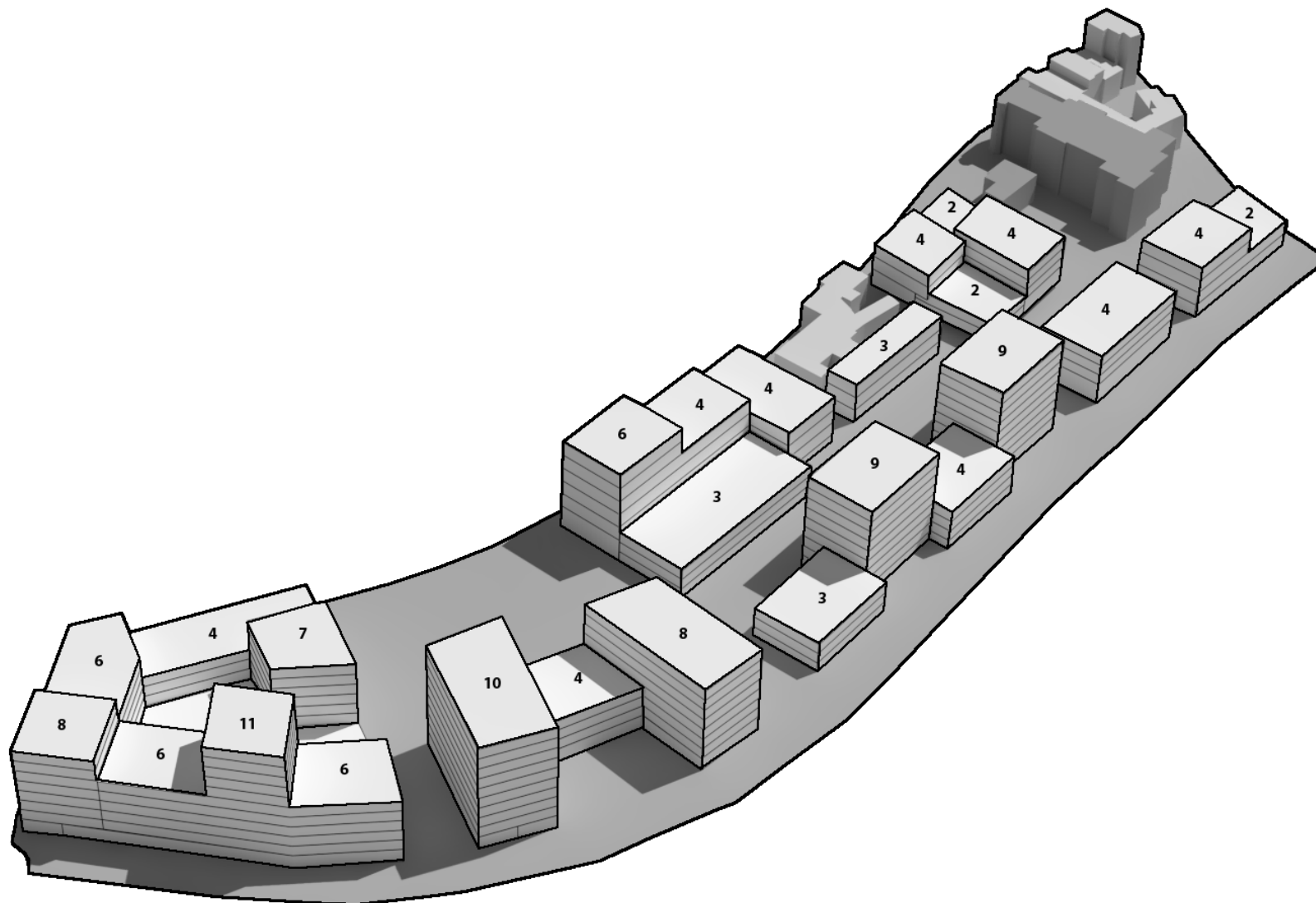
There are a multitude of uses provided for within the park design, including grassed lawns, a terrace onto Cork St., an enclosed play area, a picnic space, a skate park, extensive seating along internal walls and perimeter zones with tree planting, mounding and play features. The central lawn accommodates small scale active and passive uses on a day to day basis but can also provide the space for larger events such as markets, parties, exhibitions and performances. Weaver Park was officially opened on the 2nd October 2017. It has to date proved to be a highly valued and much used space by all age groups.



Local skateboarders gather at the skate bowl.



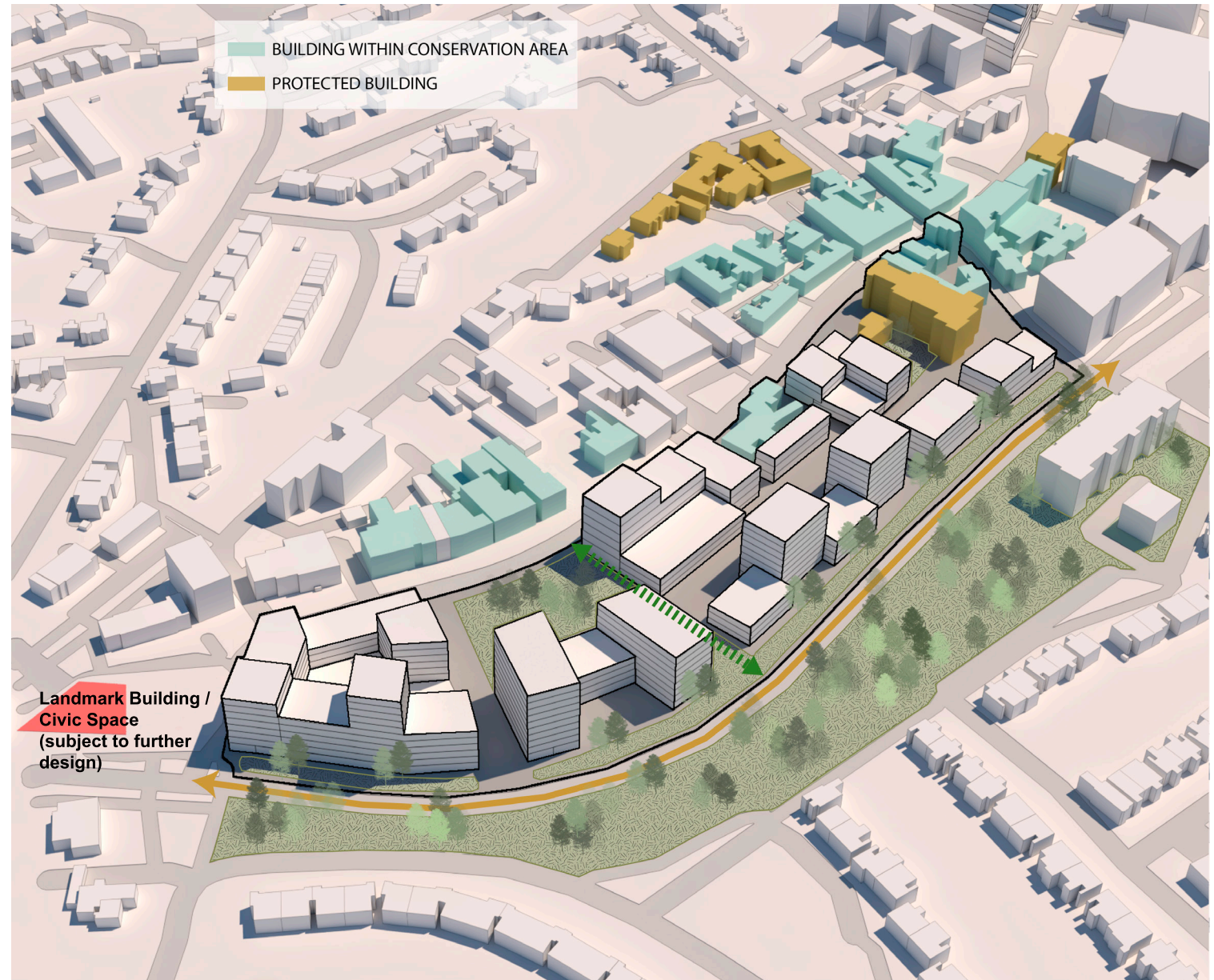
Height Strategy



NOTE: Indicative 3D diagrams were developed solely for the purpose of calculating plot ratio and do not accurately reflect existing topography. Detailed impact on built heritage and amenity would require further assessment. For that reason the diagrams should not be shown in a formal LAP

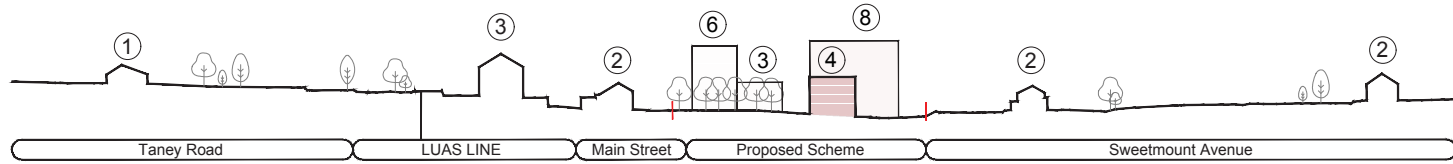
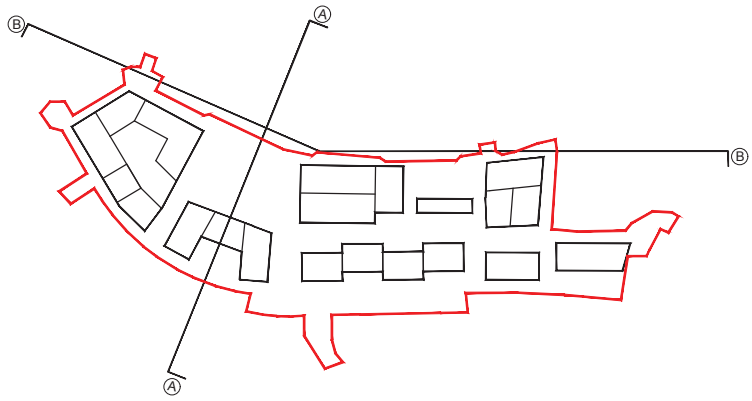
Context considerations

Points of height were carefully considered along the Main Street so as to not conflict directly with existing protected buildings and buildings within the conservation area. The goal was rather to amplify these buildings by allowing open space in front of them. The eastern edge of the Local Park is a good example of this.

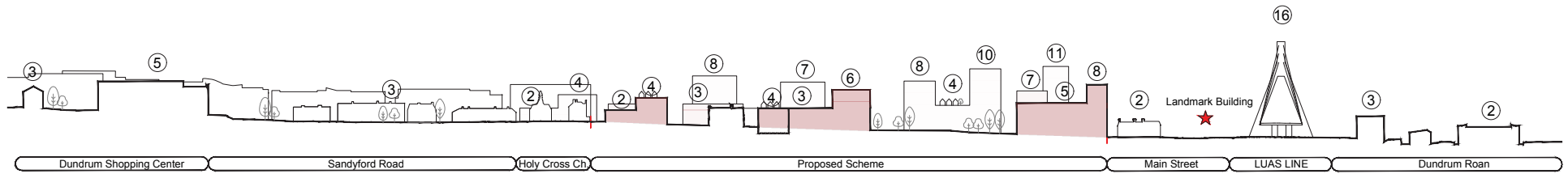


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Sectional Elevations

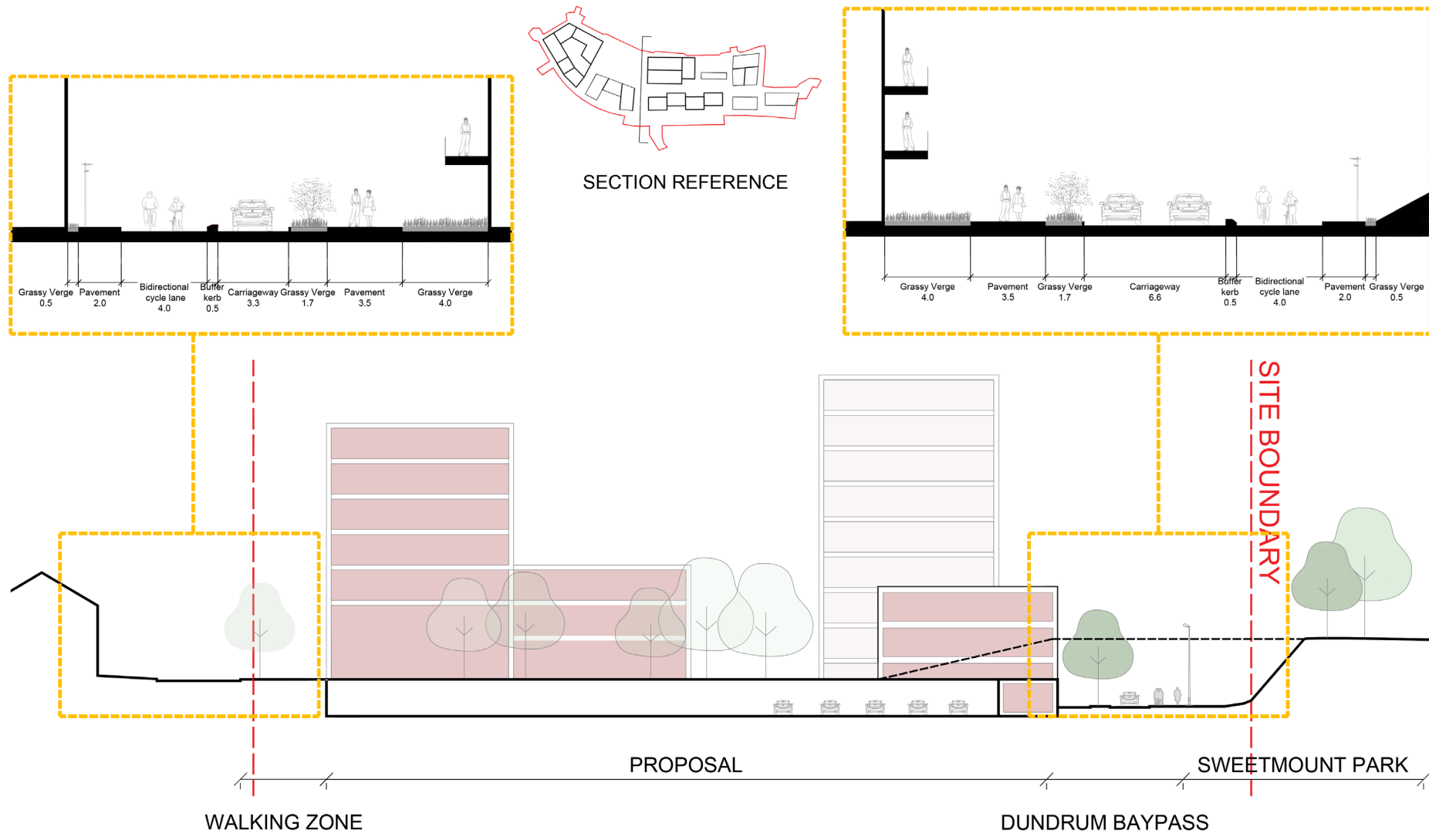


A - Main Street City Scale Context east to west



B - Main Street City Scale Context north to south

Dundrum Bypass Crossing to Sweetmount Park



Sunlight Study

The buildings are oriented in a way that maximizes sunlight penetration through to the public open space.

21st of June

h. 10.00 a.m.



h. 12.00 a.m.



h. 02.00 p.m.

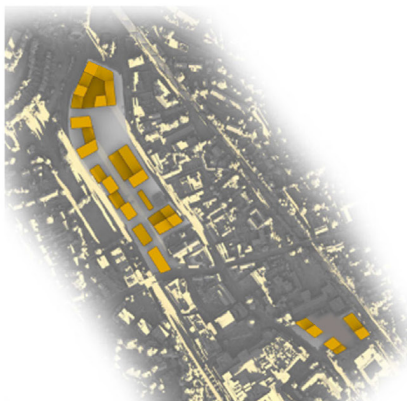


h. 04.00 p.m.

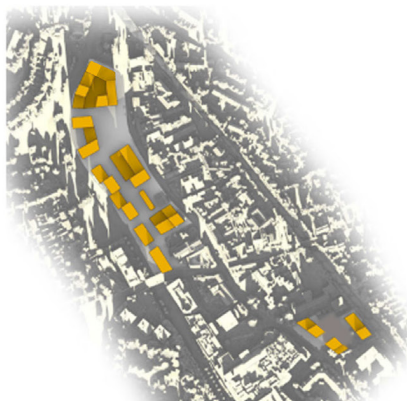


21st of December

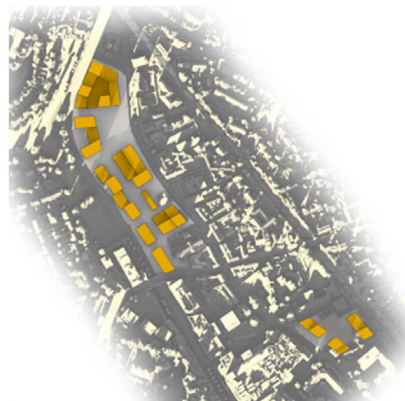
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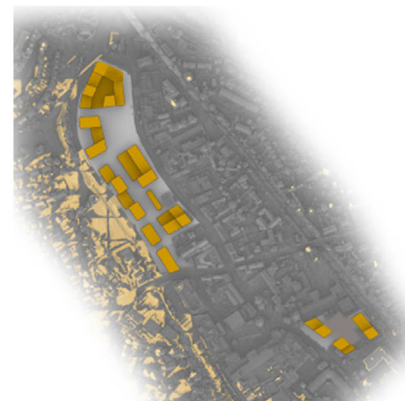
h. 12.00 a.m.



h. 02.00 p.m.



h. 04.00 p.m.



NOTE: Indicative 3D diagrams were developed for the purpose of calculating plot ratio and do not accurately reflect the topography of the context. For that reason the diagrams should not be shown in a formal LAP.

Density and Land Use

Plot Ratio

Gross Floor Area: 76,640 sqm

Site Area: 34,046 sqm

Plot Ratio = 1:2.25

- Residential Focused Mixed Use
- Commercial Focused Mixed Use
- Retail / Other



NOTE: Indicative 3D diagrams were developed solely for the purpose of calculating plot ratio and do not accurately reflect existing topography. Detailed impact on built heritage and amenity would require further assessment. For that reason the diagrams should not be shown in a formal LAP

Design Option

This option proposes a 'green link' connecting Sweetmount Park with Dundrum Main Street.

This link would connect the Main Street with Sweetmount Park via at-grade crossings of the Dundrum Py-Pass.

A pedestrian street is located running north-south through the site connecting the new Local Park with the existing pedestrian walkway within the Dundrum Town Centre.

Various East-West links are created through the site to optimize movement onto the Main Street from the site.

Two service/parking access points from the Dundrum bypass will be proposed, either side of the 'green link'. This ensures that no vehicular traffic should cross the 'green link', leaving it completely traffic-free.



Variation 1

Bridge Crossing

Proposes a bridge connection rather than an at-grade crossing from Sweetmount Park to the 'green link' and then onto the Local Park and Main Street.



Variation 2

Alternative Local Park Location

Proposes the Local Park further to the south along the Main Street, fronting Pembroke Terrace.

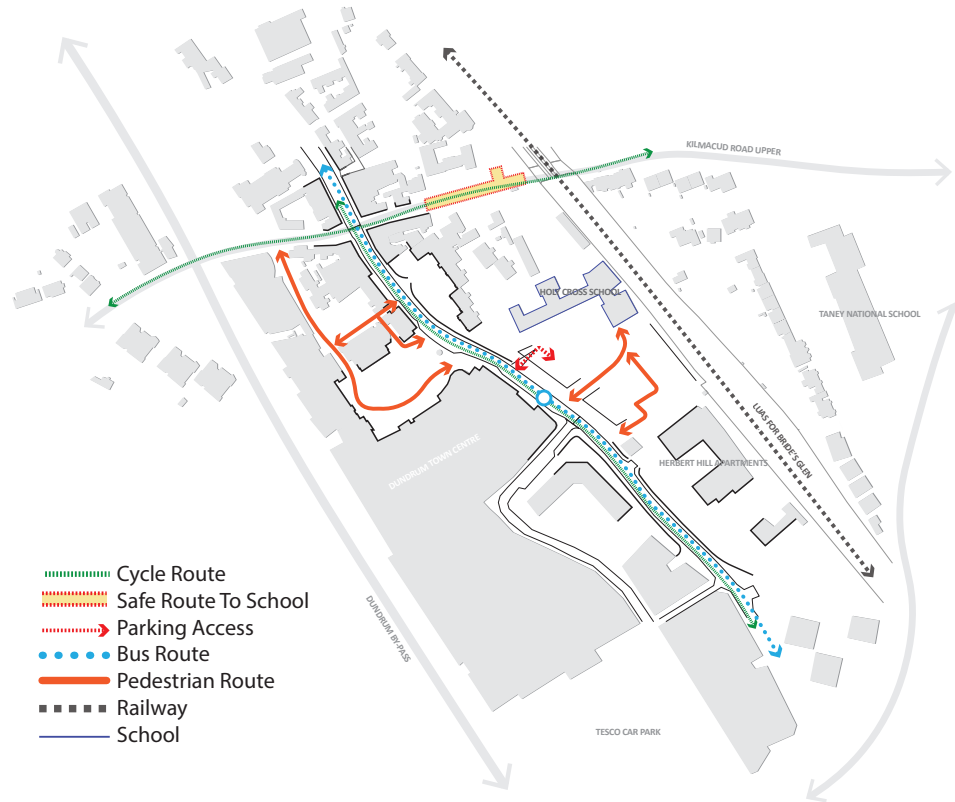
One 'green link' is proposed, connecting Sweetmount Park with the Local Park and the Main Street, crossing the bypass at grade.



6. DOM MARMION SITE

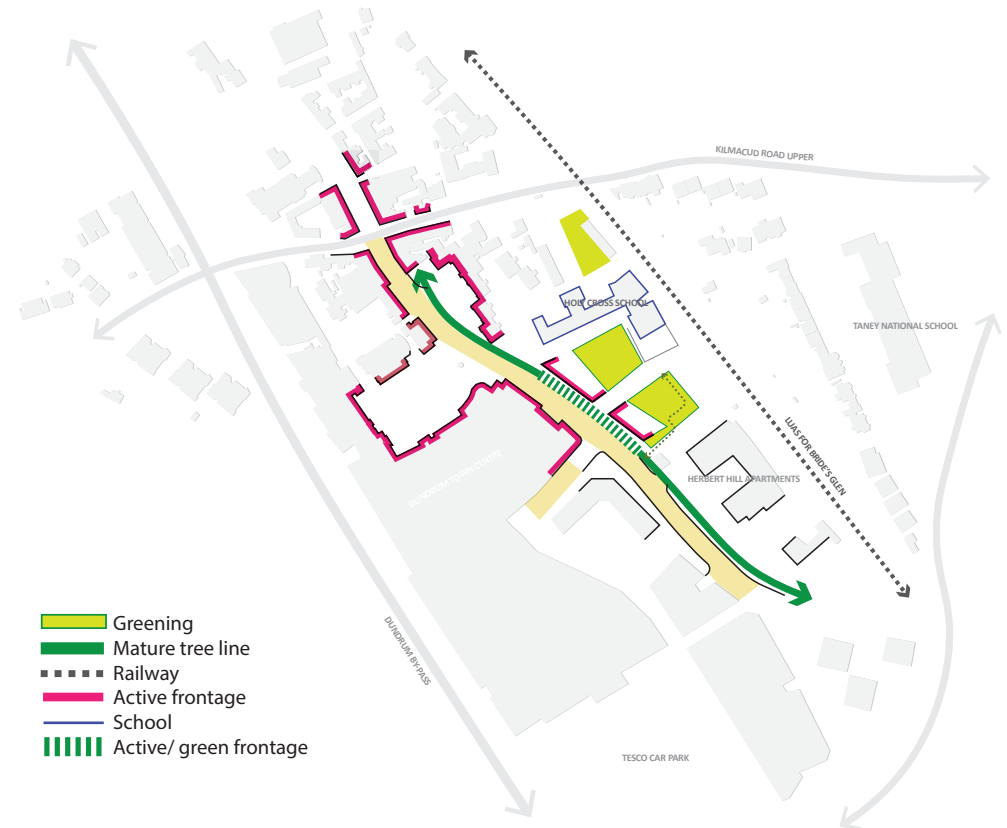
Strategy and Design Recommendations

Movement



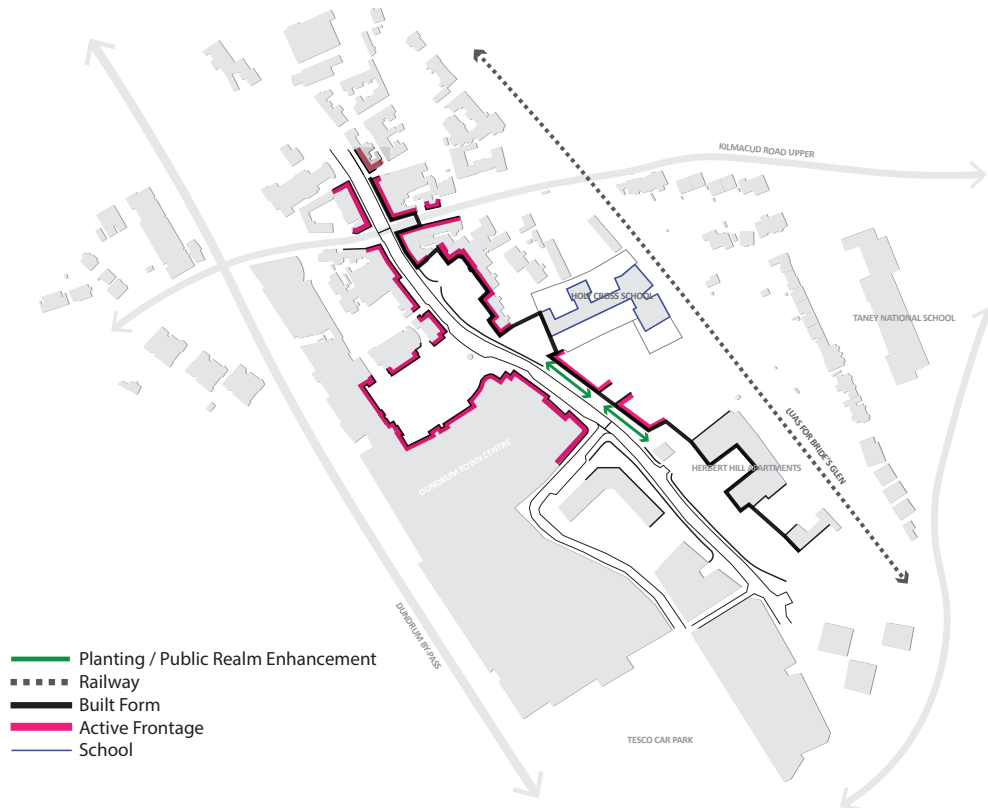
- › Providing pedestrian access to the existing Holy Cross school is paramount. This has been highlighted through a safe route to school plan which should be considered in any future development.
- › Underground parking should be considered to minimise on street parking, allowing for maximum open space.

Placemaking



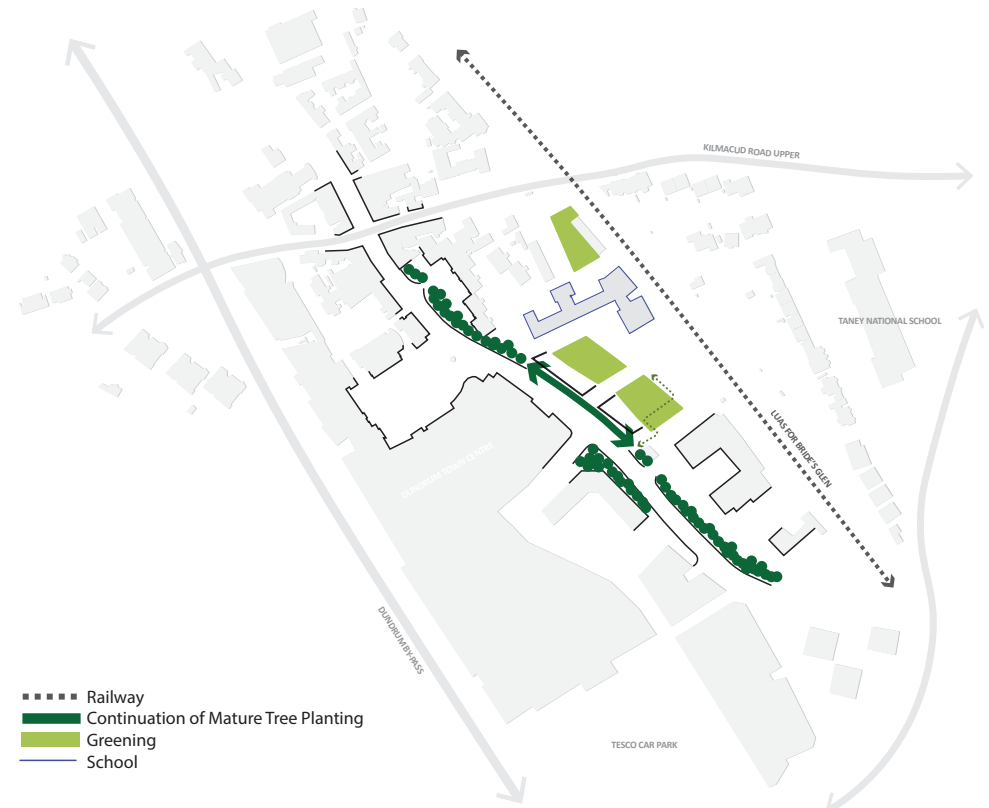
- › Provide a mixed use residential focused development which incorporates the existing Montessori on the site.
- › Retail to be considered on the ground floor.

Built form



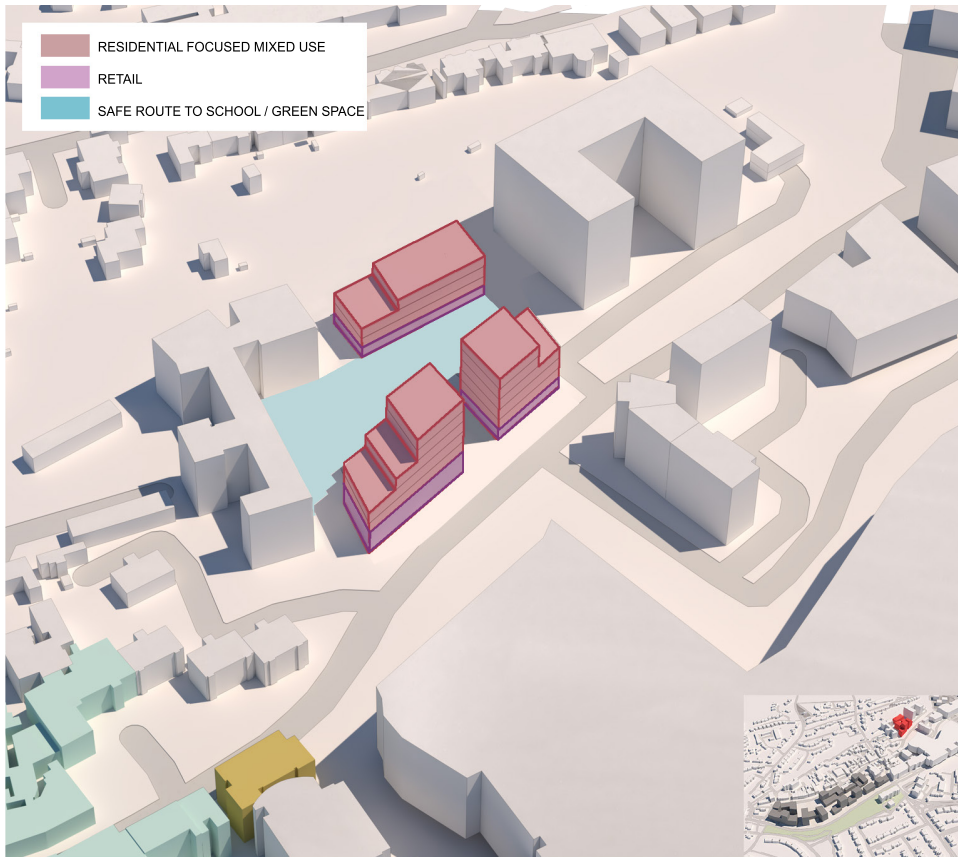
- › The existing serrated building line creates various setbacks along Sandyford Road. The recommendation is to follow this motif and allow a setback from the road for any development. This setback allows for implementation of planting/public realm enhancement.

Environment



- › An existing mature tree line has been identified along Sandyford Road. The recommendation is to continue this tree line along Sandyford Road at the Dom Marmion Site. This would involve the planting of mature trees in line with adjacent existing species.

Land use



Height Strategy



Plot Ratio

Gross Floor Area: 11,378 sqm

Site Area: 6,661 sqm

Plot Ratio = 1:1.7

NOTE: Indicative 3D diagrams were developed solely for the purpose of calculating plot ratio and do not accurately reflect existing topography. Detailed impact on built heritage and amenity would require further assessment. For that reason the diagrams should not be shown in a formal LAP

Design options

Retention of vehicular access



- Active Frontage
- Greening
- Continuation of Mature Tree Planting
- Vehicular Access
- - - - Railway
- Safe Route To School
- School

Pedestrian and cycle access only within the site



- Greening
- Existing Mature Trees
- Continuation of Mature Trees Planting
- Parking Access
- - - - Pedestrian Access
- School

