



# Chief Executive's Report on Draft Plan Consultation August 2023

**Volume I**

**Draft Dundrum Local Area Plan 2023**

**Chief Executive's Report on Draft Plan Consultation**

**August 2023**

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**Issues Raised and Chief Executive's Responses and Recommendations**



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## **Part 1: Introduction**



## 1.1 Overview

Dún Laoghaire Rathdown County Council are at the Draft stage for the Dundrum Local Area Plan (LAP).

The process of preparing a Local Area Plan for Dundrum commenced in November 2018 with a four-week Pre-Draft public consultation phase. An 'Issues Paper' was prepared and circulated, and two open days were held in Dundrum. Submissions were invited, and the Executive prepared a report summarising the issues raised in the 153 no. submissions received at pre-draft stage.

The report contained a number of policy recommendations for the Draft Local Area Plan, and, importantly, the report recommended that an Area Based Transport Assessment (ABTA) be carried prior to the preparation of a Draft LAP. In addition to an ABTA, the 'Dundrum Civic, Community and Cultural Action Plan' was commissioned to assess the provision of cultural, civic and community facilities in Dundrum and environs and make recommendations on future requirements, based on best practice.

It is acknowledged that there has been a delay between the pre-draft and draft stage of the Dundrum LAP. This primarily resulted from the time taken to complete both the County Development Plan review process and also the Draft ABTA for Dundrum.

The Draft Plan has incorporated policy recommendations arising from the pre-draft consultation, a number of recommendations contained within the ABTA and the 'Dundrum Civic, Community and Cultural Action Plan'. A number of background papers were prepared, and the Dundrum Architectural Conservation Area was adopted through the County Development Plan 2022-2028 process, all of which have informed the Draft LAP. Environmental assessments were carried out as follows:

- i. A Strategic Environmental Assessment
- ii. An Appropriate Assessment, and
- iii. A Strategic Flood Risk Assessment.

These environmental assessments form part of the LAP and have informed both policy and objectives set out within the Draft LAP.

The Draft LAP, together with the environmental assessments, was placed on public display for a period of not less than 6 weeks commencing on the 8<sup>th</sup> June to 21<sup>st</sup> July 2023.

A total of 898 submissions were received and overall the level of engagement was high and included much positive commentary along with concerns in relation to certain proposals in the Draft LAP. In a similar vein to the submissions received at pre-draft stage it is clear that the community care strongly about what happens in Dundrum. Whilst many of the issues raised related to the Draft Local Area Plan, there were also a number of issues raised that related to other service area Plans and operational matters of the Council.

We wish to take the opportunity to thank all those who made submissions and to all who attended and participated in the information webinar and the drop in days in Dundrum. We also wish to thank all the elected members who also supported and encouraged participation.

## 1.2 Purpose of the Chief Executive's Report

This Report is submitted to the Members of Dún Laoghaire-Rathdown County Council for their consideration as part of the process for the preparation of the Dundrum Local Area Plan.

This Chief Executive's Report forms part of the statutory procedure for the preparation of a County Development Plan, as required by Section 20(3)(c)(ii) & (cc) of the Planning and Development Act, 2000 (as amended) and sets out to:

- I) *"List the persons who made submissions or observations,*
- II) *Provide a summary of –*
  - (A) *the recommendations, submissions and observations made by the Minister, where the notice under paragraph (a) of subsection (2) was sent before the establishment of the Office of the Planning Regulator,*
  - (B) *the recommendations, submissions and observations made by the Office of the Planning Regulator, and*



(C) *the submissions and observations made by any other persons, in relation to the draft local area plan in accordance with this section.*

III) *contain the opinion of the chief executive in relation to the issues raised, and his or her recommendations in relation to the proposed local area plan, amendment to a local area plan or revocation of a local area plan, as the case may be, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.*

i. *In the case of each planning authority within the GDA, a report under subparagraph (c)(i) shall summarise the issues raised and the recommendations made by the DTA in a report prepared in accordance with section 31E and outline the recommendations of the chief executive in relation to the manner in which those issues and recommendations should be addressed in the proposed local area plan."*

Members have a period of **6 weeks** from the date of receipt to consider the Chief Executive's Report.

As set out in Section 20(3)(d)(ii), following consideration of the Draft Local Area Plan and the Chief Executive's Report, the Members shall, by resolution, having considered the Chief Executive's Report:

- i. *"subject to paragraphs (e) to (r), decides to make or amend the plan otherwise than as recommended in the chief executive's report, or*
- ii. *decides not to make, amend or revoke, as the case may be, the plan".*

In the event that material alterations are made to the Draft Local Area Plan, the statutory requirements set out under Section 20(3)(e)-(r) of the Planning and Development Act, 2000 (as amended) shall apply.

The Local Area Plan shall have effect 6 weeks from the day that the Plan is made.

Section 20(15) of the Planning and Development Act 2000 (as amended) states:

*"In this section 'statutory obligations' includes, in relation to a local authority, the obligation to ensure that the local area plan is consistent with—*

- i. *the objectives of the development plan,*
- ii. *the national and regional development objectives specified in—*
  - *the National Planning Framework, and*
  - *the regional spatial and economic strategy, and*
- iii. *specific planning policy requirements specified in guidelines under subsection (1) of section 28."*

### **1.3 Structure of the Report**

The report comprises 2 volumes as follows:

- Volume I - Introduction, Issues Raised and Chief Executive's Responses and Recommendations
- Volume II - Summary & List of Submissions Received

#### **Volume I**

Volume I is divided into four parts:

#### **Part 1: Introduction to Chief Executive's Report**

- 1.1 Overview.
- 1.2 Purpose of report.
- 1.3 Structure of Report.
- 1.4 Consultation Process.
- 1.5 High level overview of nature of issues raised and recommendations.

#### **Part 2: Summary of the submissions from the Office of the Planning Regulator (OPR) and the National Transport Authority (NTA) and the Chief Executive's response and recommendation.**

- (a) A summary of the observations, submissions and recommendations made by the Office of the Planning Regulator.
- (b) A Summary of the issues raised, and the recommendations made by the NTA.

- (c) The response of the chief executive to the issues raised, taking account the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives of the Government or of any Minister of the Government and, if appropriate, any observations made by the Minister for Arts, Heritage, Gaeltacht and the Islands.

### Part 3: Summary of the Issues raised by other persons and the response and recommendations of the Chief Executive

- (a) A summary of the issues raised broken down by way of reference to the chapters and appendices of the Draft Local Area Plan.  
 (b) The Executive's response and any recommendations.

### Part 4: Appendices to the Chief Executive's Report

There are 3 appendices as follows:

- (a) Appendix 1. Draft Local Area Plan Errata.  
 (b) Appendix 2. Acronyms.  
 (c) Appendix 3. Legislative Background.

Where an issue raised is not considered to be a Local Area Plan issue this is stated in the response in blue text.

Recommendations for amendments to the Draft LAP are shown by way of red text with deletions shown by way of a ~~strike-through~~ and additions shown by way of underlining.

Recommendations in black are matters considered by the Chief Executive and where no change is recommended.

In order to make the document as user friendly as possible the issues raised have been grouped under a series of umbrella 'headings' which are based on the individual Chapters / Sections, as set out in the Draft LAP.

### Volume II

Volume II is divided into 2 parts:

- Part 1 summarises all submissions received.

- Part 2 lists the persons or bodies who made submissions or observations.

### Navigation

In each volume of this report there are a number of links and cross references provided to aid navigation both through the report and to documents referred to within the report. Hyperlinked text is identifiable by an underline and will be either blue or black text. Hyperlinks have been provided for:

- All submissions received.
- Quick links from the contents page to each section are provided and a 'Return to Contents' link is provided at the bottom of each page in Volume I.

Section and page numbers are provided for any reference made to the Draft LAP document.

### 1.4 Public Consultation

The Draft Local Area Plan 2023 and the Draft Environmental Reports were put on public display for 6 weeks between 8<sup>th</sup> June 2023 and 21<sup>st</sup> July 2023. Written submissions and/or observations were invited for a 6 week period ending the 21<sup>st</sup> July 2023.

During the public consultation period the Council pursued a proactive approach in an attempt to raise awareness of the Draft Local Area Plan among the citizens of Dundrum and other interested stakeholders, and by doing so encouraged a greater degree of public participation in the overall process.

The initiatives and measures undertaken by the Council to engage with the public and to promote more inclusive public participation included:

- A detailed public notice being placed in the Irish Times on 8<sup>th</sup> June 2023 advising of the consultation period, where the Draft LAP could be accessed and inviting submissions to the Draft LAP up to and including the closing date of 21<sup>st</sup> July 2023.
- A static display of the Draft Local Area Plan was in place for the duration of the 6 week consultation period at:
  - The Concourse, County Hall, Dún Laoghaire (9.00am-5.00pm)

- Council Offices, Dundrum Office Park (9.30am-12.30pm and 1.30pm-4.30pm).
- The Draft LAP was distributed to and was available upon request in all dlr Library branches.
- The Draft LAP, the environmental reports and background papers were available to view online at the Dundrum LAP webpage:  
[www.dlrcoco.ie/dundrumlap](http://www.dlrcoco.ie/dundrumlap).
- A video was produced giving a broad overview of the Draft LAP and was published on the Dundrum LAP webpage and on the dlr YouTube channel.
- A virtual room was created and added to the Dundrum LAP webpage.
- A storymap providing an overview of the Draft LAP was created and published on the Dundrum LAP webpage.
- An information poster was prepared and distributed to all dlr Library branches to be placed on display.
- A public webinar was hosted online on the 20<sup>th</sup> of June, 2023. A total of 95 people attended this online information session. The recording of the webinar is available to view Dundrum LAP webpage and on the dlr YouTube channel.
- Two Public Information 'drop-in days' were held in the Dundrum Council Offices on the dates listed below:
  - Tuesday 27th June 2023: 10.30am – 12.30pm, and 2pm – 4pm.
  - Thursday 6th July 2023: 4pm – 8pm.
- Submissions/observations in respect of the Draft LAP were accommodated via hard copy or via the citizens space public consultation portal.

### 1.5 High level overview of nature of issues raised and recommendations.

(Note: This is high level and does not purport to show every amendment proposed. The report should be read in full).

Section	Main Issues Raised	Main Recommended Amendments
Office of the Planning Regulator	<ul style="list-style-type: none"> <li>Positive support for Draft LAP and work to inform same including ABTA. Considers Draft LAP is consistent with national and regional policy.</li> <li>One recommendation relating to need to cross reference flood information.</li> </ul>	<ul style="list-style-type: none"> <li>Amendment to cross reference the conclusions of the Strategic Flood Risk Assessment and incorporate into the site development frameworks for the Old Dundrum Shopping Centre and Taney Cross Key Development Areas.</li> </ul>
National Transport Authority	<ul style="list-style-type: none"> <li>Positive support for Draft LAP. Considers Draft plan will assist in achieving compact growth, sustainable mobility and transition to a Low Carbon and Climate Resilient Society.</li> <li>It is recommended that Objectives OSC2 and OSC3 relating to crossing of Dundrum by-pass at grade and/or bridge crossing should be reviewed to align with Objective T11.</li> </ul>	<ul style="list-style-type: none"> <li>Amendments to OSC2 and OSC3 to align with T11. - Any redevelopment of the site shall provide new accessible pedestrian and cycle crossings between Sweetmount Park and the Old Dundrum Shopping Centre redevelopment site. Any proposals should take into account any flooding issues.</li> </ul>
Chapter 1	<ul style="list-style-type: none"> <li>Support for and opposition to overall draft LAP.</li> <li>Support for and opposition to ten-minute neighbourhood.</li> <li>Census data and demographic issues.</li> </ul>	<ul style="list-style-type: none"> <li>Inclusion of a glossary of terms.</li> <li>Amendments to vision to include term "Sustainable".</li> <li>Amendment to SWOC to include reference to library.</li> </ul>
Chapter 2	<ul style="list-style-type: none"> <li>Support for and opposition to proposed Community, Cultural and Civic Centre.</li> <li>Suggestions of alternative sites for proposed CCC Centre.</li> <li>Old Shopping Centre KDA - plot ratio, height and open space.</li> <li>Dom Marmion KDA. – boundary, existing community use.</li> <li>Support for Hotel use.</li> <li>Opposition to any pedestrian cycle bridge across bypass.</li> <li>Support for and opposition to new open space on Main Street.</li> </ul>	<ul style="list-style-type: none"> <li>Amendments to objectives to respect and promote the heritage of the Village.</li> <li>Amendment to encourage developers to engage in public consultation on masterplans for OSC and former CMH sites.</li> <li>Amendment to OSC 4 to address permeability.</li> <li>Amend figure 2.12 so as to address anomaly between figure 2.12 and figure 2.4, 2.5.(Taney Cross KDA).</li> <li>Correction of anomaly on Dom Marmion site boundary and amendment to objectives.</li> <li>Amendment to objectives on CMH KDA to include reference to educational uses.</li> </ul>
Chapter 3	<ul style="list-style-type: none"> <li>Inclusivity.</li> <li>Building heights.</li> <li>Schools.</li> <li>Childcare.</li> </ul>	<ul style="list-style-type: none"> <li>Amend plan to add age profile information.</li> <li>Update school's enrolment figures.</li> <li>Amendments to Taney Cross KDA.</li> <li>Amendment to include reference to unstructured play facilities.</li> </ul>

Section	Main Issues Raised	Main Recommended Amendments
Chapter 4	<ul style="list-style-type: none"> <li>Housing issues – density, tenure, heights, choice.</li> <li>Support for and opposition to retention and extension of one-way system on Main Street.</li> <li>Concerns in relation to changes at Dundrum Cross including proposed bus gate.</li> <li>Concerns in relation to changes at Taney Cross including proposed bus gate.</li> <li>Opposition to and support for pedestrian cycle crossing to Sweetmount.</li> <li>Sydenham Road.</li> </ul>	<ul style="list-style-type: none"> <li>Addition of definition of active travel.</li> <li>Amendment to ensure proposal addresses TII technical guidance.</li> <li>Amendment to objective T5 Taney Cross to have regard to indicative interventions in figure 4.5.</li> <li>Amendment to T14 Cycle Parking Facilities to address e-charging and parking for outsized bikes.</li> <li>Amendment to T5 Taney Cross and Bus objective to address public realm area outside library.</li> </ul>
Chapter 5	<ul style="list-style-type: none"> <li>Welcome for policies and objectives.</li> <li>Requests for additional open space.</li> <li>Improvements along the Slang are welcomed.</li> </ul>	<ul style="list-style-type: none"> <li>Update references to “Uisce Eireann”.</li> <li>Amendments to Objectives GI5,6 and 7 to address biodiversity issues.</li> <li>Amendment to Biodiversity section to include reference to Lighting guidance in relation to impact on Bats.</li> <li>Amendment to Flood Risk Management section 5.5 to reference climate change section of County Plan SFRA.</li> </ul>
Chapter 6	<ul style="list-style-type: none"> <li>The changes to Main Street will negatively impact existing business.</li> <li>The vibrancy of the town will be lost with proposed changes to Dundrum.</li> </ul>	<ul style="list-style-type: none"> <li>No amendments are recommended.</li> </ul>
Chapter 7	<ul style="list-style-type: none"> <li>Support for section on Airfield.</li> </ul>	<ul style="list-style-type: none"> <li>No amendments are recommended.</li> </ul>
Chapter 8	<ul style="list-style-type: none"> <li>Access to Dundrum Castle should be explored.</li> <li>Developments will impact built heritage.</li> </ul>	<ul style="list-style-type: none"> <li>Add a maps and diagrams appendix to the LAP with larger, maps, drawings, and diagrams to improve legibility.</li> <li>Corrections to background and historical facts.</li> <li>Inclusion of references to the RPS no. and the RMP items for Dundrum Castle and St Nahi’s.</li> <li>Amendment to objective on former CMH.</li> </ul>
Chapter 9	<ul style="list-style-type: none"> <li>Request inclusion of additional phasing requirements for objectives T1 (Retention and extension of works on Main Street).</li> <li>Request inclusion of phasing requirements for objectives PR3 (Main Street Tree planting and Urban Greening).</li> </ul>	<ul style="list-style-type: none"> <li>Inclusion of additional phasing requirements for objectives T1 (Retention and extension of works on Main Street).</li> <li>Inclusion of phasing requirements for objectives PR3 (Main Street Tree planting and Urban Greening).</li> </ul>

Section	Main Issues Raised	Main Recommended Amendments
<b>Appendices</b>	<ul style="list-style-type: none"> <li>• SFRA amendments.</li> </ul>	<ul style="list-style-type: none"> <li>• No amendments are recommended.</li> </ul>
<b>Other Issues</b>	<ul style="list-style-type: none"> <li>• Commentary on Public consultation.</li> <li>• Current SHD application on old Shopping Centre site.</li> <li>• Non-LAP issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Minor typographical amendments.</li> </ul>



**Part 2: Summary of Submission by the Office of the Planning Regulator & the  
National Transport Authority and Chief Executive's Responses and  
Recommendations**





## 2.1 Overview of the Submission, Main Issues Raised and Recommendations Made by the Office of the Planning Regulator

Observations, Submissions and Recommendations	Executive's Response & Recommendation
<b>Office of the Planning Regulator – <a href="#">B0324</a></b>	
<b>2.1.1 Overarching Commentary.</b>	
<p>i. The OPR acknowledges the work put into the preparation of the Draft LAP in terms of the evolving national, regional and regulatory context and an increasingly complex system.</p>	<p>The Executive notes and welcomes the overarching commentary.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission sets out the role and function of the OPR with regard to assessing statutory plans under the provisions of Sections 31AO(1) and 31AO(2) of the Planning and Development Act 2000 (as amended). In this regard, a planning authority is required to implement or address any 'recommendation' made by the OPR to ensure consistency with relevant policy and legislation. An 'observation' may require further information, justification or clarification of a particular provision to ensure alignment with policy and legislation – the planning authority is requested to action any observation.</p>	<p>The Executive note the role of the OPR.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. The OPR commends the significant work undertaken by the planning authority to inform the Draft LAP including:</p> <ul style="list-style-type: none"> <li>• The ABTA</li> <li>• Urban Design Report</li> <li>• CCCAP</li> <li>• ACA Character Appraisal</li> <li>• SEA Report and AA Screening</li> <li>• SFRA</li> </ul> <p>The OPR is satisfied that the key recommendations from these reports are reflected in the Draft LAP.</p>	<p>The Executive notes and welcomes the commendations.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. The OPR notes that the Draft LAP sets out a clear and detailed framework for development over the lifetime of the plan and welcomes:</p> <ul style="list-style-type: none"> <li>• The detailed policies in and objectives for each key development site (KDA)</li> <li>• The emphasis on the 10-minute neighbourhood that includes improvements to sustainable transport, regeneration, housing provision and enhanced community infrastructure.</li> </ul>	<p>The Executive notes and welcomes the commentary.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
<p>v. The OPR <b>strongly commends</b> the preparation of the ABTA that has informed the Draft LAP.</p>	<p>The Executive notes and welcomes the commendation.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.1.2 Consistency with Regional, Spatial and Economic Strategy (RSES).</b></p>	
<p>i. The Draft LAP is generally consistent with the regional policy objectives of the RSES in that:</p> <ul style="list-style-type: none"> <li>● It promotes compact sustainable growth and significant housing delivery across Dundrum which forms part of one of the identified Strategic Development Areas and Corridors in the Metropolitan Area Strategic Plan (MASP).</li> <li>● It promotes an appropriate balance and mix of further retail development that is consistent with its designation as a Major Town Centre in the Retail Hierarchy for the Region.</li> <li>● It is generally consistent with Regional Policy Objectives for compact growth (RPO 3.2 and 3.3), MASP sustainable transport (RPO 5.3) and MASP employment (RPO 5.6).</li> </ul>	<p>The Executive notes and welcomes the recognition that the draft LAP is generally consistent with the regional policy objectives of the RSES.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.1.3 Consistency with Development Plan and Core Strategy.</b></p>	
<p>i. Submission notes the requirement set out in Section 19(2) of the Act for a LAP to be consistent with the objectives of a County Development Plan and its core Strategy. The OPR notes that the preparation of the Dundrum LAP fulfils a specific local objective of the County Development Plan and a need identified in the core strategy.</p> <ul style="list-style-type: none"> <li>● The core strategy states that there is capacity to accommodate between 22,763 and 25,353 residential units across the county – Dundrum will contribute to this with potential for 2,020 additional residential units.</li> <li>● Dundrum is identified as a major town centre in the County Development Plan and a strategic employment location. The Draft LAP sets out appropriate policies to support these designations.</li> </ul> <p>The OPR is satisfied that the Draft LAP is consistent with the County Development Plan.</p>	<p>The Executive notes and welcomes the recognition that the draft LAP is generally consistent with the core strategy of the dlr County Development Plan 2022 – 2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive's Response & Recommendation
<b>2.1.4 Compact growth, zoning and infrastructural services</b>	
<p>i. The submission notes that all of the lands within the Draft LAP boundary were zoned under the County Development Plan. The OPR is satisfied that land use zonings and development framework is consistent with:</p> <ul style="list-style-type: none"> <li>● RPO 3.2 (compact growth),</li> <li>● RPO 4.1 (settlement strategy)</li> <li>● RPO 5.3 (MASP sustainable transport) and</li> <li>● RPO 5.6 (MASP employment lands).</li> </ul>	<p>The Executive notes and welcomes the acknowledgement that the draft LAP is generally consistent with relevant Regional Policy Objectives of the RSES.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The OPR is satisfied that there is sufficient infrastructural services in the area to cater for the projected growth of the town in accordance with NPO 72, RPO .1 and Development Plans, Guidelines for Planning Authorities (2022) (section 4.5.2).</p>	<p>The Executive notes and welcomes the acknowledgement that there is sufficient infrastructural services in the area to cater for the projected growth of the town in accordance with NPO 72, RPO .1 and Development Plans, Guidelines for Planning Authorities (2022) (section 4.5.2).</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>2.1.5 Town centre regeneration</b>	
<p>i. The OPR welcomes the strong policies and objectives included in the draft LAP to support the regeneration of key sites within the town. In this regard, it is noted that ten regeneration sites and four KDAs have been identified in accordance with NPO 6 and RPO 3.3.</p>	<p>The Executive notes and welcomes the support for the policies and objectives included in the draft LAP on the regeneration of key sites within the town.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The OPR reiterates the considerable work in the preparation of site frameworks for each key development area (KDA) and welcomes the policies and objectives for each site which support:</p> <ul style="list-style-type: none"> <li>● RPO 4.3 for the consolidation and re-intensification of infill/ brownfield lands,</li> <li>● RPO 5.5 in relation to housing and regeneration in the Dublin City and suburbs,</li> <li>● RPO 9.7 in relation to supporting the Land Development Agency (LDA) in co-ordinating and development large, strategically located land banks.</li> </ul>	<p>The Executive notes the support for the policies and objectives included in the draft LAP which support various Regional Policy Objectives on consolidation and re-intensification of infill/ brownfield lands, housing and regeneration and supporting the Land Development Agency (LDA).</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive's Response & Recommendation
<p>iii. The OPR welcomes the policies and objectives in relation to enhancements to the public realm which is consistent with RPO 6.12 which supports place making for town centres.</p>	<p>The Executive notes and welcomes the support for the policies and objectives included in the draft LAP which support Regional Policy Objective 6.12 pertaining to place making.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.1.6 Economic development and employment</b></p>	
<p>i. The OPR supports the integration of objectives and actions from the Local Economic and Community Plan for the county that support Dundrum's established retail role.</p>	<p>The Executive notes and welcomes the support objectives and actions from the LECP included in the draft LAP which support Dundrum's established retail role.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The OPR welcomes policies and objectives:</p> <ul style="list-style-type: none"> <li>• For the Dundrum Business Park ensuring that future development enhances the amenity of the area, creates sustainable transport connections and encourages regeneration for new high specification office space in accordance with RPO 5.6, and</li> <li>• That diversify the employment offering in the Major Town Centre.</li> </ul>	<p>The Executive notes and welcomes the support for the policies and objectives included in the draft LAP on employment diversification and Dundrum Business Park.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. The OPR welcomes:</p> <ul style="list-style-type: none"> <li>• Objective EMP1 to support the current and future development of Airfield Urban Farm as an employment, social and tourism destination.</li> <li>• EMP3 to provide for a hotel in order to enhance the tourism opportunities and employment offering in the area.</li> </ul>	<p>The Executive notes and welcomes the support for the policies and objectives included in the draft LAP which support Regional Policy Objective 6.12 pertaining to place making.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.1.7 Transport and accessibility</b></p>	
<p>i. The OPR welcomes the approach taken with regard to improving opportunities for walking, cycling and public transport which is evident from extensive work undertaken in the preparation of an ABTA. The ABTA provides a clear evidence base for policies and objective in the Draft LAP and represents best practice in planning for sustainable mobility. It is noted that this approach is consistent with NTA guidance.</p>	<p>The Executive notes and welcomes the support for the ABTA process and the recognition by the OPR that the ABTA <i>"provides a clear evidence base for policies and objectives in the Draft LAP and represents best practice in planning for sustainable mobility."</i></p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive's Response & Recommendation
<p>ii. Policies and objectives to improve connectivity, enhance pedestrian and cycle movements, promote the 10-minute concept, improve modal shift, and reduce vehicle movements demonstrates consistency with:</p> <ul style="list-style-type: none"> <li>• 'Transport Strategy for the Greater Dublin Area' 2022-2042,</li> <li>• 'Greater Dublin Area Cycle Network Plan,'</li> <li>• 'National Sustainable Mobility Policy' (2022),</li> <li>• RPO 8.4.</li> </ul>	<p>The Executive notes and welcomes the support for the policies and objectives included in the draft LAP which improve connectivity, enhance pedestrian and cycle movements, promote the 10-minute concept, improve modal shift and reduce vehicle movements.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.1.8 Flood Risk Management</b></p>	
<p>i. Submission notes the inclusion of a Strategic Flood Risk Assessment (SFRA) in Appendix 1 of the Draft LAP which is based on the SFRA for the County Development Plan, prepared in accordance with:</p> <ul style="list-style-type: none"> <li>• The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) (Flood Guidelines) and Circular PL 2/2014,</li> <li>• RPO 7.12 and</li> <li>• NPO 57.</li> </ul>	<p>The Executive notes the comments received.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The submission notes that some areas in the Draft LAP are located in flood zone A and B including the KDA's at the Old Dundrum Shopping Centre and Taney Cross. Justification Tests carried out for these lands include a number of specific flood risk considerations that don't appear to be incorporated into policies or objectives for site development frameworks in Chapter 2. Of note:</p> <ul style="list-style-type: none"> <li>• Specific flood risk considerations for the Old Shopping Centre site, as set out in criterion 3 of the justification test includes applying the sequential development approach, the preparation of an emergency plan and an assessment that the development would not impact on lands outside the site boundary.</li> <li>• With regard to Taney Cross, criterion 3 states "<i>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</i>". The concluding comments in Section 1.9 of the SFRA states "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."</li> </ul>	<p>The Executive notes the comments received regarding the key development areas and has undertaken a review accordingly. Proposed changes to the text of the LAP are set out below in response to the OPR Recommendation.</p> <p><b>Recommendation</b> See below.</p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
<p>Having regard to the above, the OPR has requested a review of site development frameworks to cross reference relevant guidance in the SFRA.</p>	
<p><b>OPR Recommendation 1: Flood Risk Management</b></p> <p>“Having regard to:</p> <ul style="list-style-type: none"> <li>Regional Policy Objective 7.12 (Flooding) of the Regional Spatial and Economic Strategy for the Eastern and Midland region; and</li> <li>NPO 57 and The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009),</li> </ul> <p>the planning authority is required to amend the draft LAP to:</p> <p>i. cross reference the conclusions of the Strategic Flood Risk Assessment and incorporate into the site development frameworks for the Old Dundrum Shopping Centre and Taney Cross Key Development Areas and include new policies and/or objectives where relevant, particularly in relation to the flood risk considerations identified in Criteria 3 of the Plan Making Justification Tests for these lands.</p> <p>The planning authority should consult with the OPW in addressing this Recommendation.”</p>	<p>In response to the review undertaken regarding the OPR recommendation the planning authority met with the OPW as suggested. It is recommended to amend the text of Chapter 2 of the LAP to integrate existing comments and requirements from the SFRA which forms Appendix 1 of the Draft LAP into the LAP Written Statement document as recommended by the OPR. The amendments proposed are contained within Chapter 2, relate to the Old Dundrum Shopping Centre KDA and the Taney Cross KDA, and are as follows:</p> <p><b>Recommendation</b> Amend section 2.9.2.2 to include the following text after Table 2.1 ‘ODSC Constraints &amp; Opportunities’:</p> <p><i><u>The Strategic Flood Risk Assessment (SFRA) undertaken for the County Development Plan 2022-2028 and subsequently for the draft Dundrum Local Area Plan indicated that the Old Shopping Centre site passed the plan making justification test. The SFRA indicates that the nature and extent of possible development should be guided by the Sequential Approach, that care must be taken when considering the road/access and servicing requirements, and that a full emergency plan with access and egress to Main Street is required. These, along with any additional requirements are incorporated into the site development framework below in order to address flood risk.</u></i></p> <p><b>Recommendation</b> Amend section 2.9.2.4 as follows:</p> <p>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 <u>and the accompanying SFRA</u> and shall be accompanied by a ‘Consistency</p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
	<p>Statement’ detailing how each of the Guiding Principles and objectives in this SDF will be delivered.</p> <p><b>Recommendation</b> Amend section 2.9.2.4 to include the following additional guiding principle within purple text box:</p> <p><i><u>To ensure that any new development addresses flood risk internally within the site and demonstrate that there is no impact on flood risk outside the site boundary as a result of new development.</u></i></p> <p><b>Recommendation</b> Amend section 2.9.2.4 to include the following additional objective:</p> <p><i><u>Flood Risk</u></i> <i><u>OSC18:</u></i> <i><u>Any redevelopment of the site shall:</u></i></p> <ul style="list-style-type: none"> <li>• <i><u>Be guided by the Sequential Approach.</u></i></li> <li>• <i><u>Carefully consider road/access and servicing requirements to preclude flow from entering any basement excavated below flood level.</u></i></li> <li>• <i><u>Include a full emergency plan with access and egress to Main Street.</u></i></li> <li>• <i><u>Ensure that Finished Floor Levels (FFLs) are guided by the residual risk related to spill over the road at Taney Cross. Other FFLs should be higher than the Dundrum Bypass and potential flood levels (see also FFL requirements under Section 5.8.3 of the SFRA for the County Development Plan 2022-2028).</u></i></li> <li>• <i><u>Ensure that existing flow paths along the Dundrum Bypass are maintained.</u></i></li> <li>• <i><u>Be accompanied by a Site Specific Flood Risk Assessment (SSFRA) that demonstrates that there is no impact in flood risk outside the site boundary due to additional development.</u></i></li> </ul> <p><b>Recommendation</b> Amend section 2.9.3.1 to include the following additional paragraph after Table 2.2 ‘TC Issues, Constraints and Opportunities’:</p>



Observations, Submissions and Recommendations	Executive’s Response & Recommendation
	<p><u><i>The Taney Cross KDA is located immediately adjacent to two areas that underwent the plan making justification test as part of the Strategic Flood Risk Assessment (SFRA) for the County Development Plan and subsequently for the draft Dundrum LAP SFRA. These sites are known as the 'Gym site opposite Library', which is located to the rear of Waldemar Terrace and the 'Dundrum Library and Health Centre' site, which is located on the opposite side of the bypass. Neither of these 2 sites passed the plan making justification test in the SFRA for the County Development Plan. As such, no substantive redevelopment is supported in these locations until the completion of a catchment wide flood relief scheme at which point the development potential of these sites should be reassessed.</i></u></p> <p><b>Recommendation</b> Amend section 2.9.3.2 to include an additional objective as follows:</p> <p>Flood risk <u>TC11:</u> <u>Any development shall:</u></p> <ul style="list-style-type: none"> <li><u>Demonstrate that development of the site does not contribute to worsening of flood risk outside the site through the preparation of a Site Specific Flood Risk Assessment (SSFRA).</u></li> </ul>
<p>iii. The OPR welcomes the inclusion of:</p> <ul style="list-style-type: none"> <li>Policies DLAP 32 and 33 which seek to ensure that all new developments in the area apply SuDS measures as a way to manage surface water in line with the Water Framework Directive and associated River Basin Management Plans.</li> <li>Policy DLAP 34 which seeks to ensure the implementation of the surface water legislation Environmental Objectives (Surface Waters) Regulations 2009 and to ensure compliance with the policies of the Development Plan relating to the protection of existing water and drainage infrastructure.</li> </ul>	<p>The Executive notes and welcomes the support for the policies DLAP 32, 33 and 34.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. The OPR supports Policies DLAP 32, 33 and 34 in accordance with NPO 57 and RPO 10.15, however, would advise that specific reference to the implementation of SuDS measures on all opportunity sites would be beneficial.</p>	<p>The Executive notes the issue raised.</p>

Observations, Submissions and Recommendations	Executive's Response & Recommendation
	<p>Having regard to DLAP32 Sustainable Water Management and DLAP333 – SuDS and the policy objectives contained in the overarching dlr County Development Plan 2022 - 2028 which all require SuDS measures it is not considered necessary to specifically reference the need for SuDs measures on the opportunity sites.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>2.1.9 Environment, natural and built heritage</b>	
<p>i. The OPR welcomes the integration of the climate action policies and objectives set out in the Development Plan into the draft LAP, specifically:</p> <ul style="list-style-type: none"> <li>• the policies and objectives as set out in the Dún Laoghaire-Rathdown (DLR) Climate Action Plan 2019-2024 and the DLR County Biodiversity Action Plan 2021-2025 to assist the LAP achieving Government targets and NPO 52 and 54.</li> <li>• The inclusion of climate mitigation Policies DLAP 36 and DLAP 37 in relation to sustainable energy use and renewable energy use.</li> </ul>	<p>The Executive notes and welcomes the recognition that the climate action policies and objectives set out in the Development Plan have been integrated into the Draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The OPR welcomes the policies and objectives in relation to Green Infrastructure, in particular, the promotion of biodiversity, nature based solutions to surface water management and the enhancement of the parks and recreational facilities in the area including Objectives GI3, GI6 and GI10.</p>	<p>The Executive notes and welcomes the support for policies and objectives in relation to Green Infrastructure.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. The OPR notes that the Draft LAP sets out a strong strategy for the protection and conservation of the built and cultural heritage of the town in accordance with RPO 9.27, designates zones of archaeological interest, identifies RMPS and includes Policies DLAP58 and 59 to conserve these sites and areas.</p>	<p>The Executive notes and welcomes the support for the overall plan approach to the protection and conservation of the built and cultural heritage of the town.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>2.1.10 Education, social and community</b>	
<p>i. The OPR notes that the Draft LAP identifies the need for an additional primary school within the boundary of the LAP incorporating the former Notre Dame campus to cater for this. In this regard, the OPR welcomes the inclusion of Objective P1.</p>	<p>The Executive notes and welcomes the support for policies and objectives in relation to school provision.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive's Response & Recommendation
<p>ii. The OPR notes that Policies DLAP7 and 8 will assist with sustainable neighbourhood infrastructure will support the holistic needs of the wider community consistent with the 10-minute neighbourhood approach.</p>	<p>The Executive notes and welcomes the recognition by the OPR that Policies DLAP7 and 8 which relate to – <i>Provision of SNI uses and delivery of the ten minute neighbourhood and Co-location of Community Facilities</i> - will support the holistic needs of the wider community consistent with the 10-minute neighbourhood approach.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. The OPR supports Objectives P3 and P4 which integrate the recommendations of the CCCAP which has been prepared for the wider Dundrum area.</p>	<p>The Executive notes and welcomes the support for objectives P3 and P4 which relate to provision of the Civic, Community and Cultural centre and provision of a facility on the former CMH lands.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.1.11 Implementation and monitoring</b></p>	
<p>i. The OPR notes the inclusion of detailed monitoring and implementation strategy for the delivery of relevant policies and objectives that have a defined timeframe in accordance with section 15 of the Act.</p>	<p>The Executive notes the commentary on implementation and monitoring.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The OPR is satisfied with the approach taken in relation to the policies and objectives that are reliant on development management, in that the draft LAP commits to ensuring that all planning applications will be assessed fully for compliance with the relevant aspects of the LAP.</p>	<p>The Executive notes the commentary on implementation and monitoring.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. The OPR supports the reference that all policies and objectives will be continuously monitored in line with the SEA Directive</p>	<p>The Executive notes the commentary on SEA monitoring.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

## 2.2 Overview of the Main Issues Raised and Recommendations Made by the National Transport Authority (NTA)

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
<b>National Transport Authority –<a href="#">B0060</a></b>	
<b>2.2.1 Background</b>	
<p>i. The NTA broadly supports the transport and movement policies and objectives in the Draft LAP.</p> <p>The NTA notes the requirement for the LAP to provide for the development of a high-quality, efficient movement network that prioritises active travel and public transport and notes the importance of this in enabling the 10-minute neighbourhood concept.</p> <p>The submission states: “A well developed movement network that balances the needs of all modes will allow for the use of sustainable travel for journeys to local education, healthcare and other services, will support local businesses by increasing their accessibility, and will facilitate the consolidation of the built-up area in the longer term through the integration of transport and land use planning.” The absence of this would be contrary to the policies and objectives of the NPF, RSES and the NTA’s transport strategy, as it would exacerbate current congestion, would prevent appropriate density being achieved and would jeopardise the economic viability of the area.</p> <p>The NTA acknowledges that provision for private cars will still be required given the function of Dundrum as a Major Town Centre at a regional level, however this must be managed to avoid conflict with the vision of the LAP.</p> <p>The NTA notes that the implementation of the policies and objectives in the Draft LAP would assist in achieving a number</p>	<p>The executive welcomes the support for the sustainable transport measures, compact growth and transition to a low carbon society proposed under the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
<p>of National Strategic Outcomes (NSO’s) set out in the NPF including:</p> <ul style="list-style-type: none"> <li>• Compact Growth</li> <li>• Sustainable Mobility</li> <li>• A Strong Economy</li> <li>• Transition to a Low Carbon and Climate Resilient Society</li> <li>• Access to Services.</li> </ul>	
<p>ii. The NTA notes that an ABTA is a very effective means of assessing the current transport issues faced by Dundrum and measures to address these and future transport demands and notes that the ABTA informed the transport and movement policies and objectives in the Draft LAP.</p> <p>The NTA notes the iterative process of the ABTA with final recommendations being informed by the LAP public consultation process. It is noted that the final transport proposals would set a baseline that would inform future plans.</p> <p>The ABTA process envisages future iteration between statutory plans and transport studies would be informed by the monitoring and evaluation of the LAP, in particular with the development of high-capacity public transport schemes together with connected networks for active travel.</p>	<p>The Executive notes the matters raised.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>2.2.2 Transport and Movement Recommendations.</b></p>	
<p>i. In its support for transport and movement policies and objectives, the NTA states that the Draft LAP will provide for:</p> <ul style="list-style-type: none"> <li>• The development of a connected cycle network serving key destinations including Active Travel schemes being developed.</li> <li>• The retention and enhancement of Covid-19 schemes.</li> <li>• Junction revisions to support sustainable transport modes.</li> </ul>	<p>The Executive notes the issues raised. Various recommendations are set out in the CEs report which strengthen transport and movement objectives.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Development of a transport interchange at Dundrum Luas Station.</li> <li>• Bus priority and infrastructure to facilitate Bus Connects.</li> <li>• Traffic management that includes the migration of through-traffic onto the strategic road network.</li> </ul> <p>The NTA recommends further strengthening of transport and movement objectives noting that if the LAP is adopted the suite of proposals will significantly contribute to the fulfilment of climate change, economic and other social goals in the Dundrum area and the wider county.</p>	
<p><b>A. Recommended changes to Key Development Areas Objectives (Chapter 2)</b></p>	
<p>i. It is noted that the requirements for crossing of Dundrum bypass at grade and/or bridge crossing are set out in objectives OSC2 and OSC3, however the NTA considers that these objectives may be overly prescriptive and could constrain the development of feasible options.</p> <p>It is recommended that Objectives OSC2 and OSC3 should be reviewed to align with Objective T11 which provides more flexibility and reflects the proposals set out within the ABTA.</p>	<p>The Executive notes the issue raised. OSC2 states as follows:</p> <p><b>OSC2:</b>  <i>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)</i></p> <p><b>OSC3:</b>  <i>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</i></p> <p>T11 in chapter 4 states as follows:  <b>Objective T11 – Pedestrian and Cycle Connectivity across Dundrum Bypass:</b>  <i>It is an objective to provide:</i></p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
	<ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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)</i></li> </ul> <p>Other submissions have been received which either support or oppose any crossing of the bypass which would link Sweetmount Park to the Old Shopping centre. (See section 3.2 below). Submissions have also raised issue with the precise wording of OSC 2 and OSC 3 with various submissions suggesting alternative wording and/or amalgamation of OSC 2 and 3 and/or omission of OSC 2 and 3 (see section 3.2 below).</p> <p>Issues raised both in opposition to and support of any pedestrian cycle link have been noted and considered – (see section 3,2 below for further responses on issue raised).</p> <p>It is noted that the ABTA Baseline report addresses topography and physical constraints within the LAP area and notes that significantly steep gradients on the western side of the Dundrum Bypass act as a barrier for pedestrian/cycle accessibility to Main Street from residential areas to the west. Topography was also raised as an issue in many submissions. The Dundrum Main Street Catchment analysis also clearly demonstrates some constraints in existing pedestrian accessibility from the residential areas to the west of the bypass. Figure 2.12 of the final ABTA report shows the existing cycle infrastructure.</p> <p>Having regard to</p> <ul style="list-style-type: none"> <li>• Projected population growth in the Plan lands,</li> <li>• The ABTA findings in relation to topography, pedestrian catchment analysis and cycling infrastructure,</li> <li>• National and Regional policy including NPO3b, NPO4, NPO27, of the National Planning Framework and RPO 5.3 of the Eastern and Midland Regional Authority (EMRA) Regional, Spatial and Economic Strategy (RSES), the National Sustainable Mobility Policy, the National Climate Action Plan 2023,</li> </ul>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
	<ul style="list-style-type: none"> <li>County Development Plan policy including the Avoid Shift Improve approach, the demand management approach and improving permeability for the pedestrians and cyclists as set out in chapter 5 of the County Plan 2022 - 2028</li> </ul> <p>it is considered that on balance the provision of a pedestrian cycle link between the OSC site and Sweetmount Park will aid in increasing connectivity and permeability and is consistent with both the County Development Plan and national and regional policy.</p> <p>It is acknowledged that objective OSC2 is overly detailed. It is recommended that OSC 2 and 3 be omitted and replaced with text similar to T11. Reference in both should be made to flooding issues and implications of same which may impact on the proposed location of any such crossing. (see section 3.2 below). This will have other knock-on impacts for chapters 4 and 9.</p> <p><b>Recommendation</b> Amend section 2.9.2.4 as follows:</p> <p><b>OSC2:</b> <i>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)</i></p> <p><b>OSC3:</b> <i>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</i></p> <p><u><i>OSC 2 Any redevelopment of the site shall provide new accessible pedestrian and cycle crossings between Sweetmount Park and the Old Dundrum Shopping Centre redevelopment site. Any proposals should take into account any flooding issues.</i></u></p>



Observations, Submissions and Recommendations	Executive’s Response & Recommendation
	<p>Renumber all objectives below accordingly.</p> <p>Amend chapter 4 as follows. Section 4.6.1.5</p> <p><i>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).</i></p> <p>Amend chapter 9, table 9.1 as follows</p> <p><b><del>OSC2 – Old Shopping Centre site:</del></b> <i>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.</i></p> <p><u><i>OSC 2 Any redevelopment of the site shall provide new accessible pedestrian and cycle crossings between Sweetmount Park and the Old Dundrum Shopping Centre redevelopment site. Any proposals should take into account any flooding issues.</i></u></p> <p><i>Any new <del>at grade</del> crossing shall be completed to taking in charge standard prior to occupation of 50% any residential units in any redevelopment of the old shopping centre site.</i></p> <p><b><del>OSC3 – Old Shopping Centre site:</del></b> <i>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</i></p> <p><i>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.</i></p>

Observations, Submissions and Recommendations	Executive's Response & Recommendation
<p>ii. It is noted that Objective OSC5 refers to the integration with public transport including the consideration of the location of bus stops in any redevelopment of the site.</p> <p>It is recommended that Objective OSC5 is revised to state "in consultation with the NTA."</p>	<p>The Executive notes and concurs with the amendment sought. Objective OSC5 refers to an objective relating to integration with public transport on the Old Shopping Centre (OSC) site.</p> <p><b>Recommendation</b> Amend Chapter 2, section 2.9.2.4, OSC5 as follows: <i>Consider bus stop locations in any proposed layout <u>in consultation with the NTA.</u></i></p>
<p>iii. It is noted that Objective TC2 refers to active travel at Taney Cross where any development 'shall' provide for shared access for pedestrians and cyclists across the civic space. It is noted that this requirement may be overly prescriptive in the event that alternative designs need to be considered.</p> <p>It is recommended that the word "shared" is removed from Objective TC2.</p>	<p>The Executive notes and concur with the amendment sought. Objective TC2 refers to an objective relating to the proposed interchange/mobility hub at the Taney Cross site.</p> <p><b>Recommendation</b> Amend Chapter 2, section 2.9.3.3, TC2 as follows: <i>Provide for <del>shared</del> access for pedestrian and cyclists across the civic space area.</i></p>
<p><b>B. Recommended changes to Transport and Movement Objectives (Chapter 4)</b></p>	
<p>i. Objective T3 supports the delivery of the elements of the DLR Connector scheme that fall within the LAP boundary which includes a proposed bus gate on Ballinteer Road.</p> <p>With a reduction of traffic at this location, it is recommended that an objective be included to review the layout of the Dundrum Town Centre car park access on Ballinteer Road to improve pedestrian safety at this location.</p>	<p>The Executive note the issue raised but would not concur that there is a need for an objective to review this access post delivery for the dlr connector. As this review could be carried out by the traffic and transport section of the planning authority it is not considered that there is a need for an objective on same in the Local Area Plan.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. It is noted that objective T6 proposes the development of a mobility hub at the Dundrum Luas-Bus interchange. It is noted that there are proposals to develop a cultural and civic hub at this location.</p> <p>It is recommended that an examination of the potential to deliver the mobility hub as part of the Cultural and Civic Hub scheme should be provided for in Objective T6.</p>	<p>The Executive note the issue raised but would not agree with the amendment proposed. Objective T6 relates to the Mobility hub and Luas Access Improvements and not the Civic Hub.</p> <p>The current proposals for the Cultural, Community and Civic Hub scheme are currently at feasibility stage. If the CCC building proceeds at Taney Cross the two projects will be intrinsically linked in that the design of one will need to take into account the other however as both will be reliant on separate funding sources, different design and consent processes it may not be possible to deliver the mobility hub as part of the Cultural and Civic Hub scheme.</p> <p><b>Recommendation</b></p>

Observations, Submissions and Recommendations	Executive’s Response & Recommendation
	No change to Draft Plan.
<p>iii. It is noted that the availability of destination cycle parking is a key determinant of cycle usage and that the lack of on-street cycle parking can result in casual parking.</p> <p>While acknowledging that there is limited capacity for on-street cycle parking, where feasible this provision would complement objective T14.</p> <p>It is recommended that:</p> <ul style="list-style-type: none"> <li>• An objective for the provision of on-street cycle parking is provided.</li> <li>• Objective T14 is reviewed, or a standalone objective is provided, for the parking of a range of cycles.</li> </ul>	<p>The suggestions raised are noted and it is recommended that the relevant objective T14 be amended below under Chapter 4 Transport &amp; Movement to now include for both on-street provision and accommodation of cycle parking for out-sized cycles.</p> <p><b>Recommendation.</b> Amend Objective T14 as follows:</p> <p><i>Objective T14 – Cycle Parking Facilities: It is an objective to ensure that secure, off – street, publicly accessible cycle parking facilities, together with charging facilities for eBikes, 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. In addition, it is objective to ensure the continued provision of on-street cycle parking at appropriate locations and to ensure that all cycle parking, both on and off street adequately provides for oversized cycles such as cargo bikes.</i></p>
<p>iv. It is noted that Objective T18 relates to the development of a mobility hub at the Balally Luas Station. The NTA are considering the need for a bus terminus and layover facilities in the environs of this Luas station.</p> <p>It is recommended that Section 4.6.2.4 is revised to reference the NTA proposal to develop bus terminus/layover facilities at Balally Luas stop.</p>	<p>The matters raised are noted. It is considered that a mobility hub (as proposed under Objective T18) would typically involve bus service facilities for both through and terminating services. The executive is satisfied that Section 4.6.2.4 and Objective T18 adequately address these requirements.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Recommended change to Decarbonising Motor Transport (Chapter 5)</b></p>	
<p>i. It is noted that section 5.8 refers to the need to decarbonise motor transport which can be addressed through a shift to active travel and sustainable travel. This can also include the use of low emission vehicles and electric vehicles for the remaining essential car trips. It is noted that while this section seeks the provision of on-street charging point, there is no objective to support same.</p> <p>It is recommended to include an objective regarding provision of on-street charging infrastructure.</p>	<p>The matters raised are noted. Provision of on street charging infrastructure is provided for under the current County Development Plan - Section 3.4.3.2 Policy Objective CA17: Electric Vehicles.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

**Part 3: Summary of Issues Raised by Other Persons and Chief Executive's Responses  
and Recommendations**



### 3.1 Chapter 1 – Executive Summary, Vision, Introduction, Context and Analysis

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.1.1 Vision</b>		
<p>i. Submissions welcome and are supportive of LAP overall, noting in particular the following positives:</p> <ul style="list-style-type: none"> <li>• Sustainability,</li> <li>• Urban greening,</li> <li>• 10-minute neighbourhood,</li> <li>• Less reliance on cars,</li> <li>• Active travel,</li> <li>• Open space measures</li> <li>• Provision of Community Cultural and Civic Centre</li> <li>• Considers Dundrum has the potential to become a major suburban hub.</li> <li>• Considers that the silent majority supports the plan.</li> <li>• Considers Draft LAP is well thought out overall.</li> <li>• Nature proposals, biodiversity, SuDS, transport measures.</li> <li>• Approach of the plan to prioritise sustainable and efficient transport modes such as walking, cycling and public transport over private car driving. Driving should still be provided for within the plan and this is clear from the content of the Plan.</li> <li>• Opportunity to create a sustainable community and village.</li> <li>• Less car-centric, more sustainable policy shift.</li> <li>• Welcomes the opportunity to address traffic issues.</li> <li>• That no change would be a disservice to future generations.</li> <li>• Considers that the plan is well thought through.</li> <li>• Places people at the centre of Dundrum rather than cars.</li> </ul>	<p><a href="#">B0002</a>  <a href="#">B0006</a>  <a href="#">B0023</a>  <a href="#">B0028</a>  <a href="#">B0029</a>  <a href="#">B0037</a>  <a href="#">B0062</a>  <a href="#">B0068</a>  <a href="#">B0069</a>  <a href="#">B0075</a>  <a href="#">B0077</a>  <a href="#">B0086</a>  <a href="#">B0088</a>  <a href="#">B0092</a>  <a href="#">B0096</a>  <a href="#">B0105</a>  <a href="#">B0106</a>  <a href="#">B0117</a>  <a href="#">B0123</a>  <a href="#">B0126</a>  <a href="#">B0134</a>  <a href="#">B0135</a>  <a href="#">B0138</a>  <a href="#">B0140</a>  <a href="#">B0147</a>  <a href="#">B0151</a>  <a href="#">B0156</a></p>	<p>The Executive notes and welcomes the support for the Draft DLAP.</p> <p>The Dún Laoghaire-Rathdown CDP 2022-2028, the statutory land-use document for the area, contains a SLO to complete a LAP for the Dundrum area. It is on foot of this CDP Objective that the Planning Authority has prepared this draft LAP.</p> <p>The Planning and Developing Act sets out that a LAP may be prepared for “<i>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</i>”. It is the view of the Planning Authority that Dundrum contains sites that will be subject to large scale development.</p> <p>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 provides development parameters for key sites and also provide objectives in relation to supporting infrastructure for facilities such as schools that are required for projected growth.</p> <p>This is the first draft LAP in dlr which has been informed by an ABTA and this has resulted in a very clear integration of transport planning and land use planning whereby the demand for travel due to projected population growth in the plan lands will be managed as sustainably as possible. This is also set against the backdrop of the need for climate action to address the climate emergency and national policy on compact growth and infill within the existing built-up area.</p> <p>As set in chapter 4 of the draft LAP one of the messages of the Government of Ireland’s “Climate Action Plan 2023” is to empower “people to make positive behavioural changes that improve their quality of life.”<sup>1</sup> The transport interventions supported by this draft LAP</p>

<sup>1</sup> Government of Ireland, “Climate Action Plan 2024”, Chapter 9, Citizen Engagement, page 91

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Includes measures promoting safer and greener mobility in area.</li> <li>Considers that green mobility measures in local area have had and will have various benefits including reductions in emissions, better air quality and safer urban realm.</li> <li>Commends the strategy for future growth / densification noting the MTC zoning, provision of public transport and location within Dublin.</li> <li>Notes that the Draft LAP includes detail to support the CDP, providing guidance to developers and council staff.</li> <li>Notes the very vocal pro-car lobby and considers that there is a lot of support for cycling and walking infrastructure.</li> <li>Considers that the Draft LAP provides a good balance between the provision of more housing and improving public transport / active travel.</li> <li>Notes strengthening of active travel modes to maximise the benefit of the Luas corridor.</li> <li>Provision of a mix of uses and public services.</li> <li>Endorses all 6 elements of the Council's Vision for the future Dundrum.</li> <li>Welcomes the centrality of climate action within the Draft Plan.</li> <li>Welcomes the Council's determination to address the dominance of the motor car in the small village space, and to create an area at the heart of Dundrum which prioritises people and their activities over motor traffic, giving cleaner air and a more liveable urban environment.</li> <li>Hopes that the plan is supported locally and that specific issues can be addressed.</li> <li>Plan is essential to allow for the expected population growth in the area.</li> </ul>	<a href="#">B0160</a> <a href="#">B0161</a> <a href="#">B0166</a> <a href="#">B0185</a> <a href="#">B0187</a> <a href="#">B0188</a> <a href="#">B0193</a> <a href="#">B0200</a> <a href="#">B0210</a> <a href="#">B0211</a> <a href="#">B0212</a> <a href="#">B0216</a> <a href="#">B0226</a> <a href="#">B0231</a> <a href="#">B0234</a> <a href="#">B0258</a> <a href="#">B0261</a> <a href="#">B0262</a> <a href="#">B0295</a> <a href="#">B0298</a> <a href="#">B0308</a> <a href="#">B0315</a> <a href="#">B0331</a> <a href="#">B0340</a> <a href="#">B0362</a> <a href="#">B0366</a> <a href="#">B0374</a> <a href="#">B0410</a> <a href="#">B0414</a> <a href="#">B0424</a> <a href="#">B0426</a> <a href="#">B0430</a> <a href="#">B0440</a> <a href="#">B0443</a>	<p>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.</p> <p>The draft plan also contains very clear evidence based objectives in relation to the delivery of community infrastructure in Dundrum, including objective P3 - To provide for a new multi-functional, purpose build community and cultural facility in a landmark building. This objective and the objectives relating to the Taney Cross Key Development Area as a potential location for this facility is an exciting and much desired progression of the recommendations contained in the Dundrum, Community, Cultural and Civic Action Plan.</p> <p>It is acknowledged that delivering the message of what is contained in the draft Plan is challenging as it does involve change and therefore support for the plan is very much welcomed.</p> <p><b>Recommendation.</b> No change to Draft Plan.</p> <p><i>(See further sections for detailed responses).</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• It is also essential to ensure we have any chance of meeting our climate goals.</li> <li>• Particularly supports the prioritisation of cyclists and pedestrians which has the potential to really change the feel and culture of the local area for the better, as well as having overall improvements in terms of climate.</li> <li>• Plan will deliver a multitude of physical health, mental health, environmental, and economic benefits for the local community and help deter the public from using private fossil-fueled motorised vehicles in favour of active travel forms of transport such as walking and cycling.</li> <li>• Increased provision for public transport and particularly active travel modes can help drive improved transport equity.</li> <li>• Notes that Ireland's population of over 65s will rise to 1.6 million by 2051 therefore, establishing a sustainable transport model will help reduce mobility inequalities in our society while the resulting lower levels of air pollution will vastly improve the health of the most disadvantaged communities.</li> <li>• Addresses climate emergency.</li> <li>• Welcomes a plan with the focus on delivering housing and living that is beneficial for young people and those with families, moving away from the sprawl and car dependency of the past.</li> <li>• Long-term vision and firm action are required to create a liveable space which is not dominated by private cars.</li> <li>• Submitter is critical of those who want to maintain towns and local areas in their exact current state as this attitude is preventing young people from owning homes or even finding homes to rent.</li> <li>• Appreciates that the plan has been developed based on evidence.</li> </ul>	<p> <a href="#">B0447</a>  <a href="#">B0450</a>  <a href="#">B0451</a>  <a href="#">B0453</a>  <a href="#">B0457</a>  <a href="#">B0468</a>  <a href="#">B0469</a>  <a href="#">B0476</a>  <a href="#">B0481</a>  <a href="#">B0485</a>  <a href="#">B0489</a>  <a href="#">B0491</a>  <a href="#">B0497</a>  <a href="#">B0500</a>  <a href="#">B0506</a>  <a href="#">B0513</a>  <a href="#">B0519</a>  <a href="#">B0529</a>  <a href="#">B0531</a>  <a href="#">B0533</a>  <a href="#">B0537</a>  <a href="#">B0545</a>  <a href="#">B0557</a>  <a href="#">B0561</a>  <a href="#">B0566</a>  <a href="#">B0567</a>  <a href="#">B0571</a>  <a href="#">B0578</a>  <a href="#">B0455</a>  <a href="#">B0601</a>  <a href="#">B0608</a>  <a href="#">B0613</a>  <a href="#">B0651</a>  <a href="#">B0652</a> </p>	



Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0660</a> <a href="#">B0676</a> <a href="#">B0678</a> <a href="#">B0682</a>	
<p>ii. Submissions oppose the LAP/query the need for a LAP and raised following issues:</p> <ul style="list-style-type: none"> <li>● Plan is anti-car and anti-residents focusing only on cyclists and pedestrians.</li> <li>● The plan disproportionately affects the elderly.</li> <li>● Plan will restrict access to the town.</li> <li>● Plan will impact local business.</li> <li>● The LAP is excessive and unsuitable for local people and businesses.</li> <li>● The area should not change.</li> <li>● LAP should be abandoned due to bad design and lack of strategic thinking.</li> <li>● Proposals are unsuitable for a small village and will ruin character and history of Dundrum.</li> <li>● Plan does not take account of the needs of local residents.</li> <li>● Draft LAP is misleading, inaccurately presents the present situation and is unrealistic.</li> <li>● Plan make it more difficult for everyone to navigate the road system and lead to increased carbon emissions.</li> <li>● It will fail to deliver on ten-minute neighbourhood.</li> <li>● It has not considered and discriminates against the elderly and people with mobility issues.</li> <li>● Draft DLAP is all about pedestrians and cyclists and completely forgets and disregards people who need cars and have mobility issues.</li> <li>● There is a lack of infrastructure for development.</li> <li>● Impacts of traffic congestion and noise.</li> <li>● Safety and accessibility.</li> </ul>	<a href="#">B0010</a> <a href="#">B0014</a> <a href="#">B0015</a> <a href="#">B0017</a> <a href="#">B0018</a> <a href="#">B0026</a> <a href="#">B0041</a> <a href="#">B0045</a> <a href="#">B0047</a> <a href="#">B0049</a> <a href="#">B0053</a> <a href="#">B0056</a> <a href="#">B0061</a> <a href="#">B0064</a> <a href="#">B0065</a> <a href="#">B0066</a> <a href="#">B0073</a> <a href="#">B0074</a> <a href="#">B0078</a> <a href="#">B0085</a> <a href="#">B0095</a> <a href="#">B0097</a> <a href="#">B0108</a> <a href="#">B0113</a> <a href="#">B0114</a> <a href="#">B0115</a> <a href="#">B0118</a> <a href="#">B0124</a> <a href="#">B0127</a> <a href="#">B0133</a>	<p>The Executive note the issues raised.</p> <p>A number of submissions have queried the need for a LAP.</p> <p>The Dún Laoghaire-Rathdown CDP 2022-2028, the statutory land-use document for the area, contains a SLO to complete a LAP for the Dundrum area. It is on foot of this CDP Objective that the Planning Authority has prepared this draft LAP.</p> <p>The Planning and Developing Act sets out that a LAP may be prepared for <i>“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”</i>. It is the view of the Planning Authority that Dundrum contains sites that will be subject to large scale development.</p> <p>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.</p> <p>The Section 28 <i>“Local Area Plans – Guidelines for Planning Authorities”</i> DECLG, 2013 provide further guidance and context for LAPs and set out that <i>“Local Area Plans are intended to provide more detailed planning policies for areas that are expected to experience significant development and change”</i>.</p> <p>Whilst some submissions have expressed a desire for no change to happen in the area there is a need to be realistic in that Dundrum is definitely an area that is experiencing change and given that it contains 2 key regeneration sites in the OSC site and the former Central Mental Hospital site it is likely to see significant change over the coming years. If there is no plan for this growth and change it will happen in a piecemeal and uncoordinated manner with resultant pressure on physical infrastructure including the transport infrastructure and also on what is called Sustainable Neighbourhood Infrastructure which includes schools.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>● Plan is ageist and does not address needs of elderly.</li> <li>● The plan is not thought through by relevant professionals, anyone who lives in the area or anyone over the age of 50.</li> <li>● There is no need for Plan.</li> <li>● No resident will benefit from plan.</li> <li>● Plan is anti-people.</li> <li>● Considers that the LAP should be created by a board of local residents.</li> <li>● The LAP needs to be significantly revised / requires further considered.</li> <li>● Not against development that will support the community, however, the plan has not been thought through.</li> <li>● Considers that the council have let down the people of Dundrum and the wider community.</li> <li>● Queries how long it took the council to prepare the plan.</li> <li>● Residents of Dundrum need their community and village to be an asset – need to ensure that change is brought about in consultation with locals and not just big business.</li> <li>● The council should be seeking to rejuvenate the village.</li> <li>● The LAP will only serve to destroy Dundrum turning it into a high-rise ghetto.</li> <li>● The LAP is out of proportion for the area.</li> <li>● Considers that the plan should be community based.</li> <li>● The plan disregards all community based organic growth that has made the village successful.</li> <li>● Considers that the plan will turn Dundrum into a homogenised corporate shopping mall, without character or culture.</li> <li>● Dundrum is a village not a town.</li> </ul>	<p><a href="#">B0139</a>  <a href="#">B0154</a>  <a href="#">B0155</a>  <a href="#">B0157</a>  <a href="#">B0162</a>  <a href="#">B0163</a>  <a href="#">B0170</a>  <a href="#">B0179</a>  <a href="#">B0180</a>  <a href="#">B0182</a>  <a href="#">B0195</a>  <a href="#">B0196</a>  <a href="#">B0197</a>  <a href="#">B0207</a>  <a href="#">B0220</a>  <a href="#">B0224</a>  <a href="#">B0228</a>  <a href="#">B0233</a>  <a href="#">B0235</a>  <a href="#">B0236</a>  <a href="#">B0238</a>  <a href="#">B0239</a>  <a href="#">B0244</a>  <a href="#">B0248</a>  <a href="#">B0254</a>  <a href="#">B0301</a>  <a href="#">B0302</a>  <a href="#">B0303</a>  <a href="#">B0304</a>  <a href="#">B0305</a>  <a href="#">B0306</a>  <a href="#">B0320</a>  <a href="#">B0325</a>  <a href="#">B0346</a></p>	<p>As set out above it is acknowledged that delivering the message of the plan is challenging as it does involve change. This change will bring many positives for both the existing community and the future community. Dundrum as a place already had a significant number of positives to offer the community with a variety of homes, amenity spaces, employment opportunities, high quality public transport options, heritage and cultural facilities. It is the view of the executive that the draft plan harnesses the existing positives and builds on them to plan for the future in a sustainable and meaningful way which has been informed by evidence-based planning.</p> <p>Other issues are addressed with responses and recommendations provided under other topics in the Chief Executive's Report.</p> <p><b>Recommendation.</b>  No change to Draft Plan.</p> <p><i>(see further sections for detailed responses).</i></p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Requests that a new more balanced plan that prioritises preservation, sustainability and community is considered.</li> <li>• Plan stresses improved facilities for walkers and cyclists but does not mention an agenda to make life difficult for motorists.</li> <li>• Plan is discriminatory.</li> <li>• The area has already been damaged.</li> </ul>	<a href="#">B0350</a> <a href="#">B0354</a> <a href="#">B0361</a> <a href="#">B0363</a> <a href="#">B0367</a> <a href="#">B0368</a> <a href="#">B0369</a> <a href="#">B0375</a> <a href="#">B0378</a> <a href="#">B0381</a> <a href="#">B0382</a> <a href="#">B0383</a> <a href="#">B0398</a> <a href="#">B0419</a> <a href="#">B0423</a> <a href="#">B0425</a> <a href="#">B0427</a> <a href="#">B0431</a> <a href="#">B0432</a> <a href="#">B0436</a> <a href="#">B0465</a> <a href="#">B0490</a> <a href="#">B0493</a> <a href="#">B0494</a> <a href="#">B0496</a> <a href="#">B0502</a> <a href="#">B0504</a> <a href="#">B0507</a> <a href="#">B0525</a> <a href="#">B0534</a> <a href="#">B0556</a> <a href="#">B0560</a> <a href="#">B0584</a> <a href="#">B0602</a>	

Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0647</a> <a href="#">B0649</a> <a href="#">B0650</a> <a href="#">B0653</a> <a href="#">B0696</a> <a href="#">B0699</a> <a href="#">B0703</a> <a href="#">B0709</a> <a href="#">B0713</a> <a href="#">B0774</a>	
<p>iii. Submissions support the 10-minute neighbourhood concept and raises issues as follows:</p> <ul style="list-style-type: none"> <li>Notes importance of retaining infrastructure providing access into and out of plan area, to amenities including the sea, mountains and GAA clubs.</li> <li>Highlights Dundrum's relative advantage of having a wide variety of services, amenities, public spaces and places of employment within a 10-minute walk of each other.</li> <li>Policy and objectives for housing in this LAP should reverse car dependency and suburbanised development in favour of policy that renews town centre living, making it attractive again and encouraging the ten-minute neighbourhood concept - where all amenities are within walking distance.</li> <li>Welcomes the aim within the LAP to create a 10-minute city concept for Dundrum and how this will encourage active transport and healthy lifestyle within a community.</li> <li>Considers large, centralised shopping/leisure facilities do not accord with 10-minute model, therefore smaller and more local amenities are needed.</li> <li>Questions how LAP provisions will enhance 10-minute concept.</li> </ul>	<a href="#">B0012</a> <a href="#">B0106</a> <a href="#">B0232</a> <a href="#">B0262</a> <a href="#">B0281</a> <a href="#">B0298</a> <a href="#">B0402</a> <a href="#">B0450</a> <a href="#">B0451</a> <a href="#">B0476</a> <a href="#">B0500</a> <a href="#">B0503</a> <a href="#">B0517</a> <a href="#">B0524</a> <a href="#">B0574</a> <a href="#">B0588</a> <a href="#">B0513</a> <a href="#">B0516</a> <a href="#">B0565</a> <a href="#">B0578</a> <a href="#">B0601</a> <a href="#">B0608</a> <a href="#">B0613</a> <a href="#">B0651</a>	<p>The Executive notes the support for the 10-minute neighbourhood concept.</p> <p>As set out in the dlr CDP 2022 – 2028 <i>"It is a Policy Objective to Promote and facilitate the provision of '10-minute' neighbourhoods". "A '10-minute' neighbourhood incorporates the principles of a sustainable urban village in terms of being able to walk or cycle to neighbourhood support facilities within a 10-minute timeframe."</i> This new neighbourhood community concept acknowledges that there will be requirements that fall outside of the local catchment.</p> <p><b>Recommendation.</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
	<a href="#">B0655</a> <a href="#">B0657</a> <a href="#">B0672</a>	
<p><b>iv.</b> Submission raises issues in relation to ten-minute neighbourhood concept in Dundrum including:</p> <ul style="list-style-type: none"> <li>• Traffic congestion due to Shopping centre and proximity to M50.</li> <li>• While a local can get around in 10-minutes, people travel to Dundrum from all over the country.</li> <li>• Concept only applies to walking, cycling and public transport, noting cycling in particular may not be suitable for elderly / mobility impaired / disabled and others.</li> <li>• Many people are being encouraged to cycle for whom it is not appropriate due to physical ability.</li> <li>• Submission considers ten-minute neighbourhood unrealistic as people have to travel outside of area for services.</li> <li>• 10-minute Neighbourhood Concept supporting urban intensification overlooks the importance of maintaining Dundrum as a primary regional retail destination, vital for the area's urban and retail hierarchies.</li> <li>• It is unrealistic and/or impractical.</li> <li>• Critical of 10-minute neighbourhood concept’s reliance on ‘high-quality public transport.’</li> <li>• Notes the importance of considering practicalities of local climate.</li> <li>• Does not work in this jurisdiction.</li> <li>• Weekly shop requires a car.</li> <li>• Requests that Luas is removed from definition of 10-minute neighbourhood.</li> <li>• Requests that Draft LAP is revised to provide convenient car access for locals to grocery shops.</li> </ul>	<a href="#">B0036</a> <a href="#">B0113</a> <a href="#">B0220</a> <a href="#">B0239</a> <a href="#">B0259</a> <a href="#">B0287</a> <a href="#">B0344</a> <a href="#">B0361</a> <a href="#">B0386</a> <a href="#">B0409</a> <a href="#">B0428</a> <a href="#">B0496</a> <a href="#">B0428</a> <a href="#">B0453</a> <a href="#">B0502</a> <a href="#">B0514</a> <a href="#">B0540</a> <a href="#">B0598</a> <a href="#">B0607</a> <a href="#">B0617</a> <a href="#">B0731</a>	<p>The Executive notes the issues raised.</p> <p>As set out in the dlr CDP 2022 – 2028 <i>“It is a Policy Objective to Promote and facilitate the provision of ‘10-minute’ neighbourhoods”. “A ‘10-minute’ neighbourhood incorporates the principles of a sustainable urban village in terms of being able to walk or cycle to neighbourhood support facilities within a 10-minute timeframe.”</i> This new neighbourhood community concept acknowledges that there will be requirements that fall outside of the local catchment. Luas in not specifically mentioned in the definition above.</p> <p>The ‘10-minute’ neighbourhood concept also does not in any way diminish the important role of Dundrum as a MTC or as a strategic employment area.</p> <p>The submission of the NTA is noted as it acknowledges that the transport sector has a key role to play in enabling the delivery of the 10-Minute Neighbourhood concept and further states that <i>“In light of the projected population growth in the LAP area and its environs over the lifetime of the plan, and set against the backdrop of the Climate Action Plan’s ambitious targets for emissions reductions in the transport sector, it is imperative that the Dundrum LAP caters for the demand for travel as sustainably as possible. This requires that the LAP provides for the development of a high-quality, efficient movement network in the LAP area that prioritises the use of active travel, particularly for shorter local trips, and public transport for trips within and beyond the area. Given the function of Dundrum as a Major Town Centre at the regional level, provision for private car use will still be required, but this must be managed to ensure it does not conflict with the stated vision of the Draft LAP. A well developed movement network that balances the needs of all modes will allow for the use of sustainable travel for journeys to local education, healthcare and other services, will support local businesses by increasing their accessibility, and will facilitate the consolidation of the built-up area in the longer term through the integration of transport and land use planning. In the absence of such a network, current congestion would be exacerbated, appropriate development densities would not be achieved and the economic viability of the LAP area would be jeopardised.”</i></p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Supports the 10-minute neighbourhood concept but believes that local factors such as the road network, desire lines, topography, public service facilities, public transport arrangements and demographics must be taken into account.</li> <li>• Needs to take into account demographics and elderly.</li> <li>• Considers Draft LAP lacks specific timeframe/performance indicators to ensure effective implementation of 15-minute city concept.</li> <li>• Considers the idea of a 10-minute neighbourhood is ill-founded as the distance covered by bike in ten minutes is a lot further than can be covered on foot.</li> </ul>		<p><b>Recommendation.</b> No change to Draft Plan.</p>
<p>v. Submission recommends that the core concept of sustainability be included in the vision statement.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised and would concur with the proposed addition of the word sustainable into the vision.</p> <p><b>Recommendation</b> Amend Vision as follows: <i>“The vision for Dundrum is of a vibrant, inclusive, <u>sustainable</u>, 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”.</i></p>
<p>vi. Submission recommends that Box 2 of the vision on page 4 be amended to use language akin to SLO 9 of the CDP. Proposed change is as follows <i>“To ensure that new design is <u>mindful respects and reflects</u> the existing character, scale and heritage of Dundrum.”</i></p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>The draft LAP vision states as follows <i>“To ensure that new design is mindful of the existing character, scale and heritage of Dundrum.”</i></p> <p>SLO9 of the CDP is as follows <i>“To ensure that any future redevelopment of the old shopping centre lands, and adjoining/nearby properties on Main Street, take 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.”</i></p> <p>The submission suggests wording as follows:</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><i>“To ensure that new design is <del>mindful of</del> respects <u>and reflects</u> the existing character, scale and heritage of Dundrum.”</i></p> <p>The Executive would have a concern with the suggested wording and the use of the word “reflects” as it could be interpreted as requiring design to mirror what is in existence which could stymie more contemporary design which can still respect the existing heritage. The Executive do however recommend that the language be amended to accord with SL09 of the CDP. It is considered that the words “in keeping with” should replace “is mindful”.</p> <p><b>Recommendation</b> Amend vision as follows: <i>“To ensure that new design is <del>mindful of</del> <u>is in keeping with</u> the existing character, scale and heritage of Dundrum.”</i></p>
<p><b>vii.</b> Submission recommends that Box 4 of the vision on page 4 be amended to read as follows: <i>To manage future transport demand in a sustainable manner by providing improved and integrated cycling, pedestrian and <u>public transport</u> facilities combined with greater connectivity and permeability.</i> Submits that Box 4 should include public transport viz; <i>‘To manage.....pedestrian facilities and integrated public transport arrangements and facilities combined with ....</i></p>	<p><a href="#">B0453</a> <a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>The current wording relates to provision of cycling, pedestrian facilities. The amendment proposed wishes to add public transport facilities.</p> <p>As the Planning Authority are not the direct provider of public transport the proposed amendment is not recommended.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>viii.</b> Proposes removing the word “inclusive” from vision statement as considers that there is no need to include same.</p>	<p><a href="#">B0586</a></p>	<p>The Executive notes the issue raised but would not agree with omission of “inclusivity” from the vision.</p> <p>Creation of an inclusive and healthy County is a strategic county outcome of the overarching dlr CDP and is also a key part of the vision set out in the dlr Corporate Plan 2020 – 2024.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.1.2 Section 1.1: Introduction</b>		
i. States that LAP should serve national interest and that local residents have a responsibility to ensure amenities they have benefited from can be shared with others.	<a href="#">B0054</a>	The Executive notes and welcomes the issue raised and considers that the draft LAP sets out a sustainable framework for both the existing current population and the planned future population and is clearly focused on ensuring amenities will be for all.  <b>Recommendation.</b> No change to Draft Plan.
ii. Submission recommends the inclusion of a glossary and an appendix listing specific policies and objectives to improve clarity and the legibility of the LAP.	<a href="#">B0166</a> <a href="#">B0308</a>	The Executive notes the issue raised.  It is acknowledged that the Draft Plan is lengthy. An appendix which simply repeats a full list of the policies and objectives would be useful as would a glossary of terms.  <b>Recommendation</b> Amend Draft LAP to: <ul style="list-style-type: none"> <li>• Add a new appendix which simply lists all final agreed policies and objectives (This can only be done at final adoption stage).</li> <li>• Add a glossary of terms used in Plan.</li> </ul>
iii. Submissions raise concerns in relation to the volume of development planned within the LAP and surrounding areas.	<a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0360</a> <a href="#">B0520</a>	The Executive notes the concerns raised in relation to future development.  In line with National policy as set out in the National Planning Framework and regional policy as set out in the Regional, Spatial and Economic Strategy, the plan focuses on compact sustainable growth and significant housing delivery across Dundrum. The LAP also endeavours to align this growth with both the provision of sustainable neighbourhood infrastructure such as schools and community facilities, and sustainable transport solutions so that future growth can be accommodated. As growth is likely to take place in Dundrum, having a LAP in place is important.  <b>Recommendation.</b> No change to Draft Plan.
<b>3.1.3 Section 1.3 Local Area Plan Boundary</b>		
i. Submissions request amendments to the LAP boundary as follows:	<a href="#">B0127</a> <a href="#">B0508</a>	The Executive notes the issue raised.



Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Include Stoney Road.</li> <li>• Include Taney Church and grounds as the community and school are both within the LAP lands. Submission notes that Goatstown LAP has lapsed.</li> <li>• Suggests including area around the Barton Road East/Ballinkeer Road roundabout in LAP boundary.</li> </ul>	<a href="#">B0554</a>	<p>Stoney Road is included within the plan lands. In terms of the Ballinkeer Road and Barton Road East the eastern boundary of the LAP already runs along Sweetmount Park through the roundabout and southwards along Ballinkeer Road. It is not considered that any change is required.</p> <p>Taney church and grounds were included in the now lapsed Goatsown LAP. An examination of the records shows that on foot of the pre-draft consultation on the Goatsown LAP the boundary was widened to include the Taney residential area (it is unclear if this also included the church and grounds) as the community considered that the "Taney" area formed part of Goatstown. This highlights the blurring of areas in the suburban environment and the difficulty in deciding where one area ends, and another begins. Taney church and grounds are undoubtedly important to both areas. To avoid confusion, it is not recommended that the grounds and church be added to the DLAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Considers the LAP proposals focus almost exclusively on the LAP lands to the north of Taney Cross and to the east of the Bypass, to the exclusion of Lynwood/Ballinkeer Road residential areas.</p>	<a href="#">B0597</a>	<p>The Executive notes the issue raised.</p> <p>In line with the Section 28 "Local Area Plans – Guidelines for Planning Authorities" DECLG, 2013 "<i>Local Area Plans are intended to provide more detailed planning policies for areas that are expected to experience significant development and change</i>". The focus of the Draft LAP is intentionally on the 2 strategic regeneration sites of the former CMH and the OSC as opposed to focusing on surrounding residential areas.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.1.4 Section 1.6: Planning Hierarchy</b></p>		
<p>i. Submission notes the importance of compact growth within the GDA, noting:</p> <ul style="list-style-type: none"> <li>• Projected population growth.</li> <li>• Requirement to align with RSES and CDP.</li> <li>• The MTC zoning within Dundrum,</li> <li>• Proximity to high-quality public transport links.</li> </ul>	<a href="#">B0160</a>	<p>The Executive notes the issues raised.</p> <p>In line with National policy as set out in the National Planning Framework and regional policy as set out in the Regional, Spatial and Economic Strategy, the plan focuses on compact sustainable growth and significant housing delivery across Dundrum.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Availability of amenities, employment, retail.</li> <li>Proximity to the city centre.</li> </ul>		<p><b>Recommendation.</b> No change to Draft Plan.</p>
<p>ii. Considers that a key transport recommendation of the National CAP 23 which is to <i>“redefine the goal of transport system as sustainable accessibility in order to challenge ingrained mindsets and shift away from identifying high mobility, in terms of reduced travel time”</i> should be the aim for every street in the LAP.</p>	<a href="#">B0216</a>	<p>The Executive notes the issue raised and considers that the plan which is underpinned by the vision to <i>“To manage future demand in a sustainable manner by providing improved walking and pedestrian facilities combined with greater connectivity and permeability”</i> is aligned with this important recommendation of the CAP 23.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. LAP should stress that detailed design criteria in the existing CDP ideally listing the relevant references to the sections of the Development Plan.</p>	<a href="#">B0606</a> <a href="#">B0612</a>	<p>The Executive notes the issue raised.</p> <p>Section 1,3 of the Draft LAP acknowledges the hierarchy of spatial plans and sets out that <i>“The CDP 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”</i>.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.1.5 Section 1.8 Future Population in LAP lands</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>Query the existing and projected population of Dundrum given that the 2016 census was used and not the 2022 census data.</li> <li>Notes that a significant number of developments have been permitted in the area.</li> <li>Raises concern that the anticipated population could overwhelm the village.</li> <li>Concerned that out of date data is being used</li> <li>Express concern in relation to capacity of plan lands for planned population.</li> <li>Queries why the population figure only focuses on the Dundrum area and doesn't take account of areas beyond Dundrum.</li> </ul>	<a href="#">B0040</a> <a href="#">B0169</a> <a href="#">B0180</a> <a href="#">B0259</a> <a href="#">B0308</a> <a href="#">B0325</a> <a href="#">B0345</a> <a href="#">B0400</a> <a href="#">B0550</a> <a href="#">B0553</a> <a href="#">B0556</a> <a href="#">B0560</a> <a href="#">B0587</a> <a href="#">B0589</a> <a href="#">B0602</a>	<p>The Executive notes the issues raised.</p> <p>In order to calculate the potential total population that could reasonably be projected to be accommodated in the DLAP area within the lifetime of the Plan (6 years extendable to 10 years), the following methodology was employed:</p> <ul style="list-style-type: none"> <li>The population of the LAP area was calculated on the basis of the most recent census data available at the 'Small Area' level, which was 2016.</li> <li>An analysis of substantial residential developments completed within the LAP lands since the 2016 Census was undertaken to account for additional dwellings/population that would not have been accounted for by that Census. Data on the number of dwellings has been extrapolated from the planning history for each site and verified against CSO figures for new dwelling completions.</li> <li>Key 'infill/windfall' development sites throughout the County were identified in the Core Strategy of the CDP.</li> </ul>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers projected additional population is being accommodated at expense of existing population.</li> <li>• Concerned at overpopulation.</li> <li>• Queries demographics as surrounding areas have been omitted.</li> </ul>	<p><a href="#">B0609</a>  <a href="#">B0610</a>  <a href="#">B0612</a>  <a href="#">B0613</a>  <a href="#">B0617</a>  <a href="#">B0671</a>  <a href="#">B0731</a></p>	<p>It is considered that this robust methodology takes into account permitted development since 2016 and has allowed for a projection to be made.</p> <p>The County Plan contains information on the County wide population. Both the ABTA and CCCAP drew on a wider catchment.</p> <p>The relevant data required is not yet available from the 2022 Census results (August 2023).</p> <p>Demographics presented in the plan pertain to the area within the LAP boundary. The Demographic and Housing Analysis, Background Paper, does include a table which displays a comparison of age breakdown between the LAP and the wider dlr area.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p><b>3.1.6 Section 1.9 SWOC Analysis</b></p>		
<p>i. Submission proposes additions to SWOC as follows:                      Add to weaknesses:</p> <ul style="list-style-type: none"> <li>• Limited capacity of the current library facility to cater for the expanding range of needs in the area.</li> <li>• Poor location of civic offices and limited council services located in Dundrum.</li> </ul> <p>Proposal: Add to opportunities:</p> <ul style="list-style-type: none"> <li>• Provide extended modern library facilities in new library to match the needs of the expanding population.</li> <li>• Provide an appropriate range of council services in Dundrum for west side of the county.</li> <li>• Strengthen the use and appreciation, awareness and appreciation of the heritage and history of the area.</li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised.</p> <p>The Executive agrees that the limited capacity of the current library should be added to weaknesses but does not concur that there are limited council facilities in Dundrum when the town is the location for the counties second dlr public office.</p> <p>It is noted that “Need for more community space as set out in the Dundrum CCCAP “ is included in weaknesses and it is considered that this covers the lack of community facilities in Dundrum.</p> <p>In relation to opportunities, it is considered appropriate to add the library item as proposed with a slight amendment to acknowledge that the existing facility is not in a position to cater for existing needs in terms of service provision, irrespective of future expanding needs.</p> <p>The Draft LAP contains policies and objectives relating to protection of heritage and the proposed addition to “Strengthen the use and appreciation, awareness and appreciation of the heritage and history of the area” is considered less an item for inclusion in a spatial LAP</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>and more an item of relevance – given that it relates to appreciation and awareness - for the Heritage Plan.</p> <p><b>Recommendation</b>  Amend Draft Plan Table 1.2 as follows:  Add to weaknesses:  <i>Limited capacity of the current library facility to cater for the current and expanding range of needs in the area.</i>  Add to opportunities:  <i>Provide extended modern library facilities in new library to match the needs of the current and expanding population.</i></p>
<p>ii. Submission raises issues with table 1.2 – considers weakness which states “bypass severs town” incorrect as town is all to the east of the bypass</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation.</b>  Amend table 12.1 as follows;  <i>Bypass severs residential areas to west from the town.</i></p>
<p><b>3.1.7 Section 1.11 Dundrum Community, Cultural and Civic Action Plan</b></p>		
<p>i. Submission suggests amending the final sentence of 1.11. para 2 to read; “The CCCAP recommendations relating to the area of the LAP have been incorporated into the LAP.”</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised.</p> <p>The Dundrum CCCAP is a non-statutory document prepared by consultants to inform the forward planning and development management processes.</p> <p>Therefore, it is considered that the existing text which states “<i>The relevant recommendations of the CCAP have been incorporated as appropriate</i>” is more fitting.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>



### 3.2 Chapter 2 – Urban Framework & Site Development Frameworks

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.2.1 Section 2.4 Land Use and Character Areas</b>		
<p>i. Considers additional guidance and policy detail should be applied to 'Town Edge' lands north of Taney Cross.</p> <ul style="list-style-type: none"> <li>Notes the buildings in this area are generally of low quality/architectural value and that it is an uncomfortable pedestrian environment. Notes also the physical separation between town edge and main town centre, stating that the area's support to the main town centre may be important in the future to support large residential developments.</li> <li>Suggests that more restrictions on permissible commercial uses could be applied to town edge area.</li> </ul>	<a href="#">B0028</a>	<p>The Executive notes the issues raised.</p> <p>The Executive would concur that the area is at present physically separated from the rest of the MTC area and is also dominated by vehicular traffic which results in an environment that could be improved. It is considered that the provisions of the draft LAP including the opportunities of the Taney Cross KDA as well as the Taney Cross transport objectives can bring about changes to the town edge which would integrate it successfully into the MTC area and improve the current relatively harsh environmental conditions. This could be further strengthened in the wording in the draft LAP.</p> <p>The submission suggests inclusion of some quite specific measures for development in the area including limiting vehicular access points and also guidance on referred use types. It is considered that any issue with the number of vehicular accesses and the suitability of any use in the area would be assessed at planning application stage and that the CDP provides sufficient guidance in chapter 12 in relation to these issues.</p> <p><b>Recommendation</b> Amend section 2.4.1 as follows: <i>There is also an opportunity with the junction improvements <del>and</del>, reduced carriageway widths and the opportunities presented by the Taney Cross KDA to tie this area back to Taney Cross.</i></p>
<p>ii. Submissions suggest new locations for the "Community Core" as follows:</p> <ul style="list-style-type: none"> <li>Considers that the 'Community Core' generally comprises the area around Dundrum Cross on Main Street, Kilmacud Road Upper and Sandyford Road (noting that Holy Cross NS, Garda Station and Holy Cross Church are all located in this area).</li> <li>'Community Zone' should be re-located from the Taney Cross KDA area to a new location further south within the</li> </ul>	<a href="#">B0386</a> <a href="#">B0729</a>	<p>The Executive notes the issues raised.</p> <p>Whilst it is acknowledged that</p> <ul style="list-style-type: none"> <li>a number of key sustainable neighbourhood facilities including the garda station, Holy Cross NS and Holy Cross school are located close to Dundrum Cross,</li> <li>the OSC site could also accommodate civic uses,</li> </ul> <p>the character areas are also based on proposed uses as set out in the draft LAP with the idea being that the Taney Cross KDA area and the existing library offer an exciting opportunity to</p>

Issues	Sub. No.	Executive's Response & Recommendation
OSC site as Taney Cross area is unsuitable for community zone/civic centre due to proximity to busily trafficked junction and limited site area.		<p>reimagine this northern section of Dundrum as a new gateway to the town with a new community, cultural and civic centre providing a new community focus.</p> <p>Section 2.9.2.4 Design Principles and Objectives for the OSC KDA includes for civic uses in any future proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
iii. In relation to section 2.4.1 there is no parade of shops on Main Street lower just 2 pizza establishments north of Victoria Terrace.	<a href="#">B0761</a>	<p>The Executive notes the issues raised.</p> <p><b>Recommendation</b> Amend section 2.4.1 as follows <i>“Land uses are a mix of commercial and residential including the parade of <del>shops</del> commercial premises on Main Street Lower, Joe Daly's cycles, Circle K and Uncle Tom's Cabin public house.”</i></p>
<p>iv. The submitter supports the re-development of the Village and surrounds as regards the following:</p> <ul style="list-style-type: none"> <li>• For more housing, particularly for those with families</li> <li>• For improved community facilities including schools, open green spaces, play areas etc.</li> <li>• Better public transport, cycle routes and pathways.</li> <li>• Emphasises importance of efficient redevelopment of key sites in Dundrum, noting high public transport accessibility, projected significant population growth, existing prevalence of low density housing.</li> <li>• Welcomes mix of uses proposed.</li> </ul>	<a href="#">B0486</a> <a href="#">B0623</a>	<p>The Executive welcomes support for sustainable re-development of Dundrum and the surrounding area in line with draft LAP.</p> <p><b>Recommendation</b> No change to draft Plan</p>
<b>3.2.2 Section 2.5 Opportunity sites</b>		
<p>i. Submissions suggests additional opportunity sites/queries non-inclusion of sites as follows:</p> <ul style="list-style-type: none"> <li>• Dundrum office park surface car park,</li> <li>• Tesco Dundrum surface car park,</li> <li>• Flyefit building including surface car park,</li> </ul>	<a href="#">B0249</a> <a href="#">B0300</a> <a href="#">B0545</a>	<p>The Executive notes the issues raised.</p> <p>To avoid confusion, sites such as the former CMH that are included as KDAs in the LAP are not included as opportunity sites. Lands at Sommerville and at the Frankfort Centre are</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Surface car park and under-utilised buildings at Dundrum Luas station off Taney Rd</li> <li>• CMH site,</li> <li>• Frankfort Castle,</li> <li>• Frankfort Centre and</li> <li>• Eir Data Centre (Sommerville)</li> </ul>		<p>included as opportunity sites although the lands at the Frankfort Centre are mislabelled as Frankfort Court.</p> <p>In relation to the Flyefit building including surface car park, it is noted that the surface carpark and the Flyefit building are in the grounds of Lynton (Ashgrove) which was one of the properties brought into the extended ACA as part of the dlr CDP 2020 – 2028. This early 19th century Regency house, or pair of houses, now in commercial/recreational use, is set back significantly from the streetscape. The ACA appraisal document sets out that “The pristine white stucco façade, and lawned front site with original granite gate piers, gives further interest to the Village, and proves to be a reminder of the fine villas that surround the village to this day.” Any redevelopment on this site would need to take into account relevant policies and objectives pertaining to the ACA.</p> <p>The list of opportunity sites is not considered to be exhaustive and in no way precludes any appropriate site within the LAP boundary coming forward for development in accordance with the relevant land use zoning objective and proper planning and sustainable development.</p> <p><b>Recommendation</b> Amend section 2.5 as follows: <i>“Frankfort <del>Court</del> Centre”</i></p>
<p>ii. Submission would like to see the courtyard behind Campbell's corner restored and put to good use perhaps with a farmers' market along with Maher's Terrace restoration and preservation.</p>	<p><a href="#">B0147</a></p>	<p>The Executive notes the issue raised.</p> <p>This site has been identified as an opportunity site in section 2.5 of the draft Plan. Proposals for redevelopment in accordance with the relevant land use zoning objective and proper planning and sustainable development can come forward to be assessed under the Development Management process.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Concerned that the development of Development Opportunity Sites no's 1 to 7 (as identified in Figure 2.4 of</p>	<p><a href="#">B0249</a> <a href="#">B0300</a></p>	<p>The Executive notes the issue raised.</p>



Issues	Sub. No.	Executive’s Response & Recommendation
Draft LAP) will aggravate traffic management issues in the area.		<p>Transport implications of any redevelopment proposal would be assessed as part of the Development Management process should a planning application be made on any of the 7 sites.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission:</p> <ul style="list-style-type: none"> <li>• Supports the Development Opportunity Site designation (Site No. 6 as identified in Figure 2.4) applied to part of Uncle Tom’s Cabin site in the Draft LAP.</li> <li>• Requests description/extent of Development Opportunity Site is amended to also include the main building.</li> </ul>	<a href="#">B0297</a>	<p>The Executive notes the issue raised.</p> <p>The Executive consider that it is the “Lands to the north of Uncle Toms Cabin” that represent an opportunity site as opposed to the existing public house building. It should be noted that there is also flood risk in his area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
v. Welcomes inclusion of Frankfort Centre as an Opportunity Site	<a href="#">B0316</a>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation</b> See proposed change above to address mislabelling.</p>
<b>3.2.3 Section 2.6 Urban Design and Placemaking</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Consider that proposals for Dundrum will diminish its attractiveness and will have a negative impact on the village and character of the area.</li> <li>• Concern that Dundrum will lose its village feel and sense of community.</li> <li>• Seeks more details on the design of building façades to ensure that they are in keeping with the character of the village.</li> <li>• Proposes that a consistent architectural style should be required for new developments in Dundrum.</li> <li>• Wants the village feel to be maintained and improved upon.</li> </ul>	<a href="#">B0114</a> <a href="#">B0131</a> <a href="#">B0395</a> <a href="#">B0586</a> <a href="#">B0602</a> <a href="#">B0694</a> <a href="#">B0695</a> <a href="#">B0739</a> <a href="#">B0740</a> <a href="#">B0749</a>	<p>The Executive notes the issue raised.</p> <p>It is considered that the draft LAP combined with the County Plan contains a suite of policies and objectives that will ensure that future development – while bringing changes to the built environment and streetscape - does not have a negative impact on the village and character of the area. Detail design of building façades and architectural style is something that would be dealt with at planning consent stage.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ii. Submission makes a number of specific recommendations relating to buildings and sites in Dundrum as follows:</p> <ul style="list-style-type: none"> <li>• Suggest that the paint be removed from the brick above Deveny's off licence</li> <li>• Cottages to the left of Ryan's Dundrum house need public realm improvements with a proper surface.</li> <li>• Area between Balally LUAS at Rockfield and Riverdale and the Sandyford Road needs public realm improvement.</li> <li>• Ladbrokes shop should be improved.</li> <li>• Artisan cottages behind Deveny's, where the Grafton barber is located, should be preserved and restored with the paint removed from the historic brick.</li> </ul>	<p><a href="#">B0147</a></p>	<p>The Executive notes the issue raised.</p> <p><i>The recommendations relating to private premises both commercial and residential are measures that are beyond the remit of a spatial LAP.</i> Proposed changes to junction arrangements and provision of a mobility hub at Balally as out in chapter 4 will provide opportunities for the public realm to be addressed in the areas between Balally LUAS, Rockfield and Riverdale.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submissions recommend that the LAP makes provision for;</p> <ul style="list-style-type: none"> <li>• shaded seating areas, preferably through the use of trees.</li> <li>• seating in well-lit areas older people and teenagers.</li> </ul>	<p><a href="#">B0156</a> <a href="#">B0261</a></p>	<p>The Executive notes the issue raised.</p> <p><i>This level of detail is more appropriate for the detailed design stage of any public realm or parks project.</i></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission recommends amending the Urban Design and Placemaking Vision as follows:</p> <ul style="list-style-type: none"> <li>• That bullet Point 8 be amended to read '<i>Promoting an efficient use of land by way of compact growth <u>on a human scale</u></i>'.</li> <li>• <i>That the final bullet point be amended to read: Improving <u>sustainability by enhancing SuDS and the ecosystem services of the area</u>.</i></li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised and would agree with the change proposed to the final bullet point in section 2.6.1.</p> <p>The Executive would not recommend the proposed change to bullet point number 8 as it may preclude development at a different architectural scale – for example a landmark building may be of “monumental scale” which architecturally is different to “human scale”.</p> <p><b>Recommendation</b> <i>Amend final bullet point in section 2.6.1 as follows: “Improving <u>sustainability by enhancing SuDS and the ecosystem services of the area</u>”.</i></p>
<p>v. Submission considers that Air, Noise pollution and health and wellbeing and anti-social behaviour should be given greater consideration in the urban design principles and objectives.</p>	<p><a href="#">B0513</a></p>	<p>The Executive notes the issues raised.</p> <p>It is considered that the issues of air and noise pollution are covered in the draft Plan. Section 4.6 sets out how the Bus Gate on Ballinteer Road will reduce traffic volumes on the</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>The main design principles for Dundrum should support designing physical activity into people's daily lives through the redesign of the built environment and public realm in addition to ensuring Dundrum has adequate areas for recreation and exercise appropriate for all age-groups.</p>		<p>Main street and improve air and noise quality. Policy DLAP27 – Improved Environment then sets out that:</p> <p><i>"It is policy to seek to improve the air quality and pedestrian environment along the streets through Dundrum village including, Main St, Sandymount 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".</i></p> <p>It is considered that a number of the urban design principles will positively address health and wellbeing in line with the Strategic County outcome of the dlr CDP – "Creation of an inclusive and healthy county". As set out in chapter 1 the DLAP is consistent with the dlr County Plan.</p> <p>The urban design principles set out in section 2.6.1 which include:</p> <ul style="list-style-type: none"> <li>• Strengthening the urban fabric of the area by providing new developments which enhance the public realm and improve the streetscape.</li> <li>• Ensuring pedestrian and cycle permeability and connectivity.</li> <li>• Addressing physical severance.</li> <li>• Providing for inclusive design, universal access and movement for all, will create a physical environment conducive to encouraging physical activity into people's daily lives.</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Supports commitment in Draft LAP to maintain village character in Dundrum, noting dominance of DTCS currently</p>	<p><a href="#">B0664</a></p>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.2.4 Section 2.7 Main Street</b></p>		
<p>i. Submission welcomes the provision in the Draft LAP to improve Main Street and raises following issues:</p> <ul style="list-style-type: none"> <li>• Dereliction along Main Street.</li> <li>• Concern with regard to commercial led development.</li> </ul>	<p><a href="#">B0117</a> <a href="#">B0138</a> <a href="#">B0185</a> <a href="#">B0308</a></p>	<p>The Executive notes the issues raised.</p> <p>It is considered that the redevelopment of the OSC site would help address some of the issues raised including vacant units in Dundrum.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Dundrum is in need of rejuvenation to counter vacant / run-down units.</li> <li>Potential of Dundrum to become a vibrant village for future generations.</li> <li>Neglected properties should be brought back into use to provide a basis for a thriving street.</li> <li>Considers dereliction to be the cause of many issues in Dundrum.</li> <li>Welcomes temporary/interim public realm changes and greening of Dundrum which have improved the town centre and should be made permanent.</li> </ul>	<a href="#">B0528</a> <a href="#">B0611</a>	<p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>Consider that treating Main Street purely as the edge of the OSC site needs to be revisited.</li> <li>Considers that buildings are too close to Main Street and should be set further back.</li> <li>Considers that the heritage / ACA should be the overriding consideration for any future development.</li> <li>Suggests that a vision for Main Street be included as 2.7.</li> <li>Suggests Main Street should be its own KDA. (Also request Addition to Opportunities offered by the OSC site)</li> <li>Considers that the OSC site should not be considered as one KDA as what is suitable on bypass is not suitable on Main Street.</li> <li>Considers it not appropriate that in section 2.9.2.1 150 year old buildings are in same KDA as OSC as architecturally they are different.</li> <li>Welcomes the potential to upgrade Main Street and provide a new public park and improved public realm.</li> <li>A bullet point is suggested as follows; <i>To ensure that new or redeveloped buildings on Main Street respect and</i></li> </ul>	<a href="#">B0167</a> <a href="#">B0187</a> <a href="#">B0319</a> <a href="#">B0374</a> <a href="#">B0453</a> <a href="#">B0508</a> <a href="#">B0599</a> <a href="#">B0606</a> <a href="#">B0663</a> <a href="#">B0761</a>	<p>The Executive notes the issues raised and welcome support for the public park on Main Street.</p> <p>The Executive but would not concur that Main Street should be a separate KDA. As set out in section 2.9 .” <i>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.</i>”</p> <p>The Main Street is considered integral to the town but it is not considered that it should be identified as a separate KDA. As set our above KDAs are areas that can accommodate a significant quantum of development. The fact that they may contain building from different architectural periods or that the type of development suitable on the bypass is not suitable on Main Street is addressed by way of the objectives for the KDA and is not considered to be a reasonable rationale to divide up the OSC site or designate the Main Street as a separate KDA.</p> <p>The Draft LAP also already contains a detailed section on Main Street - section 2.7. It is considered that this could be strengthened as per the recommended bullet point.</p> <p><b>Recommendation</b>                      Amend section 2.7 as follows. Add a sentence at the end of the third paragraph as follows:</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p><i>promote the heritage of the Village, in terms of building materials, roof lines, shop fronts, signage.</i></p> <ul style="list-style-type: none"> <li>• Considers that proposals for Main Street should respect the historic character and ACA.</li> <li>• Concerned at further impacts to village due to lack of provision of open space, high-rise buildings detracting from character.</li> <li>• Considers that any response to Main Street should be of international urban design and architectural standard.</li> </ul>		<p><i>New or redeveloped buildings on Main Street should respect and promote the heritage of the Village, in terms of building materials, roof lines, shop fronts and signage.</i></p>
<p>iii. Submissions suggest that dlr should pursue stated objectives for improving the physical appearance of all structures to be retained along Main Street. A new objective is proposed as follows:</p> <p><i>“It is an objective of DLR to proactively engage with Opportunity Sites and set out a stated list of streetscape improvements it hopes to encourage for private realm property as it abuts and intersects with the Main Street.”</i></p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised but would not concur as <a href="#">it is considered that this proposed amendment would go beyond the remit of a spatial LAP and falls more under the remit of the dlr town regeneration development officer and/or urban and village renewal schemes.</a></p> <p>It is also considered that DLAP 5 “Public Realm:  <i>“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”.</i>  addresses public realm improvements in new development proposals.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>iv. In section 2.7 the former EIR building is still an active telephone exchange for Dundrum. This should be included in the CCC site.</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issue raised.</p> <p>Many buildings identified as opportunity sites or sites with redevelopment potential are still in active use. See below for recommendation regarding Taney Cross KDA boundary anomaly between figures in the draft LAP.</p> <p><b>Recommendation</b>  See recommendation below for recommendation regarding Taney Cross KDA boundary anomaly between figures in the draft LAP.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.2.5 Section 2.8 Street improvements and Public Realm - Policy and Objectives</b>		
<p>i. Submissions on public realm:</p> <ul style="list-style-type: none"> <li>• Propose an additional objective as follows “<i>Dundrum Main Street Public Realm delivery. It is the objective to improve public realm along Main Street at appropriate locations as allowed for by building setbacks and available public spaces, including the undergrounding of new services and existing overhead services.</i>”</li> <li>• Suggests provision of age-friendly play and art spaces in public realm and key development site objectives</li> <li>• Public realm/urban design objectives should include the undergrounding of overhead wires and other services like utility boxes and bins.</li> <li>• Public realm objectives should include that street “clutter” is kept to a minimum.</li> </ul>	<p><a href="#">B0508</a> <a href="#">B0545</a></p>	<p>The Executive notes the issues raised but considers that this level of detail around undergrounding of services, bins, type of play provision is more relevant for the detailed design stage on any public realm scheme.</p> <p>DLAP 5 which states “<i>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</i>” is considered to cover the appropriate level of detail required for an LAP.</p> <p>PR1 already has similar wording as follows “It is the objective to improve public realm along Main Street at appropriate locations as allowed for by building setbacks and available public spaces”.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Objective PR1 should be more overt about improved footpaths and timelines for delivery.</p> <p>iii. The objective should be added to the implementation table in Chapter 9 with an implementation timescale.</p> <p>iv. PR 3 should be amended to give a timeline.</p>	<p><a href="#">B0528</a> <a href="#">B0453</a> <a href="#">B0528</a></p>	<p>The Executive notes the issues raised.</p> <p>On timelines, many objectives on urban realm and transport 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.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Proposes new KDA encompassing properties on eastern side of Main Street / lands to rear of these properties, including DLR offices, Dundrum College of Further Education, AIB and Permanent TSB.</p>	<p><a href="#">B0633</a></p>	<p>The Executive notes the issue raised and would concur that a number of these sites offer future redevelopment opportunities either in combination or on their own.</p> <p>Both Dundrum College of Further Education and Permanent TSB are identified in section 2.5 as opportunity sites.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>The list of opportunity sites is not considered to be exhaustive and in no way precludes any appropriate site within the LAP boundary coming forward for development in accordance with the relevant land use zoning objective and proper planning and sustainable development.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission:</p> <ul style="list-style-type: none"> <li>• Appreciates improvements to the public realm.</li> <li>• Welcomes the provision of outdoor seating and recreation in the village.</li> </ul>	<p><a href="#">B0661</a> <a href="#">B0689</a> <a href="#">B0698</a></p>	<p>The Executive notes and welcomes the support provided with regard to public realm improvements.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.2.6 Section 2.9.2 Old Dundrum Shopping Centre Key Development Area (OSC KDA)</b></p>		
<p><b>A. Section 2.9.2.1 Site Characteristics</b></p>		
<p>i. There is no vehicular connectivity to the Main Street at Glenville Terrace</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issue raised.</p> <p>Section 2.9.2.1 states as follows" <i>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.</i>" It is appreciated that this could be interpreted that there is vehicular access to the Main Street at Glenville Terrace.</p> <p><b>Recommendation</b> Amend section 2.9.2.1 as follows: <i>"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 <u>then provides a pedestrian connection</u> to the Main Street at Glenville Terrace."</i></p>
<p><b>B. Section 2.9.2.3 Future Development Requirements</b></p>		
<p>i. Assessment of the availability of public transport should be made prior to granting any planning to double the population of the village.</p>	<p><a href="#">B0541</a></p>	<p>The Executive notes the issue raised.</p> <p>Assessment of any planning application includes a transport assessment.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Section 2.9.2.4 Design Principles and Objectives</b></p>		
<p>i. Submissions support the proposed development frameworks for OSC, Main Street and Bypass on following grounds:</p> <ul style="list-style-type: none"> <li>• New pedestrian street through OSC site.</li> <li>• Promotion of older persons’ accommodation within site.</li> <li>• Welcome for heights proposed and the guidance provided for same in the Draft LAP.</li> <li>• Support for local public park on Main Street.</li> <li>• Support for Hotel.</li> <li>• Support for taller apartments along bypass and lower rise at the Main Street.</li> <li>• Welcomes the inclusion of a bridge to Sweetmount that overcomes segregation by the bypass.</li> <li>• Notes the age of the OSC stating that it is in need of regeneration.</li> <li>• OSC site is an ideal location for redevelopment given its proximity to public transport links.</li> <li>• Provision of additional housing in the village.</li> <li>• It meets the requirements of its land use zoning objective.</li> <li>• Considers it to be a suitable site for high density mixed used development.</li> <li>• Welcomes an appropriate mix of uses having regard to the MTC zoning of the site.</li> <li>• Welcomes residential in the context of a missed use area.</li> <li>• The current form of the OSC is an extremely inefficient land use with large swathes of the older half of Dundrum being made up of a concrete car park.</li> <li>• The existing surface car parking visually detracts from the architectural heritage of the main street.</li> </ul>	<p><a href="#">B0028</a>  <a href="#">B0105</a>  <a href="#">B0138</a>  <a href="#">B0147</a>  <a href="#">B0152</a>  <a href="#">B0178</a>  <a href="#">B0187</a>  <a href="#">B0257</a>  <a href="#">B0258</a>  <a href="#">B0331</a>  <a href="#">B0361</a>  <a href="#">B0457</a>  <a href="#">B0489</a>  <a href="#">B0516</a>  <a href="#">B0517</a>  <a href="#">B0561</a>  <a href="#">B0578</a>  <a href="#">B0580</a>  <a href="#">B0601</a>  <a href="#">B0673</a>  <a href="#">B0674</a>  <a href="#">B0689</a>  <a href="#">B0725</a>  <a href="#">B0729</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation.</b> No change to Draft Plan.</p>



Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Supportive generally of proposed framework for redevelopment of OSC site, including new parallel pedestrian street (per OSC8) and improved permeability</li> <li>• Suggests that medium density with a range of heights and typologies and a focus on quality / amenity and the walking experience is a better goal for the OSC site</li> </ul>		
<p>iii. Submissions raise concerns relating to development at the OSC lands as follows:</p> <ul style="list-style-type: none"> <li>• Overdevelopment.</li> <li>• Would negatively impact the character of Dundrum / is out of keeping with Dundrum.</li> <li>• Would harm the local community and impact on the quality of life for residents.</li> <li>• Would lead to excessive commercialization and intensification of Dundrum.</li> <li>• Would result in loss of green spaces / intensification of use of existing green spaces.</li> <li>• Would result in increased traffic.</li> <li>• Impact on light availability.</li> <li>• Overlooking and overshadowing.</li> <li>• Prolonged construction / noise disturbance which will impact on health and wellbeing.</li> <li>• Ability to access the church and shops within the village while work is taking place.</li> <li>• Impact drainage capacity / pollution.</li> <li>• Misses the opportunity to transform Dundrum into a modern urban area having regard to its local needs and surrounding building height.</li> <li>• Height along main street excessive – should be 3 storey with fourth setback.</li> <li>• Objects to 10/11 storey height limits suggested along bypass.</li> <li>• Height conflicts with the LAP vision.</li> </ul>	<p><a href="#">B0066</a>  <a href="#">B0078</a>  <a href="#">B0108</a>  <a href="#">B0112</a>  <a href="#">B0115</a>  <a href="#">B0125</a>  <a href="#">B0132</a>  <a href="#">B0157</a>  <a href="#">B0162</a>  <a href="#">B0167</a>  <a href="#">B0183</a>  <a href="#">B0197</a>  <a href="#">B0206</a>  <a href="#">B0233</a>  <a href="#">B0239</a>  <a href="#">B0241</a>  <a href="#">B0248</a>  <a href="#">B0255</a>  <a href="#">B0259</a>  <a href="#">B0287</a>  <a href="#">B0291</a>  <a href="#">B0304</a>  <a href="#">B0319</a>  <a href="#">B0323</a>  <a href="#">B0327</a>  <a href="#">B0352</a>  <a href="#">B0354</a></p>	<p>The Executive notes the issues raised and appreciate that the future redevelopment of such a key regeneration site which has been in its current built form for a very long time will generate issues and concerns amongst the local community. Any redevelopment of the site will bring about change.</p> <p>Section 2.9.2.4 Design Principles and Objectives of the Draft LAP sets out a robust framework for development on the OSC KDA site and includes objectives with parameters relating to issues such as plot ratio, height, uses, drainage, open space provision, heritage, and street character.</p> <p>Many of the issues raised such as density, overshadowing, overlooking, impact on light, drainage capacity issues, environmental impacts, parking, impact on heritage, flooding, level changes, traffic and transport are assessed when any planning application is made (noting that there is a live application awaiting a decision on site – see “other issues” for submissions relating to the current SHD) on the site. Any application is assessed in accordance with the dlr CDP 2022 – 2028 which includes mix and open space objectives and also the objectives contained in any LAP. As set out above section 2.9.2.4 of the draft DLAP sets out very detailed objectives against which any proposals for development on the site will need to be assessed.</p> <p>Some of the issues raised are not relevant to the LAP process –e.g. ownership, - or are beyond the remit of the LAP process – e.g. affordability.</p> <p>Noise is part of any construction process and is managed in accordance with relevant standards and requirements. Access to existing facilities during construction phase of any project can also be managed.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers that heights of up to 16 storeys on the bypass would impact adjoining properties.</li> <li>• Height restriction of 4 storeys appropriate.</li> <li>• Height restriction of 5 storeys appropriate along bypass.</li> <li>• Height restrictions of 4-6 storeys appropriate.</li> <li>• Concerned at logistical, social and environmental impacts, negative impacts on character of the area / village.</li> <li>• There are already developments at the Dundrum Town</li> <li>• Homes will unaffordable.</li> <li>• It will not serve disadvantaged people.</li> <li>• High rise apartments are not in keeping with village.</li> <li>• Proximity to properties on Sweetmount Avenue.</li> <li>• Impacts of providing only 1 and 2 bed units.</li> <li>• Impact of rental only units.</li> <li>• Impact on heritage.</li> <li>• Density.</li> <li>• Parking removal / lack parking in future scheme.</li> <li>• Considers there should be limits to allowable proportion of residential development for MTC sites.</li> <li>• Highlights Ashgrove Terrace as example of recent sympathetic development by owners of OSC site.</li> <li>• Queries whether similar approach could be adopted along Main Street, with 2-storey buildings on east side.</li> <li>• Considers that the plan put forward by Imagine Dundrum has not been taken into account.</li> <li>• Development at the CMH site should negate the need to develop an excessively dense scheme in the village.</li> <li>• Concerned in relation to ownership by an international investment fund and potential lack of enhancement to the village.</li> <li>• Will only attract international investment and a transient population.</li> <li>• Is not inclusive.</li> </ul>	<p><a href="#">B0360</a>  <a href="#">B0372</a>  <a href="#">B0375</a>  <a href="#">B0378</a>  <a href="#">B0386</a>  <a href="#">B0395</a>  <a href="#">B0428</a>  <a href="#">B0463</a>  <a href="#">B0483</a>  <a href="#">B0484</a>  <a href="#">B0495</a>  <a href="#">B0532</a>  <a href="#">B0535</a>  <a href="#">B0554</a>  <a href="#">B0585</a>  <a href="#">B0588</a>  <a href="#">B0601</a>  <a href="#">B0602</a>  <a href="#">B0608</a>  <a href="#">B0616</a>  <a href="#">B0621</a>  <a href="#">B0645</a>  <a href="#">B0653</a>  <a href="#">B0679</a>  <a href="#">B0695</a>  <a href="#">B0706</a>  <a href="#">B0724</a>  <a href="#">B0731</a>  <a href="#">B0755</a>  <a href="#">B0756</a></p>	<p>It is considered that a fine-urban grain can be achieved successfully without diluting the number of pedestrians.</p> <p>(See below for more detailed response relating to height).</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• There is no demand for such development.</li> <li>• May conflict with the LAP vision.</li> <li>• Impact on infrastructure.</li> <li>• Will impact the community – preservation of the intimate tight-knit atmosphere of the village should be prioritised.</li> <li>• Requests that a more thoughtful and moderate development is provided that will not forever alter the character of the village.</li> <li>• Encourages low-rise, sustainable, and architecturally compatible developments which would allow for growth while still preserving Dundrum village's unique identity.</li> <li>• Cautious about fine-grain approach to village, noting that pedestrian volumes could be diluted if grain is too fine.</li> <li>• Lack of pedestrian activity could lead to new pedestrian street feeling deserted.</li> <li>• Demolition of historic buildings on Main Street within/adjoining ACA would further detract from the character of the area.</li> <li>• Concerned that flooding infrastructure is inadequate to support development.</li> <li>• Skeptical of possibility of achieving active frontage on northern section of Bypass through provision of 10/11 storey apartment buildings</li> <li>• Doubtful of feasibility of providing attractive public realm along Bypass.</li> <li>• Concern over levels.</li> <li>• Concern over permanent effects.</li> <li>• Considers car park on the site would be more acceptable.</li> <li>• Major upheaval of and noise from a vast construction site will make it virtually impossible for the submitter to carry out the important work they do regarding vulnerable people.</li> </ul>		

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Disputes statements in Section 2.9 that OSC site is poorly connected to Luas stop and that east-west / north-south connectivity within site is poor.</li> <li>• Suggests that the OSC would be suited to a mid-density apartment scheme.</li> <li>• Development is within a floodplain.</li> </ul> <p>(Refer also to separate row on heights on OSC site below and also Chapter 3 and Other Issues)</p>		
<p>iv. Submissions considers that requirement for a masterplan on the OSC should be an objective as opposed to just stated in text. Wording is proposed as follows; <i>“A Master Plan for the entire site should accompany any planning application for the OSC site for significant development on the site, accompanied by a ‘consistency statement’ detailing how each of the Guiding Principles and objectives in this SDF will be delivered.”</i></p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised and has no issue with the text becoming an objective for the OSC site. However, for consistency it is recommended that there be a similar objective for all the KDA sites.</p> <p><b>Recommendation</b>  Amend sections 2.9.2.4, 2.9.3.3, 2.9.4.3 and 2.9.5.3 so the words <i>“It is an objective that”</i> is inserted at the start of each section.  Amend objective numbering accordingly.</p>
<p>v. Proposes a new objective as follows <i>“Active consideration should be given to making the Masterplan the subject of engagement with the local community in the interests of proactive placemaking practice and to ensure maximum local support for the planned development”</i></p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>A masterplan to accord with the LAP would in the instance of the OSC site be prepared by the developer of the site and would be submitted as part of a planning application. There is no onus under the Planning and Development Act for an applicant submitting a planning application to carry out any engagement with the local community. It is therefore not considered that this should be an objective of the LAP.</p> <p>However, it is acknowledged that the OSC is a strategic regeneration site as identified in the County Plan and engagement with the public would be best practice. It is therefore recommended that public engagement with the community should be referenced for this key regeneration site. For consistency it is considered that this should be referenced for the other key regeneration sites – namely the former CMH.</p> <p><b>Recommendation</b>  Amend draft Plan as follows:</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>Add a line at end of first paragraph in section 2.9.2.4 as follows;  <u><i>"Prior to application for permission the developer of the site should give consideration to engaging with the public on any masterplan".</i></u></p> <p>Add a line at end of first paragraph in section 2.9.5.3  <u><i>"Prior to application for permission the developer of the site should give consideration to engaging with the public on any masterplan."</i></u></p>
<p>vi. Submission suggests that bullet point 9 on page 21 of the guiding principles for OSC KDA be amended as follows <i>"To provide for a view to any landmark building or structure at Taney Cross."</i></p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>The LAP is proposing a landmark building at this location not a "structure". It is not clear what a "structure" means. The proposed amendment would remove clarity and create confusion.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Proposes that redevelopment of village would be sustainable/carbon neutral, incorporating roof gardens, renewable energy technology and SUDS measures.</p>	<p><a href="#">B0729</a></p>	<p>The Executive notes the issue raised. Policy DLAP 32 Sustainable Water Management and DLAP 33 SuDS address sustainable drainage measures. Policy DLAP 37 encourages renewable energy usage. Objectives OSC17 specifically encourage the use of District Heating on the site.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Seeks Irish language street names / block names / shop signage at redeveloped OSC site / Main Street.</p>	<p><a href="#">B0731</a></p>	<p>The Executive notes the issue raised. <i>Whilst this is not a LAP issue, for naming and numbering of new development, name plates should be in both Irish and English and the use of the Irish language exclusively for naming is encouraged by the Council.</i></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>D. Walking / Cycling Objectives: OSC1, OSC2, OSC3 &amp; OSC4</b></p>		
<p>i. Various submissions were received raising concerns and/or opposed to the proposed pedestrian cycle crossing of the</p>	<p><a href="#">B0089</a> <a href="#">B0102</a> <a href="#">B0098</a></p>	<p>The Executive notes the issues raised and that fact that the provision of the bridge or an at grade crossing has generated a significant number of submissions opposing any such provision and a smaller number in favour (see row immediately below for those in favour).</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>bypass which would connect the OSC site to surrounding residential areas. Issues raised as follows:</p> <ul style="list-style-type: none"> <li>• Questions need for pedestrian access bridge. Notes existing direct (less than 5 mins) alternative access routes via Sweetmount Ave/Dundrum Library, and via Ballinteer Rd/Dom Marmion Bridge.</li> <li>• Proposal would increase footfall into residential area with no amenities of public interest/utility.</li> <li>• Proposed route would lead to increased traffic in Sweetmount residential area to park/drop-off.</li> <li>• Anti-social behaviour.</li> <li>• More litter in the area and considers that litter dropped over Bypass could be traffic hazard.</li> <li>• Security safety highlighting those who live alone, the elderly and those with young children.</li> <li>• Concerns re environmental impacts.</li> <li>• Considers that local residents are satisfied with existing access arrangements and have not requested the bridge and were not consulted about bridge.</li> <li>• Considers bridge/other pedestrian link would solely facilitate developer of OSC site.</li> <li>• Visitors who park in Sweetmount already create issues by parking across driveways and causing obstructions.</li> <li>• Building a new bridge is not a good use money.</li> <li>• Submission provides commentary on CDP review process and contends that CE did not respond to issue on pedestrian bridge when raised as part of CDP review process.</li> <li>• Submission disputes statement in Section 2.9.2.4 of Draft LAP that there is “severance of the community to the west from Main Street”.</li> <li>• Considers local policing force would have concerns.</li> </ul>	<p><a href="#">B0104</a>  <a href="#">B0113</a>  <a href="#">B0128</a>  <a href="#">B0201</a>  <a href="#">B0202</a>  <a href="#">B0221</a>  <a href="#">B0225</a>  <a href="#">B0233</a>  <a href="#">B0239</a>  <a href="#">B0241</a>  <a href="#">B0260</a>  <a href="#">B0263</a>  <a href="#">B0283</a>  <a href="#">B0285</a>  <a href="#">B0287</a>  <a href="#">B0289</a>  <a href="#">B0291</a>  <a href="#">B0293</a>  <a href="#">B0370</a>  <a href="#">B0383</a>  <a href="#">B0384</a>  <a href="#">B0389</a>  <a href="#">B0395</a>  <a href="#">B0441</a>  <a href="#">B0475</a>  <a href="#">B0477</a>  <a href="#">B0509</a>  <a href="#">B0521</a>  <a href="#">B0536</a>  <a href="#">B0540</a>  <a href="#">B0553</a>  <a href="#">B0569</a>  <a href="#">B0585</a>  <a href="#">B0599</a></p>	<p>The NTA and other submissions have also raised issues with the precise wording of OSC 2 and OSC 3 with various submissions suggesting alternative wording and/or amalgamation of OSC 2 and 3 and/or omission of OSC 2 and 3.</p> <p>Issues raised both in opposition to and in support of any pedestrian cycle link have been noted and considered. Some issues raised such as control of litter and parking in residential areas are operational matters as opposed to LAP issues. Both can be managed. It is further noted that submission in favour of the bridge have stated that the previous temporary bridge did not result in any negative issues. Other issues such an anti-social behaviour would fall under the remit of the local policing force. A CBA is not a matter for the LAP. Increased footfall/cycling into the Sweetmount area would be the intended outcome of any bridge as this means it would be improving permeability and connectivity.</p> <p>Regarding the contention that this issue was not addressed under the CDP review process the issue was addressed on page 291 of volume 1 of the CEs report on Draft County plan July 2021 as follows “<i>An Area Based Transport Assessment is being carried out as part of the preparation of the Dundrum Local Area Plan and the issues of cycle and pedestrian needs and road safety will be considered. In addition, to this permeability is considered on a case by case basis in the Development Management process.</i>”</p> <p>It is noted that the ABTA Baseline report addresses topography and physical constraints within the LAP area and notes that significantly steep gradients on the western side of the Dundrum Bypass act as a barrier for pedestrian/cycle accessibility to Main Street from residential areas to the west. Topography was also raised as an issue in many submissions. The Dundrum Main Street Catchment analysis also clearly demonstrates some constraints in existing pedestrian accessibility from the residential areas to the west of the bypass. Figure 2.12 of the final ABTA report shows the existing cycle infrastructure.</p> <p>Having regard to</p> <ul style="list-style-type: none"> <li>• Projected population growth in the Plan lands,</li> <li>• The ABTA findings in relation to topography, pedestrian catchment analysis and cycling infrastructure,</li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Questions pre-draft consultation – requests to see submissions.</li> <li>• Proposes all residents of Sweetmount Park and The Laurels should be surveyed before a bridge is approved.</li> <li>• Impacts on the environment/ecosystem.</li> <li>• Car parking issues within the residential area.</li> <li>• Queries whether CBA has been done.</li> <li>• Proposes that access to pedestrian bridge from Sweetmount Park to OSC should be restricted to access only by residents of The Laurels and Sweetmount residential areas on the basis that other members of the public would not require access.</li> <li>• There are no amenities of public interest in the area.</li> <li>• Notes issues arose previously as a result of temporary access bridge during construction of Bypass.</li> <li>• Would prejudice the cul-de-sac nature of Sweetmount.</li> </ul>	<a href="#">B0616</a> <a href="#">B0637</a> <a href="#">B0645</a> <a href="#">B0704</a> <a href="#">B0705</a> <a href="#">B0714</a> <a href="#">B0718</a> <a href="#">B0729</a> <a href="#">B0729</a> <a href="#">B0731</a> <a href="#">B0756</a> <a href="#">B0770</a> <a href="#">B0783</a>	<ul style="list-style-type: none"> <li>• National and Regional policy including NPO3b, NPO4, NPO27, of the National Planning Framework and RPO 5.3 of the Eastern and Midland Regional Authority (EMRA) Regional, Spatial and Economic Strategy (RSES),</li> <li>• CDP policy including the Avoid Shift Improve approach, the demand management approach and improving permeability for the pedestrians and cyclists as set out in chapter 5 of the County Plan 2022 – 2028,</li> </ul> <p>it is considered that on balance the provision of a pedestrian cycle link between the OSC site and Sweetmount Park will aid in increasing connectivity and permeability and is consistent with both the CDP and national and regional policy.</p> <p>It is recommended that OSC 2 and 3 be omitted and replaced with text similar to T11. Reference should be made to flooding issues and implications of same which may impact on proposed location of any such crossing.</p> <p><b>Recommendation</b>  See recommendation in section 2.2 above 'Overview of the Main Issues Raised and Recommendations Made by the National Transport Authority (NTA)'.</p>
<p>ii. Various submissions were received supporting permeability across the bypass and through the site to Main Street, including a pedestrian and cycle crossing at grade and/or by bridge, on the following grounds:</p> <ul style="list-style-type: none"> <li>• Considers it will be safer and will minimise need to interact with heavily trafficked roads.</li> <li>• Ease of access to Luas and Main Street.</li> <li>• Notes previous access at this location prior to construction of Bypass and temporary access during construction of Bypass, stating no negatives as a result of these.</li> <li>• Considers parking impact at Sweetmount Park will be minimal due to disc parking.</li> <li>• Reduced walking journey times (particularly benefiting the elderly) and improved cyclist safety.</li> <li>• It may not be delivered for some time.</li> </ul>	<a href="#">B0016</a> <a href="#">B0116</a> <a href="#">B0172</a> <a href="#">B0187</a> <a href="#">B0216</a> <a href="#">B0308</a> <a href="#">B0319</a> <a href="#">B0331</a> <a href="#">B0387</a> <a href="#">B0457</a> <a href="#">B0517</a> <a href="#">B0554</a> <a href="#">B0581</a> <a href="#">B0608</a> <a href="#">B0624</a> <a href="#">B0685</a>	<p>The Executive notes and welcome the support for the provision of a crossing of the bypass.</p> <p><b>Recommendation</b>  See recommendation in section 2.2 above 'Overview of the Main Issues Raised and Recommendations Made by the National Transport Authority (NTA)'.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Will help to integrate with local communities.</li> <li>Concerned at potential at-grade pedestrian/cycle crossing of Bypass from Sweetmount Park to OSC site, and prefers bridge option, noting possibility to cross at all times and elimination of steep gradient.</li> <li>Considers temporary crossing during Bypass construction should have been retained/improved.</li> </ul>		
<p>iii. OSC KDA Movement Objectives – a new objective is proposed as follows; <i>OSC 1 Any redevelopment of the site shall recognise the importance of permeability by providing legible connected routes, via multiple access/exit points for pedestrians and cyclists along north/south and east/west, thereby facilitating a relatively even spread of movement from and to the new development and to local residential communities and to avoid isolating the development and ensuring its integration with the locality. The design of these routes shall accommodate universal access. Submission suggests that objectives OSC2 and 3 can then be omitted.</i></p>	<a href="#">B0508</a>	<p>The Executive notes the amendment proposed.</p> <p>As set out above under section 2.2 above, it is recommended that OSC 2 and 3 be omitted and replaced with a new objective OSC2. It is considered that the intent of the new proposed OSC 3 is already covered in part by objective OSC 4. It is recommended that existing objective OSC4 be amended.</p> <p><b>Recommendation.</b> Amend section 2.9.2.4 Amend OSC 4: <b>“OSC4:</b> <i>Any redevelopment of the site shall:</i></p> <ul style="list-style-type: none"> <li><i>Provide 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.</i></li> <li><i>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.</i></li> <li><i>Recognise the importance of permeability by providing legible connected routes, via multiple access/exit points for pedestrians and cyclists thereby facilitating a relatively even spread of movement from, to and through the new development. The design of these routes shall accommodate universal access”.</i></li> </ul>
<p>iv. OSC2 – Submissions opposes the use of the term ‘shall’ and considers that flexibility is required to allow consideration of the pedestrian overpass of the bypass in addition to the at grade solution proposed. The submitter suggests the following amendments:</p>	<a href="#">B0344</a>	<p>The Executive notes the issues raised.</p> <p>There are flooding issues which may affect the exact location of any crossing.</p> <p><b>Recommendation</b></p>



Issues	Sub. No.	Executive's Response & Recommendation
<p><i>Any redevelopment of the site <del>shall provide</del> <b>should explore the provision of</b> new at grade pedestrian and cycle connections to access Sweetmount Park and the residential area to the west to activate the bypass. These <del>shall</del> <b>may</b> 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 <del>shall</del> <b>may</b> 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. <del>The general location of this crossing shall be adjacent to the point where the river emerges from culvert as shown on figure 2.7.</del></i></p> <p>Suggests merging OSC2 and OSC3 and that a pedestrian and cycle bridge across the bypass should not be discounted.</p>		<p>See recommendation in section 2.2 above 'Overview of the Main Issues Raised and Recommendations Made by the National Transport Authority (NTA)'.</p>
<p>v. Submission proposes a new plaza / linear park above Bypass, integrating OSC site with Sweetmount Park.</p>	<p><a href="#">B0729</a></p>	<p>The Executive notes the issue raised.</p> <p>Figure 2.8 entitled <i>Placemaking Strategy showing visual connections between key urban realm spaces</i> envisages that the connection from the OSC site to Sweetmount would be a "green link". It is not envisaged that it would however be a linear park above the bypass.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission proposes amending OSC4 as follows; Amend bullet point 1 to read 'provide a universally accessible link to Ballinteer Road...' Suggests that the second bullet point should read as follows: <i>'Provide a new north/south pedestrian and southbound cycling link through the scheme adjacent to the park and onwards <u>through to the northern site boundary</u> to the civic space and Dundrum Luas stop'.</i></p>	<p><a href="#">B0453</a> <a href="#">B0508</a></p>	<p>The Executive note the issue raised and agree with the recommended change to the first bullet point.</p> <p>The Executive would not agree with the proposed change to the second bullet point as it does not accord with figure 2.9 in that the connection onwards from the park and onwards to the civic space and Dundrum Luas stop may not be through to the northern site boundary.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>Amend OSC4 as follows:  <i>“provide a <u>universally accessible pedestrian link to Ballinteer Road...</u>”</i>  <i>(note -earlier amendment to OSC4 is above)</i></p>
<p>vii. Submission queries whether a design issue concerning the linking - given level differences - of the existing commercial development south off the Ballinteer Bridge and the new development north of the bridge (rear of Holy Cross Church) has been adequately outlined within the draft LAP. This also offers an opportunity for an iconic building on the north side of Ballinteer Road</p>	<p><a href="#">B0606</a></p>	<p>The Executive notes the issue raised and considers that objective OSC 4 <i>“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”</i> addresses this issue. The executive would not concur that this is a location for a landmark or iconic building.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>E. Integration with Public Transport: OSC5</b></p>		
<p>i. Proposes bus / e-mobility hub could be provided in OSC site on Bypass side, noting this would free up ‘valuable land resources’ at Taney Cross and Balally Luas.</p>	<p><a href="#">B0219</a></p>	<p>The Executive notes the issues raised.</p> <p>Figure 4.5 ABTA recommendations Taney Cross shows proposed provision of Bus stops and Bus layover on the by-pass adjacent to the OSC site. These elements all form part of any mobility hub.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>F. Servicing, Access and Vehicular Access: OSC6</b></p>		
<p>i. Submission requests:</p> <ul style="list-style-type: none"> <li>• That consideration be given to providing car parking guidance for the future OSC development having regard to its proximity to good public transport links.</li> <li>• Amend present bullet point 6 to read: Provide for a supermarket of circa 1500-2500 square metres within the land parcel, <i>with appropriate public parking.</i></li> <li>• Notes the importance of the car park at the OSC for businesses and those attending Holy Cross Church. Requests that the new development allocates parking for use by local business and the church.</li> </ul>	<p><a href="#">B0138</a>  <a href="#">B0258</a>  <a href="#">B0387</a>  <a href="#">B0508</a>  <a href="#">B0729</a>  <a href="#">B0731</a></p>	<p>The Executive notes the issue raised.</p> <p>Car parking guidance for the OSC site is as set out in section 12.4.5 of the dlr CDP 2022 – 2028. <a href="https://www.dlrcoco.ie/county-development-plan/county-development-plan-2022-2028">https://www.dlrcoco.ie/county-development-plan/county-development-plan-2022-2028</a></p> <p>As car parking standards are set out in the CDP for supermarkets (1 space per 60 sq metres in MTC area) it is not considered that the proposed amendment is necessary. Provision of parking for a commercial supermarket would be provided by the developer and not by the Council.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Concerned that if insufficient parking is provided that Main Street will become an extension of entertainment/bar/restaurant uses.</li> <li>Proposes public parking and service yard at basement level of OSC site (i.e over 2 levels beneath level of pedestrianised streets / Main Street / new linear park).</li> <li>Seeks provision of public EV charging facilities within redeveloped site.</li> </ul>		<p>Requirements for EV charging points are set out in section 12.4.11 of the CDP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. OSC 6 –Submission considers that the removal of the primary access to the existing Dundrum Village Centre shopping centre is crucial for achieving the LAP's vision for Main Street but is predicated on suitable alternative access from the Bypass. The LAP proposal for two service/parking cells on either side of the green link raises concerns. The mandatory language of OSC6 is inconsistent with the allowance for a grade-separated solution in OSC3, and flexibility should be introduced to accommodate the possibility that the at-grade solution might not work in practice. The following amendment is proposed:</p> <ul style="list-style-type: none"> <li><i>Provide service access and access to residential car parking from Dundrum bypass. <del>There shall be two service/parking cells provided either side of the 'green link', to ensure no vehicles will cross the 'green link'.</del> The design of parking garages and service areas for the OSC site should consider the need to facilitate pedestrian and cycle movement between Main Street and the Bypass and Sweetmount Park.</i></li> </ul>	<p><a href="#">B0344</a></p>	<p>The executive note the issues raised and would concur that the wording in the first bullet point of OSC 6 is overly detailed and could preclude exploration of different options at Development Management stage. What is important is that vehicular access be from the bypass.</p> <p>It is recommended that the first bullet point of OSC6 be amended.</p> <p><b>Recommendation.</b> <i>Amend first bullet point of OSC6 as follows. Provide service access and access to residential car parking from Dundrum bypass. <del>There shall be two service/parking cells provided either side of the 'green link', to ensure no vehicles will cross the 'green link'</del></i></p>
<p><b>G. Public Spaces: OSC7</b></p>		
<p>i. Submission variously support and oppose new public park on Main Street and/or propose other types of civic spaces.</p>	<p><a href="#">B0319</a> <a href="#">B0331</a> <a href="#">B0344</a></p>	<p>The Executive notes the issues raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Those in support consider that location on Main Street is critical and considers that it could be enhanced by including natural play areas.</li> <li>• States it has not been considered how Main Street/village area provides civic square/plaza for supporting market square/community facilities.</li> <li>• States that the proposed park is not large enough to cater for future population.</li> <li>• Considers that the area should include trees to support wildlife and provide shading. Notes that planters on Main Street are in poor condition.</li> <li>• Submission in opposition considers public park to rear of Church a preferable location (reference is made to legal agreements) The following amendment is suggested: <i>Any redevelopment of the site shall: .</i> <ul style="list-style-type: none"> <li>• <i>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.</i> Same submission then calls for deletion of following <i>Any redevelopment of the site shall:</i></li> <li>• <del><i>Provide active frontages at ground floor level for uses surrounding the new local park.</i></del> Given their preference for the open space behind the church.</li> </ul> </li> <li>• Anti social behaviour.</li> <li>• Will be too enclosed.</li> <li>• Questions the need to convert the existing Lidl car park into a green space with a large green area nearby.</li> <li>• Proposes provision of public park to rear of Holy Cross Church.</li> <li>• Proposes provision of 2 civic spaces in village: <ul style="list-style-type: none"> <li>○ One accommodating markets.</li> </ul> </li> </ul>	<p><a href="#">B0386</a>  <a href="#">B0402</a>  <a href="#">B0428</a>  <a href="#">B0484</a>  <a href="#">B0508</a>  <a href="#">B0545</a>  <a href="#">B0578</a>  <a href="#">B0605</a>  <a href="#">B0633</a>  <a href="#">B0661</a>  <a href="#">B0685</a>  <a href="#">B0689</a>  <a href="#">B0725</a>  <a href="#">B0729</a></p>	<p>A lack of open space in the plan area was an issue raised in submissions received at the pre-draft consultation phase. It is considered reasonable that open space would be provided on the OSC site which is a strategic regeneration site.</p> <p>The proposed provision of a public open space area of circa 2000 sq m on Main Street was developed following work with urban design consultants who worked with the executive to craft an optimum layout for the OSC site.</p> <p>Various locations were considered for the provision of open space on the site and it was concluded that the positioning of the proposed open space on Main Street as per figure 2.8 was the optimum location.</p> <p>The location will</p> <ul style="list-style-type: none"> <li>• Allow for a green link and visual connection towards the Taney Cross KDA and any new Civic building at that location (see figure 2.8),</li> <li>• Provide a new and vibrant focus to enliven the Main Street,</li> <li>• Enhance the urban realm and will be surrounded by active uses thus ensuring passive supervision which is one way good design can help prevent anti-social behaviour.</li> </ul> <p>The site to the rear of the church is not considered to be the optimum location for the main new public open space with issues such as changes in levels and carriageways on 2 sides. It is noted however that the pedestrian focused walkway running north south through the site is shown in figure 2.8 to the rear of the church. This would include an element of greening and SuDs measures.</p> <p>It is noted that the submission from the landowner of the OSC site mentions legal agreements between two private parties, but such matters are not LAP considerations for the proper planning and sustainable development of the area.</p> <p>The detailed design of any park would be agreed at planning consent or compliance stage.</p> <p>The proposed deletion of the bullet point requiring active uses surrounding the park becomes a moot point if the park is on Main Street.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>○ One accommodating an ice-skating rink and space for general use, located to the rear of Holy Cross Church.</li> </ul>		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission:</p> <ul style="list-style-type: none"> <li>● Requests that the plan is more prescriptive with respect to its open space and public open space expectations in the OSC KDA, beyond just the local public park at Main Street.</li> <li>● Add an objective stating that they will seek to acquire (/ take in charge) all sizeable areas of public open space so that they remain in public control and use</li> </ul>	<p><a href="#">B0528</a></p>	<p>The Executive notes the issue raised.</p> <p>It is considered that section 2.9.2.4 of the draft LAP, objective OSC 7 Public spaces and figures 2.8and 2.11 provide good detail on open space requirements of the OSC KDA. Objective OSC 7 is clear that the new park on Main Street shall be a public park. Further detail on taking in charge is teased out at planning application and compliance stages in accordance with the dlr Taking in Charge Standards. In addition, the requirements of the overarching CDP 2022 – 2028 in relation to open space and taking in charge will also apply to any applications being made for redevelopment.</p> <p><b>Recommendation</b> No change to draft Plan</p>
<p>iii. OSC16 – Submission considers that there is limited scope for set back on Main Street within the OSC site. The objection to the prescription around the local park and the concerns around the “green link” to Sweetmount Park (Refer to OSC7) also impact on this objective. The following amendments are suggested:</p> <p>Any redevelopment of the site shall:</p> <ul style="list-style-type: none"> <li>● <del>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).</del></li> <li>● Provide mature tree planting <b>along the Main Street and the Bypass.</b></li> <li>● <del>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.</del></li> <li>●</li> </ul>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issue raised but considers that it is unclear as to how any redevelopment of the site could not provide the set back as required under OSC16 as this area is currently in use as surface carparking.</p> <p>Any concerns around provision of a green corridor can be teased out at pre planning stage.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<b>H. Street Character: OSC8, OSC9 &amp; OSC10</b>		
<p>i. Raises issues with Objective OSC10 proposal to make Bypass an ‘urban street’ due to high traffic volumes, lack of enclosure of street, gradient/boundary condition of park along eastern side.</p>	<p><a href="#">B0554</a></p>	<p>The Executive notes the issue raised and acknowledges that there are challenges in rethinking and recreating the bypass as an urban street.</p> <p>It is considered that the provisions of the Draft LAP particularly those set out under chapters 2 and 4 which will address design, urban realm, carriageway width and landscaping can all contribute toward this transition.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions request the amendment of OSC8 as follows, <del>Provide a setback containing privacy buffers for ground floor residential units along the bypass</del> <i>Where ground floor residential units are proposed they should provide for appropriate privacy buffers along the bypass.</i> Submitter states that they do not preclude the possibility for ground floor residential, but that it cannot be guaranteed given the complex design and technical issues relating to access and servicing requirements of the OSC site. Amend bullet point 3 as follows: <i>‘Provide active frontages along Main Street to help ensure animation by day and by night. These should include entrances to residences as appropriate’.</i></p>	<p><a href="#">B0344</a> <a href="#">B0453</a></p>	<p>The Executive notes the issue raised.</p> <p>While access and servicing requirements of the OSC site may be complex the executive does not consider that the bullet point relating to ground floor residential units requires amendment. While figure 2.9 shows residential uses at ground floor along the bypass other uses are also shown.</p> <p>The existing wording for the third bullet point <i>“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.”</i> will help to achieve active frontage. Providing distance parameters to aim for is considered more appropriate than the amendment as proposed.</p> <p><b>Recommendation</b> No change to draft Plan</p>
<p>iii. OSC10 – The submitter seeks the following changes to allow for the consideration of a pedestrian/cycle overpass to Sweetmount Park: <i>Dundrum Bypass shall read as an urban street with a vibrant park to the west and new mixed use quarter to the east. <del>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.</del> Proposals</i></p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issue raised.</p> <p>In addition to any pedestrian and cycle bridge across the bypass at grade crossings are also to be provided at other locations. To cover both options it is recommended that OSC 10 be amended.</p> <p><b>Recommendation</b> <i>Amend OSC10 in chapter 2 as follows:</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
<i>should positively consider the pedestrian and cycle environment along the bypass and, where possible, consider the introduction of direct access and surveillance towards the Bypass.</i>		<i>“Dundrum Bypass shall read as an urban street with a vibrant park to the west and new mixed use quarter to the east. New <del>at-grade</del> crossings and new building blocks overlooking the street with the provision of some own door units shall be provided where residential uses are proposed”.</i>
<p>iv. Submission seeks 2 new placemaking objectives for the OSC site:</p> <ul style="list-style-type: none"> <li>• The LAP should seek physical and visual links to the new Library/Civic Centre at the northern end of the Village, in order to optimise and ensure connected public spaces.</li> <li>• Setback of buildings from Main Street should be of such depth as to optimise the width of the street and pavements thereby offering a safer and improved pedestrian experience.</li> </ul>	<a href="#">B0508</a>	<p>The Executive notes the issues raised and are of the opinion that these align with proposals outlined.</p> <p>The first of these points relating to physical and visual links has been covered in both the DLAP Dundrum Developments Urban Design Report and chapter 2 of the Draft LAP. Figure 2.13 of the DLAP notes the potential for access to future DCCC building from the LUAS platform, while upgrading the junction at Taney Cross would allow for a more direct access to the Carnegie building and Main Street Lower. New public realm and mobility hub further improve physical access to the building. Likewise the need for visual connections from Main Street to the proposed DCCC site and associated civic space are referenced in figure 2.8 of the DLAP Draft Plan Document.</p> <p>Setback of new buildings to East of Main Street is noted in both the DLAP Dundrum Developments Urban Design Report and figures 2.9 and 2.11 of the DLAP Draft Plan Document. Green links are indicated for public realm enhancements and improved visual connections from Main Street towards the proposed site for the DCCC. OSC16 states the requirement to ' 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)'</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Consider requiring a decent building line set back from the Bypass Road so as to avoid a canyoning effect and to counter noise, traffic, etc. disturbances for future residents.</p>	<a href="#">B0528</a>	<p>The Executive notes the issues raised and are of the opinion that these align with proposals outlined.</p> <p>Objective OSC8 states that any redevelopment of the site shall: <i>Provide a setback containing privacy buffers for ground floor residential units along the bypass.</i></p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
		No change to Draft Plan.
<p>vi. Submission seeks requirements providing active frontage at ground level to the village.</p>	<p><a href="#">B0692</a></p>	<p>The Executive notes the issues raised and are of the opinion that these align with proposals outlined.</p> <p>Figure 2.9 Buil Form Strategy shows retail, restaurant, community, cultural, civic, tourism and leisure uses at ground floor along Main Street.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>I. Built form Objective OSC11</b></p>		
<p>i. Submission considers OSC11 is imprecise and combines contradictory notions of prescription and flexibility. It directs the developer to discuss "mix of uses" with the PA without clarity.</p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issue raised but does not agree with the submitter. OSC11 states as follows; <i>"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."</i></p> <p>It is considered that OSC11 gives both clarity and certainly while allowing some flexibility. Figure 2.9 shows a variety of uses and therefore it is considered important that the mix is discussed at pre planning stage.</p> <p><b>Recommendation</b> No change to draft Plan</p>
<p><b>J. Heritage and Building Character: OSC12</b></p>		
<p>i. OSC12. Submission considers former Post office (also known as former Joe Daly Cycles), no 4 Glenville Terrace and 13 - 13a Main Street are not worthy of retention. The submitter requests the following amendment:</p> <p><i>Any redevelopment of the site shall: Maintain and enhance the existing character along Dundrum Main Street.</i></p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issue raised but would not concur with the proposed amendment.</p> <p>The properties in question are located within the Dundrum ACA that was approved under the CDP 2022-2028. It is considered that they are worthy of retention.</p> <p>As set out in the ACA Character Appraisal document No.13 consists of a <i>"three-bay red brick building with decorative polychrome brick detailing to the chimneystack, quoins, stringcourse and window surrounds. Window openings are semi-elliptical headed and contain timber sash windows. It has been extended at the ground floor level, breaking the building line with its</i></p>



Issues	Sub. No.	Executive’s Response & Recommendation
<p>Reflect the building character of the existing protected structures/ACA, such as Pembroke Terrace.</p> <p>Retain and refurbish <i>existing buildings of historical merit where possible and in particular, 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.</i></p>		<p><i>neighbour No. 4 Glenville Terrace and contains two independent shop units. The building contributes to the built character of the area by way of its external expression, quality of materials and decorative detailing.”</i></p> <p>The old Post office (Former Joe Daly Cycles to the north of Glenville Terrace) is also recorded in the ACA report as “a pleasantly proportioned 2-storey (3-storey to rear), three-bay symmetrical building with hipped roof finished in natural slate with red brick chimney stack to left gable. The red-brick exterior walls have been covered at ground floor level by a dashed and painted finish, but this has not unduly detracted from the overall appearance and character of the building. Arched window openings to upper floor contain timber casement windows and square headed openings to the ground floor have moulded stucco surrounds framing a door to either end and a central window. The building retains much of its architectural form and composition and its presence enhances the special character and appearance of the ACA”.</p> <p>It is considered that former Post office (also known as former Joe Daly Cycles) and 13 - 13a Main Street are worthy of retention.</p> <p>Number 4 Glenville Terrace is also included in the ACA boundary and is nestled between 1 – 3 Glenville Terrace and number 13/13 a.</p> <p>Not all structures within the ACA are explicitly referenced in the character appraisal document, including No.4 which consists of a two-storey, three-bay building with modern shop front to lower floor. Its roof is hipped finished with artificial tiles and the chimneystack has been removed. The upper floor is rendered and painted with raised quoins and moulded stucco architraves to the windows. The windows are 1/1 timber sliding sashes with granite cills. The proportions of the central window appear to have been altered possibly to accommodate the shopfront.</p> <p>Despite the interventions to the building and potential opportunities to enhance its appearance, the Conservation office is of the opinion that the building’s composition and expression remain legible and it contributes to the distinctive built heritage and streetscape character of the ACA.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>Any future development that incorporates structures within the Dundrum ACA would be subject to assessment against policies in the Draft LAP with regard to the ACA, including:</p> <ul style="list-style-type: none"> <li>• DLAP54 – Architectural Conservation Areas</li> <li>• DLAP55 – Dundrum ACA(s)</li> <li>• DLAP56 – Design Rationale.</li> </ul> <p>Further policy objectives and guidance with regard to development within an ACA is set out in Chapters 11 and 12 of the CDP 2022-2028. This would include Policy Objective HER14: Demolition within an ACA.</p> <p>Chapter 2 in the Draft LAP sets out a site framework for the OSC Key Development Area that incorporates the properties in question.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission welcomes the objective to retain the Old Post Office, which, in heritage terms, is a significant building on Main Street and part of the Dundrum ACA.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the welcomes the issue raised.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>K. Plot Ratio and Heights: OSC13 &amp; OSC14</b></p>		
<p>i. Submission raises issues on height on OSC KDA as follows:</p> <ul style="list-style-type: none"> <li>• Welcomes height limit of 10/11 storeys along Bypass.</li> <li>• Considers 11 storeys is too tall and 4/5 storeys is too tall for Main Street/ACA.</li> <li>• Proposes height of 2-3 storey along the bypass, 4 storeys along Main Street and up to 6 storeys towards the bridge.</li> <li>• Recommends that maximum height across the OSC KDA site range from 6 – to 8 storeys with 8 storeys along the bypass.</li> <li>• Heights on the bypass should be varied to avoid a ‘massive wall’ of continuous height.</li> <li>• Heights should not exceed the current shopping centre height.</li> </ul>	<p><a href="#">B0162</a> <a href="#">B0168</a> <a href="#">B0187</a> <a href="#">B0197</a> <a href="#">B0257</a> <a href="#">B0319</a> <a href="#">B0328</a> <a href="#">B0330</a> <a href="#">B0341</a> <a href="#">B0359</a> <a href="#">B0361</a> <a href="#">B0366</a> <a href="#">B0375</a></p>	<p>The Executive notes the issues raised and notes that submission are requesting very differing height parameters on Main Street and the bypass.</p> <p>As a large strategic regeneration site with an MTC zoning objective and good access to public transport the OSC site is a site that has the ability - in accordance with national, regional and local policy – to accommodate increased heights.</p> <p>The proposed Built Form Strategy as shown in figure 2.9 was developed following work with urban design consultants who worked with the executive to craft an optimum layout for the OSC site. This took into account site context, the zoning and policy framework in place at both a national level and policies and objectives contained in the County Plan. Figure 2.9 shows “<i>designated location of height</i>” where it is considered that buildings of increased height could be accommodated. This takes into account that need to avoid a wall of height</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Heights of 2 – 3 storey are recommended for Main Street although heights up to 3.5/4 storeys could be accommodated along the northern end of the current car park.</li> <li>• Maximum height on Main Street should be 3 storey.</li> <li>• Maximum height on Main Street should be 4 - 5 storey.</li> <li>• Maximum height in village should be 8 storey.</li> <li>• Maximum height in village should be 5 storey.</li> <li>• Submission does not support height symbols in figure 2.9 and considers that the most attractive parts of European cities have consistent heights.</li> <li>• Heights should have regard to adjacent housing at Sweetmount / The Laurels.</li> <li>• Queries why are the symbols for height are common along the bypass and along Main Street.</li> <li>• Random height and scale should be replaced with consistency which can become a recognisable part of a new urban quarter within the OSC.</li> <li>• Heights and scales of buildings should respond to the topography of the OSC site.</li> <li>• Proposes stipulation in second bullet point of Objective OSC13 that building heights on Main Street would be a 'maximum' of 4 storeys, with 5th floor setback potential adjoining new park.</li> <li>• Considers buildings will overshadow civic centre.</li> <li>• Proposes maximum height restriction of 6 storeys along Bypass and should step down in height going north along Bypass.</li> <li>• Considers that 5 and 6 storey buildings on Main Street are contrary to SLO9 and to the stated heights in OSC 1.</li> <li>• Submits that compliance with SLO9 will require that the height of buildings on Main Street should not exceed 3 storeys with a uniform roofline also considering that</li> </ul>	<p><a href="#">B0378</a>  <a href="#">B0386</a>  <a href="#">B0403</a>  <a href="#">B0420</a>  <a href="#">B0428</a>  <a href="#">B0438</a>  <a href="#">B0444</a>  <a href="#">B0453</a>  <a href="#">B0467</a>  <a href="#">B0508</a>  <a href="#">B0453</a>  <a href="#">B0506</a>  <a href="#">B0540</a>  <a href="#">B0554</a>  <a href="#">B0595</a>  <a href="#">B0608</a>  <a href="#">B0613</a>  <a href="#">B0624</a>  <a href="#">B0633</a>  <a href="#">B0639</a>  <a href="#">B0640</a>  <a href="#">B0653</a>  <a href="#">B0658</a>  <a href="#">B0673</a>  <a href="#">B0674</a>  <a href="#">B0685</a>  <a href="#">B0687</a>  <a href="#">B0688</a>  <a href="#">B0692</a>  <a href="#">B0694</a>  <a href="#">B0700</a>  <a href="#">B0701</a>  <a href="#">B0702</a>  <a href="#">B0704</a></p>	<p>along the bypass, neighbouring properties and the opportunity that the new open space on Main Street affords to accommodate some height above the 4 storey with 5th floor set back. The background paper "Dundrum Development Sites" considered buildings of 8, 9, 10 and 11 storeys at the designated points along the bypass and 7 storeys on the open space on Main Street. 8 storeys was shown at the northern end of the bypass. This fed into the plot ratio calculations.</p> <p>OSC 14 allows some flexibility as follows "<i>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</i>". Heights of 4 storeys with 5<sup>th</sup> floor set back are proposed on the Main Street taking into account the existing height and character.</p> <p>To address concerns in relation to impact of overshadowing or overbearing OSC 14 states that any redevelopment shall "<i>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</i>".</p> <p>Policy DLAP 18 Building height as contained in chapter 3 is also of relevance in his regard. This references the performance base criteria as contained in Appendix 5 of the CDP and which would be relevant for the assessment of any taller building on the OSC site. The performance based criteria include the following:</p> <ul style="list-style-type: none"> <li>• <i>Proposal should not be monolithic and should avoid long, uninterrupted walls of building in the form of slab blocks.</i></li> <li>• <i>Proposal should demonstrate how it complies with quantitative performance standards on daylight and sunlight as set out in BRE guidance "Site Layout Planning for Daylight and Sunlight" (2nd Edition).</i></li> <li>• <i>Proposal should ensure no significant adverse impact on adjoining properties by way of overlooking overbearing and/or overshadowing.</i></li> <li>• <i>Proposal should not negatively impact on an Architectural Conservation Area (ACA) or the setting of a protected structure"</i></li> </ul>

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<p>there are likely to be non-residential buildings with a higher floor to floor height than residential buildings.</p> <ul style="list-style-type: none"> <li>• A tall building would be better located further south along the bypass edge where there is open land to the west, greater distance from existing houses and more suitable topography – higher land on the west side than in the vicinity of the Carnegie Library.</li> <li>• 4 storey on Main Street excessive.</li> <li>• Heights should not exceed the height of the adjacent DTC</li> <li>• Considers Holy Cross Church (not including spire) should serve as maximum height guide for development on southern end of Main Street.</li> <li>• Proposes that the development in the village should be redeveloped on a low rise, high density basis.</li> <li>• Considers designated height points creates ambiguities and considers most attractive European cities have consistent heights.</li> <li>• Requests that DLR ensures increased heights do not have a negative impact on residential amenity, the proposed new public park on Main Street or the proposed Civic space to the north of the OSC site in terms of daylight/sunlight/overshadowing.</li> <li>• Raises concerns that a 2-4 storey building on Main Street adjacent to church would be excessive.</li> <li>• Considers 3 storey height restriction for buildings to rear of church may be acceptable subject to assessment.</li> </ul>	<p><a href="#">B0708</a>  <a href="#">B0725</a>  <a href="#">B0729</a>  <a href="#">B0731</a>  <a href="#">B0749</a>  <a href="#">B0751</a></p>	<p>Having regard to national and local policy and the rationale set above the executive consider that the height parameters as set out in the draft LAP are appropriate for the site and does not recommend the proposed amendments put forward in submissions.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>ii. Submission requests reference to 4 storeys be amended to refer to 4-5 storeys. The submitter considers that the reference to up to 11 storeys next to the Dundrum Bypass aligns with the SHD's height strategy and doesn't preclude considering more than 11 storeys at the northern end. The following amendments are suggested:  <i>Any redevelopment of the site shall:</i></p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issues raised.</p> <p>As a large strategic regeneration site with an MTC zoning objective and good access to public transport the OSC site is a site that has the ability in - accordance with national, regional and local policy - to accommodate increased heights.</p> <p>The proposed Built Form Strategy as shown in figure 2.9 was developed following work with urban design consultants who worked with the executive to craft an optimum layout for the</p>

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<ul style="list-style-type: none"> <li>• <del>Ensure heights along Main Street are generally 4 – 5 storeys with a potential 5th floor setback for blocks adjoining the proposed new local park.</del></li> <li>• <del>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.</del></li> <li>• <del>Allow for increased height at the designated point adjoining the new local park (see figure 2.9 below).</del></li> <li>• <del>Allow for greater height along the Bypass (of up to 11 storeys) in alternating heights to create visual interest. The buildings Taller 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.</del></li> <li>• <del>Ensure increased heights that taller buildings 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.</del></li> </ul>		<p>OSC site. This took into account site context, the zoning and policy framework in place at both a national level and policies and objectives contained in the County Plan.</p> <p>Figure 2.9 shows “designated location of height” where it is considered that buildings of increased height could be accommodated. This takes into account that need to avoid a wall of height along the bypass, neighbouring properties and the opportunity that the new open space on Main Street affords to accommodate some height above the 4 storey with 5th floor set back. The background paper “Dundrum Development Sites” considered buildings of 9, 10 and 11 storeys at the designated points along the bypass and 7 storeys on the open space. 8 storeys was shown at the northern end of the bypass. This fed into the plot ratio calculations. OSC 14 allows some flexibility as follows “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”.</p> <p>Heights of 4 storeys with 5<sup>th</sup> floor set back are proposed on the Main Street taking into account the existing height and character. Having regard to national and local policy and the rationale set above the executive consider that the height parameters as set out in the draft LAP are appropriate for the site and does not recommend the proposed amendments put forward in this submission.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submissions were received in relation to plot ratio on the OSC site and raise issues as follows:</p> <ul style="list-style-type: none"> <li>• Submissions do not support indicative block layout and plot ratio shown on figure 2.9 or in OSC 13 and 14 or objective H1 in chapter 3 and request replacement with a revised layout with a plot ratio range of 1.0 to 1.5 on Main Street/ACA and 1.5 to 2 on the rest of the site.</li> <li>• A site coverage of 45%-50% on Main Street/ACA and 45% to 70% on the rest of the site.</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0453</a> <a href="#">B0508</a></p>	<p>The Executive notes the issues raised. (Whilst objective H1 is contained in chapter3 it is considered appropriate to deal with the issue in this section as it is directly linked to content of chapter 2).</p> <p>Plot ratio is a tool to help control the bulk and mass of buildings. It expresses 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. The Council have used it in both the SUFF area and Cherrywood. As set out in chapter 3 of the Draft LAP Plot Ratio can be a useful tool for controlling overall bulk and scale of development in mixed use schemes as the use of residential density alone in a mixed use scheme will not necessarily control bulk and scale of</p>

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<ul style="list-style-type: none"> <li>• Suggests a plot ratio of 1:1.5 for the Main Street KDA and 1:2.0 for the OSC West Side are appropriate</li> <li>• Considers that the Draft LAP plot ratio objective cannot be a maximum where the Building Height Guidelines preclude the setting of blanket height restrictions.</li> <li>• Submissions considers Objective H1 as restrictive rather than encouraging achievement of indicative plot ratios. Recommend Objective H1 be deleted as Policy DLAP17 (Residential Density) is considered sufficient.</li> <li>• The submitter requests the following change: An overall <del>general</del> <b>indicative</b> plot ratio of 1:2.25 shall be achieved.</li> </ul>		<p>development. For this reason the executive would not recommend deletion of objective H1 which states <b><i>“Plot Ratio on Strategic Regeneration sites:</i></b>  <i>It is an objective that any proposals for significant redevelopment on the OSCS and the former CMH site accord with the Plot Ratio parameters set out in the individual site frameworks in chapter 2.”</i> Objective H1 and Policy DLAP 17 on density are both required.</p> <p>The proposed Built Form Strategy as shown in figure 2.9 was developed following work with urban design consultants who worked with the executive to craft an optimum layout for what is a complex site with many varied contextual situations including a curved street, Protected Structures, the ACA, the Main Street versus the more open bypass and level differences.</p> <p>Due to the above it was deemed appropriate to develop a bespoke solution for the entire site that looked at issues such as linkages, urban form, massing, uses, vibrancy, street enclosure, scale and proximity to relevant receptors to develop an indicative scheme that was appropriate for the context. A bespoke solution and scheme which looks at all aspects of the site was therefore developed as an appropriate response to the site and its conditions. The gross floor area of this bespoke scheme was then extrapolated, and a plot ratio deduced from this at 1:2.25.</p> <p>This also took into account the context, zoning and policy framework in place at both a national level and policies and objectives contained in the County Plan pertaining to Dundrum town.</p> <p>The submissions requesting that the plot ratio be amended have not provided any alternative layout to support the proposed altered plot ratio.</p> <p>A lower plot ratio of approximately half would reduce the overall height, density and vitality of the scheme and would not be an appropriate or proper planning of the site given its high quality transport connections and town centre context.</p> <p>The Executive do not recommend any amendment in this regard.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>The Executive would not agree with the argument put forward that because the heights guidelines preclude the setting of blanket height restrictions there can therefore be no maximum plot ratio. One reason plot ratio is needed to control bulk and scale is because the height guidelines allow arguments to be put forward for increased height. Plot ratio controls are a good means to ensure overdevelopment does not occur on any site. Should a developer put forward a proposal for increased height there are various mechanisms available to allow them to achieve the plot ratio parameters, for example, the lowering of other buildings and/or provision of additional open space.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission queries what “To ensure that building heights are sensitive to existing heights on Main Street” means and considers that this is contrary to section 1.3 of the ‘Development Management Guidelines (2007) which requires that “Development plans and LAPs should provide clear design principles.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised.</p> <p>It is considered that the draft LAP provides detailed and clear design principles for the KDAs in relation to heights in chapter 2 and clear policy in chapter 3. The submission in querying the LAP appears to have focused on one individual bullet point as opposed to the site framework objectives and accompanying figures in chapter 2 and policies and objectives in chapter 3.</p> <p>The LAP has regard to the later 2018 Section 28 Guidelines entitled “<i>Urban Development and Building Heights Guidelines for Planning Authorities</i>” and is consistent with the SPPRs contained therein.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission appreciates the guidance provided in relation to building height that will encourage greater housing provision at the OSC. It is noted that the heights suggested are more appropriate than the current proposals for the site.</p>	<p><a href="#">B0660</a></p>	<p>The Executive note the issue raised and welcome support for the provisions of the draft LAP in relation to heights on the OSC site.</p> <p><b>Recommendation.</b> No change to Draft Plan.</p>
<p><b>L. Land Uses: OSC15</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>Note hotel use previously proposed.</li> </ul>	<p><a href="#">B0028</a> <a href="#">B0125</a></p>	<p>The Executive welcome support for the objective to explore provision of a hotel use adjacent to the proposed public park on Main Street.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Proposes that objective to provide a hotel within town centre could be strengthened, due to lack of suitable tourist accommodation in wider Dundrum area.</li> <li>Propose hotel use on OSC site.</li> <li>Submission does not consider a hotel in the area is a priority if that land could be going towards affordable or social housing.</li> </ul>	<a href="#">B0187</a> <a href="#">B0508</a> <a href="#">B0519</a> <a href="#">B0520</a> <a href="#">B0545</a> <a href="#">B0552</a> <a href="#">B0608</a>	<p>It is considered that the proposed wording is appropriate. The Executive does not concur with a further submission relating to OSC15 (set out below) which requests that the objective remove the reference to any hotel being located adjacent to the proposed public open space. A hotel use would help animate any public open space.</p> <p>Whilst it is appreciated that there is a need for homes in the area it is considered that the OSC site, given its land use zoning objective and location is appropriate for mixed use development as opposed to solely residential development.</p> <p><b>Recommendation.</b> No change to Draft Plan.</p>
<p>ii. Submission requests that the redevelopment of the OSC:</p> <ul style="list-style-type: none"> <li>Is carried out in a sustainable manner that does not negatively impact local residents.</li> <li>Provides a mix of retail, housing and public space in a sustainable manner.</li> <li>Proposes a general mix of residential/commercial/retail/hotel uses across redevelopment of village.</li> <li>Should provide narrow lanes with shops, no high rise, dwellings, different coloured buildings and types of structures</li> <li>Reflects the importance of Dundrum as a second MTC in the County in terms of its quality and design.</li> </ul>	<a href="#">B0090</a> <a href="#">B0127</a> <a href="#">B0185</a> <a href="#">B0357</a> <a href="#">B0361</a>	<p>The Executive notes the issues raised.</p> <p>Issues such as design and Impact on residents would be assessed when any application is being assessed for the site. It is considered that the LAP in section 2.9 sets out for a mix of uses to be provided on the site which would include retail, housing, open space and hotel.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Considers retail should be retained along Main Street</p>	<a href="#">B0105</a> <a href="#">B0138</a>	<p>The Executive would concur with this viewpoint. Retail uses are shown along Main Street in figure 2.9.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Proposes that buildings fronting Main Street would consist of commercial at ground floor with residential over (i.e 'Living Over The Shop').</p>	<a href="#">B0729</a>	<p>The Executive notes the issue raised.</p>



Issues	Sub. No.	Executive’s Response & Recommendation
		<p>On Main Street, ground floor retail/food and beverage uses are proposed in the Draft LAP with mainly commercial uses overhead. Mainly residential uses are proposed on the inner pedestrian street and along the bypass with the idea being that evening uses will be focused on the Main Street thus ensuring a quieter residential area along the pedestrian street and bypass.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission is supportive of residential development at OSC site if it provides suitable mix. Considers 1 and 2-bed units would not be appropriate for families or elderly people downsizing.</p>	<p><a href="#">B0241</a></p>	<p>The Executive would concur that 1 or 2 bed units are not suitable for all who may wish to live in apartment type units. Therefore, a mix of sizes is required in line with the CDP standards as set out in Policy DLAP19 – ‘Residential Mix’ in Chapter 3 of the Draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submissions:</p> <ul style="list-style-type: none"> <li>• Requests that the OSC is developed with small local shops in addition to civic and leisure facilities.</li> <li>• Raise issues in relation to land use on OSC KDA.</li> <li>• Need for vibrant and balanced day and evening uses along Main Street.</li> <li>• Mixed uses should be provided for along the bypass.</li> <li>• Recommends that objective OSC15 be amended as follows:</li> <li>• Add new objective: It is an objective that public toilets will be provided on the OSC site.</li> <li>• Any response to Main Street in terms of land use should be of an international urban design and architectural design class.</li> <li>• Seeks a mandatory provision for all uses listed noting the projected needs of the future population.</li> <li>• Suggests that the OSC is developed to create employment opportunities for young people.</li> </ul>	<p><a href="#">B0339</a> <a href="#">B0352</a> <a href="#">B0361</a> <a href="#">B0386</a> <a href="#">B0508</a> <a href="#">B0520</a> <a href="#">B0607</a></p>	<p>The Executive notes the issues raised.</p> <p>Section 2.9 OSC 15 Land Uses state that “Any redevelopment of the site shall:</p> <ul style="list-style-type: none"> <li>• Provide for a sustainable mix of uses commensurate with the MTC land use zoning objective.</li> <li>• 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.</li> <li>• Provide residential focused mixed-use development along the Dundrum Bypass.</li> <li>• Provide a balance of day and evening uses.”</li> </ul> <p>It is considered that the bullet points set out above addresses a number of the issues raised. Whilst residential is to be provided along the bypass figure 2.9 does show a mix of uses. It is noted that there is an anomaly between the bullet point under OSC15 which states: “Provide for community and/or tourism and/or childcare facilities and/or cultural uses adjacent to the new local park” and figure 2.9. It is considered that this should be rectified.</p> <p>New commercial, retail, leisure uses will provide employment opportunities for all age cohorts.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>It is not recommended that a new objective pertaining to provision of public toilets on the site be added as provision of public toilets is an operational matter. In any event any new Civic hub building would contain a changing places facility and toilets which would be available for the public to use.</p> <p><b>Recommendation</b>                      Amend figure 2.9 to align with OSC15 as follows:                      Amalgamate line symbols for Community/Civic/Cultural/Tourism/Leisure with line symbol for tourism/Entertainment.                      Amend figure 2.9 accordingly.</p>
<p>vii. Submissions in relation to OSC15 (Land uses) raise issues as follows:</p> <ul style="list-style-type: none"> <li>• Considers it is imperative that the provisions of Objective OSC15 are not diluted in final LAP.</li> <li>• Considers further parameters are required regarding the uses proposed at the OSC site to ensure they serve the local community.</li> <li>• OSC 15 –Submission requests following amendments (only bullets with proposed amendments are included);  <i>Any redevelopment of the site shall:</i> <ul style="list-style-type: none"> <li>• <del>Provide residential focused mixed use development along the Dundrum Bypass.</del></li> <li>• <del>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).</del></li> <li>• Provide for a supermarket(s) of circa 1500 – 2500 square metres within the land parcel.</li> <li>• Provide for community and/or tourism and/or childcare facilities and/or cultural uses adjacent to the new local park.</li> </ul> </li> </ul>	<p><a href="#">B0344</a>  <a href="#">B0554</a>  <a href="#">B0633</a></p>	<p>The Executive notes the issues raised but does not concur with all suggested amendments.</p> <p>Objective OSC15 is important in terms of providing guidance on land uses in any future development on the site. Submission requests the amendments to reflect the concerns relating to the provision of the local park on Main Street and concerns regarding objectives seeking to impose specific constraints around tenure. Amendments are also sought to ensure uses proposed at the OSC site to ensure they serve the local community.</p> <p>As set out above the location of the park will allow for a green link and visual connection towards the Taney Cross KDA and any new Civic building at that location (see figure 2.8), provide a new and vibrant focus to enliven the Main Street, will enhance the urban realm and will be surrounded by active uses. As it is not recommended that the bullet point relating to provision of the public park be omitted a number of the further amendments requested are not warranted.</p> <p>It is recommended that the third bullet point be deleted and that requirement to provide an appropriate form of accommodation for older persons be amended to so as to bring it in line with objective H2 in chapter 3.</p> <p>Lands in Dundrum at the OSC site are subject to a MTC land use zoning objectives and Dundrum is identified as one of only 2 MTC areas in the Country. This means that the Dundrum catchment is wider than simply the local area and provision of services and retail should reflect that status.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Explore the provision of a hotel use <del>adjacent to the new local park.</del></li> <li><del>Provide a balance of day and evening uses.</del></li> </ul>		<p><b>Recommendation</b> Delete third bullet point: <i>“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)”</i>. Amend last bullet point: <i>“Provide suitably designed residential units for older people and for “right-sizing” and/or “downsizing.” (refer also to objectives H2 in Chapter 3).”</i></p>
<p>viii. Submission suggests addition to section 2.9.2.2 Issues, Constraints and Opportunities as follows:</p> <ul style="list-style-type: none"> <li>Enliven Main Street and bring more footfall onto Main Street.</li> <li>Reinstate a thriving Main Street which reflects and respects the character and streetscape of the Old Main Street, including the local historical and cultural landmarks, and maintains a style and scale in tune its unique character.</li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised and would concur with adding the following opportunity - “To enliven Main Street.”</p> <p>It is considered that the second proposed bullet point reads more as a policy or objective than an opportunity and is covered under the amendment proposed under section 2.7 above which adds the following “<i>New or redeveloped buildings on Main Street should respect and promote the heritage of the Village, in terms of building materials, roof lines, shop fronts and signage.</i>” and also by existing policies DLAP2 – Urban Design Dundrum in section 2.6.2</p> <p><b>Recommendation</b> Amend table 2.1 as follows: Add to opportunities. <i>“To enliven Main Street”</i></p>
<p><b>3.2.7 Section 2.9.3 Taney Cross Key Development Area (TC KDA)</b></p>		
<p>i. Welcomes Draft LAP support for provision of CCC building in Dundrum. Issues raised in support include:</p> <ul style="list-style-type: none"> <li>Building will significantly improve the area and provide a focal point for civic amenities.</li> <li>New public realm around Dundrum LUAS and Dargan bridge.</li> <li>Support for an innovative design for a landmark building at this location.</li> </ul>	<p><a href="#">B0016</a> <a href="#">B0028</a> <a href="#">B0062</a> <a href="#">B0075</a> <a href="#">B0105</a> <a href="#">B0138</a> <a href="#">B0147</a> <a href="#">B0258</a> <a href="#">B0187</a></p>	<p>The Executive notes and welcomes the support for the objectives in the draft plan as set out in both chapters 2 and 3 regarding the provision of a Community, Cultural and Civic facility in Dundrum.</p> <p>The requirement for same was an issue raised during the pre-draft consultation held in 2018. The Dundrum CCCAP was prepared in order to identify any undersupply of community infrastructure in the wider Dundrum area. The CCCAP recommended that a new Community, Cultural and Civic hub be constructed within the Dundrum Town Centre area.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Notes that the area is currently wasted and is an unattractive welcome to the village.</li> <li>• Would welcome a larger library allowing for a more suitable children's section.</li> <li>• Welcomes idea of community core with library at its heart.</li> <li>• A present junction under the Luas bridge divides the area, is very pedestrian and cyclist unfriendly.</li> <li>• Considers it very important that the library is not cut off.</li> <li>• Easy access to the Civic Centre will be paramount to its use and value to the greater Dundrum community.</li> <li>• Notes that the area is at a remove from existing low rise residential properties.</li> <li>• Welcomes the decision to designate a specific location for the Dundrum Cultural, Civic, and Community building which enhances clarity and certainty.</li> <li>• Supports the Council's Taney Cross proposal for a new Community, Cultural and Civic Centre as an alternative to the Dundrum OSC (phase 2 site).</li> <li>• States that height should be benchmarked off ridge height of luas station at luas.</li> <li>• Considers definition of a 'landmark building' is not clear and considers quality of the architecture will be key to success. Submission commends Lexicon.</li> </ul>	<p><a href="#">B0262</a>  <a href="#">B0264</a>  <a href="#">B0308</a>  <a href="#">B0319</a>  <a href="#">B0331</a>  <a href="#">B0344</a>  <a href="#">B0374</a>  <a href="#">B0484</a>  <a href="#">B0479</a>  <a href="#">B0545</a>  <a href="#">B0578</a>  <a href="#">B0678</a>  <a href="#">B0685</a></p>	<p>The proposed Hub would be a District level facility serving a wide catchment significantly in excess of that of the LAP boundary.</p> <p>Cultural and community infrastructure plays an important role in bringing people together, helping to form friendships and social support networks. All these attributes are essential elements in the creation and maintenance of strong communities.</p> <p>The Executive would concur that the architecture of any such facility will be key to its success. The overarching CDP provides a definition of a landmark building as follows:</p> <p><i>"A landmark building is a single outstanding building which is either taller or of a more notable design than its neighbours. Generally, landmark buildings are higher than their surroundings but they may be created through other means than height, such as quality building or public space design. The identification of sites for landmark buildings will generally be conducted through the Local Area Plan/Strategic Development Zone/Urban Framework Plan/Development Plan Variation process."</i></p> <p><b>Recommendation.</b> No change to draft LAP.</p>
<p>ii. Submissions queries why this location has been chosen and seeks an alternative location for the community hub facility including:</p> <ul style="list-style-type: none"> <li>• Within Usher House.</li> <li>• At the Dom Marmion site.</li> <li>• Within the OSC lands.</li> <li>• Adjacent to Holy Cross National School.</li> </ul>	<p><a href="#">B0021</a>  <a href="#">B0022</a>  <a href="#">B0078</a>  <a href="#">B0082</a>  <a href="#">B0132</a>  <a href="#">B0162</a>  <a href="#">B0172</a>  <a href="#">B0180</a>  <a href="#">B0259</a></p>	<p>The Executive notes the issue raised.</p> <p>The Draft LAP serves as the higher level policy document which sets out an objective to provide for the Community, Cultural and Civic Facility and also identifies the Taney Cross site as a potential option for such a facility. The feasibility of using the site is being worked through by the Council who are working on design proposals based on the needs of the client departments.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>The unused space to the rear of the Library building as the flooding issues have not caused an issue on the adjoining shopping centre site</li> <li>Re-use of existing buildings (e.g. Ulster Bank building).</li> <li>Site of new park on Main Street.</li> </ul>	<a href="#">B0225</a> <a href="#">B0233</a> <a href="#">B0333</a> <a href="#">B0360</a> <a href="#">B0361</a> <a href="#">B0386</a> <a href="#">B0421</a> <a href="#">B0492</a> <a href="#">B0515</a> <a href="#">B0552</a> <a href="#">B0564</a> <a href="#">B0599</a> <a href="#">B0725</a> <a href="#">B0855</a>	<p>The exact footprint of any potential building is not yet finalised. Using other parts of the Taney Cross site and wider area may have merit.</p> <p>While other locations are also being considered, this site occupies a central location in Dundrum and is accessible by numerous means of transport and would be a gateway to Dundrum. It would also drive regeneration in the area. The provision of the facility presents a unique opportunity to transform what is currently an under-utilised site into something of great value for the local community. This location would redress the balance of commercial and community facilities in the area and would be at the heart of the proposed Community Core.</p> <p>The site to the rear of the existing library was considered as an option, however unlike the OSC site, the Strategic Flood Risk Assessment for the CDP 2022 – 2028 clearly demonstrates that the site to the rear of the existing library did not pass the “Development Plan Justification Test.” and that therefore <i>“future redevelopment is not possible under the current high flood risk conditions.”</i></p> <p><b>Recommendation</b>  See recommendation immediately below.</p>
<p>iii. Submission raises issues in relation to the site and considers that the community hub should be increased in size to include other parts of Taney Cross site such as:</p> <ul style="list-style-type: none"> <li>Waldemar Terrace, Ulster Bank building, Exchange building.</li> <li>Suggests purchase of these buildings by dlr.</li> <li>Considers there would be various benefits to enlarged CCC including architectural design, provision of sufficient facilities and visual impact.</li> <li>Suggests that Usher House would be a suitable location for a community facility.</li> <li>Suggests building over the luas bridge.</li> <li>By acquiring additional buildings, it is considered that excessive heights could be avoided and additional public</li> </ul>	<a href="#">B0028</a> <a href="#">B0187</a> <a href="#">B0263</a> <a href="#">B0308</a> <a href="#">B0508</a> <a href="#">B0513</a> <a href="#">B0519</a> <a href="#">B0528</a> <a href="#">B0545</a> <a href="#">B0673</a> <a href="#">B0674</a> <a href="#">B0725</a>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP serves as the higher level policy document which sets out an objective to provide for the Community, Cultural and Civic Facility and also identifies the Taney Cross site as potential option for such a facility. The feasibility of using the site is being worked through by the Council who are working on a proposed design based on the needs of the client departments – community &amp; culture. The exact footprint of any potential building is not yet finalised. Using other parts of the Taney Cross site and wider area may have merit.</p> <p>There are anomalies between various figures in the draft Plan. It is noted that Figure 2.12 does not incorporate the entire KDA as shown in fig 2.4 &amp; 2.5 at the start of chapter 2. The KDA boundary shown in figures 2.4 and 2.5 includes a wider area including some of the sites mentioned above. This anomaly should be addressed, and the figures and text updated accordingly.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>space could be provided in the form of a plaza capable of hosting outdoor events such as markets.</p> <ul style="list-style-type: none"> <li>• Could span the bypass and lower end of Main Street to provide a real landmark.</li> <li>• Should incorporate the public transport hub with user permanently open lifts and traffic free access.</li> <li>• Proposes use of CPO powers.</li> <li>• Submits that there is conflict of reasoning/explanation which areas are definitely included within the Taney KDA i.e. Sections 2.4.1, 2.5 and 2.9 of the LAP in conflict with Section 2.9.3 and Fig. 2.12.</li> <li>• Requests that DLR provide greater clarity in relation to the extent of this KDA.</li> <li>• Suggests that DLR should consider the inclusion of Waldemar Terrace and the site to its rear (although noting its flood risk) in the Taney Cross KDA.</li> <li>• Considers site is tight and that challenges should be amended to include reference to same.</li> </ul>		<p>Ownership and use of CPO powers are not LAP issues.</p> <p>Section 2.4.1 relates to the “community core” character area. 2.5 relates to opportunity sites and does not include KDA sites although they are shown on figure 2.4. 2.9 relates to the KDA sites.</p> <p><b>Recommendation</b>  Amend Draft Plan as follows:  Section 2.9  <i>Taney Cross(TC) (adjoining Waldemar Terrace)</i>  Section 2.9.3  Amend figure 2.12 so that the boundary shows the entire KDA as shown in figure 2.4 and figure 2.5.  Amend the text in section 2.9.3 as follows:  <i>The Taney Cross (adjacent to Waldemar Terrace) site is located at the north end of the major town centre of Dundrum adjoining the fourway intersection. It abuts the William Dargan Bridge and is to the north of Waldemar Terrace (see figure 2.12).</i></p> <p>Amend 2.9.3.3 as follows:  Site Development Framework – Guiding principles  <i>Taney Cross(TC) (adjoining Waldemar Terrace)</i></p>
<p><b>A. Movement Objectives TC1, TC2, TC3 &amp; TC4</b></p>		
<p><b>A. Submission:</b></p> <ul style="list-style-type: none"> <li>• Considers proposed civic centre may be positive addition to area.</li> <li>• Concerned however at viability of civic centre due to lack of parking.</li> <li>• Submission questions how the elderly will use the centre with no parking.</li> </ul>	<p><b>B0224</b></p>	<p>The Executive notes the issue raised.</p> <p>The proposed site is located in a central area of Dundrum which has very good transport connections. As per the ABTA and the DLAP, these links are to be further enhanced. The site has access to the LUAS, bus, bike (including parking as part of a mobility hub) and an enhanced pedestrian realm would form part of any proposals. A small quantum of parking is intended for those with specific needs, while a space for drop-off and collection by bus and coach is also planned.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>B. Public Space and Street Character: TC5 &amp; TC6</b>		
i. Suggest use of trees and green space at Taney Cross.	<a href="#">B0608</a>	<p>The Executive notes the issue raised.</p> <p>Any future development will include urban realm improvements including planting and greening.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>C. Built Form Objectives: TC6, TC7 &amp; TC8</b>		
<p>i. Submissions raise concerns in relation to potential delivery of Civic Centre and Taney Cross KDA as follows:</p> <ul style="list-style-type: none"> <li>• Considers site is too small and will require too many storeys for facility to be effective.</li> <li>• Recommends locating civic centre on more central site on or near Main Street with suitable access.</li> <li>• Queries the need for the civic facility in general.</li> <li>• Considers that it will create traffic.</li> <li>• Queries need for civic centre, noting Dom Marmion centre fulfils this function.</li> <li>• Considers height would be out of character with village.</li> <li>• Site is not accessible – (concerns regarding parking including for elderly and disabled)</li> <li>• Proposal to build a high-rise civic centre (lacking in design) is not needed and a waste of public funds.</li> <li>• Will have a negative impact on the landscape of Dundrum and overshadow residential areas.</li> <li>• Has not been planned coherently.</li> <li>• Considers that there is still a need for the current library – does not believe that the town has outgrown this facility.</li> <li>• Does not wish to have a lexicon type scheme.</li> <li>• Concerned that the existing library would become isolated.</li> </ul>	<p><a href="#">B0078</a> <a href="#">B0114</a> <a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0215</a> <a href="#">B0220</a> <a href="#">B0237</a> <a href="#">B0241</a> <a href="#">B0263</a> <a href="#">B0266</a> <a href="#">B0269</a> <a href="#">B0280</a> <a href="#">B0291</a> <a href="#">B0307</a> <a href="#">B0323</a> <a href="#">B0327</a> <a href="#">B0350</a> <a href="#">B0360</a> <a href="#">B0386</a> <a href="#">B0395</a> <a href="#">B0403</a> <a href="#">B0409</a> <a href="#">B0421</a> <a href="#">B0453</a></p>	<p>The Executive notes the issue raised.</p> <p>The principle of SLO 114 which is contained in the overarching CDP 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.</p> <p>Subsequent to the adoption of the CDP 2022-2028, proposals for a new multi-functional, purpose-built dlr facility in Dundrum that consolidates and collocates 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.</p> <p>The Taney Cross KDA has been identified as a suitable location for a landmark building which, subject to feasibility and design studies, may accommodate the Dundrum Community and Cultural Civic Centre. While any such centre on this site would be of height, the number of storeys and the form of the design is currently undetermined. The feasibility of using the site is being worked through by the Council, who are working on design proposals based on the needs of the client departments.</p> <p>To adequately provide for the facilities that the community needs requires a certain quantum of space in the order of 5000 sqm that will include the Carnegie library.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Notes a lack of detail on the proposal in the LAP.</li> <li>• The location is effectively a traffic island at a remove from the village centre.</li> <li>• Proximity to luas track and potential for noise disturbance internally.</li> <li>• Concerns in relation to the size of the site, the unremarkable location and the fact that the size will mean that any building will need to be tall.</li> <li>• Expresses concern that the proposed building would be 11 storeys.</li> <li>• Concern about any proposed relocation of the library to the new civic building and raises the need for consultation on same.</li> <li>• Concern that the majority of space in any new civic, community building would be used for offices for public servants instead of for community uses.</li> <li>• Considers the proposed civic centre will be in the wrong location and that this area should continue to be used as a bus hub as it is alongside the Luas</li> <li>• Suitability of this location for the post office and music school.</li> <li>• Queries if the building is genuinely designed for local use given its location beside the luas.</li> <li>• Concerns regarding noise, dust and vermin during construction phase</li> <li>• Concern that new CCC building would negatively impact on William Dargan bridge, would obscure view of mountains from bridge.</li> <li>• Bridge should not be used as a guide for height</li> <li>• Concerned that Taney Cross KDA proposals will not suitably consolidate/integrate Dundrum area, noting lack of detail.</li> </ul>	<p><a href="#">B0456</a>  <a href="#">B0472</a>  <a href="#">B0484</a>  <a href="#">B0514</a>  <a href="#">B0515</a>  <a href="#">B0528</a>  <a href="#">B0554</a>  <a href="#">B0556</a>  <a href="#">B0560</a>  <a href="#">B0564</a>  <a href="#">B0583</a>  <a href="#">B0585</a>  <a href="#">B0588</a>  <a href="#">B0593</a>  <a href="#">B0595</a>  <a href="#">B0599</a>  <a href="#">B0640</a>  <a href="#">B0660</a>  <a href="#">B0663</a>  <a href="#">B0673</a>  <a href="#">B0674</a>  <a href="#">B0721</a>  <a href="#">B0724</a>  <a href="#">B0726</a>  <a href="#">B0727</a>  <a href="#">B0731</a>  <a href="#">B0750</a>  <a href="#">B0761</a></p>	<p>While other locations are also being considered, this site occupies a central location in Dundrum and is accessible by numerous means of transport and would be a new gateway to Dundrum. The provision of the facility presents a unique opportunity to transform what is currently an under-utilised site into something of great value for the local community. This location would redress the balance of commercial and community facilities in the area and would be at the heart of the proposed Community Core.</p> <p>The proposed Hub would be a District level facility serving a wide catchment significantly in excess of that of the LAP boundary and in line with the CCCAP recommendations. Any such facility would provide civic uses and a new library in addition to community type uses. As set out in an earlier response library services have indicated that the existing facility is not in a position to cater for existing needs in terms of service provision, irrespective of future expanding needs.</p> <p>The process of designing any such facility will be subject to its own timeframe, statutory, consultation, and planning process with members of the public having opportunity to engage on all matters within that process. The final design would include details of any potential relocation of the existing library to any new building, the exact uses for all floor space including community and cultural spaces and any areas to be used for offices as well as the proposed height of any building. Design and planning will also address heights, flooding issues, overshadowing, overlooking, impact on ACA, protected structures streetscape and permeability.</p> <p>In accordance with the CDP 2022 - 2028, Appendix 5, Building Height Strategy, any application for a landmark building must be accompanied by the following:</p> <ul style="list-style-type: none"> <li>• a design statement which includes an urban design study and an architectural design statement,</li> <li>• an impact assessment which includes impact on significant views,</li> <li>• a movement statement,</li> <li>• a building services strategy which includes energy consumption and efficiency.</li> </ul> <p>Noise dust and vermin are part of any construction process and are managed in accordance with relevant standards and requirements.</p>



Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Disputes the proximity to the library due to being segregated by the by-pass.</li> <li>• Questions funding</li> <li>• Considers it is unfair to ask people to comment on a proposal with little information given.</li> <li>• Considers footprint shown in the draft LAP is too small and is contrary to the recommendations of the CCCAP</li> <li>• The objective shown for the TC KDA should be omitted from the LAP until such time as there on proposals for a CCC building</li> <li>• Considers the William Dargan Bridge is not valid to use as a context justification for a tall building.</li> <li>• Considers that Dundrum already has a landmark in the Luas Bridge and that the proposed location may be appropriate for a landmark building but not a tall building as it will impair the view of the bridge from the north and to the Dublin mountains to the south.</li> <li>• Impact on adjacent ACA, the protected structure, and SLO9.</li> <li>• Requests removal of the sentence 'The Taney Cross site is identified as a site for a landmark building.</li> <li>• Need provision of parking.</li> <li>• Welcomes provision but thinks site is inaccessible.</li> <li>• Site too small.</li> <li>• Suggest landmark building without height.</li> <li>• Flooding.</li> <li>• Need to address unsightly Waldemar Terrace rear.</li> <li>• The location is not compliant with SLO 114 in the CDP.</li> <li>• Considers it will reduce permeability to 'Town Edge' lands to north.</li> <li>• Concern at overlooking/overshadowing of residential areas.</li> </ul>		<p>The site will also include a mobility hub. This would include good quality pedestrian access and a location from which bus and LUAS can be accessed, as well as bike and scooter parking facilities.</p> <p>Funding will need to be acquired from various sources.</p> <p>The CCCAP is a non-statutory document and any recommendations contained therein were to inform the Council in decision making and, in the preparation, and making of various statutory plans.</p> <p><b>Recommendation</b> See recommendation immediately above.</p>


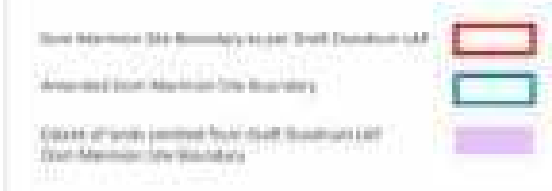
Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Requests that a commitment be given in the LAP that there will be extensive public consultation on the civic centre.</li> <li>• Proposed Civic Centre and community and leisure facility needs to be designed in collaboration with those involved in cultural and community groups in area.</li> <li>• Suggests any civic centre should provide space with seating for at least 100 audience members for the performance of theatre, concerts etc by local groups.</li> <li>• Proposed uses should be specified in the LAP.</li> </ul>		
<p>ii. Submission raises concerns over height of any CCC facility as follows:</p> <ul style="list-style-type: none"> <li>• Considers it should be no more than 5 storeys, thereby in keeping with surrounding structures.</li> <li>• 11 storeys would not be in keeping with the village character of Dundrum and would also be in competition with the Luas Bridge which is the landmark structure for Dundrum.</li> <li>• Consider draft LAP should have more information on height of new building.</li> <li>• Should be 4 – 5 storeys.</li> <li>• It should be maximum 4 storeys and in village.</li> <li>• Should be maximum 6 and located in village.</li> <li>• Proposes that civic centre building should not extend higher than the level of the Luas tracks.</li> </ul>	<p><a href="#">B0132</a>  <a href="#">B0162</a>  <a href="#">B0208</a>  <a href="#">B0225</a>  <a href="#">B0259</a>  <a href="#">B0308</a>  <a href="#">B0359</a>  <a href="#">B0360</a>  <a href="#">B0409</a>  <a href="#">B0421</a>  <a href="#">B0422</a>  <a href="#">B0428</a>  <a href="#">B0465</a>  <a href="#">B0545</a>  <a href="#">B0595</a>  <a href="#">B0658</a>  <a href="#">B0694</a></p>	<p>The Executive notes the issue raised.</p> <p>The Taney Cross KDA has been identified as a suitable location for a landmark building which, subject to feasibility and design studies, may accommodate the Dundrum Community and Cultural Civic Centre. While any such centre on this site would be of height, the number of storeys and the form of the design is currently undetermined. The process of designing any such facility will be subject to its own timeframe, statutory, consultation, and planning process with members of the public having opportunity to engage within that process.</p> <p>While a landmark building is often indicative of a building of height it also denotes the quality of the building and public space design. Any proposed design is to be in harmony with its surroundings, including the William Dargan Bridge which is a landmark structure within Dundrum.</p> <p>TC7 of the draft LAP states  <i>"The provision of a landmark building shall:</i></p> <ul style="list-style-type: none"> <li>• <i>suitably terminate the view north from the Main Street,</i></li> <li>• <i>address positively the juxtaposition of the proposed new building and the William Dargan Bridge thereby highlighting the unique qualities of each landmark structure.</i></li> <li>• <i>Comply with the requirements of the Building Height Strategy set out in the CDP."</i></li> </ul> <p><b>Recommendation</b>  No change to Draft Plan.</p>


Issues	Sub. No.	Executive's Response & Recommendation
<p>iii. Submission requests amendments as follows: Amend TC7 as follows:</p> <ul style="list-style-type: none"> <li>Provision of a landmark building shall have regard to the recommendations set out in the CCCAP.</li> </ul> <p>Amend TC8 as follows:</p> <ul style="list-style-type: none"> <li>Considers that the use of 'Suitably terminate the view north' –is not in plain English and should be rewritten as a clear objective,</li> </ul> <p>Amend bullet point 3 as follows:</p> <ul style="list-style-type: none"> <li>'Comply with the Building Heights Strategy set out in the CDP, the building heights policy of this document and SLO 9'.</li> </ul>	<p><a href="#">B0453</a></p>	<p>The Executive notes the issues raised.</p> <p>The draft Plan has had regard to the relevant actions and priorities contained in the CCCAP which is a non-statutory document. This is evidenced by content in chapter 2 and 3 particularly section 3.2.4.2 CCCAP recommendations, Section 3.2.5 Potential new Community Cultural and Civic Centre and objectives P3 and P4.</p> <p>The purpose of the CCCAP was to make recommendations on the potential allocation of sites for community, cultural and civic uses as well as to qualify and quantify facilities which may be required up to 2040. This included making recommendations in relation to key sites in Dundrum which may be undergoing redevelopment in the future and would have the potential to provide community infrastructure. While various options were explored in Appendix 2, the design and height of any such facilities and whether they would be landmark buildings or not was not part of the scope of the study.</p> <p>The Executive would not agree that the bullet "Suitably terminate the view north" needs to be rewritten. There is the challenge of ensuring that the plan is accessible to the public but that it also provides a robust framework for redevelopment of sites that can be utilised by all involved in the development management function – planners, architects, developers etc.</p> <p>It is not considered that the reference to SLO 9 is appropriate as SLO 9 relates more to the OSC site and Main Street not the TC site.</p> <p><b>Recommendation</b> Amend section 2.9.3.3 as follows: <i>Comply with the Building Heights Strategy and objectives and policies set out in this plan and in the CDP.</i></p>
<p>iv. Submission proposes new objective as follows:</p> <ul style="list-style-type: none"> <li><i>It shall be an objective that there will be a strong design focus on the spatial integration between the Village south of the Taney Cross area and any new development on the Taney Cross lands and that the redevelopment will strengthen the coherence and integration of the northern and southern parts of the Village.</i></li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive note the proposed amendments and consider that the Taney Cross KDA Site Development Framework - Guiding principles could be amended to address the first proposed objective.</p> <p>In relation to the second proposed objective, land ownership is not a LAP issue. It is considered that the amendment proposed above which addresses the anomaly in site size</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li><i>It shall be an objective of the LAP to maximise the potential of buildings at the northern end location as an addition to those currently owned by the Council, and to seek to secure the extended possibilities these can offer, as part of a long-term vision for civic, community, cultural facilities, and open public realm in Dundrum.</i></li> </ul>		<p>between figures 2.4, 2.5 and 2.12 allows for exploration of utilising a wider area for any proposed Civic Cultural and Community facility and any associated public realm space.</p> <p><b>Recommendation</b>  Amend section 2.9.3.3, Site Development Framework as follows.  Add an additional bullet point as follows:  <u>To ensure a strong design focus on the spatial integration between the Village south of the Taney Cross area and any new development on the Taney Cross site.</u></p>
<b>D. Other Issues</b>		
<p>i. Submission states that the view of the mountains on the approach from Windy Arbour, framed by the Luas Bridge, must be preserved.</p>	<a href="#">B0225</a>	<p>The Executive notes the issue raised.</p> <p>While it would be an aim with any design proposal to retain such views, the scope and framing may change. The impact of any design proposal would be tested with verified views as part of the planning consent process at which stage the public can make submissions on the design proposals.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>ii. Submission proposes that the new Civic Centre/Library be called "The Electron" in honour of former Dundrum resident George Johnstone Stoney (1826-1911) after whom Stoney Road in Dundrum is named. Stoney was the scientist who named and identified the Electron</p>	<a href="#">B0276</a>	<p>The Executive notes the proposal and welcomes the support of the proposed civic centre which will be subject to feasibility and then planning consent.</p> <p>In due course thereafter there would be a process whereby a suitable name would be selected, and public participation would form part of that process.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<b>3.2.8 Section 2.9.4 Dom Marmion Key Development Area (DM KDA)</b>		
<p>i. Concern expressed in relation to guiding principle for DM which states "to address whether existing uses in Dom Marmion House may need to be facilitated in any new redevelopment on the site or elsewhere." Request that this be amended to include a reference, that any new proposed</p>	<a href="#">B0071</a>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation</b>  Amend section 2.9.4.1 as follows:</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>facility would be suitable to the needs of vulnerable members of the society.</p>		<p>Amend last bullet point under Site Development Framework – – Don Marmion -Guiding Principles as follows:  <i>to address whether existing uses in Dom Marmion House may need to be facilitated in any new redevelopment on the site or elsewhere (any new proposed facility would be suitable to the needs of vulnerable members of the society).</i></p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>• Welcome a new purpose for DM site.</li> <li>• Support the Council turning this area into town centre or village square or green space.</li> </ul>	<p><a href="#">B0147</a> <a href="#">B0633</a></p>	<p>The Executive welcome support for redevelopment of the DM site.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Concerned at proposed redevelopment of DM KDA Submissions raise issue as follows:</p> <ul style="list-style-type: none"> <li>• The existing Dom Marmion Centre located is of significant value to elderly people in the local community.</li> <li>• Objects to closing of Dom Marmion Centre.</li> <li>• Query what will happen to the facility.</li> <li>• Proposes inclusion of an objective to provide a similar facility on an alternative, easily accessible site within the village, as term of development of site.</li> <li>• Queries if the council will help this facility remain open.</li> <li>• Considered it important to retain a centre for older people at the DM site.</li> <li>• Concerned that access will be curtailed.</li> <li>• Concerned at the removal of carparking at this location.</li> <li>• Concerned that redevelopment of site would result in loss of community facilities – car park, Dom Marmion Centre and school/montessori drop-off area.</li> <li>• Considers there is no benefit to community from proposals in section 2.9.4.2.</li> <li>• Access by car is essential.</li> <li>• Suitable replacement must be in place prior to any closure of the existing facility.</li> <li>• Submits that any development of Dom Marmion Hall should provide for community facilities in the form of</li> </ul>	<p><a href="#">B0120</a> <a href="#">B0163</a> <a href="#">B0180</a> <a href="#">B0196</a> <a href="#">B0224</a> <a href="#">B0248</a> <a href="#">B0249</a> <a href="#">B0300</a> <a href="#">B0361</a> <a href="#">B0386</a> <a href="#">B0409</a> <a href="#">B0461</a> <a href="#">B0475</a> <a href="#">B0484</a> <a href="#">B0514</a> <a href="#">B0520</a> <a href="#">B0553</a> <a href="#">B0564</a> <a href="#">B0583</a> <a href="#">B0697</a> <a href="#">B0712</a> <a href="#">B0717</a> <a href="#">B0752</a></p>	<p>The Executive note the issues raise and note the significant role which the Dom Marmion society plays within the community of Dundrum. The Council are not aware of any plans to close the Dom Marmion Centre.</p> <p>Recognising the important role of the Dom Marmion Centre, the DLAP states under Site Development Framework – – Don Marmion that a Guiding Principles is “<i>To address whether existing uses in Dom Marmion House may need to be facilitated in any new redevelopment on the site or elsewhere</i>”.</p> <p>Any proposed redevelopment of the site would be required to meet car parking standards as set out in the overarching CDP 2022 – 2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
meeting rooms that can be booked by local voluntary groups.		
<b>A. Movement Objectives</b>		
i. Submission suggests provision of Luas stop at DM site. Notes existing Luas stops do not provide convenient/safe access to town centre. Notes re-development of DM site affords opportunity to provide Luas link, underground car park and plaza.	<a href="#">B0090</a>	<p>The Executive note the issue raised.</p> <p>Provision of a new Luas stop at DM falls beyond the remit of the Council and under the remit of Transport Infrastructure Ireland (TII). The LAP does however propose to improve access arrangements and the relationship of existing Luas stops to the town.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>• Considers development proposed for DM site would impact outdoor amenity of and accessibility to Holy Cross NS.</li> <li>• Children access through the entrance that adjoins the DM car park (which, according to the plan provided will include two residential blocks) and will no longer be accessible in the same way.</li> <li>• Submission considers that the plan makes little reference to the needs of the school community.</li> <li>• Submission expresses satisfaction with Safe Routes to School programme but considers what is shown in LAP is different to original plans.</li> <li>• Considers that it is not practical to remove all drop off facilities for cars from the DM car park side of the school.</li> <li>• Fig 2.14 includes a garden which is part of Holy Cross School.</li> <li>• Fig 2.17 on page 28 includes school yard which is in part covered in astro turf.</li> </ul>	<a href="#">B0104</a> <a href="#">B0361</a> <a href="#">B0386</a> <a href="#">B0431</a> <a href="#">B0562</a> <a href="#">B0724</a> <a href="#">B0761</a>	<p>The Executive note the issues raised but would not agree that the plan makes little reference to the needs of the school community at Holy Cross School.</p> <p>Section 2.9.4 contains multiple references to the school.</p> <ul style="list-style-type: none"> <li>• Table 2.3 identifies improving access to the school as an opportunity.</li> <li>• Objective DM1 states <i>“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)”</i>.</li> <li>• It is considered that this objective will ensure that those with mobility issues will be able to access the school.</li> <li>• Objective DM3 states <i>“Any redevelopment of the site shall: 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.”</i></li> <li>• Objective DM4 states <i>“Any redevelopment of the site shall: 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”</i>.</li> </ul>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>(see chapter 4 for submissions on wider transport changes and implications for adjoining school site)</p>		<p>The aerial photo delineating the developable site in figure 2.14 inadvertently includes a small portion of land to the north which is part of the school amenity grounds. This should be rectified.</p> <p>Green areas are also shown in Holy cross school which should be removed.</p> <p><b>Recommendation</b>  Amend boundary shown in figure 2.14 to remove area of school inadvertently shown within the boundary:</p>   <p>Remove greening in figures 2.15, 2.16 and 2.17 shown on lands pertaining to Holy cross school. – see area marked with red ‘X’ below:</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		
<p>iii. Submission from the DoE supports objective DM1 in relation to ‘safe routes to school’ and access to Holy Cross school.</p>	<p><a href="#">B0618</a></p>	<p>The Executive notes and welcome the support for DM1.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Support improving school safety and realm upgrades at the DM KDA.</p>	<p><a href="#">B0578</a></p>	<p>The Executive notes and welcome the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>B. Placemaking Objectives</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Suggest removing the reference to retail from DM3’s ground floor, instead proposing active residential uses and potential commercial activity.</li> <li>• Considers street-fronting retail space proposed is unnecessary, noting large volume of retail space proposed at Main Street/village area.</li> <li>• Considers childcare facility proposed at site should instead be provided at OSC development or other largescale apartment developments.</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0386</a></p>	<p>The Executive notes the issue raised.</p> <p>The submitter considers that retail is not likely to work on that side of the road distant from any other retail and considers that objectives should refer to residential uses with potential for other commercial activity. As DM3 states “Any redevelopment of the site shall: Provide active retail/commercial ground floor uses on Sandyford Road.” which allows consideration of commercial or retail uses it is not considered that any change is required.</p> <p>There is already a requirement for childcare provision on the OSC site.</p>



Issues	Sub. No.	Executive’s Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Built Form Objectives</b></p>		
<p>i. Submissions raise issues in relation to any future redevelopment of the site as follows:</p> <ul style="list-style-type: none"> <li>• Considers that DM site could show an additional block adjoining Luas line.</li> <li>• Expresses concern at any taller residential buildings on DM site due to potential impact on the school.</li> </ul>	<p><a href="#">B0545</a> <a href="#">B0562</a></p>	<p>The Executive note the issue raised.</p> <p>Unlike the KDAs for the 2 key regeneration sites the built form figure for the DM site does not show a block layout and simply shows the requirement for active frontage along the Sandyford Road and also areas for public realm/green space.</p> <p>A block may be accommodated to the rear of the site and this was shown in the background work that was done for the site. See Background paper – Dundrum Development sites.</p> <p>However, for this smaller KDA site of DM it was considered that a built form figure simply showing active frontage along Sandyford Road was more appropriate as there are a number of issues which require teasing out on the site – such as retaining the drop off area for Holy Cross School, the provision of green space, and addressing the Dom Marmion Centre. A block layout can be teased out a planning application stage and the objectives contained in section 2.9.4.3 including those pertaining to plot ratio will dictate any proposed layout for a future development.</p> <p>It is recommended that a line be added to this effect.</p> <p><b>Recommendation.</b> Amend section 2.9.4.3 as follows: Add a line at end of first paragraph on page 27 <i>(Figures 2.15, 2.16 – 2.17 do not purport to show an indicative layout but simply shows proposed active frontage on Sandyford Road.)</i></p>
<p><b>3.2.9 Section 2.9.5 Former Central Mental Hospital Key Development Area (CMH KDA)</b></p>		
<p>i. Considers that the LAP should include objectives for the Dundrum Road south of the CMH site as it looks like the focus has been directed to the north of the CMH and the vital link to the south has been forgotten.</p>	<p><a href="#">B0453</a></p>	<p>The Executive notes the issue raised but would not agree that the focus has been directed to the north of the CMH and the vital link to the south has been forgotten.</p> <p>The 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</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>neighbourhoods is set out in table 2.4 of section 2.9.5 of the DLAP. Objective CMH2: states that 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.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions are:</p> <ul style="list-style-type: none"> <li>• Supportive of identification of CMH site as KDA.</li> <li>• Supportive of walkable and accessible public spaces at same.</li> </ul>	<p><a href="#">B0503</a> <a href="#">B0578</a></p>	<p>The Executive note and welcome the support for identification of CMH site as a KDA.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission:</p> <ul style="list-style-type: none"> <li>• Refers to CMH site as being under ownership of LDA (Section 2.9.5), whereas the OPW are the current landowners.</li> <li>• Refers to single access to CMH site from Churchtown Road (Section 2.9.5, second paragraph), whereas this should refer to access from Dundrum Road.</li> </ul>	<p><a href="#">B0503</a></p>	<p>The Executive note the issues raised.</p> <p><b>Recommendation</b> Amend section 2.9.5 as follows: <i>The overall site extends to approximately 11.3 hectares. <del>and the entire site currently falls under the ownership of the Land Development Agency (LDA).</del> Access to the site is currently gained from a single access point on the <u>Dundrum Churchtown</u> Road for both vehicular and pedestrian traffic.</i></p>
<p><b>A. Placemaking Objectives</b></p>		
<p>i. Submission requests omission of CMH3 and replacement with objective requiring phasing plan which ensures delivery of sufficient open spaces to serve residents in line with completion/occupation of residential blocks</p>	<p><a href="#">B0503</a></p>	<p>The Executive note the issue raised.</p> <p>Notwithstanding any conditions attached to any current permission on site the existing wording of CMH3 which ensures that 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 is considered appropriate given the quantum of new home the site can accommodate and the requirement for open space in the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
ii. Submission welcomes provision in Objective CMH3 to provide pedestrian/cycle link with Larchfield Road via open space, noting this is provided for in existing permission	<a href="#">B0503</a>	The Executive note the issue raised.  <b>Recommendation</b> No change to Draft Plan.
<b>B. Built Form Objectives</b>		
i. Submission from the DoE notes the constraints on potential residential use within the former CMH building and that education is listed as a possibility at this location	<a href="#">B0618</a>	The Executive note the issues raised.  It is noted that the DoE have indicated that they make require an additional primary school site within the plan area depending on how other school sites progress. The existing buildings at the former CMH may provide an option for a school and as noted in the submission that section states that <i>“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 <b>educational</b> use”</i> . It is considered that reference to educational use could be also included in CMH10. (see also section 3.3 below)  <b>Recommendation</b> Amend CMH 10 as follows: <i>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 CDP 2022 - 2028 including offices (SLO 122), medical centre, childcare, <u>educational</u>, local retail, cafe and community uses.</i>
ii. Submits that the proposed community and leisure facility on the former CMH site will require extensive public consultation and should consider the needs of amateur drama groups in the area.	<a href="#">B0564</a>	Th executive notes the issue raised. <a href="#">The exact end users of the proposed community and leisure group is beyond the remit of the LAP.</a>  <b>Recommendation.</b> No change to Draf Plan
iii. Submission suggests that there is potential to initiate a 'Housing First' development at the CMH site to house homeless.	<a href="#">B0608</a>	The Executive notes the issue raised. <a href="#">This is not a Local Area Plan issue.</a>  <b>Recommendation</b> No change to Draft Plan.

### 3.3 Chapter 3 – People and Homes

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.3.1 Section 3.2 People</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>Notes developments outside of Dundrum increasing population and raises concerns that these would place pressure on services in the area.</li> <li>Notes the large elderly population of Dundrum.</li> <li>Considers that demographics used are incorrect as surrounding areas have been omitted.</li> </ul>	<p><a href="#">B0109</a> <a href="#">B0171</a> <a href="#">B0612</a></p>	<p>The Executive notes the issues raised.</p> <p>Given the location of Dundrum within the county and indeed the metropolitan area of Dublin with high frequency public transport links and proximity to the M50, the Executive fully acknowledge that existing and future developments within the DLAP boundary do and will continue to serve a wider area. The projected population increase within the DLAP area not only accounts for natural changes to the existing population base of the area but incorporates anticipated in-migration to the area that would occur through the availability of additional housing stock in the area.</p> <p>A wider area has been used in the assessment for the provision of services to serve the area. This is highlighted with the study areas for both the ABTA and the Dundrum CCCAP extending well beyond the LAP boundary, as illustrated in figures 1.8 and 1.9 respectfully in Chapter 1 of the Draft LAP. In addition, the DoE take account of areas beyond the LAP boundary in determining future school requirements. In their submission to the Draft LAP, the DoE refers to the provision of schools (specially post primary) in the Goatstown area that would serve the LAP area (see submission <a href="#">B0618</a>).</p> <p>The demographics, including the older population of the area, have been set out in a background paper "<a href="#">Demographic and Housing Analysis</a>" that has informed the policy approach for the Draft LAP. Section 3.4 of this paper sets out the age profile of the area as taken from Census 2016, noting that 13.6% of the population within the LAP boundary were aged 65 and over at that time. The age profile is expanded into smaller age brackets in Appendix A of the paper. Section 4.3 'Age Profile' within the conclusions of the paper acknowledges that the 65+ age bracket would likely increase over the life of the LAP stating that as the "<i>working age population passes retirement age over the coming years, it will be important to ensure that sufficient additional age-friendly accommodation, services and amenities are in place.</i>"</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>The age profile of the area is further acknowledged in the background paper "<a href="#">Policy Approach for Age Friendly Housing / Housing for people with a Disability</a>". Section 3 of this paper states "<i>per the 2016 census, 13.6% of the population within the DLAP area were aged 65+ with approximately 15% of the population were aged 50+. Having regard to the demographic analysis carried out, it is considered that the percentage of older people, that being aged 65+ will rise over the lifetime of the DLAP and beyond.</i>"</p> <p>Having regard to the recommendations made with regard to housing for older people, the Draft LAP includes:</p> <ul style="list-style-type: none"> <li>• Policy DLAP20 – 'Housing Options' which promotes aging in place, rightsizing, universal access and adaptable homes.</li> <li>• Objective H2 – 'Housing for All' which requires a minimum of 25% of residential units (in developments of 10+ units) to be designed to facilitate an ageing population / people with a disability.</li> </ul> <p>While age profile data is set out within background papers, this is not included in the Draft LAP. It is therefore recommended that age profile detail from census 2016 is incorporated into Section 1.8 in Chapter 1. It is important to note that at the time of preparing the Draft LAP and this CE report, the small area data from Census 2022, that would provide up to date population figures and age profiles for the plan area, has not been published.</p> <p><b>Recommendation</b> Update Section 1.8 in Chapter 1 to include detail with regard to the age profile of the area.</p>
<p>ii. Submission supports DLAP7: Provision of SNI uses and delivery of the ten-minute neighbourhood and DLAP8: Co-location of Community Facilities, Policy DLAP9: School Facilities</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Supportive of proposals for additional community space and visual/environmental improvements to village area.</p>	<p><a href="#">B0578</a> <a href="#">B0597</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>A. Section 3.2.3 Sustainable Neighbourhood Infrastructure</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Request that the LAP is accompanied by a comprehensive assessment of local infrastructure including schools and healthcare.</li> <li>• Highlights the need to intensify high quality public amenities to support future growth.</li> <li>• Express concerns that there are community infrastructure constraints.</li> <li>• Consider more social, cultural and community facilities should be provided.</li> <li>• Concerned that increased population will place pressure on health facilities and schools.</li> </ul>	<p><a href="#">B0066</a>  <a href="#">B0095</a>  <a href="#">B0115</a>  <a href="#">B0166</a>  <a href="#">B0196</a>  <a href="#">B0214</a>  <a href="#">B0386</a>  <a href="#">B0392</a></p>	<p>The Executive notes the issues raised and agrees that additional amenities are required to cater for existing and future residents, and as such, this has been incorporated into the Draft LAP.</p> <p>In order to ensure that the area is adequately served by amenities, including community, civic, cultural, education, health, childcare and open space / play facilities, the Draft LAP was:</p> <ul style="list-style-type: none"> <li>• Informed by the recommendations of the Dundrum CCCAP, as set out in Section 3.2.4, Chapter 3.</li> <li>• Includes an audit of existing sustainable neighbourhood infrastructure facilities (SNI) (refer figure 3.1, Chapter 3), existing playgrounds (refer figure 3.2, Chapter 3) and existing childcare facilities (refer figure 3.3, chapter 3).</li> <li>• Prepared in consultation with and informed by the requirements of the Department of Education.</li> </ul> <p>On foot of the above, the Draft LAP includes a suite of policies and objectives aimed at ensuring that the plan area provides for adequate supporting SNI facilities in Chapter 3 including:</p> <p>Policies:</p> <ul style="list-style-type: none"> <li>• DLAP7 – ‘Provision of SNI uses and delivery of the ten minute neighbourhood’</li> <li>• DLAP 9 – ‘School Facilities’</li> <li>• DLAP 11 – ‘Healthcare’</li> <li>• DLAP12 – ‘Childcare Facilities’</li> <li>•</li> </ul> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• P1 – ‘School Provision’</li> <li>• P2 – ‘Play Facilities’</li> <li>• P3 – ‘Dundrum Community, Cultural and Civic Centre’</li> <li>• P4 – ‘Multi-functional community and leisure facility’</li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>Chapter 2 in the Draft LAP incorporates specific requirements for each KDA identified in the plan area and Section 5.4.3 Green Infrastructure – Parks and Recreation' in Chapter 5 sets out objectives aimed at improving and increasing the provision of open space within the plan area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission:</p> <ul style="list-style-type: none"> <li>Notes that Holy Cross Parish Centre can be used by all the community not just parishioners per section 3.2.3.1. Many non-parish groups use it.</li> <li>Dom Marmion Hall is non-denominational.</li> </ul>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issues raised.</p> <p><b>Recommendation</b> Amend text in Section 3.2.3.1 as follows: <i>“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 <u>and the wider community.</u>”</i></p> <p><i>“The Dom Marmion Hall is a local <del>the local Catholic Church</del> hall <u>and hosting the Dom Marmion Society</u>, 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” .</i></p>
<p><b>B. Section 3.2.3.2 Existing Schools and Educational Facilities</b></p>		
<p>i. Submissions state that the student enrolment figures for Gaelscoil na Fuinseoige provided in section 3.2.3.2 of Draft LAP are inaccurate. Submissions notes the status and timeframe for the location of Goatstown Educate Together. Considers the photo of Goatstown Educate Together on pg 37 of Draft LAP is not appropriate given that the location is temporary.</p>	<p><a href="#">B0028</a> <a href="#">B0216</a> <a href="#">B0453</a> <a href="#">B0680</a></p>	<p>The Executive notes the issues raised.</p> <p>It is acknowledged that the enrolment figure for Gaelscoil Fuinseoigie is incorrect. Various figures hv been put forward in the submission received. The correct figure according to their website as of August 2023 is 206 students. It is noted that some submissions state that this will increase to 270 in September.</p> <p><b>Recommendation</b> Update section 3.2.3.2 as follows: <i>“Gaelscoil Na Fuinseoige is located at Finsbury Park, off the Churchtown Road Upper and it <u>currently</u> provides primary level education in a mixed, multidenominational environment to <u>206 99</u> students.”</i></p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>Relabel photo on page 37 as follows:  <i>Former Notre Dame School - Temporary location of Goatstown Educate Together Secondary School (Former Notre Dame)</i></p>
<p>ii. Submission:</p> <ul style="list-style-type: none"> <li>• Welcomes acknowledgement in Draft LAP of need to provide sufficient school places in the area</li> <li>• Suggests that more schools are needed in the area.</li> <li>• Would welcome school availability for future increased working parent population.</li> <li>• Concerned that future additional population will exacerbate demand for school places in area.</li> </ul>	<p><a href="#">B0095</a>  <a href="#">B0227</a>  <a href="#">B0592</a>  <a href="#">B0594</a></p>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP was prepared in consultation with the DoE who require the provision of a new 24 classroom primary school to cater for the projected population growth in the area. This requirement is set out in Section 3.2.3.3 ‘Future school requirements’ which acknowledges that this could be provided within the former Notre Dame School site once the existing temporary school is relocated to its permanent site at the nearby IGBs site in Goatstown.</p> <p>It is envisaged that post primary school provision could be accommodated outside the LAP area, including at the IGBs site.</p> <p>School requirements are set out under Policy DLAP9 – ‘School Facilities’ and Objective P1 – ‘School Provision’ in Chapter 3.</p> <p>DLR work closely with The DoE to identify sites for future schools across the County. While Policy DLAP9 and Objective P1 supports the provision and improvement of schools and their facilities, the delivery of school infrastructure is a matter for the DoE.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p>iii. Submissions:</p> <ul style="list-style-type: none"> <li>• States that LAP makes no mention of Goatstown Educate Together primary school, now located temporarily on Fernbank / Notre Dame site.</li> <li>• Highlights no information is provided as to DoE’s future plans for site once this school has moved to a permanent site.</li> <li>• Considers this omission diminishes role of area as key locus for schools.</li> </ul>	<p><a href="#">B0216</a>  <a href="#">B0680</a></p>	<p>The Executive notes the issue raised.</p> <p>The Goatstown Educate Together school, which is temporarily located at the former Notre Dame site, is referenced in Chapter 3 under the following sections:</p> <ul style="list-style-type: none"> <li>• Section 3.2.3.2 ‘Existing Schools and Educational Facilities’, subsection ‘ii. Post-Primary Schools’ which states: “<i>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</i></li> </ul>



Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Acknowledges LAP objective to retain educational facility at site.</li> <li>Seeks more defined policy in LAP regarding Notre Dame site and provision of permanent school at site.</li> <li>Considers schools at this site should be included in Safe Routes to School objective.</li> </ul>		<p><i>LAP boundary. This school plans to re-locate to a proposed permanent campus at the IGB Recreation Site on Goatstown Road, adjacent to the eastern LAP boundary”.</i></p> <ul style="list-style-type: none"> <li>Section 3.2.3.3 ‘Future school requirements’, which states: <i>“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..”</i></li> </ul> <p>School requirements for the LAP area are set out in Chapter 3 under Policy DLAP9 – ‘School Facilities’ and Objective P1 – ‘School Provision’ which states: <i>“It is an objective to: Retain and/or provide for education use on lands within the former Notre Dame school site...”</i></p> <p>Policy DLAP30 – ‘Safe Schools’ in Chapter 4 supports the safe routes to school scheme within the LAP area, stating: <i>“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.”</i></p> <p>A submission received from the DoE (see submission <a href="#">B0618</a>) on the Draft LAP sets out future plans with regard to school provision in the area, including for the relocation of the temporary school to the IGB site in Goatstown. While Policy DLAP9 and Objective P1 supports the provision and improvement of schools and their facilities, the delivery of school infrastructure is a matter for the DoE. An Taisce Green-Schools coordinates the safe routes to school programme.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>iv.</b> Welcomes continuing use of the former Notre Dame site for education use and considers campus should be modernised in order to cater for the existing permanent school on site. Suggests that schools and future schools inside and just outside the plan area should be supported, particularly their open spaces.</p>	<p><a href="#">B0545</a></p>	<p>The Executive note the issue raised.</p> <p>Section 3.2.3.3 ‘Future school requirements’ in Chapter 3 refers to future school requirements for the LAP area and includes Policy DLAP9 – ‘School Facilities’ and Objective P1 – ‘School Provision’ ensuring that adequate school provision is catered for within the LAP area.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>Policy Objective PHP7: ‘Schools’ in Chapter 4 of the CDP 2022-2028 supports the provision of schools across the county.</p> <p>It is noted that a submission received from the DoE (see submission <a href="#">B0618</a>) on the Draft LAP sets out future plans with regard to school provision both within and immediately adjoining the area, including for the relocation of the temporary school within lands at that former Notre Dame site to the IGB site in Goatstown.</p> <p>DLR work closely with The DoE to identify sites for future schools across the County. While Policy Objective PHP7 in the CDP, and Policy DLAP9 and Objective P1 in the Draft LAP, supports the provision and improvement of schools and their facilities, the delivery of school infrastructure is a matter for the DoE.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission from the DoE welcomes the continued engagement with the council with regard to school provision.</p> <p>The Department acknowledges the policies DLAP7, DLAP8, and DLAP9 and notes the existing schools listed under Section 3.2.3.2. It is advised that the Goatstown Educate Together is temporarily located in the former Notre Dame Campus until such time as it moves to its permanent campus at the IGB (IGB) site in Goatstown.</p> <p>The Department hopes that the new post-primary school at the IGB would have capacity to cater for students from the LAP area, however, they will continue to monitor and review post primary requirements. In addition, the Department notes that there will likely be a growth in special education needs (SEN) at both primary and post primary level. The Department will consult with the council if and when additional SEN accommodation is required.</p>	<p><a href="#">B0618</a></p>	<p>The Executive notes and welcomes the support from the DoE.</p> <p>DLR will continue to work closely with The DoE to identify sites for future schools across the County.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>The Department notes that unforeseen circumstances, such as the Ukrainian crisis, may place additional pressure on school places. The Department will continue to engage with the council with regard to the review of existing or future school provision.</p>		
<p>vi. Submission from the DoE welcomes Section 3.2.3.3 ‘Future School Requirements’ noting consultation between the Department and the Council as part of the preparation of the Draft LAP, advising that a 24 classroom school would be required to cater for the projected population in the area.</p> <p>The Department notes that there is little spare capacity in existing primary schools and supports Objective P1 that seeks to retain school use at the former Notre Dame Campus site where a future school could be located. It is noted, however, that this site is a contingency site in the event that a primary school cannot be developed on another site outside the LAP. Given this uncertainty, the DoE consider it prudent to zone additional land within the LAP for a primary school.</p>	<p><a href="#">B0618</a></p>	<p>The Executive notes the issue raised.</p> <p>Objective P1 – ‘School Provision’ states:</p> <p><i>“It is an objective to:</i></p> <ul style="list-style-type: none"> <li>• <i>Retain and/or provide for education use on lands within the former Notre Dame school site.</i></li> <li>• <i>To promote the use of urban typologies in the design of any education facilities on the site.</i></li> <li>• <i>Encourage linkages from any education facility into the green space at Finsbury Park.”</i></li> </ul> <p>Following the relocation of the temporary post primary school within the lands on the former Notre Dame site, it is envisaged that the site would allow for the provision of a 24 classroom primary school through the use of a more urban typology and through sharing of facilities / open space (as required) with the existing primary school and/or Finsbury Park, maximising efficient use of land within the site.</p> <p>Through the promotion of urban typologies in school design, it is envisaged that existing schools within the plan area may have scope to expand through more efficient use of their current sites.</p> <p>Section 2.9.5.2 ‘Vision’ for the former CMH KDA, in Chapter 2 notes that there are constraints in finding suitable uses for the former hospital building and states <i>“another use may be possible on this site, in particular the main building, e.g. office, hotel, community or educational use.”</i> This may, subject to feasibility, offer an additional location for future school use should the need arise. It is therefore recommended to amend the first bullet under Objective CMH10 in Chapter 2 to include ‘education’ to align with the text in the vision.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>DLR will continue to work closely with The DoE to identify sites for future schools across the County.</p> <p><b>Recommendation</b>                      Add ‘education’ to the range of complementary uses set out in the first bullet under Objective CMH10, Chapter 2.</p>
<p>vii. Submission from the DoE notes the four existing primary schools within the LAP boundary stating their preference to expand these existing facilities. In this regard, the Department requests that the council examines the potential to provide protection buffers around each school to enable them to expand.</p>	<p><a href="#">B0618</a></p>	<p>The Executive notes the issue raised.</p> <p>Each of the existing school, sites within the LAP area are afforded protection for future development through land use zoning objectives in the CDP 2022-2028. In this regard, it is noted that all of the existing schools in the plan area are subject to either the land use zoning objective SNI – <i>“To protect, improve and encourage the provision of sustainable neighbourhood infrastructure”</i> or, in the case of Holy Cross School, have SLO 10 applied which states <i>“To retain, improve and encourage the provision of sustainable neighbourhood infrastructure facilities”</i>.</p> <p>Policy Objective Policy Objective PHP2: ‘Sustainable Neighbourhood Infrastructure’ in the CDP states <i>“It is a Policy Objective to: Protect and improve existing sustainable neighbourhood infrastructure as appropriate...”</i>, this would apply to the improvement of schools subject to the SNI zoning and SLO 10. In addition, Policy Objective PHP7: ‘Schools’ in the CDP states: <i>“It is a Policy Objective to protect existing schools and their amenities and ensure the reservation of primary and post-primary school sites in line with the requirements of the relevant education authorities and to support the provision of school facilities and the development / redevelopment of existing schools for educational and other sustainable community infrastructure uses throughout the County”</i>.</p> <p>The Draft LAP complements the policy objectives of the CDP through Policy DLAP9 – ‘School Facilities’ and Objective P1 – ‘School Provision’ which promote and support development of schools locally.</p> <p>Through the promotion of urban typologies in school design per Objective P1, it is envisaged that existing schools within the plan area may have scope to expand though more efficient use of their current sites. Such development would be supported by the land use zoning</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>objectives of each school. It is therefore not considered necessary to employ the use of buffers around existing school sites.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission:</p> <ul style="list-style-type: none"> <li>• Considers that the educational listings should include adult education provision currently provided by D.A.T.E (Dundrum Adult Training and Education)</li> <li>• Requests inclusion of the School of Music in the OSC site in list of educational facilities in Section 3.2.3.2.</li> </ul>	<p><a href="#">B0428</a> <a href="#">B0508</a></p>	<p>The Executive notes the issue raise.</p> <p>Section 3.2.3.2 sets out existing primary schools, post primary schools and further and higher education facilities. The school of music does not fall within any of these categories, however, the D.A.T.E is considered to be within the further education category.</p> <p><b>Recommendation</b> Add a new bullet to Section 3.2.3.2 Existing Schools and Educational Facilities, subsection iii. 'Further and Higher Education Facilities':</p> <ul style="list-style-type: none"> <li>• <i>"Dundrum Adult Training and Education (Dundrum Town Centre Shopping Centre)".</i></li> </ul>
<p>ix. Submission proposes that dlr should engage proactively with the Dublin Dun Laoghaire Education and Training Board with a view to partnership and joint learning programmes which maximise the offering of each to the people of Dundrum and surrounding areas, and which offer scope for a collaboration and sharing of the Dundrum College of Further Education.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised, however, this not a LAP issue.</p> <p><b>Recommendation</b> No change to draft Plan</p>
<p>x. Concerned at increased traffic pressure/air pollution due to projected expansion of Gaeilscoil na Fuinseoige, if driving is main means of school transport.</p>	<p><a href="#">B0622</a></p>	<p>The Executive notes the issue raised.</p> <p>The Draft LAP strongly supports a modal shift away from the private car to more sustainable forms of transport as set out in a suite of policies and objective in Chapter 4. Policies and objectives in the Draft LAP seek to improve connections for both pedestrians and cyclists throughout the plan area providing safe and attractive routes for all users.</p> <p>Policy DLAP30 – 'Safe Schools' in Chapter 4 supports the safe routes to school programme within the LAP area, stating: <i>"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."</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>While it is acknowledged that there will be a certain number of staff and pupils who will rely upon the use of a car to travel to/from school, it is noted that the national 'Climate Action Plan 2021 Securing Our Future' has ambitious targets for the uptake of electric vehicles (EVs), with a target of having 945,000 EVs on the road by 2030, thereby reducing emissions from vehicular traffic. However, having regard to the policies and objectives set out in Chapter 4 of the Draft LAP, it is envisaged that travel to schools will become less reliant upon the private car.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>C. Section 3.2.3.5 Play Facilities</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Would welcome safe play/playground for children in the old Dundrum Village area.</li> <li>• Suggests space to the north of Taney cross under Luas bridge (adjacent the new bus lay-by shown) be used for kids to play.</li> <li>• Objective P2 should be expanded to include the objective of specifically providing play facilities in the local public park included as objective OSC7 on the OSC site in addition to Finsbury Park</li> <li>• Recommends a new policy as follows "It is the policy to provide unstructured play opportunities as part of public realm enhancement in Dundrum Village."</li> </ul>	<p><a href="#">B0227</a> <a href="#">B0261</a> <a href="#">B0508</a> <a href="#">B0513</a> <a href="#">B0661</a></p>	<p>The Executive notes the issue raised and agrees that there may be potential for unstructured play within the public realm.</p> <p>Objective OSC7 in Chapter 2 refers to public spaces within the OSC site and requires "<i>a new community focused local public park at grade on Main Street</i>" and Figure 3.2 'Existing play and play opportunities in DLAP' in Section 3.2.3.5 'Play Facilities', Chapter 3, identifies areas where opportunity exists to provide a playground including within the OSC site.</p> <p>A playground is proposed by the council in the open space at Finsbury Park and as identified on Figure 3.2 in Chapter 4 of the Draft LAP, and with the provision of a local park as part of the OSC redevelopment, there is opportunity to incorporate a playground here. There may also be opportunity to provide informal play opportunities within the new local park and, where feasible, as part of other public realm improvements.</p> <p><b>Recommendation:</b> Amend Objective P2 as follows: <i>"It is an objective to provide inclusive and accessible play facilities within the DLAP area in accordance with <a href="#">figure 3.2</a>, site framework strategies in Chapter 2 and at <a href="#">other suitable locations</a>. <a href="#">A playground is proposed in including the neighbourhood park associated with Finsbury Park open space and the Council will investigate the feasibility of providing unstructured play opportunities through enhanced public realm projects.</a>"</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
ii. Submission welcomes playground at Finsbury Park	<a href="#">B0457</a> <a href="#">B0481</a>	The Executive notes and welcomes the support.  <b>Recommendation</b> No change to Draft Plan.
iii. Submission: <ul style="list-style-type: none"> <li>considers that a playground in Finsbury Park would result in decreased green areas, attract more traffic and potentially antisocial behavior.</li> <li>Submission considers that the centre of the village would be a better location.</li> </ul>	<a href="#">B0490</a>	The Executive notes the issue raised.  The open space at Finsbury is within walking distance to the centre of Dundrum. A playground at this location will enhance the open space, add to its amenity value and facilitate greater usage of the space and as a result create a safer public open space.  As identified on Figure 3.2 in Chapter 4 of the Draft LAP, there is also an opportunity for additional play in the centre of the village though the future development of the OSC site.  <b>Recommendation</b> No change to Draft Plan.
<b>D. Section 3.2.3.6 Childcare</b>		
i. Submissions: <ul style="list-style-type: none"> <li>Welcome objectives DLAP8, DLAP13 and DM3 regarding the provision of childcare facilities, and any additional wording that may be provided to strengthen these requirements. Notes importance of childcare provision (after/pre-school) as part of school facilities. Respondent does not consider Fernbank development is suitable location for childcare facility, stating that it is fully built.</li> <li>Considers that Fernbank facility should not be allowed to change use to another use.</li> <li>Would welcome Creche availability for future increased working parent population</li> </ul>	<a href="#">B0028</a> <a href="#">B0227</a> <a href="#">B0545</a>	The Executive welcomes the support provided with regard to policies and objectives for childcare provision.  Section 3.2.3.6 'Childcare' in Chapter 4 identifies existing childcare facilities within the LAP area and sets out the requirements for future childcare including at each of the 4no. KDAs detailed in Chapter 2, and at Fernbank where permission is in place for a childcare facility. Any other residential development of 75 units or more will also be required to provide a childcare facility, "unless it can be satisfactorily demonstrated that there is already an adequate provision in the area". These requirements fully accord with the requirements of Policy Objective PHP6 'Childcare Facilities' in the CDP 2022-2028  There are limited childcare places to serve the Dundrum area as can be seen from figure 3.3 (pg.40) illustrating that there are only 3no. childcare facilities within the LAP area at the time of preparing the Draft Plan. Having regard to the demographics of the area and projected population the current provision of childcare in the area is unlikely to sustain future demand. It is therefore imperative that new residential developments facilitate the provision of childcare to cater for both existing and emerging demand.

Issues	Sub. No.	Executive's Response & Recommendation
		<p>It is noted that a permitted crèche within a completed block in Fernbank has not yet been occupied by a childcare operator. A recent planning application to change the use of this facility under Reg. Ref. D23A/0007 was refused by the PA for the following reason:</p> <p><i>"The applicant has not sufficiently demonstrated that there is no local demographic or geographic need for a childcare facility on the site in the submitted Childcare Demand Assessment which fails to have regard to up to date data that accounts for the significant increases in population noted since 2016 and the significant planned future population increases, the experience of the DLR Childcare Committee in noting a significant shortage of childcare places and the need for same and Circular Letter PL3/2016 which envisages an increase in demand for childcare spaces as a result of the expansion of the Early Childhood Care Education (ECCE) Scheme. The proposed development is thus contrary to Section 4.2.1.5 Policy Objective PHP6 and Section 12.3.2.4 'Childcare Facilities' of the Dun Laoghaire Rathdown CDP 2022-2028 as it would result a large residential development without childcare facilities, significantly detracting from residential amenity of the immediate area and is contrary to the proper planning and sustainable development of the area."</i></p> <p>This decision is currently under appeal with ABP, reg. ref. ABP-316151-23.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>E. Section 3.2.4 Dundrum Community, Cultural and Civic Action Plan</b>		
<p>i. Welcomes Draft LAP support for provision of CCC building in Dundrum. Identification of the need for provision of a major community, cultural and civic centre for the area along with a plaza at the site identified at Taney Cross has the potential to be a hugely positive development for the area.</p>	<p><a href="#">B0028</a> <a href="#">B0075</a> <a href="#">B0168</a> <a href="#">B0489</a> <a href="#">B0508</a> <a href="#">B0513</a> <a href="#">B0517</a> <a href="#">B0519</a> <a href="#">B0522</a> <a href="#">B0545</a></p>	<p>The Executive notes and welcomes the support for the objectives in the draft plan as set out in both chapters 2 and 3 regarding the provision of a Community, Cultural and Civic facility in Dundrum.</p> <p>The requirement for same was an issue raised during the pre-draft consultation held in 2018. The Dundrum CCCAP was prepared in order to identify any undersupply of community infrastructure in the wider Dundrum area. 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.</p>



Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0578</a>	<p><b>Recommendation</b> See response and recommendations set out in section 3.2.7 'Section 2.9.3 Taney Cross Key Development Area (TC KDA)' above.</p>
<p>ii. Submissions highlight the benefit of the CCCAP and the provision of civic centre as:</p> <ul style="list-style-type: none"> <li>• It will provide for local arts groups for whom rehearsal space is lacking.</li> <li>• Requests inclusion of flexible classrooms / rehearsal space in this building.</li> </ul>	<a href="#">B0249</a> <a href="#">B0300</a>	<p>The Executive notes the issue raised and welcomes the support for the objectives in the draft plan as set out in both chapters 2 and 3 regarding the provision of a Community, Cultural and Civic facility in Dundrum.</p> <p>The Draft LAP does not include specific uses for the Community, Cultural and Civic Facility, rather the LAP serves as the higher level policy document which sets out an objective to provide for the facility.</p> <p>The proposed Community, Cultural and Civic Facility would be a District level facility serving a wide catchment significantly in excess of that of the LAP boundary. Any such facility would provide civic uses and a new library in addition to community type uses provided in the Dom Marmion Centre.</p> <p>The process of designing any such facility will be subject to its own timeframe, statutory, consultation, and planning process with members of the public having opportunity to engage on all matters within that process. The final design would include details of the exact uses for all floor space including community, cultural and flexible spaces.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission queries what will become of the Carnegie Library with the provision of a new civic hub?</p>	<a href="#">B0323</a>	<p>The Executive notes the issue raised.</p> <p>Having regard to the recommendations of the Dundrum CCCAP, Section 3.2.4.2 'CCCAP recommendations' in Chapter 3 of the Draft LAP, states "<i>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.</i>"</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>The proposed Community, Cultural and Civic Facility would be a District level facility serving a wide catchment significantly in excess of that of the LAP boundary. Any such facility would include a new library.</p> <p>As set out in Figure 2.2 in Chapter 2, the Carnegie Library is located within the 'Community Core' Character Area that would provide a new community focus to the northern end of the town.</p> <p>The Council is currently reviewing options for the future use of the Carnegie Library. The final use of the structure has yet to be determined, however, it is envisaged that it would be sensitively refurbished having regard to its protected structure status and its future use would be community based.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission queries the potential impact of a new civic hub on the Mill Theatre noting that the theatre struggles due to underfunding and requests if there is sufficient funding to maintain both facilities.</p>	<p><a href="#">B0323</a></p>	<p>The Executive notes the issue raised, however, this not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Seeks space for children, facilities for Irish language speakers, use of both Irish/English language in proposed cultural space in civic centre.</p>	<p><a href="#">B0731</a></p>	<p>The Executive notes the issue raised, however, this not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission queries what will happen to the Rosemount Family Resource Centre, currently located at Waldemar Terrace.</p>	<p><a href="#">B0334</a> <a href="#">B0335</a> <a href="#">B0336</a></p>	<p>The Executive notes the issue raised, however, this not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission highlights the need for community facilities in the CCCAP but considers that this has not been addressed.</p>	<p><a href="#">B0335</a> <a href="#">B0348</a></p>	<p>The Executive notes the issue raised but would not agree that the Draft LAP does not address the need for community facilities.</p> <p>Chapter 3 of the draft LAP provides a thorough and comprehensive section on provision of community facilities and includes objective P3 and P4 as follows:</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Objective P3 – Dundrum Community, Cultural and Civic Centre:</b> It is an objective to provide for a new multi-functional, purpose-built community, cultural and civic facility in a landmark building (See chapter 2 for more detailed policy objectives on design).</p> <p><b>Objective P4 - Multi-functional community and leisure facility:</b> 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.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. The final sentence of 3.2.5 dealing with site challenges should be amended to include reference to the limitations of the current tight site at Taney Cross lands in accommodating a Civic Centre.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>While the site at Taney Cross is indeed tight it also has an abundance of potential. The feasibility of using the site is being worked through by the architect's department who are working on design proposals based on the needs of the client departments. The potential exists to consider an expanded area - see 3.2 above.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submission proposes a new section to the Plan – section 3.5.1 with new objectives:</p> <ul style="list-style-type: none"> <li>• Addressing the relationship between the Civic Centre and the William Dargan Bridge.</li> <li>• Addressing the relationship between the redevelopment of the Taney Cross area and the Village.</li> <li>• Maximising Civic Space.</li> <li>• Links with the Carnegie Library.</li> <li>• The Luas Entrance.</li> <li>• The Slang River.</li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised.</p> <p>It is considered that some of the issues raised are already covered in the draft LAP and that other issues have merit and warrant proposed amendment to the draft LAP. A number of the proposed new objectives are already addressed in Chapter 2 section 2.9.3.3 which deals with the Design Principles and Objectives for the Taney Cross KDA. To have a separate section with additional objectives on a KDA in chapter 3 would be confusing and in some instances would involve duplication of content of existing objectives. The amendment and strengthening of existing objectives in chapter 2 is recommended.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>The relationship between the Civic Centre and the William Dargan Bridge is already addressed in Objective TC 7 which states as follows  <i>“The provision of a landmark building shall:</i></p> <ul style="list-style-type: none"> <li>• <i>suitably terminate the view north from the Main Street,</i></li> <li>• <i>address positively the juxtaposition of the proposed new building and the William Dargan Bridge thereby highlighting the unique qualities of each landmark structure.</i></li> <li>• <i>Comply with the requirements of the Building Height Strategy set out in the CDP. “</i></li> </ul> <p>Any proposals at Taney Cross should strengthen links with the existing Carnegie building both visually and also physically in the form of improved pedestrian and bike crossings. Upgrading the junction at Taney Cross would allow for a more direct access to the Carnegie building. The proposed wetland park area to the rear of the existing library offers potential to enhance the relationship of the Slang with any new Civic building.</p> <p>It is considered that TC7 could be strengthened to take on board the content of the submission in relation to the existing library and the Slang.</p> <p>The relationship between the redevelopment of the Taney Cross area and the Village, and the Luas entrance is addressed in TC6 as follows:  <i>“Any development shall:</i></p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>Provide a visual link between the public realm area and the local park located in any redevelopment of the old shopping centre.</i></li> <li>• <i>Provide active frontage at both street and luas level.”</i></li> </ul> <p>Figure 2.13 of the DLAP notes the potential for access to future DCCC building from the LUAS platform and upgrading LUAS access would, subject to agreement with TII, form part of the design of a new Civic Centre and the public realm.</p> <p>It is considered that TC6 could be strengthened to take on board the content of the submission.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>Civic space at Taney Cross will be central to any proposals. In relation to maximising civic space objective TC 5 states as follows:  <i>“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.”</i></p> <p>Any proposals for Taney Cross are to address and have a direct relationship with Main Street. The need for visual connections from Main Street to the proposed DCCC site and associated civic space are referenced in figure 2.8 of the DLAP Draft Plan Document</p> <p><b>Recommendation</b>                      Amend TC 6 in chapter 2, section 2.9.3.3 as follows:  <i>“Any development shall:</i></p> <ul style="list-style-type: none"> <li><i>• 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.</i></li> <li><i>• Address the relationship between the redevelopment of the Taney Cross area and the Village by providing <del>Provide</del> a visual link between the public realm area and the local park located in any redevelopment of the old shopping centre.</i></li> <li><i>• Provide active frontage at both street and luas level.”</i></li> </ul> <p>Amend TC7 as follows:</p> <p><i>“The provision of a landmark building shall:</i></p> <ul style="list-style-type: none"> <li><i>• suitably terminate the view north from the Main Street,</i></li> <li><i>• address positively the juxtaposition of the proposed new building and the William Dargan Bridge thereby highlighting the unique qualities of each landmark structure.</i></li> <li><i>• address positively the relationship of the proposed new building with the existing Carnegie library building and the Slang.</i></li> <li><i>• Comply with the requirements of the Building Height Strategy set out in the CDP.</i> </li></ul>
<p><b>F. 3.2.6 Inclusion</b></p>		
<p>i. Submissions consider the plan will impact and/or has not properly considered the following cohorts and raises concerns</p>	<p><a href="#">B0113</a>  <a href="#">B0154</a>  <a href="#">B0163</a></p>	<p>The Executive notes the issues raised, however disagrees that the Draft LAP has not adequately addressed the needs of all residents.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>with regard to proposals not aligning with the council’s values of inclusivity and accessibility:</p> <ul style="list-style-type: none"> <li>• the elderly,</li> <li>• school children</li> <li>• Disabled/special needs</li> <li>• Teens and young adults</li> </ul>	<p><a href="#">B0180</a>  <a href="#">B0182</a>  <a href="#">B0184</a>  <a href="#">B0230</a>  <a href="#">B0255</a>  <a href="#">B0263</a>  <a href="#">B0269</a>  <a href="#">B0288</a>  <a href="#">B0308</a>  <a href="#">B0309</a>  <a href="#">B0311</a>  <a href="#">B0322</a>  <a href="#">B0325</a>  <a href="#">B0327</a>  <a href="#">B0329</a>  <a href="#">B0351</a>  <a href="#">B0358</a>  <a href="#">B0322</a>  <a href="#">B0361</a>  <a href="#">B0372</a>  <a href="#">B0373</a>  <a href="#">B0379</a>  <a href="#">B0384</a>  <a href="#">B0402</a>  <a href="#">B0431</a>  <a href="#">B0432</a>  <a href="#">B0436</a>  <a href="#">B0496</a>  <a href="#">B0543</a>  <a href="#">B0544</a>  <a href="#">B0556</a>  <a href="#">B0612</a>  <a href="#">B0655</a>  <a href="#">B0701</a></p>	<p>The Draft LAP accords with the CDP 2022-2028 expanding upon policy objectives and guidance to provide locally specific objectives. The CDP sets out a number of policy objectives in Chapter 4 with regard to providing a more inclusive county.</p> <p>The suite of policies and objectives in the Draft LAP provide a framework for development within the LAP area. In addition, there are also a set of guiding principles set out for each of the KDAs in Chapter 2. Chapter 3 of the Draft LAP in particular sets out a number of specific policies and objectives aimed at ensuring the needs of all are considered in any proposal within the LAP area.</p> <p>Policies, Objectives, and guiding principles set out across the Draft LAP are aimed at ensuring all age groups and abilities are catered for though the lifetime of the LAP and beyond. The Draft LAP includes for the provision of:</p> <ul style="list-style-type: none"> <li>• inclusive design – public realm and buildings,</li> <li>• Improved permeability and wayfinding,</li> <li>• universal access,</li> <li>• accessible open space / public parks,</li> <li>• Changing places,</li> <li>• play facilities,</li> <li>• childcare facilities,</li> <li>• school facilities – including safe routes to school schemes,</li> <li>• Dundrum Community, Cultural and Civic Centre,</li> <li>• Multi-functional community and leisure facility (CMH)</li> <li>• healthcare facilities</li> <li>• Housing for all – including opportunities for right-sizing, social housing, student accommodation and nursing home facilities,</li> <li>• Integration with the dlr Age Friendly Strategy</li> </ul> <p><b>Recommendation</b>                      No Change to Draft Plan</p>

Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0706</a> <a href="#">B0855</a>	
<p>ii. Submission supports a more inclusive and environmentally conscious community.</p>	<a href="#">B0325</a> <a href="#">B0612</a>	<p>The Executive concurs with the sentiment raised and considers that the Draft LAP supports a more inclusive community and places a strong emphasis on improving the environment for the DLAP area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Notes a significant gap in the draft LAP for any provision of facilities for teenagers and younger children, other than in relation to schools, childcare, and limited playground development. Notes the number of young families in the area and states that public spaces need to cater for younger teenagers in particular, who need places to gather outside school, other than street corners or the new shopping centre and citing examples in other European countries.</p>	<a href="#">B0374</a>	<p>The Executive notes the issue raised.</p> <p>The Draft LAP incorporates a number of policies and objectives that would directly or indirectly cater for all age groups, including young teenagers.</p> <p>Objective P3 'Dundrum Community, Cultural and Civic Centre' and Objective P4 '– Multi-functional community and leisure facility' seek the provision of new community based facilities within the LAP area. It is envisaged that such facilities would offer space for community based services such a youth group / club.</p> <p>In addition, the Parks department have reported that there are a number of recreational and sporting facilities in the area and that the facilities in Meadowbrook Leisure Centre are currently being upgraded and will cater for teenagers and young adults :</p> <ul style="list-style-type: none"> <li>• Existing small pitches being upgraded to form one large pitch (60m x 30m) which will facilitate smaller play areas across the pitch</li> <li>• Development of a padel court and a multi-sport court with adjustable nets to facilitate a variety of sports including volleyball, padel, badminton, etc.</li> <li>• Teenager Play: 3V3 basketball court, precast concrete traversing wall/multiuse target wall, callisthenics area and a 3 lane 30m sprint track</li> <li>• A playground is planned for Finsbury Park for younger children</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>iv. Submission endorses the commitment to inclusive design of public spaces, and the policy DLAP 14 covering the Age Friendly Strategy Priorities.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission recommends enhancing the Luas entrance for those with limited mobility.</p>	<p><a href="#">B0519</a></p>	<p>The Executive notes the issues raised.</p> <p>Section 2.9.3.3 'Design Principles and Objectives' with regard to the Taney Cross KDA in Chapter 2 includes: <i>"To improve walking connectivity through the area including the provision of universal access"</i> and Objective TC3 states: <i>"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"</i>.</p> <p>Figure 2.13 of the DLAP notes the potential for access to future DCCC building from the LUAS platform and upgrading LUAS access would, subject to agreement with TII, form part of the design of a new Civic Centre and the public realm. T6 in chapter 4 also addresses this as follows</p> <p><b>Objective T6 Mobility Hub* and Luas Access Improvements</b> 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.</p> <p>It is envisaged that improved access to the Luas would be considered as part of improvements to the public realm at Taney Cross and as part of any new civic hub facility.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission urges the council to consider access for all and suggests the development of universally accessible spaces, ideally in consultation with disability groups</p>	<p><a href="#">B0608</a></p>	<p>The Executive notes the issues raised and considers that the Draft LAP addresses universal access under the provisions of Policy DLAP15 – Universal Design, which states:</p>



Issues	Sub. No.	Executive’s Response & Recommendation
		<p><i>“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”.</i></p> <p>The detailed design of any future project would be subject to further consultation through the planning consent process.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.3.2 Section 3.3 Homes</b>		
<p>i. Submissions note the significant capacity for new housing within the LAP area and welcomes and supports more housing given the:</p> <ul style="list-style-type: none"> <li>• The national importance of housing delivery</li> <li>• The location of Dundrum proximate to good public transport and employment.</li> <li>• Presence of old/decaying buildings.</li> <li>• Sites suited to development.</li> <li>• Increased housing with ample active travel options and good public transport are important factors for sustainability.</li> <li>• Projected population for the GDA and pressure on housing stock.</li> <li>• Requirement to comply with higher level policy (NPF, RSES and CDP).</li> <li>• Considers that denser housing should be the focus of the LAP.</li> <li>• Supportive of high density, high-rise development in Dublin</li> </ul>	<p><a href="#">B0023</a>  <a href="#">B0062</a>  <a href="#">B0142</a>  <a href="#">B0144</a>  <a href="#">B0146</a>  <a href="#">B0149</a>  <a href="#">B0153</a>  <a href="#">B0156</a>  <a href="#">B0159</a>  <a href="#">B0160</a>  <a href="#">B0174</a>  <a href="#">B0181</a>  <a href="#">B0192</a>  <a href="#">B0226</a>  <a href="#">B0315</a>  <a href="#">B0424</a>  <a href="#">B0522</a>  <a href="#">B0578</a>  <a href="#">B0672</a>  <a href="#">B0693</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Supportive of residential development on underutilized lands.</li> </ul>		
<p>ii. Submission objects to the giving away of public land to international developers for BTR developments. Suggests there would be multiple benefits to introducing controls ensuring BTR apartments are affordable.</p>	<p><a href="#">B0034</a></p>	<p>The Executive notes the issue raised, however ownership of land is not a matter for a LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submissions raise concerns in relation to the volume of housing / development including apartments planned for LAP lands noting:</p> <ul style="list-style-type: none"> <li>A prevalence of largescale rental developments,</li> <li>Lack of services/amenities and community.</li> <li>Impacts on traffic congestion.</li> <li>Impact of construction traffic on surrounding roads and the health of residents.</li> <li>Low occupancy rate of Fernbank apartments.</li> <li>Lack of green space in the area and that demand for this will increase with new development.</li> <li>Overdevelopment of the area.</li> <li>Negative impacts on the character of the area.</li> <li>Issues arising from recent developments including anti-social behaviour.</li> <li>Negative impact of private rental schemes.</li> <li>Dundrum does not need more high-rise apartments with no amenities for all age groups.</li> <li>Will result in a transient population.</li> <li>A prevalence of high density apartments that don’t cater to the needs of families, noting that many families have moved out of the area due to a lack of affordable family homes.</li> <li>Will impact the strong sense of community and cohesiveness.</li> </ul>	<p><a href="#">B0035</a> <a href="#">B0095</a> <a href="#">B0101</a> <a href="#">B0104</a> <a href="#">B0108</a> <a href="#">B0115</a> <a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0237</a> <a href="#">B0352</a> <a href="#">B0360</a> <a href="#">B0361</a> <a href="#">B0375</a> <a href="#">B0378</a> <a href="#">B0458</a> <a href="#">B0472</a> <a href="#">B0490</a> <a href="#">B0574</a> <a href="#">B0589</a> <a href="#">B0592</a> <a href="#">B0602</a> <a href="#">B0611</a> <a href="#">B0644</a> <a href="#">B0657</a> <a href="#">B0658</a> <a href="#">B0706</a></p>	<p>The Executive notes the issues raised and acknowledges that the area will evolve over the coming years to accommodate an increased population within the Plan area.</p> <p>It is for this reason that a LAP is required in order to guide future development that provides additional residential accommodation in a sustainable manner, having regard to both the existing and future residents of the area.</p> <p>As set out in Chapter 1 of the Draft LAP, a LAP sits within a statutory spatial planning hierarchy whereby the LAP sits below the CDP which itself is consistent with both the overarching higher level Regional Spatial and Economic Strategy (RSES) and the National Planning Framework (NPF).</p> <p>As per Section 19(2) of the Planning and Development Act, 2000 (as amended), “a local area plan 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” It may include objectives “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.”</p> <p>The National Planning Framework (NPF) has a clear focus of increasing housing supply through compact growth in existing urban and built-up areas through brownfield or infill development. The NPF states that Dublin needs to accommodate a greater proportion of growth within its metropolitan boundary. Dundrum is located within the Dublin Metropolitan Area and within the Dublin City and Suburbs area (refer page 11 of the CDP 2022-2028).</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Dundrum has a disproportionate number of small apartments for a village when a much greater mix of houses / apartments is needed.</li> <li>• Queries proportion of family size houses that will be delivered in the area, stating that many people prefer this dwelling type.</li> <li>• Concerned at large proportion of apartments amongst new residential developments, citing excessive height, overpopulation, unsuitability of BTR, units not large enough, lack of open space for existing/future population, insufficient parking provision, insufficient capacity of schools/recreational facilities.</li> <li>• Outdoor areas for these apartments are not adequate.</li> <li>• Additional housing should be of a scale appropriate to the area.</li> </ul> <p>(See also Section 3.4 Chapter 4 &amp; 3.5 Chapter 5)</p>	<p><a href="#">B0726</a>  <a href="#">B0733</a>  <a href="#">B0736</a>  <a href="#">B0737</a>  <a href="#">B0763</a>  <a href="#">B0768</a>  <a href="#">B0771</a>  <a href="#">B0777</a>  <a href="#">B0778</a>  <a href="#">B0795</a></p>	<p>The Core Strategy, or settlement strategy of the CDP identifies that there is capacity to accommodate a potential yield of between 22,763 and 25,353 residential units across the county. The lands within the LAP area are an important part of the Council’s residential land supply given the ability of lands zoned MTC and lands at the former CMH site to accommodate an appropriate proportion of the countywide residential unit yield within an existing built-up area, which is served by is served by a good public transport network, including a high frequency light rail system (Luas). As such, Dundrum is identified as a ‘Major Centre’ in the Core Strategy of the CDP 2022-2028.</p> <p>In order to facilitate compact growth within the LAP area, residential schemes will largely consist of apartment and duplex units in order to meet minimum residential densities as set out in Policy DLAP17 – ‘Residential Density’ in Chapter 4. It is important to note, however, that the Draft LAP is focused on the delivery of successful, well designed, and sustainable communities where new development integrates with existing communities and the existing built environment.</p> <p>To ensure that this can be achieved, the draft LAP incorporates a suite of policies and objectives setting out parameters for future development, not only within the KDAs identified in Chapter 2, but for the entire area. Proposals for new residential developments will be assessed in accordance with standards and guidelines set out in both LAP and, where not specified in the LAP, the CDP, this includes (but is not limited to) the provision of an appropriate mix of units designed to accord with minimum size standards and with an appropriate provision of private, communal, and public open space.</p> <p>It is envisaged that the provision of high quality residential schemes within the LAP area will provide a greater choice of accommodation for all residents, that includes larger units for families and suitably sized units that would offer existing residents who may wish to ‘rightsize’ and remain within the existing community. Such a move has the potential to free up larger houses within the area.</p> <p>As set out in Section 3.3.4 ‘Tenure’ in Chapter 3, aside from the 20% social and/or affordable provisions set out under Part V of the Planning and Development Act, 2000 (as amended), a</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>means of requiring specific tenures in individual residential schemes coming forward is not available to the PA within the current planning legislation.</p> <p>The Executive is satisfied that the policies and objectives in the Draft LAP will deliver new development together with complementary facilities and services including sustainable neighbourhood infrastructure, public transport, active travel measures and appropriate forms of accommodation to facilitate the population growth of the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>iv. Submissions:</b></p> <ul style="list-style-type: none"> <li>Request that development respects the history of the area and builds family homes.</li> <li>Support building apartments, however, current traffic issues need to be taken into account.</li> <li>Note that housing is needed, however what is proposed will not provide a good quality of life for families.</li> </ul>	<p><a href="#">B0035</a> <a href="#">B0036</a> <a href="#">B0182</a></p>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP is focused on the delivery of successful, well designed, and sustainable communities where new development integrates with existing communities and the existing built environment.</p> <p>To ensure that this can be achieved, the draft LAP incorporates a suite of policies and objectives setting out parameters for future development, not only within the KDAs identified in Chapter 2, but for the entire area. Proposals for new residential developments will be assessed in accordance with standards and guidelines set out in both LAP and, where not specified in the LAP, the CDP, this includes (but is not limited to) the provision of an appropriate mix of units designed to accord with minimum size standards and with an appropriate provision of private, communal and public open space.</p> <p>It is envisaged that the provision of high quality residential schemes within the LAP area will provide a greater choice of accommodation for all residents, that includes larger units for families and suitably sized units that would offer existing residents who may wish to 'rightsize' and remain within the existing community. Such a move has the potential to free up larger houses within the area.</p> <p>Dundrum is well served by a good public transport network, including a high frequency light rail system (Luas). The NTA Bus Connects programme will improve the bus network serving the area and active travel measures set out in Chapter 4 of the Draft LAP aim to provide a safe and connected pedestrian and cycle network throughout the LAP area and connecting</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>to the wider county network, thus enabling those who can and wish to cycle or walk to do so, freeing up road space for more car dependant residents.</p> <p>The heritage and character of Dundrum is fully recognised in the Draft LAP through a suite of policies and objectives set out in Chapter 8. The built heritage of Dundrum is also taken into account in the site frameworks set out in Chapter 2, particularly with regard to The OSC site and the former CMH site.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission supports well-designed small-scale housing schemes in Dundrum which aren't developer-led.</p>	<p><a href="#">B0212</a></p>	<p>The Executive notes the issue and would also support small-scale housing schemes at suitable locations, however, such locations are not specifically identified within the Draft LAP.</p> <p>The ownership and/or developer type for any scheme is not a matter for the LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submissions:</p> <ul style="list-style-type: none"> <li>• Requests provision of larger apartments with more storage and good quality communal space, in order to facilitate liveability.</li> <li>• Highlights importance of access to nature / open space / trees for apartment residents.</li> <li>• Need to consider unit mix, design, use of natural materials, access to light and private amenity space.</li> <li>• New housing development should provide sufficient amenities, including community facilities, workspaces and community gardens or allotments.</li> <li>• Considers that the council should build affordable housing on Main Street</li> </ul>	<p><a href="#">B0298</a> <a href="#">B0366</a> <a href="#">B0513</a> <a href="#">B0566</a> <a href="#">B0596</a> <a href="#">B0679</a></p>	<p>The Executive notes the issues raised.</p> <p>Proposals for new residential developments will be assessed in accordance with standards and guidelines set out in both LAP and, where not specified in the LAP, the CDP, this includes (but is not limited to) the provision of an appropriate mix of units designed to accord with minimum unit size and storage standards, together with an appropriate provision of private, communal, and public open space.</p> <p>In addition to the community facilities set out under Objectives P3 – 'Dundrum Community, Cultural and Civic Centre' and P4 – 'Multi-functional community and leisure facility' in Chapter 3, a communal facility may be required within a future residential scheme under the provisions of Objective H3 – 'Communal Facilities' in Chapter 4.</p> <p>Any private residential development on Main Street shall provide Part V provision of social and affordable units where applicable.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission raises concern with regard to house prices and the affordability of accommodation.</p>	<p><a href="#">B0308</a> <a href="#">B0602</a> <a href="#">B0647</a> <a href="#">B0649</a></p>	<p>The Executive notes the issue raised, however house price is not a matter for a LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Considers that there is a lack of information on how many new apartments are to be developed in the area.</p>	<p><a href="#">B0406</a> <a href="#">B0566</a></p>	<p>The Executive notes the issue raised.</p> <p>Section 1.8 'Future Population in the LAP area' in Chapter 1 of the Draft LAP sets out the existing and projected population and number of units for the plan area. The LAP area could potentially yield and additional circa 2000 residential units over the next 20 years. Having regard to the built up nature of the LAP area and the requirement to deliver compact growth within the existing built up area in accordance with policy objectives in the CDP 2022-2028, and Policy DLAP17 – 'Residential Density' in Chapter 4, it is likely that residential schemes will largely consist of apartment and duplex units.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>A. Section 3.3.4 Tenure</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Is critical of rental only developments.</li> <li>• Critical of buy to let as this does not accommodate downsizing.</li> <li>• Queries if developments will be available to buy or if they will be rental only / built by vulture funds.</li> <li>• Believes that any apartments built in the area should be available for local residents to buy and not build to rent.</li> <li>• There are too many large scale investment properties in dlr – these should be opposed by the Council.</li> <li>• Developments won't assist in the delivery of social and affordable housing.</li> </ul>	<p><a href="#">B0109</a> <a href="#">B0125</a> <a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0360</a> <a href="#">B0386</a> <a href="#">B0467</a> <a href="#">B0541</a> <a href="#">B0653</a> <a href="#">B0657</a> <a href="#">B0781</a> <a href="#">B0782</a></p>	<p>The Executive notes the issues raised.</p> <p>As set out in Section 3.3.4 'Tenure' in Chapter 3, aside from the 20% social and/or affordable provisions set out under Part V of the Planning and Development Act, 2000 (as amended), a means of requiring specific tenures in individual residential schemes is not available to the PA within the current planning legislation.</p> <p>Policies DLAP19 – DLAP23 in Chapter 4 of the Draft LAP encourage a range of housing options and a suitable mix of unit type within the plan area.</p> <p>The ownership and/or management of residential schemes is not a LAP matter.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>As set out in section 3.3.2 of the DLAP 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.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission supports an increased in social and affordable housing.</p>	<p><a href="#">B0149</a> <a href="#">B0159</a> <a href="#">B0578</a> <a href="#">B0608</a></p>	<p>The Executive notes the support provided.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission raises the issue of a lack of affordable family homes in the area, noting that many families don't want to live in apartments.</p>	<p><a href="#">B0386</a></p>	<p>The Executive notes the issue raised.</p> <p>The Draft LAP is focused on the delivery of successful, well designed, and sustainable communities. It is envisaged that the provision of high quality residential schemes within the LAP area will provide a greater choice of accommodation for all residents, that includes larger units for families and suitably sized units that would offer existing residents who may wish to 'rightsize' and remain within the existing community. Such a move has the potential to free up larger houses within the area offering a greater choice for families.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission considers developments should not primarily consist of social housing due to social issues arising.</p>	<p><a href="#">B0596</a></p>	<p>The Executive notes the issue raised.</p> <p>Policy DLAP21 – 'Social Housing' in Chapter 4 states: <i>"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 CDP 2022-2028 and the Council's Housing Strategy and HNDA."</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>Specific requirements for new residential development to provide social housing in accordance with Part V of the Planning and Development Act, 2000 (as amended), will be assessed as part of the planning consent process.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submissions:</p> <ul style="list-style-type: none"> <li>• suggest a new objective that at least 50% of the affordable homes to be built on the OSC site will be for sale.</li> <li>• Considers residential units on OSC should be for individual purchase and not rented out to large companies.</li> </ul>	<p><a href="#">B0257</a> <a href="#">B0508</a></p>	<p>The Executive notes the issues raised.</p> <p>As set out in Section 3.3.4 'Tenure' in Chapter 3, aside from the 20% social and/or affordable provisions set out under Part V of the Planning and Development Act, 2000 (as amended), a means of requiring specific tenures in individual residential schemes coming forward is not available to the PA within the current planning legislation.</p> <p>As set out in section 3.3.2 of the DLAP 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 some Planning applications and appeals currently in the system will be subject to transitional arrangements and may be assessed using earlier guidance.</p> <p>Housing on the nearby CMH lands is to be delivered by the LDA who can provide affordable purchase, cost rental and social housing units.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submissions:</p> <ul style="list-style-type: none"> <li>• Supports provision of variety of dwelling types/sizes/tenures.</li> <li>• Welcomes the prospect of a large number of affordable and cost rental homes in Dundrum noting it is important that this large enclave is well connected to Dundrum Village and not isolated.</li> </ul>	<p><a href="#">B0287</a> <a href="#">B0293</a> <a href="#">B0453</a> <a href="#">B0513</a> <a href="#">B0516</a> <a href="#">B0517</a> <a href="#">B0522</a> <a href="#">B0545</a> <a href="#">B0578</a></p>	<p>The Executive notes the issues raised.</p> <p>As set out in Section 3.3.4 'Tenure' in Chapter 3, aside from the 20% social and/or affordable provisions set out under Part V of the Planning and Development Act, 2000 (as amended), a means of requiring specific tenures in individual residential schemes coming forward is not available to the PA within the current planning legislation.</p> <p>Policy DLAP19 – 'Residential Mix' in Chapter 4 of the Draft LAP seeks to ensure that a suitable mix of house types and sizes are provided within the LAP area.</p>



Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers that the LAP should include an objective providing a well-defined mix of rental and sale in all larger developments.</li> <li>• Considers residential units should be for purchase by owner-occupiers only.</li> <li>• Requests provision of policy in LAP prohibiting BTR as they are not suitable for families and negatively impact community spirit.</li> <li>• New housing development should provide for the inclusion of a variety of housing tenures.</li> <li>• Request that DLR build duplexes/low-rise house types for sale.</li> </ul>	<p><a href="#">B0596</a>  <a href="#">B0657</a>  <a href="#">B0770</a>  <a href="#">B0771</a></p>	<p>As per the ‘Sustainable Urban Housing Design Standards for New Apartments - Guidelines for Planning Authorities’, December 2022, BTR is no longer a distinct development type.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p>vii. Seeks provision of safeguards to ensure some new apartments are available to buy.</p>	<p><a href="#">B0298</a></p>	<p>The Executive notes the issue raised.</p> <p>The DoHLGH issued ‘Regulation of Commercial Institutional Investment in Housing – Guidelines for Planning Authorities, under Section 28 of the Planning and Development Act in May 2021 and updated same in June 2023. These guidelines are aimed at ensuring that housing developments are not bulk-purchased for market rental purposes by commercial institutional investors in a manner that causes the displacement of individual purchasers and/or social and affordable housing including cost rental housing through the application of a condition to a planning decision.</p> <p>These S.28 guidelines only apply to new residential development including houses and/or duplex units. There are no provisions for apartment developments.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p>viii. Submission questions buying and selling processes of affordable housing.</p>	<p><a href="#">B0613</a></p>	<p>The Executive notes the issue raised, however, the sale and / or purchase of property is not a LAP matter.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>B. Section 3.3.5 Density</b>		
<p>i. Supportive of high-density housing being provided in Dundrum. Does not consider delivery of this would have significant impacts on character of Dundrum. Cites issues faced by younger people owning their own property. Cites accessibility of public transport and amenities in Dundrum.</p>	<p><a href="#">B0037</a>  <a href="#">B0054</a>  <a href="#">B0088</a>  <a href="#">B0476</a>  <a href="#">B0479</a>  <a href="#">B0517</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>ii. Maximum densities must be maximums and not subject to over-riding provisions set out in national planning guidance.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>The Draft LAP does not set maximum densities for development. As stated under Section 3.3.5.1 'Density and Plot Ratio', <i>"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."</i></p> <p>Policy DLAP17 – 'Residential Density' states:</p> <p><i>"It is policy to promote and support residential densities in line with policy objective PHP 18 of the CDP 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:</i></p> <ul style="list-style-type: none"> <li>• <i>Provision of adequate social and community infrastructure.</i></li> <li>• <i>Appropriate design response that considers the characteristics of the site, any development constraints and prevailing character.</i></li> <li>• <i>Appropriate mix of uses and housing typologies.</i></li> <li>• <i>The provision of high quality public open space and public amenities."</i></li> </ul> <p>Policy Objective PHP18 in the CDP 2022-2028 sets out 'minimum' densities per hectare for the county, in line with Section 28 Ministerial guidelines.</p> <p>Plot ratio is used in the Draft LAP to set parameters on the development of KDAs identified within the LAP. Specific plot ratios for the OSC site, the former CMH site and the DM site are set out in Chapter 2 of the LAP.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>The Planning Authority are aware that the Department of Housing have issued "Draft Sustainable and Compact Settlement Guidelines for Planning Authorities" for consultation.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>C. Section 3.3.5.2 Building Heights</b>		
<p>i. Submissions raise issues in relation to taller buildings in Dundrum as follows:</p> <ul style="list-style-type: none"> <li>• Impacts on the character, heritage and charm of Dundrum</li> <li>• Visual impacts.</li> <li>• Overshadowing impacts.</li> <li>• Village is too small to accommodate high rise buildings, excessive height would be detrimental to the surrounding area and is not welcome.</li> <li>• High-rise development often have significant environmental implications including increased energy consumption, decreased green spaces, and disruption to local wildlife habitats.</li> <li>• Issues with local flooding.</li> <li>• Language used in DLAP 18 is difficult to understand</li> <li>• Main St Dundrum is currently an eye sore and high-rise blocks will not improve this.</li> <li>• Heights should be 3 – 4 storeys.</li> <li>• Heights should be no more than 7 storeys</li> <li>• Supports low rise development.</li> <li>• Submits that new builds respect the current landscape and skyline and be aesthetically pleasing, no vertical sprawl.</li> </ul>	<p><a href="#">B0063</a> <a href="#">B0104</a> <a href="#">B0114</a> <a href="#">B0127</a> <a href="#">B0165</a> <a href="#">B0196</a> <a href="#">B0251</a> <a href="#">B0333</a> <a href="#">B0369</a> <a href="#">B0420</a> <a href="#">B0425</a> <a href="#">B0427</a> <a href="#">B0453</a> <a href="#">B0458</a> <a href="#">B0460</a> <a href="#">B0465</a> <a href="#">B0504</a> <a href="#">B0507</a> <a href="#">B0520</a> <a href="#">B0552</a> <a href="#">B0574</a> <a href="#">B0583</a> <a href="#">B0603</a> <a href="#">B0607</a> <a href="#">B0612</a> <a href="#">B0615</a></p>	<p>The Executive notes the issues raised.</p> <p>As one of only two Major Town Centres in the County, with good access to public transport, 2 key strategic regeneration sites (OSC and former CMH), Dundrum in accordance with national, regional and local policy in relation to heights and compact growth is a location that has the ability, subject to safeguards as set out in both the draft LAP and the CDP 2022 - 2028, to accommodate increased heights.</p> <p>The concerns expressed in submissions received are acknowledged. The draft LAP and the CDP both have in place robust policy and objectives in relation to assessment of building of height so as to ensure no negative impacts such as overshadowing, overlooking, overbearing, impact on heritage, impact on streetscape etc.</p> <p>The Executive would not concur that provision of taller buildings necessarily means less open space or disruption to local wildlife habitats. Open space provision, environmental impacts including any ecological assessment would form part of any assessment of any taller building.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0617</a> <a href="#">B0646</a> <a href="#">B0671</a> <a href="#">B0679</a> <a href="#">B0715</a> <a href="#">B0756</a> <a href="#">B0772</a> <a href="#">B0855</a>	
<p>ii. Submissions are supportive of increased height on the following grounds:</p> <ul style="list-style-type: none"> <li>• It is in line with Government Guidelines. States that apartments should be suitably sized in accordance with Objective H2.</li> <li>• Considers heights should not be restricted for new residential developments, noting need to address housing crisis.</li> </ul>	<a href="#">B0086</a> <a href="#">B0099</a> <a href="#">B0216</a>	<p>The Executive note and welcomes the support for increased height in Dundrum.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submissions propose different height restrictions for Dundrum as follows:</p> <ul style="list-style-type: none"> <li>• Considers new residential development for Dundrum should not exceed 5 storeys in height.</li> <li>• Proposes heights of 2-3 storeys for main street and 6-8 storeys for the bypass.</li> <li>• Proposes maximum height restrictions of 4 storeys for developments in village.</li> <li>• Considers heights of to 3 or 4 storeys would retain character of village.</li> <li>• The height of Usher House should be considered as a benchmark height for future development on the main street.</li> <li>• All future development should be restricted to five storeys and should be set back from the public street by 10 meters.</li> </ul>	<a href="#">B0208</a> <a href="#">B0220</a> <a href="#">B0247</a> <a href="#">B0264</a> <a href="#">B0477</a> <a href="#">B0409</a> <a href="#">B0518</a> <a href="#">B0519</a> <a href="#">B0744</a> <a href="#">B0747</a> <a href="#">B0748</a> <a href="#">B0750</a> <a href="#">B0764</a> <a href="#">B0765</a> <a href="#">B0766</a> <a href="#">B0767</a> <a href="#">B0776</a>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP sets out in chapter 2 detailed objectives on height for a number of the KDAs.</p> <p>On the OSC site Objective OSC 14 sets out that <i>“Any redevelopment of the site shall:</i></p> <ul style="list-style-type: none"> <li>• <i>Ensure heights along Main Street are generally 4 storeys with a potential 5th floor setback for blocks adjoining the proposed new local park.</i></li> <li>• <i>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.</i></li> <li>• <i>Allow for increased height at the designated point adjoining the new local park (see figure 2.9 below).</i></li> <li>• <i>Allow for greater height along the Bypass (of up to 11 storeys) in alternating heights to create visual interest.”</i></li> </ul>

Issues	Sub. No.	Executive’s Response & Recommendation
	<p><a href="#">B0777</a>  <a href="#">B0780</a>  <a href="#">B0781</a>  <a href="#">B0782</a>  <a href="#">B0783</a></p>	<p>Safeguards are also included in the objectives. On the OSC site Objective OSC 14 sets out that</p> <p><i>“Any redevelopment of the site shall:</i></p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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</i></li> </ul> <p>On the former CMH site CMH09 states as follows:</p> <p><i>“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.”</i></p> <p>The proposed height parameters for KDAs were developed following work with urban design consultants who worked with the executive on a number of the KDAs.</p> <p>Chapter 3 then sets out policy which links the draft LAP to the adopted CDP policy whereby any building of height will be assessed in accordance with the performance-based criteria included in the CDP.</p> <p>Having regard to, national and local policy, section 28 guidelines and the specific context of Dundrum, the executive consider that the height objectives and policy as set out in the draft LAP are appropriate (see also section 3.2).</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p><b>iv.</b> Submission is unsure how to object to buildings of significant height as there was no clear information available on the proposed height of the developments.</p>	<p><a href="#">B0222</a></p>	<p>The Executive notes the issue raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>It is considered that the Draft LAP provides clear guidance on heights (see response above and also section 3.2).</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission does not support statement <i>“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.”</i>. Any building height ranges set within the LAP should be adhered to.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>The Planning Authority would concur that building heights as set out in the draft LAP should be adhered to, however the overarching dlr CDP 2022 – 2028 includes policy objective BHS 2 which is consistent with SPPR 3 of the Building Height Guidelines which allows an argument to be made for increased height. However, any such proposals must be assessed against the stringent Performance Based criteria in table 5.1 of Appendix 5 of the CDP.</p> <p><i>SPPR 3 states as follows</i> <i>“It is a specific planning policy requirement that where; (A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.”</i></p> <p>The PA in the CDP subsumed the “criteria” set out in the guidelines and referenced above into the detailed performance base criteria against which proposals for increased height are assessed as set out in Appendix 5 Building Height Strategy which forms Appendix 5 of the Plan. The adopted plan complies with SPPR 3 as required by section 28 of the Planning and Development Act.</p> <p>Policy Objective BHS 2 of the dlr CDP 2022 – 2028 states as follows:</p> <p><b><i>“ Building Height in areas covered by an approved Local Area Plan or Urban Framework Plan (UFP must form part of the County Plan).</i></b> <i>It is a policy objective to promote and support proposed heights as set out in any approved statutory Local Area Plans and as set out for certain areas in this CDP (Sandyford Urban</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><i>Framework Plan area, Dundrum Urban Framework Plan Area and Dun Laoghaire Urban Framework Plan area).</i></p> <p><i>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 the areas mentioned above on the basis of placemaking. In those instances, any such proposals must be assessed in accordance with the performance based criteria set out in table 5.1 which is contained in section 5. The onus will be on the applicant to demonstrate compliance with the criteria. Within the built up area of the County increased height can be defined as buildings taller than prevailing building height in the surrounding area. Taller buildings are defined as those that are significantly taller (more than 2 storeys taller) than the prevailing height for the area."</i></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>D. Section 3.3.5.3 Residential Mix</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Object to requirements to reduce limit on proportion of 1-bed units in developments, citing figures stating these are most needed housing stock.</li> <li>• Notes the impact of providing only 1 and 2 bed units in new developments.</li> <li>• Considers that 1 and 2-bed apartments do not align with housing needs of families (due to size / limited open space) and conflicts with the vision to provide a mix within residential schemes.</li> <li>• Highlights the number of recent apartment developments of 1-2 bed units.</li> <li>• Notes the prevalence of 3 / 4 bed units in the area and states that the LAP provides an opportunity for a mix of accommodation for all ages including downsizing to free up larger homes for families.</li> </ul>	<p><a href="#">B0099</a> <a href="#">B0117</a> <a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0328</a> <a href="#">B0330</a> <a href="#">B0344</a> <a href="#">B0360</a> <a href="#">B0386</a> <a href="#">B0513</a> <a href="#">B0520</a> <a href="#">B0567</a> <a href="#">B0570</a> <a href="#">B0770</a></p>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP is focused on the delivery of successful, well designed, and sustainable communities where new development integrates with existing communities and the existing built environment.</p> <p>Proposals for new residential developments will be assessed in accordance with standards and guidelines set out in both LAP and, where not specified in the LAP, the CDP, this includes the provision of an appropriate mix of units in accordance with Policy DLAP19 – 'Residential Mix' which states:</p> <p><i>"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 CDP (or any mix requirements in any subsequent CDP). 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</i></p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Notes that apartments delivered by commercial entities are not suitable for down-sizing. The council should lead on the delivery of such units.</li> <li>• Highlights that Policy DLAP19 aligns with Section 12.4.3.1 of CDP’s residential mix objectives. Policies DLAP20 to DLAP23 encourage specific types of housing.</li> <li>• States that housing developments should be of mixed size homes enabling those who wish to move to larger homes and those who wish to move down to smaller homes to stay within their own community.</li> <li>• Submission requests that apartments are not small in size in order to facilitate long term use.</li> <li>• Considers there is a need for more 3 beds</li> <li>• Requests more bigger apartments.</li> <li>• Notes that many families prefer houses with gardens. Pushing towards predominantly apartment living could force families to buy homes farther away, affecting the environment and accessibility. The draft plan should re-balance housing types away from apartments.</li> <li>• Requests that duplexes are built.</li> </ul>		<p><i>incorporate larger flexible housing units that can be adapted to suit changing household needs.</i></p> <p><i>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.”</i></p> <p>The housing mix requirements in the CDP are informed by the demographic and housing analysis carried out as part of the HNDA for the plan. Mix requirements for proposed apartment schemes is set out in Table 12.1, Section 12.3.3.1 of the CDP 2022-2028. It is noted that there is a typo in Policy DLAP19 in the Draft LAP, in that Section 12.3.3.1 of the CDP is incorrectly stated as ‘12.4.3.1’.</p> <p>As Dundrum is an existing built up area, per Table 12.1 in the CDP, schemes of more than 50 apartment units will be required to provide:</p> <ul style="list-style-type: none"> <li>• a minimum of 20% 3-bed units,</li> <li>• no more than 30% of the scheme comprising a combination of 1-bed and studio units, and,</li> <li>• no more than 20% of the overall development comprising of studio apartments.</li> </ul> <p>Policy DLAP20 – ‘Housing Options’ in Chapter 4 of the Draft LAP supports and promotes housing options for older people and persons with a disability with Objective H2 – ‘Housing for All’ setting out the requirements in this regard for new residential development as follows:</p> <p><i>“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. ...”</i></p> <p>It is envisaged that the provision of high quality residential schemes within the LAP area will provide a greater choice of accommodation for all residents, which includes larger units for families and suitably sized units that would offer existing residents who may wish to</p>



Issues	Sub. No.	Executive’s Response & Recommendation
		<p>‘rightsize’ and remain within the existing community. Such a move has the potential to free up larger houses within the area.</p> <p><b>Recommendation</b>                      Amend text in Policy DLAP19 – Residential Mix as follows:  <i>“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 <del>12.4.3.1</del> 12.3.3.1 of the CDP...”</i></p>
<p><b>E. Section 3.3.6 Housing Options</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>Note an absence of downsizing accommodation in the area due to apartments being built as BTR.</li> <li>Consider it essential to consider the housing needs of residents.</li> <li>Highlights importance of security of tenure and design quality, noting need to maintain and/or increase standards for vulnerable groups.</li> <li>Raises concerns that developments would primarily accommodate IT professionals which would lead to an imbalance to the demographics in Dundrum.</li> <li>Submits that DLR must include provisions for appropriate design and adaptable housing units for older residents in their plans for the future as reflected by the published report by Age Friendly Ireland “Housing for Older People”.</li> <li>Suggests that there appears to be no provision for low rise (2/3) story apartments that can accommodate older people who want to downsize.</li> <li>States that communal areas/facilities should be accessible to all residents within a development.</li> <li>Considers that high rise apartments are not suitable for the elderly to live in on health and safety grounds.</li> <li>Notes the importance of providing down-sizing accommodation.</li> </ul>	<p><a href="#">B0063</a>  <a href="#">B0104</a>  <a href="#">B0216</a>  <a href="#">B0456</a>  <a href="#">B0517</a>  <a href="#">B0602</a>  <a href="#">B0693</a></p>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP is focused on the delivery of successful, well designed, and sustainable communities where new development integrates with existing communities and the existing built environment.</p> <p>Proposals for new residential developments will be assessed in accordance with standards and guidelines set out in both LAP and, where not specified in the LAP, the CDP, this includes the provision of an appropriate mix of units in accordance with Policy DLAP19 – ‘Residential Mix.’</p> <p>Policy DLAP20 – ‘Housing Options’ in Chapter 4 of the Draft LAP supports and promotes housing options for older people and persons with a disability with Objective H2 – ‘Housing for All’ setting out the requirements in this regard for new residential development as follows:</p> <p><i>“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:</i></p> <ul style="list-style-type: none"> <li><i>Units should be designed having regard to the universal design homes principles.</i></li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
		<ul style="list-style-type: none"> <li>• <i>Insofar as possible, units should be located at ground floor level with own door access.</i></li> <li>• <i>Units should contain a minimum of 2-bedrooms.</i></li> <li>• <i>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.</i></li> <li>• <i>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.</i></li> </ul> <p>It is envisaged that the provision of high quality residential schemes within the LAP area will provide a greater choice of accommodation for all residents, including for residents who may wish to 'rightsize' and remain within the existing community. There is opportunity within the LAP area, particularly within the former CMH site, to provide for lower rise duplex type units that can add to the overall offering of residential unit type.</p> <p>Aside from the 20% social and/or affordable provisions set out under Part V of the Planning and Development Act, 2000 (as amended), a means of requiring specific tenures in individual residential schemes is not available to the PA within the current planning legislation. <a href="#">The profession of future occupants of a unit is not a LAP matter.</a></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission:</p> <ul style="list-style-type: none"> <li>• Considers Objective H2, mandating 25% of housing stock for ageing/disabled populations in developments over 10 units, as unclear and difficult to enforce and suggest its removal.</li> <li>• Disputes statements made relative to requirements to provide suitable right-sizing / down-sizing accommodation, noting figures from the 2018 Housing Agency Survey.</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0386</a></p>	<p>The Executive notes the issues raised.</p> <p>Objective H2 – 'Housing for All' requires that 25% of the housing stock is designed to facilitate older people or people with a disability. This requirement has been informed by the recommendations set out within the background paper '<a href="#">Policy Approach for Age Friendly Housing / Housing for people with a Disability</a>' which was prepared having regard to the governments 'Housing Options for our Ageing Population – Policy Statement' (2019), 'Housing for All - A new Housing Plan for Ireland' (2021) and the 'National Housing Strategy for Disabled People 2022-2027'.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>As set out within the '<a href="#">Demographic and Housing Analysis</a>' background paper for the DLAP area, demographics show a trend towards an ageing population in the area. As per the 2016 census, 13.6% of the population within the DLAP area were aged 65+ with approximately 15% of the population were aged 50+. Having regard to the demographic analysis carried out, it is considered that the percentage of older people, that being aged 65+ will rise over the lifetime of the DLAP and beyond. In this regard, the figure of 25% is considered reasonable.</p> <p>It is important to note that the 25% requirement does not require that these units are reserved for purchase or rent by a specific resident type, rather by incorporating units that are suitably designed to cater to the of older people and/or people with a disability offers accommodation options to this cohort who may otherwise fell excluded from new residential schemes.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission gives full support to section 3.3.6 and welcomes diversity of housing types in Draft LAP.</p>	<p><a href="#">B0453</a> <a href="#">B0594</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission welcomes approach which addresses inclusive, multi need and multi-generational housing.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission welcomes Policy DLAP 20, requiring an appropriate quantum of housing to enable older people to remain in their homes, and to provide adaptable layouts to facilitate intergenerational use. Objective H2 and H3 are welcomed. Request inclusion of an objective to meet children's needs in apartment developments.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes and welcomes the support.</p> <p>With regard to children in apartment developments, new development will be assessed having regard to Objective P2 – 'Play Facilities', Policy DLAP12 – 'Childcare Facilities' and Objective H3 – 'Communal Facilities' in Chapter 4 of the Draft LAP and Policy Objective OSR13 'Play Facilities and Nature Based Play' and Section 12.8 'Open Space and Recreation' in the CDP 2022-2028.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
		No change to Draft Plan.
<p><b>vi.</b> Welcomes provisions on right sizing, down-sizing, apartments and specifically designing for older people and people with disabilities.</p>	<p><a href="#">B0545</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>vii.</b> Considers that Plan should contain more detail on identifying appropriate locations for living over the shop outlining what measures will be encouraged to enable property owners to overcome the existing barriers to provide this.</p>	<p><a href="#">B0545</a></p>	<p>The Executive notes the issues raised.</p> <p>It is considered that Policy DLAP23 – ‘Living-over-the-Shop’ identifies locations where living over the shop opportunities would arise within the LAP area, stating: <i>“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 PHP19 and Section 12.4.7.8 in the CDP 2022-2028”.</i></p> <p>Section 12.4.7.8 in the CDP 2022-2028 provides guidance with regard to the development of living over the shop, including derogations with regard to open space, parking and unit size.</p> <p>Financial or legislative measures available to property owners in order to facilitate such development is not a LAP matter.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>viii.</b> Submission considers communal rooms lead to anti-social behaviour.</p>	<p><a href="#">B0602</a></p>	<p>The Executive notes the issue raised.</p> <p>Objective H3 – ‘Communal facilities’ is consistent with provisions set out in Section 28 Ministerial Guidelines and states: <i>“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</i></p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><i>the management shall be submitted and agreed by the planning authority at application stage”.</i></p> <p>It is considered that appropriate management of communal facilities would avoid anti-social behaviour. Where such a facility is proposed, details with regard to their management will be assessed as part of a future planning application.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

### 3.4 Chapter 4 – Transport and Movement

Issues	Sub. No.	Executive’s Response & Recommendation
<b>3.4.1 Section 4.2 Pre-Draft Consultation</b>		
<p>i. Submission is critical of detail contained in the draft plan in chapter 4 on the pre-draft consultation process and considers that it does not form a reliable basis for drawing up a draft LAP. Considers that no mention is made of when it occurred, number of submissions received on selected topics.</p>	<p><a href="#">B0490</a> <a href="#">B0728</a></p>	<p>The Executive notes the issue raised.</p> <p>Section 1.5.1 of the Draft Plan sets out detail of the Pre-Draft Consultation as follows:</p> <p><i>“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.</i></p> <p><i>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.</i></p> <p><i>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 have fed into the preparation of the draft LAP. These sections will be moved to an appendix in the final Plan”.</i></p> <p>The Executive considers that the pre-draft consultation exercise carried out was robust and comprehensive. Pre-draft consultation is one element that feeds into the draft plan preparation.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ii. Submission notes that Active Travel is mentioned in Section 4.2.3 but considers that the Draft LAP does not adequately address this topic.</p>	<p><a href="#">B0308</a></p>	<p>The Executive notes the issue raised and in the interest of clarity recommends amending the draft LAP to include a definition for Active Travel.</p> <p><b>Recommendation</b>  Amend Section 4.5 to include the following definition:  <i><u>“Active Travel</u></i>  <i><u>Active Travel involves travelling with a purpose, using your own energy via sustainable means. It includes walking, wheeling, and cycling or the use of self-powered, non-motorised scooters as part of a purposeful journey. For example, walking to school and cycling to work are both considered forms of Active Travel”.</u></i></p>
<p><b>3.4.2 Section 4.4 ABTA</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Welcome the ABTA and adoption of evidence based recommendations in Draft LAP.</li> <li>• Considers Planning for transport and movement through sustainable transport infrastructure is much more cost effective overall and brings multiple benefits such as lower traffic congestion, shorter commutes, reduced energy use and emission outputs, increased economic competitiveness, and healthier communities.</li> <li>• Believes that while cycle and pedestrian infrastructure is good in parts of Dundrum, there are also parts where it remains quite unsafe, so the plan under the ABTA to enhance connectivity to Dundrum via sustainable modes is very welcome.</li> <li>• Submits that improving the cycle/walking infrastructure further will hopefully encourage families to use sustainable modes more, for school and commuting.</li> <li>• Recognises that the ABTA highlights a number of existing choke points in the current transport network which need to be addressed to keep in-line with expected population growth within the area.</li> </ul>	<p><a href="#">B0002</a>  <a href="#">B0006</a>  <a href="#">B0028</a>  <a href="#">B0075</a>  <a href="#">B0091</a>  <a href="#">B0187</a>  <a href="#">B0450</a>  <a href="#">B0451</a>  <a href="#">B0513</a>  <a href="#">B0545</a></p>	<p>The Executive notes and welcomes the support for the ABTA. Preparing Area Based Transport Assessments (ABTAs) is a new approach developed by the National Transport Authority and is designed to prioritise and promote public transport and active travel in accordance with the National Planning Framework , the National Sustainable Mobility Policy Action Plan 2022-2025 and the Dun Laoghaire – Rathdown County Development Plan 2022 – 2028.</p> <p>The ABTA approach, by providing the basis for the development of a sustainable transport network, can facilitate a major shift to sustainable modes and is a vital in helping the transport sector to decarbonise and achieve the emissions reduction targets required under the national Climate Action Plan.</p> <p>The ABTA approach requires the development of concept or preliminary designs to demonstrate that the proposed transport interventions are feasible and to also give the public a good sense of what is being proposed. These designs are not final or detailed designs and may be subject to further change if projects are brought forward for detailed design and development.</p> <p>It is considered that the introduction to chapter 4 should be amended to include some additional text setting out that design shown in the LAP are not final designs.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>Amend chapter 4 as follows:                      Insert new paragraph after 4<sup>th</sup> paragraph as follows;  <i>“The ABTA approach requires the development of concept or preliminary designs to demonstrate that the proposed transport interventions are feasible and to also give the public a good sense of what is being proposed. These designs are not final or detailed designs and may be subject to further change if projects are brought forward for detailed design and development.”</i></p>
<p>ii. Submission from the TII states there are inconsistencies between DLAP boundary as shown in ABTA (Figure 2.1) and Draft LAP (Figure 1.8); notes that Kilmacud Luas stop is included in ABTA study area boundary (Section 2.4.3 of ABTA). Requests that these matters are clarified/corrected as appropriate</p> <p>Raises concerns with identification in ABTA (Section 2.2.3) of severance of residential areas caused by Luas.</p> <p>Identifies a number of objectives that interact / may impact the Luas green line, including objectives T3, T4, T5, T6, T9, T17, T18.</p> <p>Highlights need to ensure development in proximity to Luas does not adversely impact safety or operation.</p> <p>Requests the inclusion of an additional Policy Objective in LAP (Objective DLAP 31), to ensure development objectives which interface with Luas have regard to and comply with relevant technical and design guidance and consult with TII/Luas operator.</p>	<p><a href="#">B0091</a></p>	<p>The Executive notes the issue raised regarding the ABTA study area boundary.</p> <p>Section 2.2.1 of the ABTA Report sets out the need for a study area, which extends beyond the boundaries of the draft LAP. This is considered a reasonable approach and is recommended under the ABTA process.</p> <p>The Executive notes the concerns raised regarding the identification of the severance to permeability caused by the Luas line. The Executive is satisfied this is a statement of fact regarding existing conditions as set out the baseline assessment. Notwithstanding this, the council will consult with the TII with regard to any works that interface with the Luas line and will have regard to relevant technical guidance.</p> <p>It is not considered that a policy or objective is required to be added to the Draft LAP as this is a requirement is already set out in the CDP 2022-2028 under the provisions of Section 12.4.15 ‘Development in the Vicinity of the Luas Line’ (Chapter 12), which states:</p> <p><i>“Development in the vicinity of the Luas needs to appropriately take the light rail infrastructure into consideration. In this regard development should be guided by the TII’s ‘Light Rail Environment – Technical Guidelines for Development PEPDV-00001’, December 2020 and any subsequent updates of same.”</i></p> <p>It is considered, however, reasonable to refer to this section of the CDP in Section 4.5 of the LAP.</p> <p><b>Recommendation</b>                      Amend Section 4.5 to add the following text <del>4.6.1.2 to include the following Objective:</del></p>



Issues	Sub. No.	Executive's Response & Recommendation
		<i><u>Any proposals-It is an objective to ensure interventions which interface with Luas should have regard to and comply with relevant technical guidance and consult with TII/Luas operator, in accordance with Section 12.4.15 'Development in the Vicinity of the Luas Line' of the County Development Plan 2022-2028.</u></i>
<p>iii. Submissions are critical of ABTA process for following reasons:</p> <ul style="list-style-type: none"> <li>• ABTA does not assess the impact of traffic movements in the GDA on Dundrum noting 2 strategic traffic corridors intersecting Dundrum</li> <li>• Car parking volume and service movements at DTCSC are not quantified in the ABTA.</li> <li>• ABTA recommendations in the Draft LAP are not appropriate having regard to the active travel challenges and public transport capacity identified in the ABTA SWOT analysis.</li> <li>• LAP and ABTA lack a balanced approach between vehicles, pedestrians, and cyclists in the proposed '10-minute' neighbourhood concept for Dundrum.</li> <li>• Increased vehicle journey times and longer queue lengths are expected due to proposed junction alterations and vehicle turning restrictions.</li> <li>• The removal of left turn slips lanes from junctions, despite DMURS guidelines suggesting they should be retained where large turning movements occur.</li> <li>• Significant increases in vehicle travel times due to focus on a '10-minute' neighbourhood concept.</li> <li>• Failure to acknowledge the needs of Dundrum as a regional destination and employment hub.</li> <li>• Modelling based on AM &amp; PM peaks on weekdays, overlooking peak periods during weekends, also Christmas and school term analysis required</li> <li>• Unclear how ABTA measures will meet the aims of the ABTA "to reduce congestion, create more liveable cities and reduce greenhouse gas emissions" when certain</li> </ul>	<p><a href="#">B0101</a>  <a href="#">B0272</a>  <a href="#">B0344</a>  <a href="#">B0396</a>  <a href="#">B0490</a>  <a href="#">B0528</a>  <a href="#">B0547</a>  <a href="#">B0672</a>  <a href="#">B0728</a>  <a href="#">B0763</a>  <a href="#">B0791</a></p>	<p>The Executive notes the issue raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions within the area were taken into account.</p> <p>The Executive is satisfied that the ABTA recommendations are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to vehicular access.</p> <p>Vehicular access to Main Street is maintained from both Sandyford Road and Kilmacud Rd Upper, while vehicular access to the Old Dundrum Shopping Centre car park is maintained from Dundrum bypass, and this also allows access to services on Main St. Vehicular access is also maintained to car parks off Sandyford Rd as well as to all Dundrum Town Centre car parks from Dundrum Bypass, Sandyford Rd and Ballinteer Rd.</p> <p>The ABTA study has shown that the focus on traffic calming as well as improved facilities for walking, cycling and public transport will enhance the attractiveness of Dundrum as a destination and support economic vibrancy. The existing traffic junctions at both ends of Dundrum are identified as barriers to safe and convenient pedestrian and cycle access to the town with no provision for bus priority. The Executive is satisfied that the proposed interventions are in accordance with the ABTA's objectives, set out in Section 3 of the ABTA report, seeking improved conditions for walking, cycling and public transport. The ABTA study has taken a balanced approach to both achieving the above stated objectives while also recognising the need for continued travel by private car. The extent of modelling undertaken was agreed with the NTA and while peak traffic flows to Dundrum Shopping Centre during weekend &amp; holiday periods are recognised, it is not an objective of the ABTA to design a</p>

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<p>areas such as Taney cross will experience severe congestion.</p> <ul style="list-style-type: none"> <li>• Questions traffic and pedestrian assessment process.</li> <li>• Considers assessment of junction layout options in ABTA should have been informed by projected impacts to pedestrian/cycle/public transport journey times, rather than just vehicle journey times.</li> <li>• Considers thresholds for determining unacceptable increases to vehicle journey times should have been higher, considering the significant potential improvements to active travel times that could have been yielded by some options.</li> <li>• Highlights that a provision in Appendix B of the ABTA indicating no right turn for buses/larger vehicles from Sydenham Villas onto Kilmacud Road Upper is not included in the Draft. Concerned that this provision would result in school buses/HGVs exiting Sydenham Villas having to travel via Main Street.</li> <li>• Is critical of reference to Sydenham Villas as a ‘quiet street’ in Section 6.4.2 of Final ABTA Report noting the high volume of traffic during peak school hours.</li> </ul>		<p>network to cater for such peak traffic volumes. Such an objective would conflict with the ABTA’s objectives, set out in Section 3 of the ABTA report, which in turn are informed by local and national planning policy, including the GDA Transport Strategy 2022 – 2042.</p> <p>In any event, there is no capacity to expand the road network in the study area to accommodate peak demand and notwithstanding this, any expansion of the road network would lead to induced traffic demand and more traffic congestion with negative impacts on conditions for walking, cycling and public transport.</p> <p>This approach of not designing for peak demand is now set out in the Transport Strategy for the GDA 2022 – 2042, which requires a shift away from the previous approach of “predict &amp; provide” to “decide and provide”. The Executive is satisfied that the recommended ABTA measures are appropriate to achieving the aims of the ABTA as set out in Section 3 of the ABTA report and are in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028.</p> <p>Appendix D is quite clear in the introduction that the results presented focus on road network performance. However, this was not the only criteria used to determine the concept junction designs. A balance was struck between the needs of all modes and, whilst the private car is on the bottom end of the hierarchy, the impact of any design changes on network performance needs to be considered. As such, there was an iterative design process to find a balance between the functionality of the junction for car and the needs of active users.</p> <p>The Options Assessment Report (Appendix B) and the main ABTA final report are very clear on the benefits of the proposed junction changes for pedestrians and cyclists, particularly around safety and accessibility. And these factors were key in determining the proposed junction changes included in the draft Dundrum ABTA recommendations. The purpose of Appendix D is to illustrate the potential impact of any junction changes on the performance of the road network. This information is likely to be of interest to local residents and stakeholders, and as such, it is important that it is presented as part of the draft ABTA final report.</p>

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		<p>The relevant text &amp; drawing in Appendix B refers to options being considered by the DLR Connector scheme. The issues raised relate to design matters on the DLR Connector scheme and these have been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council’s Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p>There is no through traffic on Sydenham Villas and notwithstanding school related traffic, overall traffic volumes and speeds are relatively low, typical of a “quiet street”.</p> <p>The Executive is satisfied that the ABTA has been progressed in close consultation with the NTA and that the impact on bus routes has been adequately taken into account and to the satisfaction of the NTA. The Executive is also satisfied that the ABTA analysis has taken all the relevant conditions and information into account.</p> <p>The Executive would also highlight that only those items included as recommendations in the ABTA Recommendations Report are measures being proposed by the ABTA. In addition, only those ABTA recommendations, which fall within the area of the Draft LAP, are included in the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Draft LAP should not be progressed until a full review of chapter 4 has been carried out. This should include an origin and destination study, an economic viability assessment for affected businesses and a rigorous CBA.</p>	<p><a href="#">B0219</a> <a href="#">B0490</a> <a href="#">B0728</a> <a href="#">B0573</a></p>	<p>The Executive is satisfied that the relevant studies have been carried out to support the ABTA. <a href="#">A CBA / economic viability assessment of projects is outside the remit of the draft LAP.</a> The ABTA and draft LAP recommendations are objective led and are in accordance with local, regional and national planning policy.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

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<p>v. Submissions:</p> <ul style="list-style-type: none"> <li>Propose up-to-date traffic surveys including cyclists and pedestrians should be undertaken, with access requirements for community to be extrapolated from same.</li> <li>Queries why an independent traffic survey has not been carried out.</li> <li>Queries why there is no traffic report.</li> </ul>	<p><a href="#">B0249</a>  <a href="#">B0300</a>  <a href="#">B0372</a>  <a href="#">B0425</a>  <a href="#">B0427</a>  <a href="#">B0504</a>  <a href="#">B0507</a>  <a href="#">B0657</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions and access requirements within the area have been taken into account. The Executive is satisfied that the traffic studies as undertaken were appropriate and agreed in advance with the NTA.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>vi. Submission considers that ABTA recommendations should be further progressed to detailed design and presented for further consultation with local community.  Issues raised in relation to ABTA as follows:</p> <ul style="list-style-type: none"> <li>Potential errors in 'Dundrum ABTA Junction Assessment Report' (Appendix D),</li> <li>Suggestions with regard to options WC6 to WC12 (cycle infrastructure on Dundrum Road) of ABTA Options Assessment Report (Appendix B),</li> <li>Recommendations for option WC17 of ABTA Appendix B with regard to Sandyford Road.</li> <li>Route options at Balally under Options P9 and P10 of ABTA Appendix B,</li> <li>Connectivity between Holywell/Greenacres estates and Drummartin Link Road and Airfield under Option P9 of ABTA Appendix B.</li> </ul>	<p><a href="#">B0340</a></p>	<p>The Executive notes the issues raised which relate to the background papers as opposed to the draft LAP.</p> <p>It should be noted that the ABTA reports have informed the executive in the formulation of the statutory draft LAP but do not form part of the formal statutory written statement.</p> <p>ABTA recommendations, where relevant, will be progressed to detailed design and where relevant, further consultation will be held with the local community.</p> <p>Appendix D is clear in the introduction that the results presented focus on road network performance. However, this was not the only criteria used to determine the concept junction designs. The ABTA seeks to balance the needs of all modes and, whilst the private car is on the bottom end of the hierarchy, the impact of any design changes on network performance needs to be considered. As such, the ABTA went through an iterative design process to find a balance between the functionality of the junction for car and the needs of active users.</p> <p>The Options Assessment Report (Appendix B) and the main ABTA final report are very clear on the benefits of the proposed junction changes for pedestrians and cyclists, particularly around safety and accessibility. These factors were key in determining the proposed junction changes included in the draft Dundrum ABTA recommendations. The purpose of Appendix D is to illustrate the potential impact of any junction changes on the performance of the road network. This information is likely to be of interest to local residents and stakeholders, and as such, it is important that it is presented as part of the draft ABTA final report.</p>

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		<p>The suggestions regarding ABTA Options WC6 to WC12 are noted. The Executive is satisfied that Dodder to Dundrum cycle route is the most appropriate option to progress in the short term. Other options are not precluded from being progressed in the future.</p> <p>The ABTA recommendations report includes recommendations, which fall outside of the draft LAP area and as such specific objectives are not included. These recommendations however will inform future mobility enhancement measures in the wider Dundrum area, which the Council will look to progress as resources and priorities allow.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>vii.</b> The submitter expresses concerns about the adoption of Dundrum ABTA Study's options into the Draft LAP as these options could negatively impact the accessibility of the Dundrum Town Centre. The submitter stresses the need for a balanced approach to cater to both private car users and pedestrians/cyclists. Proposed measures may cause congestion, longer queues, and reduce visits to Dundrum and DTC.</p>	<p><a href="#">B0344</a> <a href="#">B0613</a></p>	<p>The Executive notes the issue raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The Executive acknowledges the strategic importance of Dundrum MTC and the wide catchment both the town and its retail offering have. The ABTA recommendations have been carefully considered to ensure that an appropriate balance is struck between maintaining good vehicular access, including along strategic routes, and providing reasonable options for improved walking, cycling and public transport provision, in line with the ABTA objectives set out in Section 3 of the ABTA report.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>viii.</b> In relation to ABTA recommendations submission considers that LAP needs to be explicit on:</p> <ul style="list-style-type: none"> <li>● What proposals are already permitted/provided for.</li> <li>● What proposals have the status of policies/objectives.</li> <li>● What proposals are indicative.</li> <li>● What mechanisms and timescales are intended in respect of finalising the proposals</li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised.</p> <p>With regard to proposals permitted/provided for, there are no transport related proposals with a statutory consent such as planning permission in place. There are however three current Active Travel schemes referenced within the draft LAP. The DLR Connector, the Taney Rd to N11 cycle facility and the Holy Cross – Safe Routes to School scheme. While these are described in the draft LAP, in the interest of clarity, the executive recommends amending Sections 4.6.1.1 and 4.6.1.2 to include additional text as set out below.</p>

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		<p>With regard to the status of policies/objectives: There are no policies included in the ABTA recommendations and only proposals, which are included as a numbered objective have the status of an objective. In the interest of clarity, the executive recommends amending Objective T5 to make it clearer that the objective refers to an “indicative” suite of interventions shown in Figure 4.5.</p> <p>With regard to which proposals are indicative, all proposals described are indicative or concept level, as in a detailed design has not yet been prepared. It should be noted though that detailed designs are being progressed for Active Travel schemes in the area – the DLR Connector, the Taney Rd to N11 cycle route and the Holy Cross Safe Routes to School.</p> <p>With regard to mechanisms and timescales intended in respect of finalising the proposals, these issues are dealt with, as far as is practicable, within Section 9 Implementation and Monitoring, of the draft LAP.</p> <p><b>Recommendation:</b>  Amend Section 4.6.1.1 to include the following Section heading at beginning of text relating to the DLR Connector:  “4.6.1.1.2 DLR Connector”</p> <p>Amend the title of Figure 4.4 so that it is consistent with the ABTA report and reads as follows:  <u>“Figure 4.4 Recommendations for Dundrum Cross, including options being considered as part of the ‘DLR Connector’ &amp; ‘Safe Routes to School’ Schemes.”</u></p> <p>Amend Section 4.6.1.2 to include the following text:  <i>“The Council’s Active Travel Section is currently progressing a new cycle scheme from Taney Rd to the N11. More details are available at...provide link to website”.</i></p> <p>Amend Objective T5 to read as follows:  <i>“Objective T5 – Taney Cross and Bus – Luas Interchange upgrade:  It is an objective to upgrade Taney Cross junction and environs, including the Bus – Luas Interchange, to provide a safe, efficient and attractive environment for pedestrians, cyclists</i></p>

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		<i>and public transport users, <a href="#">having regard to the indicative suite of interventions indicated in Figure 4.5.</a></i>
<b>3.4.3 Section 4.5 Overarching Transport Policies</b>		
<p>i. Submissions support some or all improvements to road changes including traffic calming, cycling facilities, public transport and public realm improvements and less reliance on cars. Submissions note that the improvements will:</p> <ul style="list-style-type: none"> <li>• Help children and older people access local facilities, including schools safely.</li> <li>• Reduce congestion in the area.</li> <li>• Improve air quality.</li> <li>• Contribute to climate action.</li> <li>• Are necessary to facilitate development in the area.</li> <li>• Improve safety for cyclists and pedestrians, particularly for children and encourage more cycling / walking.</li> <li>• Improve the quality of life for locals.</li> <li>• Suggests lowering the speed limit (including to 30km/hr), especially in residential areas.</li> <li>• Considers that the provision of proper cycling infrastructure / discouragement of cars could result in similar cycling rates as seen in the Netherlands, noting that there were significant objections from the public there too.</li> <li>• Highlights the need for a co-ordinated traffic plan for the area to cope with increased traffic volumes particularly on local streets used as rat-runs where there are safety issues for children cycling and playing outdoors.</li> <li>• Welcomes the implementation of ‘quiet streets’ in areas used as rat-runs.</li> <li>• Will reduce reliance on the car.</li> <li>• States that those who wish to drive everywhere should not prevent improvements to public transport, walking and cycling infrastructure.</li> <li>• Supports priority for sustainable transport.</li> </ul>	<p><a href="#">B0006</a>  <a href="#">B0029</a>  <a href="#">B0037</a>  <a href="#">B0068</a>  <a href="#">B0069</a>  <a href="#">B0077</a>  <a href="#">B0088</a>  <a href="#">B0092</a>  <a href="#">B0107</a>  <a href="#">B0110</a>  <a href="#">B0123</a>  <a href="#">B0126</a>  <a href="#">B0134</a>  <a href="#">B0138</a>  <a href="#">B0140</a>  <a href="#">B0142</a>  <a href="#">B0143</a>  <a href="#">B0144</a>  <a href="#">B0145</a>  <a href="#">B0146</a>  <a href="#">B0149</a>  <a href="#">B0150</a>  <a href="#">B0151</a>  <a href="#">B0152</a>  <a href="#">B0153</a>  <a href="#">B0156</a>  <a href="#">B0159</a>  <a href="#">B0161</a>  <a href="#">B0164</a>  <a href="#">B0166</a>  <a href="#">B0174</a></p>	<p><a href="#">B0339</a>  <a href="#">B0340</a>  <a href="#">B0343</a>  <a href="#">B0348</a>  <a href="#">B0366</a>  <a href="#">B0379</a>  <a href="#">B0410</a>  <a href="#">B0416</a>  <a href="#">B0424</a>  <a href="#">B0435</a>  <a href="#">B0439</a>  <a href="#">B0440</a>  <a href="#">B0447</a>  <a href="#">B0457</a>  <a href="#">B0479</a>  <a href="#">B0481</a>  <a href="#">B0489</a>  <a href="#">B0517</a>  <a href="#">B0519</a>  <a href="#">B0522</a>  <a href="#">B0524</a>  <a href="#">B0526</a>  <a href="#">B0527</a>  <a href="#">B0531</a>  <a href="#">B0537</a>  <a href="#">B0539</a>  <a href="#">B0545</a>  <a href="#">B0561</a>  <a href="#">B0565</a>  <a href="#">B0567</a>  <a href="#">B0572</a></p> <p>The Executive notes and welcomes the support for the LAP objectives.</p> <p>The suggestion for lower speed limit is noted and while outside the remit of the LAP process, the Council is presently undertaking a Speed Limit Review for the county, which will include this area. Regarding the issue of rat runs, the areas of most likely need fall outside the draft LAP boundary. The issue is however covered in Sections 6.4.5 and 6.5.2 of the ABTA report, which detail certain locations, where modal filter solutions are likely to be considered by the Council and also advises that the need for modal filters in the wider ABTA study area will be kept under review.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>

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<ul style="list-style-type: none"> <li>• Notes the health benefits from active travel for the individual, the population and the climate.</li> <li>• Active travel and public transport are key investments for sustainability.</li> <li>• Supports LTN’s.</li> <li>• Will help Dundrum regenerate and grow with improvements to current traffic issues.</li> <li>• Congestion can only be resolved through a reliable, frequent, clean, safe and cheap public transport system.</li> <li>• Considers a reduction in car use and pedestrianisation helps local business.</li> <li>• Notes the local issue of car trips being taken by residents who could easily walk or cycle.</li> <li>• Notes the success of Blackrock as thriving with active travel measures in place.</li> <li>• Notes that many active travel schemes are not yet linked up.</li> <li>• Modal shift is essential to meet our legally binding climate goals and the health and wellbeing of everyone – the council needs to take the lead to persuade local communities for the need to change.</li> <li>• Considers that the area cannot sustain more motor vehicles, regardless if they are EV or not.</li> <li>• Understands that some people are dependent on cars, but improved social infrastructure, public transport and overall improvement in the public environment also benefits disabled people and people with poor mobility.</li> <li>• Roads serving the village should only permit access to the village thereby improving access by cycling and walking and to local business.</li> <li>• Notes success of similar measures in Blackrock village and on Grafton Street.</li> </ul>	<p> <a href="#">B0176</a>  <a href="#">B0181</a>  <a href="#">B0185</a>  <a href="#">B0186</a>  <a href="#">B0187</a>  <a href="#">B0188</a>  <a href="#">B0189</a>  <a href="#">B0190</a>  <a href="#">B0192</a>  <a href="#">B0193</a>  <a href="#">B0198</a>  <a href="#">B0204</a>  <a href="#">B0205</a>  <a href="#">B0212</a>  <a href="#">B0231</a>  <a href="#">B0246</a>  <a href="#">B0262</a>  <a href="#">B0295</a>  <a href="#">B0298</a>  <a href="#">B0315</a>  <a href="#">B0325</a>  <a href="#">B0327</a>  <a href="#">B0331</a> </p>	<p> <a href="#">B0575</a>  <a href="#">B0578</a>  <a href="#">B0581</a>  <a href="#">B0586</a>  <a href="#">B0600</a>  <a href="#">B0601</a>  <a href="#">B0608</a>  <a href="#">B0620</a>  <a href="#">B0622</a>  <a href="#">B0623</a>  <a href="#">B0642</a>  <a href="#">B0664</a>  <a href="#">B0566</a>  <a href="#">B0651</a>  <a href="#">B0660</a>  <a href="#">B0668</a>  <a href="#">B0669</a>  <a href="#">B0677</a>  <a href="#">B0678</a>  <a href="#">B0681</a>  <a href="#">B0683</a>  <a href="#">B0685</a>  <a href="#">B0725</a> </p>



Issues	Sub. No.	Executive's Response & Recommendation	
<ul style="list-style-type: none"> <li>Notes that the majority of DTCS staff access workplace by public transport.</li> <li>Submits that housing and locally accessible services which prioritise efficient modes of transport such as walking and cycling, while also providing public transport.</li> <li>Submitter's Dundrum visiting experience has never been better since the recent changes</li> <li>Considers modal shift is imperative due to current trend of increase in transport emissions nationally.</li> <li>Supports reallocation of space from cars to bikes/footpaths.</li> <li>Changes have improved community feel.</li> <li>Considers recognition of climate impact and that reducing traffic while increasing availability for other modes of transport is the only way forward.</li> <li>Supports designing public space similarly to the Dutch model with advanced traffic light systems to prioritise pedestrians, then cyclists, then public transport, then private vehicles.</li> <li>Considers additional measures are needed to prevent an increase of traffic on residential roads.</li> </ul>			
<p>ii. Submissions raise concerns in relation to existing road layout and future road proposals with regard to vehicular access to Dundrum for various reasons including the following:</p> <ul style="list-style-type: none"> <li>It disregards the needs of older / disabled people</li> <li>Current traffic congestion which will increase.</li> <li>Lack of parking</li> <li>Impacts on local resident and businesses.</li> <li>Increased emissions due to longer travel times / detours to reach a destination.</li> <li>Impact on access to local schools.</li> <li>Diversion of traffic from Kilmacud via Main Street which is partially pedestrianised and too narrow.</li> </ul>	<a href="#">B0007</a> <a href="#">B0012</a> <a href="#">B0014</a> <a href="#">B0017</a> <a href="#">B0020</a> <a href="#">B0021</a> <a href="#">B0022</a> <a href="#">B0025</a> <a href="#">B0026</a> <a href="#">B0027</a> <a href="#">B0030</a> <a href="#">B0048</a> <a href="#">B0049</a>	<a href="#">B0419</a> <a href="#">B0448</a> <a href="#">B0461</a> <a href="#">B0465</a> <a href="#">B0466</a> <a href="#">B0471</a> <a href="#">B0480</a> <a href="#">B0482</a> <a href="#">B0484</a> <a href="#">B0487</a> <a href="#">B0488</a> <a href="#">B0490</a> <a href="#">B0494</a>	<p>The Executive notes the issues raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area for all road users and is in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The Executive notes that an improved public realm and upgraded facilities for pedestrians and cyclists will benefit all visitors to Dundrum including our senior citizens.</p> <p>One of the main objectives of the ABTA is to achieve a modal shift towards sustainable modes including walking, cycling and public transport. This will necessitate more priority for interventions to support these modes. As these</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Will make it difficult for residents at Sydenham Villas Taney Road and Stoney Road to reach the M50 and Sandyford</li> <li>• Will prevent people from coming to the area.</li> <li>• Will impact emergency access</li> <li>• Will not encourage cycling.</li> <li>• Will render the town inaccessible unless travelling by bike.</li> <li>• Will impact access to properties and amenities on Main Street.</li> <li>• Will impact Go Ahead staff from accessing the Dundrum bus terminus by car.</li> <li>• Will impact on those with young children.</li> <li>• Will displace traffic into other areas.</li> <li>• Will impact on the peaceful and nurturing environment of children growing up in the area.</li> <li>• Will close more roads accessing Dundrum.</li> <li>• Cycle lanes will be under utilised.</li> <li>• Respondent relies on car for school drop-off due to lack of direct bus link. Considers traffic will worsen due to new developments in Dundrum and Cherrywood, and proposed LAP traffic restrictions.</li> <li>• Traffic from apartment developments already impacts residential streets.</li> <li>• Considers road proposals do not address the needs of local resident or of residents in the GDA.</li> <li>• Considers that more access to Dundrum is required, not less.</li> <li>• Topography issues.</li> <li>• Creation of rat running</li> <li>• Over concentration of cycle lanes in area which are underutilised</li> <li>• Safety issues with raised kerbs</li> </ul>	<p><a href="#">B0056</a>  <a href="#">B0061</a>  <a href="#">B0065</a>  <a href="#">B0066</a>  <a href="#">B0067</a>  <a href="#">B0070</a>  <a href="#">B0072</a>  <a href="#">B0073</a>  <a href="#">B0074</a>  <a href="#">B0078</a>  <a href="#">B0080</a>  <a href="#">B0081</a>  <a href="#">B0083</a>  <a href="#">B0113</a>  <a href="#">B0100</a>  <a href="#">B0101</a>  <a href="#">B0103</a>  <a href="#">B0104</a>  <a href="#">B0108</a>  <a href="#">B0109</a>  <a href="#">B0112</a>  <a href="#">B0118</a>  <a href="#">B0121</a>  <a href="#">B0122</a>  <a href="#">B0124</a>  <a href="#">B0125</a>  <a href="#">B0129</a>  <a href="#">B0130</a>  <a href="#">B0132</a>  <a href="#">B0133</a>  <a href="#">B0139</a>  <a href="#">B0148</a>  <a href="#">B0154</a>  <a href="#">B0155</a></p>	<p><a href="#">B0495</a>  <a href="#">B0496</a>  <a href="#">B0498</a>  <a href="#">B0499</a>  <a href="#">B0505</a>  <a href="#">B0510</a>  <a href="#">B0514</a>  <a href="#">B0518</a>  <a href="#">B0520</a>  <a href="#">B0523</a>  <a href="#">B0532</a>  <a href="#">B0534</a>  <a href="#">B0535</a>  <a href="#">B0544</a>  <a href="#">B0563</a>  <a href="#">B0568</a>  <a href="#">B0574</a>  <a href="#">B0578</a>  <a href="#">B0580</a>  <a href="#">B0583</a>  <a href="#">B0587</a>  <a href="#">B0590</a>  <a href="#">B0591</a>  <a href="#">B0596</a>  <a href="#">B0602</a>  <a href="#">B0605</a>  <a href="#">B0607</a>  <a href="#">B0611</a>  <a href="#">B0613</a>  <a href="#">B0614</a>  <a href="#">B0615</a>  <a href="#">B0616</a>  <a href="#">B0617</a>  <a href="#">B0619</a></p> <p>modes become more attractive and convenient, the Council is confident there will be less reliance on the private car for trips within the area, which will ultimately help to reduce traffic congestion and lead to local environmental improvements.</p> <p>Access to local schools has been fully considered by the ABTA and while access by car is being maintained, more priority for school access by active travel modes is being promoted in the ABTA recommendations.</p> <p>There is no change proposed to the current right turn for traffic coming from Kilmacud Rd Upper onto Main St. Any strategic / through traffic, destined for Ballinteer Rd / Barton Rd East and coming from Kilmacud Rd upper will have a number of opportunities to re-route earlier in the network towards Overend Avenue or Taney Road and avoid having to divert onto Main St to complete their journey.</p> <p>Residents from Sydenham Villas, Taney Rd and Stoney Road will continue to be able to reach the M50 and Sandyford via Kilmacud Rd Upper and Overend Avenue.</p> <p>Full access for emergency services is facilitated. It should be noted that any proposed bus gates will allow for use by emergency vehicles. In addition, traffic calmed streets, which the ABTA measures seek to provide, will allow greater ease of access for emergency services though the area.</p> <p>The ABTA study has shown that the focus on traffic calming as well as improved facilities for walking, cycling and public transport will enhance the attractiveness of Dundrum as a destination and support economic vibrancy. The existing traffic junctions at both ends of Dundrum are identified as barriers to safe and convenient pedestrian and cycle access to the town with no provision for bus priority. The Executive is satisfied that the proposed interventions are in accordance with the ABTA's objectives, set out in Section 3 of the ABTA report, seeking improved conditions for walking, cycling and public transport. The ABTA study has taken a balanced approach to both achieving the above stated objectives while also recognising the need for continued travel by private car. Vehicular access to Main St is maintained from both Sandyford Road and Kilmacud Rd Upper, while vehicular</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Additional population from developments outside of Dundrum (Kilmacud Road Upper and Sandyford) have not been accounted for but will add pressure to congestion and services.</li> <li>Will increase anti-social behaviour and create an unsafe environment.</li> <li>Considers traffic movement into and around village needs to be addressed prior to consideration of residential or commercial development.</li> <li>Highlights alternative inconvenient access routes required to be taken to access the area and its surroundings.</li> <li>The needs of busy working families need to be considered.</li> <li>Increased pressure on surrounding residential streets for parking resulting in safety issues.</li> <li>Many rely on their car for shopping.</li> <li>Changes should be for a trial period initially.</li> <li>People want to drive through rather than around the village.</li> <li>Considers that there is sufficient provision of active travel in Dundrum.</li> <li>Are not inclined to cycle due to fear of falling.</li> <li>Do not consider that additional cycle lanes will increase the number of cyclists.</li> <li>Considers that route changes will negatively impact the health and wellbeing of people.</li> <li>Roads are too narrow for cycle routes in addition to vehicles.</li> <li>Current public transport options are insufficient to change modal mindset.</li> <li>Not only will developments in and around Dundrum add to traffic pressure, but also those further away including Cherrywood.</li> </ul>	<p> <a href="#">B0157</a>  <a href="#">B0158</a>  <a href="#">B0162</a>  <a href="#">B0163</a>  <a href="#">B0167</a>  <a href="#">B0168</a>  <a href="#">B0169</a>  <a href="#">B0171</a>  <a href="#">B0179</a>  <a href="#">B0180</a>  <a href="#">B0182</a>  <a href="#">B0191</a>  <a href="#">B0194</a>  <a href="#">B0195</a>  <a href="#">B0196</a>  <a href="#">B0197</a>  <a href="#">B0201</a>  <a href="#">B0203</a>  <a href="#">B0208</a>  <a href="#">B0214</a>  <a href="#">B0215</a>  <a href="#">B0218</a>  <a href="#">B0220</a>  <a href="#">B0222</a>  <a href="#">B0223</a>  <a href="#">B0233</a>  <a href="#">B0235</a>  <a href="#">B0237</a>  <a href="#">B0238</a>  <a href="#">B0239</a>  <a href="#">B0249</a>  <a href="#">B0243</a>  <a href="#">B0251</a>  <a href="#">B0253</a> </p>	<p>access to the Old Dundrum Shopping Centre car park is maintained from Dundrum bypass, which also allows access to services on Main St. Vehicular access is also maintained to car parks off Sandyford Rd as well as to all Dundrum Town Centre car parks from Dundrum Bypass, Sandyford Rd and Ballinteer Rd.</p> <p>Regarding the issue of creating rat runs, the ABTA study has shown that there is adequate opportunity for traffic to re-route earlier in the network and in particular, to re-route onto the strategic road network which surrounds Dundrum, including Dundrum Bypass, Overend Ave, Wyckham Way, Taney Rd and Churchtown Road Upper. In addition, Section 6.5.2 of the ABTA report, advises that the need for modal filters in the wider ABTA study area will be kept under review, should any evidence of problematic rat running emerge.</p> <p>People, including some older people and those who have mobility issues, who still need to access areas using the private car, will be able to do so. Their journey times may be slightly longer and involve a different route to that which they will have used for a considerable length of time for a local trip such as going to mass or going to their GP. Whilst it is appreciated that this will be change it is one will allow for safe and efficient access for all transport modes.</p> <p>The ABTA study did not identify an over concentration of cycle lanes. It did however identify a strong need to provide improved facilities for cyclists with particular emphasis on safety and segregation to encourage more people, including schoolchildren, to use active travel for their local mobility needs. The Executive is satisfied that this is in accordance with the ABTA's objectives and Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028.</p> <p>The Executive recognises that traffic congestion occurs in the area at certain times and that anticipated development levels will bring challenges, which will require robust solutions. In addition to these challenges, the Dundrum ABTA has identified significant volumes of strategic traffic (often referred to as through traffic), currently using Dundrum Cross and Main St, rather than using the surrounding road network. The ABTA assessed traffic movements through and around the town and</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Traffic impacts on roads providing access to Woodlawn Park.</li> <li>• Requests additional traffic management surveys.</li> <li>• Is critical of transport demands based upon the anticipated population increase.</li> <li>• Need to include mobility for all forms, not just cycling and walking.</li> <li>• Considers DTCSC as being prioritised by the council as access to it is not hindered.</li> <li>• Impact on the character of the village.</li> <li>• Sweetmount would become a major traffic route.</li> <li>• Proposals in relation to bus routes / to align with BusConnects in the LAP will force buses into narrow residential roads.</li> <li>• Proposals do not take account of local climate that is characterised by frequent rain / ice posing challenges to walking / cycling.</li> <li>• Considers vehicular access should be increased rather than restricted.</li> <li>• Creates a long detour along Dundrum Bypass to Wyckham / Sandyford Road to Dundrum Cross and onto Main Street for goods and services coming from Taney Cross.</li> <li>• Restriction of left-hand turns will negatively impact on travel times, congestion and pollution output.</li> <li>• Concerned that M50 traffic will divert through residential estates.</li> <li>• Buses experience significant delays due to congestion.</li> <li>• Considers that proposals rely on cheap solutions (e.g. road markings, moving kerbs).</li> <li>• Need to recognize that Dundrum attracts people largely by car for retail and leisure.</li> <li>• Will impact access to DTCSC – changes to road network should enhance access to DTCSC.</li> </ul>	<p> <a href="#">B0259</a>  <a href="#">B0264</a>  <a href="#">B0271</a>  <a href="#">B0288</a>  <a href="#">B0289</a>  <a href="#">B0290</a>  <a href="#">B0292</a>  <a href="#">B0300</a>  <a href="#">B0301</a>  <a href="#">B0302</a>  <a href="#">B0303</a>  <a href="#">B0304</a>  <a href="#">B0305</a>  <a href="#">B0306</a>  <a href="#">B0309</a>  <a href="#">B0310</a>  <a href="#">B0312</a>  <a href="#">B0313</a>  <a href="#">B0320</a>  <a href="#">B0323</a>  <a href="#">B0325</a>  <a href="#">B0328</a>  <a href="#">B0329</a>  <a href="#">B0330</a>  <a href="#">B0341</a>  <a href="#">B0344</a>  <a href="#">B0346</a>  <a href="#">B0346</a>  <a href="#">B0350</a>  <a href="#">B0352</a>  <a href="#">B0356</a>  <a href="#">B0357</a>  <a href="#">B0358</a>  <a href="#">B0359</a> </p>	<p>its recommendations are aimed at responding to these issues by reducing the amount of through traffic passing through the town and improving connectivity to Dundrum by sustainable modes and thereby helping to create a traffic calmed environment and a more attractive, liveable and vibrant MTC.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions, including anticipated population increases within the area, were taken into account.</p> <p>The Executive is satisfied from evidence elsewhere in the county and in other jurisdictions, that the provision of safe and convenient cycle facilities will encourage more people to cycle.</p> <p>The Executive has no evidence to suggest that the ABTA recommendations will give rise to anti-social behaviour, unsafe environments, or adverse impacts on health and well-being. The Executive notes that there is substantial evidence to show that the ABTA recommendations will provide safer and more attractive environments for pedestrians, cyclist and public transport users, while also, through the promotion of active travel, support physical and mental health and well-being.</p> <p>The Executive recognises that in some instances, roads are too narrow to provide cycle lanes together with two-way traffic carriageways. In these instances, alternative routes or traffic management measures are proposed to address the constraints.</p> <p>There are no proposals to convert Sweetmount into a major traffic route. There is a proposal for a bus gate between Dundrum Bypass/Main St to Churchtown Road Upper. This will not however result in any additional traffic on Sweetmount Avenue.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
	<a href="#">B0360</a> <a href="#">B0361</a> <a href="#">B0363</a> <a href="#">B0365</a> <a href="#">B0367</a> <a href="#">B0372</a> <a href="#">B0373</a> <a href="#">B0375</a> <a href="#">B0376</a> <a href="#">B0377</a> <a href="#">B0378</a> <a href="#">B0381</a> <a href="#">B0382</a> <a href="#">B0385</a> <a href="#">B0386</a> <a href="#">B0389</a> <a href="#">B0392</a> <a href="#">B0393</a> <a href="#">B0411</a> <a href="#">B0412</a> <a href="#">B0413</a>	<p><a href="#">B0819</a> Section 6.4.5 and 6.5.2 of the ABTA Recommendations report sets out recommendations for modal filters to be introduced at various locations to deal with any rat running issues that might arise and safeguard the amenities of residential estates.</p> <p><a href="#">B0820</a></p> <p><a href="#">B0821</a></p> <p><a href="#">B0822</a></p> <p><a href="#">B0823</a></p> <p><a href="#">B0824</a> <b>Recommendation</b></p> <p><a href="#">B0825</a> No change to Draft Plan.</p> <p><a href="#">B0826</a></p> <p><a href="#">B0827</a></p> <p><a href="#">B0828</a></p> <p><a href="#">B0829</a></p> <p><a href="#">B0830</a></p> <p><a href="#">B0832</a></p> <p><a href="#">B0833</a></p> <p><a href="#">B0834</a></p> <p><a href="#">B0835</a></p> <p><a href="#">B0836</a></p> <p><a href="#">B0837</a></p> <p><a href="#">B0838</a></p> <p><a href="#">B0839</a></p> <p><a href="#">B0896</a></p>
<p>iii. Submission raise issues in relation to EVs and e-bikes / scooters as follows:</p> <ul style="list-style-type: none"> <li>• Queries focus of Draft LAP on facilitating active travel/public transport in interests of reducing emissions, noting national government targets to increase provision of electric/hybrid cars.</li> <li>• Notes lack of policy in Draft LAP to facilitate provision of electric/hybrid cars.</li> <li>• Would like to see an increase in EV charging points in existing carparks.</li> <li>• Plan does not take into account increase in EVs / hybrid vehicles and their role in climate action.</li> </ul>	<a href="#">B0149</a> <a href="#">B0220</a> <a href="#">B0229</a> <a href="#">B0288</a> <a href="#">B0305</a> <a href="#">B0346</a> <a href="#">B0372</a> <a href="#">B0382</a> <a href="#">B0394</a> <a href="#">B0422</a> <a href="#">B0650</a> <a href="#">B0478</a> <a href="#">B0484</a>	<p>The Executive notes the issues raised and understands that the use of EVs has an important role to play in emissions reduction.</p> <p><a href="#">B0288</a> The promotion of EV use through tax initiatives is however outside the remit of the draft LAP, while the provision of charging points for EVs is covered by CDP guidance. The Executive does however suggest amending Objective T14 to include provision for eBike charging facilities and to also provide for outsized bikes such as cargo bikes and to support continued development of on-street cycle parking at appropriate locations.</p> <p><a href="#">B0422</a> <b>Recommendation</b></p> <p><a href="#">B0650</a> Amend chapter 4 as follows:</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers that with the growth in EVs fears about CO2 emissions from vehicles are reducing and maximum connectivity to Dundrum should be examined.</li> <li>• Need to include charging facilities for e-bikes and scooters.</li> <li>• Proposes using carbon taxes/subsidies to promote transition to EVs and improving public transport as means to dissuade car use, as opposed to restricting access without viable alternatives.</li> <li>• Seeks minimum requirements for public EV charging provision.</li> </ul>	<a href="#">B0490</a> <a href="#">B0613</a> <a href="#">B0624</a> <a href="#">B0663</a> <a href="#">B0728</a>	<p><i>Objective T14 – Cycle Parking Facilities: It is an objective to ensure that secure, off – street, publicly accessible cycle parking facilities, together <u>with charging facilities for eBikes</u>, are provided as part of any significant new developments in Dundrum <u>or as part of any significant change of use or redevelopment proposals in the town. In addition, it is objective to ensure the continued provision of on-street cycle parking at appropriate locations and to ensure that all cycle parking, both on and off street adequately provides for oversized cycles such as cargo bikes.</u></i></p>
<b>A. Policy DLAP24 – Connected Network</b>		
<p>i. Submissions supports the addition of cycling and walking routes, however:</p> <ul style="list-style-type: none"> <li>• These should take account the needs of older people.</li> <li>• Notes trip hazards posed by the existing cycle route in the village.</li> <li>• Considers there is a need to provide more integrated walking/cycling network to facilitate older and younger residents travelling by these modes.</li> <li>• Highlights importance of discouraging car use and encouraging public transport use amongst residents of future developments.</li> <li>• Take account of particular car trip needs for families with young children, access to local business, drop-off / pick up.</li> </ul>	<a href="#">B0117</a> <a href="#">B0134</a> <a href="#">B0281</a> <a href="#">B0308</a> <a href="#">B0366</a> <a href="#">B0386</a> <a href="#">B0388</a> <a href="#">B0394</a> <a href="#">B0457</a> <a href="#">B0518</a> <a href="#">B0616</a>	<p>The Executive notes the concerns raised and acknowledges the needs of senior citizens and other residents in family situations etc, who may require car access to local services. It is noted that car access is being maintained to all streets within the town.</p> <p>While it is noted that the Ballinkeer Rd bus gate proposal would require a detour via either Sandyford Rd or Dundrum Bypass for residents driving from Barton Rd East/Ballinkeer Rd, full access, and on-street parking along Main St is being retained. It is also worth highlighting that new high frequency bus services are planned for Ballinkeer Rd and Barton Rd East offering direct services to and from Dundrum. In addition, a new segregated cycle route, the DLR Connector is planned along Barton Rd East and will include segregated safe cycling facilities to and from Dundrum.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission requests that new developments include space for active travel links.</p>	<a href="#">B0134</a>	<p>The Executive notes the issue raised.</p> <p>Active travel links are sought in all new developments where relevant in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submissions:</p> <ul style="list-style-type: none"> <li>• Considers improved permeability across the bypass could be complemented by improved active travel infrastructure at junctions surrounding the town centre ensuring active travel measures within the town are linked to the surrounding areas.</li> <li>• Considers greater active travel access/permeability from Fernbank/Notre Dame area needs to be provided.</li> </ul>	<p><a href="#">B0166</a> <a href="#">B0216</a></p>	<p>The Executive concurs with the issue and notes that the draft LAP includes objectives for the suggested improvements at the junctions surrounding the town centre.</p> <p>The Executive is satisfied that access for employment purposes will not be compromised and notes that improved public transport and active travel options will be provided.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submissions raise following issues relating to cycle lane provisions:</p> <ul style="list-style-type: none"> <li>• More connectivity and greater segregation of bicycle infrastructure is required.</li> <li>• Dlr should try to standardise on double lane cycle lanes on one side of the road vs 2 single lane cycle lanes.</li> <li>• Creation of continuous segregated bicycle lanes as bike lanes are useless if they do not connect with other bike lanes.</li> <li>• Considers here is a need for physical barriers to protect cyclists from motor vehicles.</li> <li>• Considers that there is a need for continuous road markings that indicate that cyclists have priority on narrower roads.</li> <li>• Alternate roads could be identified and marked to give priority to cyclists.</li> <li>• Requests closure of through access for cars on Ailesbury Lawn / Ailesbury Grove and on Meadow Grove.</li> <li>• Considers cycle lanes on Barton Road East are dangerous for cyclists and requests their removal, with Meadow Grove serving as alternative cycle route.</li> </ul>	<p><a href="#">B0187</a> <a href="#">B0209</a> <a href="#">B0226</a> <a href="#">B0231</a> <a href="#">B0517</a> <a href="#">B0578</a> <a href="#">B0522</a> <a href="#">B0615</a> <a href="#">B0635</a></p>	<p>The Executive notes the issues raised and suggestions.</p> <p>The ABTA seeks to provide a well-connected network of safe segregated cycling facilities. More detailed design issues are noted but are outside remit of draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p><b>v. Submissions:</b></p> <ul style="list-style-type: none"> <li>Note the environmental benefits of cycle routes, however, the expectation of modal shift from car to bicycle use is unrealistic due to Dundrum older demographic.</li> <li>Note that most elderly people unable to walk/cycle (including due to topography) and will be further isolated.</li> <li>Considers that restrictions on cars are anti-older people who have reduced mobility.</li> <li>Considers that only a small percentage of the population are physically able to cycle.</li> </ul>	<p><a href="#">B0196</a>  <a href="#">B0264</a>  <a href="#">B0265</a>  <a href="#">B0266</a>  <a href="#">B0268</a>  <a href="#">B0266</a>  <a href="#">B0269</a>  <a href="#">B0270</a>  <a href="#">B0272</a>  <a href="#">B0309</a>  <a href="#">B0377</a>  <a href="#">B0381</a>  <a href="#">B0382</a>  <a href="#">B0419</a>  <a href="#">B0587</a>  <a href="#">B0728</a>  <a href="#">B0756</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. There are no proposals to eliminate cars from Dundrum but there are however measures proposed to make non car based travel safer and more attractive for people to use. While access routes to the Main St will be altered by certain proposals, people will still be able to drive to Main St. In addition Objective T13 as proposed seeks adequate provision of age friendly parking spaces with the town. Increased provision in this regard will help to make the town more accessible for senior citizens. It also should be highlighted that under the NTA's BusConnects programme, a significant number of new bus services are planned, including through residential areas currently not served, which will provide more options for local residents of all ages to travel to Dundrum by bus. The Council is also adopting the NTAs "8 to 80" approach to providing new cycling infrastructure, whereby new facilities provide a level of safety and protection to help those who feel more vulnerable and less inclined to take up active travel. Essentially it is not the Council's intention to insist on active travel or bus use for everyone but the onus is on the Council to provide everyone with safe and convenient options for sustainable mobility and facilitate less reliance on car use.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p><b>vi. Submissions:</b></p> <ul style="list-style-type: none"> <li>Consider there is more scope within the LAP for active travel improvements around Fernbank and Windy Arbour.</li> <li>Notes the section of Churchtown Road Lower from Windy Arbour to Bottle Tower pub is very dangerous for cyclists..</li> </ul>	<p><a href="#">B0216</a>  <a href="#">B0517</a></p>	<p>The Executive notes the issues raised.</p> <p>The draft LAP Sections 4.6.1.2 &amp; 4.6.3 include significant proposals for active travel improvements at both Fernbank and Windy Arbour. The ABTA recognises the poor cycle environment on Churchtown Rd Lower. <a href="#">This area however falls outside the draft LAP area.</a></p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p><b>vii. Submission highlights that no route is proposed dedicated solely for active travel, other than elements of the envisaged Dodder to Dundrum pedestrian/cycle route.</b></p>	<p><a href="#">B0216</a></p>	<p>The Executive notes the issues raised.</p>



Issues	Sub. No.	Executive's Response & Recommendation
Does not therefore consider that Draft LAP adequately challenges legacy of hostile street environments for pedestrians and cyclists.		<p>It is noted, however, as the draft LAP area constitutes an existing built up area, very limited options are available for the development of standalone cycle routes. The ABTA recommendations do however include several proposals for new segregated cycle facilities through the reallocation or optimisation of existing road space along existing routes.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>viii.</b> Submission seeks the following cycle infrastructure improvements:</p> <ul style="list-style-type: none"> <li>• Complete removal of on-street car parking in areas near apartments or where all houses have driveways.</li> <li>• Clear routes (including right turns) for cyclists at junctions which avoid car traffic.</li> <li>• Provision of single cycle lanes, cyclist-friendly speed bumps and signage on roads on which the provision of two-way segregated cycle lanes is not possible due to width</li> <li>• Consistent cyclist priority rules at minor road junctions.</li> <li>• Bicycle lights at signalised junctions to ensure priority movement.</li> <li>• Sufficient and consistent barriers/protections for cycle lanes from car traffic.</li> <li>• Dedicated pedestrian/cyclist access routes, additional dedicated secure cycle parking facility and bicycle repair stations at large commercial hubs/village centres to facilitate active travel commuting.</li> </ul>	<a href="#">B0672</a>	<p>The Executive notes the issues raised.</p> <p>The suggestions made generally relate to detailed design requirements for cycling infrastructure. While the draft LAP is proposing the provision of safe segregated cycle facilities, <a href="#">the detailed design of this infrastructure is outside the remit of the draft LAP.</a></p> <p>Objective T14 includes for provision of secure cycle parking facilities as far as is practicable within the remit of the draft LAP, while Mobility Hubs, which typically provide cycle facilities/services are also proposed at both Dundrum and Balally Luas stations.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>B. Policy DLAP25 – 10-Minute Concept</b>		
<p><b>i.</b> Submissions requests that the practicalities of commuting to areas outside of the 10-minute neighbourhood are taken into account. Noting:</p> <ul style="list-style-type: none"> <li>• It is common to have 2 working parents each requiring a car to commute to work and dropping off children to school / carers on route to work.</li> </ul>	<a href="#">B0063</a> <a href="#">B0139</a> <a href="#">B0348</a> <a href="#">B0361</a>	<p>The Executive notes the issues raised and acknowledges that many people will have to commute to work outside of the Dundrum area.</p> <p>The ABTA recommendations are aimed at improving public transport accessibility to allow options for commuters other than private car use. The proposed cycle network has been developed in conjunction with both the NTA and the Council's Active Travel Section and has</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Fails to develop a coherent cycle network beyond Dundrum.</li> <li>• Unrealistic for many people in the area.</li> </ul>		<p>also been developed in accordance with the Cycle Strategy for the GDA. The Executive is satisfied that a coherent cycle network is being developed.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission points out that Policy DLAP 25 to promote the ten minute neighbourhood concept has been informed by the ABTA work which is based on a 15 minute catchment which is misleading and undermines the LAP.</p>	<p><a href="#">B0490</a> <a href="#">B0728</a></p>	<p>The Executive notes the issues raised.</p> <p>It is noted, however, that the 10 minute neighbourhood concept does not prohibit the use of a 15 minute catchment in the transport analysis. The 15 minute catchment analysis supports the development of a local mobility network which facilitates people meeting their local mobility needs by active travel or public transport. This is the essence of the 10 minute neighbourhood concept and the approach taken in the ABTA strengthens the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Modal Shift - Public Transport Issues</b></p>		
<p>i. Submission raise issues in relation to public transport/Seeks the provision of more public transport and facilities to service same and further investigations for same in the area. In particular:</p> <ul style="list-style-type: none"> <li>• Improved bus services for elderly.</li> <li>• Need for improved bus services to/from the city centre, Blackrock, Dún Laoghaire, St. Vincents Hospital, on Dundrum Road</li> <li>• Luas capacity issues.</li> <li>• Is critical of the removal of the 48a service replaced with the 14 service resulting in long journey times.</li> <li>• Need to further investigate services around the luas bridge.</li> <li>• Consideration should be given to a continuous electric bus or tram service along Main Street to facilitate those who cannot walk / cycle.</li> </ul>	<p><a href="#">B0001</a> <a href="#">B0009</a> <a href="#">B0012</a> <a href="#">B0090</a> <a href="#">B0107</a> <a href="#">B0139</a> <a href="#">B0187</a> <a href="#">B0196</a> <a href="#">B0237</a> <a href="#">B0259</a> <a href="#">B0270</a> <a href="#">B0306</a> <a href="#">B0308</a> <a href="#">B0311</a> <a href="#">B0323</a> <a href="#">B0362</a> <a href="#">B0366</a></p>	<p>The Executive notes the issues raised in relation to provision of public transport.</p> <p>It is noted, however, the provision of public transport and its development and management, is outside the remit of the Council. Notwithstanding this, it is highlighted that the NTA's BusConnects programme provides for the provision of significant additional bus services and service improvements within the area. In terms of promoting the use of public transport and active travel, the draft LAP contains two objectives for the development of Mobility Hubs, one each at Ballaly Luas and Dundrum Luas stations. Objectives T6 &amp; T18 refer. Mobility Hubs typically include facilities/services for cyclists and public transport users including improved facilities for bicycle parking and provision for bike lockers similar to those already in place at Dundrum Luas station. It is considered that these matters are adequately covered through the promotion of Mobility Hubs under Objectives T6 &amp; T18.</p> <p>Regarding the proposed changes to the at Dundrum Luas and adjacent to Taney Cross, the executive is satisfied that proposals for the bus interchange zone were developed in close consultation and in agreement with the NTA and are acceptable for the purposes of</p>

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<ul style="list-style-type: none"> <li>• Council to consider adding facilities that such as public storage facilities for things like bike helmets and shopping</li> <li>• Is critical of BusConnects plan as it doesn't include for connections to other forms of public transport.</li> <li>• The council should ensure that BusConnects provides for a link to the Windy Arbour Luas station.</li> <li>• Considers that more investment is needed in the Luas to avoid additional pollution from buses.</li> <li>• Queries who uses buses owing to the presence of the Luas.</li> <li>• Various submissions propose provision of small shuttle buses/hop on hop off buses /all weather ambulator.</li> <li>• Seeks improved mobility and public transport connections between Dundrum / Sandyford / Ballinteer with the coast, Blackrock in particular.</li> <li>• Considers that Luas spur from Dundrum/Balally to Blackrock and Ballinteer should be examined. There should be greater cycle and public transport connectivity between Dundrum and Blackrock.</li> <li>• Raises significant concerns in relation to the reconfiguration of the Dundrum Luas / Bus interchange through dispersing bus stops, noting that the connection between the 2 modes should be seamless.</li> <li>• Suggests that a bus station is provided next to the Dundrum Luas stop north of the realigned Main Street.</li> <li>• Notes sub-optimal connections between the luas and A2/A4 route, between the 56 to L25 route and between the 74 and L25 route.</li> <li>• Notes that more space might be required at layover locations for high frequency routes to allow for driver breaks.</li> <li>• Notes that there is a lack of proper shelter at bus stops – these are vital to make public transport more appealing.</li> </ul>	<p><a href="#">B0367</a>  <a href="#">B0369</a>  <a href="#">B0376</a>  <a href="#">B0386</a>  <a href="#">B0388</a>  <a href="#">B0391</a>  <a href="#">B0401</a>  <a href="#">B0402</a>  <a href="#">B0408</a>  <a href="#">B0417</a>  <a href="#">B0451</a>  <a href="#">B0456</a>  <a href="#">B0493</a>  <a href="#">B0516</a>  <a href="#">B0518</a>  <a href="#">B0541</a>  <a href="#">B0552</a>  <a href="#">B0557</a>  <a href="#">B0574</a>  <a href="#">B0581</a>  <a href="#">B0587</a>  <a href="#">B0602</a>  <a href="#">B0612</a>  <a href="#">B0616</a>  <a href="#">B0631</a>  <a href="#">B0653</a>  <a href="#">B0704</a>  <a href="#">B0725</a>  <a href="#">B0730</a>  <a href="#">B0743</a></p>	<p>facilitating and promoting the use of public transport, including the NTA's BusConnects programme.</p> <p>Responses in relation to issues raised on the proposed mobility hub are addressed below.</p> <p>The Executive is satisfied that public transport and active related interventions were all considered in consultation and agreement with the NTA and are therefore acceptable in terms of facilitating bus movement.</p> <p>Additional cross county public transport services are planned under the BusConnects Programme and specifically planned bus services: S6 and L25 will significantly improve connectivity between Dundrum and Blackrock and Dun Laoghaire. It should be noted however that the provision of new public transport services is a matter for the NTA and outside the remit of the LAP. New cross county cycle routes are also proposed including the DLR Connector and the Taney Rd to N11 scheme.</p> <p>The design of Bus – Luas interchange and terminus/ bus layover arrangements has been developed in close consultation and agreement with the NTA and the executive is satisfied that the proposed arrangements are appropriate.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Concerned that looping routes would make journey times more unreliable..</li> <li>• Notes increased journey times for passengers connecting between the 56 and S8 routes due to walking distance between them.</li> <li>• Concerned with safety of school children and pedestrians resulting from the relocation of a bus terminus to Landscape Road/Upper Churchtown.</li> <li>• Considers that bus services are not meeting current demands and does not connect far enough into south Dublin.</li> <li>• Objects to more buses driving through residential roads.</li> <li>• Considers unreliable service / long journey times making buses an unattractive option.</li> <li>• States that improvements to public transport are needed before implementing further traffic restrictions.</li> <li>• Proposes a continuous, regular bus service from Nutgrove to Stillorgan via Dundrum</li> <li>• Disappointed at the removal of the no. 17 bus route to Blackrock.</li> <li>• Proposes that the A2 spine, while not currently scheduled as a 24-hour route yet does serve Dublin Airport, could be upgraded to 24 hours to facilitate non-car travel through the city and support the night-time economy.</li> <li>• Seeks more frequent transport to Kilternan / Enniskerry</li> <li>• Believes public transport on offer is insufficient at this time</li> <li>• Additional bus bays required.</li> <li>• Considers there is a lack of clarity as to how proposals link in with Luas and BusConnects to provide access to and from Dundrum.</li> <li>• considers that use of buses is not progressive or forward thinking and that the Luas needs to be more frequent and</li> </ul>		

Issues	Sub. No.	Executive's Response & Recommendation
developed a lot further. Current buses are half empty while the Luas is above capacity at peak times.		
<p>ii. Requests Council to address the major traffic and public transport capacity issues currently in Dundrum, which are being exacerbated by large-scale residential developments along Luas Green Line. Notes that traffic issues have knock-on negative impact on pedestrian mobility.</p>	<p><a href="#">B0032</a> <a href="#">B0063</a> <a href="#">B0115</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA recommendations are aimed at addressing traffic issues by providing more attractive options for walking, cycling and using public transport and thereby reducing car dependency.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission would welcome enlarged Luas station platforms at Dundrum and Windy Arbour for future increased commuting population.</p>	<p><a href="#">B0227</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA study did not identify any shortcomings with platform infrastructure. This is also an issue for TII and the NTA and is outside the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submissions:</p> <ul style="list-style-type: none"> <li>• Considers it is necessary to reach out to the NTA to have the planned upgrade of the Green Line to Metro Standard reinstated as the plan to deliver an additional line serving UCD to relieve pressure on the existing Green Line won't happen until after 2042.</li> <li>• Need a more comprehensive metro/LUAS for plan to be realistic and to support the ten minute neighbourhood concept.</li> </ul>	<p><a href="#">B0451</a> <a href="#">B0488</a> <a href="#">B0490</a> <a href="#">B0728</a></p>	<p>The Executive notes the issues raised.</p> <p>Notwithstanding the Luas Green Line Capacity Enhancement project being undertaken by TII in conjunction with the NTA, matters relating to Luas capacity, upgrade to Metro, more comprehensive metro/Luas plan are strategic issues which the NTA addresses for the GDA region, through the Transport Strategy for the GDA 2022 – 2044. Submissions to the NTA on these matters are outside the remit of the draft LAP but are dealt with by the Council executive through the appropriate forums, including making a submission to the NTA during the consultation period for the GDA Transport Strategy.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Considers that there is a need for transport objectives to improve access under the Dundrum Luas underpass and across the Windy Arbour Luas station, particularly for cycling, buggies and people using mobility aids.</p>	<p><a href="#">B0483</a> <a href="#">B0545</a></p>	<p>The Executive notes the issues raised but considers this to be a detailed design issue outside the remit of the draft LAP.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
<a href="#">No change to Draft Plan.</a>		
<b>D. Modal Shift – Roads related issues</b>		
<p>i. The LAP should acknowledge the challenges and requirements of wheelchair users, noting that it is more than a parking issue as:</p> <ul style="list-style-type: none"> <li>• A number of people are dependent upon wheelchair accessible private vehicles.</li> <li>• Core infrastructure should be designed to ensure wheelchair user access to services and employment opportunities.</li> <li>• LAP should address pedestrian infrastructure improvement needs for wheelchair users including wider footpaths, lowered curbs, and accessible crossings.</li> <li>• More detail should be provided regarding specific accessibility features at public transport stops, e.g. wheelchair ramps, elevators and designated waiting areas for wheelchair users.</li> <li>• The requirements for dedicated spaces for accessible vehicles should be considered on narrower roads.</li> </ul>	<p><a href="#">B0008</a> <a href="#">B0166</a></p>	<p>The Executive notes the concerns raised.</p> <p>Many of the interventions proposed in the ABTA, including traffic calming on Main St, retaining the existing one-way traffic flow on Main St together with the footpath build outs, improved crossing points and tightening of junctions, all provide significant benefits for pedestrians and wheelchair users through more space on street and shorter, more convenient and safer crossing points at junctions. <a href="#">More detailed design considerations would however be matters for design stage of individual projects and outside the remit of the draft LAP.</a></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions consider that the Draft plan is:</p> <ul style="list-style-type: none"> <li>• Anti-car, anti-people and anti-parking.</li> <li>• Seeks to eliminate the car from Dundrum.</li> <li>• Overly focused on cycling and walking.</li> <li>• Has not properly considered requirements of other road users.</li> </ul>	<p><a href="#">B0017</a> <a href="#">B0121</a> <a href="#">B0179</a> <a href="#">B0195</a> <a href="#">B0301</a> <a href="#">B0303</a> <a href="#">B0305</a> <a href="#">B0346</a> <a href="#">B0347</a> <a href="#">B0363</a> <a href="#">B0372</a> <a href="#">B0377</a> <a href="#">B0382</a> <a href="#">B0422</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. There are no proposals to eliminate cars from Dundrum but there are however measures proposed to make non car based travel safer and more attractive for people to use.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
	<a href="#">B0425</a> <a href="#">B0427</a> <a href="#">B0488</a> <a href="#">B0504</a> <a href="#">B0507</a> <a href="#">B0579</a> <a href="#">B0613</a> <a href="#">B0615</a> <a href="#">B0709</a> <a href="#">B0718</a> <a href="#">B0758</a>	
<p>iii. Submissions:</p> <ul style="list-style-type: none"> <li>• Consider that transport proposals have not been informed by data analysis.</li> <li>• Considers that no analysis has been undertaken to indicate that the proposed transport measures will attract more people to Dundrum.</li> <li>• Requests the following: <ul style="list-style-type: none"> <li>○ an independent traffic impact/analysis assessment.</li> <li>○ a parking strategy.</li> <li>○ a CBA of the impact of the proposed changes on the residents, businesses and services</li> </ul> </li> <li>• Queries if an assessment of cyclists using the area has been carried out to inform the LAP.</li> </ul>	<a href="#">B0045</a> <a href="#">B0066</a> <a href="#">B0109</a> <a href="#">B0122</a> <a href="#">B0236</a> <a href="#">B0490</a> <a href="#">B0523</a> <a href="#">B0728</a> <a href="#">B0759</a>	<p>The Executive notes the issues raised.</p> <p>The ABTA recommendations are aimed at providing more attractive options for walking, cycling and using public transport, which together with public realm improvements and a traffic calmed environment, will provide a more accessible and attractive destination, with sustainable modes at the top of the hierarchy in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. The Executive notes that an improved public realm and upgraded facilities for pedestrians and cyclists will benefit all visitors to Dundrum.</p> <p>The Executive is also satisfied that all the necessary information has been included in the ABTA assessment and that the ABTA’s recommendations are in accordance with national and local planning policy. Specific barriers in the form of safe infrastructure for pedestrians and cyclists were identified. To significantly grow these mode shares in accordance with ABTA objectives, it is recommended that safe and attractive facilities for walking and cycling are introduced.</p> <p><i>A CBA of projects, where required, is outside the remit of the draft LAP.</i> As highlighted above, the ABTA recommendations are objective led and must comply with local, regional and national planning policy.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p><b>iv.</b> Various submission address topography of Dundrum as follows:</p> <ul style="list-style-type: none"> <li>• Not everyone can cycle and Draft LAP fails to take into account steep topography with regard to cycling related objectives. (section 4.4.2.1).</li> <li>• Submission notes that e-bikes remove the issue of travelling up steep gradients.</li> <li>• Notes that the LAP seems to ignore topography</li> <li>• Dundrum is in a bowl and this has been ignored.</li> <li>• The submitter proposes that the topography of Dundrum be utilised to provide underground car parking.</li> <li>• Topography issue for elderly</li> </ul>	<p><a href="#">B0086</a>  <a href="#">B0104</a>  <a href="#">B0109</a>  <a href="#">B0154</a>  <a href="#">B0220</a>  <a href="#">B0244</a>  <a href="#">B0294</a>  <a href="#">B0308</a>  <a href="#">B0346</a>  <a href="#">B0358</a>  <a href="#">B0363</a>  <a href="#">B0382</a>  <a href="#">B0431</a>  <a href="#">B0432</a>  <a href="#">B0436</a>  <a href="#">B0448</a>  <a href="#">B0479</a>  <a href="#">B0484</a>  <a href="#">B0490</a>  <a href="#">B0596</a>  <a href="#">B0613</a>  <a href="#">B0619</a>  <a href="#">B0684</a>  <a href="#">B0728</a></p>	<p>The Executive notes the issues raised and acknowledges that there are local topography issues, which can make cycling less attractive and accessible.</p> <p>While there is obviously no scope to reduce the gradients, the ABTA does however recognise the importance of providing safe, segregated facilities, which will facilitate cyclist travelling safely at their own pace and without fear of swerving into the traffic lane whilst negotiating inclines. This will be especially important for the weaker cyclists.</p> <p>The Executive also recognises that not everyone can cycle and it is not an objective that everyone has to cycle. The ABTA is rather seeking to increase the cycle mode share, especially among the many for whom cycling is an option, but whom likely require safer and more attractive facilities to be in place before using for their local and everyday mobility needs. eBikes certainly provide a solution to the steep gradients and public eBike share schemes are supported by the Council. There is no objective to provide underground car parking under the ABTA recommendations.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p><b>v.</b> Submission requests enhancement of linkages between Sandyford village and Dundrum</p>	<p><a href="#">B0294</a></p>	<p>The Executive notes the issues raised.</p> <p>Sandyford village is outside the draft LAP area. However, Section 6.3.4 of the ABTA Recommendations Report does propose upgrading cycle facilities along Sandyford Road, which would represent a significant enhancement of active travel provision between Sandyford village and Dundrum.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p><b>vi.</b> Submissions:</p>	<p><a href="#">B0412</a></p>	<p>The Executive notes the issues raised.</p>



Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>States that the LAP disregards importance of regional roads.</li> <li>It is inappropriate that the LAP reduces the status of R117 from a regional road to a local road.</li> <li>LAP disregards the strategic importance of the R112/R117 intersection.</li> <li>LAP disregards the purpose of the Dundrum Bypass which is to facilitate strategic traffic yet a bus gate and 2 new pedestrian cycle crossings are proposed.</li> <li>MTC zoning necessitates connectivity/access by regional roads due to its significance.</li> </ul>	<a href="#">B0488</a> <a href="#">B0490</a> <a href="#">B0514</a> <a href="#">B0587</a> <a href="#">B0728</a>	<p>There are no proposals to reduce the status of regional roads to local roads within the draft LAP. Traffic calming and improvements for pedestrian and cycle facilities are however proposed in line with ABTA objectives and Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. The strategic importance of Taney Cross and Dundrum Bypass is recognised, as is the need to provide improved facilities for sustainable transport and active travel. The proposed revisions provide a balanced approach to meeting competing requirements at these locations. Regional/strategic connectivity into Dundrum is being maintained.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission considers that standard mobility principles might not always be appropriate for Dundrum given the presence of one of the country's largest shopping centres and a limited-capacity light rail system constrained by infrastructure and topography.</p>	<a href="#">B0477</a>	<p>The Executive notes the issues raised and considers that issues highlighted have been taken into consideration in the ABTA.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission cites experience in Cork through the creation of the N27 Southern Link Road and suggests a sunken carriageway parallel to the Dodder as far as the M50.</p>	<a href="#">B0490</a>	<p>The Executive notes the issue raised, however, this appears to be a strategic roads proposal for the Dublin area and outside of the draft LAP area and its remit.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submission considers LAP could have considered additional one-way systems (e.g. on Dundrum Road – ABTA options WC11 and WC12, Churchtown Road Lower, Nutgrove Avenue, Wyckham Way), noting potential benefits to cyclists</p>	<a href="#">B0672</a>	<p>The Executive notes the issues raised.</p> <p>One-way traffic flows were considered at other locations including Dundrum Road, which is detailed in the ABTA's Options Assessment Report.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>E. Parking related issues</b></p>		
<p>i. Submission raises concern at increased traffic arising from future apartment developments. Suggests reduction in parking spaces on basis of accessibility of area.</p>	<a href="#">B0086</a>	<p>The Executive notes the issue raised and agrees that managing car parking is important.</p> <p>Car parking standards for new development are however specified under the CDP 2022 – 2028 and are based on the accessibility of areas.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>• Seek more parking provision for new developments to avoid congestion.</li> <li>• Queries if car parking has been considered for new developments.</li> <li>• Suggest investigating provision of underground car parking.</li> <li>• Considers car parking should be provided at the OSC to reduce pressure on residential streets.</li> </ul>	<p><a href="#">B0165</a> <a href="#">B0328</a> <a href="#">B0330</a> <a href="#">B0646</a> <a href="#">B0685</a></p>	<p>The Executive notes the issues raised.</p> <p>Car parking standards for new development are specified under the CDP 2022 – 2028. There is no objective to investigate underground car parking under the ABTA recommendations. Individual redevelopment proposals may explore same.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission considers streets with both on-street and private in-curtilage car parking represent opportunity to provide active travel routes and streetscape improvements in lieu of on-street parking.</p>	<p><a href="#">B0216</a></p>	<p>The Executive agrees there is scope for reallocating road space and has included recommendations in the draft LAP where appropriate and required.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submissions raise issues on parking as follows:</p> <ul style="list-style-type: none"> <li>• Highlights necessity of providing parking for local business, schools and community services for both deliveries and custom.</li> <li>• Considers plan does not provide adequate parking.</li> <li>• Requests that specific measures be put in place to accommodate/retain car parking on or adjacent to Main Street.</li> <li>• Adequate parking near shops/services needs to be maintained</li> <li>• Suggests that lack of car parking at other apartment developments in Dundrum area has resulted in additional parking pressure in surrounding areas.</li> <li>• Suggests a large park and ride or car park near the M50 would dramatically reduce the volume of cars that come off the M50 at exit 13.</li> </ul>	<p><a href="#">B0255</a> <a href="#">B0280</a> <a href="#">B0310</a> <a href="#">B0407</a> <a href="#">B0422</a> <a href="#">B0444</a> <a href="#">B0456</a> <a href="#">B0481</a> <a href="#">B0486</a> <a href="#">B0514</a> <a href="#">B0290</a> <a href="#">B0612</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA does not include any recommendations to reduce existing public parking provision. Proposing a car park adjacent to the M50 is outside the remit of the draft LAP and is a strategic matter for the NTA &amp; TII. New developments are required to meet the car parking requirements stipulated in the current CDP. The design/location of parking bays are matters of detailed design and outside the remit of the draft LAP while illegal parking is a matter for law enforcement.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Suggests the inclusion of spiral/underground parking outside the village for vehicles and all personal modes of transport, eg cycles scooters etc.</li> <li>The LAP's approach to parking will result in people driving to further away destinations, increasing pollution and reducing the viability of local businesses</li> <li>The number of on-street parking and loading bays is inadequate.</li> <li>Seeks focus on designs to limit illegal parking on footpaths.</li> </ul>		
<p>v. Submission requests that Electric charge points and driver welfare facilities be made available at the planned bus interchange facilities.</p>	<a href="#">B0545</a>	<p>The Executive notes the issues raised, however, this is a matter for detailed design of any bus interchange facilities and outside the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission considers LAP should include objective that repurposing of basement space to secure bike parking will be encouraged.</p>	<a href="#">B0545</a>	<p>The Executive notes the issues raised.</p> <p>Objective T14 includes for provision of secure cycle parking facilities as far as is practicable within the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission:</p> <ul style="list-style-type: none"> <li>Considers that there is a need for objectives around enabling commercial deliveries and logistics with a "last mile hub" developed in the plan area. Proposes that lands left over after junction improvements at junction of bypass and Wyckham Way. (Aerial photo is provided).</li> <li>Considers that there is a need to provide dedicated space for delivery mopeds and cyclists to park within the town.</li> </ul>	<a href="#">B0545</a>	<p>The Executive notes the issue raised.</p> <p>The suggestion for a "last mile hub" is noted and is noted and while the principle would appear to have merit, the executive considers that that the demand and potential for such a facility would need to be more fully understood before advancing as a recommendation. Objective T14 includes for provision of secure cycle parking facilities as far as is practicable within the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>F. DLAP28 – Employment Access</b>		
i. Considers vehicular access restrictions proposed will conflict with employment access promoted under Policy DLAP28.	<a href="#">B0219</a>	<p>The Executive notes the issue but is satisfied that access for employment purposes will not be compromised and notes that improved public transport and active travel options will be provided.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>G. DLAP29 – Vehicle Reduction</b>		
i. Draft LAP fails to recognize the important role which vehicles play in transporting people and goods.	<a href="#">B0490</a>	<p>The Executive notes the issues raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. There are no proposals to eliminate cars from Dundrum or prohibit car access to Main St, but there are however measures proposed to make non car based travel safer and more attractive and convenient for people to use.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
ii. Submission considers that active travel is more equitable across age groups and notes not all older people can afford to run a car.	<a href="#">B0517</a> <a href="#">B0522</a>	<p>The Executive concurs with this view.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
iii. Encouragement should be given in the plans for the development of car-free or car-lite residential developments and arrangements whereby spaces at existing carparks can be made available for new car free developments.	<a href="#">B0545</a>	<p>The Executive notes the issues raised.</p> <p>New developments are required to meet the car parking requirements stipulated in the current dlr CDP 2022 – 2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
iv. Submission welcomes the provisions that aim to reduce the through-traffic as it is a disruption to people who are driving	<a href="#">B0545</a>	<p>The Executive notes the issue raised and welcomes the support with regard to reducing through traffic.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>to Dundrum for their private business or as commercial drivers.</p> <p>Considers that there will still be in excess of 3000 public car parking spaces and therefore council should engage with car park owners to encourage the provision of low cost, priority car parking spaces in the car parks for people with reduced mobility.</p>		<p>The cost of parking within private car parking areas is outside the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>H. DLAP30 – Safe Schools</b></p>		
<p>i. Submission supports policy DLAP30 – Safe Schools and:</p> <ul style="list-style-type: none"> <li>Proposes that the Clonskeagh to Gaelscoil na Fuinseoige cycle bus route should be supported in LAP.</li> <li>Considers that schools at Notre Dame campus should be included in 'Safe Routes to School' initiative.</li> </ul>	<p><a href="#">B0216</a> <a href="#">B0517</a></p>	<p>The Executive notes and welcomes the support for safe routes to school.</p> <p>While it is outside the remit of the draft LAP to designate specific schools for inclusion in the Safe Routes to School programme, it is however recommended that Objective T7, which relates to Taney Cross and Environs, be amended to include support for any safe routes to school initiatives, which may be instigated in the area, as follows:</p> <p><b>Recommendation</b> Chapter 4. Amend as follows:</p> <p><i>Objective T7 – Taney Cross and Environs Cycle &amp; Pedestrian Facilities: It is an objective to support of the delivery of the Taney Rd to N11 cycle scheme, and to progress a network of segregated cycle facilities and improved pedestrian facilities for Taney Cross and Environs having regard to Figure 4.5 to provide safe and efficient facilities for pedestrian and cyclists and to support any safe Routes to Schools initiatives that may be brought forward for nearby schools located in the vicinity of Taney Cross and Environs.</i></p>
<p>ii. Various submissions consider measures proposed under Draft LAP would cause concerns to Taney Parish Primary School.</p> <ul style="list-style-type: none"> <li>Considers proposed one-way vehicular traffic systems will create difficulties accessing school.</li> <li>Highlights on-going needs for parents of infants and children with special needs to bring children to/from school by car.</li> <li>States that cars travelling from Overend Avenue will be required to detour along heavily trafficked routes on Birches Lane.</li> </ul>	<p><a href="#">B0284</a> <a href="#">B0286</a> <a href="#">B0329</a> <a href="#">B0408</a> <a href="#">B0719</a></p>	<p>The Executive notes the issues raised.</p> <p>Vehicular access to the school is being maintained and no ban on school drop off by car is proposed. While it is acknowledged that car access may be less convenient under proposals than presently available, it is being maintained and in addition, proposals include significant improvements for safe walking and cycling facilities for children accessing local schools at this location, which will improve connections between the schools and their catchments.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>States that cars travelling from Kilmacud Road Upper will need to detour along heavily trafficked route Drummartin Road / Taney Road junction.</li> <li>States that cars exiting Sydenham Villas will have to divert through village or via Overend Avenue.</li> <li>Highlights that school drop-off is not permitted on Overend Avenue and that there is no school warden operating on this road</li> <li>School is cut off from catchment</li> </ul>		
<b>3.3.4 Section 4.6.1.1 Dundrum Cross</b>		
<b>A. Objective T1 - Retention of One-way system &amp; cycle lanes on Main Street and Objective T2 Retention &amp; Extension of the Southbound Cycle Lane</b>		
<p>i. Submissions raise issues in relation to the retention of the one-way traffic layout along Main Street and Kilmacud Road Upper as follows:</p> <ul style="list-style-type: none"> <li>This layout was implemented as a temporary measure.</li> <li>Impact on businesses and staff along Main Street.</li> <li>Lack of information on how local businesses will be supported.</li> <li>The one-way layout limits emergency access to Main Street.</li> <li>It has exacerbated traffic issues including issues at Tesco roundabout.</li> <li>Proposals will add to existing traffic pressure on outskirts.</li> <li>Impact on access to services for elderly, mobility impaired.</li> <li>Lack of parking.</li> <li>One-way system is unnecessary as bypass has capacity to take traffic seeking to avoid the town centre.</li> <li>Feeder routes to other areas are at capacity at peak times.</li> <li>It will reduce property values.</li> </ul>	<p> <a href="#">B0005</a> <a href="#">B0398</a>  <a href="#">B0015</a> <a href="#">B0405</a>  <a href="#">B0019</a> <a href="#">B0406</a>  <a href="#">B0031</a> <a href="#">B0407</a>  <a href="#">B0036</a> <a href="#">B0408</a>  <a href="#">B0038</a> <a href="#">B0409</a>  <a href="#">B0039</a> <a href="#">B0411</a>  <a href="#">B0041</a> <a href="#">B0415</a>  <a href="#">B0042</a> <a href="#">B0419</a>  <a href="#">B0043</a> <a href="#">B0422</a>  <a href="#">B0044</a> <a href="#">B0428</a>  <a href="#">B0045</a> <a href="#">B0431</a>  <a href="#">B0046</a> <a href="#">B0432</a>  <a href="#">B0050</a> <a href="#">B0436</a>  <a href="#">B0051</a> <a href="#">B0444</a>  <a href="#">B0052</a> <a href="#">B0445</a>  <a href="#">B0058</a> <a href="#">B0454</a>  <a href="#">B0067</a> <a href="#">B0456</a>  <a href="#">B0080</a> <a href="#">B0459</a>  <a href="#">B0081</a> <a href="#">B0460</a>  <a href="#">B0083</a> <a href="#">B0464</a>  <a href="#">B0084</a> <a href="#">B0466</a> </p>	<p>The Executive notes the issues raised.</p> <p>The existing temporary covid mobility measures on Main St were examined as part of the ABTA study in order to understand their impact and to determine if benefits would accrue from their retention.</p> <p>The ABTA has found that the temporary Covid Mobility Measures provide significant benefits for pedestrians and cyclists through the provision of safer, more attractive, and convenient facilities, which include more generous footpath areas, especially close to junctions and crossing points as well as segregated cycle facilities and an enhanced public realm including seating and landscaping interventions. In addition, the introduction of the one-way traffic flow was found to traffic calm the area with reductions in noise and air pollution providing an overall safer environment for all visitors to the town.</p> <p>In addition, the one-way layout maintains vehicular access and parking spaces on Main St and there is no evidence to suggest an impact on emergency services or that it gives rise to anti-social behaviour– it is noted that one way traffic systems are quite commonplace and operate successfully in many locations within the county and wider city.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>It causes significant traffic congestion on Kilmacud Rd Upper (which is particularly acute at school finishing times),</li> <li>Existing Main Street cycle lanes are poorly used.</li> <li>Impacts on the character of the town.</li> <li>Black kerbs are hazardous and unsightly.</li> <li>Suggests the use of road painting or bollards in place of the kerbs.</li> <li>Objects to the removal of the bus stop at the Church.</li> <li>Requests that existing measures are reversed/ reinstatement of two way system.</li> <li>Considers measures will impose unreasonable journey times on respondent and other residents for making local shopping trips.</li> <li>Concerns regarding increased car journey times and distances for residents of Sweetmount Park/Laurels.</li> <li>Impacts on delivery vehicles and staff accessing local businesses.</li> <li>Existing system has led to an increase in anti-social behaviour, litter and safety issues.</li> <li>Considers proposed cyclist priority measures will create safety issues for pedestrians, noting increased prevalence of e-scooters and e-bikes.</li> <li>Funeral access to the church is problematic.</li> <li>Rotating church services mean need for access to Dundrum</li> <li>Considers that safe cycling could have been achieved by traffic calming measures and a 25kph speed limit.</li> <li>The one-way system has significantly altered public transport choices for those with mobility issues, noting that certain routes / bus stops have been relocated further from residents making them less accessible.</li> </ul>	<a href="#">B0113</a> <a href="#">B0114</a> <a href="#">B0121</a> <a href="#">B0122</a> <a href="#">B0127</a> <a href="#">B0132</a> <a href="#">B0139</a> <a href="#">B0154</a> <a href="#">B0162</a> <a href="#">B0168</a> <a href="#">B0175</a> <a href="#">B0177</a> <a href="#">B0178</a> <a href="#">B0179</a> <a href="#">B0180</a> <a href="#">B0187</a> <a href="#">B0191</a> <a href="#">B0194</a> <a href="#">B0195</a> <a href="#">B0197</a> <a href="#">B0214</a> <a href="#">B0219</a> <a href="#">B0224</a> <a href="#">B0225</a> <a href="#">B0228</a> <a href="#">B0229</a> <a href="#">B0230</a> <a href="#">B0233</a> <a href="#">B0235</a> <a href="#">B0239</a> <a href="#">B0240</a> <a href="#">B0241</a> <a href="#">B0244</a> <a href="#">B0245</a>	<p>The Dundrum ABTA has examined the temporary covid mobility interventions afresh and in the context of both the wider transport network and the objectives set out for the ABTA. The ABTA has considered:</p> <ul style="list-style-type: none"> <li>The need to improve walking and cycling facilities for access to and through the area.</li> <li>The need to facilitate bus movements through the area.</li> <li>The need to improve the public realm and support the vibrancy and liveability of the area.</li> <li>The need to safeguard the strategic function of Dundrum MTC by maintaining access to car parks while also reducing the volume of strategic traffic through the town.</li> </ul> <p>The ABTA has concluded that the Covid 19 mobility interventions, together with the wider suite of ABTA recommendations for this area, enhance connectivity to Dundrum via sustainable modes (walking, cycling and public transport) and grow these mode shares while also supporting the creation of an attractive, liveable, and vibrant MTC.</p> <p>It is noted that safety concerns have been raised regarding the temporary infrastructure installed to provide safer cycling and pedestrian facilities and it is a recommendation of the draft LAP that the temporary measures be transitioned to a permanent scheme with associated public realm improvements, which will address any concerns regarding pedestrian safety and ensure that a quality permanent design is implemented.</p> <p>The Executive notes the view that not that many people cycle in / through Dundrum. The mode share for cyclists in the ABTA study area however (8.7% for employment trips and 10.3% for education) is higher than the county average and significantly higher than the national average. Notwithstanding this, it is an objective of the ABTA to further increase this mode share and to do this, the ABTA has highlighted the existing barriers to cycling which need to be addressed. These barriers include heavily trafficked junctions on the major approaches to the town with a lack of safe and convenient crossing facilities. In addition, a lack of safe segregated cycle facilities throughout the area was also identified as a deterrent.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Only benefits cyclists and pedestrians and discriminates against those who need their car dues to mobility issues.</li> <li>• Discourages casual trips to the village during a commute.</li> <li>• Need to retain access to the church / mass.</li> <li>• Commentary on difficulty of bus turning onto Main Street is inaccurate as this has always occurred.</li> <li>• Cycle lanes should only be on the by-pass.</li> <li>• Objects to the closure of Main Street to all vehicles.</li> <li>• Considers segregated cycle lanes not required for safe cycling in area where there is moderate traffic/good quality surfaces.</li> <li>• Concerned at impacts to bus public transport – reduced access to Main Street businesses, long detours.</li> <li>• Impact on ACA.</li> <li>• Area is already well served by public transport and cycling routes.</li> <li>• 2-way traffic should be reinstated on Kilmacud Road.</li> <li>• Difficult to get through the village from Willow Road.</li> <li>• Cycle lane is highly dangerous especially at night.</li> <li>• No detail design proposals have been provided – it is not clear how access will be provided. More consultation is required.</li> <li>• Seeks an analysis of the effectiveness of the one-way system.</li> </ul>	<a href="#">B0249</a> <a href="#">B0250</a> <a href="#">B0252</a> <a href="#">B0259</a> <a href="#">B0263</a> <a href="#">B0267</a> <a href="#">B0273</a> <a href="#">B0274</a> <a href="#">B0275</a> <a href="#">B0279</a> <a href="#">B0282</a> <a href="#">B0287</a> <a href="#">B0291</a> <a href="#">B0296</a> <a href="#">B0299</a> <a href="#">B0300</a> <a href="#">B0301</a> <a href="#">B0302</a> <a href="#">B0303</a> <a href="#">B0308</a> <a href="#">B0309</a> <a href="#">B0310</a> <a href="#">B0311</a> <a href="#">B0313</a> <a href="#">B0314</a> <a href="#">B0318</a> <a href="#">B0320</a> <a href="#">B0323</a> <a href="#">B0325</a> <a href="#">B0328</a> <a href="#">B0329</a> <a href="#">B0330</a> <a href="#">B0332</a> <a href="#">B0337</a>	<p>The ABTA aims to address these deficiencies to provide safe and convenient cycle facilities and grow the cycle mode share.</p> <p>With the introduction of the one way traffic flow on Main St, changes were required to bus routes and bus stop locations. These revisions were carried out in close consultation with the NTA and the bus operators and in particular, the NTA who has responsibility for the provision of public transport services has not raised any issues with the revisions since they were implemented.</p> <p>The Executive acknowledges that there is a bypass as well as a strategic road network in place around Dundrum. The ABTA study has shown however that between 60 &amp; 70% of traffic passing through Dundrum Cross is strategic traffic (through traffic not stopping in Dundrum). The ABTA has also shown that this traffic can make decisions earlier in the network to use the strategic road system rather than passing through the town centre. This amount of through traffic leads to congestion and a poorer town centre environment. It also reduces safety and convenience for pedestrians and cyclists. The ABTA recommendations are therefore aimed at measures which will encourage strategic traffic to use the surrounding strategic road network. Vehicular access and car parking is however being maintained along Main St, though a different route to get there may be required depending on the trip origin. The Executive understands that this re-routing may be an inconvenience to some motorists, but when implemented in tandem with new bus services and cycle facilities, it allows for the opportunity to promote more sustainable forms of travel, which is the primary objective of the ABTA.</p> <p>There is no proposal to close Main St to vehicular traffic or to eliminate parking spaces.</p> <p>Property values are not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



Issues	Sub. No.	Executive’s Response & Recommendation
	<a href="#">B0343</a> <a href="#">B0346</a> <a href="#">B0348</a> <a href="#">B0349</a> <a href="#">B0350</a> <a href="#">B0351</a> <a href="#">B0358</a> <a href="#">B0360</a> <a href="#">B0361</a> <a href="#">B0363</a> <a href="#">B0364</a> <a href="#">B0367</a> <a href="#">B0368</a> <a href="#">B0369</a> <a href="#">B0377</a> <a href="#">B0379</a> <a href="#">B0381</a> <a href="#">B0383</a> <a href="#">B0384</a> <a href="#">B0385</a> <a href="#">B0386</a> <a href="#">B0388</a> <a href="#">B0390</a> <a href="#">B0394</a> <a href="#">B0395</a>	<a href="#">B0752</a> <a href="#">B0756</a> <a href="#">B0757</a> <a href="#">B0758</a> <a href="#">B0759</a> <a href="#">B0764</a> <a href="#">B0765</a> <a href="#">B0766</a> <a href="#">B0767</a> <a href="#">B0768</a> <a href="#">B0769</a> <a href="#">B0770</a> <a href="#">B0772</a> <a href="#">B0773</a> <a href="#">B0776</a> <a href="#">B0778</a> <a href="#">B0781</a> <a href="#">B0782</a> <a href="#">B0783</a> <a href="#">B0791</a> <a href="#">B0793</a> <a href="#">B0794</a> <a href="#">B0819</a> <a href="#">B0831</a>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>• Question the need for a two-way system or any cars in the town centre streets, given the presence of the Bypass.</li> <li>• Suggest that traffic should be fully removed with bus access only or it should be fully pedestrianised to further enhance Main Street.</li> <li>• Suggests that no cars have access to village only buses</li> </ul>	<a href="#">B0016</a> <a href="#">B0077</a> <a href="#">B0096</a> <a href="#">B0138</a> <a href="#">B0326</a> <a href="#">B0570</a> <a href="#">B0612</a>	<p>The Executive notes and welcomes the support for traffic calming proposals.</p> <p>Various options for Main St were considered including full pedestrianisation and bus only traffic. The ABTA recommendation however is to retain one way traffic and parking. The Executive is satisfied that this approach provides an acceptable balance between catering for the needs of private motorists, while also allowing increased levels of priority for bus movements as well as walking and cycling.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
		No change to Draft Plan.
<p>iii. Submissions:</p> <ul style="list-style-type: none"> <li>identifies Blackrock town centre as having well designed traffic and active travel access, suggesting similar system could be applied to Dundrum.</li> <li>Highlights Blackrock as example of implementing unpopular active travel measures which have benefited local businesses/community.</li> </ul>	<p><a href="#">B0044</a>  <a href="#">B0077</a>  <a href="#">B0218</a>  <a href="#">B0622</a>  <a href="#">B0623</a></p>	<p>The Executive notes and welcomes the support for traffic calming proposals and would concur that the proposals for Blackrock are a good example of a scheme which benefits both active travel and local businesses. The aim in Dundrum is to also achieve this balance.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>iv. Submissions support the existing and proposed road changes for Main Street and raise the following issues:</p> <ul style="list-style-type: none"> <li>Considers it has helped return some of the character of the Village.</li> <li>Welcomes easier and calmer environment around Holy Cross Church. Notes on-street parking is available for pharmacy, GP and dentist.</li> <li>Notes cycle infrastructure has enabled respondent and others to shop conveniently.</li> <li>Considers border of cycle lane should be painted more distinctively.</li> <li>Notes footpaths on Main Street are now safer for pedestrians, especially children; air is cleaner.</li> <li>The one-way layout on Main Street Dundrum together with the transfer of several bus routes onto the bypass, is the only mechanism that would ensure that, with Bus Connects the village does not become a permanent bus corridor.</li> <li>It can achieve the space necessary to prioritise public transport, walking and cycling.</li> <li>Submission however notes issues for cyclists and suggests removal of some car parking to facilitate improved two-way cycle movement.</li> <li>System provides convenient access to Luas.</li> </ul>	<p><a href="#">B0075</a>  <a href="#">B0077</a>  <a href="#">B0086</a>  <a href="#">B0096</a>  <a href="#">B0106</a>  <a href="#">B0138</a>  <a href="#">B0147</a>  <a href="#">B0152</a>  <a href="#">B0153</a>  <a href="#">B0205</a>  <a href="#">B0213</a>  <a href="#">B0216</a>  <a href="#">B0227</a>  <a href="#">B0231</a>  <a href="#">B0281</a>  <a href="#">B0295</a>  <a href="#">B0331</a>  <a href="#">B0340</a>  <a href="#">B0344</a>  <a href="#">B0450</a>  <a href="#">B0453</a>  <a href="#">B0457</a>  <a href="#">B0479</a>  <a href="#">B0508</a>  <a href="#">B0516</a>  <a href="#">B0522</a></p>	<p>The Executive welcomes the support for the ABTA recommendations and notes the concerns raised regarding the visibility of the cycle lane demarcation on Main St. This issue is currently being addressed by the Traffic Section. Other suggestions concerning the one way system on Main St, such as changes to parking spaces and cycle lanes, are design matters, which would be considered at design stage in the event of the one way system being progressed to a permanent layout. It is envisaged that this would involve a public consultation exercise similar to the Blackrock village scheme. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>The current layout has improved the public realm, provided more space for pedestrians and safe cycle routes.</li> <li>Has made Dundrum more appealing to visit with an improved atmosphere, less noisy and polluted.</li> <li>Many local residents live within 1-2km of Main Street which is easily walked or cycled.</li> <li>Cycle lane is in use and is not as claimed underutilised.</li> <li>Considers car traffic on Main Street is the main detraction from Dundrum.</li> <li>Suggests further restrictions to vehicular traffic at peak business hours to improve bus mobility.</li> <li>Main Street should be for local access only, there are alternative routes for through traffic.</li> <li>Thinks the one-way travel system currently in place is excellent and is delighted that it is intended to retain and extend.</li> <li>Considers that there should be a drop off area for less able visitors.</li> <li>Proposes pedestrianisation of streets in village, including most of Main Street.</li> </ul>	<a href="#">B0528</a> <a href="#">B0545</a> <a href="#">B0565</a> <a href="#">B0578</a> <a href="#">B0600</a> <a href="#">B0604</a> <a href="#">B0620</a> <a href="#">B0626</a> <a href="#">B0642</a> <a href="#">B0660</a> <a href="#">B0672</a> <a href="#">B0685</a> <a href="#">B0689</a>	
<p>v. Submitter requests that the footpath sets in the village to be better considered and that they should be of a high quality with a sandy colour rather than the grey sets as seen in the city. Preference would be for the use of golden granite to complement the historical brickwork in the village.</p>	<a href="#">B0147</a>	<p>The Executive notes the issue raised, however the suggestion is a detailed design consideration for any project to bring forward a permanent public realm scheme for the town.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submissions request:</p> <ul style="list-style-type: none"> <li>Survey on the one-way system.</li> <li>Traffic survey on the village and surrounding areas (thinks the one included in the LAP seems to be taken from other traffic surveys in Dublin)</li> </ul>	<a href="#">B0240</a> <a href="#">B0245</a> <a href="#">B0252</a> <a href="#">B0252</a> <a href="#">B0274</a> <a href="#">B0275</a> <a href="#">B0296</a>	<p>The Executive notes the concerns raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. The ABTA study was carried out in</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Analysis of the one-way system and the impact it's had on the village.</li> <li>Considers that there appears to be no evidence of any research conducted and requests an origin and destination study</li> </ul>	<a href="#">B0274</a> <a href="#">B0349</a> <a href="#">B0514</a> <a href="#">B0523</a> <a href="#">B0562</a> <a href="#">B0655</a> <a href="#">B0759</a>	<p>consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions within the area were taken into account.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submissions consider that kerbside bus stops on Main Street contribute to congestion, noting there is sufficient space at Holy Cross Church to provide a bus bay.</p>	<a href="#">B0249</a> <a href="#">B0300</a>	<p>The Executive notes the issue raised. However, in line (on street) bus bays are required by the NTA in order to allow buses to maintain priority over general traffic and avoid delays that would otherwise occur to bus services trying to re-enter the traffic flow.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission notes that no information has been provided with regard to cycle lane usage and requests that a cycle lane survey is carried out.</p>	<a href="#">B0325</a>	<p>The Executive notes the issue raised</p> <p>The ABTA study has regard to the mode share for cyclists in the ABTA study area (8.7% for employment trips and 10.3% for education) as determined by the CSO Census Data. This shows a cycle mode share which is higher than the county average and significantly higher than the national average. Notwithstanding this, it is an objective of the ABTA to further increase this mode share and to do this, the ABTA has highlighted the existing barriers to cycling which need to be addressed. These barriers include heavily trafficked junctions on the major approaches to the town with a lack of safe and convenient crossing facilities. In addition, a lack of safe segregated cycle facilities throughout the area was also identified as a deterrent. The ABTA aims to address these deficiencies to provide safe and convenient cycle facilities and grow the cycle mode share.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submission notes that the proposed design does not reflect the existing two-way system on Main St as part as the OSC car park entrance. The submitter states that they are only prepared to contemplate forgoing the existing car park entrance from Main Street if a high-quality access and servicing solution is available from Dundrum Bypass.</p>	<a href="#">B0344</a>	<p>The Executive notes the issue raised.</p> <p>Objective T12, as proposed in the Draft LAP requires future vehicular access to parking within the Old Sopping Centre site, to be solely from Dundrum bypass. There is no evidence to indicate that such an access would not be up to the required standards.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>x. Submission:</p> <ul style="list-style-type: none"> <li>• Requests that a drop off area is provided close to the church for use by less mobile people or those unable to use public transport, noting that this should be monitored to prevent abuse.</li> <li>• Requests that the front of the church is reviewed with regard to safety stepping onto the path – considers that this is a trip hazard due to there being no visible division between the path and the front of the church.</li> </ul>	<p><a href="#">B0319</a></p>	<p>The Executive notes the issues raised. Suggestions and issues concerning the one way system on Main St, such as drop off areas and footpath safety, are design matters, which would be considered at design stage in the event of the one way system being progressed to a permanent layout. It is envisaged that this would involve a public consultation exercise similar to the Blackrock village scheme. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xi. Submission proposes two options for Main Street which should be explored:</p> <ul style="list-style-type: none"> <li>• Option A - Restore 2 way traffic on Main Street while including some improvement a Dundrum Cross such as a requirement that all cars wishing to enter Kilmacud Road Upper from Main street of Sandyford Road having to turn west onto Ballinteer road and proceed round the roundabout at Barton Road East Junction and then proceed back towards Upper Kilmacud Road. Car parking spaces on the east side of Main Street in the vicinity of the dental clinic could also be removed to make it safer for cyclists and buses.</li> <li>• Option B - One way traffic on Main street reconfigured so that it runs southbound with consequential change to Kilmacud Road Upper so that one way system runs eastbound and Sydenham runs northbound. This option also includes removal of bus gate at Ballinteer Road operation of Taney Cross. It is contended that this option would work better for bus traffic.</li> </ul>	<p><a href="#">B0362</a> <a href="#">B0490</a> <a href="#">B0728</a></p>	<p>The Executive notes the suggestions made.</p> <p>These options were considered by the ABTA study. Retaining two way traffic on Main St would not allow for improved pedestrian and cycle facilities or traffic calming while reversing the flow on Main St would mean passengers alighting buses on the western side of the bypass with safety implications crossing a busy road in addition to an inability for bus operating facilities and passenger convenience to be adequately accommodated at the bus interchange adjacent to the Luas station.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xii. Submission considers that Dundrum Main street should be made accessible only to buses and other named users</p>	<p><a href="#">B0452</a></p>	<p>The Executive notes the suggestion made.</p>

Issues	Sub. No.	Executive's Response & Recommendation
including disabled sticker holders (as issued by the dlrcoco, and to disabled drivers).		<p>Having considered a bus only street as part of the ABTA study, the emerging preferred option was to allow vehicular access (one way) and parking on Main St.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xiii.</b> Submits that the new cycleway on the Dundrum Bypass will reduce cycle traffic on Main Street therefore suggests that the cycleway on Main Street could be re-located to the new north/south pedestrian route through the OSC development to free up the existing cycleway for improved public realm on Main Street.</p>	<a href="#">B0453</a>	<p>The Executive notes the issue raised.</p> <p>The Executive is satisfied that the on street segregated facility for cyclists as proposed is more appropriate for cyclists than routing though the OSC site.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>B. Objective T3 – DLR Connector</b>		
<p><b>i.</b> Submissions raise concerns / object to changes at Dundrum Cross and environs as follows:</p> <ul style="list-style-type: none"> <li>• Access to/from Ballinteer Road will be restricted.</li> <li>• One-way traffic on Killmacud Road Upper will limit access to Dundrum and local schools.</li> <li>• Travel times to Main Street and schools will increase.</li> <li>• Impact on Elderly and people with a disability.</li> <li>• Impact on access to Holy Cross Church.</li> <li>• Will inconvenience local residents</li> <li>• Current road layout changes already inconvenience access to local schools.</li> <li>• Impacts access to local businesses including, staff, deliveries and customers.</li> <li>• Will increase traffic on Sandyford Road.</li> <li>• Will divide the local community.</li> <li>• Will exacerbate existing congestion on local roads.</li> <li>• Will result in increased car journey times.</li> <li>• Proposes provision of cycle lanes on Dundrum Bypass and via northern DTCSC entrance (car park to rear of Holy Cross Church) as alternative measures.</li> </ul>	<p><a href="#">B0005</a> <a href="#">B0024</a> <a href="#">B0025</a> <a href="#">B0030</a> <a href="#">B0033</a> <a href="#">B0067</a> <a href="#">B0082</a> <a href="#">B0084</a> <a href="#">B0111</a> <a href="#">B0114</a> <a href="#">B0121</a> <a href="#">B0122</a> <a href="#">B0127</a> <a href="#">B0129</a> <a href="#">B0168</a> <a href="#">B0169</a> <a href="#">B0196</a> <a href="#">B0220</a> <a href="#">B0235</a> <a href="#">B0323</a> <a href="#">B0386</a></p>	<p>The Executive notes the issues raised and acknowledges that the ABTA recommendations will make certain trips in the area less convenient to take by car but would emphasise that general vehicular access is being maintained to Dundrum and its Main St via Sandyford Road, Killmacud Rd Upper and from Dundrum bypass from where access is available to car parking serving Main St and DTC.</p> <p>The reason for the proposed alterations is to allow a relatively small reallocation of overall road space to provide improved facilities for walking, cycling and public transport, which is in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028. The Executive is satisfied that the ABTA recommendations are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to vehicular access.</p> <p>The Executive is satisfied that this approach provides an acceptable balance between catering for the needs of private motorists, while also allowing increased levels of priority for bus movements as well as walking and cycling.</p> <p>It should also be highlighted that the ABTA recommendations are proposed in tandem with new planned bus routes and cycle routes being rolled out in the area, which it is envisaged will provide realistic alternatives for travel other than private car use. These measures will also help to reduce carbon emissions and help with our national climate change targets.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Further consideration is needed regarding route changes around channelling traffic away from Ballinteer Road and down Wyckham Way.</li> <li>• Believes the DLR connector should go ahead without banning the left turn from Ballinteer Road.</li> <li>• The submitter expresses concerns regarding a one-way eastbound traffic layout on Kilmacud Road Upper from its junction with Sydenham Road to its junction with Overend Avenue.</li> <li>• Considers impact on Sydenham Villas as a result of proposed changes to roads are not clarified – plan will limit access and egress with egress only available via Kilmacud Road Upper / Main Street.</li> <li>• Absence of bidirectional segregated cycle tracks on Kilmacud Road is inconsistent with the objectives of the DLR Connector, as set out in Objective T3.</li> <li>• Seeks omission of proposed segregated cycle tracks on Kilmacud Road Upper between Sydenham Road / Sydenham Villas junction and Overend Avenue junction.</li> <li>• Proposes retaining one-way vehicular access on Ballinteer Road to Main Street.</li> <li>• Seeks omission of proposed segregated cycle tracks on Kilmacud Road Upper between Sydenham Road / Sydenham Villas junction and Overend Avenue junction.</li> <li>• Suggests instead that DLR should extend the “Cycle on carriageway” scheme for the whole stretch of Kilmacud Road Upper between the Garda station and Overend Avenue.</li> <li>• Proposes examining alternative route for DLR Connector via Taney Road or Overend Avenue using available land in the public domain at Overend Avenue for provision of cycle tracks around the junction in addition to two-way traffic lanes.</li> </ul>	<p> <a href="#">B0438</a>  <a href="#">B0449</a>  <a href="#">B0453</a>  <a href="#">B0475</a>  <a href="#">B0490</a>  <a href="#">B0501</a>  <a href="#">B0502</a>  <a href="#">B0528</a>  <a href="#">B0530</a>  <a href="#">B0538</a>  <a href="#">B0541</a>  <a href="#">B0547</a>  <a href="#">B0549</a>  <a href="#">B0550</a>  <a href="#">B0554</a>  <a href="#">B0599</a>  <a href="#">B0604</a>  <a href="#">B0629</a>  <a href="#">B0632</a>  <a href="#">B0634</a>  <a href="#">B0641</a>  <a href="#">B0650</a>  <a href="#">B0654</a>  <a href="#">B0655</a>  <a href="#">B0663</a>  <a href="#">B0722</a>  <a href="#">B0723</a>  <a href="#">B0724</a>  <a href="#">B0728</a>  <a href="#">B0738</a>  <a href="#">B0757</a>  <a href="#">B0764</a>  <a href="#">B0765</a>  <a href="#">B0777</a> </p>	<p>Vehicular access to all schools is being maintained and significant improvements for children walking and cycling to school are also proposed.</p> <p>While it is accepted that a certain amount of traffic will re-route due to the proposed interventions, re-routing through traffic from the town centre streets to the strategic road network surrounding the town is considered appropriate. In addition, it is expected that mode shift will also occur with more people using sustainable modes with resulting environmental and health benefits accruing.</p> <p>It is noted that the proposed DLR Connector scheme is proposing interventions locally to improve conditions for cyclists, which will greatly benefit children accessing Taney Parish and Holy Cross schools. While some re-routing of traffic for local access seems likely, vehicular access to all areas will however be maintained. The issues raised generally relate to design matters on the DLR Connector scheme and they have been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council’s Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals. Other cycle routes are proposed on Taney Road and Overend Ave.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Traffic calming measures and safe streets would be more appropriate than a one-way system or cycle lanes.</li> <li>• Supports some elements but concerned at Proposal to prevent traffic turning left from the Overend Way onto the Upper Kilmacud Road causing increased traffic on Birches Lane, Taney Road &amp; Sydenham Road.</li> <li>• Safety on the western end of the upper Kilmacud Road could be improved with a form of traffic calming or speed ramps to reduce vehicle speeds down the hill.</li> <li>• Suggests one-way vehicular access to Dundrum Cross at Ballinteer Road as alternative, noting this would still facilitate segregated two-way cycle infrastructure and would represent a reasonable compromise for local residents/businesses.</li> </ul>	<p><a href="#">B0778</a> <a href="#">B0779</a></p>	
<p>ii. Submissions raise issues with the provision of a bus gate at Dundrum Cross for the following reasons:</p> <ul style="list-style-type: none"> <li>• It closes off access to/from Dundrum for those to east and southeast of the town.</li> <li>• It will worsen poor walking environment on Ballinteer Road towards Dundrum Village (e.g from Lynwood to Holy Cross Church).</li> <li>• Impact on employees, businesses and locals.</li> <li>• It will lead to anti-social behaviour.</li> <li>• There will be a requirement to substantially increase journeys for motorists which will increase carbon emissions.</li> <li>• Hinder access for emergency services</li> <li>• Impacts to elderly/mobility impaired accessing village.</li> <li>• No parking on Ballinteer side of village</li> <li>• Difficult to enforce.</li> <li>• Will necessitate unreasonable detours</li> <li>• Congestion and delays will be exacerbated by other proposed measures.</li> </ul>	<p><a href="#">B0005</a> <a href="#">B0012</a> <a href="#">B0024</a> <a href="#">B0039</a> <a href="#">B0055</a> <a href="#">B0078</a> <a href="#">B0080</a> <a href="#">B0086</a> <a href="#">B0082</a> <a href="#">B0084</a> <a href="#">B0114</a> <a href="#">B0155</a> <a href="#">B0163</a> <a href="#">B0172</a> <a href="#">B0173</a> <a href="#">B0178</a> <a href="#">B0179</a> <a href="#">B0180</a> <a href="#">B0196</a> <a href="#">B0206</a></p>	<p><a href="#">B0365</a> <a href="#">B0367</a> <a href="#">B0369</a> <a href="#">B0372</a> <a href="#">B0377</a> <a href="#">B0353</a> <a href="#">B0363</a> <a href="#">B0380</a> <a href="#">B0384</a> <a href="#">B0389</a> <a href="#">B0395</a> <a href="#">B0397</a> <a href="#">B0401</a> <a href="#">B0406</a> <a href="#">B0407</a> <a href="#">B0409</a> <a href="#">B0411</a> <a href="#">B0412</a> <a href="#">B0425</a> <a href="#">B0427</a></p> <p>The Executive notes the issues raised and acknowledges that the ABTA recommendations will make certain trips in the area less convenient to take by car but would emphasise that general vehicular access is being maintained to Dundrum and its Main St via Sandyford Road, Kilmacud Rd Upper and from Dundrum bypass from where access is available to car parking serving Main St and DTC.</p> <p>The reason for the proposed alterations is to allow a relatively small reallocation of overall road space to provide improved facilities for walking, cycling and public transport, which is in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The Executive is satisfied that the ABTA recommendations are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to vehicular access.</p> <p>The Executive is satisfied that this approach provides an acceptable balance between catering for the needs of private motorists, while also allowing increased levels of priority for bus movements as well as walking and cycling. It should also be highlighted that the ABTA recommendations are proposed in tandem with new planned bus routes and cycle routes being rolled out in the area, which it is envisaged will provide realistic alternatives for travel other than private car use. These</p>



Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Impact on quality of life of residents of Barton Road East.</li> <li>• Increased journey times for parents dropping children to/from school and commuting.</li> <li>• Restricting access to the village services and medical facilities.</li> <li>• Will force people to go elsewhere</li> <li>• It will force residents on eastern side of the Town to use the Town Centre Carparks every time they visit the village.</li> <li>• Issues with topography.</li> <li>• Existing facilities at junction for all road users are adequate and do not require improvement.</li> <li>• Will impact proposal for Sandyford Road.</li> <li>• It will isolate residents to the west.</li> <li>• It could be accommodated on the bypass.</li> <li>• Difficulty walking from Ballinteer Road to Dundrum, the plan lacks footpath solutions and bus gate will increase hazards.</li> <li>• Suggests that it operate on a trial basis at peak times.</li> </ul>	<a href="#">B0208</a> <a href="#">B0214</a> <a href="#">B0218</a> <a href="#">B0220</a> <a href="#">B0224</a> <a href="#">B0225</a> <a href="#">B0228</a> <a href="#">B0231</a> <a href="#">B0249</a> <a href="#">B0233</a> <a href="#">B0239</a> <a href="#">B0240</a> <a href="#">B0243</a> <a href="#">B0245</a> <a href="#">B0247</a> <a href="#">B0248</a> <a href="#">B0250</a> <a href="#">B0252</a> <a href="#">B0253</a> <a href="#">B0256</a> <a href="#">B0259</a> <a href="#">B0263</a> <a href="#">B0264</a> <a href="#">B0265</a> <a href="#">B0266</a> <a href="#">B0268</a> <a href="#">B0270</a> <a href="#">B0274</a> <a href="#">B0275</a> <a href="#">B0277</a> <a href="#">B0278</a> <a href="#">B0296</a> <a href="#">B0300</a> <a href="#">B0308</a>	<p>measures will also help to reduce carbon emissions and help with our national climate change targets. Vehicular access to all schools is being maintained and significant improvements for children walking and cycling to school are also proposed.</p> <p>While it is accepted that a certain amount of traffic will re-route due to the proposed interventions, re-routing the current high volumes of through traffic (identified in the ABTA study) away from the town centre streets to the strategic road network surrounding the town is considered appropriate. In addition, it is expected that mode shift will also occur with more people using sustainable modes with resulting environmental and health benefits accruing.</p> <p>There is no evidence to suggest that the walking environment would deteriorate locally because of the ABTA recommendations. Rather a reduction in traffic and improved pedestrian facilities as proposed would benefit local pedestrian environment.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
	<a href="#">B0322</a> <a href="#">B0332</a> <a href="#">B0337</a> <a href="#">B0341</a> <a href="#">B0342</a> <a href="#">B0343</a> <a href="#">B0344</a> <a href="#">B0346</a> <a href="#">B0348</a> <a href="#">B0349</a> <a href="#">B0350</a> <a href="#">B0355</a> <a href="#">B0361</a> <a href="#">B0358</a>	<a href="#">B0674</a> <a href="#">B0675</a> <a href="#">B0685</a> <a href="#">B0694</a> <a href="#">B0698</a> <a href="#">B0700</a> <a href="#">B0718</a> <a href="#">B0722</a> <a href="#">B0726</a> <a href="#">B0728</a> <a href="#">B0737</a> <a href="#">B0761</a> <a href="#">B0774</a>
<p>iii. Submissions suggest that alternative solution should be considered at Dundrum Cross, e.g.:</p> <ul style="list-style-type: none"> <li>• Allowing one-way traffic as far as Campbell's corner.</li> <li>• A layout that that retains access for locals.</li> </ul>	<a href="#">B0024</a> <a href="#">B0033</a>	<p>The Executive notes the suggestion, however, would emphasise that general vehicular access is being maintained to Dundrum and its Main St via Sandyford Road, Kilmacud Rd Upper and from Dundrum bypass from where access is available to car parking serving Main St and DTC.</p> <p>The reason for the proposed alterations is to allow a relatively small reallocation of overall road space to provide improved facilities for walking, cycling and public transport, which is in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submissions:</p> <ul style="list-style-type: none"> <li>• Suggest road changes to Barton Road East including narrowing of lanes to allow for cycle routes and provision of ramps to slow traffic.</li> <li>• Suggest improvements around the Barton Road East/Ballinteer Road roundabout could include pedestrian plaza, additional planting, retaining existing trees, formal</li> </ul>	<a href="#">B0092</a> <a href="#">B0554</a> <a href="#">B0555</a> <a href="#">B0517</a>	<p>The suggestions raised are noted. They relate to design matters on the DLR Connector scheme and they have been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council’s Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>set-down area. (Submission B0555 includes indicative drawing).</p> <ul style="list-style-type: none"> <li>Suggests fully segregated cycle lanes on Barton Road East.</li> </ul>		<p>Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission welcomes the removal of access from Ballinteer Road to Main Street as means to reduce traffic in area. Notes that this will significantly enhance the aesthetic area and air quality</p>	<p><a href="#">B0123</a> <a href="#">B0331</a> <a href="#">B0642</a></p>	<p>The Executive agrees that traffic calming here would bring significant benefits.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Believes the traffic at Kilmacud Road Upper is moving too fast for a narrow road. Speed bumps and more traffic calming is needed.</p>	<p><a href="#">B0147</a></p>	<p>The Executive notes the issue raised.</p> <p>Proposals are being brought forward through the DLR Connector and Safe Routes to School schemes for this street, which will aid in traffic calming.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Cycle access to DTCSC is still poor.</p>	<p><a href="#">B0216</a></p>	<p>The Executive notes the issues raised. The ABTA recommendations for improved cycle facilities in Dundrum will help address this issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Suggests the provision of a pedestrian crossing from south to north at Jamie's restaurant to accommodate pedestrian flow from Barton Road East into the town centre rather than requiring them to walk further.</p>	<p><a href="#">B0261</a></p>	<p>The Executive notes the suggestion made.</p> <p>It is envisaged that dlr Connector scheme will include a pedestrian crossing option in this vicinity.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Supports bus gate on Ballinteer Road as it will facilitate quicker bus journeys, particularly of the future A2 and A4 services. However, a well thought out routing of the A2 &amp; A4</p>	<p><a href="#">B0261</a> <a href="#">B0481</a> <a href="#">B0451</a> <a href="#">B0453</a></p>	<p>The Executive welcomes support for the sustainable transport recommendations. <a href="#">The routing and frequency of bus services though is a matter for the NTA and outside the remit of the draft LAP.</a> Other suggestions generally relate to design matters on the DLR Connector scheme and these have been raised with the DLR Connector project team for their consideration and</p>

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<p>buses should be developed to get more benefit for bus users out of the bus gate.</p> <ul style="list-style-type: none"> <li>• Bus gate would work best if it was part of a later phasing of the roll out of the ABTA recommendations and in sync with new residential development in Dundrum.</li> <li>• Considers that the roll out of the bus gate should include local engagement. Campaigns to encourage bus use</li> <li>• Consideration should be given to coordinating bus frequencies with the NTA so as they are responsive to local need.. E.g. Ensuring first bus on a Sunday morning can bring people to mass.</li> <li>• Access to bus gates and other bus priority measures should be via retractable bollards and should only be open to buses and emergency services, not taxis.</li> <li>• Considering visitors to the church or businesses around Dundrum Cross, the bus stops for people leaving Dundrum to go towards Ballinteer and Nutgrove should be much closer to Dundrum Cross than they currently are.</li> <li>• Suggests provision of automated bollards and/or similar enforcement technology (i.e. cameras) for bus gates at Dundrum cross to counter individuals inclined to circumvent.</li> <li>• Request any bus gate infrastructure also be furnished with camera enforcement or traffic monitoring systems to counter potential vehicular law-breaking and prevent casual breaking of the bus-gates.</li> </ul>	<p><a href="#">B0545</a> <a href="#">B0578</a> <a href="#">B0757</a></p>	<p>incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council's Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>x. Submission:</p> <ul style="list-style-type: none"> <li>• Proposes complete closure of entrance on Ballinteer Road to DTCSC car parks.</li> <li>• Notes existing access through surface car park to rear of Holy Cross Church.</li> <li>• Considers proposed restrictions would reduce traffic congestion during peak commuter/shopping periods.</li> </ul>	<p><a href="#">B0287</a></p>	<p>The Executive notes suggestion made.</p> <p>The Executive is satisfied however that access to the Green car park entrance from Ballinteer Rd can be maintained without causing undue traffic congestion or disruption to pedestrian, cycle movements.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

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<p><b>xi.</b> Submission notes that car traffic from Barton Road East will need to access village via Sandyford Road, thus competing with traffic accessing DTCSC. Proposes alternative solution which would retain access to cars and buses, wherein traffic lights are installed further west along Ballinteer Road (before entrance to DTCSC car park) and a single lane of traffic providing two-way access is provided between car park entrance and junction.</p>	<p><a href="#">B0343</a></p>	<p>The Executive notes the issue raised. The issues and suggestions relate to design matters on the DLR Connector scheme and these have been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council’s Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xii.</b> Submission raises the following concerns with regard to Dundrum Cross (4.6.1.1) – Figure 4.4 as follows:</p> <ul style="list-style-type: none"> <li>• Dundrum Cross roads is an important route for customers to DTCSC from the catchment to the east.</li> <li>• The Kilmacud Road Upper proposed one-way system to Overend Way needs to be reconsidered.</li> <li>• The proposal to remove the right turn option out of Green Car Park/ Ballinteer Bridge and on to Main Street is a further diminution of access options.</li> <li>• One way traffic on Kilmacud Rd Upper will exacerbate traffic pressure on Overend Way / Avenue.</li> <li>• Proposes that traffic on this section of Kilmacud Road Upper should be in a westbound direction and traffic on the proposed one-way system on Sydenham Road should be in a northbound direction should both be implemented.</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0385</a></p>	<p>The Executive notes the issues raised and acknowledges that the ABTA recommendations will make certain trips in the area less convenient to take by car but would emphasise that general vehicular access is being maintained to Dundrum and its Main St via Sandyford Road, Kilmacud Rd Upper and from Dundrum bypass from where access is available to car parking serving Main St and DTC.</p> <p>The reason for the proposed alterations is to allow a relatively small reallocation of overall road space to provide improved facilities for walking, cycling and public transport, which is in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The Executive is satisfied that the ABTA recommendations are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to vehicular access. The Executive is satisfied that this approach provides an acceptable balance between catering for the needs of private motorists, while also allowing increased levels of priority for bus movements as well as walking and cycling. It should also be highlighted that the ABTA recommendations are proposed in tandem with new planned bus routes and cycle routes being rolled out in the area, which it is envisaged will provide realistic alternatives for travel other than private car use. These measures will also help to reduce carbon emissions and help with our national climate change targets.</p> <p>Detailed design for the DLR Connector scheme is outside the remit of the draft LAP. Notwithstanding this, it is acknowledged that options being considered by the DLR</p>

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		<p>Connector scheme, which is currently progressing to Planning Application stage, would impact on traffic seeking direct access to the Green Car park entrance (DTC) from Kilmacud Rd Upper. It is noted however that the Green car park entrance will remain accessible to traffic originating to the west of Dundrum and travelling on either Barton Rd East or Ballinteer Rd. In addition, traffic on Kilmacud Rd Upper will have opportunities to route via Overend Ave or Taney Road and access DTC car parks from either Sandyford Road, Wyckham Way or Dundrum Bypass. Having regard to the overall scale of the shopping centre, its numerous access points and access routes along the strategic road network, the executive is satisfied that the overall impact on shopping centre access will be minimal.</p> <p>The Executive notes that notwithstanding the available existing vehicular access from the bypass to the Old Dundrum Shopping Centre car park, it would be preferable to extend out the one way on Main Street to the Bypass in tandem with the redevelopment of OSC site and the provision of access from the bypass. Objective T12, as proposed in the Draft LAP requires future vehicular access to parking within the Old Sopping Centre site, to be solely from Dundrum bypass. There is no evidence to indicate that such an access could not be provided up to the required standards.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xiii.</b> Submission objects to Kilmacud Road Upper - Option being included as part of ‘DLR Connector’ scheme (ABTA Figure 5-5 of the Options Assessment Report). Key impacts include:</p> <ul style="list-style-type: none"> <li>• Blocked access to Green Car Park from Upper Kilmacud Road.</li> <li>• Questionable provision of east-bound rather than west-bound vehicular access.</li> <li>• Does not take account of TomTom database evidence regarding vehicles' access to and from Dundrum Town Centre through Dundrum Cross.</li> <li>• Elimination of slip lane from Overend Way to Upper Kilmacud Road.</li> <li>• Limited access to Holy Cross School from Taney Road via Sydenham Road only.</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0344</a> <a href="#">B0516</a></p>	<p>The Executive notes the issues raised.</p> <p>Route selection for the DLR Connector scheme however is outside the remit of the draft LAP. Notwithstanding this, it is acknowledged that options being considered by the DLR Connector scheme, which is currently progressing to Planning Application stage, would impact on traffic seeking direct access to the Green Car park entrance (DTC) from Kilmacud Rd Upper. It is noted however that the Green car parking entrance will remain accessible to traffic originating to the west of Dundrum and travelling on either Barton Rd East or Ballinteer Rd. In addition, traffic on Kilmacud Rd Upper will have opportunities to route via Overend Ave or Taney Road and access DTC car parks from either Sandyford Road, Wyckham Way or Dundrum Bypass. It should also be highlighted that there is an existing right turn ban for traffic exiting the Green car park entrance, which prevents the direct movement of traffic from the Green car park through Dundrum Cross. Notwithstanding this, issues raised relate to design matters on the DLR Connector scheme and these have been raised with the DLR</p>

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<ul style="list-style-type: none"> <li>Increased vehicle movements at Overend Junction with Sandyford Road, extending queuing times.</li> <li>Adversely affected access to Main Street for vehicles from eastern neighbourhoods.</li> </ul> <p>Submission objects to changes at the Dundrum Cross Junction to prioritize bus traffic, forming part of the dlr Connector project. Key impacts include:</p> <ul style="list-style-type: none"> <li>Compromised access to DTC and Main Street, affecting businesses and customers.</li> <li>Forced rerouting of traffic to Sandyford Road/Overend Way Junction.</li> <li>Inadequate consideration of pedestrian volumes between proposed Dundrum Village Development and Pembroke Square.</li> <li>Lack of awareness of the necessity of vehicular access to and from DTC in the traffic investigation using DLRCC's TomTom database.</li> <li>Submitter requests the ability to turn right at 'Deveneys' premises at the crossroads.</li> </ul>		<p>Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council's Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p>The Executive is satisfied that vehicular access is being maintained for school drop offs at both Taney Parish and Holy Cross. Traffic will continue to be able to access Main St from Kilmacud Rd Upper via Sydenham Rd, while traffic originating earlier in the network will have a number of options to route via Overend Ave – Sandyford Road or Taney Rd - Dundrum bypass as alternative routes for reaching Main St.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xiv. Submission considers, with regard to Kilmacud Road Upper (page 54/56 of DLAP plan) that traffic from this area may filter onto other roads, leading to further congestion and recommends that the flow of traffic is assessed.</p>	<p><a href="#">B0400</a></p>	<p>The Executive notes the issue raised.</p> <p>In this instance, the strategic road network surround this area – Overend Avenue, Taney Rd, Wyckham Way and Dundrum Bypass is considered appropriate for the traffic needs of the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xv. Submission:</p> <ul style="list-style-type: none"> <li>Recognises the need to implement a modal shift in transport to alleviate pressure on the roads</li> <li>Notes that the segregated cycle infrastructure within the County has seen a 100%+ increase in cycle usage with high usage by female and casual cyclists.</li> </ul>	<p><a href="#">B0451</a></p>	<p>The Executive welcomes support for ABTA recommendations and the dlr connector.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

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<ul style="list-style-type: none"> <li>Considers it important that the DLR Connector will allow a far greater capacity of people to travel throughout the Dundrum area and will provide a key connection to the Coastal Mobility Route and the Active Travel Network in future.</li> </ul>		
<p>xvi. Submission considers improved/additional road signage guiding access to car parks would suffice as alternative to proposed Kilmacud Road Upper traffic restrictions while retaining access for local residents.</p>	<a href="#">B0559</a>	<p>The Executive notes the suggestion, however, it is not considered feasible to reorganise the local transport network on the basis of directional signage in isolation from layout interventions.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xvii. Proposes examining alternative route for DLR Connector via Taney Road or Overend Avenue.</p>	<a href="#">B0547</a>	<p>The Executive notes the issue raised.</p> <p><i>The Connector scheme is currently progressing to planning application stage and the route selection and detailed design matters are outside the remit of the draft LAP.</i> In addition it is noted that cycle schemes are also being proposed for Taney Rd and Overend Av.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xviii. Submission from principal and board of management of Holy Cross school expresses concern in relation to proposals at Dundrum Cross and impact on school as follows:</p> <ul style="list-style-type: none"> <li>If the Kilmacud Road between the Airfield cross and Holy Cross school is made one way heading east then parents will have no way of dropping their children to school (They cannot turn right down Birches Lane so there is no way of even getting to Sydenham Road to travel on the proposed one way system).</li> <li>The school car park, at the front of Holy Cross School, has only capacity for staff car parking along with a space for parents of children with additional physical needs who need to be dropped to school by car.</li> <li>Longer journey times for those collecting children by car who need to return to Barton Road East area.</li> </ul>	<a href="#">B0562</a>	<p>The Executive notes the issue raised.</p> <p>It is noted that the proposed DLR Connector scheme is proposing interventions locally to improve conditions for cyclists, which will greatly benefit children accessing Taney Parish and Holy Cross schools. While some re-routing of traffic for local access is likely, vehicular access to all areas will however be maintained. The provision of a right turn onto Birches Lane would be positively viewed by the executive to aid local accessibility by car in the event of the proposed scheme being implemented. The issues raised relate to design matters on the DLR Connector scheme and these have been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council's Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning</p>



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		<p>Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p>No changes to school car parks are proposed.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xix.</b> Submission seeks provision of direct and safe cycling route between Dundrum and Dun Laoghaire / Glenageary area.</p>	<p><a href="#">B0681</a></p>	<p>The Executive notes the request and can advise that the proposed DLR Connector scheme is proposing a safe cycle route between these areas.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xx.</b> Submissions raise issues with section 4.6.1.1 as follows:</p> <ul style="list-style-type: none"> <li>• Objects to pedestrianisation of Dundrum Village and considers that a pedestrian only environment cannot work.</li> <li>• Objects to blocking off of Barton Road East/Ballinteer Road</li> <li>• Issues regarding access to GP clinic and mass</li> <li>• Do not close Ballinteer Road to cars</li> <li>• Do not close Barton Road East to cars</li> <li>• One way system does not work</li> <li>• Raises issues with existing blocking of access to garda Station</li> <li>• Issues for emergency services</li> <li>• Injuries due to falls over bollards</li> <li>• Impact on character of village</li> <li>• Impact on businesses.</li> <li>• Impact on older/less able residents.</li> <li>• Objects to change in bus routes.</li> <li>• Does not tie in with the aim of the LAP to improve public realm, support vibrancy and liveability of the area.</li> <li>• Need to revoke one-way system.</li> </ul>	<p><a href="#">B0697</a> <a href="#">B0733</a> <a href="#">B0758</a> <a href="#">B0759</a> <a href="#">B0760</a> <a href="#">B0840</a> <a href="#">B0841</a> <a href="#">B0842</a> <a href="#">B0843</a> <a href="#">B0844</a> <a href="#">B0845</a> <a href="#">B0846</a> <a href="#">B0847</a> <a href="#">B0848</a> <a href="#">B0849</a> <a href="#">B0850</a> <a href="#">B0851</a> <a href="#">B0852</a> <a href="#">B0853</a> <a href="#">B0854</a> <a href="#">B0855</a> <a href="#">B0856</a></p>	<p><a href="#">B0867</a> <a href="#">B0868</a> <a href="#">B0869</a> <a href="#">B0870</a> <a href="#">B0871</a> <a href="#">B0872</a> <a href="#">B0873</a> <a href="#">B0874</a> <a href="#">B0875</a></p> <p>The Executive notes the issues raised.</p> <p>There are no proposals however in the draft LAP to</p> <ul style="list-style-type: none"> <li>• pedestrianize Dundrum</li> <li>• close Ballinteer Rd or Barton Road East to cars</li> <li>• block access to the Garda Station</li> <li>• block access to emergency services</li> <li>• block access to Main St</li> </ul> <p>The Executive notes however that the ABTA recommendations will make certain trips in the area less convenient to take by car but would emphasise that general vehicular access is being maintained to Main St via Sandyford Road, Kilmacud Rd Upper and from Dundrum bypass from where access is available to car parking serving Main St. The reason for the proposed alterations is to allow a relatively small reallocation of overall road space to provide improved facilities for walking, cycling and public transport, which is in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The Executive is satisfied that the ABTA recommendations are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to vehicular access. The Executive is satisfied that this approach provides an acceptable balance between catering for the needs of private</p>

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<ul style="list-style-type: none"> <li>There are already bike lanes on the bypass.</li> </ul>	<a href="#">B0857</a> <a href="#">B0858</a> <a href="#">B0859</a> <a href="#">B0860</a> <a href="#">B0861</a> <a href="#">B0862</a> <a href="#">B0863</a> <a href="#">B0864</a> <a href="#">B0865</a> <a href="#">B0866</a>	<p>motorists, while also allowing increased levels of priority for bus movements as well as walking and cycling. It should also be highlighted that the ABTA recommendations are proposed in tandem with new planned bus routes and cycle routes being rolled out in the area, which it is envisaged will provide realistic alternatives for travel other than private car use.</p> <p>With respect to the existing one way system and cycle lane, installed on a temporary basis during the Covid emergency, these measures have been examined afresh by the ABTA study and have been found to be in accordance with the ABTA objectives of promoting sustainable travel in the area. The ABTA therefore recommends the retention of these measures and the transitioning of the layout to a permanent scheme.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Objective T4 Safe Routes to School</b></p>		
<p>i. Submission from the DoE supports objective T4 ‘Safe Routes to School’ as this will provide a safer environment for children travelling to school on foot, or by bicycle / scooter.</p>	<a href="#">B0618</a>	<p>The Executive notes and welcomes support with regard to safe routes to school.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.4.5 Section 4.6.1.2 Taney Cross and Environs</b></p>		
<p><b>A. Objective 5 Taney Cross and Bus – Luas Interchange Upgrade</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>Welcome proposals to improve the amenity and environment at Taney Cross.</li> <li>Are in favour of proposed active travel and traffic measures at Taney Cross / Bypass, the removal of slip lanes and provision of public space which will make Taney Cross more inviting and safer.</li> <li>Consider the general use of this area as a bus terminus is logical.</li> <li>Welcome proposed cycle infrastructure improvements.</li> <li>Support removal of left filter lanes</li> </ul>	<a href="#">B0016</a> <a href="#">B0069</a> <a href="#">B0216</a> <a href="#">B0457</a> <a href="#">B0517</a> <a href="#">B0524</a> <a href="#">B0594</a> <a href="#">B0620</a> <a href="#">B0622</a> <a href="#">B0625</a> <a href="#">B0565</a>	<p>The Executive welcomes support for the ABTA recommendations and acknowledges the existing challenging cycle and pedestrian environments in the area which the ABTA recommendations seek to address.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation	
<ul style="list-style-type: none"> <li>Consider that there are opportunities for expanded cyclist priority measures on Taney Cross junction.</li> <li>Area is not currently cycle friendly.</li> <li>Notes that Dublin Cycling Campaign has had concerns with the poor quality of the cycling environment at the Dundrum Bypass / Dundrum Road / Taney Road for 20 years.</li> </ul>	<a href="#">B0578</a>		
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>Support the bus gate at Churchtown Road Lower/bypass.</li> <li>Welcomes provision of bus gates in order to achieve the space necessary to prioritise public transport, walking and cycling.</li> <li>Suggests provision of automated bollards and/or similar enforcement technology (i.e. cameras) for bus to Sweetmount from bypass to counter individuals inclined to circumvent.</li> <li>Queries whether smaller, single decker buses could be provided for this route.</li> <li>Consider it will improve bus commute times and enhance pedestrian safety at this junction.</li> </ul>	<a href="#">B0016</a> <a href="#">B0075</a> <a href="#">B0147</a> <a href="#">B0216</a> <a href="#">B0261</a> <a href="#">B0298</a> <a href="#">B0451</a> <a href="#">B0517</a> <a href="#">B0522</a> <a href="#">B0545</a> <a href="#">B0642</a> <a href="#">B0578</a> <a href="#">B0725</a> <a href="#">B0757</a>	<p>The Executive welcomes support for the sustainable transport measures and the suggestions area noted. Regarding the bus types to be used, this would be a matter for the NTA and bus operators.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>	
<p>iii. Submissions:</p> <ul style="list-style-type: none"> <li>Suggest consideration be given to a small pedestrian bridge (to avoid the Taney Cross junction) over the Slang from underneath the Luas bridge (future Bus Gate area) across to the area behind Joe Dalys.</li> <li>Suggest provision of a pedestrian/cyclists overbridge at Taney Cross</li> </ul>	<a href="#">B0028</a> <a href="#">B0287</a>	<p>The Executive notes the suggestions. However, the provision of fully accessible, safe and convenient pedestrian and cycle access through the proposed junction upgrade is considered the most appropriate solution in terms of effectiveness, design and feasibility.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>	
<p>iv. Submission expresses concerns in relation to Bus gate from Main Street to Churchtown Lower as follows:</p> <ul style="list-style-type: none"> <li>Impact on quality of life of the submitters family and neighbours. A photo is included to show location of submitters property.</li> <li>Bus gate contradicts the CCAP vision for the civic centre.</li> </ul>	<a href="#">B0078</a> <a href="#">B0080</a> <a href="#">B0082</a> <a href="#">B0084</a> <a href="#">B0086</a> <a href="#">B0113</a>	<a href="#">B0421</a> <a href="#">B0428</a> <a href="#">B0429</a> <a href="#">B0453</a> <a href="#">B0464</a> <a href="#">B0477</a>	<p>The Executive notes the issues raised.</p> <p>A number of submissions have queried the various options that were considered in arriving at the proposed concept design for this area. This is a key consideration as the preferred design for this location not only determines the future success of this</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Location of proposed bus gate could result in road safety issues on Old Churchtown Road.</li> <li>• Submissions raises issue with any proposals to make Old Churchtown Road one way .</li> <li>• Submitter queries frequency and times of buses running through bus gate including concern regarding any 24 hour bus routes and impact on residents.</li> <li>• Considers that noise pollution will remain with electric buses.</li> <li>• Considers proposal will cause traffic issues on Bypass and on section of Churchtown Road Upper adjacent to St. Nahi’s Church/Cemetery and unreasonable disturbance to residents on Sweetmount Avenue.</li> <li>• Concerns regarding the impact of the height of buses on their family’s privacy. A series of photos are provided.</li> <li>• Concern in relation to loss of existing space to the front of the existing library should the bus gate go ahead.</li> <li>• Would lead to anti-social behaviour.</li> <li>• Considers that the bus gate will only benefit the development of the OSC.</li> <li>• Notes significant consequential increase in journey times and necessitating use of roads busy with rush hour traffic traveling to M50.</li> <li>• Believes this will be dangerous for people using library.</li> <li>• Impact on traffic on Sweetmount Avenue which is already heavily trafficked.</li> <li>• Critical of the proposed 4 minute bus frequency.</li> <li>• Increased pollution (including of Slang) and litter.</li> <li>• Proposal would further segregate Sweetmount Avenue area from village.</li> <li>• Negative impact on safe, pedestrian access to the library and a diminution of the quiet, historic green oasis in the St Nahi’s enclosure.</li> </ul>	<p><a href="#">B0114</a>  <a href="#">B0132</a>  <a href="#">B0154</a>  <a href="#">B0162</a>  <a href="#">B0172</a>  <a href="#">B0177</a>  <a href="#">B0178</a>  <a href="#">B0179</a>  <a href="#">B0183</a>  <a href="#">B0196</a>  <a href="#">B0208</a>  <a href="#">B0218</a>  <a href="#">B0222</a>  <a href="#">B0225</a>  <a href="#">B0233</a>  <a href="#">B0241</a>  <a href="#">B0247</a>  <a href="#">B0248</a>  <a href="#">B0260</a>  <a href="#">B0263</a>  <a href="#">B0270</a>  <a href="#">B0280</a>  <a href="#">B0283</a>  <a href="#">B0291</a>  <a href="#">B0307</a>  <a href="#">B0308</a>  <a href="#">B0313</a>  <a href="#">B0321</a>  <a href="#">B0339</a>  <a href="#">B0342</a>  <a href="#">B0347</a>  <a href="#">B0348</a>  <a href="#">B0350</a>  <a href="#">B0352</a></p>	<p>immediate area and bus interchange facilities, but it also has implications for the wider traffic and active travel networks. Key considerations include:</p> <ul style="list-style-type: none"> <li>• Critical to the functioning of the area is how it accommodates bus operations. It is imperative that the layout can facilitate future requirements of the planned BusConnects programme, which will see a significant increase in bus services operating to and through the area.</li> <li>• Passenger convenience in terms of interchange with both the Luas and other bus services is also crucial as is the development of a Mobility Hub to support interchange across various modes.</li> <li>• In addition, the area must function well for the safe and convenient movement of pedestrians and cyclists.</li> <li>• It also must meet the urban design objectives proposed for the area through the draft LAP, which include providing a civic plaza area, the upgrade of the local public realm and improved connectivity to Lower Main St.</li> <li>• Also of relevance is the bus routing and active travel network for the wider town area. The layout at Taney Cross needs to facilitate an appropriate network for the town and obviously cannot be considered in isolation.</li> </ul> <p>Several options were considered, in conjunction with the NTA, for the redesign of this area in accordance with the above requirements, including the retention of the existing layout. The emerging preferred concept design for the area is as presented in Figure 4.5 under Section 4.6.2.1 of the draft LAP. The Executive is satisfied that this concept design adequately addresses all the requirements stipulated above. Notwithstanding this, the executive notes that the layout shown in Figure 4.5 is at concept level and may be subject to change pursuant to more detailed designs being developed for this area.</p> <p>In relation to concerns raised regarding elements of the concept design shown in Figure 4.5, the executive notes that the ABTA study has not identified any adverse impact on traffic movements along Sweetmount Avenue, Churchtown Rd Upper or Dundrum bypass, as a result of any potential bus gate between the bypass and Churchtown Rd Upper. Having regard to the NTA’s BusConnects programme, the executive has identified that bus movements through the area would be relatively low frequency at approximately 1 bus every 6mins during peak travel times</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Loss of open space</li> <li>• Any gain attained will be minimal as buses will continue to turn right onto the main St. and left up Upper Churchtown Road</li> <li>• Safety concerns.</li> <li>• Impact on library (a protected structure) and its setting.</li> <li>• It is anti-elderly and anti-children.</li> <li>• Car parking at Carnegie Library is also used by visitors to St. Nahi's Church and removal of this parking to facilitate Main Street to Churchtown Road Upper bus gate will negatively impact library/church functions.</li> <li>• Considers that the frequency of buses will result in further backlogs on the bypass.</li> <li>• Considers bus route would contravene Objective GI8, by inhibiting wildlife connectivity along Slang River..</li> <li>• Environmental impact including impact on Slang river.</li> <li>• Suggests possible alternatives to include using the public space on the east side of the Luas Station for these specific buses, driving up to the roundabout at Beaumont Avenue to turn or creating a bus-only roundabout at the intersection of Upper Churchtown Road west of Taney cross.</li> <li>• Route is used by school children</li> <li>• Noise and overlooking issues – should only allow single decker buses.</li> <li>• Notes the benefit of relocating the bus terminus, however, this may not require a bus gate at this location – further consideration is required.</li> <li>• Vehicles may use the bus gate as a short cut.</li> <li>• Impact on the setting of the graveyard.</li> </ul>	<p> <a href="#">B0356</a>  <a href="#">B0360</a>  <a href="#">B0361</a>  <a href="#">B0370</a>  <a href="#">B0380</a>  <a href="#">B0383</a>  <a href="#">B0384</a>  <a href="#">B0386</a>  <a href="#">B0388</a>  <a href="#">B0389</a>  <a href="#">B0395</a>  <a href="#">B0395</a>  <a href="#">B0368</a>  <a href="#">B0397</a>  <a href="#">B0403</a>  <a href="#">B0405</a>  <a href="#">B0409</a>  <a href="#">B0420</a> </p>	<p> <a href="#">B0732</a>  <a href="#">B0744</a>  <a href="#">B0745</a>  <a href="#">B0746</a>  <a href="#">B0748</a>  <a href="#">B0750</a>  <a href="#">B0751</a>  <a href="#">B0764</a>  <a href="#">B0765</a>  <a href="#">B0766</a>  <a href="#">B0767</a>  <a href="#">B0770</a>  <a href="#">B0772</a>  <a href="#">B0776</a>  <a href="#">B0780</a>  <a href="#">B0782</a>  <a href="#">B0783</a> </p> <p>reducing to 1 bus every 10 mins during off peak times. In terms of impact on residential amenities, it should be highlighted that bus services, including double deckers are a core element of public transport throughout Dublin and their operation along urban / suburban roads is well established. The low frequencies indicated above together with progressively quieter, cleaner bus models being rolled out under BusConnects will ensure minimal impact on residential areas.</p> <p>There are no proposals to make Churchtown Rd Upper one way and also no evidence to suggest that increased littering/pollution will occur in the area or that children or the elderly would be impeded. It is also not considered that any severance of Sweetmount Ave from Dundrum will occur as a result of bus gate option as all existing pedestrian and traffic routes are being maintained with additional pedestrian and cycle routes proposed to address existing severance caused by the bypass. Any bus gate would be signal controlled and only available to authorised buses.</p> <p>The Executive is satisfied that local heritage elements will not be adversely impacted, and that the layout can be implemented with minimal impact on car parking, cycle parking and the existing open nature of the area to the front of the library. (see below for recommended amendment regarding area to front of library).</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submissions raise issues with Taney Cross proposals in DLAP as follows:</p>	<p> <a href="#">B0100</a>  <a href="#">B0101</a>  <a href="#">B0121</a> </p>	<p>The Executive notes the issues raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Existing traffic pressure at this location have not been accounted for.</li> <li>• Bus access to the Luas has not been considered.</li> <li>• Significant increase in queuing and delays, further hindering access to Dundrum Town Centre (DTC) and OSC site.</li> <li>• Removal of left turn slip lanes and right turns will result in congestion along all routes leading to / through Taney Cross.</li> <li>• The left-hand turn from Taney Road to Dundrum Bypass seems not to account for delivery vehicles for DTC or Village Scheme.</li> <li>• Two-way cycle track on Dundrum Bypass doesn't consider cyclists accessing Village scheme residential development.</li> <li>• Two-way access to the existing Village Centre entry/exit point on Main Street is removed, with access only for northbound traffic.</li> <li>• Concern in relation to relocation of bus stops to and access onto Sweetmount Avenue.</li> <li>• Importance of Taney Cross as a regional Road</li> <li>• Increased emissions, and longer journey times for all road users.</li> <li>• The bus terminus should be moved further up Taney Road or Churchtown Road.</li> <li>• No indication that the measures proposed will not cause more frequent breakdowns in traffic flows.</li> <li>• Considers that land currently used as a car park should be used as a bus station.</li> <li>• Objects to removal of right turn from Churchtown Road Upper to Dundrum Bypass at Taney Cross junction.</li> <li>• Considers that the junction can be adequately controlled through pedestrian lights and secondary junctions.</li> </ul>	<p><a href="#">B0132</a>  <a href="#">B0162</a>  <a href="#">B0198</a>  <a href="#">B0208</a>  <a href="#">B0220</a>  <a href="#">B0243</a>  <a href="#">B0244</a>  <a href="#">B0247</a>  <a href="#">B0269</a>  <a href="#">B0270</a>  <a href="#">B0280</a>  <a href="#">B0287</a>  <a href="#">B0301</a>  <a href="#">B0303</a>  <a href="#">B0308</a>  <a href="#">B0329</a>  <a href="#">B0341</a>  <a href="#">B0344</a>  <a href="#">B0346</a>  <a href="#">B0348</a>  <a href="#">B0350</a>  <a href="#">B0352</a>  <a href="#">B0354</a>  <a href="#">B0360</a>  <a href="#">B0365</a>  <a href="#">B0368</a>  <a href="#">B0372</a>  <a href="#">B0376</a>  <a href="#">B0377</a>  <a href="#">B0385</a>  <a href="#">B0409</a>  <a href="#">B0411</a>  <a href="#">B0417</a>  <a href="#">B0425</a></p>	<p>The ABTA is the NTA’s recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions within the area were taken into account.</p> <p>The Executive is satisfied that the ABTA recommendations for Taney Cross and Environs are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to meeting the needs of private motorists, while also promoting the use of sustainable transport modes.</p> <p>There are a number of major traffic junctions in the immediate Dundrum area both to the north and south of the town, including Taney Cross, which do not provide safe walking and cycling facilities or bus priority facilities. In line with ABTA objectives, the ABTA recommends revising these junction layouts to provide safe facilities for walking and cycling to encourage more people to use active travel for their local trips.</p> <p>The proposals for Taney Cross and environs also include a new layout for the bus interchange to enable the roll out of additional planned bus services under the NTA’s BusConnects’ programme.</p> <p>The Executive acknowledges that the proposed revisions will have an impact on traffic flows, however the ABTA technical reports demonstrate that these impacts will be manageable and that a balance has to be struck between maintaining vehicular capacity on the strategic road network around Dundrum and also promoting sustainable transport and active travel in accordance with the ABTA’s objectives and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028.</p> <p>The Executive also notes the concerns regarding the removal of the left turn slip lanes at Taney Cross, proposed as part of the junction upgrade. In keeping with current best practice, the removal of left turn lanes at signalised junctions substantially reduces conflicts for pedestrians and cyclists, thereby improving safety and resulting in an environment more</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Pedestrians and cyclists can safely cross this junction without the removal of lanes.</li> <li>• The removal of right turns would improve the junction more than the removal of left turning lanes.</li> <li>• Will impact traffic coming from Churchtown and Taney.</li> <li>• Delays will result from bus priority.</li> <li>• Queries if traffic modelling was carried out for this junction and what delays are expected.</li> <li>• Will impact traffic on Dundrum Road.</li> <li>• Does not consider that the bus layover around Churchtown Road would be feasible due to traffic congestion in the area.</li> <li>• Will isolate the elderly and disabled people.</li> <li>• Would prefer that the four corners would have raised pedestrian priority crossings.</li> <li>• Considers that the junction operates highly efficiently for pedestrian.</li> <li>• Removal of lanes should be carefully considered given that the Luas acts as a barrier for car movements between the River Dodder and the Upper Churchtown Road.</li> <li>• The removal of a through traffic lane on each arm will reduce the capacity of the junction by up to 50%.</li> <li>• Changes will have significant impacts on bus movements, particularly outbound where no priority measures are indicated.</li> <li>• Questions the proposed removal of corner islands which will create a necessity for a wraparound pedestrian crossing, significantly eroding the existing throughput capacity for cars and buses.</li> <li>• Proposes consideration of elevated cycle lanes.</li> <li>• Requests following works in environs:</li> </ul>	<p><a href="#">B0427</a>  <a href="#">B0428</a>  <a href="#">B0431</a>  <a href="#">B0432</a>  <a href="#">B0433</a>  <a href="#">B0436</a>  <a href="#">B0482</a>  <a href="#">B0484</a>  <a href="#">B0490</a>  <a href="#">B0504</a>  <a href="#">B0506</a>  <a href="#">B0507</a>  <a href="#">B0532</a>  <a href="#">B0551</a>  <a href="#">B0552</a>  <a href="#">B0553</a>  <a href="#">B0556</a>  <a href="#">B0560</a>  <a href="#">B0573</a>  <a href="#">B0598</a>  <a href="#">B0613</a>  <a href="#">B0615</a>  <a href="#">B0619</a>  <a href="#">B0628</a>  <a href="#">B0634</a>  <a href="#">B0639</a>  <a href="#">B0667</a>  <a href="#">B0675</a>  <a href="#">B0698</a>  <a href="#">B0718</a>  <a href="#">B0721</a>  <a href="#">B0727</a>  <a href="#">B0728</a>  <a href="#">B0733</a></p>	<p>conducive to active travel. Whilst the removal of the left turn lane does reduce the vehicular capacity of the junction, the capacity benefits of the left turn lane during the busiest periods on the network are marginal (and substantially less than the 50% referenced in submissions), as the compact nature of the junctions result in straight ahead traffic blocking entry for vehicles wanting to enter the left slip lane, as well as left turning traffic having to yield to high volumes of opposing movements at the junction.</p> <p>The Executive is satisfied that the proposed junction redesign is in line with current best practice, will provide significantly improved conditions for pedestrians, cyclists and public transport and while there will be an impact, the executive is satisfied that the impact will be manageable and that the redesign will ultimately pay dividends in the promotion of sustainable travel.</p> <p>A number of submissions have queried the various options that were considered in arriving at the proposed concept design Taney Cross &amp; Environs. This is a key consideration as the preferred design for this location not only determines the future success of this immediate area and bus interchange facilities, but it also has implications for the wider traffic and active travel networks. Key considerations include:</p> <ul style="list-style-type: none"> <li>• Critical to the functioning of the area is how it accommodates bus operations. It is imperative that the layout can facilitate future requirements of the planned BusConnects programme, which will see a significant increase in bus services operating to and through the area.</li> <li>• Passenger convenience in terms of interchange with both the Luas and other bus services is also crucial as is the development of a Mobility Hub to support interchange across various modes.</li> <li>• In addition, the area must function well for the safe and convenient movement of pedestrians and cyclists.</li> <li>• It also must meet the urban design objectives proposed for the area through the draft LAP, which include providing a civic plaza area, the upgrade the local public realm and improved connectivity to Lower Main St.</li> <li>• Also of relevance is the bus routing and active travel network for the wider town area. The layout at Taney Cross needs to facilitate an appropriate network for the town and obviously cannot be considered in isolation.</li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>○ Luas underpass between Taney Drive and Main Street upgrade.</li> <li>○ Moving of signalised pedestrian crossing of Taney Road at Taney Park Taney Drive</li> <li>● Considers safety issues arise for pedestrians from vehicles accessing Dundrum Office Park from Main Street.</li> <li>● Considers that most of the traffic comes from outside area and won't change to use public transport.</li> <li>● Proposes introducing speed bumps as alternative measure for Taney Cross.</li> </ul>	<p><a href="#">B0753</a>  <a href="#">B0761</a>  <a href="#">B0762</a>  <a href="#">B0784</a></p>	<p>Several options were considered, in conjunction with the NTA, for the redesign of this area in accordance with the above requirements, including the retention of the existing layout. The emerging preferred concept design for the area is as presented in Figure 4.5 under Section 4.6.2.1 of the draft LAP. The Executive is satisfied that this concept design adequately addresses all the requirements stipulated above. Notwithstanding this, the executive notes that the layout shown in Figure 4.5 is at concept level and may be subject to change pursuant to more detailed designs being developed for this area.</p> <p>The provision of bus priority typically involves giving buses priority over general traffic. This is an approach supported by the NTA and the Transport Strategy for the Greater Dublin Area 2022 – 2042.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>vi. Submission while welcoming bus gate raise issues in relation to public realm area at library as follows:</p> <ul style="list-style-type: none"> <li>● Considers civic area in front of library should be preserved.</li> <li>● Considers this can be achieved while also implementing bus gate. Notes buses will be electric, therefore cleaner and quieter.</li> <li>● Suggests re-designing square, maximising space (e.g. removing front boundary wall of library), include tree planting, widened pedestrian crossing from Sweetmount Avenue.</li> <li>● States further consideration is needed regarding the public realm in front of the library, which should be enhanced rather than detracted from</li> <li>● Would preserve vistas; states view of mountains will in any case be obstructed by OSC development.</li> <li>● Suggests a public realm objective for the front of the Carnegie Library, which protects it as an amenity while allowing the narrow 3m-wide bus gate to operate.</li> </ul>	<p><a href="#">B0106</a>  <a href="#">B0216</a>  <a href="#">B0434</a>  <a href="#">B0513</a>  <a href="#">B0545</a></p>	<p>The Executive welcomes support for the sustainable transport measures and notes that the suggestions have merit. The executive notes that the layout shown in Figure 4.5 is at concept level and may be subject to change pursuant to more detailed designs being developed for this area. Notwithstanding this, the executive recommends an amendment to address the urban realm at the existing library.</p> <p><b>Recommendation.</b>  Amend section 4.6.1.2 as follows.  Amend Objective T5 as follows:</p> <p><i>Objective T5 – Taney Cross and Bus – Luas Interchange upgrade:  It is an objective to upgrade Taney Cross junction and environs, including the Bus – Luas Interchange, to provide a safe, efficient and attractive environment for pedestrians, cyclists and public transport users. <u>Any proposal shall positively address the public realm area in front of the existing Carnegie Library.</u></i></p> <p>Note, if earlier amendment to T5 has been agreed T5 will read as follows.</p> <p><i>Objective T5 – Taney Cross and Bus – Luas Interchange upgrade:</i></p>



Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Concern expressed in relation to the ability for children play freely in the urban realm area to the front of the Carnegie Library</li> </ul>		<p><i>It is an objective to upgrade Taney Cross junction and environs, including the Bus – Luas Interchange, to provide a safe, efficient and attractive environment for pedestrians, cyclists and public transport users <u>having regard to the indicative suite of interventions indicated in Figure 4.5. Any proposal shall positively address the public realm area in front of the existing Carnegie Library.</u></i></p>
<p>vii. Proposes buses can be given priority at Taney Cross junction via alternative measure.</p>	<p><a href="#">B0172</a></p>	<p>The Executive notes the suggestion made.</p> <p>A number of options were considered, and the emerging preferred design is as shown in Figure 4.5.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission suggests an alternative to the Churchtown “Busgate” with the possibility of using the east side of the Luas Station, on Taney Drive, as a “Busgate” should be considered.</p>	<p><a href="#">B0187</a></p>	<p>The Executive notes the suggestion made.</p> <p>Options on Taney Rd were considered but were discounted due to space constraints as well as a requirement to reverse the flow of buses to northbound on the bypass and southbound on Main St, which would see passengers boarding/alighting on the western side of the bypass necessitating passengers having to cross a busy carriageway to get to Dundrum and DTC with resulting serious pedestrian safety &amp; inconvenience implications.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submission requests the publication of traffic flow models / simulations completed and alternate routes likely to be utilised by existing traffic levels and future 10-year projections resulting from the changes proposed in removal of left turns on all routes at Dargan Bridge intersection of R117 and R112, noting that changes to this junction must include a full impact assessment on surrounding residential areas and flow patterns.</p>	<p><a href="#">B0199</a></p>	<p>The Executive notes the issue raised.</p> <p>The ABTA is the NTA's recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions within the area were taken into account.</p> <p>The Executive is satisfied that the ABTA recommendations for Taney Cross and Environs are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to meeting the needs of vehicular access while also</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>promoting the use of sustainable transport modes. There are a number of major traffic junctions in the immediate Dundrum area both to the north and south of the town, including Taney Cross, which do not provide safe walking and cycling environments or bus priority facilities. In line with ABTA objectives, the ABTA recommends revising these junction layouts to provide safe facilities for walking and cycling to encourage more people to use active travel for their local trips. The proposals for Taney Cross and environs also include a new layout for the bus interchange to enable the roll out of additional planned bus services.</p> <p>The Executive acknowledges that the proposed revisions will have an impact on traffic flows, however the ABTA technical reports, available on line with the draft LAP, demonstrate that these impacts will be manageable and that a balance has to be struck between maintaining vehicular capacity on the strategic road network around Dundrum and also promoting sustainable transport and active travel in accordance with the ABTA's objectives and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>x. Submission considers access route from Churchtown Road Upper through Finsbury Park to Gaelscoil Na Fuinseoige needs to be preserved and enhanced.</p> <ul style="list-style-type: none"> <li>• Notes it serves as key access point from school campus to library and towards village generally.</li> <li>• Conflict between use of pedestrians/cyclists and buses must therefore be avoided.</li> <li>• Raises concerns that Figure 6.5 of ABTA Report does not illustrate access from the cycle route on Churchtown Road Upper to the Finsbury Park route to the school campus.</li> </ul>	<p><a href="#">B0216</a></p>	<p>The Executive notes the issue and is supportive of this active travel route. Any cycle route development for the area will include a connection to this route at design stage as it provides a quality, safe, off-street route for school access. All pedestrian and cycle facilities being proposed would be developed with pedestrian and cycle safety and convenience a priority.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xi. Submission queries what will become of tree outside the Library</p>	<p><a href="#">B0308</a></p>	<p>The Executive notes the issue raised.</p> <p>The tree is shown for retention in the concept design set out in Figure 4.5.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
		No change to Draft Plan.
<p>xii. Submission proposes as alternative to library Bus Gate that small mobility buses could be provided to transfer elderly/disabled residents to homes west of Bypass. Considers provision of a small layby area near library and safe pedestrian crossing over Bypass would sufficiently accommodate this service.</p>	<a href="#">B0339</a>	<p>The Executive notes the suggestion made, however, public transport services would be a matter for the NTA and bus operators rather than the draft LAP process.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xiii. Submission expresses concerns regarding the accessibility for HGVs serving the DTC and the exclusion of right turning movements eastbound on Taney Road.</p>	<a href="#">B0344</a>	<p>The Executive notes the issue raised. There are no proposals to impede HGV access for DTC. The ABTA recognises the needs for HGV access to DTC and notes that any revisions to the surrounding road network will take this into account at design stage.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>B. Objective T6 Mobility Hub and Luas Access Improvement</b>		
<p>i. Submissions object to/raise concerns in relation to proposed transport interchange at Taney Cross and/or seek the retention of the existing arrangements as:</p> <ul style="list-style-type: none"> <li>• its current location works better than proposed changes due to its proximity to other public transport links.</li> <li>• Impact on the use of Taney Cross by local residents.</li> <li>• It would cause pollution.</li> <li>• It would have wider impacts on the community.</li> <li>• Ease of access for bus operators.</li> <li>• Building a bus depot on one of the busiest roads in Dublin is out of scale in this location.</li> <li>• It will further exacerbate traffic congestion at Taney Cross</li> <li>• Users will have to cross heavily trafficked roads to transfer with people dashing from one stop to another.</li> <li>• Considers there will be confusion between parked buses and layover buses which will block the view of bus stops and other signage.</li> </ul>	<p><a href="#">B0021</a> <a href="#">B0022</a> <a href="#">B0078</a> <a href="#">B0082</a> <a href="#">B0172</a> <a href="#">B0244</a> <a href="#">B0280</a> <a href="#">B0376</a> <a href="#">B0380</a> <a href="#">B0409</a> <a href="#">B0453</a> <a href="#">B0480</a> <a href="#">B0558</a> <a href="#">B0606</a> <a href="#">B0617</a> <a href="#">B0628</a> <a href="#">B0630</a> <a href="#">B0659</a> <a href="#">B0685</a></p>	<p>The Executive notes the issue raised.</p> <p>A number of submissions have queried the various options that were considered in arriving at the proposed concept design for Taney Cross &amp; Environs. This is a key consideration as the preferred concept design for this location not only determines the future success of this immediate area and bus interchange facilities, but it also has implications for the wider traffic and active travel networks. Key considerations include:</p> <ul style="list-style-type: none"> <li>• Critical to the functioning of the area is how it accommodates bus operations. It is imperative that the layout can facilitate future requirements of the planned BusConnects programme, which will see a significant increase in bus services operating to and through the area.</li> <li>• Passenger convenience in terms of interchange with both the Luas and other bus services is also crucial as is the development of a Mobility Hub to support interchange across various modes.</li> <li>• In addition, the area must function well for the safe and convenient movement of pedestrians and cyclists.</li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Proposes frequent shuttle bus services from terminus to Booterstown Dart Station and Milltown/Ranelagh.</li> <li>• Objects to any bus depot at library.</li> <li>• Visual intrusion of bus parking / layover on Churchtown Road.</li> <li>• Impact on school drop off / collection.</li> <li>• There is a lack of detail reading options for the bus interchange.</li> <li>• There have been no robust studies carried out to determine the need to relocate the terminus.</li> <li>• Considers that land should be taken from the OSC to provide for a terminus.</li> </ul>	<a href="#">B0692</a> <a href="#">B0697</a> <a href="#">B0698</a> <a href="#">B0715</a>	<ul style="list-style-type: none"> <li>• It also must meet the urban design objectives proposed for the area through the draft LAP, which include providing a civic plaza area, the upgrade the local public realm and improved connectivity to Lower Main St.</li> <li>• Also of relevance is the bus routing and active travel network for the wider town area. The layout at Taney Cross needs to facilitate an appropriate network for the town and cannot be considered in isolation.</li> </ul> <p>Several options were considered, in conjunction with the NTA, for the redesign of this area in accordance with the above requirements, including the retention of the existing layout. The emerging preferred concept design for the area is as presented in Figure 4.5 under Section 4.6.2.1 of the draft LAP. The Executive is satisfied that this concept design adequately addresses all the requirements stipulated above. The executive is satisfied that robust consideration has been given to the bus interchange design and potential options. This was carried out in conjunction and agreement with the NTA. Notwithstanding this, the executive notes that the layout shown in Figure 4.5 is at concept level and may be subject to change pursuant to more detailed designs being developed for this area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission proposes using the existing green area beneath William Dargan Luas bridge as expanded part of transport hub, noting existing poor condition of this area.</p>	<a href="#">B0172</a>	<p>The Executive notes the issue raised.</p> <p>The area under the Luas bridge is included in proposals for the upgrade of Taney Cross and the bus interchange.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission seeks further consideration of the bus terminus location in Dundrum should include the area within the northeast of the Luas station boundary (fig. 4.5). This site presents the opportunity for the colocation of Luas, Bus and high-quality secure cycle parking.</p>	<a href="#">B0513</a>	<p>The Executive notes the issues raised.</p> <p>Detailed consideration was given to a number of options for upgrading the bus interchange, including the location suggested to the north east of the Luas. Key considerations included passenger convenience and interchange legibility, space requirements, bus routing / operational requirements and compatibility with the emerging local transport &amp; mobility network as well as urban design and public realm requirements. The Executive is satisfied that the preferred option, as detailed in of the draft LAP, meets these requirements.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission considers Draft LAP is unclear on how severance of Bypass can be overcome and how transport interchange can function.</p>	<p><a href="#">B0554</a></p>	<p>The Executive notes the issues raised.</p> <p>The draft LAP proposes a number of pedestrian &amp; cyclist crossing points along the bypass to address severance. Transport interchange proposals were developed in consultation with the NTA and are considered acceptable in terms of functionality. <a href="#">Bus operating patterns and requirements are a matter for detailed design and outside the remit of the draft LAP.</a></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission seeks the provision of a car park close to the bus terminal.</p>	<p><a href="#">B0323</a></p>	<p>The Executive notes the issue raised, however, does not consider that a car park would be appropriate at this location having regard to ABTA objectives and urban design requirements for the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Objective T7 Taney Cross and Environs Cycle Facilities</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Notes that current cycle access from Dundrum Road to Main street is via Taney Cross due to Luas track.</li> <li>• Considers this detour is unsafe and tiring.</li> <li>• Considers cycle infrastructure upgrades are required, e.g. bicycle stair ramp.</li> <li>• Highlights issues with cleanliness / operation of lift at Luas station.</li> <li>• Proposes that mobility hub should provide bicycle hire facilities, including bike trailers for children.</li> </ul>	<p><a href="#">B0443</a></p>	<p>The Executive notes that the recommendations for Taney Cross include significant upgrades to cycle infrastructure in the immediate area with improved connectivity to / from Dundrum. <a href="#">The Luas lift operation issues is a matter for TII and outside the remit of the draft LAP.</a></p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<b>3.4.6 Section 4.6.1.3 Sandyford Road: Objective T8: North Sandyford Road</b>		
<p>i. Submissions expresses concern in relation to proposals for Sandyford Road and raises following issues:</p> <ul style="list-style-type: none"> <li>• Existing and future congestion on Sandyford Road.</li> <li>• Proposed works to Sandyford Road ignores that fact that this will be the sole access route to Main Street.</li> <li>• Elimination of the loading bay outside Building 4.</li> <li>• Failure to consider potential reduction in footpath width and the effect on pedestrian traffic from the Luas.</li> <li>• Loss of critical loading bays and need to ensure alternative servicing methods for commercial units.</li> <li>• Potential elimination of left-hand slip lane from Sandyford Road to Overend Way may affect junction efficiency but could be acceptable if other slip lanes are maintained.</li> <li>• Notes that Balally estate is already used for rat running to avoid queues / congestion on Sandyford Road.</li> <li>• Notes increased traffic volumes as a result of the development at the ‘Building 5’ site at DTCS.</li> <li>• Notes that all traffic on Sandyford Road originates from the Overend / Wyckham junction.</li> <li>• Existing one-way system creates congestion.</li> <li>• Does not consider a cycleway on Sandyford Road to be essential.</li> <li>• Notes difficulty accessing Sandyford Road from existing residential developments.</li> <li>• Opposed to proposed removal of the left filter slip road heading South on Sandyford Road at the RSA junction.</li> <li>• 2 way vehicle access should be maintained to maintain access for Holy Cross National School and DTCS.</li> <li>• School and business traffic travelling through the Sandyford Road and Rockfield junction will cause more congestion and increase rush hour traffic jams.</li> </ul>	<p><a href="#">B0040</a>  <a href="#">B0064</a>  <a href="#">B0087</a>  <a href="#">B0154</a>  <a href="#">B0177</a>  <a href="#">B0264</a>  <a href="#">B0301</a>  <a href="#">B0303</a>  <a href="#">B0312</a>  <a href="#">B0323</a>  <a href="#">B0344</a>  <a href="#">B0345</a>  <a href="#">B0367</a>  <a href="#">B0382</a>  <a href="#">B0386</a>  <a href="#">B0482</a>  <a href="#">B0490</a>  <a href="#">B0573</a>  <a href="#">B0718</a>  <a href="#">B0728</a>  <a href="#">B0763</a></p>	<p>The Executive notes the issues raised and advises that no changes to the existing two way traffic flow along Sandyford Road are proposed.</p> <p>Two way traffic is being maintained in line with current conditions. The maintenance of this two way flow allows full vehicular access to all car parks including those for DTC along this road and facilitates traffic entering and leaving the area without having to traverse down Main St, which helps to traffic calm the town centre.</p> <p>The ABTA recommendations are however proposing traffic calming measures to slow the speed of traffic and provide improved facilities and safer conditions for pedestrians and cyclist where space allows. This is considered appropriate for one of the main entrance streets to the town. It should be noted that no reductions in footpath width are proposed and that segregated cycle facilities are only proposed where sufficient carriageway width allows.</p> <p>The Executive notes the concerns raised regarding the proposed junction re-design at the junction of Sandyford Rd with Overend Avenue and Wyckham Way. The ABTA is the NTA’s recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028. The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions within the area were taken into account.</p> <p>The Executive is satisfied that the ABTA recommendations for the proposed junction re-design at the junction of Sandyford Rd with Overend Avenue and Wyckham Way are appropriate for meeting the ABTA objectives as set out in Section 3 of the ABTA report and that a balanced approach has been taken to meeting the needs of vehicular access while also promoting safe and efficient active travel for access to Dundrum.</p> <p>There are a number of major traffic junctions in the immediate Dundrum area both to the north and south of the town, including the junction of Sandyford Rd with Overend Avenue and Wyckham Way, which do not provide safe or convenient walking or cycling facilities. In</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Requests a traffic survey for Balally Estate and at the Sandyford Road / Overend Way junction to come up with a proper, viable solution.</li> <li>• Removal of DM car park will exacerbate traffic on Sandyford Road.</li> </ul>		<p>line with ABTA objectives, the ABTA recommends revising these junction layouts to provide safe facilities for walking and cycling to encourage more people to use active travel for their local trips. The Executive acknowledges that the proposed revisions will have an impact on traffic flows, however the ABTA technical reports demonstrate that these impacts will be manageable and that a balance has to be struck between maintaining vehicular capacity on the strategic road network around and to Dundrum and also promoting sustainable transport and active travel in accordance with the ABTA's objectives and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRC CDP 2022 – 2028.</p> <p>The Executive also notes the concerns regarding the removal of the left turn slip lanes at the junction of Sandyford Rd, Overend Ave and Wyckham Way, proposed as part of the junction upgrade. In keeping with current best practice, the removal of left turn lanes at signalised junctions substantially reduces conflicts for pedestrians and cyclists, thereby improving safety and resulting in an environment more conducive to active travel. Whilst the removal of the left turn lane does reduce the vehicular capacity of the junction, the capacity benefits of the left turn lane during the busiest periods on the network are marginal, as the compact nature of the junctions result in straight ahead traffic blocking entry for vehicles wanting to enter the left slip lane, as well as left turning traffic having to yield to high volumes of opposing movements at the junction.</p> <p>The Executive is satisfied that the proposed junction redesign is in line with current best practice, will provide significantly improved conditions for pedestrians and cyclists and while there will be an impact on traffic, the executive is satisfied that the impact will be manageable and that the redesign will ultimately pay dividends in the promotion of sustainable travel.</p> <p>The Executive is satisfied that any redevelopment of the Dom Marmion site would have to comply with car parking requirements set out in the CDP. No adverse impact on traffic is envisaged.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
ii. Submission requests a safe cycle route on Sandyford Road.	<a href="#">B0216</a>	The Executive notes the issue raised.

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>The ABTA recommendations include for safe cycling facilities on Sandyford Road through the provision of segregated facilities as far as is practicable in combination with traffic calming to ensure a safer on street environment for cyclists.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission considers the main artery into the village should be via the Sandyford Road to accommodate anticipated residential growth</p>	<p><a href="#">B0270</a></p>	<p>The Executive notes the issue raised.</p> <p>Sandyford Rd is already a main entry point to Dundrum.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission:</p> <ul style="list-style-type: none"> <li>• Objects to the removal of the left turns at Sandyford Rd/Blackthorn Rd junction (DAR19) and Sandyford Rd/Wyckham Way (DAR17) as both left turn lanes at these junctions help the traffic flow.</li> <li>• Considers the two stage crossing at a left turn lane comforting to pedestrians.</li> </ul>	<p><a href="#">B0312</a> <a href="#">B0371</a></p>	<p>The Executive notes the issues raised. The proposed redesign of these junctions must balance the needs of active travel with those of general traffic and in particular, it is a requirement under the current CDP to promote and provide for active travel.</p> <p>The Executive also notes the concerns regarding the removal of the left turn slip lanes, proposed as part of these junction upgrades. In keeping with current best practice, the removal of left turn lanes at signalised junctions substantially reduces conflicts for pedestrians and cyclists, thereby improving safety and resulting in an environment more conducive to active travel. Whilst the removal of the left turn lane does reduce the vehicular capacity of the junction, the capacity benefits of the left turn lane during the busiest periods on the network are marginal, as the compact nature of the junctions result in straight ahead traffic blocking entry for vehicles wanting to enter the left slip lane, as well as left turning traffic having to yield to high volumes of opposing movements at the junction. The Executive is satisfied that the proposed junction redesigns are in line with current best practice, will provide significantly improved conditions for pedestrians, cyclists and while there will be an impact on traffic, the executive is satisfied that the impact will be manageable and that the redesign will ultimately pay dividends in the promotion of sustainable travel.</p> <p>The Executive is satisfied that the proposed designs strike an acceptable balance between these competing requirements.</p>



Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission Considers that proposed changes to Sandyford Road North (page 52 of DLAP) could exacerbate the situation, especially at the junction with the south end of Sandyford Road. Suggests two-way access for vehicles to Holy Cross National School and the town centre is maintained to help alleviate potential traffic issues at the Sandyford Road / Wyckham road / Overend Avenue junction.</p>	<p><a href="#">B0400</a></p>	<p>The Executive notes the issue raised.</p> <p>There are no proposals to change the existing two way traffic flow on Sandyford Rd. There is however a small one way section on the approach to Dundrum Cross, which was implemented s part of the Covid emergency works and now proposed for retention under the ABTA recommendations. This will not have any impact on access to Holy Cross school via the Dom Marmion car park and will not impact on the junction with Overend Ave – Wyckham Way.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submissions:</p> <ul style="list-style-type: none"> <li>• Support improvements to cycling infrastructure on Sandyford Road.</li> <li>• Considers existing lack of segregated cycle lanes and high traffic speeds on this road create difficulties for cyclists, highlighting issues for school-age children and cargo bikes.</li> <li>• Considers proposed cycle lanes are too narrow to accommodate larger bikes (cargo etc).</li> </ul>	<p><a href="#">B0430</a> <a href="#">B0517</a> <a href="#">B0644</a> <a href="#">B0565</a></p>	<p>The Executive welcomes support for these active travel initiatives and agrees there are carriageway constraints which make the provision of cycling facilities challenging. Notwithstanding this, the ABTA recommendations do include for segregated cycle lanes as far as is practicable.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission welcomes the creation of a school zone and safe access route for pedestrians and cyclists to Holy Cross National School via the DM car park. A drop off zone is also necessary.</p>	<p><a href="#">B0516</a></p>	<p>The Executive welcomes support for the safe school zone and notes that vehicular access for school drop offs would be maintained in any detailed design solutions.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission proposes removal of access to DTCSC car park from Sandyford Road to reduce traffic on Sandyford Road / Main Street.</p>	<p><a href="#">B0633</a></p>	<p>The suggestion is noted, however this is an important access point for DTC and allows for the distribution of traffic accessing DTC to various points along the network suitable to traffic origins and avoiding traffic queues and congestion at a smaller number of entrances.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ix. Submission:</p> <ul style="list-style-type: none"> <li>Is Concerned at traffic hazards in Parkvale estate and at entrance to Ardglass estate on Sandyford Road due to traffic congestion.</li> <li>Considers congestion has been exacerbated by significant local school development in recent years (Ballinteer Educate Together).</li> <li>Considers situation negatively impacts mobility by car for local residents seeking to exit their houses.</li> <li>Is Concerned at emergency services vehicle access.</li> </ul>	<p><a href="#">B0730</a></p>	<p>The ABTA recommendations are aimed at improving active travel facilities for local mobility needs and in particular for schoolchildren accessing local schools. It is envisaged that improved active travel facilities will allow more people to choose walking and cycling for going to school which in turn will reduce private car use in the area and help to alleviate congestion.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.4.7 Section 4.6.1.4 Sydenham Road: Objective T9 – Sydenham Road Upgrades</b></p>		
<p>i. Submission raises concerns regarding safe pedestrian routes to Holy Cross School. Proposes that a signalised pedestrian crossing for school children should be provided across Sydenham Road at junction with Kilmacud Road Upper.</p>	<p><a href="#">B0013</a> <a href="#">B0471</a></p>	<p>The Executive note the issue raised. The executive understands that improved pedestrian crossing facilities at this location are being considered as part of the DLR Connector scheme. Notwithstanding this, the issue has been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council's Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions concerned at proposed one-way system and cycle lanes on Sydenham Road and raise issues as follows:</p> <ul style="list-style-type: none"> <li>Safety issues will arise including danger posed to school children and other pedestrians and cyclists due to vehicles exiting properties.</li> <li>Traffic calming measures and safe streets would be more appropriate than a one-way system or cycle lanes.</li> <li>Vehicles can only access/exit Sydenham Villas via Sydenham Road.</li> </ul>	<p><a href="#">B0127</a> <a href="#">B0203</a> <a href="#">B0219</a> <a href="#">B0220</a> <a href="#">B0238</a> <a href="#">B0239</a> <a href="#">B0247</a> <a href="#">B0249</a> <a href="#">B0259</a></p>	<p>The Executive notes the issues raised.</p> <p>The recommendations for Sydenham Road would provide safer walking and cycling facilities for school children than are presently available. The one way system and segregated cycle lanes are considered a safe solution at this high priority area for schoolchildren on foot or by bicycle. Under the ABTA recommendations and DLR Connector scheme proposals, traffic can access Sydenham Villas via Sydenham Rd and exit via Kilmacud Rd Upper eastbound/westbound. The Executive is satisfied that no conflict would arise regarding</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Plans for Sydenham Road are in conflict with the designation of a number of protected structures within the ACA on this thoroughfare.</li> <li>• Questions was assessment of impact on ACA carried out?</li> <li>• Request deletion of T9</li> <li>• Considers accommodating single traffic lane and 2 cycle lanes will be challenging due to narrowness of road.</li> <li>• Considers there is no requirement for cycle lanes on this road.</li> <li>• Suggests the width of the footpaths should be increased to counter danger posed by cars reversing out onto the road.</li> <li>• Considers proposal would have significant impacts on ACA and Protected Structures, and would be contrary to heritage and conservation policies of Draft LAP.</li> <li>• Highlights that there are alternative roads in the area which could accommodate cycle lanes.</li> <li>• Calls for maintaining Sydenham Road as two way and upgrading Stoney Road, which is wider, to accommodate two way traffic and cycle lanes.</li> <li>• Alternative cycle route could be considered along Stoney Road or Birches Lane.</li> <li>• The burden should be split between Sydenham Road and Stoney Road, with one for cycle lane and one for bus route.</li> <li>• Topography of road.</li> <li>• No adequate risk assessment has been carried out.</li> <li>• Impact to emergency services/delivery/maintenance vehicles access.</li> <li>• Conflicts between driveway access / egress and cycle lanes introducing a significant hazard.</li> <li>• Notes proximity to Taney and Holy Cross schools noting that Sydenham is used as a route to same.</li> </ul>	<p><a href="#">B0263</a>  <a href="#">B0282</a>  <a href="#">B0291</a>  <a href="#">B0300</a>  <a href="#">B0348</a>  <a href="#">B0379</a>  <a href="#">B0382</a>  <a href="#">B0394</a>  <a href="#">B0395</a>  <a href="#">B0409</a>  <a href="#">B0454</a>  <a href="#">B0471</a>  <a href="#">B0478</a>  <a href="#">B0482</a>  <a href="#">B0483</a>  <a href="#">B0488</a>  <a href="#">B0501</a>  <a href="#">B0506</a>  <a href="#">B0538</a>  <a href="#">B0546</a>  <a href="#">B0547</a>  <a href="#">B0551</a>  <a href="#">B0553</a>  <a href="#">B0554</a>  <a href="#">B0559</a>  <a href="#">B0591</a>  <a href="#">B0593</a>  <a href="#">B0598</a>  <a href="#">B0630</a>  <a href="#">B0718</a>  <a href="#">B0741</a>  <a href="#">B0742</a></p>	<p>designated ACA or protected structure status for nearby buildings and considers that a traffic calmed environment may enhance amenities.</p> <p>The Executive notes the queries regarding need for cycle lanes on Sydenham Rd. The Executive is satisfied that this route is a strong desire line for local children accessing both Taney Parish and Holy Cross school. It also provides a link between proposed cycle lanes along both Taney Rd and Kilmacud Rd Upper, which increases connectivity and efficiency of the cycle network, making it more attractive for encouraging a greater uptake of sustainable modes. The proposals for Sydenham Road have been developed in accordance with ABTA principles and objectives and in conjunction with the NTA and with relevant baseline conditions and predicted outcomes taken into account. Access for emergency services and local Garda station will be maintained. It should also be highlighted that one way traffic flows are quite common in urban areas and operate successfully as traffic calming measures. The Executive is satisfied that full vehicular access to all properties is being maintained and while it is acknowledged that some re-routing of traffic will be required making access a little less convenient in some instances, the overall aim is to provide more space and safer facilities for other transport modes. This need is especially acute in this area where two primary schools are located.</p> <p>The issue of local access requiring a right turn onto Birches Lane from Kilmacud Rd Upper is noted. The Executive is satisfied that a right turn (presently banned) at this location would be appropriate in the event of the DLR Connector scheme progressing, to allow for local vehicular access. The Executive is supportive of measures which can improve local accessibility where re-routing of traffic is required. In addition, this issue has been raised with the DLR Connector project team for their consideration and incorporation into the design where appropriate. The DLR Connector is a cross county cycle route currently being progressed by the Council’s Active Travel Section. To help inform the design of the scheme, the local community was engaged at an early stage through a pre-design community engagement programme. The DLR Connector scheme is now being progressed by the Active Travel Section as a Planning Application to An Bord Pleanala and as such will be the subject of a statutory public consultation exercise. This will provide further opportunity for local input on the proposals.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Road is used to access Garda station.</li> <li>• Considers that the use of rubber cycle kerbs will result in difficulties for cars exiting driveways.</li> <li>• There is no designated space for deliveries / emergency vehicles / taxis etc. these would obstruct cycle traffic when present.</li> <li>• Would result in a substantial detour to access properties.</li> <li>• ('Tom Tom') does not accurately reflect current or future traffic trends..</li> <li>• Considers automatic traffic counts on Sydenham Road are not reliable due to Covid-19 impacts on traffic at time of counts.</li> <li>• States that traffic analysis has not taken account of Annefield/St. Anne's residential development (13 houses).</li> <li>• Will result in illegal right turns onto Birches Lane to avoid long detours / traffic on Drummartin Road.</li> <li>• Proposes as alternative that Sydenham Road could be made cycle priority road with two-way car access remaining.</li> <li>• Proposes complementary measures of cycle priority on Sydenham Villas and improvement of cycle access between Sydenham Villas and Overend Avenue.</li> <li>• Weather.</li> </ul>		No change to Draft Plan.
<p>iii. Submission would like to see car parking removed from Sydenham Villas alongside Taney National School and the whole area greened and made child friendly with native planting and calmed for cyclists</p>	<a href="#">B0147</a>	<p>The Executive would support additional traffic calming here but would require that vehicular access be maintained for the school and local residents. All schools have the opportunity to join the safe routes to school programme being run by the NTA.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission strongly supports changes to Sydenham Road but asks that the pedestrian access be widened and upgraded as</p>	<a href="#">B0457</a>	<p>The Executive welcomes support for the sustainable transport measures and would agree with the need to improve pedestrian conditions where feasible.</p>

Issues	Sub. No.	Executive's Response & Recommendation
there are often large numbers of children/parents, and buggies that are too wide for pavement.		<p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.4.8 Section 4.6.1.5 Dundrum Bypass</b>		
i. Submission notes that the traffic levels on the by-pass have increased considerably since the introduction of the one-way system on Main Street.	<a href="#">B0100</a>	<p>The Executive notes the issue raised.</p> <p>The purpose of the bypass is to provide traffic with an alternative to travelling through the town.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
ii. The submitter has concerns regarding the proposals in the context of the OSC framework. Priority afforded to the pedestrian / cycle users is to the detriment of the private car user and HGV servicing and that the balance has shifted too far in that direction to the detriment of both the DTC development and the future OSC development.	<a href="#">B0344</a>	<p>The Executive notes the issue raised and has no evidence to suggest that too much priority is being afforded to pedestrians and cyclists.</p> <p>The ABTA study has identified significant deficiencies with existing provision for pedestrians and cyclists in the area and the ABTA recommendations seek to address these issues.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
iii. Considers traffic congestion on the bypass already makes it unviable as a bypass at peak times and the junction under the bridge does not work in a southerly direction.	<a href="#">B0613</a>	<p>The executive notes the concerns raised. The ABTA recommendations are aimed at improving public transport and active travel facilities for local mobility needs. It is envisaged that improved public transport and active travel facilities will allow more people to choose walking and cycling and public transport which in turn will reduce private car use in the area and help to alleviate congestion.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>A. Objective T10 – Dundrum Bypass Cycle Infrastructure</b>		
i. Submissions: <ul style="list-style-type: none"> <li>support proposals to improve amenity and the environment along the by-pass and the provision of a protected cycle lane.</li> </ul>	<a href="#">B0003</a> <a href="#">B0069</a> <a href="#">B0138</a> <a href="#">B0457</a> <a href="#">B0516</a>	<p>The Executive welcomes support for these sustainable transport measures and highlights that new cycle lanes would connect in with existing on Wyckham Way.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>note that an existing 2-way cycle route along Wyckham Way currently terminates abruptly at the junction with Dundrum Bypass.</li> </ul>	<a href="#">B0578</a>	
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>Considers that cycle lane along bypass is dangerous due to bus stops and coming to sudden end approaching Wyckham Way junction.</li> <li>Queries the cycle facilities on the by-pass after the investment of cycle infrastructure on Main Street.</li> <li>Notes that the by-pass is steep and uninviting to cyclists, investment should go elsewhere to improve connectivity.</li> <li>Notes that cycle lanes on the by-pass are underutilized.</li> </ul>	<a href="#">B0200</a> <a href="#">B0376</a> <a href="#">B0397</a> <a href="#">B0417</a> <a href="#">B0831</a>	<p>The Executive notes the issues raised.</p> <p>The proposal to provide cycle lanes on the western side of the bypass overcomes the safety issues highlighted. The poor conditions for cyclists presently are likely to contribute to low cycling numbers observed. Improved segregated cycle conditions will help to attract more cyclists and also help with topography challenges. As with general traffic, not all cyclists will want to pass through the town, making the bypass an option for many.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>B. Objective T11 – Pedestrian and Cycle Connectivity across Dundrum Bypass:</b>		
<p>i. Submission considers that Objective T11 needs to be reconsidered taking into account a number of issues including:</p> <ul style="list-style-type: none"> <li>The needs of a MTC retail development and the important role of Dundrum Bypass in terms of accessing and servicing the shopping centre.</li> <li>Ground levels</li> <li>Quantum of movement</li> <li>Existing congestion on bypass</li> </ul>	<a href="#">B0344</a>	<p>See also section 3.2 T11 relates to Pedestrian and Cycle Connectivity across Dundrum Bypass and it has been mentioned already in other earlier responses in 2.2 - NTA section and in section 3.2.4. The Executive notes the issue raised and considers that the wording of objective T11 is at an appropriate level of detail for the LAP as it will allow the detailed considerations to be teased out at planning consent stage. See recommendations under section 2.2 and sections 3.2.4 above.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission supports new pedestrian crossings of the bypass.</p>	<a href="#">B0517</a> <a href="#">B0522</a> <a href="#">B0578</a>	<p>The Executive welcomes support for these sustainable transport measures.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.4.9 Section 4.6.1.6 Dundrum – Disabled and Age Friendly Car Parking: Objective T13 Disabled &amp; Age Friendly Car Parking:</b>		
<p>i. Submissions raise concerns with regard to a lack of parking provision for older people, people with mobility issues and disabled people:</p> <ul style="list-style-type: none"> <li>Along both sides of Main Street / within walking distance of frequently accessed shops &amp; services.</li> </ul>	<a href="#">B0196</a> <a href="#">B0249</a> <a href="#">B0300</a> <a href="#">B0309</a> <a href="#">B0329</a>	<p>The Executive notes the issues raised and acknowledges the accessibility requirements of the wider community.</p> <p>Section 4.6.1.6 and Objective T13 indicate that it is an objective to ensure adequate provision of disabled and age friendly car parking spaces at appropriate locations within the</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>At the community hub facility,</li> <li>At the church noting the loss of car parking along within the OSC site.</li> <li>At or close to local schools.</li> <li>Considers that there are often no disabled car parking spaces available on Main Street and some former pull in/drop off space outside premises have now been filled with street furniture</li> </ul>	<a href="#">B0341</a> <a href="#">B0358</a> <a href="#">B0363</a> <a href="#">B0366</a> <a href="#">B0386</a> <a href="#">B0449</a> <a href="#">B0724</a> <a href="#">B0799</a>	<p>town. In addition, any new developments, whether public or private, are required to meet current CDP standards for the provision of disabled parking spaces</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions welcomes Objective T13 to provide more disabled parking bays in Dundrum and to integrate “age-friendly” car parking space. Issues raised as follows:</p> <ul style="list-style-type: none"> <li>An increase in both is required and apart from loading bays, should be the only parking spaces available on Main St.</li> <li>Considers that further measures are required to provide access to Luas. An objective is suggested “to secure use of part of the vacant land to the north of the Luas bridge for parking for people with special parking needs, including age friendly and disabled parking.”</li> <li>It should be an objective to limit the space dedicated to on-street parking in Dundrum village and the NCs while ensuring adequate disabled and “age-friendly” parking bays.</li> <li>Notes the importance of suitable parking for the elderly along with consistency in surfaces for improved accessibility.</li> </ul>	<a href="#">B0216</a> <a href="#">B0508</a> <a href="#">B0513</a> <a href="#">B0545</a> <a href="#">B0673</a> <a href="#">B0674</a> <a href="#">B0679</a> <a href="#">B0684</a> <a href="#">B0693</a>	<p>The Executive is supportive of the need for additional parking spaces to meet these needs but has to balance the requirements of local businesses as well for general parking / access requirements.</p> <p>In addition, any new developments, whether public or private, are required to meet current CDP standards for the provision of disabled parking spaces. In addition to this, the Draft LAP, in Section 4.6.1.6 and Objective T13 indicate that it is an objective to ensure adequate provision of disabled and age friendly car parking spaces at appropriate locations within the town. The acquisition of vacant land to provide additional car parking spaces is however outside the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.4.10 Section 4.6.1.7 Cycle Parking Facilities</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>Request a commitment within the LAP to provide adequate amounts of accessible parking for adaptive and cargo style bicycles at all destination points.</li> </ul>	<a href="#">B0216</a> <a href="#">B0388</a> <a href="#">B0410</a> <a href="#">B0426</a> <a href="#">B0516</a> <a href="#">B0644</a>	<p>The Executive notes the issues raised.</p> <p>Section 4.6.1.7 and Objective T14 provide in particular for off street, secure cycle parking provision, while proposal for Mobility Hubs to be developed at both Balally and Dundrum Luas stations, will also promote the provision of cycle parking at these locations. The Council also has an ongoing scheme of cycle parking development across the county to assist with</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Request that increased lighting and security measures, including CCTV, be available at any</li> <li>Request accessible or cargo bike parking facility</li> <li>Submits that any new development should have prioritised and secure cycle parking for cargo and adaptive bikes.</li> <li>State that storage lockers should be permitted in front gardens and on community streets</li> </ul>	<a href="#">B0451</a> <a href="#">B0565</a>	<p>continued provision and upgrade of cycle parking facilities where the needs arise. Notwithstanding this, there is an executive recommendation above in this report to amend objective T14 to include for continued on cycle street parking provision as well as adequate provision for ebike charging facilities and outsized cycles such as cargo bikes.</p> <p>Storage lockers being permitted in front gardens is a matter for development management and outside the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.4.11 Section 4.6.1.8 Bus Gates (see also above sections on Dundrum Cross and Taney Cross)</b>		
<p>i. Any bus gates must be backed up by appropriate enforcement such as the use of camera technology, and flexibility must be available to amend routings and priority measures if they don't improve journey times</p>	<a href="#">B0362</a>	<p>The Executive notes that the suggestions. However, such detailed design and operational matters are outside the remit of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission questions idea of bus gate at the library and whether it will be effective without plans for traffic lights at Sweetmount Ave as crossing point is already difficult for pedestrians</p>	<a href="#">B0365</a>	<p>The Executive notes the issue raised and any requirement for pedestrian crossing facilities would be examined at detailed design stage and recommended where required.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission raises concerns as to whether wall of St Nahis cemetery is stable enough to accommodate large vehicles passing.</p>	<a href="#">B0370</a>	<p>The Executive notes the issue and is satisfied that any bus movements through the area would not unduly impact on walls in the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission notes that the Bus Gates described in the draft LAP have the status of recommendations, rather than policies or objectives, meaning that they constitute indicative proposals, and as such, are not contained within the implementation section of the draft LAP.</p>	<a href="#">B0508</a>	<p>The Executive notes that the bus gates referenced in the draft LAP are indicative proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



Issues	Sub. No.	Executive’s Response & Recommendation
<b>3.4.12 Section 4.6.2 South Dundrum</b>		
<p>i. Considers that the Overend Avenue / Kilmacud Road Upper junction crossing is hazardous for pedestrians.</p>	<p><a href="#">B0013</a></p>	<p>The Executive notes the issue raised.</p> <p>Changes at this location are being proposed s part of the DLR Connector scheme, which will be subject to a separate public consultation exercise.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission raises issue with Wyckham Way Junction (Wyckham Place/Ghort Mhuire) concept adopted in DLAP (signal controlled junction) as follows:</p> <ul style="list-style-type: none"> <li>• potentially doubling weekday travel times on Wyckham Way by up to 100% or more when including weekends. Key impacts include:</li> <li>• the addition of pedestrian and cycling facilities will impact capacity, as per modelling results.</li> <li>• Delays could increase by up to 90 seconds per vehicle, which could frustrate individuals trying to access DTC. Additionally, the resulting queue lengths could be problematic.</li> <li>• There is no assessment for peak weekend times when DTC demand is highest, making the conclusions potentially inaccurate.</li> </ul> <p>Submission raises issue with Wyckham Way /Ballinteer Road- (at Wesley College) Concept (signal controlled junction) adopted in DLAP as follows;</p> <ul style="list-style-type: none"> <li>• The introduction of walking/cycling facilities will impact capacity, as shown by modelling results.</li> <li>• There will be substantial increases on the way to DTC. The impact on exit back to M50 is less.</li> <li>• There's no assessment for weekend peak times when DTC demand is highest.</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0344</a></p>	<p>The Executive notes the issue raised regarding the recommendation to signalise these roundabouts.</p> <p>Some of the main reasons why signalised junctions are recommended along Wyckham Way is the control they can facilitate on traffic flows, particularly in congested periods, whilst also providing much improved safety and convenience for pedestrians and cyclists. Key benefits that signals can provide over roundabouts include:</p> <ul style="list-style-type: none"> <li>• Generally reduced traffic speeds along the corridor requiring vehicles to stop at the signals even during uncongested periods;</li> <li>• Overall better control of traffic movements along the corridor, including the potential for bus priority measures at a later stage if required; and</li> <li>• The signal timings can be altered to respond to heavily congested conditions allowing access from all arms of the junctions and providing more priority for local traffic flows than the present roundabouts can facilitate.</li> <li>• Much improved safety and convenience for pedestrians, cyclists and the large number of schoolchildren accessing educational facilities along Wyckham Way and Ballinteer Rd.</li> </ul> <p>The ABTA technical reports have shown that while there will be some reduction in vehicular capacity during peak flows along this corridor, the executive is satisfied that the impact will be manageable and that a balance must be struck between the important benefits outlined above and the need to maintain good traffic flows along the corridor. The Executive is satisfied that ABTA proposals provide an acceptable balance between these competing demands.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>It could be suggested to remove the existing pedestrian crossing south of the junction.</li> </ul>		<p>It is noted that the DLAP sets out in section 4.6.2 that some of the ABTA recommendations as outlined in Figure 4.12 fall outside the LAP area. This includes WyckhamPlace/Ghort Mhuire and Wyckham Way /Ballinteer Road- (at Wesley College).</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission:</p> <ul style="list-style-type: none"> <li>Considers LAP does not address issues on north-south section of Ballinteer Road between Wyckham Way and Barton Road East junctions.</li> <li>Issues highlighted include traffic/pedestrian hazards due to road layout, absence of footpath/cycle lanes in parts.</li> <li>Concerned at increased traffic on this section of Ballinteer Road from motorists seeking to access town centre due to proposed bus gate on Ballinteer Road at Dundrum Cross.</li> </ul>	<a href="#">B0597</a>	<p>The Executive notes the issue raised.</p> <p>The restricted carriageway width along this road makes the provision of segregated cycle lanes and improved pedestrian facilities challenging. The Council's active travel section is however progressing proposals to help address these concerns. While some re-routing of traffic along Ballinteer Rd is likely, the ABTA study has not identified any issues in this regard.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>A. Objective T15 Wyckham Way Roundabout Upgrades</b>		
<p>i. Submission supports improvements of walking and cycling infrastructure along Wyckham Way, in particular:</p> <ul style="list-style-type: none"> <li>Welcomes the proposed signalized roundabout junctions.</li> <li>Notes a lack of pedestrian crossings along the route.</li> <li>Notes that junctions are dangerous for pedestrians and cyclists due to the speed of vehicular traffic.</li> <li>Welcomes change at junction at DTCSC noting that there is no safe pedestrian crossing here.</li> <li>Pedestrians regularly outnumber cars at the Wyckham Way/Sandyford road junction yet the junction is clearly designed for cars to the lack of cycle connections and separated lanes in the area</li> </ul>	<a href="#">B0110</a> <a href="#">B0120</a> <a href="#">B0226</a> <a href="#">B0517</a> <a href="#">B0578</a>	<p>The Executive welcomes support for these sustainable transport measures.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>Propose that Bypass / Wyckham junction roundabout should be retained and changed to a Dutch-style roundabout. Considers this is more convenient to cyclists than signalised junction.</li> </ul>	<a href="#">B0016</a> <a href="#">B0105</a> <a href="#">B0216</a> <a href="#">B0258</a> <a href="#">B0517</a>	<p>The Executive notes the issues raised regarding the recommendations to signalise these roundabouts.</p> <p>Some of the main reasons why signalised junctions are recommended along Wyckham Way is the control they can facilitate on traffic flows, particularly in congested periods, whilst also</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Consider other roundabouts on this route should be Dutch-style roundabouts.</li> </ul>		<p>providing much improved safety for pedestrians and cyclists. Key benefits that signals can provide over roundabouts include:</p> <ul style="list-style-type: none"> <li>Generally reduced traffic speeds along the corridor requiring vehicles to stop at the signals even during uncongested periods;</li> <li>Overall better control of traffic movements along the corridor, including the potential for bus priority measures at a later stage if required; and</li> <li>The signal timings can be altered to respond to heavily congested conditions allowing access from all arms of the junctions and providing more priority for local traffic flows than the present roundabouts can facilitate.</li> <li>Much improved safety and convenience for pedestrians, cyclists and the large number of schoolchildren accessing educational facilities along Wyckham Way and Ballinteer Rd.</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission raises concerns in relation to the signalization of roundabouts along Wyckham citing a number of European and international studies and noting that roundabouts:</p> <ul style="list-style-type: none"> <li>Are safer/more efficient without (rather than with) traffic lights.</li> <li>Are safer for pedestrians/cyclists and better environmentally.</li> <li>Works to the junctions on Wyckham Way could leave DLR open to litigation due to increased safety issues.</li> <li>Delays to traffic movements.</li> </ul>	<p><a href="#">B0119</a> <a href="#">B0417</a> <a href="#">B0580</a></p>	<p>The Executive notes the issues raised regarding the recommendations to signalise these roundabouts.</p> <p>Some of the main reasons why signalised junctions are recommended along Wyckham Way is the control they can facilitate on traffic flows, particularly in congested periods, whilst also providing much improved safety for pedestrians and cyclists. Key benefits that signals can provide over roundabouts include:</p> <ul style="list-style-type: none"> <li>Generally reduced traffic speeds along the corridor requiring vehicles to stop at the signals even during uncongested periods;</li> <li>Overall better control of traffic movements along the corridor, including the potential for bus priority measures at a later stage if required; and</li> <li>The signal timings can be altered to respond to heavily congested conditions allowing access from all arms of the junctions and providing more priority for local traffic flows than the present roundabouts can facilitate.</li> <li>Much improved safety and convenience for pedestrians, cyclists and the large number of schoolchildren accessing educational facilities along Wyckham Way and Ballinteer Rd.</li> </ul> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive’s Response & Recommendation
		No change to Draft Plan.
<p><b>iv.</b> Submission suggests that the roundabout on the Wyckham Way at the Southern End of the Dundrum TC needs a curbed ramp for cyclists approaching from the North who are heading in the Ballinteer direction and are forced to ramp the curb after the roundabout to get onto the ‘excellent bike lanes’ on Wyckham Way</p>	<p><a href="#">B0137</a></p>	<p>The Executive notes the issue raised.</p> <p>The proposed cycle upgrades at this location will address this issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>v.</b> Submission raises issue in relation to Wyckham Way Roundabout Upgrades T15 as follows:</p> <ul style="list-style-type: none"> <li>• Impact on commercial viability of DTCSC</li> <li>• Lack of clarity on whether these proposals were recommended through the ABTA or were presented as a concept design of feasibility which was to be tested in detail. Considers that it is premature to include such proposals in a statutory LAP and they should be removed until fully tested and consulted upon.</li> <li>• Modelling is based on AM and PM peak periods for a weekday with no weekend assessment.</li> <li>• increasing queuing lengths during weekend peak periods. This shows a lack of understanding for traffic volumes accessing the Town Centre and the economic viability of the Town Centre.</li> <li>• Elimination of slip lanes from Bypass into Tesco Level 3 and from Wyckham Way to Bypass, while the single lane entry does not account for delivery vehicles accessing the Town Centre.</li> <li>• Signal-controlled exits from DTC could impact exit times.</li> <li>• The proposal significantly compromises the original vehicular design capacities of the roundabout, which was designed for the traffic levels associated with DTC.</li> <li>• Some movements at the junction do not appear adequate for HGVs servicing DTC.</li> <li>• The introduction of full pedestrian/cycle facilities will delay vehicles accessing and exiting DTC.</li> </ul>	<p><a href="#">B0301</a> <a href="#">B0303</a> <a href="#">B0344</a> <a href="#">B0376</a> <a href="#">B0393</a> <a href="#">B0541</a> <a href="#">B0580</a> <a href="#">B0597</a> <a href="#">B0718</a></p>	<p>The Executive notes the issue raised.</p> <p>The design for the junction presented in the ABTA is indicative and will be subject to detailed design, which may include further design changes. Objective T15 is however recommending upgrading the roundabout in question to a signal-controlled junction. The Executive understands strategic importance of DTC and the need to maintain good vehicular access as well as access for HGVs and articulated trucks. There are no proposals to impede delivery vehicle access to DTC. The Executive notes the concerns raised regarding the recommendation to signalise this roundabout. Some of the main reasons why signalised junctions are recommended along Wyckham Way is the control they can facilitate on traffic flows, particularly in congested periods, whilst also providing much improved safety and convenience for pedestrians and cyclists. Key benefits that signals can provide over roundabouts include:</p> <ul style="list-style-type: none"> <li>• Generally reduced traffic speeds along the corridor requiring vehicles to stop at the signals even during uncongested periods;</li> <li>• Overall better control of traffic movements along the corridor, including the potential for bus priority measures at a later stage if required; and</li> <li>• The signal timings can be altered to respond to heavily congested conditions allowing access from all arms of the junctions and providing more priority for local traffic flows than the present roundabouts can facilitate.</li> <li>• Much improved safety and convenience for pedestrians, cyclists and the large number of schoolchildren accessing educational facilities along Wyckham Way and Ballinteer Rd.</li> </ul> <p>The ABTA study has shown that the focus on traffic calming as well as improved facilities for walking, cycling and public transport will enhance the attractiveness of Dundrum as a destination and support economic vibrancy. The existing traffic junctions at both ends of</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>The increase in queuing associated with the new junction format is significant on all arms, leading to longer journey times and potential operational problems, with queues increasing by more than 1.0 kilometres at key junctions.</li> <li>The modelling is based on a strategic model and requires more detailed analysis of the junction, signal phasing, pedestrian scenarios, and different time periods.</li> <li>The modelling is based on weekday AM and PM peak periods with no weekend assessment.</li> <li>Changes will impede progress of visitors to the shopping centre and compromise the ability of the local citizens of Dundrum to make necessary car trips.</li> <li>Asks if the possibility of installing a flyover walkway has been investigated.</li> </ul>		<p>Dundrum, including the roundabout at Wyckham Way – Dundrum Bypass, are identified as barriers to safe and convenient pedestrian and cycle access to the town with no provision for bus priority. The Executive is satisfied that the proposed interventions are in accordance with the ABTA's objectives, set out in Section 3 of the ABTA report, seeking improved conditions for walking, cycling and public transport. The ABTA study has taken a balanced approach to both achieving the above stated objectives while also recognising the need for continued travel by private car. The extent of modelling undertaken was agreed with the NTA and while peak traffic flows to Dundrum Shopping Centre during weekend &amp; holiday periods are recognised, it is not an objective of the ABTA to design a network to cater for such peak traffic volumes. Such an objective would conflict with the ABTA's objectives, set out in Section 3 of the ABTA report, which in turn are informed by local and national planning policy, including the GDA Transport Strategy 2022 – 2042. In any event, there is no capacity to expand the road network in the study area to accommodate peak demand and notwithstanding this, any expansion of the road network would lead to induced traffic demand and more traffic congestion with negative impacts on conditions for walking, cycling and public transport. This approach of not designing for peak demand is now set out in the Transport Strategy for the GDA 2022 – 2042, which requires a shift away from the previous approach of "predict &amp; provide" to "decide and provide". The Executive is satisfied that the recommended ABTA measures are appropriate to achieving the aims of the ABTA as set out in Section 3 of the ABTA report and are in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DLRCC CDP 2022 – 2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>B. Objective T16 Sanddyford Road / Wyckham Way / Overend Avenue Junction upgrade</b>		
<p>i. Submission considers that a bridge located at Overend Avenue in vicinity of Balally Luas stop could be restored to serve as pedestrian route.</p>	<p><a href="#">B0003</a></p>	<p>The Executive notes the suggestion made.</p> <p>A combination of existing, recently installed and proposed pedestrian crossing facilities, including the junction with Sanddyford Rd will help address pedestrian linkages in the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>Highlight dangerous/difficult conditions for cyclists on Bypass / Wyckham junction roundabout and along Overend Avenue. Considers clear/safe cycle routes from Ballinteer towards Overend Avenue are required.</li> <li>Seek measures to address issues at Ballinteer Avenue / Wyckham Way junction, stating it is major source of traffic congestion in Dundrum.</li> </ul>	<p><a href="#">B0012</a> <a href="#">B0584</a></p>	<p>The Executive notes the issue raised and highlights that active travel upgrades are recommended along this corridor while recommendations are also included for the upgrade of the Ballinteer Ave – Wyckham Way Junction.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission considers that existing pedestrian crossing arrangement at the junction of Sandyford Road / Overend Avenue / Wyckham Way works well with general traffic movements.</p> <ul style="list-style-type: none"> <li>Traffic lights at this junction operate on the basis of a SCATS system, which handles the flow of daytime traffic in an acceptable manner, noting that the system monitors traffic flows and adjusts light times accordingly.</li> <li>Traffic at this junction coming from Overend Avenue is sometimes backed up as far as Kilmacud Road Upper.</li> <li>Notes similar traffic congestion at junction along Sandyford Road,</li> <li>Highlights consequent congestion in residential estates as a result of this, as traffic diverts through Balally.</li> <li>Notes that SCATS system fails to move this traffic through junction effectively at times of severe congestion.</li> <li>Considers that slip lanes at this junction should be retained.</li> </ul>	<p><a href="#">B0242</a></p>	<p>The Executive notes the issues raised.</p> <p>The proposed redesign of these junctions must balance the needs of active travel with those of general traffic and in particular, it is a requirement under the current CDP to promote and provide for active travel.</p> <p>The Executive also notes the concerns regarding the removal of the left turn slip lanes, proposed as part of these junction upgrades. In keeping with current best practice, the removal of left turn lanes at signalised junctions substantially reduces conflicts for pedestrians and cyclists, thereby improving safety and resulting in an environment more conducive to active travel. Whilst the removal of the left turn lane does reduce the vehicular capacity of the junction, the capacity benefits of the left turn lane during the busiest periods on the network are marginal, as the compact nature of the junctions result in straight ahead traffic blocking entry for vehicles wanting to enter the left slip lane, as well as left turning traffic having to yield to high volumes of opposing movements at the junction.</p> <p>The Executive is satisfied that the proposed junction redesigns are in line with current best practice, will provide significantly improved conditions for pedestrians, cyclists and while there will be an impact on traffic, the executive is satisfied that the impact will be manageable and that the redesign will ultimately pay dividends in the promotion of sustainable travel.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p><b>iv.</b> Submission highlights safety issue that results from traffic congestion on Sandyford Road due to cars driving on wrong side of road at speed to turn right onto Overend Avenue. This can be hazardous for drivers alighting from Ardglas estate and turning right onto Sandyford Road. Proposes provision of bollards along centre of Sandyford Road to address this issue.</p>	<p><a href="#">B0242</a></p>	<p>The Executive notes the issue raised, however, the issues raised appear to relate to poor driver behaviour and are a matter for traffic enforcement rather than the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>v.</b> Submission highlights safety issues for school children cycling/walking on Slang River greenway due to traffic at Sandyford Road. Proposes installing barriers at Sandyford Road / entrance to Ardglas estate to mitigate this</p>	<p><a href="#">B0242</a></p>	<p>The Executive notes the issue raised, however localised small scale interventions are outside the remit of the LAP to assess or bring forward.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>vi.</b> Submission welcomes the inclusion of the proposed junction upgrade at Sandyford Road/Wyckham Way/Overend Avenue as it will allow for creation of a safe and attractive environment thus encouraging active travel. Requests inclusion of DAR 18 Sandyford Road Cycle Facilities Upgrade and 19 Sandyford Road &amp; Blackthorn Drive Junction Upgrade in the Dundrum LAP.</p>	<p><a href="#">B0317</a></p>	<p>The Executive welcomes the support for these sustainable transport measures.</p> <p>The Executive notes that concerns regarding recommendations on Sandyford Rd. However, as this section of the road falls outside the area of the draft LAP, they cannot be included in the plan. Notwithstanding this, the ABTA recommendations pertaining to areas outside of the plan area will form the basis for the Council to advance active travel projects in the wider Dundrum area, so that a coherent and useful network can be developed.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>vii.</b> Submissions raise issues with T16 - Sandyford Road/ Wyckham Way/ Overend Avenue as follows:</p> <ul style="list-style-type: none"> <li>• Submissions opposes the removal of the left turning lane from Overend Way onto Sandyford Road.</li> <li>• Notes that left turning lanes are essential for access to main routes and to prevent congestion.</li> <li>• Possible alternatives might include a fully marked pedestrian crossing, zebra crossing or a pedestrian/cycling bridge or underground connection.</li> <li>• The removal of slip lanes on three arms of the junction impacts right-turning vehicles onto Sandyford Road from</li> </ul>	<p><a href="#">B0344</a> <a href="#">B0345</a> <a href="#">B0354</a> <a href="#">B0371</a> <a href="#">B0400</a> <a href="#">B0542</a> <a href="#">B0580</a></p>	<p>The Executive notes the issues raised.</p> <p>The proposed redesign of this junction must balance the needs of active travel with those of general traffic and in particular, it is a requirement under the current CDP to promote and provide for active travel. The Executive notes the concerns regarding the removal of the left turn slip lanes, proposed as part of this junction upgrade.</p> <p>In keeping with current best practice, the removal of left turn lanes at signalised junctions substantially reduces conflicts for pedestrians and cyclists and also reduces crossing distances, thereby improving safety and resulting in an environment more convenient and conducive to active travel. Whilst the removal of the left turn lane does reduce the vehicular capacity of the junction, the capacity benefits of the left turn lane during the busiest periods</p>

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<p>Overend Way. This could affect access to Dundrum's L1 and L1M Red Car Parks.</p> <ul style="list-style-type: none"> <li>• Vehicles from Sandyford turning left onto Overend Way towards the Wyckham Roundabout will also be impacted.</li> <li>• The proposal does not account for additional trips from traffic diverted to Goatstown, should the Taney Cross concept be implemented.</li> <li>• The capacity of the junction is significantly reduced with the removal of left-turn slip lanes on Sandyford Road (North and South) and Wyckham Way.</li> <li>• The removal of the left turn lane on the Overend Avenue arm reduces access to Dundrum Town Centre from Sandyford Road's access points.</li> <li>• The introduction of full pedestrian/cycle facilities will delay vehicles accessing and leaving Dundrum Town Centre.</li> <li>• The junction becomes too tight for HGV movements, potentially disrupting delivery/ servicing to Dundrum Town Centre.</li> <li>• Modelling shows increased queue levels at the junction, including a large queue up Overend Way hill, which could overlap with the upstream signal-controlled junction. Also, Sandyford Road south could have queues over several access road junctions, which is unacceptable.</li> <li>• The creation of large queues on a key bus route appears self-defeating and neglects Dundrum Town Centre's requirements.</li> <li>• No weekend assessment.</li> <li>• Removal of left turns will restrict access to the by-pass and force traffic through the one-way system on Main Street, noting that this is counterintuitive to the purpose of the by-pass.</li> <li>• Removal of left turns will not help pedestrians / cyclists as traffic lights will still be required.</li> </ul>		<p>on the network are marginal, as the compact nature of the junction results in straight ahead traffic blocking entry for vehicles wanting to enter the left slip lane, as well as left turning traffic having to yield to high volumes of opposing movements at the junction.</p> <p>The Executive is satisfied that the proposed junction redesign is in line with current best practice, will provide significantly improved conditions for pedestrians, cyclists and while there will be an impact on traffic, the executive is satisfied that the impact will be manageable and that the redesign will ultimately pay dividends in the promotion of sustainable travel.</p> <p>The Executive notes the concerns raised. The ABTA is the NTA’s recommended approach to Transport Assessment for LAPs and the executive is satisfied that it provides a balanced assessment of transport needs within the area and in accordance with Policy Objective T4: Development of Sustainable Travel and Transport, as stipulated in the DL RCC CDP 2022 – 2028. The ABTA study was carried out in consultation with the NTA and the executive is satisfied that relevant traffic movements as well as baseline conditions within the area were taken into account.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



Issues	Sub. No.	Executive's Response & Recommendation
<b>C. Objective T17 Overend Avenue Cycle Facilities Upgrade</b>		
i. Submission supports upgrading of cycle infrastructure on Overend Avenue (ABTA objective DAR20).	<a href="#">B0216</a>	The Executive welcomes support for these sustainable transport measures.  <b>Recommendation</b> No Change to Draft Plan.
ii. Submission: <ul style="list-style-type: none"> <li>• Welcomes proposed improvements to Sandyford Road/Wyckham Way/Overend Avenue junction, noting existing difficulties for pedestrians/cyclists navigating this junction.</li> <li>• Suggests incorporating additional measures to improve right-hand turning for cyclists at this junction.</li> </ul>	<a href="#">B0430</a>	The support for these measures is welcomed and a protected signalised junction is recommended which will improve conditions for cyclists and pedestrians.  <b>Recommendation</b> No change to Draft Plan.
iii. Submission states that junctions along Wyckham Way/Overend Avenue currently act as significant barriers to pedestrian/cyclist movement, noting that proposed measures would significantly improve same, however, it is recommended that consideration is given to: <ul style="list-style-type: none"> <li>• junction designs which more effectively serve cyclists/pedestrians could be considered (e.g. CYCLOPS design).</li> <li>• 'bike boxes' along stop lines of junctions to ensure efficient navigating of right-turns by cyclists.</li> </ul>	<a href="#">B0340</a>	The Executive welcomes the support for these sustainable transport measures and notes that protected junctions, similar to the cyclops style junction, are being proposed in the indicative designs presented in the ABTA, which will significantly improve safety for cyclists.  <b>Recommendation</b> No change to Draft Plan.
<b>D. T18 – Balally Luas Mobility Hub</b>		
i. Welcomes the addition of a mobility hub at Balally, but considers this to be an isolated area.	<a href="#">B0308</a>	The Executive welcomes the support for this sustainable transport measure and is satisfied that the level of activity adjacent to the Luas station and nearby proposed bus stops and at the edge of Dundrum town, is acceptable.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission raises concerns in relation to a mobility hub at Balally Luas station with regard to its potential scale, noise and nocturnal use.	<a href="#">B0345</a>	The Executive notes the issues raised, however it is not anticipated that a mobility hub at this location would give rise to any significant noise or disturbance.

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Considers that Balally Mobility Hub should be pursued with the relevant car park owner as soon as possible rather than waiting for the planning process to take its course over time.</p>	<p><a href="#">B0545</a></p>	<p>The Executive notes the issues raised.</p> <p>As set out in chapter 9 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.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Welcomes bus stops near Balally Luas, but concerns over potential longer bus journey times.</p>	<p><a href="#">B0516</a></p>	<p>The Executive notes the issues raised.</p> <p>Journey time issues on public transport are a matter for the NTA.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Suggests consideration of Ballally luas station for the bus interchange.</p>	<p><a href="#">B0519</a></p>	<p>The Executive notes the suggestion made.</p> <p>An Interchange between bus and Luas will be provided at Balally Luas.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.4.13 Section 4.6.3 Dundrum Road Corridor</b></p>		
<p><b>A. T19 - Dundrum Road – Neighbourhood Street:</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Support Objective T19</li> <li>• Welcomes proposed cycle infrastructure improvements.</li> <li>• Support traffic calming measures along Dundrum Road and the implementation of improved and safer cycling and pedestrian measures, particularly routes that avoid Dundrum Road.</li> </ul>	<p><a href="#">B0002</a> <a href="#">B0006</a> <a href="#">B0011</a> <a href="#">B0426</a> <a href="#">B0430</a> <a href="#">B0453</a> <a href="#">B0503</a> <a href="#">B0516</a></p>	<p>The Executive notes and welcomes support for these measures.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Support Draft LAP aspiration to create safer/more accessible environment for pedestrians on Dundrum Road (with reference to Objective T19), noting this was a significant issue raised by locals during consultation on CMH SHD application.</li> <li>Notes that cycle upgrades on Dundrum Road would make trips by bike, cargo-bike and hand-cycle bikes possible.</li> <li>Considers improved cycling route along Bypass / Dundrum Road is critical for providing adequate access to city centre</li> <li>Notes that Dublin Cycling Campaign has had concerns with the poor quality of the cycling environment at the Dundrum Bypass / Dundrum Road / Taney Road for 20 years.</li> </ul>	<a href="#">B0565</a> <a href="#">B0594</a>	
<p>ii. Submissions raise issue with proposed traffic calming on Dundrum Road as follows:</p> <ul style="list-style-type: none"> <li>Traffic calming measure along Dundrum Road should not encourage vehicles to use neighbouring developments as rat runs.</li> <li>Modal filters, should be provided at strategic locations to assist in the implementation of policy and objectives in Chapter 3 regarding placemaking and safer communities.</li> <li>Skeptical of measures at Windy arbour</li> </ul>	<a href="#">B0002</a> <a href="#">B0553</a> <a href="#">B0613</a> <a href="#">B0627</a> <a href="#">B0698</a> <a href="#">B0700</a> <a href="#">B0718</a>	<p>The Executive note the issues raised.</p> <p>Two way traffic is being maintained on Dundrum Rd and it is not envisaged that any additional traffic rat running would arise through residential areas.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission is supportive of Permeability Improvement Option P1 Rosemount – Larchfield Road – Goatstown Road as set out in ABTA, however, considers additional traffic impact assessment of the new schools proposed at the IGB site is needed to inform ABTA.</p>	<a href="#">B0028</a>	<p>The Executive welcomes support for these proposals but does not consider that additional traffic impact assessments for the area are required at this time.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission seeks additional consultation with local residents regarding Permeability Improvement Option P2 of ABTA (i.e Rosemount/Mount Carmel Avenue modal filter), due to</p>	<a href="#">B0028</a>	<p>The Executive notes the issues raised. Any modal filters can only be brought forward in consultation with local residents.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
current through traffic and permeability issues which may worsen.		No change to Draft Plan.
<p>v. Submission:</p> <ul style="list-style-type: none"> <li>Seeks provision of dedicated cycle route along Dundrum Road, noting this road and Taney Cross are currently hazardous for cyclists. Shared routes are insufficient on such a busy road.</li> <li>Suggests cycle track parallel to Luas track from Dundrum to Ranelagh</li> </ul>	<p><a href="#">B0090</a> <a href="#">B0576</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA report has examined all reasonable options for this corridor and the executive is satisfied that the resulting recommendations are appropriate.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission notes the importance of cycle connections between Dundrum Road and Bird Avenue and requests that speed limits on these routes be reduced where there is no separation of cycle and vehicular traffic.</p>	<p><a href="#">B0094</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA report has examined options for this corridor and one of the main recommendations is to implement traffic calming along Dundrum Rd to reduce speeds and improve safety for pedestrians and cyclists.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission welcomes traffic calming in Windy Arbour area and safe spaces for pedestrians.</p>	<p><a href="#">B0105</a> <a href="#">B0258</a> <a href="#">B0476</a></p>	<p>The Executive welcomes support for these proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission notes that vehicular traffic, particularly from commercial operations is extremely dangerous for pedestrians between the "American Golf" business centre and Joe Daly's and submitter would welcome measures to improve this situation.</p>	<p><a href="#">B0137</a></p>	<p>The Executive notes the issues raised</p> <p>The ABTA report has examined options for this corridor and one of the main recommendations is to implement traffic calming along Dundrum Rd to reduce speeds and improve safety for pedestrians and cyclists.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submission states that cycle lanes are badly needed in Windy Arbour and Milltown Road highlighting dangers for cyclists at these locations.</p>	<p><a href="#">B0169</a></p>	<p>The Executive notes the issues raised</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>The draft LAP includes proposals for improved cycle facilities in the Windy Arbour area, however, Milltown Rd is outside the scope of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>x. Submission raise concerns with changes proposed to Dundrum Road as follows:</p> <ul style="list-style-type: none"> <li>• Route being a main arterial route into the city and is not suitable for transition to neighbourhood street</li> <li>• Higher traffic volumes and restrictions of access to the village and use of Luas in the future.</li> <li>• Potential impacts on businesses.</li> <li>• Narrowness of Dundrum Road is raised as a weakness in the plan yet submission considers that proposals for traffic calming will make this worse.</li> <li>• Queries why the development at CMH doesn’t provide for road widening along Dundrum Road.</li> <li>• Considers that cycling connectivity in the northern part of the study area is inadequate.</li> <li>• There is a lack of high quality cycling provision on Dundrum Road past CMH.</li> <li>• Proposed off-road connection through Rosemount will have limited local benefit.</li> <li>• Public realm improvements on Dundrum Road are a cause for concern, noting similar works on Bird Avenue rendering this a no-go area for cyclists due to safety concerns. Most cyclists now travel through Mulvey.</li> <li>• Concerned that a (mis)interpretation of DMURS would result in the similar issues on Dundrum Road, noting that any narrowing of the road should only be undertaken in parallel with the provision of safe segregated cycling facilities.</li> </ul>	<p><a href="#">B0195</a> <a href="#">B0259</a> <a href="#">B0265</a> <a href="#">B0301</a> <a href="#">B0303</a> <a href="#">B0348</a> <a href="#">B0372</a> <a href="#">B0376</a> <a href="#">B0409</a> <a href="#">B0411</a> <a href="#">B0417</a> <a href="#">B0425</a> <a href="#">B0427</a> <a href="#">B0490</a> <a href="#">B0504</a> <a href="#">B0507</a> <a href="#">B0630</a> <a href="#">B0667</a> <a href="#">B0675</a> <a href="#">B0718</a> <a href="#">B0761</a> <a href="#">B0693</a> <a href="#">B0753</a> <a href="#">B0767</a> <a href="#">B0782</a> <a href="#">B0784</a> <a href="#">B0789</a></p>	<p>The Executive notes the issues raised.</p> <p>With regard to the removal / setting back of the boundary of the former CMH site, it is important to note that number of original buildings within the site are protected structures and are listed on the RPS in Appendix 4 of the CDP 2022-2028. The boundary walls along Dundrum Road form part of the original hospital landholding and contribute to the setting and character of the former hospital. In this regard, substantial removal of the boundary wall along Dundrum Road would impact upon built heritage of the site.</p> <p>The suggestions are noted. The ABTA report has examined options for this corridor and one of the main recommendations is to implement traffic calming along Dundrum Rd to reduce speeds and improve safety for pedestrians and cyclists. In addition, the ABTA recognises existing constraints with providing segregated cycle facilities along Dundrum Rd and in particular carriageway width. A number of options were considered and are set out in the ABTA’s Options Assessment Report. The main recommendations re to provide traffic calming and local accessibility improvements on Dundrum Rd to make it safer and more convenient for those walking and cycling. In addition, a new parallel route, referred to as the Dodder to Dundrum cycle route is recommended to offer a safer cycle route for more vulnerable users between the Dodder Greenway and Dundrum MTC. This will use a combination of existing quiet streets, public green areas and a new cycle route, which forms part of the new housing development planned for the CMH site. The Executive is satisfied that these proposals, which maintain two way traffic and full vehicular access to the area, strike an appropriate balance between providing improved conditions locally for walking and cycling, while also facilitating vehicular traffic.</p> <p>The Executive is satisfied that DMURS provides a robust basis for future traffic calming. Only an upgrade of existing cycle route through Mulvey park is proposed rather than a new one and interventions are likely to be relatively minor with no segregated facilities proposed, but rather a strengthening of it as quiet streets route.</p>

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<ul style="list-style-type: none"> <li>• Opposes the cycle lane within Mulvey Park and Gledswood Park route to UCD.</li> <li>• Objects to provision of dedicated cycle lanes on Dundrum Road, citing access difficulties for local residents.</li> <li>• Seeks the widening of Dundrum Road without the removal of private gardens.</li> <li>• Objects to proposed transition of Dundrum Road to neighbourhood street, noting its current use as main traffic artery to city and that it will serve as sole vehicular access for CMH development.</li> </ul>		<p>Dedicated cycle lanes are not proposed along the length of Dundrum Rd.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xi.</b> Submission highlights hazards to cyclists on Churchtown Road Lower due to barriers at Luas crossing and curves in road.</p> <ul style="list-style-type: none"> <li>• Requests that DLR liaises with NTA/TII regarding issue of Luas crossing.</li> <li>• States that Luas crossing should be considered more in the LAP as a point of access across the Luas line, rather than just to access the Windy Arbour Luas stop.</li> </ul>	<a href="#">B0216</a>	<p>The Executive notes the issues raised and is supportive of safe cycle facilities at this location. Such matters will be addressed at detailed design stage for any active travel projects being progressed in the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xii.</b> Submission raises concern at impact to businesses on Dundrum Road due to restrictions on vehicular access for customers and deliveries, with reference to proposals under Objective T19.</p>	<a href="#">B0219</a>	<p>The Executive notes the issues raised</p> <p>Parking and loading are detailed design issues, but it should be noted that Section 6.4.1 of the ABTA Recommendations Report recommends the incorporation of adequate parking and loading facilities into any future public realm scheme.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xiii.</b> Submission notes that the new proposed layout will further increase excess traffic on Dundrum Road if the plan is passed</p>	<a href="#">B0223</a>	<p>The Executive notes the issues raised and is satisfied that the traffic calming proposed for Dundrum Rd is unlikely to increase traffic through this area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xiv.</b> Submissions consider that access to Dundrum from Windy Arbour direction and Churchtown direction will be impacted.</p>	<a href="#">B0235</a> <a href="#">B0243</a> <a href="#">B0253</a>	<p>The Executive notes the issues raised.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Proposed traffic calming and public realm improvement measures on Dundrum Road (as proposed in Section 4.6.3.1) will exacerbate traffic congestion at Windy Arbour and will further inhibit access to services/amenities in Dundrum village.</li> <li>Access from Milltown will be affected.</li> <li>Dundrum road functions as main route to city centre and considers it therefore cannot function as neighbourhood street.</li> </ul>	<a href="#">B0255</a> <a href="#">B0346</a>	<p>The ABTA report has examined options for this corridor and one of the main recommendations is to implement traffic calming along Dundrum Rd to reduce speeds and improve safety for pedestrians and cyclists. In addition, the ABTA recognises existing constraints with providing segregated cycle facilities along Dundrum Rd and in particular carriageway width. A number of options were considered and are set out in the ABTA's Options Assessment Report. The main recommendations are to provide traffic calming and local accessibility improvements on Dundrum Rd to make it safer and more convenient for those walking and cycling. In addition, a new parallel route, referred to as the Dodder to Dundrum cycle route is recommended to offer a safer cycle route for more vulnerable users between the Dodder Greenway and Dundrum MTC. The Executive is satisfied that these proposals, which maintain two way traffic and full vehicular access to the area, strike an appropriate balance between providing improved conditions locally for walking and cycling, while also facilitating vehicular traffic, without impacting adversely vehicular accessibility.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xv. Submission supports the proposal to transition Dundrum Road to more a neighbourhood street, but seeks further details on proposals and in particular if any road widening will occur and the potential impacts of same.</p>	<a href="#">B0484</a>	<p>The Executive welcomes the support and notes that no road widening is proposed.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xvi. Submission:</p> <ul style="list-style-type: none"> <li>states that the pedestrian crossing of Dundrum Road indicated on Figure 4.13 would need to be re-located further south in order to align with permitted signalised junction at entrance to CMH site (Condition 5b of SHD permission refers).</li> <li>Seeks consultation with DLR to appropriately co-ordinate implementation of proposed measures with development of CMH site.</li> </ul>	<a href="#">B0503</a>	<p>The Executive notes the issues raised which are matters for detailed design and will be considered as any projects for these measures are progressed with further public consultation on the detail of proposals.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xvii. Submission suggests it would be better to reroute traffic away from Dundrum Road than to rely on Taney Junction alterations.</p>	<a href="#">B0576</a>	<p>The Executive notes the issues raised.</p> <p>Vehicular access will need to be maintained for Dundrum Rd but would envisage that traffic calming will make the route safer for local accessibility while discouraging through traffic.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xviii.</b> Submission is concerned that one-way traffic system on Dundrum Road (as considered under ABTA options) would result in exacerbated traffic congestion on Churchtown Road Upper / Churchtown Road Lower.</p>	<p><a href="#">B0733</a></p>	<p>While a one way traffic flow was considered as an option, it was not accepted and is not brought forward as an ABTA recommendation.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>B. Objective T20 Windy Arbour Neighbourhood Centre</b></p>		
<p><b>i.</b> Submission welcomes public realm improvements, however requests that parking and loading to the front of shops at the Windy Arbour neighbourhood centre / Arbourfield is protected.</p>	<p><a href="#">B0011</a> <a href="#">B0376</a> <a href="#">B0417</a> <a href="#">B0576</a></p>	<p>The Executive welcomes support for these proposals.</p> <p>Parking and loading are detailed design issues, but it should be noted that Section 6.4.1 of the ABTA Recommendations Report recommends the incorporation of adequate parking and loading facilities into any future public realm scheme.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>ii.</b> Submission supports objective T20 with regard to the provision of cycling infrastructure at Windy Arbour.</p>	<p><a href="#">B0086</a></p>	<p>The Executive welcomes and notes the support.</p> <p><b>Recommendation</b> No Change to Draft Plan.</p>
<p><b>iii.</b> Submissions are supportive of two-way cycle tracks proposed at Windy Arbour NC and along St. Columbanus Road.</p> <ul style="list-style-type: none"> <li>• Commends proposed safe school zone on St. Columbanus Road (ABTA objective DAR27 refers) and suggests it should be extended along Mulvey Park and Gledswood Park.</li> <li>• Considers proposals to strengthen existing 'Quiet Streets' pedestrian/cycle route from Windy Arbour Luas stop to Clonskeagh / UCD (DAR28 refers) does not go far enough, noting on-street parking on this route which could be removed to provide cycle tracks.</li> <li>• Proposes that some surface car park areas on and around St. Columbanus Road should be replaced with play space</li> </ul>	<p><a href="#">B0216</a> <a href="#">B0418</a> <a href="#">B0672</a> <a href="#">B0680</a></p>	<p>The Executive welcomes the support for these measures and the suggestions are noted.</p> <p>A number of these suggestions are already included in the ABTA's recommendations for these areas and as the relevant schemes are progressed to detailed design, all options will be examined to see how best to progress the improvements for active travel along these routes.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



Issues	Sub. No.	Executive's Response & Recommendation
<p>and active travel infrastructure, including secure bicycle storage facilities</p> <ul style="list-style-type: none"> <li>• Seeks enhanced pedestrian access/mobility at the St. Columbanus' Road / Dundrum Road junction.</li> <li>• Seeks improved cycle lane infrastructure on St. Columbanus' Road between Dundrum Road and Windy Arbour Luas.</li> </ul>		
<p>iv. Highlights need to provide traffic lights at junctions intersecting Windy Arbour NC to ensure pedestrian safety at these during construction works at CMH site.</p>	<p><a href="#">B0249</a> <a href="#">B0300</a></p>	<p>The Executive notes the issues raised.</p> <p>Traffic management plans for construction works are outside the remit of the draft Plan. The Executive notes though that traffic safety through traffic management plans is normal procedure for construction projects.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.4.14 Section 4.6.3 2 Dodder to Dundrum Pedestrian and Cycle Route</b></p>		
<p><b>A. Objective T21 – Dodder to Dundrum Pedestrian and Cycle Route</b></p>		
<p>i. Submissions welcome proposed Dundrum-Dodder cycle link (T21) and raise following issues.</p> <ul style="list-style-type: none"> <li>• Taney Road pedestrian crossing point is a positive improvement.</li> <li>• Notes difficulties of implementing Taney Park section of cycle link due to narrowness of route. Suggests uses of road markings to ensure pedestrian/cyclist priority.</li> <li>• Queries if a cycle boardwalk over the Slang River has been considered from the Dodder to the LUAS Bridge</li> <li>• Hazardous nature of Dundrum Rd. Suggests linking this route with existing active travel routes/quiet streets in Milltown area.</li> </ul>	<p><a href="#">B0028</a> <a href="#">B0086</a> <a href="#">B0137</a> <a href="#">B0264</a> <a href="#">B0457</a> <a href="#">B0503</a> <a href="#">B0554</a> <a href="#">B0565</a> <a href="#">B0593</a> <a href="#">B0622</a> <a href="#">B0611</a> <a href="#">B0630</a></p>	<p>The Executive welcomes the support for this cycle route and the suggestions are noted.</p> <p>All reasonable options for active travel along this corridor were assessed and are set out in the ABTA's Options Assessment Report. The Executive is satisfied that the proposed recommendations are the most appropriate for addressing the provision safe cycling facilities for the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission requests accessibility improvements to pedestrian route under Luas station as part of the route.</p>	<p><a href="#">B0028</a></p>	<p>The Executive notes the issues raised.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>Figure 4.5 indicates improvements to the pedestrian environment / public areas close to Dundrum Luas station. Any scheme to progress these measures would examine detailed proposals for improving the pedestrian environment at this location.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Suggests a more direct cycle route from Windy Arbour to Dundrum village would be beneficial, but acknowledges constraints of Dundrum Road corridor.</p>	<p><a href="#">B0105</a> <a href="#">B0258</a></p>	<p>The Executive also notes the constraints along this route. The ABTA recommendations have recommended an alternative route to Dundrum Village – the Dodder to Dundrum pedestrian and cycle route.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission queries whether a pedestrian/cycle link could be provided along Slang River.</p>	<p><a href="#">B0105</a> <a href="#">B0258</a></p>	<p>The Executive notes the issues raised.</p> <p>The ABTA report has examined all reasonable options for this corridor and the executive is satisfied that the resulting recommendations are appropriate. This does not preclude the development of links along the Slang river at a future stage should these options become feasible.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission:</p> <ul style="list-style-type: none"> <li>• Considers proposed Dundrum to Dodder cycle route is somewhat circuitous and not sufficiently supported by parallel north-south cycle routes.</li> <li>• Suggests using the north-south section of St. Columbanus Road parallel which runs to Luas line.</li> <li>• Considers this could become a 'Quiet Street',</li> <li>• Notes large amount of on-street parking on this section of road, which could be removed in favour of pedestrian/public realm/cycle infrastructure.</li> </ul>	<p><a href="#">B0216</a> <a href="#">B0453</a> <a href="#">B0261</a></p>	<p>The executive notes the concerns and suggestions raised. Detailed consideration was given to how to progress safe cycling facilities through this corridor. The executive is satisfied that the emerging recommendations from the ABTA study represent reasonable proposals to improve active travel in the area, while working within the constraints of the existing built environment and restricted carriageway widths along certain corridors.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Suggests improving cyclist access along Churchtown Road Lower and through Woodlawn estate.</li> <li>• Considers pedestrians are ill-served by access facilities on the quiet route through Rosemount Estate.</li> <li>• Considers the shared two-way cycle way through the restricted-width lane will be sub-standard.</li> <li>• Submission considers that the "Connection to Dodder to Dundrum Cycle Route" as shown is a secluded, undesirable path to go down and shouldn't be considered for active use and that it hasn't been well signposted.</li> </ul>		
<p>vi. Submission suggests indicating that the cycle route on St Colambanus Road is continuous (including across the tarmac section that people park on presently) and include a request button proximate to cyclists to join Dundrum Road (as motorists maintain a good pace at that section of Dundrum Road.)</p> <p>Suggests removal of the pinch point that causes conflict between cyclists with pedestrians at the Luas stop.</p>	<a href="#">B0261</a>	<p>The executive notes the concerns raised. Proposals for this area are set out under Section 4.6.3.3 of the draft LAP. A number of these suggestions are already included in the ABTA's recommendations for these areas and as the relevant schemes are progressed to detailed design, all options will be examined to see how best to progress the improvements for active travel along these routes.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission:</p> <ul style="list-style-type: none"> <li>• Queries if the southern portion of the proposed greenway along the River Slang, included within the GDA Cycle Network Plan 2013 has been abandoned, noting that this would yield benefits in terms of GI and re-establishing or enhancing a natural wildlife movement corridor.</li> <li>• Considers that the cycling interactions with pedestrians through the Dodder Riverside park need to be carefully considered.</li> <li>• Queries why the plan doesn't include the pedestrian / cycle bridge proposed in the 2013 GDA Cycle Network Plan to connect towards Richmond Hill and Milltown Luas Station.</li> <li>• Considers that the link would provide wider benefit than the proposed off-road connection through Rosemount</li> </ul>	<a href="#">B0376</a> <a href="#">B0576</a> <a href="#">B0443</a> <a href="#">B0513</a>	<p>The executive notes the concerns raised. The Dundrum ABTA recommendations do not preclude future options for the development of a greenway alongside the Slang river (subject to full assessment of environmental implications) or the future provision of a cycle bridge towards Milltown and accepts that all interactions with pedestrians need to be carefully considered. Detailed consideration was given to how to progress safe cycling facilities through this area. The executive is satisfied that the emerging recommendations from the ABTA study represent reasonable proposals to improve active travel in the area, while working within the constraints of the existing built environment and restricted carriageway widths along certain corridors.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>which may not be used by cyclists between the Dundrum Bypass and Milltown as the inbound route would require users to cross the main traffic flow twice.</p> <ul style="list-style-type: none"> <li>Submission proposes provision of a Dodder to Dundrum cycling route along Slang River. If not possible, supports alternative route proposed under Recommendation DAR23 of ABTA.</li> <li>Submission requests that a highly utilised route from the St. Columbanus Road across the Luas track at Windy Arbour and onto Churchtown Road is needed and should be included in the LAP.</li> </ul>		
<p><b>viii.</b> Submission:</p> <ul style="list-style-type: none"> <li>Highlights importance of aligning route delivery with overall phasing of CMH site development, noting LAP intention to progress route at early stage of redevelopment of site.</li> <li>Considers health/safety issues may arise if route is in use during construction.</li> <li>Requests that LAP instead refers to delivery of route in line with agreed phasing of CMH development.</li> </ul>	<a href="#">B0503</a>	<p>The matters are noted and relate to the delivery of an approved development on the CMH site. Chapter 9 Implementation and Delivery sets out that <i>T21 Dodder to Dundrum Pedestrian and Cycle Route</i> be progressed in tandem with CMH redevelopment subject to resources. Health/safety issues if route is in use during construction falls outside of remit of LAP.</p> <p><b>Recommendation</b> No Change to Draft Plan.</p>
<b>B. Objective T24 St Columbanus' Road Safe School Zone</b>		
<p><b>i.</b> Commends the recognition of the increase in prominence of cycling for Saint Columbanus Road with school &amp; development at CMH.</p>	<a href="#">B0261</a>	<p>The Executive welcomes and notes the support.</p> <p><b>Recommendation</b> No Change to Draft Plan.</p>
<b>3.4.15 Other issues</b>		
<p><b>i.</b> Submissions:</p> <ul style="list-style-type: none"> <li>object to changes to road layout at Sweetmount.</li> <li>Notes that access to/from homes in Sweetmount will be very difficult if Sweetmount Avenue is to be made one-way.</li> </ul>	<a href="#">B0021</a> <a href="#">B0022</a> <a href="#">B0084</a>	<p>The Executive notes the issues raised.</p> <p>There are no proposals to change Sweetmount Ave to a one way street.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ii. Submission seeks improved enforcement of illegal parking and use of bus lanes by cars.</p>	<p><a href="#">B0086</a> <a href="#">B0088</a></p>	<p>The Executive notes the issues raised. This is not a LAP issue</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission seeks provision of paid parking in Castlebrook estate. Notes a lot of use as parking for DTCSC employees/shoppers. Requests provision of access gate (keypad activated) in steel fence between Castlebrook and Lynwood estates. States would improve accessibility for c. 300 residents (including elderly) to greenway.</p>	<p><a href="#">B0090</a></p>	<p>The Executive notes the issues raised.</p> <p>The suggestions re paid parking are noted. However, they are not LAP issues. A permeability cycle/pedestrian link between Castlebrook and Lynwood is recommended under Section 6.5.1 of the ABTA Recommendations Report, which sets out Sustainable Transport Measures for the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission queries whether:</p> <ul style="list-style-type: none"> <li>• underground access from DTCSC to Wyckham Way could be provided.</li> <li>• underground route from Balally Luas stop to DTCSC could be provided</li> </ul>	<p><a href="#">B0254</a></p>	<p>The Executive notes that suggestions made, however, considers such proposals unlikely to be useful or feasible.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission suggests that all junctions include traffic counting facilities and traffic camera monitoring, i.e. using the Telraam equipment, and feeding this info back to citizens.</p>	<p><a href="#">B0261</a></p>	<p>The Executive notes the issues raised. This is not a LAP issue</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission notes that there are better ways to encouraging people to cycle rather than banning cars and suggests that more electric bike rental options should be made available in the area including kid / cargo bikes to encourage locals / those who do not have a bike to use same.</p>	<p><a href="#">B0319</a></p>	<p>The Executive notes the issues raised.</p> <p>There are no proposals to eliminate cars from Dundrum but there are however measures proposed to make non car based travel, including ebikes, safer and more attractive for people to use.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission notes that Beaumont Avenue has not been considered in Draft LAP, despite serving as main road connecting Churchtown Road Upper and Barton Road East and highlights a number of issues associated with this road.</p>	<p><a href="#">B0338</a></p>	<p>The Executive notes the issues raised.</p> <p>This area is however outside the draft LAP area and no recommendations are being proposed for this street.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>viii.</b> Submission requests:</p> <ul style="list-style-type: none"> <li>• “No idling” rules should be in place for buses at the planned bus interchanges.</li> <li>• “No idling” rules should be in place at taxi ranks</li> </ul>	<p><a href="#">B0545</a></p>	<p>The Executive notes the issues raised. This is not a LAP issue</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>ix.</b> Submission requests that when planning out the provision of taxi ranks in Dundrum, consideration should be given to rapid EV charging points which taxi drivers may need when on long shifts.</p>	<p><a href="#">B0545</a></p>	<p>The Executive notes the issues raised. This is not a LAP issue</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>x.</b> Submission requests, as a climate mitigation measure, on street and above ground parking within the LAP should encourage grass block paving systems or similar.</p>	<p><a href="#">B0513</a></p>	<p>The Executive notes the issues raised. This is not a LAP issue</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xi.</b> Submission states that Section 4.6.1.7 should provide further specification around the security of cycle parking. Bike theft and concerns around the security of public cycle parking are significant hinderance to modal shift to cycling.</p>	<p><a href="#">B0513</a></p>	<p>The Executive notes the issues raised. This is not a LAP issue</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



### 3.5 Chapter 5 – Climate Action - Mitigation & Adaptation

Issues	Sub. No.	Executive’s Response & Recommendation
<b>3.5.1 Section 5.1 Introduction</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Welcomes commitment in the opening paragraph of this chapter to treat climate action as a central theme of the LAP and suggest that it is appropriate here to emphasise that at present Ireland is far from achieving its planned reduction in carbon emissions.</li> <li>• Believes that the plan will put residents on the right path to face up to the reality of the climate emergency as a community.</li> <li>• Concerned at potential impacts of climate change, noting need to take action at local level and complementary benefits to many climate mitigation/adaptation measures.</li> </ul>	<p><a href="#">B0469</a>  <a href="#">B0508</a>  <a href="#">B0672</a></p>	<p>The Executive notes and welcome the support for LAP content in relation to climate action and addressing the climate emergency.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>• Support climate &amp; flood adaptation measures.</li> <li>• Recognise challenge of climate change.</li> </ul>	<p><a href="#">B0142</a>  <a href="#">B0143</a>  <a href="#">B0146</a>  <a href="#">B0156</a>  <a href="#">B0159</a>  <a href="#">B0181</a>  <a href="#">B0204</a>  <a href="#">B0212</a>  <a href="#">B0262</a>  <a href="#">B0366</a>  <a href="#">B0374</a>  <a href="#">B0402</a>  <a href="#">B0491</a>  <a href="#">B0513</a>  <a href="#">B0578</a>  <a href="#">B0608</a>  <a href="#">B0672</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>



Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0788</a>	
<p>iii. Submission states that proposals in the LAP are counterproductive from a climate change perspective as:</p> <ul style="list-style-type: none"> <li>• Taller buildings reflect sun and heat;</li> <li>• Loss of green space to the front of the library.</li> </ul>	<a href="#">B0518</a>	<p>The Executive notes the issues raised but would not agree that climate action measures in the draft LAP are counterproductive.</p> <p>The entire LAP is underpinned by the need to address the claim emergency and the policies promoting compact growth matched with sustainable transport measures can result in a built environment that will reduce our overall carbon footprint.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.5.2 Section 5.2 Pre-draft Consultation</b>		
<p>i. Submission from UE notes that their comments at pre-draft stage have been taken into account. The name change from Irish Water to UE is also noted.</p>	<a href="#">B0497</a>	<p>The Executive notes and welcomes the submission from UE.</p> <p><b>Recommendation</b> Replace 'Irish Water' with 'Uisce Éireann' as required throughout all LAP documentation.</p>
<b>3.5.3 Section 5.4.1 Green Infrastructure – Biodiversity</b>		
<p>i. Submissions welcome:</p> <ul style="list-style-type: none"> <li>• Biodiversity proposals.</li> <li>• Recognition of the Slang river as a wildlife amenity.</li> <li>• Objectives to deculvert the Slang.</li> <li>• Re-wilding proposals.</li> </ul>	<a href="#">B0094</a> <a href="#">B0216</a> <a href="#">B0249</a> <a href="#">B0300</a> <a href="#">B0339</a> <a href="#">B0426</a> <a href="#">B0513</a> <a href="#">B0545</a> <a href="#">B0578</a> <a href="#">B0608</a>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission from the DHLGH endorses the five objectives in relation to the conservation of flora and fauna and strongly supports measure to achieve the first 3 objectives to restore a Wildlife Corridor from Ticknock to the Dodder within the LAP lands :</p> <ul style="list-style-type: none"> <li>• Objective GI1—Dodder/Slang and linkages</li> </ul>	<a href="#">B0662</a>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Objective GI2—Wildlife Corridor</li> <li>• Objective GI3—Deculverting.</li> <li>• Objective GI4—Hedgerows</li> <li>• Objective GI5—Extension and Enhancement of Treelines</li> </ul> <p>Any reopening of culverts will significantly benefit wildlife.</p>		
<p><b>A. Objective GI1 – Dodder / Slang Corridor and Linkages</b></p>		
<p>i. Submission notes that the Slang River Greenway needs to be expanded around the river to properly provide habitats and water soakaways for a sustainable future.</p>	<p><a href="#">B0300</a></p>	<p>The Executive notes the issues raised.</p> <p>The draft LAP includes objective GI1 as follows:  <i>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.</i></p> <p>The Biodiversity officer has advised that some further tweaking is needed in relation to the wording of Objective GI1 in relation to green linkages and corridors as it relates to GI. As per the County Development Plan the definition of GI does not refer to grey infrastructure, cycleways, ‘greenways’ or pathway linkages and the wording of the objective requires clarification in terms of the meaning of green linkages and corridors rather than wildlife corridors.</p> <p>There are a number of objectives within the LAP relating to the creation/restoration of habitats and also the inclusion of SUDs features along watercourses: Objectives GI2, GI3, GI6 and GI7. The Biodiversity officer has recommended some minor amendments to the wording in GI6 and GI7.</p> <p>GI8 Dundrum Library site and Suds measures and GI12 Dundrum Library/HSE site point towards one of the few opportunities within the LAP to provide a biodiversity refuge and wetland to help restore the river, allow for some relief to flooding and provide an enhancement to our Ecological Network.</p> <p><b>Recommendation</b>  Chapter 5.  Amend GI1 as follows “<i>Dodder/Slang corridor and linkages: It is an objective to enhance and develop <del>green linkages and corridors</del> biodiversity along the Dodder and Slang rivers and the Wyckham Stream.</i>”</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>Amend Objective GI6 as follows:  <i>Re-wilding and habitat restoration/creation <del>Cultivation</del>: It is an objective to support the development and implementation of re-wilding and habitat restoration/creation <del>wildlife cultivation</del> 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.</i></p> <p>Amend Objective GI7 as follows:  <i>Slang Parkland SuDS measures: It is an objective that any areas of potential future linear parkland located along the Slang should look to incorporate <del>features of</del> Nature Based Solutions which include for biodiversity and habitat restoration such as wetlands, linear swales, bio-retention areas, filter drains etc. as part of any potential future works.</i></p>
<p>ii. Submission considers that Objective GI10 on open space provision at the OSC site is suitable, and suggests the deletion of Objective GI11, which addresses this provision the location of the public park, which the submitter states would be more suitable adjacent to the Church.</p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the content of the submission, however, does not agree that Objective GI11 should be deleted.</p> <p>While the Executive would not object to the provision of an additional area of open space to the rear of the church as proposed, the provision of a local park along Main Street, at the location indicated in Figures 2.8, 2.10 and 2.11 in Chapter 2, is considered to be key with regard to creating an attractive public space within the site that in turn enhances public realm along Main Street. In addition, the provision of a local park at this location will create an active green route through the site that connects to Sweetmount Park on the opposite side of the bypass.</p> <p>It is noted that the provision of additional open space on the site would not be precluded by the zoning objective MTC. See recommendation under 3.2 above.</p> <p><b>Recommendation</b>                      No change to Daft Plan.</p>
<p><b>B. Objective GI2- Wildlife Corridors</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Requests inclusion of text in LAP stating that the development of areas which accommodate wildlife</li> </ul>	<p><a href="#">B0503</a></p>	<p>The Executive notes the issue raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>corridors and are subject to existing planning permissions should adhere to development/maintenance requirements as set out by submitted planning application documentation (including EIAR and AA, as applicable) and conditions of permission.</p>		<p>This is not considered appropriate as a planning permission may lapse during the lifetime of the Local Area Plan.</p> <p><b>Recommendation</b> No change to Daft Plan.</p>
<p>ii. Submission from the DHLGH notes that roosts of bat species have been recorded in the Dundrum area and bats have also been recorded foraging over and commuting through the LAP area. In this regard, it would be desirable that the LAP required that the design of all lighting within the LAP area, both external and internal, should seek to minimise light pollution and adverse effects on bat species noting that the lighting of greenways and footpaths in parks and other green spaces should be avoided if possible, or at least be made movement activated between the hours of 8 PM and 6 AM.</p>	<p><a href="#">B0662</a></p>	<p>The Executive notes the issue raised.</p> <p>The CDP 2022 – 2028 states that <i>“In the event of lighting being proposed along river corridors an Ecological Impact Assessment (and where necessary an Appropriate Assessment) - including bat and otter surveys - shall be conducted by specialist consultants. The recommendations of the specialist studies shall be implemented. No lighting will be installed without prior consultation with the NPWS and shall be in line with: advances in knowledge into the impact of lighting on bats and other species and Reflect advances in technology in the lighting industry.”</i></p> <p>The CDP also states: <i>“Users of public open space in the County should feel safe with adequate supervision, passive surveillance, boundary treatment and public lighting all contributing to an overall sense of security.”</i></p> <p>The Biodiversity officer has reported that the newly released UK Guidance Note 08/23 on Bats and Artificial Lighting by the Institute of Lighting Professionals and the Bat Conservation Trust, address lighting in that the Mitigation Hierarchy applies to Lighting Design for projects where lighting is proposed</p> <p>This non statutory guidance points to the importance of integrating avoidance measures into development/project design (including greenways and footpaths in parks and other green spaces) by retaining ecologically functional ‘dark corridors’ within schemes where feasible and in preference to seeking lighting mitigation strategies. This also aligns with dlrs restoration aims for the Ecological Network.</p> <p><b>Recommendation.</b> Amend section 5.4.1 as follows: <i>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. <u>Lighting and adverse effects on</u></i></p>

Issues	Sub. No.	Executive's Response & Recommendation
		<i>bat species may also be an issue. An additional resource for guidance on lighting impacts on bats can be found in the non statutory Guidance Note GN08/23 Bats and Artificial Lighting at Night <a href="https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/">https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/</a></i>
<b>C. Objective G13 - Deculverting</b>		
i. Submission is in favour of examination of opportunities to deculvert Slang, noting it is a good environmental feature.	<a href="#">B0086</a>	The Executive notes the issue raised and support for objective G13 on deculverting.  <b>Recommendation</b> No change to Draft Plan.
<b>D. Objective G14 - Hedgerows</b>		
i. Submission suggests that Cherry Laurel should be noted in the LAP as non-native and invasive and should no longer be allowed for use for hedging in the LAP area. Bird Laurel should also be added to the list of non-invasive species.	<a href="#">B0508</a>	The Executive notes the issue raised.  The Biodiversity officer has advised that Cherry Laurel is considered an Invasive Alien Species (IAS) of High Impact by the National Biodiversity Database Centre and it is negatively impacting our Biodiversity. Unfortunately, Cherry Laurel is currently not allocated as an IAS on the Third Schedule of the Bird and Habitat Directive (2011): Ireland's Register of Invasive Species. This would provide the much needed legal support to discourage people from purchasing the plant and also suppliers from supplying it. It is beyond the remit of the Dundrum LAP to do so but DLR provide annual IAS workshops to the public and our staff to highlight and raise awareness of all IAS including Cherry Laurel.  <b>Recommendation</b> No change to Daft Plan.
<b>E. Objective G15 – Extension and Enhancement of Woodlands</b>		
i. Submission would like to see an increase in native tree planting noting benefits to air quality, shading, improved quality of life and a reduction in crime.	<a href="#">B0426</a>	The Executive notes the issue raised.  The type of planting to occur on any site would be a matter to be assessed and agreed at application stage.  <b>Recommendation</b> No change to Daft Plan.

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.5.4 Section 5.4.2 Green Infrastructure – Nature Based Solutions – Surface Water Management</b>		
i. Submission welcomes proposed SuDS measures within the catchment of the Slang.	<a href="#">B0094</a>	The Executive notes and welcomes the support.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission: <ul style="list-style-type: none"> <li>Highlights need to realise implementation of LAP policies, including hedgerow preservation and re-wilding opportunities.</li> <li>Suggests requirement for rain-water harvesting should be included as condition of permissions for new developments.</li> <li>Suggests that non-use of astroturf in ecologically sensitive areas should be considered</li> </ul>	<a href="#">B0216</a>	The Executive notes the issues raised.  Section 10.2.2.6 Policy Objective EI6: Sustainable Drainage Systems of the CDP 2022-2028 requires that all applicants infiltrate or reuse surface water runoff from proposed development within their property curtilage. <a href="#">The specific use of astro turf in ecologically sensitive areas is not a LAP issue.</a> For development that requires permission the Development Management process would assess impacts on ecologically sensitive areas.  <b>Recommendation</b> No change to Draft Plan.
iii. Submission: <ul style="list-style-type: none"> <li>Welcome plan that is more proactive on NBS.</li> <li>Considers that measures can be easily implemented around cycle lanes/footpaths, e.g. bioswales.</li> <li>Suggests the provision of a Dundrum Action Plan to prevent flood damage in the future noting that a wetland to the rear of the library as helping in this regard.</li> </ul>	<a href="#">B0399</a> <a href="#">B0608</a>	The Executive notes the issue raised. Section 5.4 of the Draft DLAP sets out that integrating GI and NBS into new development in the Plan area is important.  Section 5.4.2 Green Infrastructure – Nature Based Solutions – Surface Water Management sets out how 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 NBS such as SUDs (see chapter 10 and Appendix 7 Sustainable Drainage System Measures – of the CDP 2022 – 2028). Policy DLAP31 – Protected areas and habitats and species: sets out that it is policy to ensure biodiversity is factored into NBS when developing proposals within the DLAP area  <a href="#">The provision of a Dundrum Action Plan to prevent flood damage in the future is beyond the remit of the LAP.</a>  <b>Recommendation</b> No change to Draft Plan.
iv. Submission:	<a href="#">B0470</a>	The Executive notes the issues raised. Policies and objectives in the Draft LAP relate to both council and private developments. The Draft DLAP references the fact that there are

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers section relates solely to private development and does not refer to the Council's responsibility in terms of Stormwater Management on its own lands.</li> <li>• Suggests that retrofitting existing roads (cycleways, bus lanes, planted verges) and to convert roadside grass (low Biodiversity) verges to Rain Gardens should be included as an objective within the plan.</li> </ul>		<p>opportunities to increase the implementation of SUDS in the DLAP area on both Council lands, in private developments and in the general public realm.</p> <p>Such SuDS features would also make a significant contribution to the promotion and development of green and blue infrastructure in the Dundrum area.</p> <p>Chapter 5 of the Draft plan contains detailed objectives relating to Sustainable Urban Drainage measures -See section 5.4.2 Green Infrastructure – Nature Based Solutions – Surface Water Management, which includes Policy DLAP 22 -</p> <ul style="list-style-type: none"> <li>• Promoting local SuDS, 'Green Streets' and green roofs and</li> <li>• Enabling SuDS to be located in the public realm</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Suggests the need for an amendment to the draft LAP to undertake a feasibility study for retrofitting streets with Rain Gardens within 12 months of adoption of the LAP and to include mandatory performance metrics in respect of achieving 'soft' (NBS) SuDS in public retrofitting projects.</p>	<a href="#">B0470</a>	<p>The Executive notes the issues raised. The carrying out of a feasibility study for retrofitting streets with Rain Gardens, while of merit, is not exclusively a Dundrum LAP issue and would be provided with a better fit under the forthcoming CAP which could track development of on street urban drainage systems.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission from UE welcomes the inclusion of policies in relation to NBS and sustainable urban drainage.</p>	<a href="#">B0497</a>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission from UE notes a planned project in north Dundrum to accommodate population growth. Until such time that this is completed, the discharge of any surface water to sewers is not permitted and any misconnections should be rectified, noting that some local upgrade may be developer driven.</p>	<a href="#">B0497</a>	<p>The Executive notes the comments by UE.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
viii. Submission notes that a rain capture and filter system should be developed for the whole village area along with communal energy pumps.	<a href="#">B0612</a>	<p>The Executive notes the issue raised.</p> <p>The development of a rainwater harvesting system for the entire Dundrum area is beyond the remit of the LAP. Individual proposals for development will be assessed in accordance with the SuDS requirement as set out in the CDP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.5.5 Section 5.4.3 Green Infrastructure – Parks and Recreation</b>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Welcomes emphasis on green space and pedestrian infrastructure.</li> <li>• Welcomes more urban greening including pocket forests and planted buffers at junctions.</li> <li>• Supports public realm improvements.</li> <li>• Welcome the LAP's intention to prioritise the expansion of parks, green spaces, and other recreational infrastructure.</li> <li>• Supports wetland park objective.</li> </ul>	<a href="#">B0156</a> <a href="#">B0166</a> <a href="#">B0212</a> <a href="#">B0374</a> <a href="#">B0387</a> <a href="#">B0457</a> <a href="#">B0513</a> <a href="#">B0578</a> <a href="#">B0612</a> <a href="#">B0651</a>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>A. Objective GI9 – Sweetmount Park</b>		
<p>i. Considers any change to the green space at the Laurels should only arise from consultation with residents of Sweetmount and Laurels estates.</p>	<a href="#">B0113</a>	<p>The Executive notes the issue raised, however this is an operational matter. Parks Section consult with residents' associations in relation to open space development.</p> <p><b>Recommendation</b> No change to Draft Plan</p>
<b>B. Objective GI10 – Provision of New Open Spaces and Objective GI11 – Provision of a Local Park</b>		
<p>i. Submission supports objectives GI10 and GI11 regarding the provision of additional open space.</p>	<a href="#">B0086</a>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>• Support / seek additional green areas.</li> </ul>	<a href="#">B0144</a> <a href="#">B0145</a>	<p>The Executive notes the issues raised. The Executive would concur that the growth of housing in the plan area needs to be balanced with adequate provision of open space. It is</p>



Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers ample green spaces are a key investment for sustainability.</li> <li>• Notes the health benefits of green space.</li> <li>• Welcomes more urban greening and pocket forests.</li> <li>• Notes that additional housing must be balanced with provision of green spaces.</li> <li>• Seek the provision of accessible green spaces in the area, noting that Marlay is located at a distance from Dundrum.</li> <li>• Do not consider that the park at the OSC is large enough, more open space is required.</li> <li>• Considers plan lacks detail on open space</li> <li>• Questions reliance on the private delivery of public open space through redevelopment projects.</li> <li>• Concerned by what they perceive as an intent to reduce green areas and opportunity to promote sports and a healthy living environment in Dundrum.</li> <li>• Green areas to accommodate sports clubs are needed</li> <li>• Considers that there is not enough open space to cater for future developments.</li> <li>• Requests more trees and less lawn.</li> </ul>	<a href="#">B0150</a> <a href="#">B0156</a> <a href="#">B0164</a> <a href="#">B0165</a> <a href="#">B0174</a> <a href="#">B0311</a> <a href="#">B0361</a> <a href="#">B0366</a> <a href="#">B0386</a> <a href="#">B0458</a> <a href="#">B0518</a> <a href="#">B0528</a> <a href="#">B0570</a> <a href="#">B0753</a>	<p>however acknowledged that providing open space within an already built up area can be a challenge. The draft Plan does however bring about new opportunities such as the new proposed park on Main Street and the wetland area to the rear of the existing library.</p> <p><a href="#">Accommodation of sports clubs is an operational matter for the Council and not an LAP matter.</a></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Considers that playing fields at Rosemount need an upgrade along with more park-like planting, lots more native trees and to connect with the CMH site seamlessly</p>	<a href="#">B0147</a>	<p>The Executive notes the issue raised.</p> <p>The Council is currently upgrading a football pitch at Rosemount under the pitch remediation programme. Other parkland development works are proposed in conjunction with the CMH development which will include pathways and planting.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submissions request:</p> <ul style="list-style-type: none"> <li>• That a skate park is provided in the area.</li> <li>• That suitable provision is made for young people, noting that the Balally Luas station is currently used as a hang-out area.</li> </ul>	<a href="#">B0184</a> <a href="#">B0311</a> <a href="#">B0374</a>	<p>The Executive notes the issues raised.</p> <p>The Draft LAP identifies opportunity areas for playgrounds and makes provision for a new community, cultural and civic facility in the village as set out In Chapters 2 and 3. There are also existing sporting facilities within and adjoining the LAP area.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Notes a significant gap in facilities for teenagers and younger children.</li> </ul>		<p>There is no plan for a skate park in the area, however, it is noted that the facilities in Meadowbrook Leisure Centre, which serves the wider area, are currently being upgraded and will cater for teenagers and young adults :</p> <ul style="list-style-type: none"> <li>Existing small pitches being upgraded to form one large pitch (60m x 30m) which will facilitate smaller play areas across the pitch.</li> <li>Development of a padel court and a multi-sport court with adjustable nets to facilitate a variety of sports including volleyball, padel, badminton, etc</li> <li>Teenager Play: 3V3 basketball court, precast concrete traversing wall/multiuse target wall, callisthenics area and a 3 lane 30m sprint track.</li> <li>A playground is planned for Finsbury Park for younger children.</li> </ul> <p><b>Recommendation</b> No Change to Draft Plan.</p>
<p>v. Increased public open space was noted at the webinar but there is no new space shown on maps.</p>	<a href="#">B0352</a>	<p>The Executive notes the issue raise but would not agree that no new space is shown on maps in the draft LAP. Figures 2.8, 2.9 and 2.11 in chapter 2 show provision of a new local park on Main Street.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission would welcome more information in the plan about parks and green areas.</p>	<a href="#">B0406</a>	<p>The Executive notes the issue raised.</p> <p>It is considered that the draft Plan provides sufficient information on parks and greenspaces particularly in chapters 2 and 5. The parks and outdoors section of the dlr website provides good information on parks and greenspaces in the County and includes publications relating to same. <a href="https://www.dlrcoco.ie/parks-outdoors">https://www.dlrcoco.ie/parks-outdoors</a>.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission:</p> <ul style="list-style-type: none"> <li>Requests that the LAP objectives for all public spaces should support ensuring opportunities for people to be in nature by providing appropriate seating and varied</li> </ul>	<a href="#">B0513</a>	<p>The Executive note the issues raised.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>habitats either natural or man-made (i.e., ponds, marsh areas, groves)</p> <ul style="list-style-type: none"> <li>Animal-friendly, biodiversity-supportive, green, and blue spaces should be part of the design or regeneration of housing and neighbourhoods within the LAP.</li> </ul>		<p>The detailed design stage of any public space would address such specific detail as seating, landscape design and planting. The detailed design of open space associated with any residential development would address planting and biodiversity.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission states that trees should be planted directly into the ground so as to grow larger roots and not into tree pots on Main Street.</p>	<p><a href="#">B0518</a></p>	<p>The Executive notes the issue raised.</p> <p>Whilst this is an operational matter the parks department have advised that the trees in planters were a temporary measure undertaken during COVID. The Council recognises that planting trees into the ground is the most sustainable practice and will be undertaken where opportunities for planting arise.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Public open space behind the Dundrum road should be integrated with CMH open space</p>	<p><a href="#">B0576</a></p>	<p>The Executive notes the issue raised.</p> <p>The open space at Rosemount will be directly linked with the proposed public open space in the CMH development.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>x. Considers more usable space incorporating existing mature trees to rear of Glenville Terrace should be provided. Proposes removal of some derelict buildings on Main Street to provide this space, considering many lack architectural merit.</p>	<p><a href="#">B0633</a></p>	<p>The Executive notes the issue raised but would not be in favour of demolition of buildings within the ACA to provide for open space.</p> <p>The trees in question fall to the rear of 13A Main Street and south of Glenville Terrace and are in the main self seeded Sycamore trees of moderate to low value due to competition between trees and the fact that there has been very limited management interventions over time.</p> <p><b>Recommendation</b> No change to Draft Plan</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>C. Objective GI12 – Dundrum Library / HSE Site</b>		
i. Submission welcomes Objective GI12 regarding park beside library.	<a href="#">B0519</a>	The Executive notes and welcomes the support.  <b>Recommendation</b> No change to Draft Plan.
ii. Proposed wetland park is within an archaeologically sensitive area and archaeology should be assessed before any wetlands park progresses.	<a href="#">B0761</a>	The Executive notes the issue raised.  Any archaeological implications will be examined as part of the design process of any wetland park.  <b>Recommendation</b> No change to Draft Plan.
<b>3.5.6 Section 5.5 Climate Adaptation – Flood Risk Management</b>		
i. Submission recommends that the capacity of existing culverts and bridges along the Slang be evaluated with regard to increased flood event frequency and climate change.	<a href="#">B0094</a>	The Executive note the issues raised.  A detailed Integrated Catchment Model (ICM) flood risk study was carried out in 2020 on the Slang which took account of climate change, culvert capacity and flood frequency. There are currently no plans for any FRSs in the area.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission from the OPW: <ul style="list-style-type: none"> <li>• Welcomes the acknowledgement of Flood Risk Guidelines and inclusion of a SFRA, noting the previous assessment of Dundrum within the CDP 2022-2028.</li> <li>• Invites the council to incorporate or reference Section 2.4 of the CDP SFRA into the LAP.</li> <li>• Welcomes Policies DLAP32 and DLAP33 and Objectives GI7, GI8 and GI12.</li> <li>• Seeks the inclusion of additional reference to the Best Practice Interim Guidance Document 'Nature-based</li> </ul>	<a href="#">B0136</a>	The Executive notes and agrees with the need to reference Section 2.4 Climate Change of the SFRA prepared for the CDP 2022-2028.  <b>Recommendation</b> In response to the submission to the OPW, it is proposed to amend Section 5.5 Climate Adaptation – Flood Risk Management of the draft LAP to include an additional sentence as follows:  <i><u>For further discussion on the consideration of climate change impacts on flood risk management, please see Section 2.4 of the SFRA prepared for the CDP 2022-2028.</u></i>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas’.</p> <p>(See also Section 3.10 Appendix 1)</p>		<p>Amend section 5.4.2 Green Infrastructure – Nature Based Solutions – Surface Water Management as follows;                      Add to end of fifth paragraph;  <i>Further Guidance on Nature Based Solutions can also be found in the “Best Practice Interim Guidance Document ‘Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas’.</i></p>
<p>iii. Submission welcomes urban greening including planted buffers at junctions acting as sinks for rain and potential flooding.</p>	<p><a href="#">B0156</a> <a href="#">B0374</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. On page 62, reference is made twice to “Finlay Park” this should be Finsbury Park.</p>	<p><a href="#">B0545</a></p>	<p>The Executive notes the issue raised and will amend the typo referred to.</p> <p><b>Recommendation</b> Replace ‘Finlay Park’ on page 62 in the Draft LAP with ‘Finsbury Park’.</p>
<p><b>3.5.7 Section 5.7 Climate Mitigation: Renewable Energy</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Welcomes efforts to improve district heating.</li> <li>• Considers commitment to district heating needs to be strengthened. Proposes changing from “encourage” to “Require”.</li> <li>• Considers that there is a need for an objective to support the use of excess wind energy in new developments.</li> </ul>	<p><a href="#">B0366</a> <a href="#">B0457</a> <a href="#">B0545</a></p>	<p>The Executive notes the issue raised.</p> <p>At present it is not possible to require district heating as a national policy framework for district heating, which covers the key areas of regulation, planning, financing and research is still awaited. It is noted that the National CAP 23 references the establishment of a Heat and Built Environment Delivery Taskforce and states that <i>“It is expected that in order to establish the structures required in the heating sector to accelerate the move to renewable sources, for example district heating, primary legislation will be required.”</i></p> <p>The use of excess wind energy in new developments is not a matter that is governed by Planning and Development legislation. It is not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ii. Submission recommends the following addition to DLAP37 Consider green roofing where appropriate and in areas without Photo Voltaic Panel Systems.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>As green roofs are covered in a comprehensive manner in the dlr CDP 2022 – 2028 and are also covered under <i>Policy DLAP32 : Sustainable Water Management</i> it is not considered that the amendment proposed is required.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission:</p> <ul style="list-style-type: none"> <li>Believes that conservation of older buildings should employ eco energy systems as far as possible.</li> <li>Considers buildings should be green living buildings with biodiversity growth and solar power, rain filter systems for irrigation, cistern and heating use.</li> </ul>	<p><a href="#">B0612</a></p>	<p>The Executive notes the issues raised and would agree that conservation of older buildings should employ eco energy systems as far as possible and that all buildings should comply with relevant standards on energy efficiency as set out in the building regulations .</p> <p>CDP Policy Objective HER11:Energy Efficiency of Protected Structures references various guidance documents on energy efficient in historic and traditional buildings.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.5.8 Section 5.8 Climate Mitigation: Decarbonising Motor Transport</b></p>		
<p>i. Submission suggests the provision of bus recharging facilities at bus stops around Taney (incl. the private operator to airport) which could be supported by ESB infrastructure in the area.</p>	<p><a href="#">B0261</a></p>	<p>The Executive notes the issue raised.</p> <p>The provision of bus recharging facilities at bus stops is an operational matter for Dublin Bus.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.5.9 Section 5.9 Sustainable Infrastructure</b></p>		
<p>i. Submission requests that the plan undertake an infrastructure evaluation to determine the required upgrades and improvements necessary to support the proposed development and prevent strain on existing resources</p>	<p><a href="#">B0066</a></p>	<p>The Executive notes the issue raised.</p> <p>As part of the Draft Plan preparation the Planning Authority consulted with UE regarding water and waste water provision and ESB regarding electricity provision.</p> <p>As set out in section 5.9 consultation with Irish Water indicates that there are no high-level constraints in Dundrum and that the existing water network is generally adequate. While</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>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. In relation to the 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.</p> <p>In relation to electricity, ESB have indicated there is some existing residual capacity in the existing 38KV stations in the Plan area to cater for planned growth.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Relocate or upgrade the ESB Sub Station on Taney Drive as it is an eye sore.</p>	<p><a href="#">B0483</a></p>	<p>The Executive notes the issue raised.</p> <p>The relocation or upgrading of the ESB Sub Station on Taney Drive is a matter for the ESB.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission suggests a new objective on lighting as follows <i>"It is an objective to reduce light pollution and related energy use in Dundrum. The scope for reducing all night public lighting will be trialled in Dundrum with a view to finding innovative ways of reducing light pollution."</i></p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>Trialling a reduction in all night public lighting in Dundrum is beyond the remit of the LAP. The provision of public lighting in the County is an operational matter and not a LAP issue. The public lighting section have advised that only where there is a full physical change to people and vehicles ability to access an area can there be full or part night turn off of the lighting infrastructure (i.e. if a park has the gates locked at night). All lighting installed since 2013 has had full cut-off above the horizontal to remove (as much as possible) sky glow, but some older lighting in Dundrum is still in place and will be replaced under the LED upgrading programme.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission considers that the present 38KV and 10KV network will probably not be able for the CMH development.</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issue raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>Considers that a 11KV cable from the station beside Dom Marmion bridge on the bypass may be required.</p>		<p>As part of the Draft Plan preparation the PA consulted with ESB regarding electricity provision.</p> <p>In relation to electricity, ESB have indicated there is some existing residual capacity in the existing 38KV stations in the 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.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>





### 3.6 Chapter 6 – Dundrum Multifunctional Town & Neighbourhood Centres

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.6.1 Section 6.4.2 Town Centre First Policy</b>		
<p>i. Despite being urban, Dundrum should adopt the 'Town Centre First' policy which encourages vibrant, multifunctional town centres.</p>	<p><a href="#">B0520</a></p>	<p>The Executive note the issue raised.</p> <p>Section 6.4.2 of the draft LAP notes that the focus of the first phase of the role out of the town centre first policy has been on rural towns and that future phases may address more urban settings. Notwithstanding this, it is considered that many of the elements of the town centre first policy, which seeks to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community, are incorporated in the draft LAP. The 10-minute neighbourhood concept seeks to ensure that people have access to a range of facilities locally and the objectives in Chapter 6 of the draft LAP regarding multi-functional town centres further seeks to improve the vibrancy of the town centre.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.6.2 Section 6.4.5 County Development Plan – Town Centre and Retail Policy Objectives</b>		
<p>i. Residents are concerned about old Dundrum shopping site's future. LAP suggests non-retail, community-focused use, which is supported.</p>	<p><a href="#">B0516</a></p>	<p>The Executive notes the issues raised regarding the future redevelopment of the Old Dundrum Shopping Centre.</p> <p>It is considered that the LAP presents a robust framework for the redevelopment of the site with a range of uses that will benefit both existing and future residents. It is also considered that an appropriate scale of (re)development is proposed, given Dundrum's position within the settlement hierarchy within the County as well as the role and function of a Major Town Centre. It is noted that the site is zoned 'MTC' and that the redevelopment supported within the LAP is in accordance with the purpose of the zoning as set out in the CDP 2022-2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<b>3.6.3 Section 6.6 Dundrum Multifunctional Town Centre</b>		
<b>A. Objective MTC1 – Multifunctional Dundrum</b>		
<p>i. Submissions raise concerns raised with regard to the vibrancy of Dundrum.</p>	<p><a href="#">B0005</a> <a href="#">B0486</a> <a href="#">B0717</a></p>	<p>The Executive notes the issue raised.</p> <p>The issues raised by the submitters are noted and it is agreed that the vibrancy of Dundrum can be improved, hence the range of objectives set out in the LAP. It is considered that improvements to the public realm, investment in new civic facilities and appropriate redevelopment of the KDAs with an appropriate mix of residential, commercial and community uses, balanced with the protection and enhancement of identified heritage elements, will significantly improve the vibrancy of the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions raise concerns with regard to the negative impact impacts of road changes on local businesses and the viability and of Main Street as follows:</p> <ul style="list-style-type: none"> <li>• Traffic restrictions.</li> <li>• The existing and continuation of the one-way system.</li> <li>• Impacts on access for deliveries.</li> <li>• Impacts on staff and customer parking.</li> <li>• Road proposals will make Dundrum unappealing to prospective business owners.</li> <li>• Loss of shops will impact local heritage, community and make the village redundant.</li> <li>• Impact on the character of Dundrum.</li> <li>• Notes that businesses already have to compete with the DTSCS.</li> <li>• Proposed changes will not enhance Dundrum and will lead to people going elsewhere to shop, bank, socialise etc.</li> <li>• Notes that businesses rely on footfall and reasonable access by cars to facilitate customers taking stock home.</li> </ul>	<p><a href="#">B0005</a> <a href="#">B0014</a> <a href="#">B0015</a> <a href="#">B0026</a> <a href="#">B0031</a> <a href="#">B0038</a> <a href="#">B0039</a> <a href="#">B0046</a> <a href="#">B0047</a> <a href="#">B0050</a> <a href="#">B0052</a> <a href="#">B0061</a> <a href="#">B0087</a> <a href="#">B0122</a> <a href="#">B0130</a> <a href="#">B0141</a> <a href="#">B0148</a> <a href="#">B0154</a> <a href="#">B0155</a> <a href="#">B0158</a></p>	<p>The Executive notes the issue raised.</p> <p>The proposed changes to the road layout in Dundrum are intended to have the following effect on Dundrum and existing and future businesses in the town:</p> <ul style="list-style-type: none"> <li>• Increase in pedestrian footfalls with a resultant improvement in the potential customer base available to local businesses.</li> <li>• The creation of a significantly improved public realm combined with complimentary attractions (e.g. local businesses, events in the proposed public park, etc.) that will draw customers onto Main Street and encourage “experiential retail”</li> <li>• An improvement in the atmosphere through the reduction in road noise and investment in the public realm that will be more conducive to outdoor sitting and dining and which will create spaces in which people will want to linger and spend time, resulting in longer ‘dwell time’;</li> <li>• The ability for local residents and visitors to access businesses on Main Street by various transport modes including the car and an appropriate level of car parking along Main Street, in particular to facilitate access by the less mobile;</li> <li>• Supporting healthy lifestyles by encouraging and facilitating active travel modes with a resultant reduction in carbon emissions.</li> </ul>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Traders/ratepayers require residents to make businesses viable.</li> <li>• Respondent would be happy to provide details of decline in business as a result of this and would partake in any discussions regarding this issue.</li> <li>• Acknowledges the contribution of DTCSC, however there is a need for independent uses to secure the vibrancy, vitality and liveability of the town.</li> <li>• The LAP needs to provide an economic strategy that addresses traffic, private and public and access to the town and businesses.</li> <li>• Will impact access to DTCSC where there are well established leisure and entertainment services.</li> <li>• Concerned at impacts to business due to loss of off-street parking operated by DLR at DM site.</li> <li>• No economic assessment carried out.</li> <li>• Identifies Malahide as good example of effective revitalisation of town by Local Authority.</li> <li>• Currently there is dereliction, poor mix, vacancy and loss of trade to DTCSC.</li> <li>• Wants to see more life in the village.</li> </ul>	<a href="#">B0168</a> <a href="#">B0169</a> <a href="#">B0179</a> <a href="#">B0182</a> <a href="#">B0195</a> <a href="#">B0196</a> <a href="#">B0197</a> <a href="#">B0218</a> <a href="#">B0219</a> <a href="#">B0220</a> <a href="#">B0223</a> <a href="#">B0236</a> <a href="#">B0240</a> <a href="#">B0244</a> <a href="#">B0245</a> <a href="#">B0252</a> <a href="#">B0253</a> <a href="#">B0274</a> <a href="#">B0252</a> <a href="#">B0269</a> <a href="#">B0270</a> <a href="#">B0275</a> <a href="#">B0279</a> <a href="#">B0282</a> <a href="#">B0296</a> <a href="#">B0301</a> <a href="#">B0302</a> <a href="#">B0303</a> <a href="#">B0306</a> <a href="#">B0320</a> <a href="#">B0325</a> <a href="#">B0328</a> <a href="#">B0330</a> <a href="#">B0337</a>	<p>In addition, any residential element of redevelopment on the OSC KDA will boost population living in the town who will be able to avail of retail and commercial facilities in close proximity to their homes.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
	<a href="#">B0341</a> <a href="#">B0343</a> <a href="#">B0357</a>	<a href="#">B0720</a> <a href="#">B0759</a> <a href="#">B0799</a> <a href="#">B0889</a>
<p>iii. Considers the proposed changes at Taney Cross would benefit businesses near the junction.</p>	<a href="#">B0016</a>	<p>The Executive notes the issue raised.</p> <p>The proposed changes at Taney Cross would make this area attractive and welcoming and as such should have a positive impact on businesses in the area.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Considers that the concept of a village of Dundrum no longer exists, citing high rise developments, lack of community and local shops as evidence of this.</p>	<a href="#">B0034</a>	<p>The Executive notes the issue raised. Whilst Dundrum evolved as village and has retained much of this character, it must be recognised that is classified as a MTC in the settlement hierarchy for the County. Following a significant expansion of the ACA during the CDP process, the LAP seeks to adopt a placemaking approach whereby the key existing historical elements of Dundrum are retained and celebrated as it grows into the future.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. Submission:</p> <ul style="list-style-type: none"> <li>• Considers that the village lacks a mix of retail and leisure uses.</li> <li>• Notes an excessive quantum of shops with no other amenities.</li> <li>• Considers there is a lack of provision of retail/entertainment/essential facilities in Draft LAP, for both local area and surrounding communities.</li> </ul>	<a href="#">B0104</a> <a href="#">B0386</a>	<p>The Executive notes the issue raised. The draft LAP emphasises and supports the multifunctional nature of Dundrum as a MTC, stating under DLAP42 Multifunctional Centres that it is a policy to embrace and support Dundrum as a multifunctional centre that provides a variety of uses that meet the needs of the community it serves. Leisure facilities are permitted in principle under Dundrum's MTC zoning.</p> <p>It is also noted that the KDA for the Old Dundrum Shopping Centre in Chapter 2 of the LAP, contains the following guiding principle (Section 2.9.2.4):</p> <p><i>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.</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>OSC15 provides further requirements for any redevelopment of the site, including that it shall accommodate a sustainable mix of uses commensurate with the MTC land use zoning objective.</p> <p>It is therefore considered that this issue is adequately addressed in the draft LAP and no further references or objectives are required.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>vi.</b> Submission:</p> <ul style="list-style-type: none"> <li>• Considers former Railway Station building at Taney Drive should be reserved for use as café / amenity serving Luas passengers.</li> <li>• Considers existing use as fashion outlet is not suitable.</li> </ul>	<p><a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0443</a></p>	<p>The Executive notes the issue raised.</p> <p>It is not the purpose of a LAP to specify particular commercial uses within a given premises. However, Café/restaurant uses would be permitted in principle under the site's zoning objective.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>vii.</b> Submissions consider that recent and future changes have and will benefit the local economy and raise issues as follows:</p> <ul style="list-style-type: none"> <li>• Note that while it is important to listen to local businesses, some appear to be against anything that does not prioritise driving to the village.</li> <li>• Note that the village has become more pleasant and vibrant since road changes.</li> <li>• Does not consider local businesses represent the interests of the wider community.</li> <li>• Notes a preference to shopping and eating in Dundrum over Stillorgan since improvements were made.</li> <li>• Consider that any decrease in business in the Dundrum area is not due to the change towards people-friendly infrastructure.</li> <li>• Consider that a reduction in cars and improved pedestrian connections / pedestrianisation would improve local business.</li> </ul>	<p><a href="#">B0140</a> <a href="#">B0152</a> <a href="#">B0176</a> <a href="#">B0193</a> <a href="#">B0231</a> <a href="#">B0234</a> <a href="#">B0326</a> <a href="#">B0424</a> <a href="#">B0435</a> <a href="#">B0450</a> <a href="#">B0468</a> <a href="#">B0517</a> <a href="#">B0567</a> <a href="#">B0600</a></p>	<p>The Executive notes and welcomes the support for the policies and objectives of the DLAP.</p> <p>The Executive agrees that the policies and objectives set out in the LAP will ultimately increase the vibrancy of the town centre which will have the effect of benefitting local businesses.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Extortionate high rents and derelict buildings are the cause of a declined village.</li> <li>• Considers that full pedestrianisation of Main Street would bring life back to the village.</li> <li>• Considers that road serving the village should only provide village access thereby improving access to local business.</li> <li>• Notes that majority of DTCS staff access workplace by public transport.</li> <li>• Notes success of similar transport measures in Blackrock village and on Grafton Street.</li> <li>• Thinks that the local business owners who are opposing these plans should see the wide potential for increased business from the footfall of cyclists and pedestrians.</li> <li>• Submitter states they are far more likely to stop and shop at a local village business when travelling by bike or on foot.</li> <li>• Considers that if they are travelling by car they are far more likely to drive further to larger shops for better value.</li> <li>• Cites the health and economic benefits of pedestrianized urban centres as reflected in studies from other international locations and concludes that the DLAP and facilitating more walking, cycling, wheeling, and public transport, will deliver many economic benefits to the local community and local businesses.</li> <li>• Supports the plan objectives to overcome car-centric attitudes and declining business, by promoting sustainable transport and community enjoyment.</li> <li>• The financial concerns of the few should not be allowed to hold back progress that will benefit the many.</li> <li>• Considers proposed measures will benefit local businesses, identifying Blackrock and Monkstown as examples of how this has worked previously.</li> </ul>		

Issues	Sub. No.	Executive's Response & Recommendation
viii. Highlights research that measures promoting safer and greener mobility are beneficial to local businesses in the majority of cases.	<a href="#">B0295</a>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
ix. Submission notes the loss of local business due to presence of large high-end business development focusing mainly on commercial fashion and hopes that redevelopment of the OSC will bring back other retail uses.	<a href="#">B0339</a>	<p>The Executive notes the issue raised.</p> <p>The draft LAP contains objectives regarding the future of both Dundrum more broadly and the OSC site, seeking a sustainable mix of uses that serve the needs of the community that it serves.</p> <p>OSC15 provides further requirements for any redevelopment of the site, including that it shall accommodate a sustainable mix of uses commensurate with the MTC land use zoning objective.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
x. The submitter supports the LAP's focus on multi-functional centers, which they consider aligns with their own intent to consolidate retail within the Phase 1 site and transform the old Dundrum Shopping Centre (OSC) into a residential-led area with diverse ground floor uses. the submitter considers the Objectives MTC1 to MTC6 compatible with the proposed SHD scheme.	<a href="#">B0344</a>	<p>The Executive notes issue raised and welcomes the support for Objectives MTC1 – MTC6. It should be noted that the LAP supports a broad range of use on the OSC lands in accordance with OSC15 in Chapter 2 of the LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
xi. Submission: <ul style="list-style-type: none"> <li>• Is supportive of Objectives MTC1 to MTC6, noting importance of suitable use mix to vitality of area.</li> <li>• Welcomes measures supporting vibrant/thriving local community noting the importance of local business in this regard.</li> </ul>	<a href="#">B0387</a> <a href="#">B0554</a> <a href="#">B0689</a>	<p>The Executive notes and welcomes the support for Objectives MTC1 to MTC6.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
xii. The plan must enhance and support the vibrant businesses in Dundrum, who continue to serve the community well.	<a href="#">B0487</a>	<p>The Executive notes the issue raised.</p> <p>It is recognised that the retail sector has undergone significant change and challenges over recent years between the move to online shopping and the need to re-establish customer trading patterns post pandemic. It is considered that the LAP includes a range of measures</p>



Issues	Sub. No.	Executive's Response & Recommendation
		<p>that are designed to increase the footfalls and vibrancy on Main Street, which it is intended will support local businesses into the future.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xiii. Expresses support for objectives for a vibrant Dundrum Town Centre, quality design, and residential use above ground.</p>	<p><a href="#">B0516</a></p>	<p>The Executive notes and welcomes the support of the objectives set out in the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xiv. The objectives under 6.6.1 (multi-functional town centre objectives) must be actively pursued.</p>	<p><a href="#">B0520</a></p>	<p>The Executive notes the issue raised and welcomes the support for the objectives of the draft LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>xv. Considers Draft LAP prioritises the needs of DTCSC at the expense of the village.</p>	<p><a href="#">B0583</a> <a href="#">B0596</a></p>	<p>The Executive notes the issue raised but does not agree.</p> <p>Whilst the draft LAP recognises the important role that the DTCSC plays as a large retail centre with a regional draw located on MTC land use zoning objective, the objectives of the LAP address the differing retail, commercial and employment uses in the town. There is no evidence that the LAP prioritises the needs of DTCSC at the expense of the village.</p> <p>The LAP places significant emphasis on Main Street as a whole as well as on its northern end given that the OSC is identified as a strategic regeneration site. The selection of the northern end of Main Street as a potential location for the proposed Community, Cultural and Civic Hub, combined with a range of public realm upgrades, would provide a new northern gateway to the town, which it is intended would increase activity and vibrancy.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>B. Objective MTC3 – Design and Shopfronts</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>Suggests extending MTC 3 as follows: It is an objective to encourage owners/tenants of shop fronts on Main Street</li> </ul>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issue raised.</p> <p>Objective MTC3 currently states as follows in the draft plan:</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>Dundrum to reflect the heritage of the village and its status as an ACA in the design of shop fronts.</p>		<p><i>Objective MTC3 – Design and Shop Fronts:</i>  <i>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.</i></p> <p>Whilst it is considered appropriate that new design has regard to local heritage, the use of the word “reflect” raises some concern as it could be interpreted as requiring a shop front to mirror older ones thus preventing good contemporary shop front design.</p> <p>It is noted that proposed Policy DLAP55 specifically mentions shopfronts in the ACA (bullet 3): “seek to retain / reinstate exterior features which contribute or enhance the character and streetscape of the ACA such as shopfronts, sash windows, gutters and downpipes, decorative plasterwork etc.”</p> <p>It is therefore considered appropriate to amend the objective to state that new design should ‘have regard to’ the heritage of the village, rather than to state that shop fronts should ‘reflect’ the heritage of the village as a requirement.</p> <p><b>Recommendation</b>  Amend Objective MTC3 as follows:</p> <p><i>Objective MTC3 – Design and Shop Fronts:</i>  <i>It is an objective to <u>encourage owners/tenants of shop fronts on Main Street Dundrum to have regard to the heritage of the village and its status as an ACA in the design of shop fronts and to require a high quality of design and finish for new shop fronts and signage that enhances the local streetscape and public realm.</u></i></p>
<p><b>C. Objective MTC5 – Old Dundrum Shopping Centre</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>Is concerned that retail provision in redeveloped OSC site would preclude existing local retailers due to high rents.</li> <li>Considers LAP does not address affordability/sustainability of retail in village.</li> </ul>	<p><a href="#">B0685</a></p>	<p>The Executive notes the issues raised.</p> <ul style="list-style-type: none"> <li>In response to the first item, it is not possible to include any controls on rent within a LAP as the provisions of the underlying legislation (Planning and Development Act 2000 (as amended)) do not provide for same.</li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Proposes that Draft LAP should support the undertaking of analysis of impacts of Covid-19 (and post Covid-19) on changing work practices and footfall for local retail to inform the forthcoming new LECP.</li> </ul>		<ul style="list-style-type: none"> <li>With regard to affordability/sustainability of retail in Dundrum, as set out above, the LAP seeks to increase the vibrancy of the area and of footfalls through a range of measures including significant local authority investment. Any increase in footfalls in the area should have the effect of supporting local retail.</li> <li>It is not considered that a planning document such as a LAP is the appropriate vehicle to set out future inputs into the LECP process.</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission raises concerns at future of existing businesses at OSC site following redevelopment.</p>	<a href="#">B0722</a>	<p>The executive notes the issue raised.</p> <p>Whilst the concerns set out by the submitter are noted, the individual businesses occupying new or existing units is not a matter for the LAP and it is not possible to introduce a requirement that these should be retained. However, the requirement for a supermarket in any redevelopment of the OSC is noted.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.6.4 Section 6.7 Neighbourhood Centres</b></p>		
<p>i. Submissions welcomes provisions that will enhance NCs in Windy Arbour.</p>	<a href="#">B0011</a> <a href="#">B0476</a>	<p>The executive notes and welcomes the support for the objectives around the Windy Arbour NC.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission raises concerns with objectives NC1 and NC2 as follows:</p> <ul style="list-style-type: none"> <li>Considers that requirement for Frankfort Centre to provide enhanced active travel amenities and urban greening measures for the Dundrum Road is vague, onerous and beyond the requirements of NC zoning.</li> <li>Not appropriate for a privately owned site.</li> </ul>	<a href="#">B0316</a>	<p>The Executive notes the issue raised.</p> <p>NC1 states as follows:</p> <p><i>Objective NC1 – Design and Public Realm:</i> <i>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</i></p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Submits that the requirement to provide Active Street Frontage along the Dundrum Road should be amended to “active street frontage where appropriate to the proposed use.” Otherwise, it could reduce the range of neighbourhood uses available and significantly impact any potential future development.</li> <li>Draws attention to DLR’s assessment of active street frontage provision in application D22A/0255 at the corner of Dundrum Road which was considered sufficient and acceptable to the PA in 2023</li> </ul>		<p><i>Dundrum Road.</i></p> <p>It is considered reasonable to require an upgrade to the public realm at the NC as a result of any redevelopment proposals. Active Travel measures are recognised in the NPF, RSES and CDP to improve public health and it is an objective of the CDP to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements (Policy Objective T11 of the CDP). Under the CDP, new development will be required to maximise permeability and connectivity for pedestrians and cyclists and where practicable, retrospective implementation of walking and cycling routes.</p> <p>In terms of the submitter’s request to amend the LAP to state that active frontages are only required where appropriate to the proposed use, it is not considered that this approach would be in keeping with the proposal in Chapter 4 (T19) to transition the Dundrum Road to a neighbourhood street and that active frontages should be sought in this context.</p> <p>D22A/0255 was refused permission by the PA and at the time of writing that decision has been appealed to the ABP. It is not considered appropriate to comment on a live planning application.</p> <p><i>Ownership is not a LAP issue.</i></p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submits that:</p> <ul style="list-style-type: none"> <li>Policy DLAP 42 of the draft LAP requiring the Frankfort Centre to provide “a variety of uses that meets the needs of the community it serves” is unnecessary given that the current zoning objective NC in the CDP already designates it “To protect, provide for and/or improve mixed-use neighbourhood centre facilities.”</li> </ul>	<p><a href="#">B0316</a></p>	<p>The Executive notes the issue raised.</p> <p>Policy DLAP 42 is considered reasonable and appropriate given the objective in Chapter 4 of the LAP (T19) to transition the Dundrum Road to a neighbourhood street, with greater levels of footfalls and an improved public realm.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Considers draft plan places unrealistic and unviable criteria on the site.</li> <li>• Retail is not viable on the site.</li> </ul>		
<p>iv. Submitter states that they do not understand what a NC is. They live in one and consider that it does not serve their needs.</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issue raised.</p> <p>The Retail Strategy for the GDA explains that NCs usually contain convenience retail ranging in size from 1,000-2,500 sq. m. with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population. In practice, NCs do not always contain convenience retail, but nonetheless the intent is that these centres provide a range of locally focussed retail and services, in contrast to a DC or MTC that will serve wider catchment areas depending on their designation, have a broader range of uses and a greater quantum of floorspace.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

### 3.7 Chapter 7 – Employment

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.7.1 Section 7.1 Introduction</b>		
i. Submission raises concern in relation to accessibility to jobs in the area noting that road changes may impact on decisions to work in the area.	<a href="#">B0328</a> <a href="#">B0330</a>	The Executive notes the issue raised. However, it is considered that the proposed improvements to the public transport system in the area as part of the roll out of Busconnects will make the area more, and not less, accessible to the existing or potential future workforce.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission is generally satisfied with the content of Chapter 7.	<a href="#">B0344</a>	The Executive notes and welcomes the support.  <b>Recommendation</b> No change to Draft Plan.
<b>3.7.2 Section 7.6 Tourism</b>		
i. Submission considers tourism has an important role to play in Dundrum and that the need for a hotel should be expressed in stronger terms in the LAP.	<a href="#">B0545</a>	The Executive welcome support for the objective to explore provision of a hotel use. However, it is considered that the proposed wording is appropriate and does not require strengthening in order to facilitate the use.  See also responses in relation to a hotel on OSC in section 3.2  <b>Recommendation.</b> No change to Draft Plan.
ii. Submission from the DHLGH welcomes the opportunity for making cultural heritage more accessible and better integrated with wider tourism and recreational opportunities of the county. This will be strategically important to enhancing as well as spreading the tourism capacity through the county's heritage sites and historic towns.	<a href="#">B0662</a>	The Executive notes and welcomes the support from DHLGH.  <b>Recommendation</b> No change to Draft Plan.
<b>3.7.3 Section 7.6.1 Airfield</b>		
i. Submission notes the inclusion of Airfield Farm in LAP boundary:	<a href="#">B0109</a> <a href="#">B0352</a>	The Executive notes the issues raised.

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Queries plans to develop Airfield, noting it is a valuable green amenity.</li> <li>Notes that Airfield is not a freely accessible public space</li> </ul>		<p>There are no plans in the LAP to 'develop' Airfield, which is zoned Objective F – To preserve and provide for open space with ancillary active recreational amenities. Objective EMP1 of the draft LAP states as follows:</p> <p><i>Objective EMP1 – Airfield:</i>  <i>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.</i></p> <p>Whilst it is acknowledged that Airfield is not free (requiring an entrance fee to support its activities), it is still considered that it provides substantial benefits to the broader area as an open space in terms of supporting biodiversity, cleaner air, noise attenuation and permeable surfaces to support drainage in the area.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>ii. Submission objects to reference to Airfield as open space, noting public must pay to use.</p> <ul style="list-style-type: none"> <li>States Airfield was left to Local Authority as open farm, suggests DLR should accept running costs of Airfield and make it publicly available.</li> <li>States current use of Airfield should be assessed against original terms of transfer to Local Authority.</li> <li>Considers Airfield is needed for area due to adjacent high rise development.</li> <li>Considers its inclusion as green space would be akin to inclusion of Milltown Golf Club – which respondent suggests would also be inappropriate as access is private.</li> </ul>	<a href="#">B0113</a>	<p>The Executive notes the issues raised.</p> <p>As stated above, whilst it is acknowledged that Airfield is not free (requiring an entrance fee to support its activities), it is still considered that it provides substantial benefits to the broader area as an open space in terms of supporting biodiversity, cleaner air, noise attenuation and permeable surfaces to support drainage in the area.</p> <p>The Airfield Estate was left in trust to the people of Ireland by the Overend sisters and is managed by a charitable organisation for educational and recreational purposes. The land is not owned by the local authority.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>iii. Submission:</p>	<a href="#">B0485</a>	<p>The Executive notes and welcomes the support for Objectives EMP 1-3.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>Is pleased to note the need for “supporting and facilitating the development of appropriate uses at the Estate” and the objectives EMP 1,2 and 3.</li> <li>Considers EMP1 emphasizes diverse revenue models for the estate's longevity.</li> </ul>		No change to Draft Plan.
<p>iv. Submission recommends that DLR develop a comprehensive food policy, drawing from international examples.</p>	<p><a href="#">B0485</a></p>	<p>The Executive notes the issues raised. However, this is an operational issue and not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.7.4 Other issues</b></p>		
<p>i. Submission seeks a Dundrum-specific economic survey.</p>	<p><a href="#">B0240</a>  <a href="#">B0245</a>  <a href="#">B0252</a>  <a href="#">B0252</a>  <a href="#">B0274</a>  <a href="#">B0275</a>  <a href="#">B0296</a>  <a href="#">B0274</a>  <a href="#">B0349</a>  <a href="#">B0514</a>  <a href="#">B0523</a>  <a href="#">B0562</a>  <a href="#">B0655</a>  <a href="#">B0759</a></p>	<p>The Executive notes the issue raised, however it is beyond the remit of a LAP to carry out an economic survey of an area.</p> <p><b>Recommendation</b> No Change to Draft Plan.</p>





### 3.8 Chapter 8 – Heritage and Conservation

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.8.1 Section 8.1 Introduction</b>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>State that the conservation/enhancement of character and architectural heritage of town centre is not adequately addressed in LAP and seeks provisions to protect/enhance architectural and cultural heritage, including of historic buildings and landmarks.</li> <li>concerned that heritage buildings will be destroyed.</li> <li>Proposes increase in protection of heritage of older buildings.</li> <li>Concerned that new developments in area will detract from character/identity/architectural and cultural heritage of area.</li> <li>State that new building should reflect village heritage.</li> </ul>	<p><a href="#">B0066</a>  <a href="#">B0115</a>  <a href="#">B0223</a>  <a href="#">B0310</a>  <a href="#">B0518</a>  <a href="#">B0519</a>  <a href="#">B0586</a>  <a href="#">B0608</a>  <a href="#">B0670</a></p>	<p>The Executive notes the issues raised, however disagrees that the Draft LAP does not adequately address the built heritage of Dundrum.</p> <p>Chapter 8 'Heritage and Conservation' in the Draft LAP contains a suite of policies and objectives that specifically relate to the protection and enhancement of built heritage within the LAP area including, Protected Structures, ACAs, Archaeological Heritage, Industrial Heritage and other features of interest i.e. 19<sup>th</sup> and 20<sup>th</sup> century buildings that are not listed on the RPS or within an ACA but that add to the overall character of the area.</p> <p>Chapter 8 in the Draft LAP supplements the suite of policies and objectives set out in Chapter 11 'Heritage and Conservation' in the CDP 2022-2028 for the county through the provision of more targeted, specific local policy.</p> <p>Built heritage is further recognised within the KDA frameworks and other policies and objectives set out in Chapter 2 of the Draft LAP.</p> <p>Any future development within or adjacent to an ACA will be assessed having regard to the policies and objectives contained both within the CDP and the Dundrum LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submissions:</p> <ul style="list-style-type: none"> <li>Commend the inclusion of chapter 8 as this highlights the rich heritage of Dundrum and the need to protect it.</li> <li>Supports consideration for the heritage buildings.</li> </ul>	<p><a href="#">B0187</a>  <a href="#">B0612</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission welcomes DLAP48, setting out Council policy to ensure the protection of the historical character of Dundrum and to ensure that any future development/redevelopment is carried out in a manner sympathetic to its special character</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
and also endorse DLAP 49, 50 and 51, together with DLAP 55, and DLAP 56.		
iv. Submission from the DHLGH recommends the inclusion of definitions of archaeological heritage, architectural heritage and architectural heritage related statutory designations and that a set of consistent terms / phrases are adopted.	<a href="#">B0662</a>	<p>The Executive agrees with the issue raised and recommends the inclusion of a glossary of terms as an appendix to the LAP post adoption.</p> <p><b>Recommendation</b>            Incorporate relevant architectural heritage terms and phrases in a glossary and/or list of acronyms in the adopted LAP.</p>
<p>v. Submission from the DHLGH contains a list of detailed objectives and policies for the protection of archaeological heritage and requests that these be included and where possible that the policies and objectives of the following core documents be inserted into future plans:</p> <ul style="list-style-type: none"> <li>• Heritage Ireland 2030,</li> <li>• Climate Change Sectoral Adaptation Plan for the Built and Archaeological Heritage (published in 2019),</li> <li>• Built Vernacular Strategy (published in 2021) and,</li> <li>• National Policy on Architecture (2022).</li> </ul>	<a href="#">B0662</a>	<p>The Executive notes the request to include reference to various documents in future plans.</p> <p>It is considered that the policies and objectives within the documents listed are more appropriately applied at a countywide level and/or at project stage. In this regard, reference will be made as appropriate in future plans such as the CDP, the CAP and the Heritage Plan.</p> <p><b>Recommendation</b>            No change to Draft Plan.</p>
<b>3.8.2 Section 8.3 Background and History</b>		
i. Submission from the DHLGH notes the inclusion of Figure 8.3 'Map showing Built Heritage within Dundrum LAP' and considers this to be a useful resource. The Department recommends that mapping is provided as open source data to make this more accessible.	<a href="#">B0662</a>	<p>The Executive notes the issue raised.</p> <p><b>The provision of open source data is not a LAP matter, however, the Executive will assess the availability of data in general.</b></p> <p>It is noted that the map shown in Figure 8.3 in Chapter 8 of the LAP is relatively small and it is difficult to see all featured contained within same. In this regard, it is recommended that a larger map be provided within the LAP.</p> <p>It is noted that all features illustrated in Figure 8.3 are available to view more clearly in an interactive webmap on the LAP webpage (<a href="http://www.dlr.ie/dundrumLAP">www.dlr.ie/dundrumLAP</a>) as part of the CDP 2022-2028 layer. A standalone built heritage layer within the webmap would improve the legibility of this date.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p><b>Recommendation</b>  Add a maps and diagrams appendix to the LAP with larger, maps, drawings, and diagrams to improve legibility.  Add a note to figure 8.3 in Chapter 8 that an enlarged version is available in the new appendix.  Add a standalone built heritage layer to the interactive webmap for the LAP.</p>
ii. Submission supports policies DLAP 49, 50 and 51	<a href="#">B0761</a>	<p>The Executive notes and welcomes the support.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
iii. Submission states: <ul style="list-style-type: none"> <li>The 1837 – 42 OS map in section 8.5 does not show the railway as claimed. It only came to town 10 year later.</li> <li>Manor Hill laundry was the name of the laundry that succeeded the iron works in 1863.</li> </ul>	<a href="#">B0761</a>	<p>The Executive notes the issues raised.</p> <p><b>Recommendation</b>  Amend the text in Section 8.3 'Background and History' as follows:  <i>"The 1837-1842 Ordinance Survey map shows the <u>Main Street now in place and 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 Hill Laundries adjoining the River Slang. The 1888-1913 Ordinance Survey map shows the train line running northwest southeast of Main Street.</u>"</i></p>
<b>3.8.3 Section 8.5 Protected Structures and Architectural Conservation Areas</b>		
<b>A. Issues Raised in relation to Protected Structures / RPS</b>		
i. Submission requests that Dom Marmion House be added to the RPS.	<a href="#">B0408</a>	<p>The Executive notes the issue raised, however, there is no provision to add a structure to the RPS in the making of a LAP.</p> <p>The proposed listing of a structure including must be evidence based and meet one of more of the criteria of special interest as set out in Section 51(1) of the Planning and Development Act, 2000, (as amended) to warrant inclusion on the RPS.</p> <p>The Executive does not consider that the Dom Marmion house meets one or more of the criteria required (Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Social</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>or Technical interest) to merit its inclusion onto the RPS, having regard to Section 51(1) of the Act and Chapter 2 of the 'Architectural Heritage Protection Guidelines for Planning Authorities.'</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>B. Issues Raised in relation to Dundrum ACA</b>		
<p>i. Considers use of Pembroke cottages should be restricted to residential, stating this would retain living centre for heart of village. Considers this would be in accordance with policy guidance provided in Section 8.4.2 of Draft LAP.</p>	<p><a href="#">B0113</a></p>	<p>The Executive notes the issue raised, however, disagrees that the use of Pembroke Cottages be restricted only to residential use.</p> <p>Pembroke Cottages are located along Main Street and within the DTCSC. The cottage which front onto Main Street and at DTCSC are all within land use zoning objective MTC – “<i>To protect, provide for and-or improve major town centre facilities</i>” in the CDP 2022-2028 where a variety of uses are permitted in principle. At present, these cottages contain a mix of uses.</p> <p>The cottages located off Main Street are in residential use and are within the land use zoning objective A – “<i>To provide residential development and improve residential amenity while protecting the existing residential amenities</i>” in the CDP 2022-2028, as such their residential use would be protected.</p> <p>All Pembroke Cottages are located within the Dundrum ACA.</p> <p>The continued use of all Pembroke Cottages in Dundrum, that accords with their land use zoning objective together with the policies and objectives of the CDP and LAP, will help to ensure that the built heritage of these structures is protected and enhanced in an appropriate manner.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. Submission:</p> <ul style="list-style-type: none"> <li>States they would like to see the following public realm improvements in the form of a reinstatement with full</li> </ul>	<p><a href="#">B0147</a> <a href="#">B0761</a></p>	<p>The Executive notes the issues raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>refurbishment of the original buildings behind the following structures:</p> <ul style="list-style-type: none"> <li>• Daybreak, Irene’s flower cabin- Havana.</li> <li>• Best barber-Essence cafe-Lisney.</li> <li>• Mulveys pharmacy- Xmas shop.</li> </ul> <p>Submission believes these historical buildings are actually what will help preserve Dundrum village along with the Victorian and Edwardian heritage and bring more space to the sidewalks with lots of greening and seating for elderly/ young people.</p> <ul style="list-style-type: none"> <li>• Disagrees with the idea that a historic building should be excluded from an ACA because something modern which could be removed was placed in front of it (8.5.3).</li> <li>• Considers buildings built in the front gardens could be removed.</li> <li>• Shops (Frank Mulveys) in front of the first terrace built in Dundrum could be removed and gardens restored.</li> <li>• Albion House (no.15 Main Street) which is the oldest house in the village could be restored and should be in the ACA.</li> </ul>		<p>It is noted that Daybreak, Irene’s flower cabin and Havana are located within the Dundrum ACA, as such, any future development at this location would be subject to assessment against policies in the Draft LAP with regard to the ACA, including:</p> <ul style="list-style-type: none"> <li>• DLAP54 – Architectural Conservation Areas</li> <li>• DLAP55 – Dundrum ACA(s)</li> <li>• DLAP56 – Design Rationale.</li> </ul> <p>Further policy objectives and guidance with regard to development within an ACA is set out in Chapters 11 and 12 of the CDP 2022-2028.</p> <p>The extension of an ACA boundary cannot be considered in the making of a LAP.</p> <p>The Draft LAP would not preclude the removal of later additions to the front of older buildings. Both the Draft LAP and the CDP 2022-2028 contain policies and objectives that would support the retention, reuse and improvement of older buildings that positively contribute to the streetscape and character of an area namely:</p> <ul style="list-style-type: none"> <li>• DLAP57 – ‘Nineteenth and Twentieth Century Buildings’ in Chapter 8 of the Draft LAP,</li> <li>• Policy Objective HER20: ‘Buildings of Vernacular and Heritage Interest’ in Chapter 11 of the CDP 2022-2028.</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission requests that any development in the village is sympathetic to existing buildings in terms of scale and design to enhance the ACA.</p>	<p><a href="#">B0187</a></p>	<p>The Executive agrees with the issue raised.</p> <p>The Dundrum ACAs are explicitly referenced in Chapter 8 of the Draft LAP and their protection and/or enhancement are dealt with under the provisions of Policies DLAP54 – ‘Architectural Conservation Areas’ and DLAP55 – ‘Dundrum ACA(s)’. This is in addition to and supplements a suite of policies and objectives set out in Chapter 11 ‘Heritage and Conservation’ in the CDP 2022-2028.</p> <p>Built heritage is further recognised within the KDA frameworks set out in Chapter 2 of the Draft LAP.</p>

Issues	Sub. No.	Executive's Response & Recommendation
		<p>Any future development within or adjacent to an ACA will be assessed having regard to the policies and objectives contained both within the CDP and the Dundrum LAP.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission requests that the ACA is specifically considered in the LAP as the retention of its character and functionality is important.</p>	<p><a href="#">B0319</a></p>	<p>The Executive notes the issue raise.</p> <p>The Dundrum ACAs are explicitly referenced in Chapter 8 of the Draft LAP and their protection and/or enhancement are dealt with under the provisions of Policies DLAP54 – 'Architectural Conservation Areas' and DLAP55 – 'Dundrum ACA(s)'. This is in addition to and supplements a suite of policies and objectives set out in Chapter 11 'Heritage and Conservation' in the CDP 2022-2028.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>v. The submitter supports the refurbishment of Glenville Terrace but argues against preserving other nearby properties, including 13/13A Main Street and the Old Post Office, based on their poor condition, mismatch with modern commercial use, and lack of typological uniqueness. They further point out that their removal had been permitted in 2009 and a full record of the structures would be kept. It is stated that the LAP should not determine the future of buildings with heritage value, this is something that should be assessed during the planning application process.</p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issue raised but does not concur. See also response in section 3.2 above.</p> <p>The properties in question are located within the Dundrum ACA that was approved under the CDP 2022-2028. While it is acknowledged, as the submitter has stated, that planning permission was previously granted for the demolition of this building under a previous application for the redevelopment of the OSC site, that application was assessed under the CDP 2004-2010. At that time, there were no proposals for the provision of an ACA to the northern end of Main Street, with only the Pembroke Cottages ACA in place.</p> <p>Alterations to the adopted ACA boundary cannot be considered in the making of a LAP.</p> <p>As set out in the ACA Character Appraisal document No.13 consists of a "three-bay red brick building with decorative polychrome brick detailing to the chimneystack, quoins, stringcourse and window surrounds. Window openings are semi-elliptical headed and contain timber sash windows. It has been extended at the ground floor level, breaking the building line with its neighbour No. 4 Glenville Terrace and contains two independent shop units. The building</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><i>contributes to the built character of the area by way of its external expression, quality of materials and decorative detailing.”</i></p> <p>The old Post office (Former Joe Daly Cycles to the north of Glenville Terrace) is also recorded in the ACA report as <i>“a pleasantly proportioned 2-storey (3-storey to rear), three-bay symmetrical building with hipped roof finished in natural slate with red brick chimney stack to left gable. The red-brick exterior walls have been covered at ground floor level by a dashed and painted finish, but this has not unduly detracted from the overall appearance and character of the building. Arched window openings to upper floor contain timber casement windows and square headed openings to the ground floor have moulded stucco surrounds framing a door to either end and a central window. The building retains much of its architectural form and composition and its presence enhances the special character and appearance of the ACA”.</i></p> <p>Any future development that incorporates structures within the Dundrum ACA would be subject to assessment against policies in the Draft LAP with regard to the ACA, including:</p> <ul style="list-style-type: none"> <li>• DLAP54 – Architectural Conservation Areas</li> <li>• DLAP55 – Dundrum ACA(s)</li> <li>• DLAP56 – Design Rationale.</li> </ul> <p>Further policy objectives and guidance with regard to development within an ACA is set out in Chapters 11 and 12 of the CDP 2022-2028.</p> <p>Chapter 2 in the Draft LAP sets out a site framework for the OSC KDA that incorporates the properties in question.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. The submitter is satisfied with the LAP commentary and objective (HC2) for Maher’s Terrace.</p>	<p><a href="#">B0344</a></p>	<p>The Executive notes and welcomes the support for Objective HC2.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



Issues	Sub. No.	Executive's Response & Recommendation
<p>vii. Submission proposes designating Waldemar Terrace as an ACA/or add to Dundrum ACA, stating it is an attractive terrace.</p>	<p><a href="#">B0528</a> <a href="#">B0554</a></p>	<p>The Executive notes the issues raised.</p> <p><i>The extension of an ACA boundary cannot be considered in the making of a LAP.</i></p> <p>Both the Draft LAP and the CDP 2022-2028 contain policies and objectives that would support the retention, reuse and improvement of older buildings that positively contribute to the streetscape and character of an area namely:</p> <ul style="list-style-type: none"> <li>• DLAP57 – ‘Nineteenth and Twentieth Century Buildings’ in Chapter 8 of the Draft LAP,</li> <li>• Policy Objective HER20: ‘Buildings of Vernacular and Heritage Interest’ in Chapter 11 of the CDP 2022-2028.</li> </ul> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission from the DHLGH recommends that:</p> <ul style="list-style-type: none"> <li>• Suitably qualified persons are involved in the preparation of the plans with regard to architectural heritage</li> <li>• A robust assessment is undertaken to ensure cohesion within overlapping policies and objectives relating to architectural heritage and specified land uses</li> <li>• Local policies take account of up to date policy documents, in particular the Town Centre First policy which is key in <i>“creating town centres that function ‘as viable, vibrant and attractive locations for people to live work and visit, while also functioning as the service, social, cultural and recreational hub for the local community”</i>.</li> </ul>	<p><a href="#">B0662</a></p>	<p>The Executive notes the issue raised.</p> <p>The Executive is satisfied that suitably qualified persons were involved in the preparation of the Draft LAP with regard to architectural heritage.</p> <p>The ‘Town Centre First Policy’ has been taken into account in the preparation of the Draft LAP, this is explicitly referenced in Chapter 6 ‘Dundrum Multifunctional Town &amp; Neighbourhood Centres’.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submitter considers that trees would be inappropriate in front of Glenville Terrace.</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issue raised.</p> <p>Any proposed landscaping to the front of Glenville Terrace will be assessed as part of the planning application process and/or public realm improvements.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>C. Section 8.5.1 Dundrum Castle</b></p>		

Issues	Sub. No.	Executive's Response & Recommendation
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Raises concerns regarding protection of heritage of Dundrum, in particular Dundrum Castle.</li> <li>• Highlights castle's significance in relation to origins of Dundrum.</li> <li>• Notes difficulties of DLR intervention due to private ownership of castle.</li> <li>• Requests inclusion of measures to protect and conserve castle.</li> <li>• Suggests compulsory purchase of castle to facilitate OPW taking in charge.</li> <li>• Considers LAP may represent final opportunity to take action in this regard.</li> <li>• Supports provision of public access to view Dundrum Castle via Bypass or Castle View and provision of information boards.</li> </ul>	<p><a href="#">B0213</a> <a href="#">B0443</a> <a href="#">B0731</a></p>	<p>The Executive notes the issues raised.</p> <p>It is considered that adequate protection is afforded to Dundrum Castle through both the CDP 2022-2028 and the Draft LAP.</p> <p>Dundrum Castle is a Protected Structure (RPS No. 1319) and is listed in the RMP as set out in Appendix 4, and as shown on Maps 1 and 5 of the CDP 2022-2028, listing the following archaeological features:</p> <ul style="list-style-type: none"> <li>• Tower House (022-023001),</li> <li>• Castle Anglo-Norman Masonry Castle (022-023002)</li> </ul> <p>The archaeological heritage of the County is protected by the National Monuments Acts 1930 -2004 and a suite of policy objectives set out in Section 11.3 'Archaeological Heritage' in the CDP 2022-2028 and through policies DLAP58 – 'Archaeological Heritage' and DLAP59 'Monuments and Places' in Chapter 8 of the Draft LAP.</p> <p>The heritage designations at Dundrum are illustrated in Figure 8.3, Chapter 8 in the Draft LAP and Section 8.5.1 'Dundrum Castle' in Chapter 8 of the Draft LAP highlights the heritage of the site.</p> <p>It is noted that Section 8.5.2 in the Draft LAP does not list RMP items, nor the RPS number associated with the structure as set out in the CDP, it is recommended to include these.</p> <p>Dundrum Castle is currently in private ownership and forms part of the open space provision serving the Dundrum Gate development. The purchase and/or taking in charge of any property is not a LAP matter. It is an aim of the DLR Heritage Plan to improve access to historic sites in the County.</p> <p><b>Recommendation:</b> Update Section 8.5.1 'Dundrum Castle' in Chapter 8 of the Draft LAP to include reference to the RPS no. and the RMP items:</p> <ul style="list-style-type: none"> <li>• Tower House (022-023001),</li> <li>• Castle Anglo-Norman Masonry Castle (022-023002).</li> <li>• RPS No. 1319.</li> </ul>

Issues	Sub. No.	Executive's Response & Recommendation
<p>ii. Submission from the DHLGH requests that text is updated to include the RMP numbers for Dundrum Castle.</p>	<p><a href="#">B0662</a></p>	<p>The Executive notes agrees with the issue raised.</p> <p>Dundrum Castle is a Protected Structure (RPS No. 1319) and is listed in the RMP as set out in Appendix 4, and as shown on Maps 1 and 5 of the CDP 2022-2028, listing the following archaeological features:</p> <ul style="list-style-type: none"> <li>• Tower House (022-023001),</li> <li>• Castle Anglo-Norman Masonry Castle (022-023002)</li> </ul> <p>It is noted that Section 8.5.2 in the Draft LAP does not list RMP items, nor the RPS number associated with the structure as set out in the CDP, it is recommended to include these.</p> <p><b>Recommendation:</b> Update Section 8.5.1 'Dundrum Castle' in Chapter 8 of the Draft LAP to include reference to the RPS no. and the RMP items:</p> <ul style="list-style-type: none"> <li>• Tower House (022-023001),</li> <li>• Castle Anglo-Norman Masonry Castle (022-023002).</li> <li>• RPS No. 1319.</li> </ul>
<p><b>D. Section 8.5.2 St Nahi's</b></p>		
<p>i. Submission objects to reference to St. Nahi's cemetery as green space, noting the need to carefully preserve archaeological site there and consider archaeological excavation of site.</p>	<p><a href="#">B0113</a></p>	<p>The Executive notes the content of the submission.</p> <p>The land use zoning Object 'F' – '<i>To preserve and provide for open space with ancillary active recreational amenities</i>' at St. Nahi's, that includes both the Church and the cemetery is consistent with the zoning objective applied to cemeteries / burial grounds across the county as set out in the CDP 2022-2028.</p> <p>In addition to the land use zoning objective, St. Nahi's church is a Protected Structure (RPS No. 857) and the lands are listed in the RMP as set out in Appendix 4, and as shown on Map 1 of the CDP 2022-2028, listing the following archaeological features:</p> <ul style="list-style-type: none"> <li>• Ecclesiastical enclosure (022-016001),</li> <li>• Church (022-016002),</li> <li>• Graveslab (022-016003),</li> <li>• Graveslab (022-016004).</li> </ul>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p>The archaeological heritage of the County is protected by the National Monuments Acts 1930 -2004 and a suite of policy objectives set out in Section 11.3 ‘Archaeological Heritage’ in the CDP 2022-2028 and through policies DLAP58 – ‘Archaeological Heritage’ and DLAP59 ‘Monuments and Places’ in Chapter 8 of the Draft LAP.</p> <p>The heritage designations at St Nahi’s are illustrated in Figure 8.3, Chapter 8 in the Draft LAP and Section 8.5.2 ‘Saint Nahi’s’ in Chapter 8 of the Draft LAP highlights the heritage within the site through Objective HC1 – ‘Saint Nahi’s’ which states:</p> <p><i>“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”.</i></p> <p>It is noted that Section 8.5.2 in the Draft LAP does not list RMP item 022-016004 – ‘Graveslab’, nor does it include the RPS number for the protected structure, it is therefore recommended that these items be added to Section 8.5.2 of the LAP.</p> <p>It is noted that Section 8.5.2 refers to ‘DU022-016004’ which is listed on the National Monuments historic viewer as <i>“an Early Christian grave slab was recently exposed in the graveyard, fragments of which are kept in the present church”</i>, which isn’t explicitly listed in the CDP, however, National Monuments list this item under RMP 022-016001 ‘Ecclesiastical enclosure’, therefore this would be protected under this RMP.</p> <p><b>Recommendation:</b>  Update Section 8.5.2 ‘Saint Nahi’s’ in Chapter 8 of the Draft LAP to include reference to RMP item 022-016004 – ‘Graveslab’ and RPS no. 857.</p>
<p>ii. Submission notes that section 8.5.2. should be amended as there is only one Evie Hone window in St. Nahi’s.</p>	<p><a href="#">B0761</a></p>	<p>The Executive notes the issues raised.</p> <p>The stained glass windows are the work of an Túr Gloine (the Tower of Glass) group of artists who includes Evie Hone.</p> <p><b>Recommendation</b>  Amend text in Section 8.5.2 as follows:</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><i>“The church has a series of fine stained glass windows by the <del>artist Eve Hone</del> by <u>an Túr Gloine (the Tower of Glass) group of artists.</u>”</i></p>
<p><b>E. Section 8.5.7 Sydenham Villas</b></p>		
<p>i. Submission welcomes proposal to enhance streetscape of Sydenham Villas ACA (per Objective HC4), but raises concerns about potential loss of surface car parking and turnabout area. Noting impacts to delivery/service/emergency services/school access and seeks further consultation regarding potential changes with locals at detailed design stage.</p>	<p><b>B0547</b></p>	<p>The Executive notes the issues raised.</p> <p>Objective HC4 – ‘Taney National School’ states:  <i>“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.”</i></p> <p>Currently there are no public realm improvement works proposed by the council at Sydenham Villas. Per the wording of Objective HC4, any improvements to the streetscape / public realm at this location would be contingent upon ‘significant development’ of the existing school.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>
<p><b>F. Section 8.5.8 Central Mental Hospital Lands</b></p>		
<p>i. Submission:</p> <ul style="list-style-type: none"> <li>• Considers the planned redevelopment of the Protected Structures CMH site is consistent with Objective HC6 of Draft LAP, however highlights that preliminary assessment indicates that many of the subsequent extensions elements of these structures are of limited heritage value.</li> <li>• Requests amendment of text of HC6 through inclusion of text stating that re-use of extension elements will be sought where such extensions are deemed to be of sufficient heritage value and to align with a considered adaptive re-use design.</li> </ul>	<p><b>B0503</b></p>	<p>The Executive notes the issues raised and welcomes the support for objectives in Section 8.5.8 ‘Central Mental Hospital Lands’.</p> <p><b>Recommendation</b>                      Amend Objective HC6 – ‘New Development’ as follows:  <i>“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 <del>should also be sought where possible</del> <u>will be sought where such extensions are of sufficient heritage value.</u>”</i></p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>Supportive of further Objectives in Section 8.5.8 regarding the redevelopment of the CMH site</li> </ul>		
<b>3.8.4 Section 8.8 Archaeological Heritage</b>		
<p>i. Submission recommends a new policy as follows: <i>"It is the policy to proactively encourage owners of private archaeological heritage to avail of national heritage schemes aimed at conserving these heritage structures."</i></p>	<a href="#">B0508</a>	<p>The Executive notes the issue raised.</p> <p>Policy DLAP58 – 'Archaeological Heritage' which states: <i>"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"</i>.</p> <p>Schemes or grants aimed at conserving heritage is not a matter for a spatial LAP, rather this is more an item for the Heritage Plan.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<b>3.8.5 Other issues</b>		
<p>i. Submission highlights cycling history / heritage associated with Dundrum and suggests incorporation of this into public realm/placemaking proposals, e.g. providing a plaque / information boards / permanent bicycle tool stand / cyclist shelter area.</p>	<a href="#">B0298</a>	<p>The Executive notes the issue raised.</p> <p>It is noted that there is an existing Stephen Roche memorial plaque located within the DTCSC. The provision of Civic Memorials is dealt with by the Memorials Committee in line with the DLR Memorials Policy and submissions can be made to the Committee c/o the DLR Heritage Officer and is not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>



### 3.9 Chapter 9 – Implementation and Monitoring

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.9.1 General</b>		
i. Submission welcomes implementation and monitoring process.	<a href="#">B0508</a>	The Executive notes and welcome the support expressed for the implementation and monitoring process.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission requests that any approved amendments be included as relevant in the monitoring and implementation chapter.	<a href="#">B0508</a>	The Executive notes the issues raised. Any knock-on amendments to chapter 9 have been picked up in earlier sections of this report.  <b>Recommendation</b> No change to Draft Plan.
<b>3.9.2 Implementation - Chapter 2</b>		
i. Submission recommends the inclusion of phasing for development at the OSC site to ensure that non-residential/employment/community uses are delivered first and to mitigate against scenario in which non-residential development fails to be delivered at site.	<a href="#">B0331</a> <a href="#">B0606</a>	The Executive notes the issue raised which aims to avoid a scenario whereby all residential blocks would be built, and the non-residential development would fail to come to fruition. While the executive would concur with issue raised it is considered more appropriate that this be dealt with at the planning consent stage. It is normal practice to attach such phasing conditions and to allow a certain quantum of residential o be constructed and occupied in tandem with provision of some of the non-residential uses.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission requests that Objective PR3, Main Street Tree planting and Urban Greening, (page 19) be included in the table with an implementation comment as follows: <i>Incremental delivery as and when suitable privately-owned sites are being redeveloped. Delivery on publicly owned sites to be progressed during the lifetime of the plan subject to resources.</i>	<a href="#">B0508</a>	The Executive notes the issues raised and would agree with the proposed amendment.  <b>Recommendation</b> Amend table 9.1 as follows. Add a new row as follows: <b>Objective PR3 – Dundrum Main Street Tree Planting and Urban Greening:</b> <i>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.</i>



Issues	Sub. No.	Executive’s Response & Recommendation
		<p><i><u>Incremental delivery as and when suitable privately-owned sites are being redeveloped.</u></i>  <i><u>Delivery on publicly owned sites to be progressed during the lifetime of the plan subject to resources.</u></i></p>
<p><b>3.9.3 Implementation – Chapter 3</b></p>		
<p>i. On page 90, reference is made to childcare opportunity sites in Figure 4.3, but this should refer to Figure 3.3.</p>	<p><a href="#">B0545</a></p>	<p>The Executive notes the issue raised and would concur with the proposed amendment. It is noted that the policy objective is incorrectly referenced as DLAP22 not DLAP 12.</p> <p><b>Recommendation.</b>  Amend table 9.1 as follows  Policy DLAP 22 – amend reference to Figure 4.3 to Figure 3.3.  Amend accordingly in chapter 3  Amend reference in table 9.1 from DLAP 22 to DLAP12</p>
<p><b>3.9.4 Implementation – Chapter 4</b></p>		
<p>i. Submission highlights local public transport capacity issues and considers these should be addressed before other measures implemented.</p>	<p><a href="#">B0596</a></p>	<p>The Executive note the issue raised, however, as set out in the plan “<i>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.</i>”</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>
<p>ii. Objective T1 to be amended as follows: add under implementation as follows; ...to be delivered by completion of the re-development of the Taney Cross site or the OSC site, whichever comes first.</p>	<p><a href="#">B0508</a></p>	<p>The Executive notes the issues raised. Objective T1 relates to Retention &amp; Extension of existing One-Way Traffic Layout on Main Street. The current implementation as set out in chapter 9 is that the extension of the one-way system on Main Street should be delivered by completion of the re-development of the Taney Cross site. Submission requests that this be amended to tie it to the completion of the OSC site whichever comes first. Whilst this is considered a reasonable amendment the footnote attached which reads as follows allows flexibility;  “<i>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.</i>”</p>

Issues	Sub. No.	Executive’s Response & Recommendation
		<p><b>Recommendation</b>                      Amend table 9.1, second column as follows                      Objective T1  <i>the extension of the one-way system on Main Street should be delivered by completion of the re-development of the Taney Cross site or the OSC site, whichever comes first.</i></p>



### 3.10 Appendix 1 – Strategic Flood Risk Assessment

Issues	Sub. No.	Executive's Response & Recommendation
<p>i. Submission from the OPW:</p> <ul style="list-style-type: none"> <li>• Welcomes a review of SSFRA's as part of the SFRA.</li> <li>• highlights the following recommendations of the guidelines in relation to the SFRA: <ul style="list-style-type: none"> <li>○ Guidance on the likely applicability of different SuDS techniques for managing surface water run-off at key development sites should be provided.</li> <li>○ Appropriate locations for integrated and area based provision of SuDS and GI (in order to avoid reliance on individual site by site solutions) should be identified.</li> </ul> </li> <li>• Highlights that the Draft LAP identifies “a number of character areas, four key sites and ten opportunity sites” where integrated and area based provision of SuDS and GI may be appropriate.</li> <li>• Proposes that a flood event at Dundrum shopping centre (21<sup>st</sup> August 2021) should be included in Table of Historic Flooding Records (Section 1.6(iii) of SFRA) and requests that DLR send OPW any reports they have of this flood event.</li> </ul>	<p><a href="#">B0136</a></p>	<p>The Executive notes the issue raised.</p> <p>Whilst the content of the submission is noted regarding the provision of guidance on particular SuDS measures, it is considered that setting out the particular measures for each of the KDAs would be overly prescriptive at this stage. It is noted that the LAP requires the preparation of a masterplan for the OSC site, being the largest of the KDAs within the area. It is considered that this provision is sufficient to ensure that the site is addressed on an integrated and not piecemeal basis.</p> <p>In response to the point raised regarding the historic flood event table, the purpose of that table is simply to provide a review of the information that is currently available on the OPW floodinfo.ie website, which still states that the area is 'under review'. It is therefore not considered appropriate to update this table in advance of the publicly available OPW mapping being updated (<a href="#">It is noted that dlr have a role in providing information to the OPW on flood events, but it is not a LAP issue</a>).</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ii. The submitter draws attention to the accuracy of Section 1.6 vi of the SFRA, stating that quantitative modelling for the Dundrum Village SHD Scheme had confirmed the OSC site wasn't part of the Slang Stream's functional flood plain.</p>	<p><a href="#">B0344</a></p>	<p>The Executive notes the issue raised.</p> <p>The purpose of Section 1.6(vi) is to assess whether SSFRA have been undertaken since the most recent flood modelling that may result in revisions needing to be made. It was not considered during the preparation of the SFRA for the LAP that the mapping needed to be updated as a result of the SSFRA that have been carried out in recent years.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Critical of criteria on which OSC site passed Justification Test of FRA.</p>	<p><a href="#">B0640</a></p>	<p>The Executive notes the issue raised.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<p>Considers allowing development on these lands as they are “an essential element” of a major development site (as quoted from Section 1.7 of Appendix 1 SFRA) is insufficient justification.</p> <p>Considers development of OSC site poses significant risk of flooding to surrounding areas,</p>		<p>A justification test was undertaken for the subject lands for the SFRA for the CDP 2022-2028 and it was determined that the site passed the justification test having been assessed against the full range of criteria and taking into account the clarifications of advice to the Guidelines for Planning Authorities - The Planning System and Flood Risk Management Guidelines (November 2009) under Circular PL2/2014. It is not considered necessary or appropriate to depart from the assessment undertaken for the CDP.</p> <p>It is however, considered appropriate to reiterate the requirements regarding flood risk for the OSC site regarding flood risk in the text of the main document in addition to the requirements set out in the SFRA, a matter that has also been raised in a recommendation from the OPR. Please see above section on the response to the OPR submission for full details.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>iv.</b> Seeks improvements to drainage infrastructure on Ballinteer Road to address flooding issues</p>	<p><a href="#">B0666</a></p>	<p>The Executive notes the issue.</p> <p>An on-going maintenance schedule is in place for the surrounding area to maintain the operational standard of the surface water drainage network.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

### 3.11 Other Issues

Issues	Sub. No.	Executive's Response & Recommendation
<b>3.11.1 Consultation Process</b>		
<p>i. Further consultation is sought in relation to a number of issues raised in the Draft LAP. Submissions consider:</p> <ul style="list-style-type: none"> <li>• The timing of the public consultation was inappropriate due to it corresponding with summer holidays when people are away.</li> <li>• The videos did not assist with the communication.</li> <li>• There was no ability to meet or speak with planners.</li> <li>• Insufficient detail has been provided on proposed developments.</li> <li>• There is a lack of transparency in the LAP process.</li> <li>• There has been insufficient consultation with local businesses and residents.</li> <li>• There should be more involvement of wheelchair users in the consultation process.</li> <li>• Entire Plan should be reviewed and more time given for consultation.</li> <li>• There has been no consultation / information from Elected Representatives.</li> <li>• Difficult for some locals, particularly the elderly, to attend consultation events and to locate details on the LAP.</li> <li>• A proper consultation for relevant Res. Assoc and Ratepayers is required to allow time for residents to consider a very detailed, complex LAP.</li> <li>• Request that LAP is put on hold to allow for review.</li> <li>• Considers that the timing of the launch was a tactic.</li> <li>• Requests that residents are listened to.</li> <li>• Notes that the council need community support.</li> <li>• Challenges the pre-draft consultation process including observers and options considered.</li> </ul>	<p><a href="#">B0005</a>  <a href="#">B0008</a>  <a href="#">B0027</a>  <a href="#">B0066</a>  <a href="#">B0108</a>  <a href="#">B0114</a>  <a href="#">B0131</a>  <a href="#">B0132</a>  <a href="#">B0154</a>  <a href="#">B0155</a>  <a href="#">B0162</a>  <a href="#">B0182</a>  <a href="#">B0187</a>  <a href="#">B0196</a>  <a href="#">B0219</a>  <a href="#">B0233</a>  <a href="#">B0241</a>  <a href="#">B0248</a>  <a href="#">B0249</a>  <a href="#">B0250</a>  <a href="#">B0263</a>  <a href="#">B0272</a>  <a href="#">B0272</a>  <a href="#">B0273</a>  <a href="#">B0287</a>  <a href="#">B0291</a>  <a href="#">B0300</a>  <a href="#">B0306</a>  <a href="#">B0308</a>  <a href="#">B0309</a></p>	<p>The Executive notes the issues raised.</p> <p>The statutory local area plan making process is an open and transparent process which is governed by legislation. Pre-draft consultation with the local community was carried out. A 'Pre-Draft Consultation Process' was held for a period of four weeks from 19th November to 14th December 2018. 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.</p> <p>It is acknowledged that there was a gap between the pre draft consultation process and the publication of the draft plan. Consideration was given to reembaring on a new pre draft consultation however an examination of the submissions received at pre draft stage indicted that the issues raised were still relevant.</p> <p>On publication of the draft Plan in June 2023, a webinar was hosted online and attendees had an opportunity to post question to planners. This was the first time that a webinar has been used as part of the consultation process for a LAP. In addition, 2 very well attended open days were held in the Dundrum Council offices in June and July and staff from across the Council were available to answer questions from the public. The open days were well advertised on the council website, via social media and also via posters and signage in Council libraries and in both the Dundrum and Dun Laoghaire offices.</p> <p>Experience on multiple public consultations has demonstrated that is very difficult to find a time of year that suits all the community. Whilst it is acknowledged that June and July are popular holiday times, August is traditionally the peak summer holiday month and so the display period was chosen with that in mind. Consideration was given to holding off on display until September however it was considered important to progress the draft LAP.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<ul style="list-style-type: none"> <li>• Needs of older and disabled people were not considered in the consultation.</li> <li>• Lack of consultation on OSC site</li> <li>• Gap between pre-draft and draft undermines the public consultation.</li> <li>• Lack of engagement with businesses on Main Street.</li> <li>• Critical of video / webinar.</li> <li>• Requests more meaningful and robust consultation with local residents as part of decision-making in future.</li> <li>• Considers LAP preparation process should be slower in order to sufficiently consider all interests and allow a more balanced approach.</li> <li>• Consultation should be extended by 6 months to facilitate a decision on the OSC development.</li> <li>• Recommends that the community are actively involved in the decision-making process.</li> <li>• Is critical of influences on elected members and their representation on the full range of public views.</li> <li>• Existing residents' views not considered.</li> <li>• Considers that the two meetings held were insufficient.</li> <li>• Concerned young people are not represented.</li> <li>• Council staff seemed ill-informed about details of the plan and were not equipped to answer parishioners' queries.</li> <li>• Requests some form of citizens assembly on Dundrum.</li> <li>• Submitter questions if there has been any planned consultation with people who have disabilities and vulnerable adults.</li> <li>• Questions why an informational postcard was not sent to every household in the locality?</li> <li>• Questions whether input has been gathered from residents who may not have easy access to the internet. or attending consultation meetings due to physical restrictions.</li> </ul>	<p><a href="#">B0314</a>  <a href="#">B0323</a>  <a href="#">B0346</a>  <a href="#">B0350</a>  <a href="#">B0357</a>  <a href="#">B0358</a>  <a href="#">B0360</a>  <a href="#">B0367</a>  <a href="#">B0375</a>  <a href="#">B0378</a>  <a href="#">B0379</a>  <a href="#">B0393</a>  <a href="#">B0395</a>  <a href="#">B0402</a>  <a href="#">B0409</a>  <a href="#">B0422</a>  <a href="#">B0431</a>  <a href="#">B0442</a>  <a href="#">B0445</a>  <a href="#">B0448</a>  <a href="#">B0454</a>  <a href="#">B0461</a>  <a href="#">B0465</a>  <a href="#">B0471</a>  <a href="#">B0484</a>  <a href="#">B0506</a>  <a href="#">B0516</a>  <a href="#">B0518</a>  <a href="#">B0530</a>  <a href="#">B0549</a>  <a href="#">B0550</a>  <a href="#">B0551</a>  <a href="#">B0564</a>  <a href="#">B0576</a></p>	<p>With regard to timelines these are governed by the Planning and Development Act 2000 (as amended). The ability to extend the statutory timelines is simply not within the remit of the Planning Authority.</p> <p><b>Recommendation</b>  No change to Draft Plan.</p>

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• More consultation is needed on traffic proposals.</li> <li>• Requests that DLR listen to residents and local businesses.</li> </ul>	<a href="#">B0583</a> <a href="#">B0584</a> <a href="#">B0587</a> <a href="#">B0487</a> <a href="#">B0523</a> <a href="#">B0589</a> <a href="#">B0591</a> <a href="#">B0593</a> <a href="#">B0598</a> <a href="#">B0599</a> <a href="#">B0606</a> <a href="#">B0611</a> <a href="#">B0612</a> <a href="#">B0613</a> <a href="#">B0614</a> <a href="#">B0615</a> <a href="#">B0617</a> <a href="#">B0631</a> <a href="#">B0663</a> <a href="#">B0640</a> <a href="#">B0650</a> <a href="#">B0655</a> <a href="#">B0661</a> <a href="#">B0691</a> <a href="#">B0692</a> <a href="#">B0738</a> <a href="#">B0759</a> <a href="#">B0831</a>	
<p>ii. Submissions provide commentary on social media and public meetings relating to the Draft Plan.</p>	<a href="#">B0138</a> <a href="#">B0144</a>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation</b>                      No change to Draft Plan.</p>



Issues	Sub. No.	Executive's Response & Recommendation
iii. Submission acknowledges and appreciates the extensive public consultation period provided by DLRCoCo in relation to this Plan.	<a href="#">B0264</a>	The Executive notes and welcomes the support.  <b>Recommendation</b> No change to Draft Plan.
iv. Considers a communication plan is needed regarding proposed traffic measures, noting prevalence of misinformation in local community.	<a href="#">B0685</a>	The Executive notes the issue raised and appreciate that there is a need to communicate effectively on active travel measures which are bringing about changes in peoples communities. Many of the traffic measures projects will be subject to their own consent and public consultation processes.  <b>Recommendation</b> No change to Draft Plan.
<b>3.11.2 Plan process</b>		
i. Submission questions necessity of having to travel to Dun Laoghaire (per DLR website regarding submissions) to hand-deliver a submission when there is a Council Office in the heart of Dundrum.	<a href="#">B0453</a>	The Executive notes the issues raised.  Any submission could also have been submitted in the Dundrum office and indeed many were submitted in the Dundrum office. This was stated in the advert and was also on the website.  <b>Recommendation</b> No change to Draft Plan.
ii. Submission questions how a vast abundance of material and feedback will be analysed reliably and consistently, but also considered and responded to, within a 6-week time frame.	<a href="#">B0477</a>	The Executive notes the issues raised.  See Part 1 of this report for detail on how the CE's report is prepared in accordance with legislative requirements and statutory deadlines.  <b>Recommendation</b> No change to Draft Plan.
<b>3.11.3 Current Planning Applications</b>		
i. Submissions have included issues relating to the current SHD application on the OSC site and the content of the draft LAP including:	<a href="#">B0114</a> <a href="#">B0132</a> <a href="#">B0162</a> <a href="#">B0178</a>	The Executive notes the issues raised.  As the current SHD on the OSC site is a live planning application, it is not appropriate for the Planning Authority to provide further comment. The views of the PA in relation to same

Issues	Sub. No.	Executive’s Response & Recommendation
<ul style="list-style-type: none"> <li>• Opinion expressed that the DLR position has altered and considers that this may cause legal issues</li> <li>• Raises issue with a letter of consent by the Director of Services of DLRCOCO to applicant</li> <li>• Urges that the SHD proposal is reconsidered and capped at 4 floors or less.</li> <li>• Considers that the council is implementing development that has already been opposed.</li> <li>• Excessive scale, density and height.</li> <li>• Under provision of car parking and impacts on public transport.</li> <li>• If granted, will ghettoise Dundrum.</li> <li>• Suggests it would make sense to hold off publishing LAP until ABP have decided on current SHD application.</li> <li>• Suggest that the condition OSC15 be modified to absolutely include for creche space without an opt out (no “and/or” business) - very congested locally to find creche spaces.</li> <li>• Considers Draft LAP proposals have been influenced by current SHD application at site.</li> <li>• Critical of lack of consultation regarding application.</li> <li>• Notes proposed heights of up to 16 storeys would be visually intrusive</li> <li>• Does not have large family apartments thereby attracting a transient population.</li> <li>• Welcomes confirmation that the OSC site passed the Justification Test as required by the 2009 Planning System and Flood Risk Management Guidelines and contends that this supports the SHD application awaiting decision in this regard</li> <li>• Suggests putting a condition on both the OSC planning application &amp; the CMH one that the heat flow &amp; return pipes be presented facing north, / west with space in the</li> </ul>	<p> <a href="#">B0179</a>  <a href="#">B0233</a>  <a href="#">B0241</a>  <a href="#">B0259</a>  <a href="#">B0261</a>  <a href="#">B0263</a>  <a href="#">B0267</a>  <a href="#">B0318</a>  <a href="#">B0273</a>  <a href="#">B0280</a>  <a href="#">B0287</a>  <a href="#">B0289</a>  <a href="#">B0344</a>  <a href="#">B0347</a>  <a href="#">B0357</a>  <a href="#">B0360</a>  <a href="#">B0370</a>  <a href="#">B0386</a>  <a href="#">B0421</a>  <a href="#">B0444</a>  <a href="#">B0484</a>  <a href="#">B0593</a>  <a href="#">B0596</a>  <a href="#">B0613</a>  <a href="#">B0633</a>  <a href="#">B0640</a>  <a href="#">B0663</a>  <a href="#">B0679</a> </p>	<p>were included in the Chief Executive’s Report provided to ABP. This report is in the public domain and is accessible on the dlr website.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>development to accommodate pumping to adjacent network users be provided.</p> <ul style="list-style-type: none"> <li>• Considers that current SHD application at OSC site represents core part of Draft LAP proposals for village</li> <li>• Notes that DLR vision for the OSC site is for a development with a maximum height of 11 storeys, as opposed to 16 as proposed under the current SHD application.</li> <li>• Considers that the granting by ABP of the current SHD application prior to making the LAP would render the LAP ineffectual.</li> <li>• SHD planning application for the OSC site conflicts with the LAP; if approved, the LAP might be unviable. A decision is needed before finalising the LAP.</li> <li>• Requests that DLR publish all correspondence/records of meetings with DTCS site owners, stating that the OSC KDA framework aligns somewhat with current SHD application.</li> <li>• Suggests LAP provisions would serve to facilitate grant of permission for SHD application.</li> <li>• Concerned overshadowing/overlooking/impacts to character of village as a result of heights proposed in current SHD application at OSC site.</li> <li>• Concerned at impacts on surrounding areas if current SHD application on OSC site is implemented, stating that these potential impacts are not accounted for in Draft LAP</li> <li>• Submits that mockups for proposed OSC development are contrary to objectives regarding height set out in the LAP.</li> </ul>		
<p>ii. Submission appears to be a detailed objection to a planning application, but the application reference is not included. Objection is on the grounds of overdevelopment, Environmental Impact, Heritage and Cultural Preservation, Loss of Green Spaces and Lack of Infrastructure.</p>	<p><a href="#">B0115</a></p>	<p>It is not clear as to which planning application this submission relates.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<p>iii. Submission considers proposed 16 storey apartment development appears very excessive</p>	<p><a href="#">B0408</a></p>	<p>The Executive notes the issues raised. This issue appears to relate to the current SHD application on the OSC site.</p> <p>As the current SHD is a live planning application, it is not appropriate for the Planning Authority to provide further comment. The views of the Planning Authority in relation to same were included in the CE's Report provided to ABP. This report is in the public domain and is accessible on the dlr website.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>3.11.4 Other issues</b></p>		
<p>i. Submissions:</p> <ul style="list-style-type: none"> <li>• Considers that the Draft LAP is hard to understand with overly technical language.</li> <li>• Considers that the Draft LAP should be significantly shorter.</li> <li>• Critical of the ease of accessing and the clarity of the Draft LAP.</li> <li>• Considers the Draft LAP maps are difficult to read and suggests the use of 3D images in the LAP.</li> </ul>	<p><a href="#">B0004</a> <a href="#">B0082</a> <a href="#">B0169</a> <a href="#">B0461</a> <a href="#">B0505</a></p>	<p>The Executive notes the issue raised.</p> <p>The PA face a challenge in keeping spatial plans short given the myriad of statutory requirements now associated with any spatial plan. In addition, there is the challenge of ensuring that the plan is accessible to the public but that it also provides a robust framework for redevelopment of sites that can be utilised by all involved in the development management function – planners, architects, developers etc</p> <p><b>Recommendation.</b> No change to Draft Plan.</p>
<p>ii. Submission states that cycle lanes on Grange Road are dangerous for cyclists and drivers.</p>	<p><a href="#">B0014</a></p>	<p>This not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iii. Submission suggests objectors are motivated by concerns regarding home value, however considers home value will increase with high density development</p>	<p><a href="#">B0037</a></p>	<p>This not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>iv. Submission objects to proposed new structure (not specified).</p>	<p><a href="#">B0059</a></p>	<p>It is unclear as to what structure is being referred to.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
		No change to Draft Plan.
<p>v. Submission raises issues in relation to ongoing negotiations between the council and the Dom Marmion Society with regard to the lease for the facility.</p>	<a href="#">B0071</a>	<p>This not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vi. Submission raise issues in relation to council practices and council as follows:</p> <ul style="list-style-type: none"> <li>• Does not consider the council to be competent in making decisions for the local area.</li> <li>• Questions abilities of staff involved in the draft LAP.</li> <li>• Queries on how the Council will benefit financially from the OSC development.</li> <li>• Considers that ratepayers should not be expected to pay rates resulting from the hindrance to their livelihoods.</li> </ul>	<a href="#">B0084</a> <a href="#">B0114</a> <a href="#">B0122</a> <a href="#">B0155</a> <a href="#">B0272</a>	<p>The Executive notes the issue raised.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>vii. Submission:</p> <ul style="list-style-type: none"> <li>• States no effort has been made to bring historical collection in Dún Laoghaire library to the western part of the County.</li> <li>• States DLR has failed to use opportunities to provide green spaces in the Killmashogue area/western fringe of the County.</li> </ul>	<a href="#">B0113</a>	<p>These are not LAP issues.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>viii. Submission considers there is detrimental ecological impact, waste and noise pollution from concerts in Marlay Park.</p>	<a href="#">B0113</a>	<p>This not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>ix. Submission would welcome increased emphasis on community litter monitoring with increased bins, DLRCOCO collections, and community clean-up days. Critical of lack of increase in bins</p>	<a href="#">B0227</a> <a href="#">B0231</a>	<p>This is an operational matter and not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p>x. Submission advocates creating a district heat link from new town centre to feed CMH development along Dundrum Road and also some other smaller apartment developments on that</p>	<a href="#">B0261</a>	<p>This not a LAP issue.</p> <p><b>Recommendation</b></p>

Issues	Sub. No.	Executive's Response & Recommendation
road which can benefit from surplus heat produced by the new town centre.		No change to Draft Plan.
xi. Submission is concerned that no economic impact assessment has been conducted to reflect how proposed changes may reduce prosperity in the business community.	<a href="#">B0264</a>	This not a LAP issue.  <b>Recommendation</b> No change to Draft Plan.
xii. Submission: <ul style="list-style-type: none"> <li>• Requests inclusion of north arrows on all diagrams in Chapter 4 of LAP.</li> <li>• Highlights various terms used to refer to Taney Parish Primary School in LAP and requests use of uniform term (i.e 'Taney Parish Primary School') in interests of consistency.</li> </ul>	<a href="#">B0284</a> <a href="#">B0286</a>	The Executive notes the issues raised.  The use of a north arrow on maps was once standard practice under more traditional cartographic methods, however, now through the common use of geographical information systems (GIS) in the preparation of 'north is up' mapping, a north arrow is not required on all maps. All maps set out in the Draft LAP are prepared and set out as 'north is up' and do not require a north arrow. In the event that a map is rotated, a north arrow is applied.  <b>Recommendation</b> Replace all references to 'Taney National School' with 'Taney Parish Primary School'.
xiii. Submission highlights a typo with regard to the use of 'complimentary' rather than 'complementary' in the LAP and ABTA.	<a href="#">B0340</a>	The executive note the issue raised.  <b>Recommendation</b> Amend draft plan to correct spelling of 'complementary'.
xiv. Submission suggests that regard is had to international learnings with regard to high density development at the OSC and CMH sites.	<a href="#">B0366</a>	The Executive notes the issue raised. The Executive would be informed by international examples when preparing background work on various plans.  <b>Recommendation</b> No change to Draft Plan.
xv. Submission queries how emergency services can access taller buildings, noting low water pressure in area.	<a href="#">B0386</a>	This is not a LAP issue.  <b>Recommendation</b> No change to Draft Plan.
xvi. Submission lists document property dates of Draft LAP and ABTA documents, noting the LAP seems to have been created 2/6/2023 and modified 6/6/2023 but there is no date in the	<a href="#">B0396</a>	The Executive notes the issue raised.

Issues	Sub. No.	Executive's Response & Recommendation
<p>written document and the ABTA was written 30/5/2022 and approved 30/5/2023 however Appendix B is dated 2/6/2023 with document properties dated 7/6/2023. It would appear that the documents were being modified at the last minute and that the Draft Dundrum LAP does not contain the most up to date information.</p>		<p>The dates cited with regard to the creation of documents associated with the Draft LAP does not reflect the extensive background and assessment work that was carried out to inform the Draft LAP. The preparation of any LAP and background documents are iterative, often with final drafts and/or new document types being created, modified, and added to the hosting servers of the council up to the date of publication.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xvii.</b> Submission states that no detail has been given as to how their personal information would be held in accordance with DLR's Retention policy, the GDPR and Data Protection Act 2018.</p>	<p><a href="#">B0408</a></p>	<p>The Executive notes the issue raised but does not agree that there was no access to information on how a persons personal information would be held .</p> <p>A privacy statement for the processing of personal data contained in submissions made during the public consultation processes for the DRAFT LOCAL AREA PLAN FOR DUNDRUM Section under 20(3)(b)(iii), 20(3)(c)(ia) &amp; 20(3)(c)(ii)(l) of the Planning and Development Acts 2000 to 2023 was prepared to accompany the Draft Plan. It is available to view on the Council website <a href="https://www.dlrco.ie/local-area-plans/dundrum-local-area-plan">https://www.dlrco.ie/local-area-plans/dundrum-local-area-plan</a>.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xviii.</b> Submission Requests removal of:</p> <ul style="list-style-type: none"> <li>• blue 'Luas' sign at top of William Dargan Bridge</li> <li>• ESB sub-station on Taney Drive, stating that it is visually obtrusive.</li> <li>• Cladding on Joe Daly Cycles building</li> <li>• Requests silent traffic beacons at night time, citing current noise pollution.</li> <li>• Requests amendments to traffic light systems and junctions to avoid traffic stopping for pedestrians who have already crossed.</li> <li>• Requests amendments to pedestrian lights on Dundrum Road at Milltown Bridge to ease congestion</li> </ul>	<p><a href="#">B0428</a></p>	<p>These are not LAP issues. Changes to traffic light sequencing is an operational matter.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

Issues	Sub. No.	Executive's Response & Recommendation
<b>xix.</b> Submission considers local heritage / history of Dundrum should be highlighted (e.g. through permanent exhibitions) in library or cultural centre.	<a href="#">B0443</a>	This is not a LAP issue.  <b>Recommendation</b> No change to Draft Plan.
<b>xx.</b> Submission: <ul style="list-style-type: none"> <li>Provides commentary on development models and international practices and states opinions on economy.</li> <li>Considers it is unacceptable that DLR cannot facilitate direct access by public to Local Authority planners and that retaining services of private planning consultant would be required to establish development potential / planning opportunities at Ashgrove Court site.</li> <li>Considers DLR were motivated to support DTCSC in order to expand commercial rate base.</li> </ul>	<a href="#">B0444</a>	These are not LAP issues.  <b>Recommendation</b> No change to Draft Plan.
<b>xxi.</b> Submission states that there's ongoing failure to achieve Action 34 of the Council's Climate Change Action Plan (2019-2024): quoting the Annual Progress Reports for 2021 and 2022 which states that Action 34 is still "Not Started".	<a href="#">B0470</a>	This is not a LAP issue.  <b>Recommendation</b> No change to Draft Plan.
<b>xxii.</b> Submission notes the objectives for street improvements and public realm should be expanded to include providing utilities such as public toilets, public lighting, and both waste and recycling bins.	<a href="#">B0513</a>	These are operational issues and not LAP issues.  <b>Recommendation</b> No change to Draft Plan.
<b>xxiii.</b> Submission considers that plan should have more detail on planning requirements on particular sites that enable the development of adjacent sites, e.g. helping to resolve access issues and fire safety issues that prohibit development in tight urban spaces at the moment.	<a href="#">B0545</a>	The Executive notes the issue raised.  Matters such as access arrangements or matters that may benefit from adjoining site interaction would normally be discussed at pre-planning stage.  <b>Recommendation</b> No change to Draft Plan.
<b>xxiv.</b> Submission highlights absence of Irish language in Draft LAP, noting its status as official language and need to include Irish speakers.	<a href="#">B0731</a>	The executive note the issue raised and are aware of the requirements under the official languages Act.  <b>Recommendation</b>



Issues	Sub. No.	Executive's Response & Recommendation
		No change to Draft Plan
<p><b>xxv.</b> Submission considers that vegetation along Slang river walkway between Ballinteer Road and Sandyford Road should be reduced on the pedestrian side.</p>	<p><a href="#">B0761</a></p>	<p>Vegetation clearance is an operational issue and not a LAP issues.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>
<p><b>xxvi.</b> Submission requests DLR gives people mortgages</p>	<p><a href="#">B0770</a></p>	<p>This is not a LAP issue.</p> <p><b>Recommendation</b> No change to Draft Plan.</p>

## **Part 4: Appendices to Chief Executive's Report**



**Appendix 1 – Chief Executive's Errata to the Draft Plan**

Chapter / Section	Pg. No.	Errata
<b>Table of Contents</b>		
Chapter 2	2	Amend title of chapter 2 from ' <i>frameworks</i> ' to ' <i>Frameworks</i> '
<b>Chapter 2</b>		
Fig 2.10	24	Amend drawing 'B' to state " <i>Main Street City Scale Context South to North</i> "
2.9.3.3 b.	26	Amend objective heading 'b' to ' <i>Taney Cross Key Development Area (TC KDA) Street Character</i> '
2.9.4.3 c.	28	Amend 'Built form Objectives' ' <i>DM3</i> ' to ' <i>DM4</i> '.
2.9.5.3 c.	30	Amend title of figure 2.19 under CMH5 to ' <i>Indicative Urban Form for CMH site</i> '.
2.9.5.3 c.	30	Delete number ' <i>1</i> ' at the end of CMH5
<b>Chapter 3</b>		
3.2.3.1 ii.	36	Delete ' <i>as reference in Section 4.1.2.2 above</i> ' at the end of paragraph 2.
3.2.3.5	37	Amend text from ' <i>Section 4.2.4</i> ' to ' <i>Section 3.2.4</i> ' in the last sentence or paragraph 1
3.2.3.5	37	Amend text from ' <i>Figure 4.2</i> ' to ' <i>Figure 3.2</i> ' third sentence in paragraph 2.
Figure 3.2	38	Amend legend to remove ' <i>Windy Arbour</i> ' as no site is identified.
3.2.3.6	38	Amend text in bullet 2, Policy DLAP12, from ' <i>figure 4.3</i> ' to ' <i>figure 3.3</i> '.
3.2.5	40	Amend text in line 2 from ' <i>greens trip</i> ' to ' <i>green strip</i> '.
Figure 3.6	40	Amend drawing to show the 'public realm' layer per that listed in the legend.
<b>Chapter 5</b>		
5.9.3	64	Amend text in the second line from ' <i>stations proposed Plan area</i> ' to ' <i>stations in the Plan area</i> '.



## Appendix 2 – Acronyms

AA:	Appropriate Assessment	ER:	Environmental Report
ABP:	An Bord Pleanála	ESB:	Electricity Supply Board
ABTA:	Area Based Transport Assessment	EU:	European Union
ACA:	Architectural Conservation Area	EV:	Electric Vehicle
BH:	Building Height	FOI:	Freedom of Information
BS:	British Standard	FRA:	Flood Risk Assessment
BTR:	Build-to-rent	FRMP:	Flood Risk Management Plan
CAP:	Climate Action Plan	FRS:	Flood Relief Scheme
CBA:	Cost Benefit Analysis	GDA:	Greater Dublin Area
CBC:	Core Bus Corridor	GHG:	Greenhouse Gas
CCCAP:	Community, Cultural and Civic Action Plan	GI:	Green Infrastructure
CDP:	County Development Plan	GPS:	Global Positioning System
CE:	Chief Executive	GS:	Geological Survey of Ireland
CFRAM:	Catchment Flood Risk Assessment and Management	GW:	Gigawatt
CMH:	Central Mental Hospital	HSE:	Health Service Executive
CMP:	Construction Management Plan	IGB:	Irish Glass Bottle
CSO:	Central Statistics Office	KDA:	Key Development Area
DC:	District Centre	LAP:	Local Area Plan
DCC:	Dublin City Council	LDA:	Land Development Agency
DEBP:	Dublin Eastern Bypass	LEV:	Low Emission Vehicle
DLAP:	Dundrum Local Area Plan	MA:	Material Amendment
DLR:	Dún Laoghaire-Rathdown County Council	MASP:	Metropolitan Area Strategic Plan
DM:	Dom Marmion	MFF:	Motion from the Floor
DMURS:	Design Manual for Urban Roads and Streets	MTC:	Major Town Centre
DoE:	Department of Education	NC:	Neighbourhood Centre
DoHLGH:	Department of Housing, Local Government and Heritage	NDP:	National Development Plan
DRLP:	Dundrum Retail Limited Partnership	(p)NHA:	(proposed) Natural Heritage Area
DTSC:	Dundrum Town Centre Shopping Centre	NIFM:	National Indicative Fluvial Mapping
ECCE:	Early Childhood Care Education	NPF:	National Planning Framework
ECFRAM:	Eastern Catchment Flood Risk Assessment and Management Plan	NPO:	National Policy Objective
EHO:	Environmental Health Officer	NPPF:	National Planning Policy Framework (England)
EMRA:	Eastern and Midlands Regional Assembly	NBS:	Nature Based Solutions
EPA:	Environmental Protection Agency	NSO:	National Strategic Outcome
		NTA:	National Transport Authority

NZEB:	Nearly Zero Energy Building	SHD:	Strategic Housing Development
OMC:	Owners Management Company	SI:	Statutory Instrument
OPR:	Office of the Planning Regulator	SLO:	Specific Local Objective
OPW:	Office of Public Works	SNI:	Sustainable Neighbourhood Infrastructure
OSC:	Old Shopping Centre	SPA:	Special Protection Area
PA:	Planning Authority	SPPR:	Specific Planning Policy Requirement
PDA:	Planning and Development Act	SSFRA:	Site Specific Flood Risk Assessment
PFRA:	Preliminary Flood Risk Assessment	SuDS:	Sustainable Drainage Systems
PLC:	Private Limited Company	SUFP:	Sandyford Urban Framework Plan
PRS:	Private Rental Sector	SWOC:	Strengths, Weaknesses, Opportunities and Constraints
QBC:	Quality Bus Corridor	TII:	Transport Infrastructure Ireland
RMP:	Record of Monuments and Places	UCD:	University College Dublin
ROW:	Right of Way	UE:	Uisce Eireann
RPO:	Regional Policy Objective	UFP:	Urban Framework Plan
RSES:	Regional Spatial and Economic Strategy	UK:	United Kingdom
RSO:	Regional Strategic Outcome	UN:	United Nations
RPS:	Record of Protected Structures	URDF:	Urban Regeneration and Development Fund
SAC:	Special Area of Conservation	UV:	Ultraviolet
SDZ:	Strategic Development Zone	WHO:	World Health Organisation
SEA:	Strategic Environmental Assessment		
SEN:	Special Education Need		
SFRA:	Strategic Flood Risk Assessment		

## Appendix 3 – Legislative Background

### Planning and Development Act 2000 (as amended)

#### Section 20 Consultation and adoption of local area plans:

20.—(1) A planning authority shall take whatever steps it considers necessary to consult the Minister, the Office of the Planning Regulator and the public before preparing, amending or revoking a local area plan including consultations with any local residents, public sector agencies, non-governmental agencies, local community groups and commercial and business interests within the area.

(1A) The Minister or the Office of the Planning Regulator may, in relation to a local area plan, make such recommendations as the Minister or that Office, as the case may be, considers appropriate.

(2) A planning authority shall consult údarás na Gaeltachta before making, amending or revoking a local area plan under subsection (3) for an area which includes a Gaeltacht area.

(3) (a) The planning authority shall, as soon as may be after consideration of any matters arising out of consultations under subsections (1) or (2) but before making, amending or revoking a local area plan—

(i) send notice of the proposal to make, amend or revoke a local area F149[plan to the Minister, F150[the Office of the Planning Regulator,] the Board] and to the prescribed authorities (and, where applicable, it shall enclose a copy of the proposed plan or amended plan),

(ii) publish a notice of the proposal in one or more newspapers circulating in its area.

(b) A notice under paragraph (a) shall state—

(i) that the planning authority proposes to make, amend or revoke a local area plan,

(ii) that a copy of the proposal to make, amend or revoke the local area plan and (where appropriate) the proposed local area plan, or proposed amended plan, may be inspected at such place or places as are specified in the notice during such period as may be so stated (being a period of not less than 6 weeks),

(iii) that submissions or observations in respect of the proposal made to the planning authority during such period will be taken into consideration in deciding upon the proposal.

(iv) that children, or groups or associations representing the interests of children, are entitled to make submissions or observations under subparagraph (iii).

(c) (i) Not later than 12 weeks after giving notice under paragraph (b), the Chief Executive of a planning authority shall prepare a report on any submissions or observations received pursuant to a notice under that paragraph and shall submit the report to the members of the planning authority for their consideration.

(ia) A chief executive's report prepared for the purposes of subparagraph (i) shall be published on the website of the planning authority concerned as soon as practicable following submission to the members of the authority under subparagraph (i).

(ii) A report under subparagraph (i) shall—

(I) list the persons who made submissions or observations,

(II) provide a summary of—

(A) the recommendations, submissions and observations made by the Minister, where the notice under paragraph (a) of subsection (2) was sent before the establishment of the Office of the Planning Regulator,



(B) the recommendations, submissions and observations made by the Office of the Planning Regulator, and

(C) the submissions and observations made by any other persons,

in relation to the draft local area plan in accordance with this section,

(III) contain the opinion of the chief executive] in relation to the issues raised, and his or her recommendations in relation to the proposed local area plan, amendment to a local area plan or revocation of a local area plan, as the case may be, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

(cc) In the case of each planning authority within the GDA, a report under subparagraph (c)(i) shall summarise the issues raised and the recommendations made by the DTA in a report prepared in accordance with section 31E and outline the recommendations of the chief executive in relation to the manner in which those issues and recommendations should be addressed in the proposed local area plan.]

(d) (i) The members of a planning authority shall consider the proposal to make, amend or revoke a local area plan and the report of the chief executive under paragraph (c).

(ii) Following consideration of the manager's report under subparagraph (i), the local area plan shall be deemed to be made, amended or revoked, as appropriate, in accordance with the recommendations of the Chief Executive as set out in his or her report, 6 weeks after the furnishing of the report to all the members of the authority, unless the planning authority, by resolution—

(I) subject to paragraphs (e) to (r), decides to make or amend the plan otherwise than as recommended in the chief executive's report, or

(II) decides not to make, amend or revoke, as the case may be, the plan.

(e) Where, following consideration of the [chief executive's report], it appears to the members of the authority that the draft local area plan should be altered, and the proposed alteration would, if made be a material alteration of the draft local area plan concerned, subject to paragraphs (f) and (j), the planning authority shall, not later than 3 weeks after the passing of a resolution under paragraph (d)(ii) (inserted by section 9 of the Act of 2002), publish notice of the proposed material alteration in one or more newspapers circulating in its area, and send notice of the proposed material alteration to the Minister, F150[the Office of the Planning Regulator,] the Board and the prescribed authorities (enclosing where the authority considers it appropriate a copy of the proposed material alteration).

(f) The planning authority shall determine if a strategic environmental assessment or an appropriate assessment or both such assessments, as the case may be, is or are required to be carried out as respects one or more than one proposed material alteration of the draft local area plan.

(g) The Chief Executive shall, not later than 2 weeks after a determination under paragraph (f) specify such period as he or she considers necessary following the passing of a resolution under paragraph (d)(ii) as being required to facilitate an assessment referred to in paragraph (f).

(h) The planning authority shall publish notice of the proposed material alteration, and where appropriate in the circumstances, the making of a determination that an assessment referred to in paragraph (f) is required, in at least one newspaper circulating in its area.

(i) The planning authority shall cause an assessment referred to in paragraph (f) to be carried out of the proposed alteration of the local area plan within the period specified by the Chief Executive.

(j) A notice under paragraph (e) or (h) as the case may be shall state that—

(i) a copy of the proposed material alteration of the draft local area plan may be inspected at a stated place and at stated times during a stated period of not less

than 4 weeks (and the copy shall be kept available for inspection accordingly), and

(ii) written submissions or observations with respect to the proposed material alteration of the draft local area plan may be made to the planning authority within the stated period and shall be taken into consideration before the making of any material alteration.

(ja) (i) Written submissions or observations received by a planning authority under this subsection shall, subject to subparagraph (ii), be published on the website of the authority within 10 working days of its receipt by that authority.

(ii) Publication in accordance with subparagraph (i)—

(I) does not apply where the planning authority is of the opinion that the submission or observation is vexatious, libellous or contains confidential information relating to a third party in respect of which the third party has not, expressly, or impliedly in the circumstances, consented to its disclosure,

(II) does not apply where the planning authority has sought and receives, either before or after the period of 10 working days referred to in subparagraph (i), legal advice to the effect that it should not publish under that subparagraph or should cease to so publish, as the case may be, the submission or observation concerned,

(III) does not apply to the extent that the local authority has sought and received, either before or after the period of 10 working days referred to in subparagraph (i), legal advice that part of the submission or observation concerned should not be published on the website of the planning authority or should cease to be so published, as the case may be, or

(IV) does not apply where the submission or observation relates to matters prescribed by the Minister for the purpose of this provision or does not apply to the extent that so much of the submission or observation relates to matters prescribed by the Minister.

(k) Not later than 8 weeks after publishing a notice under paragraph (e) or (h) as the case may be, or such period as may be specified by the Chief Executive under paragraph (g), the Chief Executive shall prepare a report on any submissions or observations received pursuant to a notice under that paragraph and submit the report to the members of the authority for their consideration.

(ka) A chief executive's report prepared for the purposes of paragraph (k) shall be published on the website of the planning authority concerned as soon as practicable following submission to the members of the authority under paragraph (k).]

(l) A report under paragraph (k) shall—

(i) list the persons who made submissions or observations under paragraph (j)(ii),

(ii) provide a summary of—

(I) the recommendations, submissions and observations made by the Minister, where the notice under paragraph (a) of subsection (2) was sent before the establishment of the Office of the Planning Regulator,

(II) the recommendations, submissions and observations made by the Office of the Planning Regulator, and

(III) the submissions and observations made by any other persons,

in relation to the draft local area plan in accordance with this section,]

(iii) contain the opinion of the Chief Executive in relation to the issues raised, and his or her recommendations in relation to the proposed material alteration to the draft local area plan, including any change to the proposed material alteration as he or she considers appropriate, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

(m) The members of the authority shall consider the proposed material alteration of the draft local area plan and the report of the Chief Executive under paragraph (k).

(n) Following consideration of the chief executive's report under paragraph (m), the local area plan shall be made or amended as appropriate by the planning authority by resolution no later than a period of 6 weeks after the report has been furnished to all the members of the authority with all, some or none of the material alterations as published in accordance with paragraph (e) or (h) as the case may be.

(o) Where the planning authority decides to make or amend the local area plan or change the material alteration of the plan by resolution as provided in paragraph (n)—

(i) paragraph (p) shall apply in relation to the making of the resolution, and

(ii) paragraph (q) shall apply in relation to any change to the material alteration proposed.

(p) It shall be necessary for the passing of the resolution referred to in paragraph (n) that it shall be passed by not less than half of the members of the planning authority and the requirements of this paragraph are in addition to, and not in substitution for, any other requirements applying in relation to such a resolution.

(q) A further modification to the material alteration—

(i) may be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site,

(ii) shall not be made where it refers to—

(I) an increase in the area of land zoned for any purpose, or

(II) an addition to or deletion from the record of protected structures.

(r) When performing their functions under this subsection, the members of the planning authority shall be restricted to considering the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

(4) The Minister may make regulations or issue guidelines in relation to the preparation of local area plans.

(4A) A local area plan made under this section shall have effect 6 weeks from the day that it is made.]

(5) A planning authority shall send a copy of any local area plan made under this Chapter to any bodies consulted under subsection (1), (2) or (3), the Board and, where appropriate, any prescribed body.

(5) In this section 'statutory obligations' includes, in relation to a local authority, the obligation to ensure that the local area plan is consistent with—

(a) the objectives of the development plan,

(b) the national and regional development objectives specified in—

(i) the National Planning Framework, and

(ii) the regional spatial and economic strategy,

and

(c) specific planning policy requirements specified in guidelines under subsection (1) of section 28.